## CBC Khapra Beetle NCCC

**Webinar Transcript**

Jamie Nicholls:

Welcome to today's webinar for the Continued Biosecurity Competency or CBC activity, 21-22, integration of Khapra beetle urgent actions into the class 19.1 non-commodity for containerised cargo clearance approved arrangement or NCCC approved arrangement.

Hello, my name is Jamie Nicholls, and I'll be your facilitator for today's webinar. I'd like to begin by acknowledging the traditional custodians of the various lands on which we are gathering today and pay my respects to their elders past, present and emerging. I extend that respect to Aboriginal and Torres Strait Islander peoples here today.

The webinar is a mandatory continued biosecurity competency session for accredited persons under the NCCC approved arrangement. The purpose of this webinar is to provide you with information regarding changes to the class 19.1 NCCC, due to the measures introduced to manage the risk of Khapra beetle. One of the panel members will go through the specific webinar outcomes a little later.

Jamie Nicholls:

We'll be recording today's webinar, and a copy of the recording will be made available through the CBC activities link on our training and accreditation for approved arrangements webpage. This will allow you to view the webinar again, or act as a resource if you wish to recheck the information at some later stage. Today's presentation will include two video tutorials that will also be made available on our CBC activities webpage. We'll take some of your questions as we go through the webinar. So please feel free to post in the Q&A box at the bottom of your screen. We'll respond to any unanswered questions and publish them on our CBC activities webpage shortly, and we'll notify you when they are available. As this is a mandatory CBC session, there will be an assessment to it. The assessment will be available straight after the webinar, through your CBC provider. Please contact them to access the material.

Jamie Nicholls:

For both the webinar and the assessment, we recommend you have access to the Approved Arrangements Class 19.1 Non-commodity for Containerised Cargo Clearance Requirements, version five, and Non-commodity Information Requirements Policy version four. The policy documents will be available through the automated entry processing webpage or the AEP webpage. We do need to stress that as per previous CBC sessions, you'll be required to successfully complete the CBC activity, including the webinar and assessment by the 5th of July, 2021, prior to the measures taking effect on 12th of July, 2021. Accredited persons that do not complete the training may be suspended from the NCCC approved arrangement.

Jamie Nicholls:

Now, with all that information out the way, I'd like to introduce you to our panel members for the session. Our panel members today who'll be presenting the webinar for you are Rama Karri, Director, Khapra beetle, working group, plant systems and strategies branch of the Biosecurity Plant Division. Mark Sobey, he's in Melbourne, Director Assessment Policy, Cargo and Conveyances branch, Biosecurity Operations Division. Angus Martin, Assistant Director of Assessment Policy, and also Denise Thomas. Behind the scenes. We have Katya Guerra, who'll be managing your questions. Mark, Angus, Katya and Denise are all part of the assessment policy cargo and conveyances branch, Biosecurity Operations division. Welcome to each of you. So let's get started by taking a closer look at why we are here today. Mark Sobey, I'll hand over to you for more information. Thank you, Mark.

Mark Sobey:

Thanks, Jamie. In today's session, we'll provide you with information regarding changes to the class 19.1 NCCC, that will allow you as accredited persons to directly assess and manage Khapra beetle, target risk C containers without documentation, having to present it to assessment services group on all occasions. We will also familiarise you with the updates to the policy documents. As you would be aware, the first stage of the phase 6a urgent actions to sea containers, targeted FCL FCX containers packed with high risk plant products in a country that has Khapra beetle. This introduced the requirement for these containers to be treated offshores, using an approved treatment option and accompanied by a valid treatment certificate. The second stage that we will be discussing today will target FCL FCX containers packed in a country that has Khapra beetle and will be unpacked in a rural grain growing postcode. These containers will also require offshore treatment using an approved treatment option accompanied by a valid treatment certificate. These requirements will be discussed in more detail today. Thanks, Jamie.

Jamie Nicholls:

Thank you very much, Mark. So let's get started by going through the specific outcomes for this session. Over to you please, Denise. Thank you.

Denise Thomas:

Thanks, Jamie. These are the learning outcomes for today's webinar. These are listed on the slide. At the conclusion of this webinar, you will be able to describe the reporting process for the class 19.1 approved arrangement, to find khapra beetle target risk sea containers that will be assessed through the class 19.1 approved arrangement, explain the requirements for khapra beetle target risk sea containers as per the non-commodity information requirements policy, explain the input conditions for khapra beetle risk sea containers, identify the offshore treatments available for target risk sea containers, demonstrate documentation requirements for target risk sea containers, identify the AEI reporting requirements, the khapra beetle treatments and demonstrate reporting khapra beetle concerns through the NCCC. Thanks, Jamie.

Jamie Nicholls:

Thank you so much, Denise. As you can see, we've got a lot to cover today. I'd like to ask Rama Karri to give us an overview of why it's so important to work together to protect Australia from the introduction of khapra beetle. Over to you place, Rama. Thank you.

