



## Guide to 2023/24 Stink Bug Season

The exotic brown marmorated stink bug is a pest of considerable biosecurity concern to Australia & New Zealand's agricultural industries. Known to hitchhike on cargo & containers, the bug is targeted by seasonal measures enforced by the Ministry for Primary Industries (MPI) and the Department of Agriculture, Fisheries and Forestry (DAFF).

[Go to Australia Requirements for 2023/24](#)

[Go to New Zealand Requirements for 2023/24](#)

# Australia Seasonal Measures

BMSB measures will apply to targeted goods manufactured in or shipped from target risk countries, between **1 September and 30 April (inclusive)**, and to vessels that berth, load, or tranship from target risk countries within the same period.

**Note:** The shipped on board date, as indicated on the Bill of Lading determines when goods are shipped. "Gate in" dates and times won't be accepted to determine when goods are shipped.

## WHATS NEW FOR THE 2023-2024 SEASON

- New Master Consolidator (MC) Declaration Portal
- Updated Master Consolidator User Guide for new MC Declaration Portal
- Addition of Uzbekistan to Target Risk Countries
- Publication of [BMSB FAQ Page](#)

## TARGET RISK COUNTRIES

 Albania	 Germany	 Portugal
 Andorra	 Greece	 Romania
 Armenia	 Hungary	 Russia
 Austria	 Italy	 Serbia
 Azerbaijan	 Kazakhstan	 Slovakia
 Belgium	 Kosovo	 Slovenia
 Bosnia and Herzegovina	 Liechtenstein	 Spain
 Bulgaria	 Luxemburg	 Switzerland
 Canada	 Republic of North Macedonia	 Turkey
 Croatia	 Moldova	 Ukraine
 Czechia	 Montenegro	 USA
 France	 Netherlands	 Uzbekistan
 Georgia	 Poland	 Japan*

*\*Japan increased vessel surveillance only*

## EMERGING RISK COUNTRIES

China and the UK have been identified as emerging risk countries and may face random onshore inspections

- **China:** random inspections will apply to goods shipped between **1 September to 31 December (inclusive)**
- **United Kingdom:** random inspections will apply to goods shipped between **1 December to 30 April (inclusive)**

## CARGO SUSCEPTIBLE TO BMSB MEASURES

Your goods may be categorized as either **Target High-risk goods** OR **Target risk goods**.

High-risk goods mandate BMSB treatment, while target risk goods are only subject to increased onshore intervention through random inspection (i.e. treatment is non-mandatory).

While BMSB seasonal measures don't apply to goods outside the high-risk and target risk categories, keep in

mind, if such goods are part of a container or consignment with any target or high-risk items, they may still be subject to seasonal measures.

Please refer to the below tariff classifications which have been categorized as High-risk goods or Target risk goods.

**Note:** There may be circumstances where goods may not be subject to the seasonal measures. Details from DAFF can be found [HERE](#)

### Target High Risk Goods

- 44** - Wood and articles of wood; wood charcoal
- 45** - Cork and articles of cork
- 57** - Carpets and other textile floor coverings
- 68** - Articles of stone, plaster, cement, asbestos, mica or similar materials
- 69** - Ceramic products – including sub chapters I and II
- 70** - Glass and glass ware
- 72** - Iron and steel - including sub chapters I, II, III, IV
- 73** - Articles of iron or steel
- 74** - Copper and articles thereof
- 75** - Nickel and articles thereof
- 76** - Aluminium and articles thereof
- 78** - Lead and articles thereof
- 79** - Zinc and articles thereof
- 80** - Tin and articles thereof
- 81** - Other base metals; cermets; articles thereof
- 82** - Tools, implements, cutlery, spoons and forks, of base metal; parts thereof of base metal
- 83** - Miscellaneous articles of base metals
- 84** - Nuclear reactors, boilers, machinery and mechanical appliances; parts thereof
- 85** - Electrical machinery and equipment and parts thereof; sound recorders and reproducers, television image and sound recorders and reproducers, and parts and accessories of such articles
- 86** - Railway or tramway locomotives, rolling-stock and parts thereof; railway or tramway track fixtures and fittings and parts thereof; mechanical (including electro-mechanical) traffic signaling equipment of all kinds
- 87** - Vehicles other than railway or tramway rolling-stock, and parts and accessories thereof
- 88** - Aircraft, spacecraft, and parts thereof
- 89** - Ships, boats and floating structures

