



# Australian Government

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## Department of Agriculture

26 August 2015

### Import Industry Advice Notice

XX/2015

#### Brown Marmorated Stink Bug Season 2015-2016

##### Who does this notice affect?

This notice is of interest to clients in the import and shipping industry, including importers and customs brokers. It concerns those involved with the importation of targeted break bulk and some containerised vehicles (including boats) and machinery shipped from mainland United States from 1 September 2015 to 30 April 2016 inclusive.

##### What has changed?

In consultation with industry, the Department of Agriculture finalised measures to manage the 2015-2016 seasonal risk of brown marmorated stink bug infestations in sea cargo from the United States. This notice provides further clarification on these measures.

##### *Breakbulk*

- From **1 September 2015**, all **used** goods in the target tariffs shipped as break bulk must be treated for potential stink bug infestations no more than 96 hours prior to shipment on or before **30 April 2016**.
- **New** goods in the target tariffs manufactured and/or stored between **1 September 2015** and **1 December 2015** and shipped as break bulk on or before **30 April 2016** must undergo offshore treatment, unless subject to safeguarding arrangements approved by the department.
- **New** goods in the target tariffs **manufactured after 1 December 2015** and shipped as break bulk on or before **30 April 2016** require a consignment specific manufacturer's new and used and not field tested (NUFT) declaration which includes the date and place of manufacture.
- Goods that arrive untreated must be treated onshore on wharf or at a QAP class 1.1 if safe to move. Treatment must occur within a 48 hour time frame at the wharf of arrival. If this cannot be arranged, the goods will not be permitted discharge but may be shipped to another port where treatment facilities are available or may be exported.

##### *Containerised*

- FCL/ FCX containerised goods in the target tariffs are subject to the same requirements as break bulk

- for **used** goods shipped between 1 September 2015 and 30 April 2016, except that the treatment window prior to loading will not apply
  - for **new** goods manufactured and/or stored between 1 September 2015 and 1 December 2015 and shipped seals intact
  - for **new** goods manufactured after 1 December 2015.
- As with last season, LCL containerised goods will not be targeted under these measures.
  - FCL/FCX containerised that arrive untreated will require mandatory treatment on shore. Containers will be permitted discharge to the wharf if the seals are intact, and moved to either a QAP class 1.1 or 1.3 (if fumigation facilities are available) for treatment.

### Season dates

The measures apply to target goods shipped from *all* mainland ports in the United States from 1 September 2015 to 30 April 2016 inclusive, and will remain in place for the entire season unless pest infestations are detected. Should this occur, the department may impose emergency requirements similar to those applied in the 2014-2015 season.

### Target goods

As per last season, new and used vehicles, vessels and machinery continue to be the target goods, although the department has scaled back applicable tariffs. Items such as locomotives and rolling stock, mowers, motor bikes and new machinery parts are now excluded. Goods that fall outside of these tariffs may still be subject to random, full or partial unpack verification inspection on arrival.

### Treatments

The treatment conditions are:

- **Sulfuryl fluoride** – at least 48g/m<sup>3</sup> for 6 hours or longer or at least 16g/m<sup>3</sup> for 12 hours or longer both with an end point reading of 50% or more of the initial concentration and conducted at a temperature of 10 °C or higher. Please note this temperature is 5 °C lower than the MeBr conditions below.
- **Methyl bromide** – at least 16g/m<sup>3</sup> for 12 hours or longer with an end point reading of 50% or more of the initial concentration and conducted at a temperature of 15 °C or higher. Please note this temperature is 5 °C higher than the SF conditions above.
- **Heat** – at 50 °C or greater for at least 20 minutes in the coldest location in the vehicle.

### Treatment time before loading

- Break bulk goods treated **before 1 December** must undergo treatment within 96 hours of loading.
- Break bulk goods treated **after 1 December** are unlikely to become re-infested, so are not subject to a treatment window.
- Containerised goods sealed after treatment and arriving seals intact are not subject to a treatment window.

### Alternative arrangements—safeguarding

Safeguarding is a detailed pest risk management plan/system that can be implemented by manufacturers offshore as an alternative to the mandatory pre-shipment treatment requirements. Safeguarding arrangements must be approved by the department and

goods that arrive without an approved arrangement in place will require mandatory treatment onshore. Guidance on applying for an approved arrangement is available on the [department's website](#).

### **Charging**

All charges for the department's services in documentary processing, risk assessments and inspections will be directed to the owner/importer of the goods automatically, using existing entry management processes for all imported goods. This will be revised only if a new infestation of viable stink bugs is detected on board a vessel prior to goods discharge to the wharf.