Rama Karri:

Thanks, Jamie. Hi all. Thank you for the opportunity to present on khapra risks and consequences. So the next few slides, I hope to cover the threats posed by khapra beetle and the consequences of khapra, if it were to establish in Australia, some of the interceptions, especially in 2020, where we found khapra detections and the establishment risk, the ideal conditions for khapra to establish before we look at the sea container risks, why we take these risks posed by sea containers, particularly seriously.

Rama Karri:

So khapra beetle is Australia's number two national priority plant pest. It is not present in Australia, but is a hardy and highly invasive pest that poses a major threat to Australia's grain industry. Khapra beetle destroys grain quality, making it unfit for human or animal consumption. If it were to establish here, it would have significant economic consequences. If there is a widespread outbreak in Australia, it could cost Australia $15.5 billion over 20 years. The reason why we take it so seriously.

Rama Karri:

Australia's khapra beetle free status is important for us to maintain access to valuable international markets. In the last 12 months, there has been a concerning increase in khapra beetle interceptions found in imported goods, and not just in imported goods, including as a hitchhiker pest in sea containers. In 2020, there were 16 interceptions in Australia. These included nine detected with agriculture imports, four with other imports and three even in empty containers. Five of the interceptions from the khapra beetle target risk countries, only five of them are from khapra beetle target risk countries and 11 from other countries. And what's interesting is 67% of those interceptions were linked to containers. I repeat, 67% of those interceptions are linked to sea containers. And this highlights the need for the introduction of urgent actions to minimise the risk associated with sea containers.

Rama Karri:

From an establishment risk point of view, larvae can survive without food for long periods. These guys are survivors and they can survive in a dormant stage for multiple years. What they like is dry food and hot conditions. So munching on leftover grain under the floor of a sea container makes for a perfect food source and creates perfect conditions for it to start reproducing. With such favourable conditions, beetle populations can quickly increase in size and contaminate any goods held within the container. So we are implementing urgent actions to protect Australia from the risk of khapra beetle, and a range of measures are being put in place using a phased approach to strengthen our management of khapra beetle on plant products that are hosts of this pest and as a hitchhiking pest in shipping containers.

Rama Karri:

So from a container risk perspective, due to khapra's small size and cryptic nature, the khapra beetle can remain hidden underneath or within the floors, cracks and crevices and those seals of sea containers for many years. And the images on this slide are just some of the examples of a contaminated container from khapra beetle. As you can see there, larva and larval skins have been found in the corner of containers after the floorboard was removed, and it's not just under the floorboards and within the cracks and crevices of containers. Khapra also found inside the corrugations of cardboard packaging. Now these images are a good example of why we are mandating treatment and why inspection is not an effective tool to detect khapra's presence in the container or containerised goods. The number there at the bottom of the screen, this is a See.Secure.Report Hotline. If you become aware through your supply chain interactions of any signs of khapra in a container, that's the number to report. Thank you. I'll now hand it back to Jamie.

Jamie Nicholls:

Thank you so much, Rama, brilliant presentation. That has really reinforced our awareness of the threat of khapra beetle. I'd like to ask Mark now to provide us with some more background information regarding the NCCC. Over to you please, Mark. Thank you.

Mark Sobey:

Thanks, Jamie. As you know, the NCCC approved arrangement reduces the level of intervention required, saving time and money, also enabling the management of biosecurity risks in a responsive manner by working in partnership with industry. In 2020, there were approximately 2.3 million full containers reported into the ICS for Australian discharge, having been loaded overseas. Over 70% of these benefited from broker approved arrangements, preventing the need for these containers to be referred for non-commodity assessment. Per year, approximately 8,000 containers from target risk khapra countries carry goods, which are destined for rural grain growing areas of Australia. Utilising our existing processes and channels under the NCCC arrangement will ensure minimal disruption so it can be cleared as quickly and efficiently as possible while still maintaining the biosecurity integrity. By working together, we are strengthening biosecurity measures at the border and minimising the risk of khapra beetle entering biosecurity containers. This will ensure Australia's grain and horticulture industries will be better protected from the threat of khapra beetle while still reducing the level of intervention required. Thanks, Jamie.

Jamie Nicholls:

Thank you, Mark. We'll now watch our first of the video tutorials. This video provides a recap and review of the class 19.1 NCCC approved arrangement assessment and reporting process. It includes information regarding the khapra beetle reporting process. This will be discussed in more detail during today's webinar. If you have any questions regarding the NCCC whilst watching the video, please enter those in the Q&A box at the bottom of your screen. We'll now start video one, thank you.

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 town gate 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.

Jamie Nicholls:

Great, thank you. Great video. Hope you enjoyed watching that one. Just to note, we've got 762 of you joining our webinar today. So thank you. And there's over 1,000 who have registered. We'll go straight to our first question, question for Angus here. So Angus, what would be the process for dangerous goods destined for a rural unpack that can't receive an internal container inspection as part of that rural tailgate?

