

RIDGEWAY INTERNATIONAL LIMITED – GUIDE TO STOWAGE AND QUARANTINE REQUIREMENTS FOR
ISO CONTAINERS OF CLASS 1 EXPLOSIVES, MOVING FROM EUROPE AND THE UNITED STATES OF
AMERICA TO AUSTRALIA

SAFETY

Any explosive moving to Australia by sea in ISO shipping containers (both twenty foot (TEU) and forty foot (FEU)) must comply with the regulations stated in the IMDG Code, this information is also incorporated in the US 49 CFR Rules.

Both Europe and the US permit (with one or two exceptions) containers complying with the IMDG rules to carry out an inland journey in the same configuration. This also meets the safety regime up to on board a vessel in an Australian port.

QUARANTINE

Inspectors from the Department of Agriculture, Fisheries and Forestry (DAFF) will check every shipping container on arrival in Australia to ensure there is no contamination or infestation, externally or internally, and will require that all the timber products are treated by a recognized method.

Non-hazardous containers can be fumigated in any Australian port. However, containers carrying Class 1 goods may not be fumigated within the port area because of port explosive restrictions.

The best way to achieve a trouble free import into Australia, and to comply with the DAFF regulations is to ensure that all timber products inside the container, to include pallets, boxes and securing timber is treated to the **ISPM 15 standard**. As evidence of the treatment it is required that the timber be marked with the 'wheat ear' stamp. A blank Packing Declaration has been attached to this document in **Enclosure 1**.

The declaration must be on Company Letter Headed paper and must state clearly the container number(s) to which it refers. The person responsible for the packing of the container must sign and print their name in the appropriate space. More information as well as blank forms in Word and PDF format can found at:

<http://www.daff.gov.au/biosecurity/import/general-info/co-reg/acceptable-docs>

If the use of ISPM 15 treated timber, or timber treated in accordance with DAFF treatment requirements has not been used, then the container will require fumigation. Details of DAFF approved methods can be found at:

<http://www.daff.gov.au/biosecurity/import/general-info/qtfp/contamination-treatment-guide>

Adjacent to some Australian ports there are DAFF approved fumigation sites, however reliance upon these could be problematic given their low Net Explosive Mass (NEM) limits. Similarly the rural nature of common ports of entry for explosive cargo, such as Port Alma, makes the movement of containers inland for treatment a costly and time consuming exercise.

**CONTAINER PACKING AND LINING REQUIREMENTS FOR CONTAINERS OF CLASS 1 THAT ARE TO BE
CARRIED ON THE ROADS OR RAIL IN AUSTRALIA**

The Australian Explosive Code (AEC) requires that ISO containers carrying Class 1 on the road or railway in Australia are to be lined on the side and end walls with plywood of at least 12mm in thickness. In addition the plywood must be battened on the back with 25mm battens. All timber used must be treated as per ISPM 15 standard.

Please see Enclosure 3 for details.

Please note that newly manufactured plywood from the UK, Europe or the USA is currently acceptable without treatment, per AQIS Regulation – *Notice to Industry 38/2009* (Enclosure 2). If chipboard or other similar acceptable board product is used as an alternative to plywood, then the minimum thickness rises from 12mm to 17mm.

The acceptable requirement is that battens are attached to the 12mm plywood (or other acceptable 17mm board product) at the top, middle and bottom of the sheet by nails, screws or bonding glue. If nails are used then they are to be non-ferrous with the nail heads punched clear of the plywood surface.

Please see Diagrams A and A1 at Enclosure 4a for reference.

Please note that if nail guns are used, then extreme care must be taken to ensure the safety of the cargo.

The battens are required to run along the length of the container, parallel with the floor and ceiling, maintaining the 25mm gap between the sheet and the container side.

The regulations require that the battened plywood sheets extend at least 300mm above the top of the cargo on all sides.

Please see diagram B in Enclosure 4b.

Should you decide to construct a floor to ceiling fixing of plywood at the door end, you must allow an inspection window to facilitate viewing by the quarantine and explosives inspectors. Please be aware,

that for loaded containers of Class 1 being moved by road or rail in Australia, these requirements will be checked for completeness by an explosives inspector before the journey is allowed to commence.

