

BMSB Guide

Season 2021 - 2022

1st of September 2021

This presentation is based on the regulations published on 1st of September 2021 and may not reflect the last updates.



W° BMSB Requirements - Australia and New Zealand



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

* End of Season varies depending Country of Destination



- **Treatment options:** SF (Sulphur Fluoride) and Heat Treatment as only accepted options from Europe.



- **120 hours window:** Remains active from 1st of September to 1st of December in all countries for cargo with destination AU, NZ, Noumea, Papeete



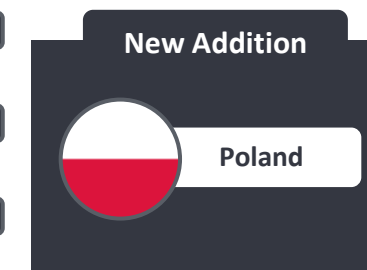
- From December 1st, the **120 hours window** is not applicable for Australia, Noumea and Papeete, but remains for New Zealand cargoes until end of season.



- **NUFT* Declarations** applicable for Australia, Papeete and Noumea from December 1st to end of season.

* WW Ocean regulations may apply for NUFT

Targeted Risk Countries for the season 2021 - 2022



*DAWE: Special Surveillance
MPI: Target Risk Country



BMSB Season 2021 – 2022

Australia and New Zealand



Australia:

From September 1st (departure date) to April 30th (departure date) of each year, BMSB treatment is mandatory.

- High-Risk period: From 1st of September (departure date) to 30th of November (departure date) of each year – No treatment exemptions – 120 hours transit time & treatment window is applicable.
- NUFT Period*: From 1st of December (based on production date) to April 30th (departure date) of each year – Acceptance of NUFT Declarations – Treatment window of 120 hours is not applicable for Australian cargo.
- Off-Season: From 1st of May (departure date) to 31st of August (departure date) of each year – No restrictions – Used motorhomes to be treated all year round.

New Zealand:

From September 1st (departure date) to April 30th (arrival date) of each year, BMSB treatment is mandatory.

- High-Risk period: From 1st of September (departure date) to 30th of April of each year (arrival date) – No treatment exemptions – 120 hours window of transit time & treatment is applicable.
- NUFT Period: Not applicable for New Zealand cargo - The 120 hours window of transit time & treatment remain applicable during all BMSB season.
- Off-Season: From 1st of May (arrival date) to 31st of August (departure date) of each year – No restrictions – Used motorhomes to be treated all year round.

*NUFT period may be subjected to change based in risk assessments, BMSB findings and / or weather / temperature.

W° BMSB Season 2021 – 2022

Noumea and Papeete



Noumea:

From September 1st (departure date) to April 30th (departure date) of each year WW Ocean requires treatment as per below:

- High-Risk period: From 1st of September (departure date) to 30th of November (departure date) of each year – No treatment exemptions – 120 hours transit time & treatment window is applicable.
- NUFT Period*: From 1st of December (based on production date) to 30th of April (departure date) of each year – Acceptance of NUFT Declarations – 120 hours transit time & treatment window
- Off-Season: From 1st of May (departure date) to 31st of August (departure date) of each year – No restrictions – Used motorhomes to be treated all year round.

Papeete:

From September 1st (departure date) to April 30th (arrival date) of each year WW Ocean requires treatment as per below:

- High-Risk period: From 1st of September (departure date) to 30th of November (departure date) of each year – No treatment exemptions – 120 hours transit time & treatment window is applicable.
- NUFT Period*: From 1st of December (production date) to April 30th (arrival date) of each year – Acceptance of NUFT Declarations – 120 hours transit time & treatment window is not applicable.
- Off-Season: From 1st of May (arrival date) to 31st of August (departure date) of each year – No restrictions – Used motorhomes to be treated all year round.

*NUFT period may be subjected to change based in risk assessments, BMSB findings and / or weather / temperature.

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

- Cargo shipped to Australia can be exempted of treatment if units are produced after 1st December 2021 in all its large including complex components.

 - Goods must be classed as new and classified under the following tariff chapters only: 82, 84, 85, 86, 87, 88 and 89.

 - NUFT is also applicable to another destination such as Papeete, Noumea,...

 - NUFT is NOT applicable for **NEW ZEALAND**.
- A copy of the declarations must be presented to WalWil prior loading together with an excel document including full serial numbers and production dates.

 - DAWE 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, Hungary, Romania and Turkey.

W° Wallenius Wilhelmsen- BMSB Policy

- All Cargo for Noumea and Papeete must be treated according to the DAWE/ MPI regulations
- Cargo from risk countries to South Africa and Reunion – WW Ocean reserves the right to inspect and treat any cargo loading on our AUS/NZ service. WW Ocean may introduce measures on such cargo to protect the Biosecurity of our shipments. These inspections and treatments do not absolve the shipper of their obligation to present pest free cargo for shipment.
- NUFT - WW Ocean will accept NUFT certificates for Cargo produced after December 1st for all countries except Hungary, Romania, Turkey and Italy. In case of findings, WW Ocean reserves the right to treat infested NUFT cargo at shippers' expense.
- Transshipment cargo must be in line with DAWE and MPI requirements and the 120 hours window taken in consideration
- Cargo from watchlist countries* – WW Ocean will perform extra surveys and we may introduce measures on such cargo to protect the bio-security of our shipments.

* Belarus, Malta, Sweden, United Kingdom, and Chile.

Japan is considered Target Risk Country by MPI New Zealand.

NUFT is not applicable for New Zealand

W° Treatment Methods

Sulphur Fluoride (SF)

Heat Treatment

Residual Insecticide (VCE1e)

This methodology is not under DAWE/MPI Treatment Providers Scheme and must be assessed by WalWil.