Angus Martin:

Yeah. Thanks, Jamie. In that case, you'd still enter your rural concern type, RURL. However, there's also a concern type, BNCC, which is voluntary, entry to the department, and this concerned type is to be used when the outcome from the standard concern type won't address or manage the consignment as required. So, in that case, the entry would be referred to the department then the officer assessing that would be able to assess the documents, confirm that there are dangerous goods and they would issue an external container inspection for that particular container.

Jamie Nicholls:

Thank you, Angus. And look, I can't suggest highly enough. The viewing content of these videos are probably bigger than Netflix. So, thank you for that other question. Apart from the countries, Colin's asking a question, apart from those countries currently on the khapra list, are there any countries under review at the moment that could be added as risk countries in the foreseeable future? Thank you, Rama.

Rama Karri:

Thanks, Jamie and thanks, Colin for the question. The simple answer to that question is no. We recently reviewed the khapra list so the total number of countries 40 I think. That's the updated list that was done after the recent review. That said, like with any risk, if there is any intelligence or any information to indicate a change in risk status of a particular pathway, similar to how the BMSB country lists are updated, the khapra list will be reviewed on a regular basis, only if there is a risk to change in risk status. At this stage, there is no other country that we are planning to add in the near future.

Jamie Nicholls:

Thank you, Rama. We might have time just to look at Steve's question. If FCL goods are unpacked in a metropolitan postcode for inspection, then replaced into the same containers for transport for grain growing rural area. What's the answer to that question, please. Rama? Thank you.

Rama Karri:

Thank you. So from a policy point of view and from a risk management point of view, the containers are only subject to the khapra measures if they are getting unpacked in a rural grain growing area. If the container is, if the delivery address is a metro address, then those containers are not subject to the khapra measures. However, we will continue to monitor the compliance status. And if the compliance information indicates that service pathway, where there is a potential increase in containers getting amended, the interest getting amended, and the unpack address is being amended to metro areas, we will adjust our measures accordingly, but at this stage, the measures are only applicable to containers getting unpacked in a rural grain growing area.

Jamie Nicholls:

Thank you, Rama. What we'll have to do now is move on. I'm sorry, Deno. We'll come back to your question later and there'll be full answers to all these questions published on the CBC activities website later on. We better move on. Now we've had the opportunity to review the NCCC approved arrangements, let's discuss the amendment that will now allow you to directly assess and manage target risk sea containers coming into Australia. I'll now hand over to Denise who will discuss our next learning outcome. Thanks, Denise.

Denise Thomas:

Thanks, Jamie. A target risk container being assessed through the class 19.1 AA is defined as a full container load or full container consolidated FCL FCX that has been packed in a khapra beetle target risk country and will be unpacked in a rural grain growing area of Australia. Please note that iso tanks, reefers, flat racks, LCL, freights of all kinds and containers that will be shipped as empty containers are excluded from the measures. A list of khapra beetle target risk countries can be found on our website. As we are actively monitoring and reviewing global detections or reports of khapra beetle, the list of khapra beetle target risk countries is subject to change. We will liaise with the affected trading partners and advise stakeholders on updates to the country list industry through industry advice notices and BICON alerts. Khapra beetle assessment also requires you to determine if the container is being unpacked in a rural grain growing area of Australia. This will be incorporated into the postcode classification search tool on our website. This tool is used to verify if the container is destined for a rural unpack postcode. As demonstrated on screen, the result will now return with a rural grain growing result. Thanks, Jamie.

Jamie Nicholls:

Thank you, Denise. Excellent. Angus will now discuss the updates to the non-commodity information requirements policy. Over to you, thank you, Angus.

Angus Martin:

Thanks, Jamie. The non-commodity information requirements policy determines the non-commodity concerns by cargo type. Let's have a closer look at what has changed. You'll be familiar with table one, non-commodity concerns applicable to specific cargo types. This has now been updated to include khapra concerns by cargo type. We can see that an FCL FCX cargo types, there are concerns for containers packed in a khapra risk country, destined for unpack in a rural grain growing postcode.

Angus Martin:

Section three of the non-commodity information requirements policy provides further information regarding the requirements for khapra beetle concerns. Let's discuss how we manage these concerns. We now know that regarding khapra beetle concerns, we are assessing packing origin and unpack destination. When identified, all khapra beetle risk sea containers must be traded off shore by an approved method and accompanied by an acceptable offshore treatment certificate. The treatment certificate meets treatment requirements as outlined in the non-commodity cargo clearance BICON case will be accepted as evidence that the container meets our import conditions. Containers that are not treated will be directed for export from Australian territory. Exemptions to these measures include ISO tanks, flat racks, empty containers, LCL and FAK, and reefers, regardless of the temperature or operational status. Back to you, Jamie.