### Target risk goods

- 27** - Mineral fuels, mineral oils and products of their distillation; bituminous substances; mineral waxes
- 28** - Inorganic chemicals; organic or inorganic compounds of precious metals, of rare-earth metals, of radioactive elements or of isotopes - including sub chapters I, II, III, IV and V
- 29** - Organic chemicals - including sub chapters I, II, III, IV, V, VI, VII, VIII, IX, X, XII and XIII
- 38** - Miscellaneous chemical products
- 39** - Plastics and articles thereof - – including sub chapters I and II
- 40** - Rubber and articles thereof
- 48** - Paper and paperboard; articles of paper pulp, of paper or of paperboard
- 49** - Printed books, newspapers, pictures and other products of the printing industry; manuscripts, typescripts and plans
- 56** - Wadding, felt and nonwovens; special yarns; twine, cordage, ropes and cables and articles thereof

## WHAT MEASURES APPLY?

During the Stink Bug Season in Australia, the necessary measures for imported goods will vary based on the type of items you're shipping and their shipping method. Below are some key points, further details can be found on the [Departments website](#).

### Target high-risk goods:

- Target high-risk goods from target risk countries must be treated by providers approved on the [List of Treatment Providers](#). Certificates from unregistered or providers labeled as 'suspended', 'withdrawn', or 'under review' on List of Treatment Providers won't be accepted.

### Breakbulk goods

- Break bulk includes those goods shipped on flat racks and in open top containers.
- All target high risk goods shipped as break bulk must be treated offshore prior to arrival into Australia.
- Untreated break bulk will be directed for export.
- Onshore treatment is not permitted.

### Containerised goods (FCL, FCX)

- Cargo arriving in sealed six hard sided containers with target high risk goods can be treated offshore, or onshore at the container level. Deconsolidation

or removal of goods from the container will not be permitted prior to treatment.

- A sealing declaration can be utilised for FCL / FCX containers in certain [circumstances](#).

### Containerised cargo (LCL, FAK)

- LCL and FAK containers with target high-risk goods shipped from risk countries are treated for BMSB at the **container level before deconsolidation**.
- After addressing the BMSB risk, the individual consignments within these containers are processed for other biosecurity measures at the FID level, if relevant.

## POST TREATMENT WINDOW

Goods treated prior to 1 December, are subject to a 120-hour post treatment window. The 120 hour timeframe commences after treatment has been completed or when ventilation commences (depending on type of treatment)

NOTE: The post treatment window does NOT apply to goods treated in a non-target risk country, or to goods treated from 1 December (inclusive).

More details can be found [HERE](#).

## APPROVED TREATMENT METHODOLOGIES & SERVICE PROVIDERS

### Approved treatment Providers

For offshore providers, a list of sanctioned arrangement providers is available [here](#).

For onshore providers, the Department has a 'Approved arrangement search tool' which can be found [here](#).

If a treatment provider is suspended during the season, certificates they issued will be void, no matter the issue date. Consequently, goods will need to be retreated upon arrival, sent back to their origin, or properly disposed of.

### Approved treatment methodologies

There are three approved BMSB treatments:

- Sulfuryl Fluoride Fumigation;
- Methyl Bromide Fumigation; and
- Heat treatment.

For more information on Treatment types and rates for BMSB, refer to the [Departments website](#).

## SHIPPING LCL TO AUSTRALIA WITH KERRY LOGISTICS

### Untreatable Cargo

Cargo that does not fall into the Target High Risk HS Chapters that is not able to be treated due to the treatment method being harmful to the product will be serviced as follows:

LOAD COUNTRY	ROUTING	BMSB DEC REQUIRED	NOTE:
Germany/Belgium	Direct	Yes	Non-Treated Subject to Availability
Belgium	Direct	Yes	
The Netherlands	Hamburg/Antwerp	Yes	
France	Antwerp	Yes	Subject to Additional Charges
Italy	Direct	Yes	
Spain	Singapore	Yes	Subject to Additional Charges
USA	Los Angeles/Atlanta/Chicago/New York	Yes	
Turkey	Singapore	Yes	Subject to Additional Charges

- Your declaration will be passed on to the Department of Agriculture as part of the Master Consolidators declaration at destination to gain release of the container. A no declaration no load policy will apply.
- Untreatable cargo will be heavily scrutinized prior to shipment and may require BMSB declarations to be cosigned by the destination customs broker.
- We strongly recommend you to make contact with your overseas counterparts and assist them to understand the consequence of cargo mis-declarations.

