

Esso Highlands Limited



Papua New Guinea LNG Project

**Environmental & Social Management Plan
Appendix 30**

QUARANTINE MANAGEMENT PROGRAM

PGGP-EH-SPENV-000018-035

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1.0 INTRODUCTION

The Quarantine Management Program (QMP) has been developed to prevent the importation and spread of pest, plant pathogen or disease (invasive species) via PNG LNG Project (Project) personnel or cargo.

The QMP is intended to satisfy the commitment contained in the PNG LNG Project Environmental Impact Statement (EIS) for Company to establish and enforce a project-wide quarantine program, focussing on sites where equipment and supplies will be imported into PNG or brought into the Project Area from elsewhere in PNG.

The QMP is also intended to satisfy the Lender Group requirement to implement a quarantine program to prevent the introduction of invasive species, based on an assessment of PNG quarantine related laws and regulations, practices and capacity, and comparison with related practices in Australia, where the outcomes of this assessment are to include measures/plans to address identified gaps in laws and regulations and capacity.

The QMP should be read in conjunction with other Company documents:

- Quarantine Procedure
- Weed, Plant Pathogen and Pest Management Plan
- Induced Access Management Plan
- Ecological Management Plan
- Spill Prevention and Response Plan
- Hazardous Materials Management Plan

2.0 OBJECTIVES

The objectives of this QMP are to:

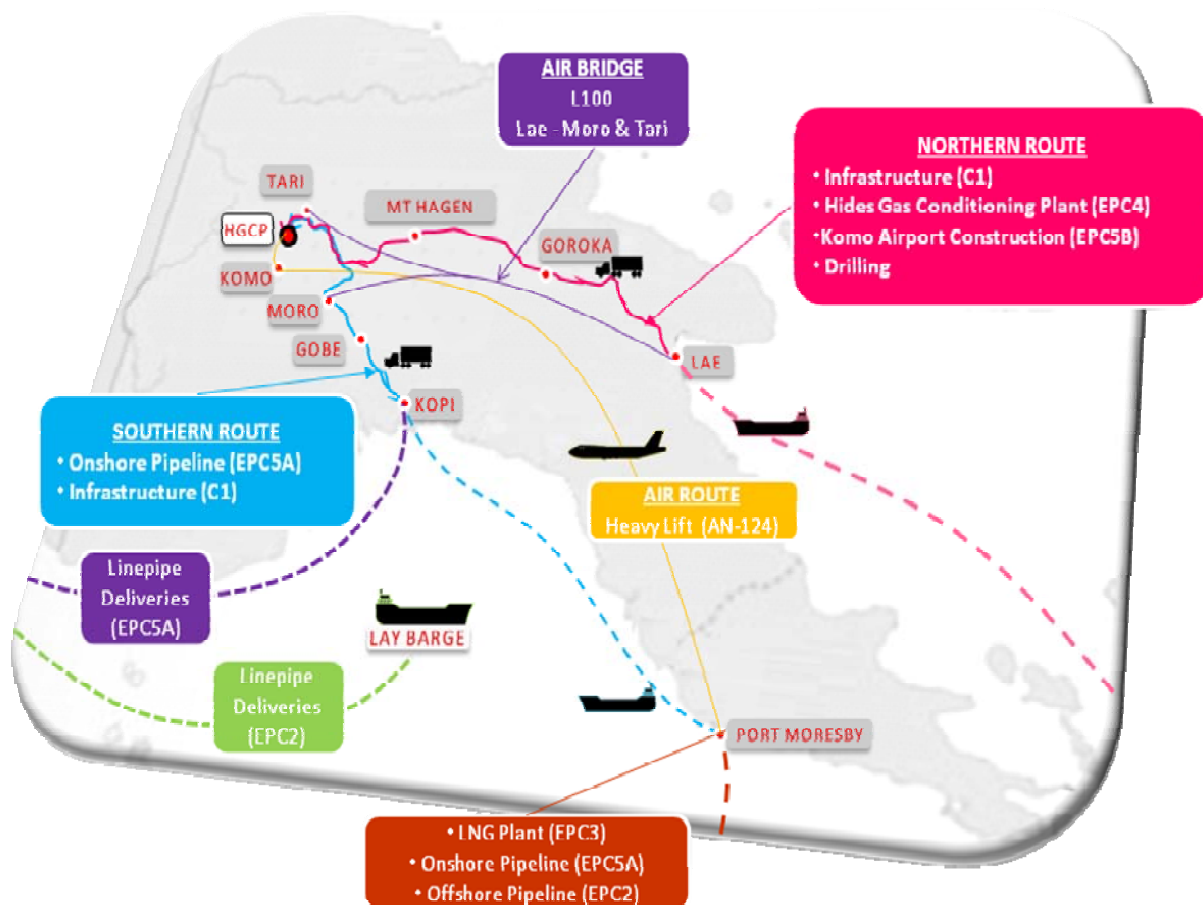
1. Prevent the importation and spread of pest, plant pathogen or disease (invasive species) via LNG Project personnel or cargo
2. Enable compliance with PNG laws and regulations
3. Facilitate expedient quarantine clearance of all freight imported into PNG for the Project
4. Implement effective quarantine control measures for the export of any Project freight.