Jamie Nicholls:

Thank you, Angus. Denise will now take a closer look at the changes to the non-commodity BICON case and what the import conditions for target risk containers are to address the khapra beetle concerns. Over to you please, Denise. Thank you.

Denise Thomas:

Thanks, Jamie. The BICON non-commodity case is being updated to reflect changes for the assessment of khapra beetle target risk sea containers. The case will be available from 12th of July. For the CBC activity today, we have draft screenshots that will be representative of the final BICON case. The non-commodity case will have additional input questions to determine the origin and unpack destination postcode of the consignment. Once it is established that the consignment is an import and not a transshipment, you are asked how will the goods arrive? If the consignment is an FCL, FCX excluding ISO tanks, reefers, flat racks, LCL, and empty container, you will be asked if the consignment is destined to be unpacked in a rural grain growing postcode. If it is a rural grain growing area, you will be asked the port of loading and country of supplier, exporter, shipper. Your responses to these questions will determine if there are any khapra beetle concerns.

Denise Thomas:

To complete the target risk container import scenario, you will be asked, which of the following treatments has been used to treat the container prior to packing. After indicating the treatment used, you will then continue to answer questions regarding other potential non-commodity concerns. If the consignment is identified as being a target risk sea container, the inportconditions will state that the container must be treated offshore using a department approved treatment option, treated within 21 days prior to export and accompanied by appropriate certification. In our next video that we will view shortly, you will see an example of a BICON non-commodity search of part of the khapra beetle target risk sea container consignment. Thanks, Jamie.

Jamie Nicholls:

Thanks, Denise. Angus will now run through the offshore treatments available to target risk containers, including methyl bromide, heat treatment, and insecticide spraying. Over to you please, Angus.

Angus Martin:

The import conditions from our non-commodity BICON case search informed us that all target risk sea containers must be treated offshore by an approved method prior to loading of goods into the container. Acceptable khapra beetle treatments for containers include methyl bromide, heat treatment and insecticide spray. To find that further information regarding these treatments, you can refer to our sea container measures to protect against khapra beetle webpage. It is important to note the treatment rates to manage the risk of khapra beetle are different to treatment rates used to manage other types of biosecurity risk. You must ensure the correct treatment method and dosage has been used. Treatment infographics are available as a resource on our website to assist with the treatment assessment. Let's look at some of the rates and requirements specific to khapra beetle treatments, and always remember to refer to BICON for specific import conditions for your consignment.

Angus Martin:

Starting with methyl bromide, containers can be treated after packing. If treatinging the goods and the container at the same time, the highest dose duration in temperature and input must be met. The khapra rate is a dose of 80 grams per cubic metres or above, 21 degrees Celsius or above for a minimum of 48 hours with an endpoint rating of 20 grams per cubic meter or above. BICON import conditions will include a table detailing these requirements. The fumigation must be undertaken in a chamber or a sheeted enclosure in accordance with the requirements of the methyl bromide fumigation methodology.

Angus Martin:

On to heat treatments, the container must be treated prior to loading of the goods into the container. The container must be heat treated offshore to at least 60 degrees Celsius for a minimum of three hours. Your BICON in-bulk conditions will detail the specific requirements and the heat treatment must be conducted in a sheetedd enclosure and in accordance with the heat treatment methodology.

Angus Martin:

And finally, the insecticide spray treatments. These containers must also be treated prior to the loading of the goods into the container. The sea container must be treated with a suspension concentrate formulated insecticide product containing the active constituent deltamethrin on specific areas of container of the container in accordance with the insecticide treatment methodology. The treatment must be applied at a rate ofone litre spray solution with a concentration of 0.3%, sorry, 0.03% or above per 20 square metres applied as a course spray of 350 to 400 microns, and the BICON import conditions will detail the specifics of all these requirements. So please make sure you refer to that when assessing these treatment certificates. The information on the sea container measures to protect against khapra beetle webpage also includes a list of offshore treatment providers permitted to conduct treatments under the phase 6a measures. Back to you. Jamie,

Jamie Nicholls:

Thank you, Angus for outlining those treatments available for sea containers. Denise will now discuss the documentation requirements for target risk containers. Thanks, Denise.

Denise Thomas:

Thanks, Jamie. As an accredited person under the NCCC, you assess non-commodity documentation for biosecurity concerns. You will continue to assess non-commodity documentation as usual, but when khapra beetle target risk sea containers are identified, you will be required to assess documentation as per the import conditions stated in the non-commodity BICON case. As occurs now, the minimum documentary policy will provide the information required for acceptable documentation. When assessing documentation for treatments, all certificates must meet the overarching and prescribed documentation requirements. Treatment certificates for sea container treatments must meet our minimum requirements as set out in a non-commodity BICON case and the relevant treatment methodology. Treatment certificate templates are available via our website, methodologies and documents for biosecurity treatments. The treatment must be undertaken within 21 days prior to export. To demonstrate this, you will need to see evidence that the date of export on the bill of lading or the date of container sealing on the sealing declaration is within 21 days of the date of container treatment, as indicated on the treatment certificate.

