# NCCC Overview

## **Video 1 Transcript**

Video:

The class 19.1 NCCC approved arrangement allows accredited persons to assess non-commodity documentation for containerised sea freight. The class 19.1 requirements and conditions policy sets out the operating conditions that must be followed when assessing and reporting an input declaration under the NCCC approved arrangement. The appendix one reporting guide provides an overview of the process that must be followed. The first step instructs you to refer to the non-commodity policy to determine the non-commodity concerns to be addressed for each specific cargo type. Non-commodity concerns are dependent on the cargo type. Here, we can see that for an LCL, we require packaging and dunnage concerns to be addressed, whilst for an FCL FCX cargo type, we also require a container cleanliness, destination and khapra beetle assessment. This policy also specifies what statements and information are required to support your non-commodity assessment. You will now need to determine the import conditions for your specific consignment. Refer to the non-commodity BICON case to search for the input conditions for your consignment and cargo type. BICON input conditions ask you to refer to the delivery postcode classification page on our website to manage the risk associated with unpacked destinations for sea containers.

Video:

There are four postcode classifications: metropolitan, rural, grain growing area, and split, part metropolitan, part rural. To manage khapra beetle concerns for sea containers, you'll need to determine if the container was packed in a target risk country and is destined to be unpacked in a grain growing postcode. To determine if your country of origin is a target risk country, check out khapra beetle target risk countries list on our website.

Video:

Condition 11 of your 19.1 requirements document states that you must be in possession of all the documents relevant to your BICON import conditions and the non-commodity policy. As per Condition 12, you must ensure that all relevant documents meet the minimum documentary requirements policy before the full import declaration is lodged under the AA. When assessing and managing a consignment, Condition 14 states that accredited persons must answer our non-commodity general declaration questions in the integrated cargo system, ICS, and declare all non-commodity concerns identified from your document assessment.

Video:

The first question relates to accreditation and registration for the AA. If you answer no, the consignment will be referred to the department for assessment. If you answer yes, then you are lodging the import declaration as an accredited person under the AA and on behalf of the biosecurity industry participant, BIP, covered by the AA. The second question relates to the assessment of the non-commodity documentation and the unpack destination post codes. A yes answer must be given if the consignment is covered by non-commodity documentation assessed by an accredited person as acceptable to address khapra beetle risk when applicable and non-commodity concern statements. And for FCL FCX, the consignment is being unpacked at a metropolitan postcode with the department's authority for delivery. A no answer means that the non-commodity documentation is unacceptable to address khapra beetle risk when applicable and non-commodity concern statements and/or the FCL FCX consignment is being unpacked in a non-metropolitan postcode.

Video:

All the identified concern types must be entered into the ICS. The full list of concern types and outcomes are available in the class 19.1 requirements and conditions document. All concern types are outcome-based, which means that the accredited person can select the appropriate outcome to manage the biosecurity risk. If multiple concern types are entered, the system will automatically add a non-commodity line to the entry and apply a direction based on the concern type hierarchy. For example, if concerns were identified for packaging, PCTG as well as rural unpack, RURL, AIMS would apply a direction for the concern type ranked highest in the hierarchy. In this case, RURL. By entering the concern code PCTG, the inspecting officer will be alerted via the inspection comments to then inspect packaging concerns after the rural tailgate has been performed. Noting Condition 15, you must assign a location if required for your concern type outcome. The approved arrangement site number is entered into the AQIS location field in the ICS. If a consignment that you're assessing has been treated by an offshore treatment provider, Condition 16 states that you must enter the treatment providers AQIS agriculture entity identifier, AEI in the AEI field, in the ICS. For further information on the NCCC process, refer to our website or email AEPsupport@awe.gov.au.