### Direct Service Treatments

As in the previous seasons Kerry Logistics will treat containers from Target Risk countries at FCL level offshore where possible. The below table outlines our treatment locations, treatment method and associated costs for our Direct Services which will be applied to all cargo moving from or via these locations.

LOAD COUNTRY	TREATMENT LOCATION	TREATMENT LEVEL	TREATMENT TYPE
Belgium	Antwerp	FCL/Part Treated	Sulfuryl Fluoride
Canada	Australia	FCL	Methyl Bromide
Canada	Los Angeles	FCL/Part Treated	Methyl Bromide
Canada	New York	FCL/Part Treated	Methyl Bromide
France	Fos/Le Harve	FCL	Sulfuryl Fluoride
Germany	Hamburg	FCL	Sulfuryl Fluoride
Italy	Milan	FCL/Part Treated	Sulfuryl Fluoride
Spain	Barcelona	FCL	Heat/Sulfuryl Fluoride
The Netherlands	Rotterdam	FCL/Part Treated	Sulfuryl Fluoride
Turkey	Istanbul	FCL	Sulfuryl Fluoride
USA	Atlanta	FCL/Part Treated	Methyl Bromide
USA	Chicago	FCL/Part Treated	Sulfuryl Fluoride
USA	Los Angeles	FCL/Part Treated	Sulfuryl Fluoride
USA	New York	FCL/Part Treated	Methyl Bromide

## SHIPPING LCL TO AU WITH KERRY LOGISTICS CONTINUED

### Gateway Service Treatments

We are able to confirm in conjunction with our Gateway partners we will be offering a treatment options in Singapore/Port Kelang and Hong Kong. Cargo will be treated at LCL level prior to movement to Australia.

*As the Department of Agriculture will be assessing risk based on the load port lodged in your Sea Cargo Automation lodgment, as BMSB declaration will be required for all cargo booked in our Gateways. A copy of this BMSB declaration will be lodged with the DAFF along with our Master Consolidators declaration to enable release of the container. **No declaration no load policy will apply.***

### Packaging

Impervious wrappings must be removed, opened or slashed prior to fumigation in such a way to allow the treatment to come into contact with the goods, this must occur regardless of treatment location.

### Gateways

Any cargo being booked via our Asian Gateways (Singapore/ Port Kelang/Hong Kong/Busan) will require the Shipper to disclose the country of Manufacture prior to bookings being accepted.

### Cargo Mis-declarations

In previous seasons we encountered a significant number of cargo mis-declarations, which resulted in major cargo delays for everyone who had cargo in the containers. We ask that you consider your cargo is moving as LCL and

the actions of your agents and shippers effect everyone in the container.

Any mis-declarations of cargo will incur significant costs including but not limited to

#### **1. BMSB Mis-Declaration Fee**

#### **2. Treatment Costs**

#### **3. Container Detention Costs**

#### **4. Re-Export and Import Costs**

Payment of these costs will be required before the mis-declared goods will be released from the CFS facilities regardless of account facilities.

### Department of Agriculture Inspections

As with last season the department will continue to perform random inspections on containers that contain cargo from Target High risk and emerging risk countries. All additional costs incurred will be apportioned by m3 to all consignees in effected containers.

### Department of Agriculture FID Verification

FID verifications from DAFF will continue this season, to enable containers to be released ALL consignees must have FID's submitted. Please ensure you lodge as early as possible to ensure the container is not delayed or additional costs incurred. Additional costs incurred maybe passed on to any party whos late FID affects our ability to unpack the container.

### Disclaimer

This guide offers a summarized overview and is not exhaustive. While every effort has been made to ensure the accuracy of the content, the information provided may not cover all aspects of the subject matter. Users of this guide are advised to always refer to the official [Department of Agriculture, Fisheries, and Forestry website](https://www.agriculture.gov.au/biosecurity-trade/import/before/brown-marmorated-stink-bugs) or consult their Kerry Logistics representative for comprehensive and up-to-date information. Kerry Logistics (Oceania) shall not be held liable for errors, omissions, or any misuse of the provided information.

