



BMSB Seasonal Measures 2024-25 Industry Sessions Q & A

BMSB Seasonal Measures

Is the 120 hours based on loading onto a vessel and how do we prove other than a shipped on board bill of lading or vessel departure date, last year there were issues around this?

The shipped on board date, as indicated on the ocean bill of lading, is the date used to determine when goods have been shipped within season and are therefore in scope for BMSB seasonal measures including mandatory treatment of target high risk goods. This can also be in the form of a letter from the shipping company (that meets our minimum documentary requirements) stating that goods were loaded on board the vessel on a specific date if this differs from the departure date.

What document proves the 120 hour load?

All target high risk goods shipped as break bulk (including flat rack and open top containers) that have been treated in a target risk country prior to 1 December must be loaded onto the export vessel within 120 hours of treatment. The shipped on board date, as indicated on the ocean bill of lading, is the date used to determine when goods have been shipped.

Where the goods are shipped within a six hard sided container prior to 1 December, the container must be sealed within 120 hours of treatment. For goods treated and shipped in six hard sided containers, once sealed, there is no timeframe to be onboard vessel.

For containers that haven't been sealed by the treatment provider after treatment, with the seal recorded on the treatment certificate, a [sealing declaration](#) will be accepted by the department.

Please confirm if we load, and seal prior to 1 Sept 24, that the load does not have to be fumed. We can then send the sealing declaration as per past seasons?

A [sealing declaration](#) may be used for any six hard sided containers including FCL and LCL/FAK containers that have been sealed prior to 1 September of the current BMSB season. If the container has been consolidated and sealed prior to 1 September and remains unopened until it arrives in Australia, then the container will be out of scope for BMSB seasonal measures and fumigation will not be required.

If we have a loose loaded groupage container of used Personal Effects from a country deemed an issue for BMSB will the container not be of interest if all shipment clear on a B534. But if one shipment clears on a SAC or FID will this automatically gain a BMSB hold?

UPEs, are categorised as target high risk goods will not be subject to mandatory treatment requirements if they are imported as UPEs under the B534 form. However, goods that are required to be reported under a Full Import Declaration (FID), for example motor vehicles and motorbikes, will require mandatory BMSB treatment either offshore or onshore (if permitted).

The whole import must be approved by ABF to be reported under the concessional tariff chapter 99. If ABF have not approved the chapter 99 to be utilised for the whole consignment on a B534 form and the goods are reported individually on a FID, then for the purposes of BMSB they are not considered UPEs and are subject to the same BMSB seasonal measures including mandatory treatment as all other imports





With regards to the 120 hour timeframe requirement, what is the departments stand when the container is loaded but the shipping line delays departure for their reasons, such as loading delays and weather conditions etc.? This pushes out the 120 but you cannot get the container off the vessel or wharf?

Break bulk goods must be **loaded** onto the exporting vessel within 120 hours of treatment. Once the goods are on board there are no further requirements. If the goods have not been loaded onto the vessel within 120 hours retreatment will be required prior to arrival.

Goods in six hard sided containers must be sealed within 120 hours. once sealed no further timeframes to be loaded.

Where break bulk, open top or flat racks have been treated prior to export to Australia, and the goods have been rolled (but no more than 48 hours over the 120 hours), the goods may be treated in Australia providing a risk management plan is provided to the SPP team prior to arrival.

What scientific basis supports the department's criteria for "target goods subject to the measures"? For example, why is a steel washer (chapter 73) considered 'target high-risk' and requires mandatory treatment when imported alone, but not when imported as part that forms a complete chair (chapter 94)?"

The BMSB risk tariffs were based on the [Pest Risk Analysis](#) (PRA). BMSB risk goods are classified at the chapter-level tariff classification for operational purposes and to prevent possible errors in declaring goods.

The current definition of the transit policy presents significant challenges for providers who have been suspended and is difficult to explain to importers. Identical cargoes on the same vessel while at sea for the same importer can be cleared if lodged earlier, but those lodged after the suspension date cannot be cleared. This discrepancy can sometimes be a matter of just one day. Could the department consider revising the definition to address this inconsistency?"

'Consignments or goods are classified as 'in-transit' when they have left the country of origin but have not yet been cleared through the border in Australia.'

This policy enables consignments to be flagged and managed within they ICS / AIMS accordingly without the need to manually manage cargo that has already been released and delivered, by pulling it back under biosecurity control and moving it back to wharf for treatment.

Importing vessels, drill rigs etc - how are they dealt with please?