3.0 SCOPE

This QMP is applicable to the entire PNG LNG Project and to all points of entry as per Figure 1.

It is not applicable to operations.

Figure 1: Points of Entry



4.0 LEGAL AND OTHER REQUIREMENTS

Legal and other requirements applicable to this plan are identified in Attachment A.

Responsibility for quarantine control rests with the National Agriculture Quarantine and Inspection Authority (NAQIA).

NAQIA is a corporate body, operating under the authority of a board of management, and funded both by annual appropriation from the PNG Parliament and fees for services.

5.0 QUARANTINE ASSESSMENT

Company retained an external consultant to conduct an assessment of PNG quarantine related laws and regulations, practices and capacity, and comparison with related practices in Australia (the Quarantine Assessment).

The Quarantine Assessment was based on a review of current NAQIA operations, the potential impact of these operations on the Project and quarantine and environmental risks associated with the importation of goods for the Project.

The Quarantine Assessment also considered the following external reports¹:

- Capacity Review of NAQIA, Australian Quarantine Inspection Service (AQIS), June 2007
- Quarantine Risk Assessment, AQIS, July 2008
- PNG Australia Quarantine Twinning Scheme, AusAID, February 2010

A comparative analysis was undertaken as part of the Quarantine Assessment between NAQIA's cleaning, inspection and general procedures for handling imported cargo, against standards and procedures used by the AQIS in Australia.

It should be noted that the currently projected cargo volumes for Port Moresby (see Attachment C) vary significantly from those available at the time of the Quarantine Assessment, mainly as a result of a large reduction in anticipated volume associated with the Project in addition to the use of Motukea Island as a point of entry for full and part chartered vessels. These factors significantly reduce the volumes to be received at Port Moresby and the number of quarantine inspections. Currently projected cargo volumes for Lae (see Attachment C) are also less than those utilized for the Quarantine Assessment.

Key observations resulting from the Quarantine Assessment are summarized in Table 1.

A summary of the findings of the Quarantine Assessment is as follows:

- The main concern with NAQIA's capacity to deal with Project cargo volumes is levels of personnel and physical assets required to perform the volume of inspection and remedial treatment work required.
- NAQIA advises that it has plans to increase capacity in order to address the increased demand due to the Project, including a 50% increase in staffing levels over the next 5 years and upgrades of office and inspection/treatment facilities as well as the administration system, however there is uncertainty as to the timing of these capacity increases.
- Anticipated Volumes and Capacity: The current projection for cargo volumes transiting Lae Port is approximately 15% lower than that was used in the Quarantine Assessment (which identified that the Lae average increase on shipping volumes would be 24% with a maximum of 33% in peak shipping month over a main duration of 6-7 months). This increase could be managed without the addition of substantial resources (probably with overtime and/or a small increase in staff numbers which should be able to be provided by NAQIA in the normal course of business). This conclusion is further validated when considering the current projection for cargo volumes. Increases are based on projected number of shipments requiring quarantine clearance (assumed at 200-250 per 20,000 Freight Tonnes) as a percentage of current number of clearance being processed and as advised by NAQIA. It should be noted that conclusions for Port Moresby were based on the evaluation of data at the time of the Quarantine Assessment. Current updated projected volumes indicate the level of increase in clearances to peak at only 10%. This is within the capability of NAQIA and therefore no additional capacity should be required.
- The Quarantine Clearance System in PNG is a risk based system which uses documentation to determine the requirement for further action or release without inspection. In this regard it is similar to that which operates in Australia.

¹ The information in these external reports was generally consistent with the findings of Company's Quarantine Assessment.

A summary of the conclusions from the Quarantine Assessment is as follows:

- Key issue is the ability of NAQIA to process the volume of shipments entering the country as a result of the Project.
- Majority of shipments should receive release based on documentation.
- Inspections will put the largest strain on resources.
- Minimisation of quarantine risk must be carried out offshore prior to shipment.

A summary of the recommendations arising from the Quarantine Assessment is as follows:

- Minimise inspections and treatments on arrival in PNG
- Ensure that Contractors and subcontractors are aware of and comply with NAQIA requirements, particularly:
 - No prohibited packing materials
 - All timber packaging must be ISPM15 treated and stamped
 - All shipping containers must be cleaned
 - All necessary documents must be supplied
 - Any machinery must be “clean as new”.
- Contractors and subcontractors should consult with NAQIA prior to shipping for any special requirements.
- The increased flow of traffic will add to existing congestion making it difficult to use the port area as a location for treatments - Company should work with NAQIA to source a facility off the wharf to carry out treatment to avoid port congestion particularly in Port Moresby.
- Manpower issues within NAQIA will be hard to address directly as part of the Project.
- As requested by NAQIA, information should be supplied in regard to Project related imports well in advance including detailed look ahead reports.

The Quarantine Assessment confirms that with a combination of the above recommendations and close cooperation between the Project (Company and Contractors) and NAQIA, it should be possible to effectively manage the workflow through NAQIA for the Project whilst protecting the environment from introduced Quarantine Risks.

Table 1: Summary of Quarantine Assessment

Item		Key Observation	Gap Identified
Laws and Regulations		<p>Details of current PNG Laws and Regulations in respect to Quarantine are listed in Attachment A.</p> <p>There are a number of Laws and Acts which define the role of NAQIA and provide the framework for the overall regulation of quarantine matters and measures of quarantine for vessels and installations, including personnel, cargo, plants and animals.</p> <p>Whilst there are procedures for the clearance of inbound passengers and cargo, Company has been unable to identify any formal documentation describing such procedures, except for a document entitled Importation of Vehicles, Earthmoving Machinery and Plant, and Agricultural Equipment².</p> <p>Whilst the lack of documented procedures may not be significant in processing inbound personnel, it has the potential to impact the clearance of cargo imported for the Project should the importers not be aware of accepted general practice in PNG.</p>	Lack of formally documented NAQIA Procedures
Capacity: Personnel Movement		<p>Projected passenger volumes are detailed in Attachment E.</p> <p>Company has supplied to NAQIA details of currently projected numbers of personnel arriving in PNG as a result of the Project.</p> <p>It is expected that all arrivals into PNG will be via Jacksons International Airport in Port Moresby.</p> <p>Based on currently projected passenger flows directly associated with the Project the National Airport Corporation (NAC) is undertaking works to cater for the expected increases. The arrivals hall is being expanded, a second baggage carousel is being added and extra quarantine inspection stations are being added to the existing facility.</p> <p>It is also Company's understanding that the major carriers are engaged in ongoing consultation with NAC and that arrival and departure times of flights would be co-ordinated and staged to maximise the effective use of airport capacity.</p>	None
Capacity: Cargo Movement	Port Moresby	<p>Based on the projected volumes available at the time of the Assessment it was identified that the fundamental issue will be the ability of NAQIA officers to process the volume of shipments entering the country for the project and that inspections will put the largest strain on resources and that NAQIA in Port Moresby would need significant additional personnel.</p> <p>It should be noted that the estimated increase in the shipment numbers due to Project cargo was used to measure the impact or strain on NAQIA resources.</p> <p>Present projected volumes for Port Moresby are significantly lower than those that were available at the time of the Assessment and therefore the expected increases are at a much lower level than previously anticipated.</p>	None (unless increase in NAQIA staffing is not forthcoming)