### Sources

Seasonal measures for Brown marmorated stink bug (BMSB) - DAFF: <https://www.agriculture.gov.au/biosecurity-trade/import/before/brown-marmorated-stink-bugs>

# New Zealand Seasonal Measures

New Zealand's BMSB risk season **starts on 1 September**. This affects targeted vehicles, machinery, and parts shipped on or after this date, **set to reach New Zealand by or on 30 April**.

There is one exception to this rule: BMSB management is not required if target vehicles, machinery, and parts are loaded into a fully enclosed container which is sealed

before 1 September and then exported before 1 October of the same year.

To use this exception you will need to provide evidence of container sealing in the form of the seal number and a date-stamped photo. More details are in the import health standard.

## TARGET RISK COUNTRIES

 Albania	 Germany	 Poland
 Andorra	 Greece	 Portugal
 Armenia	 Hungary	 Romania
 Austria	 Italy	 Russia
 Azerbaijan	 Japan	 Serbia
 Belgium	 Kazakhstan	 Slovakia
 Bosnia and Herzegovina	 Kosovo	 Slovenia
 Bulgaria	 Liechtenstein	 Spain
 Canada	 Luxemburg	 Switzerland
 Croatia	 Republic of North Macedonia	 Turkey
 Czechia	 Moldova	 Ukraine
 France	 Montenegro	 USA (excl. AK and HI)
 Georgia	 Netherlands	

## BMSB MANAGEMENT

In accordance with requirements in various sections of this IHS, vehicles (land vehicles, aircraft and watercraft), machinery, parts and new tyres are captured by BMSB management when they:

- are exported from a country listed above, on or after 1st September; OR
- are used, moved to or stored in a country listed above for more than 5 days before being loaded in that country, on or after 1st September; AND they arrive in New Zealand on or before 30th April.

To assist with identifying target risk cargo, MPI have an online tool available [here](#).

### SEA CARGO FROM ITALY

Italy is a Schedule 3 country with large populations of BMSB and increased associated risk. **No types of vehicles, machinery and parts (includes new tyres) are eligible for BMSB management exclusions under this IHS.**

All Commodities ex Italy are classified as high risk and require OFFSHORE treatment in accordance with the

[MPI SEACO Import Health Standard](#). There are some exemptions as per 'Schedule 3 – Sensitive goods' (page 11 in the SEACO Import Health Standard)

A BMSB Treatment Certificate is required for all offshore treatments and is to be carried out by an [approved offshore treatment provider](#).

### LCL TREATMENT

All cargos, unless explicitly advised by the supplier or consignee as being sensitive and unable to undertake Sulfuryl Fluoride Treatment, will be treated prior to shipping. The current list of products considered as sensitive are:

- Agricultural Compounds and veterinary medicines
- Food for human consumption (including beverages)
- Fresh produce
- Frozen food products
- Live animals leather goods (apparel and furniture)
- Pet food
- Pharmaceutical products
- Polyurethane foam products bales
- Refrigerated goods
- Seed for sowing
- Textiles (including yarn)

### LCL TREATMENT CERTIFICATES

LCL treatment certificates are generally not required to be submitted by the Customs Broker and therefore will not be sent unless requested.

### MPI GUIDELINES FOR LOADING FCL

MPI periodically requires containers (and cargo) to be treated to kill pests, and recommends containers are packed with enough space ( $\geq 200$  mm around the contents of the container) to allow for treatment.

Note: If containers are too full and there is insufficient space for circulation and sensors for treatment, MPI

may consider biosecurity risk is too great to allow unloading; and such containers are likely to be rejected and re-shipped out of New Zealand.

### NO BACC NO DISCHARGE

MPI will not allow the discharge of freight from a vessel that has originated from a Schedule 3 country unless a BACC has been processed.

### PROCESSING TIME FRAMES

Based on last year, the BACC application and processing time frames in some cases exceeded two working weeks. MPI have since recruited 30+ new Target Evaluators who process the applications, and a further 100 inspection staff 70 of which will be based in Auckland. MPI are confident that they can also stream their work queue more efficiently and hope to keep the application process down to less than a week.

### WHAT CAN YOU DO TO AVOID DELAYS?

- We strongly recommend you forward all your documentation to us as early as possible - this applies to all shipments irrespective of origin and sensitivity.
- Even though your freight is on the exemption list, you will still need a BACC. If your freight typically needs a BACC (e.g.: wooden furniture from China) the application will be caught in the upcoming back log.

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