These goods will have to meet seasonal measures including mandatory treatment if the goods are being discharged in an Australian port. Please contact spp@aff.gov.au for further details.

If High risk goods are booked on a vessel due to leave 31 August but vessel is delayed sailing until 3 September. Would they be caught in these treatment requirements? Or would there be an exemption?

If the goods were shipped on board prior to 1 Sept and this is reflected on the bill of lading (BOL) then they are not subject. The measures refer to the shipped on board date not the vessel departure date.





The current 24-hour restricted tarping inspection time for breakbulk cargo under the transit policy is proving to be quite challenging and unrealistic. Often, there is no available staff for inspection, especially on weekends and public holidays. Could you please consider increasing the inspection window from 24 hours to 72 hours? This adjustment would greatly assist in ensuring compliance and efficiency.

As BMSB is a flight risk pest, these timeframes are in place to minimise the risk and enable effective containment prior to onshore treatment. These time frames cannot be extended.

As Airfreight shipments are not required BMSB treatment, for shipments originated from listed countries exported via Airfreight into non risk countries, for multimodal transshipment (Air + Sea), then sent to Australia from that location via sea (LCL), is there an avenue to declare the first multimodal leg completed via Air to prevent mandatory treatment on the transshipment hub or upon arrival?

All target high risk and target risk goods will be subject to BMSB measures when arriving to Australia via sea freight. This is regardless of if they were exported from a target risk county via air to a transiting country.

If the treatment provider is suspended for breakbulk whilst on the water will treatment still be allowed onshore as per last year?

As per previous seasons, when an offshore BMSB treatment provider is listed as under review or suspended, the department will enact its 'in-transit' policy.

Break bulk goods that were shipped on board on or prior to the relevant treatment provider being placed under review or suspended or shipped on board a vessel within 120 hours after the suspension (goods in-transit to Australia at the time of status change), will be permitted to discharge/unload on arrival only if there is an approved risk management plan in place.

Goods that have been shipped in sealed six hard sided containers and treated by an under review or suspended offshore treatment provider will continue to be permitted to discharge/unload on arrival as per the current processes. These goods will be directed for onshore treatment by a department approved treatment provider.

If cargo is treated in a high risk country, then transhipped in another high risk country is the 120 hour rule still applicable?

Yes, if the goods arrive in the transshipment port prior to 1 December, the 120 hour transshipment window will apply.

Any provisions for shipment shipped from targeted risk countries via airfreight to South East Asia for multimodal transshipment, then shipped as LCL into Australia, can be exempted from treatment as the first leg was done as airfreight?

All target high risk and target risk goods will be subject to BMSB measures when arriving to Australia via sea freight. This is regardless of if they were exported from a target risk county via air to a transiting country.

If a container is treated in a non-target risk country but shipped from a target risk country is there still no 120 hr requirement or is there another declaration regarding movement dates etc?

The 120 hour post treatment window does not apply to goods treated in non-risk countries.

However, if your target high risk goods are being shipped as break bulk/flat rack/open top and is being shipped from a non-target risk country but transships via a target risk country where they will be unloaded off the vessel to be





loaded onto another vessel, between 1 September and 1 December (inclusive), they will be subject to mandatory retreatment if the goods spend more than 120 hours in the target risk country.

Break Bulk Shipment if we load the break bulk cargo onto the vessel before 30/08 but if the vessel departs in sometime first week of September. in this case does it meet the criteria of it being shipped before BMSB season began?

If the goods were shipped on board prior to 1 Sept and this is reflected on the BOL then they are not subject. The measures refer to the shipped on board date not the vessel departure date.

If we ship the cargo as sea freight until Singapore and if it is being air freighted to Australia from Singapore. In this case will the cargo needs to be fumigated?

Airfreight direct to Australia is not subject to BMSB seasonal measures and fumigation will not be required.

If the cargo leaves as air freight but arrives as sea freight into AUS. In this case does the cargo needs fumigation because it is arriving as SF?

Yes, all target high risk and target risk goods will be subject to BMSB measures when arriving to Australia via sea freight. This is regardless of if they were exported from a target risk county via air to a transiting country.

If cargo is treated in a high risk country, then transhipped in another high risk country is the 120 hour rule still applicable?

The [120 post treatment window](#) applies to all goods treated in a target risk country before 1 December, where these goods are break bulk/flat rack/open top and they tranship a target risk country prior to 1 December, they must also meet the [120 hour transshipment window](#).