Valid Treatment Methods

Wallenius Wilhelmsen accepts **Heat treatment and Sulphur Fluoride** as a valid treatment methods. Other methodologies not included on the DAWE/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.

Suppliers:

[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° Used Cargoes

01

All used cargo shipped from all risk countries is required to be treated during the period from September 1st 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 1st 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.

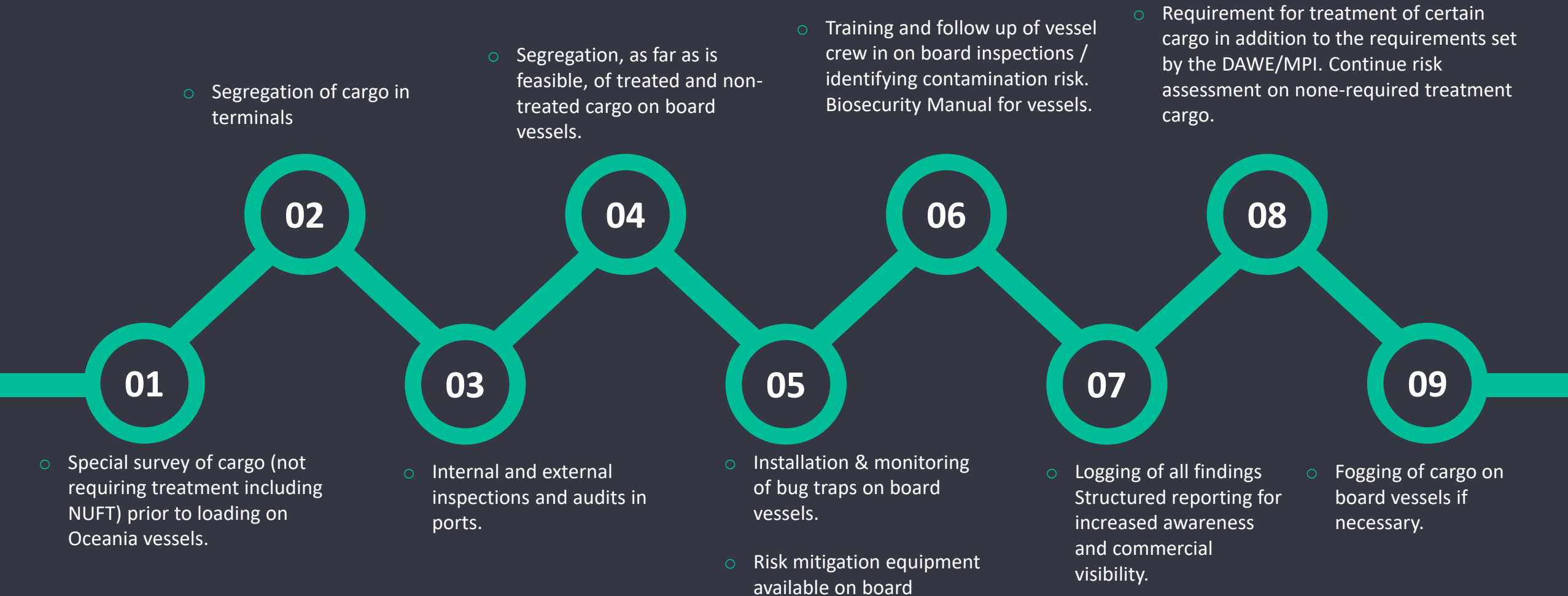
03

Used cargo 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.

W° Biosecurity Proactive Measures and Counter Actions by Wallenius Wilhelmsen



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 DAWE & 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 complaint 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 along the supply chain (manufacturing facilities, compounds, 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.

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.

HELP US HELP YOU – BE ON TIME

It is important that products are delivered to the port early enough to ensure ample time to properly inspect and clean the unit in accordance with destination requirements. This is particularly true during winter months when a majority of the products received require 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 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.



Shippers - Biosecurity Risk Mitigation

- It is the shipper's obligation to always present clean cargo to 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

2021-2022

BMSB Season starts on 1st of September 2021.
All cargo shipped from target high risk countries with destination to Oceania must be treated against BMSB until the end of the season under DAWE & MPI standards.

Bio-Security Surcharge: 2 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 Information: [BMSB WalWil](#)



Key Points:

1

High Risk Countries - New Addition: Poland
All cargo manufactured in Poland must be treated during BMSB Season according DAWE/MPI.

2

Australia NUFT Declarations
Cargo produced on or after 1st December 2021 in all its large. **Complex components must be manufactured on or after 1st December 2021.** Declarations must presented to WalWil prior loading.

3

Australia End of Season
Bill of lading date on or after 1st of May 2022. Specific date for arriving to Australia is not necessary.

4

New Zealand Regulations

- **End of Season:** Arrival date to NZ on or after 1st of May 22.
- **NUFT** Declarations are not applicable.
- The **120 hours window** is enforced during all BMSB Season.

5

Used Cargo
Used cargo must be treated during regardless the origin and destination when shipped in Oceania services.

For further information, please check the following websites:

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

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WalWil Information: [BMSB WalWil](#)



NUFT Key Points:

1

NUFT Definition:

New, Unused and Non-field Tested Cargo.

2

NUFT Acceptance:

NUFT Declarations are applicable for Australia, Papeete, Noumea and Reunion.

3

NUFT Requirements:

Cargo produced after 1st December 2021 in all its large including Complex components. Only tariff chapters : 82, 84, 85, 86, 87, 88 and 89 are accepted.

4

Compliant Declaration:

All information must be listed in a declaration with a specific format and including the mandatory information required.

[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 production dates.

DAWE will also require your declaration for cargo clearance on arrival.

For further information, please check the following website:

Australia Regulations: [DAWE BMSB](#)