Australian Government

Department of Agriculture and Water Resources

Department of Agriculture and Water Resources, Ministry for Primary Industries, New Zealand

and

The [Insert Shipping Line]

Sea Container Hygiene System

An Equivalence System

Information Pack

A cooperative biosecurity initiative between

Department of Agriculture and Water Resources

Operational Standards and Facilities Group

Ministry for Primary Industries New Zealand (MPI)

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1 Overview

The Department of Agriculture and Water Resources (the department) Sea Container Cleaning Standards and Ministry for Primary Industries, New Zealand (MPI) Sea Container Import Health Standard (2009) require that sea containers be clean and free of pests and biosecurity contamination. The capacity and capability to meet this standard varies between countries and localities and is dependent on infrastructure, biosecurity awareness and willingness to comply.

As a shipping line you may have faced additional on arrival treatment costs for containers that should have been dealt with effectively by contracted container processing facilities offshore. The Sea Container Hygiene System (SCHS) is a long term strategy by industry in collaboration with the department and MPI to manage biosecurity risks associated with sea containers at the port of loading. It is an alternative to existing sea container biosecurity risk management strategies in that it provides a high degree of confidence that contracted container processors, at the port of loading, will be shipping clean containers to Australia and New Zealand. These containers, by and large, should not require any additional cleaning or fumigation upon arrival. Additionally, as confidence in the cleaning process increases the department and MPI will reduce on-arrival inspections accordingly. With full compliance under the SCHS, on arrival inspections by the department and MPI can drop to as low as 5 per cent of the total consignment.

Cleaning a container and keeping it clean can be challenging, especially in locations where supporting infrastructure and robust container handling processes are lacking. For example, the department and MPI have repeatedly witnessed container processing facilities doing a good job cleaning containers, but the choice of storage location for clean containers has effectively ruined all the good work conducted. An effective SCHS will reduce the likelihood of re-contamination and sustainably manage all related sea container cleaning processes.

1.1 Objectives

The objectives of the SCHC are as follows:

Reducing biosecurity risk to Australia and New Zealand through the introduction of robust contaminant management systems at the port of loading by:

- Implementation of effective container cleaning processes
- Prevention of re-contamination of cleaned containers
- Raising awareness of sea container biosecurity issues at offshore container processing facilities.

1.2 System components

The SCHS comprises of five basic industry led processes (see Figure 1):

- Scoping exercise to determine baseline gaps in existing cleaning processes
- Effective cleaning of all sea container surfaces
- Effective pest population suppression in operational areas of interest
- Storage of clean containers that minimises the risk of re-contamination
- Quality management systems that underpin and document the above processes.

Additionally the SCHS has four basic departmental/MPI-led processes:

- Monitoring of container cleanliness through on-arrival inspections
- Providing feedback to industry via voyage reports and ad hoc correspondence
- Enhancing compliance via a framework that rewards by reducing the department and MPI intervention levels and penalises non-compliance by increased intervention
- Offshore audits are conducted to ensure all industry led processes are functioning as designed and documented in standard operating procedures.

1.3 Cost benefits

Once the decision to proceed with the development and implementation of a SCHS is made, industry will experience a period of high setup and establishment costs. This can continue commonly for 6–12 months until the system functions have been embedded by offshore stakeholders. Once awareness of stakeholder roles and responsibilities are established, and enhanced cleaning and storage practices are implemented, the benefits will start flowing to industry via reduced departmental and MPI treatments and inspections upon arrival. For example, if compliance is maintained continually for 12 months, then on arrival inspections can drop to as low as 5 per cent.

MPI have analysed industry setup and maintenance costs of existing SCHS including intervention costs. The analysis concluded that the SCHS offers a superior level of benefits per unit cost. In the SCHS, efforts are focused on actively removing contamination, treating the containers prior to export and reducing the risk of containers becoming re-contaminated with biosecurity contaminants. Container inspections on arrival in Australia and New Zealand are thereby reduced to an audit level that is consistent with ensuring the system functions effectively. This will result in a consequential reduction in industry costs for repositioning, inspection and treatment. In the event that offshore prevention fails, the inspection frequencies in receiving countries can immediately reflect the newly determined risk level. This system is therefore fully flexible and responsive to short term changes to biosecurity risk. It also rewards effective biosecurity practices with lowered compliance costs.

The SCHS represents a successful and cost-effective control strategy. The department and MPI are proposing that similar methods be rolled out elsewhere in the Pacific Islands on a risk-priority basis, and consideration be given to a wider rollout of similar principles where pathway specific biosecurity risk is deemed manageable with this methodology.