WHERE THE AUSTRALIAN DEPARTMENT OF DEFENCE IS THE IMPORTER

All the measures described above concerning the use of timber and wood products, as well as the requirement for the DAFF packing declaration, also apply for government cargoes. Defence explosives, known as Commonwealth Explosives, are moved in Australia under the Explosive Transport Regulations 2002 (ETR). These regulations state that “A person who is involved in the transport of authorised Commonwealth Explosives must comply with any requirement of the Australian Explosives Code”, with some modifications concerning vehicles.

Many Commonwealth ammunition types will fall under AEC 6.3 (2), c, 1 (see Enclosure 3) having packages with substantial wooden outside surfaces, and thus the shipping container does not need the battened lining. However, they may still need lining as per the IMDG Schedule for the UN number of the ammunition.

SEA CONTAINER HYGIENE

It is important that containers are clean inside and out before they start to move along the logistics chain to Australia. It is equally important that containment does not occur thereafter, for example externally by grounding containers on dirt or where snail contamination could occur, or internally by driving muddy forklifts into the container. Please see further information regarding container cleanliness at:

<http://www.daff.gov.au/biosecurity/import/cargo/sea-container-hygiene-system>

ENCLOSURES

- 1 – ISPM 15 Packing Declaration, to be completed on headed paper
- 2 – Notice to Industry 38/2009
- 3 – Extract for the Australian Explosive Code Chapter 6.3
- 4 – Diagrams of plywood lining and battens for use in shipping containers

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Dated 2 August 2013

Company Letterhead
(MUST be issued by the packer or supplier of the goods and MUST include the company's name AND address)

FCL PACKING DECLARATION

Vessel Name:..... Voyage Number:.....

Consignment identifier(s) or numerical link (s) (Container Number(s))

.....

PROHIBITED PACKAGING MATERIAL STATEMENT

(Prohibited packaging material such as straw, bamboo, peat, hay, chaff, used fruit & vegetable cartons)

Q1 Have prohibited packaging materials or bamboo products been used as packaging or dunnage in the consignment covered by this document?
A1 YES [] NO []

TIMBER PACKAGING/DUNNAGE STATEMENT

(Timber packaging/dunnage includes: crates, cases, pallets, skids, and any other timber used as a shipping aid.)

Q2a Has solid timber packaging/dunnage been used in consignments covered by this document?
A2a YES [] NO []

TREATMENT CERTIFICATION (ONLY IF TIMBER/DUNNAGE IS DECLARED IN QUESTION 2)

Q3 All timber packaging/dunnage used in the consignment has been (Please Indicate below)
Treated and Marked in compliance with ISPM 15 []
Or
Treated in compliance with DAFF Treatment Requirements []
(With accompanying Treatment Certificate)
Or
Not Treated []

CONTAINER CLEANLINESS STATEMENT (for FCL/X consignments only - statement to be removed from document when not relevant)

The container(s) covered by this document has/have been cleaned and is/are free from material of animal and/or plant origin and soil.

Signed: Printed name:.....
(Company Representative)

Date of issue:.....
(DD/MM/YYYY)

(Please try to keep this on one page, if it spreads to another page the consignment identifier or numerical link (container numbers) need to be repeated so that the statements above connect to them.)
(August 2013)



Australian Government

Australian Quarantine and Inspection Service

Notice to Industry

38/2009

**Non-Commodity Information Requirements Policy:
Amendment regarding requirements for Plywood/Veneer Packaging**

Following the publishing of Notices to Industry 23/2009 and 30/2009, AQIS has received a number of submissions regarding the treatment requirements for plywood/veneer packaging. Until the issues raised in these submissions have been considered, AQIS will continue to accept newly manufactured plywood/veneer statements (as currently required). The Non-Commodity Information Requirements Policy will also be modified to align more closely with current policy requirements.

What will change in the Non-Commodity Information Requirements Policy?