Denise Thomas:

In some instances, when you're assessing documentation, a sealing declaration may be required. A sealing declaration may be provided to prove the container was not packed in a khapra beetle target risk country. An example would be sea containers that are packed in a non khapra beetle country, but the port of loading country is listed as a khapra beetle target risk country on the bill of lading or the supplier exporter consigner or shipper is listed as being from a khapra beetle target risk country on the bill of lading. A sealing declaration is then required to confirm the packing location. Another reason why a sealing declaration may also be required is to demonstrate that a container has been treated within 20 days prior to export. A sealing declaration may be presented to demonstrate that the container was packed and sealed within 21 days of treatment, and that the container meets the treatment within 21 days of export requirement. You can refer to section 9.1 with a minimum documentary policy for guidance on other options to provide documentary evidence to demonstrate the date of export. The khapra beetle phase 6a summary flow chart is available on our website. This, along with the sealing declaration template, will assist with your assessment and ensure that all requirements will be met. Back to you, Jamie.

Jamie Nicholls:

Thanks, Denise. Angus will now discuss the AEI or the agriculture entity identifier reporting requirements for khapra beetle treatments. Thank you, Angus.

Angus Martin:

Thanks, Jamie. You'll be required to enter an entity identifier or AEI number for all treatment certificates issued for khapra beetle container treatments, including those issued by non-registered treatment providers. The AEI field is used to track and manage the offshore treatment certificate that accompanies the consignments entering Australia. Reporting the AEI enables the system to identify acceptable and unacceptable treatment providers and expedite the clearance of consignments. The AEI entity identifier page on our website and the AEI quick reference guide will assist you with providing further instructions regarding these requirements. Treatment certificates issued by registered treatment providers will have an AEI number listed on the certificate. In these cases, you'll be required to select the appropriate AEI code from the reference files in the ICS party software.

Angus Martin:

Treatment certificates issued by non-registered providers will not have the AEI on the certificate. In these cases, you will be required to reference the offshore treatment provider's website and enter the generic AEI number based on the country and the treatment type. In cases where a specific treatment provider is listed as not acceptable, they will be allocated a specific code to enter. We have developed an AEI reporting requirements for khapra beetle sea containers treatment infographic to assist you with determining the offshore provider's AEI. By entering the AEI, you'll expedite the clearance of the consignment by avoiding additional intervention by us, potential non-compliance action and delays in border clearance. You'll also be assisting in informing Australia's long term offshore treatment assurance strategy.

Jamie Nicholls:

Thanks, Angus. Denise will now discuss the reporting of khapra beetle concerns through the NCCC. Over to you, please Denise.

Denise Thomas:

Thanks, Jamie. When FCL FCX target risk sea containers are identified, it is a requirement that they must be accompanied by an acceptable offshore treatment certificate. Containers must be treated offshore by an approved method prior to the loading of goods into the container, except for methyl bromide fumigation. A new concern type has been created, and this will be entered into the ICS when khapra beetle is not managed offshore. A khapra beetle concern is not required to be reported by an accredited person when the container is accompanied by an acceptable of short treatment certificate, or is exempt from the 6A measures. The AEI number must be entered in the ICS. All non-commodity concerns will need to be addressed. And as all grain growing postcodes in Australia are also categorised as rural postcodes, a rural concern type must be entered as well as any other concerns that may be identified.

Denise Thomas:

This will also apply to split postcodes. If the grain growing area is a split postcode, then any suburbs listed as rural should be considered as a rural grain growing area. And any containers destined to these areas from khapra beetle countries are considered target risk containers. These consignments will be referred to aim through a rural tailgate to be performed. Other measures may also need to be applied. When FCL FCX target risk containers have been identified and the no answer is given for the second general declaration question, then a concern type must be entered. An example would be if target risk containers are not accompanied with an acceptable treatment certificate. The concern type to be entered is KPRA, khapra risk not managed offshore. This will refer the consignment to AIMS and document processing will be required. Any other concern identified concern types must also be entered. To assist with the assessment of khapra beetle sea containers, an infographic is available that provides a checklist and flow chart for guidance on the onshore assessment of containers, subject to the phase 6A khapra beetle measures. We will now watch our second video tutorial that will lead us through the reporting and processing of a khapra beetle target risk sea container consignment. If you have any questions regarding the reporting process while watching the video, please enter them into the question and answer box at the bottom of your screen.

Video:

This video details the integration of the phase 6A khapra beetle urgent actions for sea containers into the class 19.1 NCCC approved arrangement. Target risk sea containers are defined as containers packed in a target risk khapra beetle country, and which will be unpacked in a rural grain growing area of Australia.