Based on MPI analyses, the overall benefit to cost ratio for the SCHS varies between the participating ports from a low of 3 to 1 and a high of 8 to 1. Taken across-the-board the system provides a demonstrable and worthwhile net return.

1.4 Operating agreement

To ensure all parties are aligned with expectations, respective roles and responsibilities, an operating agreement is included in this document which must be signed by the various parties before any activities commence (see Section 2).

The department and MPI are prepared to discuss any proposed SCHS initiation by industry to ensure areas requiring clarification are explored. For example, site specific operational or political constraints may need further discussion. Additionally, variations may also be proposed to suit particular operating environments where the same outcomes can be achieved.

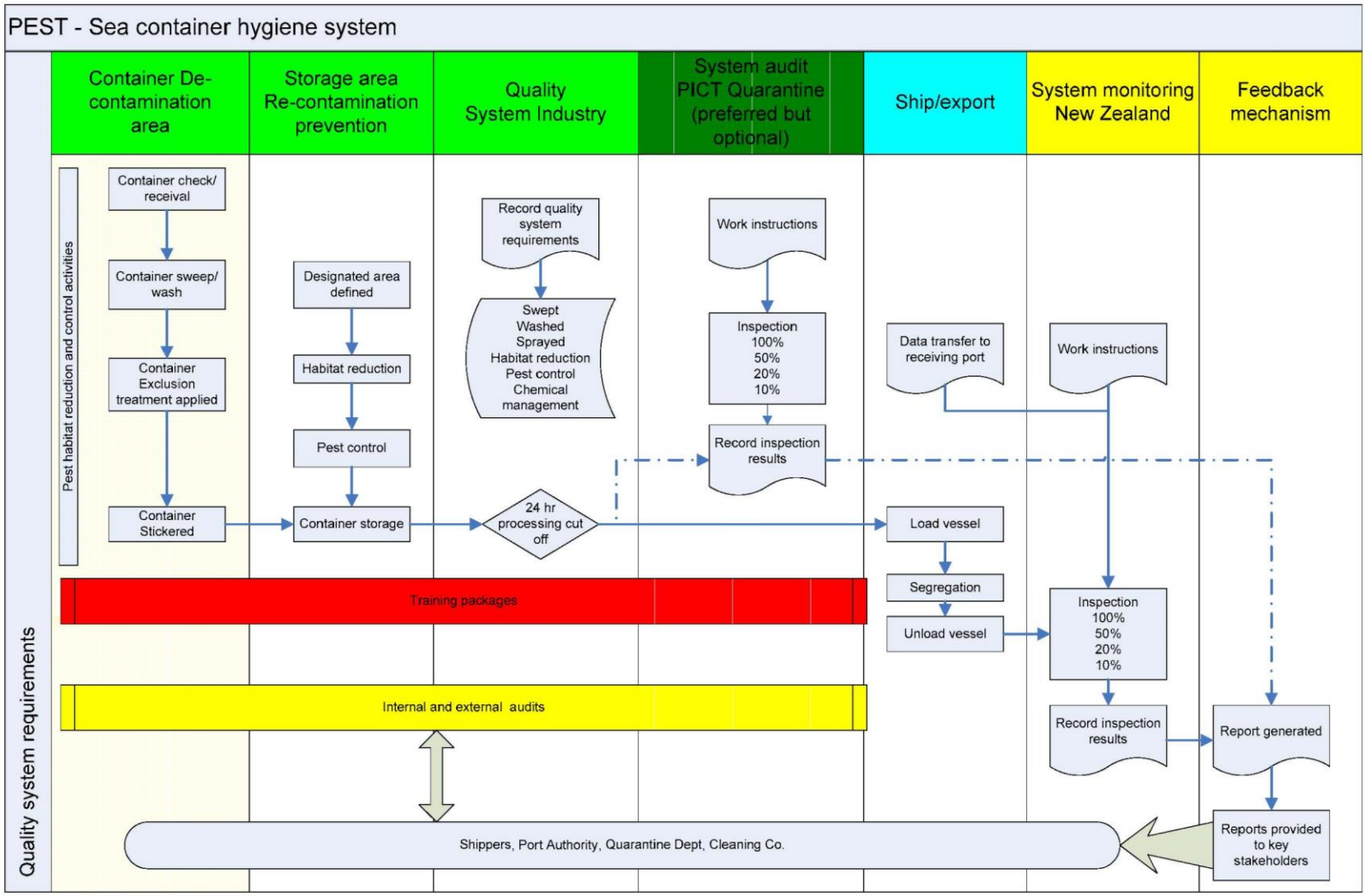
1.5 Use of specialist consultants

All current SCHS use specialist consultants with relevant technical and operational knowledge to develop site and operations specific pest control strategies on behalf of the industry. Additionally, the consultants are able to provide appropriate training for container processing facility staff, develop standard operating procedures (SOP) and conduct internal audits. The department and MPI recommend the use of consultants to reduce lead in time and increase the possibility of early SCHS approval in regard to the following factors:

- SCHS scoping and design
- SOP development
- Implementation period and troubleshooting
- Meeting performance targets.

Department of Agriculture and Water Resources/Ministry for Primary Industries NZ

Figure 1: Overview of current SCHS processes.



1.6 Sample operating agreement for a Sea Container Hygiene System

Sea Container Hygiene System operating agreement

OUTCOME To agree to the roles and responsibilities for joint management of biosecurity risk associated with imported sea containers.

DATED

BETWEEN Australian Government Department of Agriculture and Water Resources, Ministry for Primary Industries, New Zealand and [Insert Shipping Line]

1. Purpose of agreement

This agreement defines, in broad terms, roles and responsibilities of the Department of Agriculture and Water Resources (the department), the Ministry for Primary Industries (MPI) and [Insert Shipping Line] regarding the terms of implementation and ongoing operations of a Sea Container Hygiene System (SCHS) that is equivalent to the outcomes specified in the department Sea Container Cleaning Standards and MPI Import Health Standard for Sea Containers (SEACO).

2. Scope

The scope of this agreement covers a SCHS that effectively manages biosecurity risk for sea containers imported into Australia and New Zealand from specified countries. All exterior and interior surfaces of unloaded (empty) container types, and all exterior surfaces of all loaded (Full Container Load (FCL) and Freight All Kind (FAK)) container types from the following specified load ports are covered:

Country/ies: [Insert Country]

Port name/s: [Insert Ports]

3. Definitions

Consignment	A consignment comprises any number of loaded and unloaded containers (all types) that arrive on the same date and unloaded off one vessel with a single identifying voyage number.
Non-Compliance	Not matching or reaching the department and MPI set standard of risk management as stated in the contamination thresholds table (Appendix 1).
Equivalence	The situation of phytosanitary measures which are not identical but have the same effect (FAO 2002a) as what is stipulated in the Sea Container Cleaning Standards and the MPI Import Health Standard for Sea Containers.
Offshore audit	Audit carried out in relevant country by the department, MPI, or approved Independent Verification Agency (IVA) to ensure SCHS operational and quality management system procedures are in place

	and meet the regulatory, standard or specification requirements of this agreement.
On arrival inspection	Inspection of SCHS sea containers carried out by departmental and MPI Inspectors.
SCHS	'Sea Container Hygiene System'. This includes the interconnected processes for cleaning, pest management, storage and quality management systems.
Verification	On arrival inspections, audits and monitoring to establish and document that the SCHS continues to meet the regulatory, standard or specification requirements of this agreement.
Voyage report	A report generated where necessary by the department and MPI that highlights non-compliance issues.

4. Sea Container Hygiene System Setup

The [Insert Shipping Line] will:

a. Formulate and supply for approval to – the department and/or MPI, a standard operating procedure (SOP) that covers all processes outlined in b) to f) below

b. Develop and implement a pest control program tailored to manage local pest populations

c. Develop and implement a container cleaning process that effectively removes all biosecurity contaminants of concern to the department and MPI

d. Ensure container cleanliness is not compromised by factors such as poor pest management, inappropriate storage conditions, and stowage with non-system containers

e. Develop and maintain quality management systems that ensures all processes are effectively administered and tracked

f. Conduct regular internal audits to maintain system integrity

g. Develop a formal service agreement with an approved service provider to formulate, maintain and improve technical aspects of the SCHS.

5. Offshore audits

a. The department and MPI (or relevant biosecurity agency or approved IVA) officials will review the processes and systems developed by the [Insert Shipping Line]

b. An approval audit will be conducted by the department and/or MPI (or relevant biosecurity agency or approved IVA) to ensure that all operational and quality management components of the system are functioning before the initial consignment of SCHS containers are shipped

c. Subsequent offshore audits will be conducted against the SOP (4a above) supplied by The [Insert Shipping Line]

d. Audits will be conducted biannually by the department and/or MPI (or relevant biosecurity agency or approved IVA) until such time as 12 months of continuous compliance is recorded, at which time audits will be conducted annually

e. The department and MPI will supply an audit report to system stakeholders within four working weeks of the audit completion.