It seems the rate of FCL/FAK being pulled by US Customs in Long Beach have increased since last season. It can take up to six weeks for Customs/Price Transfer to unpack/inspect/repack and release back to the terminal. For containers that were fumigated prior to being delivered to the port in Los Angeles are any allowances made to the 120 hour window?

If US Customs / Price Transfer have selected the container for a border inspection within BMSB season, then there is the potential for goods to become infested with BMSB during this time.

In situations like this, if the documentation from Price Transfer can be provided, showing the new seal number that has been applied by US customs AND the inspection time or time container has been unpacked has not exceeded 120 hours, similar to goods that tranship in target risk countries, then this would be acceptable to show the container will not be subject to BMSB measures. The 120 hour window only applies to containers inspected and resealed prior to 1 December.

If this evidence cannot be provided, then unfortunately the container will require treatment onshore on arrival.





LCL/FAK information

Do origin countries with vessel surveillance (Japan, China, Korea) need to be declared in the MCD portal prior to vessel arrival?

No, heightened vessel surveillance is only applicable to Ro-Ro vessels from China, Japan and the Republic of Korea and is managed by the vessel prior to arrival, it is not required on the FID or the MC declaration.

If LCL cargo coming out of a non bmsb country but having components inbuilt from target risk countries, will it still have to be treated offshore?

Fumigation requirements are based on the tariff the goods (as a whole) are being imported under ([target high risk tariff](#)), and the country of manufacture/origin ([target risk country](#)), it is not based on the components within the goods, or the end use of the goods, unless they are required to be reported separately by ABF.

No changes to Master Consolidator policy and current credentials roll over from last year?

If you have already registered as a master consolidator, you do not need to reregister, all registrations will carry over from last season. there are no changes to lodgement requirements for this season

What about the LCL containers that are usually fumigated on arrival before being deconsolidated. Will this still be an option, or they need to be fumigated on the Port of loading?

There have been no changes to the management of LCL containers.

Offshore Treatments

How do they confirm the origin treatment provider is certified to treat consignment for BMSB?

A treatment provider that is certified to conduct quarantine pre-shipment treatments for BMSB will be listed as 'approved' on the department's List of Treatment Providers to conduct methyl bromide, sulfuryl fluoride or heat treat treatments and will have been assigned an Entity Identifier (AEI). These treatment providers will have been registered and approved under AusTreat, the department's new pre-border treatment provider assurance scheme, which has replaced the Offshore BMSB Treatment Providers scheme from the 2023-2024 risk season.

When offshore treatment providers submit treatment information to the dept and there is something wrong with their submission, does the dept advise them of the issue with the treatment?

The department has systems in place to identify and review potential non-compliance with treatment methodologies using information lodged in the Offshore Treatment Certificate Portal. The department will contact treatment providers as part of its investigation and will notify them of the identified issues.

Did the existing service providers get migrated into the new AusTreat system or did they have to sign up to be added?

Treatment Providers which have previously registered to the Offshore BMSB Treatment Providers scheme have not been automatically transferred to the AusTreat scheme. These treatment providers must complete a full registration application for the AusTreat scheme. This registration will be valid for three years.





Given the significant costs associated with the three approved treatment options for Brown Marmorated Stink Bugs—heat, methyl bromide, and sulfuryl fluoride—are there any alternative treatment solutions being explored by the department that are both more cost-effective and environmentally friendly? Additionally, could you provide insights into any ongoing research or pilot programs that aim to develop or test such solutions?

The department is exploring a range of alternative treatments for BMSB. Last year, New Zealand's Ministry for Primary Industries recognised ethyl formate as an effective treatment, the department is actively considering this research and will approve this treatment as soon as possible if it meets the department's efficacy, operational and health and safety requirements.

What is the typical turnaround time for offshore treatment facilities to receive approval from the Department of Agriculture for Brown Marmorated Stink Bug (BMSB) treatments? Additionally, are there any specific deadlines or timeframes that these facilities must meet to maintain their approved status?

If treatment providers submit all of their required information, the application assessment and approval turn around is quick however, extended delays can be expected if applications are incomplete or missing information. Registration under AusTreat is valid for three years. We recommend that treatment providers begin the application registration process more than 6 weeks prior to expiry to ensure the application is processed before the expiration date. Treatment providers must inform the department within 21 calendar days of any significant changes to their business, such as changes to company ownership, location of facilities, operating procedures etc. Treatment providers must also provide calibration certificates for their equipment on a yearly basis.

Will HT certificates be less favourable to Dept than say a MB treat certificate? How would a Broker conduct Due diligence on whether a Heat Treat sensor etc has been placed correct?