Video:

The following scenario will demonstrate assessing and reporting a khapra beetle target risk container using this arrangement. You are assessing non-commodity documentation for an FCL general purpose container containing office stationey from Pakistan, destined for unpack and delivery to Boxwood, Victoria, postcode 3725. You are in possession of the bill of lading, packing declaration, invoice, and an insecticide treatment certificate. The class 19.1 requirements and conditions policy sets out the operating conditions that must be followed when assessing and reporting an import declaration under the NCCC approved arrangement. We'll refer to some of these conditions throughout the video.

Video:

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. Table one provides this information. This consignment is a full container load, FCL. For this cargo type, we require a cleanliness statement, unacceptable packaging material statement, timber statement, ISPM 15 statement or treatment certificate if timber has been declared, an assessment of the unpacked destination postcode and a determination of khapra beetle concerns.

Video:

The non-commodity BICON case will determine the import conditions, including khapra beetle concerns for this consignment. Let's run through the BICON search for this specific scenario. The first question we're asked is are the goods being transshipped or imported? We indicate that the goods are for import. We are asked how will the goods arrive?

Video:

In this scenario, it's an FCL general purpose container. Indicate no for the next question, are the imported goods personal effects? The next step asks are the goods destined for unpack in a rural grain growing area. The BICON search provides a link to the unpacked postcode classification page on our website. There are four postcode classifications: metropolitan, rural, grain growing area, and split, part metropolitan, part rural. Using the postcode delivery search tool, you determined that Boxwood, Victoria, postcode 3725 is a rural grain growing postcode. The container will require a rural tailgate inspection prior to delivery. The BICON search now asks you where the sea container has been loaded. These questions will determine if the sea container is from a target risk country.

Video:

What is the port of loading country of the sea container? What is the country of supplier, exporter, shipper? Pakistan is identified as a khapra beetle target risk country. You are now asked what treatment has been used to treat the container prior to packing. The documentation presented includes an insecticide treatment certificate. You indicate this in your BICON search. The next import question is what type of packaging has been used with the consignment. The documents presented with this consignment indicate no packing material has been used. The BICON import conditions return for your import scenario. Let's take a closer look at how we would ensure that our documentation meets these conditions. Condition A states that to demonstrate compliance with the import conditions, you must ensure that all the information is presented on an insecticide treatment certificate. You ensure that the treatment certificate meets the requirements of the minimum documentary policy. For khapra, the empty container box must be indicated.

Video:

Evidence that the internal and external underside of the floor, the internal and external lower portion of the three walls and doors up to one metre and the door seals of the sea container have been treated. The boxes must be marked as evidence. A suspension concentrate formulation of deltamethrin must be listed as the active constituent, the specified treatment rate being one litre spray solution with a concentration of 0.03% or above per 20 square metres, applied as a course spray of 350 to 400 microns. The insecticide treatment must be undertaken within 21 days prior to export. To demonstrate this, you will need to see evidence that the date of export on the bill of lading or the date of container sealing on the sealing declaration is within 21 days of the date of container treatment, as indicated on the treatment certificate. To ensure the correct spray solution has been used, access the insecticide application calculator or insecticide assessment instructions on our website. For this certificate, the treatment details on the certificate are valid.

Video:

Now that we've confirmed that the khapra beetle conditions have been met, we can continue with our non-commodity assessment. You are in possession of a packing declaration for this consignment. You need to assess this document to ensure that it meets the import conditions. The packing declaration meets the requirements set out in the minimum documentary policy as stated in Condition 12 of your class 19.1 requirements policy. No unacceptable packaging materials have been used in the consignment. No timber packaging materials have been used, and there is an acceptable container cleanliness statement or certificate accompanying the consignment. You determined that all import conditions have been met for packaging and container concerns. As previously assessed, postcode 3725 is a rural unpacked postcode and will require a rural tailgate inspection prior to delivery. When reporting in the ICS, you answer yes to the first general declaration question.

Video:

As your assessment has identified that the unpack postcode is a rural destination, you answer no to the second general declaration question. All identified concern types must be entered. You enter RURL into the AQIS concern type field. This declares the rural destination concerns that you identified in your assessment. RURL will result in a rural tailgate inspection. In this case, there is only one concern type entered, RURL. So, AIMS will apply the associated direction for RURL, which is inspection rural tailgate. Noting Condition 15, you must enter a location for the inspection. 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 provider's AQIS agriculture entity identifier in the AEI field in the ICS. As there was an insecticide treatment certificate for the target risk sea container, the treatment provider's AEI number must be entered into the AEI field located on the import declaration header create screen in the ICS. To locate the AEI number for a non-registered treatment provider, refer to the offshore treatment provider's page on our website.

Video:

Let's discuss when you would use the KPRA concern type. The concern type KPRA is used to report when the khapra risk is not managed offshore. If the treatment certificate was unacceptable and did not meet our requirements and BICON import conditions, you must enter the khapra concern type and all other identified non-commodity concern types into the ICS and present all documentation for assessment.