6. On-arrival inspection

a. The department and/or MPI will verify SCHS compliance by initially inspecting 100 per cent of all imported containers and examining all exterior and interior surfaces of empty containers, and all exterior surfaces of loaded containers

b. On arrival inspection rates will decrease and increase as per section 8

c. A 'voyage report' outlining on-arrival non-compliance issues, will be supplied to the SCHS shipping line party/ parties within seven working days so issues can be resolved before the next consignment arrives (See Appendix 2).

7. Non-compliant containers

a. Containers that are found to be contaminated with biosecurity risk contaminants, during on-arrival inspections, will be directed for an approved treatment

b. Non-compliance issues will be documented in voyage reports and will suggest possible causes for system failures.

8. Three monthly reviews

Cumulative contamination rates will be compiled for three month periods and compared to the contamination thresholds set by the department and MPI. Non-compliant three month periods will result in an increase in 'on arrival inspections'. Compliant three month periods will result in a reduction in 'on arrival inspections'.

9. Charges

a. All costs associated with offshore audits (excluding staff salaries) will be borne by the [Insert Shipping Line]

b. All costs associated with 'on-arrival inspection' will be borne by the [Insert Shipping Line].

10. Performance measures

Key performance indicators will include:

a. Outcomes of the offshore audits (i.e. compliance with standard operating procedures)

b. Percentage of containers that have been processed through the SCHS

c. Percentage of SCHS containers compliant as per contamination thresholds (based on the department and/or MPI on arrival inspection data).

11. Reporting requirements

Under the agreement the department and MPI reporting will include:

a. Audit reports,

b. Voyage reports if necessary; and

c. Three monthly cumulative reports (See Appendix 3).

The [Insert Shipping Line] reporting requirements will include:

a. Notification of any changes in SCHS as they relate to the department and MPI approved SOP.

12. Amendment clause

Amendments to this agreement can be made as agreed by all parties.

13. Termination clause

Any party to this agreement can terminate the agreement by giving 90 days notice in writing to the other parties.

14. Operating agreement

All parties to this agreement agree to the terms set out above.

SIGNED for and on behalf of the **AUSTRALIAN GOVERNMENT DEPARTMENT OF AGRICULTURE AND WATER RESOURCES** by a duly authorised representative	
..... Signature of authorised representative	
..... Name of authorised representative (print)	Date:
SIGNED for and on behalf of the **MINISTRY FOR PRIMARY INDUSTRIES, NEW ZEALAND** by a duly authorised representative	
..... Signature of authorised representative	
..... Name of authorised representative (print)	Date:
SIGNED for and on behalf of **THE [INSERT SHIPPING LINE]** by a duly authorised representative	
..... Signature of authorised representative	
..... Name of authorised representative (print)	Date:

2 Rules, compliance and non-compliances for the Sea Container Hygiene System

2.1 Context

Once compliance has been established all sea containers exported from approved SCHS ports by various member shipping lines will receive lower inspection rates for external contamination upon arrival in Australia and New Zealand. Containers will have undergone risk mitigation treatments in designated offshore load ports, and the department and MPI are assured that mobile pests and general contamination have been managed to minimise biosecurity risk to both countries. The risk mitigation measures in place offshore are part of a documented department and MPI-approved 'equivalent system' known as SCHS. The system is regularly audited by the department and, MPI, and a percentage of the total consignment will continue to be inspected on arrival for system verification and validation. The performance of the SCHS is closely monitored by the department and MPI through the recording of inspection results by front line inspection staff.

2.2 Key departmental and MPI personnel

A project team consisting of five departmental and four MPI personnel are currently responsible for the administration of the SCHS project:

MPI:

- Manager, Operational Standards (Program overview)
- Senior Advisor, Operational Standards (Program coordination)
- Senior Advisor, Operational Standards (SCHS—Auditor/Technical/Policy Advice)
- Senior Advisor, Operational Standards (SCHS—Auditor/Technical/Policy Advice)
- National Sea Container Coordinator (SCHS—day-to-day operations and reporting).

The department:

- National Manager, Cargo and Mail Section (Operational Standards/Technical/Policy advice)
- Operations Manager, Cargo and Mail Section (Technical requirements)
- Manager, Container National Coordination Centre (day to day operations, reporting and auditing).

