

BMSB Guide


Season 2025 - 2026

01st of September 2025 to 01st of May 2026

This presentation is based on the regulations
announced by DAFF & MPI on the 19th August 2025
and may not reflect the latest updates.



W° BMSB Requirements Overview

-  **Mandatory treatment:** From 1st of September (Departure) until end of BMSB season*.
-  **Treatment options:** SF (Sulphur Fluoride) and Heat Treatment as only accepted options from Europe.
-  **120 hours window:** Cargo must be loaded in 120h time frame after treatment or arriving to a high-risk country from nonhigh risk country.
-  Additional measures under WalWil Policy applicable to certain origins, used cargo and co-loading destinations in Oceania Service.
-  **NUFT*** Declarations applicable for Australia, Papeete, Reunion and Noumea from December 1st to end of season.

* End of Season varies depending Country of Destination

* WW Ocean regulations may apply for NUFT

Targeted Risk Countries for the season 2025 - 2026



No New Targeted Risk countries for the 2025/26 Season

Japan*:
DAFF: Emerging Risk Country
MPI: Target Risk Country

UK, China, Japan & the Republic of Korea: Emerging risk countries for 25/26

China, Japan & the Republic of Korea: Heightened Vessel Surveillance

W° BMSB Season 2025 – 2026

Australia and New Zealand

Australia:



- Season starts **on 01st of September** (Departure) All Australian cargo requires treatment.



- 120 hours window:** Remains active from 01st of September to 01st of December.



- NUFT Declarations** applicable from December 01st to end of season. Only cargo with manufacture start on or after 01st December.



- From December 01st, the **120 hours window** is not applicable for Australia.



- End of Season** departure from first export port on or after 01st of May.

December 01st

May 01st

New Zealand:



- Mandatory treatment:** From 1st of September (Departure) until end of BMSB season*.



- 120 hours window:** Remains active from 1st of September to end of Season.



- NUFT Declarations** are not applicable during the BMSB Season



- End of Season** arrival date to New Zealand on or after 01st of May.

May 01st

W° BMSB Season 2025 – 2026

Noumea, Reunion and Papeete

In order to maintain the bio-security integrity of our vessels, WalWil reserves the right to inspect and treat any cargo loading on our Oceania service. These measures do not absolve the shipper of their obligation to present pest free and clean cargo.

Noumea and Reunion*

- Season starts on **01st of September** (Departure) All Noumea and Reunion cargo requires treatment.

- 120 hours window:** Remains active from 1st of September to 01st of December.

- NUFT Declarations** applicable from December 01st to end of season. Only cargo with manufacture start on or after 01st December.

- From December 01st, the **120 hours window** is not applicable for Noumea and Reunion.

- End of Season** departure from export port on or after 01st of May.

December 01st

May 01st

Papeete:

- Season starts on **01st of September** (Departure) All Papeete cargo requires treatment.

- 120 hours window:** Remains active from 1st of September to 01st of December.

- NUFT Declarations** applicable from December 01st to end of season. Only cargo with manufacture start on or after 01st December.

- From December 01st, the **120 hours window** is not applicable for Papeete.

- End of Season** arrival date to Papeete on or after 01st of May.

May 01st

*REUNION: BMSB rules only apply if Reunion cargo is carried on an Oceania bound vessel operated by WWO/EUKOR. For space charter arrangement the BMSB rules of that carrier apply.

W° Used Cargoes

01

All used cargo shipped from all risk countries is required to be treated during the period from September 01st to end of season if shipped on vessels trading in the Oceania Service (Departure date for start of season and Arrival date for end of season).

02

Used cargo from non-target countries will require a declaration form filled by Shippers to be provided to WW Ocean applicable during the period from September 01st to end of season.

WW Ocean reserves the right to refuse to book or load the cargo based on the WW Ocean Clean cargo Policy.

03

Used cargo from high-risk countries will not be accepted onto the Oceania bound vessels during BMSB season unless it is treated.

This includes cargo from US to South America, Europe to North and South and Central America, and from Europe to South Africa (and Reunion if applicable).

04

Used motorhomes and caravans will require treatment all year around regardless of origin and destination.

Under certain strict criteria, used motorhomes shipping *from* South Africa may be exempted from treatment.

W° Transshipment Cargo

01

Cargo transshipped in Australia, Noumea, Papeete needs to be treated in accordance with DAFF/MPI regulations.