Video:

Let's look at our earlier insecticide treatment certificate. BICON import conditions clearly state that for khapra, the empty container tick box must be indicated. If the empty container box has not been indicated as in this case, this would be an unacceptable treatment certificate. You must enter the KPRA concern type into ICS. A non-commodity line will be activated and an AEP document processing direction will be assigned. That completes our NCCC khapra beetle scenario. For further information on the NCCC process, refer to our website or email AEPsupport@awe.gov.au.

Jamie Nicholls:

Thank you. I'd like to call upon Denise again to provide you with some more detail regarding the insecticide application calculator. Thanks, Denise.

Denise Thomas:

Thanks, Jamie. In the video we just watched, we reviewed the requirements for an insecticide treatment certificate, and we referred to the need to confirm the treatment details that are entered on the certificate. To make this as easy as possible, we have developed a calculator to assist you with this process. The calculator is currently Excel based, but we are working on having a web based version available, and we'll advise accredited persons as soon as it becomes available. Let's have a closer look at the insecticide application calculator. To use the insecticide application calculator, first confirm the specified treatment rate is correct for the type of treatment you were conducting, then enter the number of containers being treated next to their corresponding size. This information can be found in the consignment details at the top of the certificate. There is one 20 foot container. Multiple containers can be sprayed in a single treatment. Please note, however, this calculator will only work for standard 20 foot and 40 foot containers. Certificates for treatments conducted on other container sizes should be referred to the offshore treatments team for assistance. Enter the concentration of the active constituent being used. This can be found in the insecticide details. The certificate shows a 4.75%. If the concentration is expressed in grams per litre, the gram per litre converter provided with the calculator can be used to find the percentage.

Denise Thomas:

Once this detail's entered, the required treatment application details will calculate. From there, enter the information from the treatment applied fields on the certificate. The concentration of the solution will calculate on its own once the concentrate and spray solution has been entered. If the information from the certificate meets the requirements, the cell will turn green. If the information from the certificate turns red, it indicates non-compliance. Any red cells on the calculator mean the treatment has failed, and the khapra, KPRA concern type must be entered into the ICS. This will refer the consignment to AIMS and document processing would be required. In this scenario, the certificate meets the treatment dosage requirements. Thanks, Jamie.

Jamie Nicholls:

Thank you, Denise, for taking us through that insecticide application calculator. Just to note, a few of you have commented that the screen is a bit blurry to read. When it's uploaded onto the website, it will be in far higher resolution, in fact, high resolution, and will be easier to read. So that makes it a bit easier for later on. The two video tutorials you've been watching today are available on the CBC activities webpage and for future reference. There's quite a few questions come through. We are running out of time. So what we will do, we'll pass to Rama just to address the rationale of the phased approach, the sea container measures that have been adopted by the department. Over to you, Rama. Thank you.

Rama Karri:

Thanks, everybody and thanks, Jamie, and thank you for all those questions, really good questions. Some of those questions are questioning why LCLs and empties are not included as part of the measures. Some of the questions are related to why the flat racks or reefers are not targeted as part of these measures. And there are a few questions around the seasonality’s. Is it going to be like a BMSB seasonal, or is it going to be ongoing? So I thought I'll quickly provide some risk context and the rationale behind the phased approach and the risks that we are trying to address from a container point of view. Hopefully, that will address some of those questions, but we'll also provide responses to all the other questions individually and we'll publish the informational website too.

Rama Karri:

So from a container point of view, as I mentioned earlier, 67% of the containers, or around 10 containers of the 16 are found to be contaminated with the khapra beetle. And when we looked at the container history to understand where the contamination was coming from in the sea containers, because it's an emerging risk. We haven't noticed the same risk previously with containers to the extreme that we noticed in 2020. The container history indicated that around six containers have had high risk plant products in a khapra country over the last five years. So at some stage, those containers held high risk plant product in a khapra country. And from that analysis, we identified the source of contamination is likely from a contaminated high risk plant product in a khapra country, and noting that khapra can survive for up to five years from a risk point of view to manage the risk. Those are the containers that we need to target. In other words, all containers that have held high risk plant products over the last five years in a khapra country are the ones that we need to identify.

Rama Karri:

The challenge is how do we identify them? How do we actually get the data? So we approached a number of international, global peak bodies, industry bodies, as well as other national plant production organisation. And we continue to work with them, but those containers will be targeted as part of next phase, which is 6B, subject to the availability of the data. In the interim, while that work is underway, as part of 6A1, we implemented measures for containers that have held high risk plant products from a khapra country. The rationale for that is assuming that any incoming container in the absence of a data is a potentially contaminated container, the risk of khapra emerging out from a container is greater with those containers. And similarly, as part of 6A2, the likelihood of khapra establishing is greater in a rural area, therefore, why we are targeting them. Why we exclude LCL, the flat racks and reefers is because it's of the metal base. The likelihood of khapra hiding under cracked floorboards is not there if it's a metal surface, therefore the reason why we are not targeting, and in relation to empties and LCLs, we will consider them as part of the next phase. I hope that answers some of the questions, but we'll provide individual responses to all the other questions on the webpage.