2.3 Key industry personnel

A central point of contact will be established within each shipping line to ensure departmental staff and MPI can communicate efficiently with the company on matters including audit reports, voyage reports and other issues requiring resolution and administration.

Central points of contact will also be established for offshore container cleaning/processing yards (usually the supervisor) and each port where containers are stored prior to export.

2.4 Container Inspection requirements

All system containers that are selected for inspection and are documented as having been processed through the SCHS must undergo a six-sided container inspection. Shipping lines will provide the department and MPI an appropriately formatted discharge list (See Appendix 4)

24 hours in advance which details all the containers that have been processed under the SCHS. This is essential to facilitate timely container movements and inspections.

Please note: In New Zealand FCL containers are exempt from port side internal inspection unless containing high risk goods. Internal inspections for low risk goods will be conducted at transitional facilities. In Australia, high risk commodities are subject to inspection as per their permit conditions.

The only official way that system ports can identify a container as having been processed through the SCHS is to place the appropriate stickers on the container doors. If containers arrive from system ports without stickers they will be considered non-system containers and revert to full inspection regimes (see Appendix 5).

2.5 Maximum pest limits

For the purposes of this project it was necessary to set a contamination threshold or maximum pest limit (MPL) for key pests and general contaminants that are found in or on the sea containers handled through the SCHS. The thresholds set are as follows:

- 5 per cent containers contaminated with 'general'1 contaminants and/or container labeling issues by port of loading
- 0.16 per cent contamination with live actionable ants by port of loading
- 0.02 per cent with actionable snails by port of loading.

Definitions:

- **General contaminants** include; soil, plant products, animal products, wood, packaging non actionable ants and snails and any other pests.
- **Actionable ant** is an ant that has been identified by biosecurity entomologists as requiring further intervention (i.e. fumigation). This may include ants that cannot be identified down to species level in a short timeframe.
- **Actionable snail** is a snail that has been identified by biosecurity entomologists as requiring further intervention (i.e. fumigation). This may include snails that cannot be identified down to species level in a short timeframe.
- **Low level** contamination is an event that can be dealt with safely by inspectors on. **These are recorded but do not count against performance of the SCHS.**
- **High level** contamination requires further treatment to mitigate the contamination risk such as an approved wash or fumigation. **These events are recorded against the SCHS** performance.

2.6 Review and reporting periods for on arrival container inspection rates

The data collected from the department and MPI officers' on arrival container inspections in either country will be submitted via approved templates to the department and MPI staff for statistical analysis and generation of reports. The on arrival container inspection results are reviewed on a quarterly basis.

[1] General contamination includes soil, plant products, animal products, wood, packaging and container labelling non-compliances.

2.7 Quarterly-based risk management

If thresholds are breached for mobile pests (ants and actionable snails) for designated 3-month periods, the on arrival inspection rate will increase from its current level to 100 per cent for a 1-month period. This will be made effective immediately or as soon as possible. If thresholds are breached for general contamination for designated three month periods, the on arrival inspection rate will increase to the next highest increment for the following quarter.

On arrival container inspection rates of 100, 50, 20 and 5 per cent will be adjusted according to the previous quarterly compliance reports on container inspections.

2.8 Exceptions to on arrival inspection rates

If any live ants or snails are detected, all remaining voyage containers (where possible) will be inspected.

If any other live mobile pests are detected, advice will be sought from the department biosecurity entomologist on whether remaining voyage containers need inspection.

The department and MPI reserve the right to apply increased on-arrival inspection rates to manage seasonal or other biosecurity threats.

2.9 On-arrival inspection rates

Depending on the history of compliance at a given load port, on-arrival inspection rates based on general contamination rates will apply:

