



# Australian Government

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## Department of Agriculture

15 July 2015

**Import Industry Advice Notice**

**48/2015**

### **Brown Marmorated Stink Bug Season 2015/16**

#### **Who does this notice affect?**

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

#### **What is happening?**

The Department of Agriculture has developed the following proposal to manage the seasonal risk of brown marmorated stink bug infestations in sea cargo shipped from the United States. The proposal reinstates mandatory treatment requirements prior to the shipment of goods with revised treatment conditions, reduces the range of targeted cargo and includes different cut-off dates depending on the date of manufacture for new goods.

The treatment conditions and season dates are based on new data that has become available and, at this point, are fixed to align where possible with New Zealand.

The department has revised some of the measures based on lessons learnt from last season's emergency response. Contact [airandseacargo@agriculture.gov.au](mailto:airandseacargo@agriculture.gov.au) if you would like a copy of the draft Post Implementation Review of the 2014-15 measures.

Industry and stakeholder views on the remaining elements of the proposal are now being sought. Feedback would be appreciated by **24 July 2015** to allow planning in advance of the next risk season.

#### **Season dates/Affected ports**

The proposed measures will apply to target goods shipped from *all* ports in the United States from 1 September 2015 to 30 April 2016 inclusive. It is envisaged that the measures will remain in place for the entire season unless pest infestations are detected. Should this occur, the department may impose similar emergency requirements to the 2014-15 season.

#### **Target goods**

As per last season, new and used vehicles, vessels and machinery are the target cargo. However, the department has scaled back applicable tariffs (see below).

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## What is proposed?

- From **1 September 2015** all **used** goods in the target tariffs would need to be cleaned and treated for potential stink bug infestations immediately prior to shipping on or before **30 April 2016**. This would apply to break bulk and FCL containerised goods.
- All **new** goods in the target tariffs manufactured and/or stored between **1 September** and **1 December 2015** and then shipped on or before **30 April 2016** as break bulk or FCL would be required to undergo offshore treatment unless subject to alternative safeguarding arrangements approved by the department.
- All new goods in the target tariffs **manufactured after 1 December 2015** and shipped as break bulk or FCLs on or before **30 April 2016** would require a consignment specific manufacturer's new, unused and not field tested (NUFT) declaration which includes the date and place of manufacture.

## Treatments

Since the commencement of emergency measures last season, new data on sulfuryl fluoride, methyl bromide and heat treatments have become available. This new data has allowed new aligned treatment conditions to be implemented by both Australia and New Zealand with a high degree of confidence.

The revised 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 MB 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** – 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** will have a 96 hour treatment window.
- Break bulk goods treated **after 1 December** are unlikely to become re-infested, so will not be subject to a treatment window.
- Containerised goods sealed after treatment and arriving seals intact will not be subject to a treatment window.

## Alternative arrangements—safeguarding

Safeguarding is a detailed pest risk management plan/system that can be implemented by manufacturers offshore in consultation with the department as an alternative to the mandatory pre-shipment treatment requirements. Safeguarding arrangements will need to be approved by the department prior to September 2015. Information on safeguarding eligibility and requirements will be available online as will a list of manufacturers with approved arrangements.

## 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.

### Have your say

Comment on the proposal should be forwarded to [airandseacargo@agriculture.gov.au](mailto:airandseacargo@agriculture.gov.au)

by **24 July 2015**.

We want to hear from clients in the import and shipping industry who are keen to work with the department to keep these pests out of Australia.

We are also interested in how we can best liaise with you as the season progresses.

The department will issue advice on the outcomes of the consultation process and final measures before the end of July. Responses to frequently asked questions will also be developed and publicised on-line. The department will also look to using other communication tools/mechanisms such as social media to engage with stakeholders as the season progresses and improve the accessibility of material on its website.

### Target tariffs for the 2015/16 season

Chapter	Tariff	Description of heading (or chapter when all headings apply)
84	8429	Bulldozers, graders, road rollers, tampers etc.
	8430	Other moving, grading, levelling, excavating equipment
	8432	Ploughs and agricultural soil prep machinery
	8433	Harvesting, threshing or agricultural machinery, not food processing
87	8701	Tractors, not work trucks
	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
89	all headings	SHIPS, BOATS AND FLOATING STRUCTURES

**2015-16 Quick Reference Guide**

<b>Target Cargo</b>	<b>Mode of entry</b>	<b>Treatment required</b>	<b>Intervention required</b>	<b>Documentary requirements</b>
<b>Used machinery in specified tariffs</b> departing US ports between 1 September and 30 April 2016 inclusive.	Break bulk and FCL containerised cargo	Cleaning AND mandatory offshore treatment	Increased surveillance on wharf and 100% verification inspection on arrival (standard measures for used machinery)  Export of machinery that is not cleaned and treated appropriately offshore	FIDs, Treatment certificates lodged prior to arrival
<b>New machinery in specified tariffs</b> manufactured and/or stored in the US <b>prior to 1 December</b> , and shipped on or before 30 April 2016	Break bulk	Mandatory offshore treatment or subject to acceptable safeguarding arrangements	Increased surveillance on wharf and 5-10% verification inspection on arrival.	FIDs, Treatment certificates lodged prior to arrival  Safeguarding proposal accepted prior to 1 September
<b>New machinery in specified tariffs</b> manufactured and/or stored in the US <b>prior to 1 December</b> , and shipped <b>seals intact</b> on or before 30 April 2016.	FCL containerised	Mandatory offshore treatment or subject to acceptable safeguarding arrangements	Increased surveillance and random verification inspection on arrival, provided seals remain intact.	FIDs, Treatment certificates lodged prior to arrival.  Safeguarding proposal accepted prior to 1 September
<b>New machinery in specified tariffs</b> manufactured <b>after 1 December</b> in the US and shipped on or before 30 April 2016.	Break bulk or Containerised (FCLs ) in specified tariffs	Mandatory offshore treatment	Existing surveillance measures and CCV intervention.	FIDs, NUFT declaration stating date and place of manufacture