Treatment certificates for all of the department's approved treatment options are assessed against the relevant minimum requirements. Brokers are encouraged to work with their supply chains to ensure the documentation that is provided to the department is authentic and reflective of an effective treatment.

Hello, Is the AusTreat list the same as this list: <https://www.agriculture.gov.au/biosecurity-trade/import/before/prepare/treatment-outside-australia/pre-border-biosecurity-treatment-providers?>

All approved AusTreat providers will appear on that list however the list also includes treatment providers approved under other pre-border assurance schemes, such as the Australian Fumigation Accreditation Scheme (AFAS). All treatment providers listed as approved on that list are considered suitable for conducting BMSB treatments.

Will AEI numbers issued under Austreat be different from the existing SB suffix codes so we can easily tell if they are registered on Austreat?

At this point in time, all existing treatment providers will continue to use their existing AEIs. New treatment providers will be issued with a TP suffix code. The department will consider if there is a need to update legacy AEIs in the future.

For further information regarding offshore treatments including AusTreat, please contact offshoretreatments@aff.gov.au.





Safeguarding

Will Safeguarding arrangements be available next season? and if so, when will applications open?

Yes the safeguarding Arrangements Scheme will be available for the 2024-25 BMSB season and applications are open for submission annually between 1 July and 30 January via the '[Application for BMSB Safeguarding Arrangement Scheme](#)' form.

Has the application process for the Brown marmorated stink bug (BMSB) Safeguarding Arrangements Scheme remained largely unchanged and when will applications open?

Yes, there have been no significant changes to the Safeguarding arrangement Scheme for this year. Updates can be found on the website [here](#).

Applications for the department's Safeguarding Arrangement Scheme are open for submission annually between 1 July and 30 January via the '[Application for BMSB Safeguarding Arrangement Scheme](#)' form.

The following information must be supplied when submitting the application:

- Completed application form including supply chain mitigation and contingency actions and processes.
- Supply Chain Mitigation and Contingency Actions and Processes Plan
- A minimum of six images showing the inside and outside of all manufacturing and indoor storage sites listed in the application.

EX USA, we import goods from our manufacturing site, as well as spare parts or components made in China from several suppliers but stored in the USA prior to coming to Australia (some of the same components that go into the manufacturing process). These are handled and inspected as per our safeguarding plan. Do we need to list these good from China as a COO in our safeguarding plans?

Please consult with the Safeguarding team to determine the relevant details required under your Safeguarding Arrangement.

For further information regarding the safeguarding scheme, please contact safeguarding@aff.gov.au.

Vessels

Is Taiwan classified as a heightened vessel surveillance country?

No. Only China, Japan and the Republic of Korea are recognised for heightened vessel surveillance in the 2024-25 BMSB season.

Is the SPQ (Seasonal Pest Questionnaire for the vessels) is changed reflecting the changes for the new season 24-25?

There will be an updated version of the Seasonal Pest Questionnaire (SPQ). Only minor changes are expected.





Please advise if there are the same measures as BMSB for other stink bugs detected on ro-ros.

Where exotic pests are detected, the measures taken will be adjusted to reflect the approved management or treatment methods for the particular pest/s detected. The measures required will be determined on a case by case basis.

Will all RoRo vessels from target risk countries be subject to Seasonal Pest Inspection (SPI) at first Australian port (therefore unable to discharge until after inspection)? Or will they be assessed from questionnaires and then determined if SPI or RVI (able to discharge while being inspected) will be required.

The pre arrival reporting submitted by each vessel will be assessed on a case by case basis and the relevant inspection requirement applied. Where a vessel is required to have a SPI discharge will not be permitted until the inspection is complete.

We want to know also if SPQ will be updated for the next season is this was not the case for the season that just passed?

There will be an updated version of the Seasonal Pest Questionnaire (SPQ). Only minor changes are expected.

DAFF & NZMPI seem to operate in parallel do you know if China and the Republic of Korea have been added to NZMPI CAL. I am advised they have not been added to NZMPI CAL for heightened vessel surveillance?

NZ and Australia do not align with target risk countries.

Other

Does the department have adequate resources to manage the BMSB COLS processing this season?

We oversee the policy for BMSB seasonal measures. As advised at the start we are unable to advise on staff in operational areas.

Are there any CPC points for this webinar?

No, there are no CPC points for this webinar.

Would there be more entomologists available to cover this season as well as more biosecurity officers to serve vessels to mitigate inspections etc?

We oversee the policy for BMSB seasonal measures. As advised at the start we are unable to advise on staff in operational areas.