- 100 per cent of all containers landed

  Compliance   Non-compliance
- 50 per cent of all containers landed

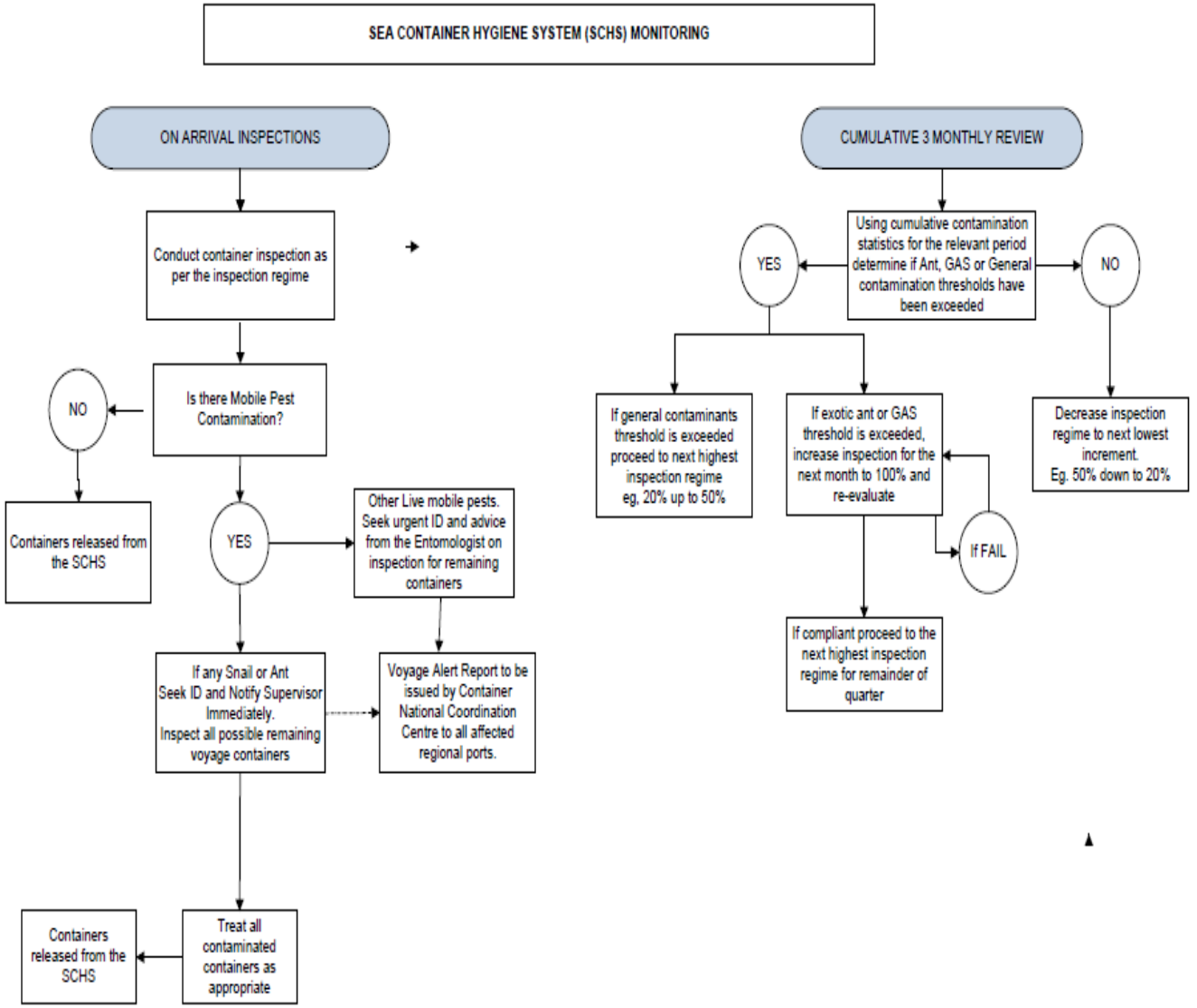
  Compliance   Non-compliance
- 20 per cent of all containers landed

  Compliance   Non-compliance
- 5 per cent of all containers landed

2.10 Biosecurity inspector guidance

To assist the department and MPI biosecurity inspectors in the interpretation of system components, a set of work instructions has been compiled that clearly outline the inspection and reporting requirements. The work instructions also give an indication on how to categorise contamination levels through the use of photographic examples and action guidelines. This helps ensure that the department and MPI are being consistent with interpretation of contamination at various discharge ports.

Figure 2: Sea Container Hygiene System monitoring process



2.11 System auditing

The SCHS export ports are audited every six to twelve months to assure the department and MPI that SCHS components are still in place. These audits also assist in demonstrating the department and MPI commitment and ongoing support to the SCHS participants and serve to improve and add value to system components through recommendations and subtle refinements.

The costs for travel, accommodation and associated costs are paid for by the shipping lines. The department and MPI provide the expert auditor's time for the SCHS monitoring and reporting as a 'free of charge' contribution. However, this arrangement may be reviewed in the future.