The department will not be charging for the assessment of applications for safeguarding arrangements, as these arrangements are being trialled this season.

### **Further information**

For further information, please see [Frequently Asked Questions](#) or contact [airandseacargo@agriculture.gov.au](mailto:airandseacargo@agriculture.gov.au).

Any changes to the above measures will be published in industry advice notices and via social media. To receive advice of changes, go to [agriculture.gov.au/subscriptions](http://agriculture.gov.au/subscriptions) to request an email when a new industry notice is issued, or go to the department's twitter account, @DeptAgNews.

## Target tariffs for the 2015-2016 season

Chapter	Target tariff	Description	Exemptions from target tariff
84	8429	Bulldozers, graders, road rollers, tampers etc.	-----
	8430	Other moving, grading, levelling, excavating equipment	-----
	8432	Ploughs and agricultural soil prep machinery	8432.90.00 parts
	8433	Harvesting, threshing or agricultural machinery, not food processing.	8433.11.00 mowers 8433.19.00 mowers 8433.20.00 other mowers, including cutter bars for tractor mounting 8433.53.00 root or tuber harvesting machines 8433.60.00 machines for cleaning, sorting or grading eggs, fruit, or other agricultural produce 8433.90 parts
	8436.80.10	Tree fellers, tree harvesters	-----
87	8701	Tractors, not work trucks	8701.10.00 pedestrian controlled tractors
	8702	Buses, minibuses, coaches, >= 10 passengers	-----
	8703	Motor cars and other motor vehicles, < 10 passengers	-----
	8704	Motor vehicles for the transport of goods	-----
	8705	Special purpose motor vehicles, non passenger	-----
	8707	Bodies for motor vehicles, all types	-----
	8716	Trailers and semi-trailers, other vehicles, no engine	8716.90.00 parts
89	all headings	SHIPS, BOATS AND FLOATING STRUCTURES	-----

## USED target goods shipped from the United States between 1 September 2015 and 30 April 2016

Pre-shipment requirements	Documentation	Onshore
Break bulk and FCL/FCX Containerised <ul style="list-style-type: none"> <li>mandatory pre-shipment treatment for BMSB</li> <li>break bulk must be treated within 96 hours of loading</li> </ul>	To be lodged prior to arrival: <ul style="list-style-type: none"> <li>FID; and</li> <li>consignment specific treatment certificate.</li> </ul>	Standard on arrival measures apply if goods are treated offshore..

## NEW target goods manufactured or stored between 1 September and 1 December 2015

Pre-shipment requirements	Documentation	Onshore
Break bulk and FCL/FCX containerised shipped seals intact <ul style="list-style-type: none"> <li>mandatory pre- shipment treatment for BMSB; or</li> <li>approved safeguarding arrangements.</li> </ul>	To be lodged prior to arrival: <ul style="list-style-type: none"> <li>FID</li> <li>consignment specific treatment certificate OR clearance letter confirming approved safeguarding arrangement; and</li> <li>advice of the date and place of manufacture.</li> </ul>	Standard surveillance, verification and CCV measures apply. <ul style="list-style-type: none"> <li><b>Break bulk</b> goods that have not met the pre-shipment requirements will require treatment onshore within 48 hours, or export if treatment not available.</li> <li><b>Containerised</b> goods that have not met the BMSB requirements must be treated onshore. If seals intact, containers can be moved to a QAP 1.1 or QAP class 1.3 (if fumigation facilities are available) for treatment. Clients can expect that this will significantly delay release of the goods.</li> </ul>

## New target goods manufactured AFTER 1 December 2015

Pre-shipment requirements	Documentation	Onshore measures
None for break bulk and FCL/FCX containerised	To be lodged prior to arrival: <ul style="list-style-type: none"> <li>FID</li> <li>Manufacturer's NUFT (new, unused and not field tested) declaration INCLUDING the date and place of manufacture.</li> </ul>	Standard surveillance, verification and CCV measures apply. <ul style="list-style-type: none"> <li><b>Break bulk</b> goods that do not provide documentation required will be directed for treatment onshore within 48 hours, or export if treatment not available.</li> <li><b>Containerised</b> goods that do not provide documentation required will be directed for treatment onshore. If seals intact, containers can be moved to a QAP 1.1 or QAP class 1.3 (if fumigation facilities are available) for treatment. Clients can expect that this will significantly delay release of the goods.</li> </ul>

