



Auckland, November 5th 2018

TRIUMPH v 1820 – STINKBUG WARNING FOR CHINA & KOREA

Dear Customer,

Further to our advisory sent to customers on Triumph V1820 on November 2nd, please find following important update on this vessel, actions taken by Armacup for vessels enroute and future loadings from China and Korea:

Triumph v1820

m.v. "Triumph" voyage 1820 remains at anchor in Brisbane pending outcome of discussions between Armacup and Department of Agriculture and Water Resources (DAWR) for reasonable and workable solution to remove the potential Bio Security risks caused by cargoes loaded in North Asia. Once these discussions are concluded, we will be in a better position to provide updates of vessel and cargo status.

Information has been circulated by various parties that more than 100 live stinkbugs have been found on the vessel. This is not correct. After py-fogging, only 2 live bugs were identified and 76 dead bugs of different kinds.

It is not possible to identify which cargoes are contaminated. All Japan cargoes on board the vessel have either been Heat Treated or have gone through a NZ Ministry of Primary Industries (MPI) approved pathway.

Stinkbugs found on the vessel can therefore only originate from China and/or Korea. DAWR has not been able to identify the cargo source responsible. Stinkbugs are native to both countries and is therefore very plausible that both Korean as well as Chinese origin cargoes are contaminated.

Lake Como v1862

This vessel has been diverted to Yokohama where it will be fogged and inspected before commencing its ocean passage to Australia and New Zealand.

Carrera v1821

This vessel is being fogged upon completion loading operation after it will be inspected before commencing its ocean passage to Australia and New Zealand. This vessel does not have cargo on board originating from China

Lake Taupo v1822

China port calls have been cancelled in lieu of findings on Triumph V1820. Vessel will start its voyage in Masan as per original schedule.

STINKBUG MEASURES

Neither DAWR (Australia) nor MPI (New Zealand) have mandatory measures in place for cargoes ex China and Korea (DAWR also do not have mandatory requirements for Japan cargoes). Armacup has continuously questioned that approach since the emergence of the stinkbug problem in Japan earlier this year.

The requirement to comply with the import regulations in each country lies with the Importer.

Armacup applies a fogging process at sea on all its vessels whilst also ensuring all cargoes originating from Japan to destinations not requiring pre-loading measures, are Heat Treated (used) or follow a MPI approved pathway. These voluntarily additionally implemented measures has proven to be insufficient.

To avoid a repeat of the Japan stinkbug problem, in order to ensure that no contaminated cargoes will be loaded onto our vessel and cross contaminate "clean cargoes", Armacup will therefore not load any cargoes which cannot provide evidence of a required clean status.

We urge all importers of cargoes ex China and Korea to ensure that cargoes are either treated or follow a pathway approved by Australian/New Zealand authorities prior to loading at origin.

Whilst all signals currently point towards China as the cause of the contamination on Triumph V1820, the stinkbug is also native to Korea and it is extremely plausible that Korea will also have a stinkbug problem in the very near future, if not already.

Armacup will work closely with all affected customers to work towards a sustainable supply chain going forward.

If you have any questions or require further information, please do not hesitate to contact Armacup or your local Armacup representation.

Armacup

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