2.12 Addition of new ports to the SCHS

From time to time, shipping lines in consultation with the department and MPI may wish to expand the number of export ports that are covered by the SCHS. If additional ports are to be added to the SCHS, shipping lines, the department and MPI will need to ensure that the SCHS components are fully implemented as per a new system. Usually a 'scoping' trip would be conducted to establish what infrastructural, logistical, training and pest management requirements are needed to fully implement the system. The cost of the 'scoping trip' will be negotiated between the department, MPI and the shipping line.

2.13 SCHS reviews

The department and MPI will review the performance of each SCHS annually, or earlier if required. As part of these reviews, key departmental and MPI personnel associated with the SCHS project will meet and discuss SCHS performance, feedback from stakeholders and any changes to policies.

When any changes are made to the requirements of the SCHS by the project team, stakeholders will be officially notified to ensure they are aware of the new requirements.

3 Detailed Roles and Responsibilities

3.1 Department of Agriculture and Water Resources, Ministry for Primary Industries, New Zealand

- To facilitate offshore set-up and implementation by negotiation with key stakeholders (including ports, stevedores, government)
- To provide policy and technical advice to shipping lines, ports and consultants
- To work collaboratively with consultants, shipping lines, ports and port services to establish the system
- To actively monitor SCHS progress
- To report on consignment results as per pre-agreed timeframes
- To monitor SCHS results and adjust inspection regime as per agreed compliance pro forma
- To suggest causes and remedial action for non-compliant containers/consignments
- To audit on a biannual basis

- To report on audit findings within 30 days of audit completion
- To inspect pre-agreed proportion of SCHS consignments
- To record and report results to the department and MPI in pre-agreed timeframes
- To direct appropriate treatment of non-compliant containers
- To provide government to government facilitation where appropriate.

3.2 Consultant

- Scope the port and analyse biosecurity risk in the logistics chain
- Develop a hygiene system and treat critical areas
- Establish pest free storage area
- Training in all the above and include general biosecurity awareness
- Ensure necessary pest control equipment is available and functional
- Chemical importation, registration, and continued supply of afore mentioned and stickers
- Produce a quality manual outlining treatment schedule and associated maps
- Conduct internal audits on the system requirements
- Provide ongoing technical support
- Maintain a watching brief to ensure adherence to agreed schedule of inspections and policy requirements
- Promptly recommend appropriate remedial action for non-compliant containers/consignments
- To work collaboratively with the department and MPI, shippers, ports and port services to establish the system.

3.3 Shipping lines

- To segregate SCHS containers on the port from non-SCHS containers in a designated segregated stacking zone
- To segregate SCHS containers on the vessel from any non SCHS containers
- To reject sea containers that have not been processed through the system and by a 24 hour ‘cut off time’ if required
- To communicate ‘cut off time’ to clients with timeline for compliance
- To facilitate system implementation and maintenance by ongoing communication with ports and port service companies to ensure system standards are complied with
- To work collaboratively with the department and MPI, consultants, ports and port services to establish the system
- To provide shipping manifest in the appropriate format in the agreed timeframes, detailing all the SCHS containers.

3.4 Offshore port companies (as appropriate)

- To segregate SCHS containers on the port from non-SCHS containers in a designated, segregated stacking zone
- To report containers not processed as agreed to prior to arrival in Australia and New Zealand
- To ensure any port based ‘designated segregated stacking zone’ is kept pest, weed and trash free as per ‘system requirements’ in conjunction with port service companies
- To report to the department and MPI any deviation from system requirements as soon as they occur and notifying the department and MPI of any non complying containers
- To provide the necessary infrastructural requirements for cleaning companies to meet ‘system’ needs (e.g. hard stand or equivalent, adequate lighting, container stands, high pressure washing facilities). This may be done in conjunction with shipping lines and/or the department and MPI
- To work collaboratively with the department and MPI, shipping lines, consultants and port services to establish the system.

3.5 Offshore container processing facilities (port or off-port)

- To provide containers to system specifications for the shippers associated with the SCHS
- To apply all ‘system requirements’ as per SOP and quality systems
- To work collaboratively with shippers, and ports to establish the system.

4 Appendix 1. Contamination thresholds table

GENERAL CONTAMINANTS 2	5 %
ACTIONABLE ANTS	0.016 %
ACTIONABLE SNAILS	0.02 %

General contaminants are classified by the department and MPI as either nil, low or high contamination events. Low contamination events are recorded but do not count against the SCHS performance, but do indicate potential problem areas. Low contamination events are dealt with by the inspecting officer or are sufficiently low as to negate the need for any action. High contamination events will generally result in a treatment (for example, wash or fumigation) and will count towards the statistics recorded against the SCHS performance.