02

Cargo from targeted risk countries bound for Asia loaded on vessels calling Australia and New Zealand is required to be treated.

03

For Cargo from High-Risk Countries transshipped in Europe WW Ocean require customers to treat their cargo at the transshipment port.

04

Cargo from non-targeted countries needs to be transshipped in a non-targeted country. In this case, treatment not mandatory. *





05

If there is no such transshipment solution in place, the transshipment cargo is required to be treated in accordance with the DAFF/MPI requirements in the transshipment port at the cost of the shipper. WW Ocean will not take the responsibility for the 120 hours dwell time in the transshipment port.

*For cargo to Australia, Reunion, Noumea, Papeete transshipped after December 01st does not require to be transshipped in a non-targeted risk country.

W° NUFT: New, Unused and Non-Field-Tested Cargo



- Cargo shipped to Australia can be exempted of treatment if units have commenced manufacture on or after 01st December 2025.
 - NUFT is also applicable to another destination such as Papeete, Noumea and Reunion.
 - NUFT Declarations must have start of manufacture date always on or after December 01st.
 - Goods must be classed as new and classified under the following tariff chapters only: 82, 84, 85, 86, 87, 88 & 89.
 - NUFT is NOT applicable for **NEW ZEALAND**.
 - A copy of the declarations must be presented to WalWil prior loading together with a document including full serial numbers and production dates.
 - DAFF will also require your declaration for cargo clearance on arrival. Declaration must be shared with your brokers/agents locally.
- [Template Download](#)
- Wallenius Wilhelmsen does not accept NUFT declarations for:
 -  **Italy**
 -  **Romania**
 -  **Hungary**
 -  **Turkey**

Wallenius Wilhelmsen Clean Cargo Guideline

It is the customer's responsibility to ensure that their products are clean when they are delivered to a port for export. The following is a quick but invaluable guide to what to look out for in order to ensure your product is clean enough.

MAKE SURE TO PREPARE YOUR PRODUCTS ON TIME

It is important that products are delivered to the port early enough to ensure ample time to properly inspect and clean or treat the unit in accordance with destination requirements. This is particularly important during BMSB season and the winter months when a majority of the products received require treating or washing before loading, especially those that have travelled over the road on an open conveyance.

1/Food

There should be no evident traces of leftover or spilled food or drink. This includes food consumed by humans, or food carried as commercial produce.



2/Oil and grease

All oil (e.g. stains or leakage), grease, soot etc. must be removed from inside and outside the product.



3/Animal material

Especially important is to ensure the removal of any animal and insects (both dead or alive), including traces of any feces.

4/Dirt

Road travel can throw up dirt. All traces of this, even dirty water, sand residues or stones, must be washed and removed, paying special attention to the underside of the product.



5/Plant material

Plant material such as twigs, leaves, bark, roots, grass or straw must be removed from inside and outside of the product.



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There should be no evident traces of leftover or spilled food or drink. This includes food consumed by humans, or food carried as commercial produce.



2/Oil and grease

All oil (e.g. stains or leakage), grease, soot etc. must be removed from inside and outside the product.



3/Animal material

Especially important is to ensure the removal of all animal and insect life, dead or alive, including traces of any feces.



4/Dirt

Road travel can throw up dirt. All traces of this, even from dirty water, must be washed and removed, paying special attention to the underside of the product.



5/Plant material

Plant material such as twigs, leaves, bark, roots, grass or straw must be removed from inside and outside of the product.



W° Treatment Methods

Sulphur Fluoride (SF)

Heat Treatment

Residual Insecticide (VCE1e)

This methodology is not under DAFF/MPI Treatment Providers Scheme and must be assessed by WalWil.
Only valid for Aircrafts/ Watercrafts to New Zealand

Ethyl Formate

Announced by DAFF as an approved treatment method for the 2025/26 season. WW is currently following the developments of this treatment method with keen interest and awaiting potential treatment provider registrations.

Valid Treatment Methods

Wallenius Wilhelmsen accepts **Heat treatment and Sulphur Fluoride** as a valid treatment methods. Other methodologies not included on the DAFF/MPI Treatment Providers Scheme are excluded. **Any regional deviation of above must be addressed to WalWil in order to be confirmed.**

Sulphur Fluoride

Identification:

Treatment providers apply SF to the cargo completely wrapped and sealed or in a fumigation enclosure. Cargo is fumigated to a level of 24 g/m³ during 12h/24h. Ventilation of cargo requires between 12h/24h.