Where timber packaging/dunnage has been used, the policy currently advises that the following statement/document is required: *"ISPM 15 statement or a treatment certificate/phytosanitary or government treatment certificate that covers AQIS acceptable treatments (treatment certificates are not accepted for ISPM 15 treatment)"*. These options will be expanded to include the option for a manufacturer's declaration that covers AQIS requirements for packaging material made from newly manufactured plywood/veneer.

Manufacturers' declarations must comply with requirements of the Minimum Documentary Requirements Policy.

The AQIS requirements for packaging material made from plywood/veneer are currently outlined in the ICON case for Timber Packaging and Dunnage, and will be updated to reflect the current policy requirements. This includes identification of the country of manufacture, the date of manufacture and a statement that the plywood/veneer has not been pre-used. The AQIS requirements will also reflect that the plywood/veneer must have been manufactured in:

- All countries excluding Fiji, Indonesia, Malaysia, Philippines, Singapore, Thailand, Vanuatu and Western Samoa within three months of export; or
- Fiji, Indonesia, Malaysia, Philippines, Singapore, Thailand, Vanuatu and Western Samoa, within 21 days of export.

Enquiries

For further information in relation to AQIS import requirements for timber, please contact the Timber National Co-ordination Centre, AQIS Melbourne.

For further information in relation to the Non-Commodity Information Requirements Policy, please refer to Frequently Asked Questions or contact the Industry Partnerships Unit, AQIS Canberra.

EXTRACT FROM AUSTRALIAN CODE - THIRD EDITION

6.3 **Requirements for Freight Containers (Import and Export)**

- (1) Freight containers packed with explosives imported into Australia are required to comply with the IMDG Code. Freight containers to be packed for export are required to comply with the requirements of the IMDG Code and Marine Orders Part 41. Where a container is to be loaded with explosives it is required to be inspected by AMSA prior to the cargo being loaded.
- (2) Freight containers used for the transport of explosives (other than Classification Code I.4S excluding detonators) must comply with the following additional requirements:
 - (a) there must be only one opening to the container and each door section to the opening must be provided with two locking bars;
 - (b) except where (c) applies, the inside of the side and end walls, floor and doors of the container must be close lined with:
 - (i) bond plywood not less than 12mm thick of type B quality to AS 2271;
 - (ii) other timber not less than 17mm thick; or
 - (iii) aluminium sheet not less than 0.8mm thick;extending at least 300mm above the load. The lining must be positioned adjacent to the walls of the container so as to provide a gap of at least 25mm, measured from the line of the inner surface of the container
 - (c) the lining specified in (b) is not required where:
 - (i) all of the explosives in the container are in packagings having substantial wooden outside surfaces; or
 - (ii) all the explosives are Type E blasting explosives (UN0241, UN 0332), in which case non-lined steel containers may be used.
 - (d) for free-flowing powdery explosives and fireworks, the floor or the floor lining of the freight container must have a non-metallic surface or covering which must be in a sound condition, be sift-proof and free from cracks.
- (3) Within the limits of a port, any tine pockets on the freight container must be rendered inoperative.