[2] General contamination includes soil, plant products, animal products, wood, packaging, non-actionable ants and snails and other pests.

5 Appendix 2. Sample voyage report

[Insert name] SHIPPING LINE / THE DEPARTMENT / MPI

SEA CONTAINER HYGIENE SYSTEM OPERATING AT *[insert country]*

VOYAGE REPORT—SEA CONTAINER CONTAMINATION RATES *[insert voyage number]*

Report date: *[insert date]*

Port of unloading: *[Insert port here]*

PORT OF LOADING	CONTAMINANT or PEST	NUMBER CONTAMINATED CONTAINERS	TOTAL NUMBER CONTAINERS	PERCENT CONTAMINATION PER VOYAGE
[insert port]	General	0	50	0 %
[insert port]	Actionable Ants	0	50	0 %
[insert port]	Actionable Snails	0	50	0 %

Comments: *[insert country]* (Inspection on arrival in *[insert country]* for this period—50 per cent):

There were 50 containers imported from *[insert port]* on this voyage. The consignment consisted of 44 empties and six FCLs. All containers in this consignment had been managed under the Sea Container Hygiene System in *[insert port]*. A total of 20 was inspected in *[insert country]* and were all found to be fully compliant.

General Comments – *[insert voyage number]*

Another great result for *[Insert name]* shipping line; the inspection results on this voyage show no reportable levels of general contamination and zero ant and snail activity.

6 Appendix 3. Sample cumulative three monthly report

[Insert name] SHIPPING LINE / THE DEPARTMENT / MPI

SEA CONTAINER HYGIENE SYSTEM OPERATING AT *[insert country]*

Three month cumulative assessment report: 1 September 2009 – 30 November 2009:

SCHS Port	Compliance	General contamination (threshold 5 %)	Ant infestation (threshold 0.16 %)	Snail infestation (threshold 0.02 %)
[insert port]	yes	0.68 %	0.0	0.0

This report concludes this three month period (1 September 2009 to the 30 November 2009). Over the last three months, 374 containers were imported from *[insert country]*, of those 328 were managed under the SCHS (please note that the general contamination per cent has been amended to reflect the non system containers).

In the last three months a 50 per cent inspection rate was applied on all system containers arriving from *[insert port]*. A total of 146 containers were inspected, with only one non complying container. The ant contamination levels have dropped to 0 per cent however be prepared that the next three months is traditionally the ant season, so ensure all components of the system are carefully monitored. Also be vigilant for any snails arriving in the yard on the underside of containers.

Staff at the *[name]* depot should be very proud of themselves for establishing and maintaining a system which is consistently exporting clean containers, resulting in effective management of the biosecurity risk.

The cumulative results show that *[Shipping Line]* is well under the established performance thresholds.

7 Appendix 4. Discharge list on approved SCHS template

[VOYAGE NUMBER] SCHS six-sided inspections

						Contamination				
						Internal		External		
LOP	Container	LP	ISO		Comments	Low	High	Low	High	Sticker
ABC	BXNU3601237	PWA	2500	MT	OK					y
ABC	BXNU3602402	PWA	2500	MT	OK					y
ABC	FCIU2696650	PWA	2210	MT	OK					y
ABC	FCIU3194804	PWA	2210	MT	OK					y
ABC	FSCU3242394	PWA	2210	GENL	OK					y
ABC	FSCU3595447	PWA	2210	MT	OK					y
ABC	FSCU3802797	PWA	2210	GENL	OK					y
ABC	FSCU5201434	PWA	2232	MT	OK					y
ABC	FSCU5204080	PWA	2232	MT	OK					y
ABC	FSCU5210740	PWA	2232	MT	OK					y
ABC	FSCU5215850	PWA	2232	MT	OK					y
ABC	FSCU5216028	PWA	2232	MT	OK					y
ABC	PALU4800119	PWA	2500	MT	OK					y
ABC	PALU4800171	PWA	2500	MT	OK					y
ABC	PPSU4200234	PWA	2210	MT	OK					y
ABC	PPSU4500036	PWA	2500	MT	OK					y

8 Appendix 5. Approved SCHS label (example)

[CLEANING YARD COMPANY NAME]	**[PORT]**	**[COUNTRY]**
		DATE
SWEPT	√	12/4/2009
INTERNAL WASH	√	13/4/2009
EXTERNAL WASH	√	13/4/2009
SPRAY	√	13/4/2009
CHECKED BY		Joe Bloggs