Jamie Nicholls:

Thank you very much, Rama. Very good description. I'll now ask Denise to speak about the verification process for the khapra beetle measures and how non-compliance will be addressed. Thanks, Denise.

Denise Thomas:

Thanks, Jamie. Verification and compliance for the urgent actions for khapra beetle will be managed under the approved arrangement's general policies. In addition to random verification where an input declaration indicates a potential khapra beetle risk that is not addressed, the entry may be referred for verification and assurance purposes. An example of this would be consignments recognised in the ICS as being packed in target risk country, the goods are destined for a rural grain growing postcode, and there is no evidence of an offshore treatment that has been entered on the import declaration. These consignments may be selected for verification to assure all khapra beetle concerns have been addressed. In these scenarios, accredited persons will need to provide evidence that the khapra beetle measures are not applicable to the consignment. This could include providing evidence of the container unpack location. This will provide a layer of assurance that consignments with potential khapra beetle infestation would not be unpacked in a rural grain growing area without adequate offshore treatment.

Denise Thomas:

Several resources, including the video tutorials, have been developed to help accredited persons understand the phase 6A measures. And if needed, we encourage you to reach out to AEP Support for assistance with your assessment of containers, which is subject to the new measures. Whilst we are discussing noncompliance today, we thought that this could be an opportunity to raise some common NCCC noncompliance activity that has recently occurred. This includes packing declarations not meeting the minimum documentary requirements policy and your packing declarations that were not valid at the time of export, incomplete packing declarations that did not have all the required statements and AEIs not being lodged. This is a key requirement for ensuring khapra beetle measures. So please enter AEIs for all registered and non-registered offshore treatment providers. Thanks, Jamie.

Jamie Nicholls:

Thank you, Denise. And thank you for confirming that. Just to note, we're a few minutes over time, so hopefully you can stay with us. Just a few more slides to go. I'd Now like to ask Mark to update you on the review of the minimum documentary and import declaration requirements policy. Thank you, Mark. Over to you.

Mark Sobey:

Thanks Jamie. The minimum documentary and import declaration requirements policy defines the requirements that must be met when lodging a declaration to the department to support risk assessment of imported goods for the biosecurity purposes or for the important food inspection scheme. In 2019, the department announced a review of the policy. The purpose of the review was to ensure that the policy was clear and aligned with the legislative requirements of the departmental policies and import condition requirements. The review of the policy also captured the need to address emerging biosecurity risks. Following internal and external stakeholder engagement, review has been completed and the updated policy has been published. A table of changes outlining key changes to the policy have been published on our website. We have also updated the acceptable document templates on our webpage to remove known formatting issues and to reflect the changes contained within the policy.

Mark Sobey:

The revised policy comes into effect on the 2nd of August, 2021. Any goods exported to Australia from this date must follow the revised policy requirements. To assist with managing biosecurity risk and movement of cargo, the existing policy will remain in effect for goods exported prior to the 2nd of August, 2021 until the 31st of October, 2021. It is a requirement for all accredited persons operating under a class 19.1 and 19.2 approved arrangement to comply with the requirements of the revised policy. Should any industry members have any questions about the revised content of the policy, please contact entrymanagement@awe.gov.au. Thank you, Jamie.

Jamie Nicholls:

Okay. Thank you so much, Mark. And we're running out of time. So I believe that's all our topics for today. Like Rama's mentioned, we'll get to your questions on the website with full answers. A reminder to participants that this is a mandatory CBC session. If you are an accredited person for the NCCC approved arrangement, you must complete the assessment by the 5th of July this year, 2021, and prior to the assessment of khapra beetle non-commodity concerns using the approved arrangement. The assessment will be available through your CBC provider straight after this webinar. Please refer to them for information. If you'd like to review the information prior to undertaking the assessment, the webinar recording in high resolution and video tutorials will be published on the CBC activities link on the training and accreditation for approved arrangements webpage later this afternoon.

Jamie Nicholls:

Please take a few moments. You'll see our survey on your screen. Please take a few moments to complete the poll because we're looking for feedback from this session. All right, thank you to our panel members today, Rama Karri, we've got Denise we also got Angus Martin and myself, Jamie Nichols. So thank you for presenting today, panel members and for taking time to answer our questions. Thank you for Katya and Kym in the background there for support and for content group for holding the session and thank you to you all for joining today's webinar, taking time out of your busy schedules. We can see the surveys getting completed. Please continue with that. And that should be available after the webt closes. And we can see we've got quite a few responses, over 729 on the session still. So goodbye. Thank you from here, from the department here and again, thank you to you for joining today. Goodbye.