



BMSB Seasonal Measures 2026-27 Industry Sessions Q & A



BMSB Seasonal Measures

Will assessments officers receive this training? With so many new officers we are finding many don't know what the rules are and "interpret" their own rules. Both with this and Khapra.

Where inconsistencies in assessments are identified, feedback to the assessment team will be provided to support a more consistent approach. The department provides BMSB assessment training, as required. If you continue to experience inconsistencies, please let the department know so we can consider the matter further.

In most cases, the fastest way to request a reassessment is via your LRN in COLS. For more general concerns you can lodge a complaint via the department's [client feedback webpage](#).

What if BMSB is found on a Break bulk vessel from emerging risk country during random inspection? Will the cargo be re-exported?

Heightened vessel surveillance applies to roll on roll off (Ro-Ro) vessels, with only the vessel itself is subject to the seasonal pest inspection. This activity is undertaken prior to the vessel discharging the goods. Where biosecurity risk material is detected on board the vessel, the risk is managed proportionate to the risk detected. While break-bulk/general cargo vessels are not subject to mandatory heightened vessel surveillance measures, any pests reported by the vessel crew or detected by departmental officers will be managed proportionate to the biosecurity risk they present.

Cargo will not automatically be directed for export if BMSB is detected. The department will consider all available risk management options, including treatment where appropriate. A direction for the vessel to leave Australian waters prior to discharging any or specific goods would generally be required where the biosecurity risk cannot be effectively managed i.e. where suitable treatment or other risk management options are either not available or where sustained non-compliance has been detected.

As you've advised, if there is anything brokers are unsure of, we can contact/email BMSB Team. How long will take to get respond the email inquiry? What is the best email address to send email inquiry?

Yes. You should email hpp@aff.gov.au. Once your email has been received, you will receive a response within 10 business days. The HPP mailbox is triaged, and responses are provided to emails proportionate to risk. We aim to respond to most emails within three days. Please note that during the BMSB season the team does see an increase in emails received.

Goods that are leaving in a FCL prior to 1st September – can a sealing declaration still be used if on carriage through different inland EU

Yes, a sealing declaration can be used for any six hard sided container that has been packed and sealed prior to 1 September. As long as the container remains sealed during the transit, fumigation will not be required.





Has anything been put in place with under bond movements for Open Top containers during BMSB season? Sometimes forwarders move these from wharf to prevent storage and then when the broker comes to arranging clearance it's not OK but too late its already moved. The forwarder has access to arrange under bonds in their ICS - not just customs brokers so it can't lie with the Customs Broker when the movement was approved.

Underbond movements are assessed and approved by the ABF. Whilst we understand that sometimes this underbond movement is applied for (and subsequently) approved by an entity other than the clearing broker, it is up to all parties to ensure that goods meet both ABF and DAFF import conditions prior to moving, unpacking and/or delivering goods.

Untreated break bulk (including open top, flat rack and modified containers) is not permitted to move from the wharf and will be subject to export. Where a container has moved via underbond, a noncompliance will be submitted for the movement. Information on this can be found [here](#).

How are Schedule 4 returned Australian goods handled?

The management of UPEs has not changed with implementation of BMSB seasonal measures. Household goods and personal effects imported as Unaccompanied Personal Effects (UPEs), that are categorised as target high risk goods, will not be subject to mandatory treatment requirements if they are approved to be imported under the B534 form (located via the [Australian Border Force \(ABF\)](#) web page).

Goods required to be reported under a Full Import Declaration (FID), for example, motor vehicles and motorbikes, or any good that doesn't meet the requirements for concessional tariff 99, will require mandatory BMSB treatment either offshore or onshore (if permitted). **Important:** To be exempt from the measures, **all** goods within the consignment must be approved by ABF to be reported under concessional tariff 99.

Carnet, military and diplomatic goods are **not** exempt from BMSB seasonal measures.

Has there been any changes to consideration for Medical Goods that fall under risk HS codes?

No. Medical goods remain in scope where they fall within target high risk chapters. The department has previously detected BMSB in medical goods, which means these goods cannot be excluded from the seasonal measures as a category. The department is not considering reclassification of this chapter at this stage.

Please note the requirements for treating goods with [commercial packaging versus shipping packaging](#). Commercial packaging applied as part of the manufacturing process does not need to be opened, removed, or slashed prior to treatment.





Have you reviewed the risk profile of Chapter 85 goods? i.e. Printed circuit boards are considered a BMSB risk.