Type of Cargo:

All cargo can be treated with this methodology. Treatment providers normally apply this methodology to BB cargoes.

[Official treatment providers list](#)

Heat Treatment

Identification:

Treatment providers heat the treatment enclosure until sensors located on the cargo indicate 56 degrees for a minimum of 30 minutes.

Type of Cargo:

All cargo can be treated with this methodology. It is considered as a prefer option for many Shippers for RoRo cargoes.

[Official treatment providers list](#)

Residual Insecticide

Identification:

Only valid for **Aircrafts and watercrafts shipped to New Zealand**. Operative sprays insecticide around the unit.

Restricted post/treatment window time.

Cargo must be retreated on arrival (NZ POD).

Type of Cargo:

Aircrafts and watercrafts.

Requires WalWil approval before booking acceptance.

W° Fogging on Vessel Details

Fogging

All decks of the vessels are sprayed with the products below. No doors or windows on our cargo are opened during this process. Fogging is not a vessel treatment.

South Africa

Product identification:

Trade Name: Super Suspend
Chemical Family: Pesticide
Chemical Name Deltamethrin

Trade Name: Avimatic Aerosol
Chemical Family: Pyrethroid pesticides
Chemical Name: Blend of Pyrethrins, Piperonyl Butoxide

Trade Name: Aquapy
Chemical Family: Insecticides
Chemical Name: Blend of Pyrethrins, Piperonyl Butoxide

Supplier:

Rentokil

Panama

Product identification:

Trade Name: Vectorcide
Chemical Family: Pesticides
Chemical Name: Deltamethrin

Supplier:

Higiene, Protección y Medio ambiente, S.A.

Oceania

Fogging outside first port in Oceania will be done if required and in accordance with the requirements from the Authorities (MPI/DAFF)

All vessels departing September to December will be fogged. Based on risk assessment and findings, additional fogging of vessel might occur during the season.

Fogging is done to wake bugs up as early as possible to reduce risk of having vessels delayed.

Fogging can also be done at first port of arrival in Oceania at the request of DAFF or MPI.

W° Shipper's Responsibility

- To protect their biosecurity, Australia and New Zealand require that all cargo presented for shipment must be free of contamination of any kind, particularly live insects.
 - It is the shipper's obligation to always present clean cargo to the Port, and secure no contaminated cargo presented for loading (free of contamination of any kind, particularly live insects, not only BMSB)
 - It is the importer's obligation to ensure compliance with BMSB treatment regulations.

- WW Ocean encourage our Customers to constantly communicate and lobby with DAFF & MPI to limit risk, close loopholes, align standards so that the RoRo segment is not unfairly targeted.

- Shippers must actively work to assess and minimize the risk of BMSB infestation of cargo throughout their facilities and entire supply chain.

- Perform audits of treatment suppliers and share the result with WW Ocean.

- To be compliant with the Authorities guidelines towards Cargo presentation for treatment: Enable to open all doors, compartments, boxes, hoods and guarantee accessibility inside packaging or removal.

- Approve that cargo can be surveyed (regarding evidence of BMSB) and therefore to guarantee that cargo can be thoroughly surveyed. For example, enabled to open doors, boxes, hoods etc.

- Approve that WW Ocean can treat cargo on spot basis as part of our overall risk assessments.

- Approve that WW Ocean can perform logistics audits the supply chain (manufacturing facilities, treatment facilities etc.)

- Acknowledge the responsibility and accountability in case of bug findings on treated and/or non-treated cargo.

- Acknowledge that all remedial/treatment costs, should evidence of BMSB be found, will be for the account of the shipper.

- Present or make available additional data of the cargo (i.e. Production date, production facility, pathway to Port) as part of any Risk assessment or declaration.

Shippers - Biosecurity Risk Mitigation

- It is the shipper's obligation to always present clean cargo at the Port.
- WW Ocean encourage Shippers to actively work to identify and assess any potential risk of BMSB infestation of cargo at the source.
- To Conduct a Biosecurity Self-Assessment of the production facilities and Supply Chain as a first mitigation measure against BMSB and other pests.
- To implement pest management measures in all manufacturing facilities such as BMSB traps or periodical fumigations.
- Take mitigation measures during the transport of cargo to Port.
- We encourage our customers to share with WW Ocean their self-assessments and pest management measures taken in place in order to join efforts against the BMSB.