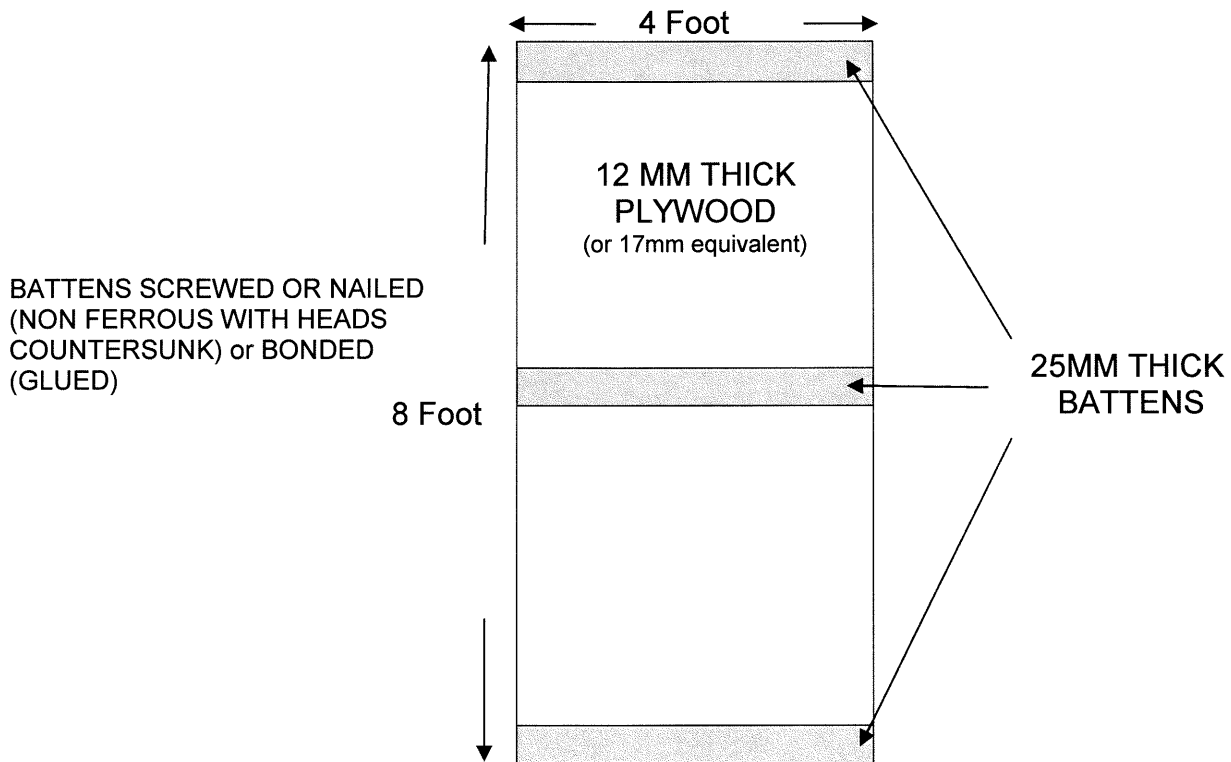


DIAGRAM A

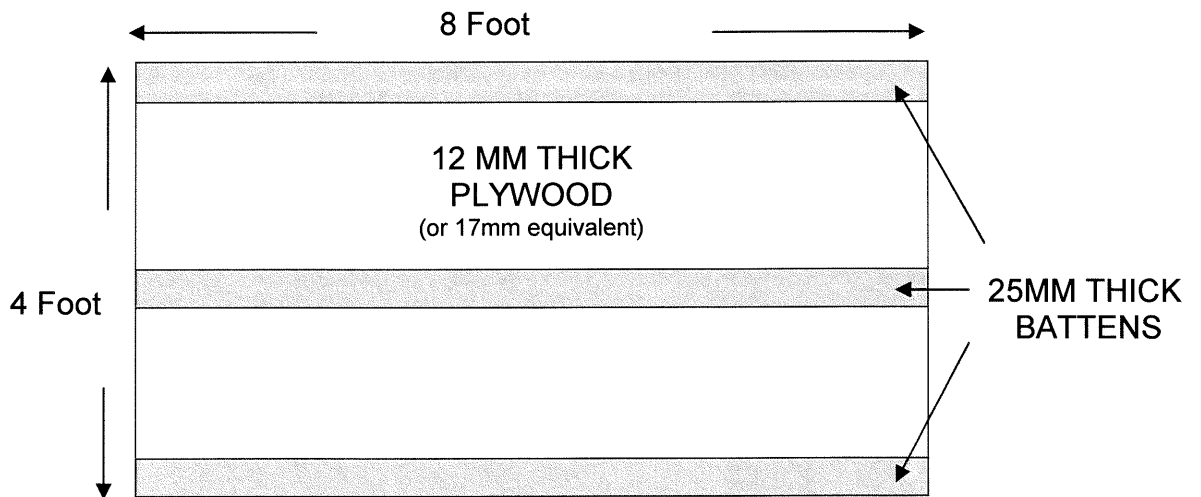


DIAGRAM A1

BATTENS TO RUN ALONG THE FULL LENGTH/WIDTH OF THE LINING MATERIAL