In relation to Chapter 85, the department continually reviews both commodity pathways and the goods covered by seasonal measures to ensure risk settings remain appropriate and proportionate. This includes assessing evidence at both the tariff chapter and individual commodity level.

Chapter 85 has been reviewed as part of this ongoing process, and the department's assessment remains that goods classified under this chapter continue to present a BMSB risk. As a result, there are currently no plans to change the risk settings or seasonal measure requirements that apply to Chapter 85 goods. Should future evidence support a change in risk, the department will consider this as part of its ongoing review process.

Last season I had multiple instances where the Document Assessor overlooked NUFT Declarations submitted which caused +2-to-3-day extra delays before release. In the worst case I had 2 containers go for fumigation despite having a NUFT Dec resulting in +3K added expense! How do I avoid this this season?

If you're finding inconsistencies after having gone through BICON and made sure that all documents meet import conditions for not needing treatment, and you're still being directed for treatment, the fastest way is to request a reassessment via your LRN.

The policy team is happy to provide general policy advice, we cannot make comment on how an assessment has been performed. We will pass on any feedback to the relevant assessment areas and provide additional training where wider knowledge gaps are identified.

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For larger issues it is advised to lodge a complaint via the departments [client feedback webpage](#).

A container is exported from Australia to Singapore due to non-BMSB fumigation from origin. Upon arriving at Singapore goods are outside BMSB season. Will BMSB Fumigation still be required in Singapore or can it be re-sent without BMSB Fumigation? (As the new Bill of lading, from Singapore to Australia, will have a new shipped on board date outside of BMSB season)

Where goods have been exported for not meeting BMSB seasonal measures, treatment is required prior to reimportation regardless of the date of reimport. All exports of goods not meeting BMSB seasonal measures are monitored by the department to ensure that the directive for retreatment has been performed prior to arrival the second time. Whilst a new BOL may have been drawn outside of seasonal dates, the consignments details are still noted with the export directives to enable tracing of its return.





If a consignment (Flat Rack) originated from a BMSB country out of the season, but is being treated in a non-BMSB country and will arrive in Australia after 1 Sept, is the 120 hour window applicable?

BMSB seasonal measures are determined by the shipped on board date not the arrival date in Australia. If the goods have been loaded onto the vessel prior to 1 September of the current BMSB season, they will be out of scope for BMSB seasonal measure regardless of the arrival date.

If goods from New Zealand, have been in New Zealand for more than 12 months, is this time in a non target risk country sufficient to avoid treatment?

Documentation must be provided that links to the goods via an acceptable consignment link that verifies the goods were in NZ prior to the start of the current BMSB season. If this evidence cannot be provided, then the goods will be subject to mandatory BMSB treatment on arrival for six hard sided containers or export for all break bulk (including open top, flat rack and modified containers).

If a Flat Rack shipment shipped from non-target country before 1 September, arrived at a target country say on 28 August, then transhipped to Australia on 4 September. Does the 120hours count start from 28 August or 1 September?

If your target high risk goods are being shipped/trucked as break bulk/flat rack/open top from a non target risk country but are transhipping via a target risk country where they are unloaded off a vessel or truck to be loaded onto another vessel and departs between 1 September and 30 November (inclusive), they will be subject to mandatory treatment if the goods spend more than 120 hours in the target risk country. This time frame is calculated from the unloading off the original vessel date or the arrival date into the target risk country for trucked goods, to the loading date in the target risk country; it is not calculated from the start of season (1 September).

You will be required to provide evidence that the goods spent less than 120 hours in Italy, this can be in the form of shipping documents with the receipt date and laden on-board date for this leg of the journey or a [transhipment declaration](#). If this evidence cannot be provided mandatory treatment prior to arrival will be required.

All goods that remain onboard the original vessel and do not discharge onto wharf in the target risk port, even if additional goods are being loaded onto the same vessel, will not be subject to the transhipment window.

When is the 120 hours for post treatment window are measured from? Vessel Estimated Time of Departure or Gate in Date or Bill of lading date?

Break bulk (including open top and flat rack containers) treated **prior** to 1 December will have to be loaded on board the export vessel within 120 hours of treatment. The 120 hour post treatment window commences after treatment has been completed or when ventilation commences. For example, for:

- Fumigation treatment, the post treatment window will commence when ventilation commences.





- Heat treatment, the post treatment window commences immediately after treatment has been completed.