BMSB Season 2025-2026

BMSB Season starts on 1st of September 2025.
All cargo shipped from target high risk countries with destination to Oceania must be treated against BMSB until the end of the season under DAFF & MPI standards.

Bio-Security Surcharge: 4 USD per w/m for all cargoes with destination Australia and New Zealand. This surcharge is to be applied from September 1st (departure date) to April 30th (departure date).

WalWil reserves the right to update the BS Surcharge at any time.

WalWil Information: [BMSB WalWil](#)



Key Points:

1

High Risk Countries

No additions to the High Risk Countries DAFF/MPI list.

Republic of Korea and Japan added to Emerging Risk Countries list.

2

Australia NUFT Declarations

Start of manufacture must be on or after 1st December 2025.

Declarations must include start of manufacture date and presented to WalWil prior loading.

3

Australia End of Season

Bill of lading date on or after 1st of May 2026. Specific date for arriving to Australia is not requested.

4

New Zealand Regulations

- **End of Season:** Arrival date to NZ on or after 1st of May 26.
- **NUFT** Declarations are not applicable.
- The **120 hours window** is enforced during all BMSB Season.

5

Used Cargo

Used cargo from high risk countries must be treated regardless the origin and destination when shipped in Oceania services.

For further information, please check the following websites:

- Australia Regulations: [DAFF BMSB](#)
- New Zealand Regulation: [MPI BMSB](#)

BMSB Season 2025-2026

BMSB - NUFT Season starts on 1st of December 2025

New, Unused and Non-field-tested Cargo with a manufacture start date from 01st of December 2025 may be not subjected to seasonal measures if evidence is provided in forms of a NUFT Declaration.

NUFT is NOT applicable for cargo produced in Italy, Hungary, Romania and Turkey.

NUFT not applicable for Asia bound cargo.



NUFT Summary:

1

NUFT Definition:

New, Unused and Non-field Tested Cargo.

2

NUFT Acceptance:

- Applicable for Australia, Papeete, Noumea and Reunion.
- **New Zealand does not accept NUFT Declarations.**

3

NUFT Requirements:

- Only valid for tariff chapters : 82, 84, 85, 86, 87, 88 and 89.
- Manufacture **must start from 01st December 2025**

4

A Compliant Declaration must have:

- The statement “the product is new, unused and not field tested”.
- A manufacture start date - from 01st December 2025
- Issued by the company that manufactured/produced the goods by either the individual manufacturing site or head office within the country of manufacture.
- An official format as per DAFF requirements: [Template Download](#)

5

Present your Declaration:

A copy of the declarations must be presented to WalWil prior loading together with an excel document including full serial numbers and manufacture date.

DAFF will also require your declaration for cargo clearance.

BMSB Season 2025-2026

BMSB - NUFT Season starts on 1st of December 2025

New, Unused and Non-field-tested Cargo with a manufacture start date from 01st of December 2025 may not be subjected to seasonal measures if evidence is provided in forms of a NUFT Declaration.

NUFT is NOT applicable for cargo produced in Italy, Hungary, Romania and Turkey.

NUFT not applicable for Asian bound cargo.

For further information, please check the following website: [DAFF BMSB](#)



NUFT Compliance:

A Compliant NUFT Declaration must have:

- The statement “the product is new, unused and not field tested”.
- Tariff chapters than 82, 84, 85, 86, 87, 88 and 89.
- A manufacture start date from 01st December 2025 or later.
- Destination: Australia, Papeete, Noumea or Reunion.
- Issued by the company that manufactured/produced the goods by either the individual manufacturing site or head office within the country of manufacture.
- Consignment links: serial Numbers / Vin Numbers.
- Bill of Lading No. is not mandatory.
- An official format as per DAFF requirements: [Template Download](#)

Not Valid NUFT Declarations:

- Only using date of shipment as a reference for NUFT Declarations, but not considering the production start date.
- Declarations stating end of production.
- Vehicles with start of manufacture on the 30th of November 2025 or earlier.
- Vehicles with end of manufacture date after December 01st 2025, but commencement date before December 01st 2025.
- Other tariff chapters than 82, 84, 85, 86, 87, 88 and 89.
- NUFT Declarations for New Zealand cargo.
- No header or letter head from the manufacturing company.
- Missing statement “New, Unused and Non-field-tested” .
- No stamped/signed declaration.
- Missing consignment link: Serial Numbers / Vin Numbers.
- Cargo produced in Italy, Hungary, Romania and Turkey.