BATTENS AND ALL TIMBER MUST BE TREATED TO AQIS STANDARDS AND CLEARLY MARKED WITH THE APPROVED WHEAT EAR STAMP

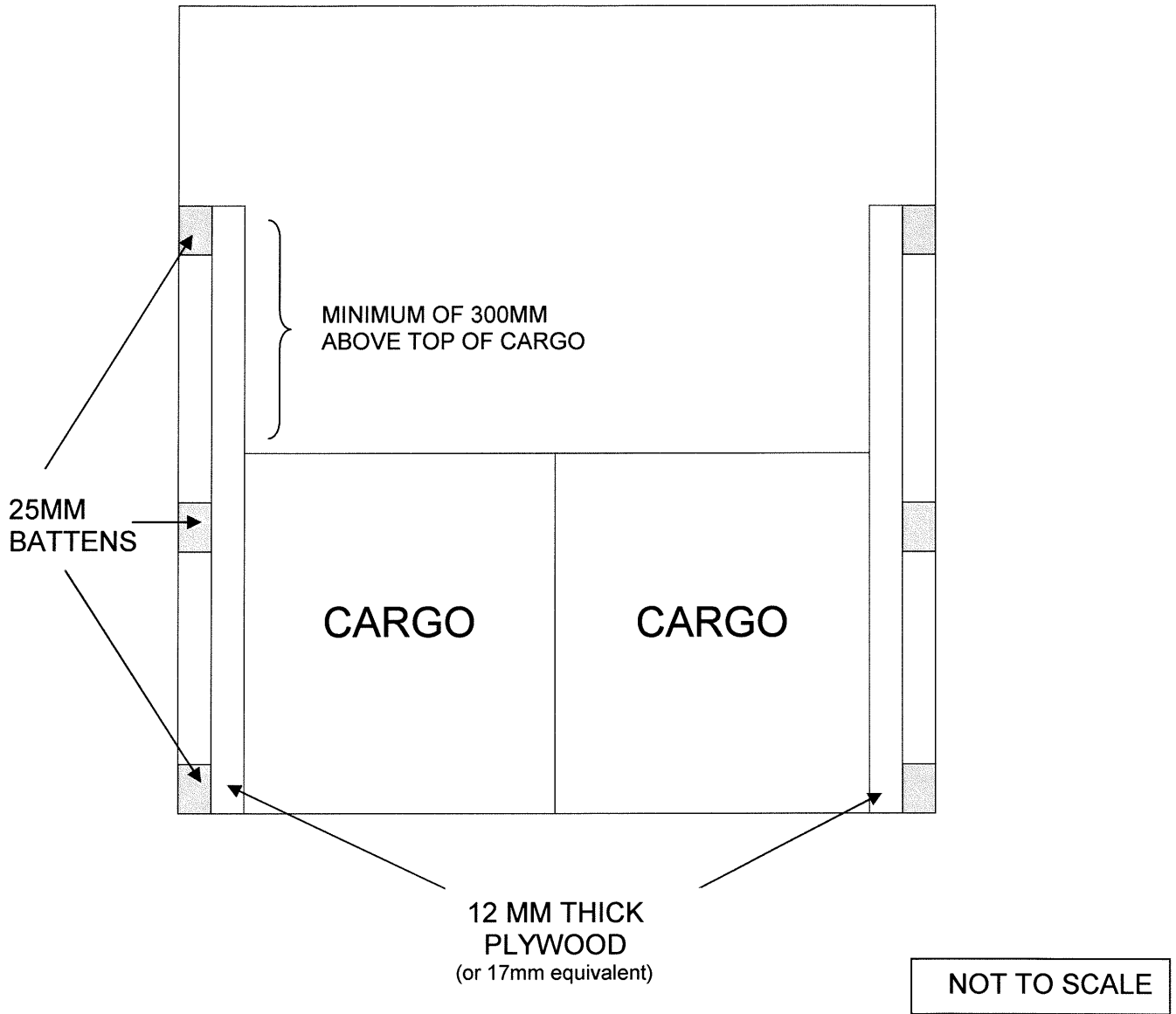


DIAGRAM B