Break bulk (including flat racks and open top containers) must be loaded onto a vessel for export from the target risk country within the defined timeframe of 120 hours, as indicated by the shipped/laden/loaded on board date on the ocean bill of lading. **Estimated Departure Times/Gate-in/tarping is not acceptable.**

We have experienced (2025/26 season) a scenario where we fumigated and re-fumigated BBK cargo 3 times at origin and transshipment however the shipping line failed to comply with the 120hr window. In this instance DAFF approved the rolled goods policy. In 2026/27 would there be an avenue on an ad hoc basis to review scenarios such as this to facilitate treatment upon arrival in Australia?

We do not have any ad hoc process for consignments that exceed the 120-hour period. While we understand that shipping delays do occur, the reinfestation risk remains the same regardless of the reason for the delay. This was one of the considerations behind discontinuing the rolled goods policy.

If the 120-hour period is exceeded, the goods will need to be retreated for the treatment to remain valid.

The loaded-on board date does not show a time so could be more than 120hrs depending on when treatment was completed & actual loading time on the 5th day.

Whilst treatment certification has a time and date of completion/ventilation, not all OBOLs include a time with the date of loading. Where a date of loading is noted without the time on an OBOL, the department will, in good faith, take the date of loading and calculate back 5 days (120 hours) to the completion/ventilation commencement date noted on the treatment certificate. Container tracking and gate in dates are not acceptable evidence for the shipped on board date.

We have containers being treated offshore with valid cert however when containers being loaded on a vessel the containers being damaged and all cargo being transferred to new containers and shipped to AU, what do we do? does Fumi cert still stand? if we have carrier's letter of confirmation?

Whether the original treatment can still be considered valid will ultimately depend on the length of time the goods were exposed following treatment, including the period between the container being damaged and the goods being repacked into another container. If the total post-treatment exposure period exceeds 120 hours, a new treatment may be required.

As circumstances can vary significantly between consignments, if this situation occurs, please contact us as soon as possible with the relevant details. The department will assess the specific circumstances and provide advice based on the details of your particular scenario.





BMSB Treatments

If we have been registered with AusTreat for the past couple of years, are we to send calibration certificates through email or has that changed for this year?

All queries relating to AusTreat and offshore treatment providers including follow up information can be sent directly to offshoretreatments@aff.gov.au.

Is Ethyl Formate a quicker treatment process than Methyl Bromide?

From a time perspective, yes, it is. Information on this treatment types can be found on the [Methodologies and documents for biosecurity treatments - DAFF](#) webpages.

The use of EF is a commercial decision based on what is the right treatment for you and your goods; please contact a treatment provider to determine if EF is best suited.

Safeguarding

When did the review of the Safeguarding Scheme begin?

The review of the Safeguarding Arrangement Scheme formed part of the department's annual seasonal review process, which commenced towards the end of the BMSB season in line with standard practice. The review was completed following analysis of relevant data and risk assessments, with final determinations made in July.

How many of the BMSB Detections from the 2025-2026 Season were found in Safeguarding Scheme containers?

No BMSB detections were identified during inspections of consignments imported under the Safeguarding Arrangement Scheme during the 2025-26 BMSB season. However, verification inspections accounted for only a small subset of safeguarding consignments and therefore provide a limited basis for assessing the overall level of risk associated with the pathway.

Vessels

Is there any possibility that the authorities might consider easing or simplifying inspection procedures for RoRo vessels upon arrival in Australia?

While the department continues to assess various approaches to vessel management, easing or simplifying inspection procedures for RoRo vessels is not currently under consideration.





Would we be able to book SPI inspections on Ro-Ro vessels in all FPOE's from 0700 hours to 1900 hours?

In general, yes. In terms of the hours however, that may vary from port to port depending on available day light to do those inspections. please contact the NMC or the regional seaport officers to verify the hours of operation. While we do the seasonal measures for vessels, we don't manage the operational guidelines around working hours, etc.

Could you please clarify the new \$710 diagnostic charge for RoRo vessels from DAFF? Does this charge relate to any new or additional DAFF service?

These fees are not managed by the Hitchhiker Pests Policy team; however, the diagnostic explanation is on the biosecurity fees and charges - [Biosecurity cost recovery implementation statements - DAFF](#).



Miscellaneous

Please share NUFT declaration and sealing declaration.

All templates for documentary evidence relating to BMSB can be found on our webpages here: [Preparing to import goods during the BMSB season - DAFF](#)

Would it be possible to share the presentation materials?

A copy of the presentation including Q&A will be available online on our webpages in the [BMSB resource hub](#) once all presentations have been completed.