² No gaps were identified in this document however it does not cover processes or requirements for all types of imported cargo.

Item		Key Observation	Gap Identified
		<p>Details of the projected figures are detailed in Attachment B.</p> <p>Based on current data the projected percentage increases are significantly lower than those at the time the Assessment was undertaken and in fact are lower than those predicted for Lae, which were identified in the Assessment as being able to be handled with overtime and a small increase in NAQIA staff numbers which should be able to be provided by NAQIA in the normal course of business. Hence increases in shipment numbers in Port Moresby should also be able to be handled with overtime and a small increase in NAQIA staff numbers which should be able to be provided by NAQIA in the normal course of business.</p>	
	Lae	Projected increases of cargo volumes arriving at Lae Port due to Project freight are expected to be less than 25% of the total on average and peaking at 33% of the total, and could be handled without the addition of substantial resources, but with overtime and/or a small increase in NAQIA staff numbers which should be able to be provided by NAQIA in the normal course of business.	None (unless increase in NAQIA staffing is not forthcoming)
	Paia Inlet and Kopi	<p>It is expected that all cargo travelling along the Southern Route (i.e. via Kopi), with the exception of the pipe for the onshore and offshore pipelines will arrive into PNG on Liner services at Port Moresby. This will be cleared through Customs & Quarantine in Port Moresby and travel to Kopi as cleared cargo.</p> <p>The Customs and Quarantine clearance of all pipe is expected to be carried out at sea at Paia Inlet and the Procedure advises Contractors the process for obtaining approval from both PNG Customs and Quarantine to achieve this.</p> <p>Approval has been granted by both Customs and Quarantine for this to take place and the requirements of both agencies have been agreed to by the EPC 5A Contractor. The requirements include inspection by NAQIA representative at origin and this has also taken place,</p> <p>Projected volumes indicate around 15 vessels will arrive over approximately 15 months and the Agencies have elected to fly officers to the clearance site on an as needed basis.</p>	None
	Motukea Island	<p>Motukea Island has been developed as a private port facility within Fairfax Harbour and part of the development process was to apply for and receive approval from Both PNG Customs and NAQIA to operate and receive PNG LNG Project cargo.</p> <p>Both NAQIA and PNG Customs have issued approvals for the operation of the facility to receive PNG LNG Cargo.</p> <p>Approvals are typically conditional on adequate facilities for Customs and Quarantine clearances being made available.</p> <p>The Owner/Operator of Motukea is considering office accommodation, cleaning/treatment facilities (i.e. fumigation areas and washbay) and office & communications equipment</p>	None
Cargo Treatment		The Assessment identifies that there are cleaning facilities at both Port Moresby and Lae Ports and that Project Cargo will add to congestion issues making it difficult to use the port area as a location for treatments.	Potential lack of capacity of treatment facilities

6.0 QUARANTINE MANAGEMENT PROGRAM

In accordance with the findings of the Quarantine Assessment Company has developed this QMP, the objectives of which are to mitigate identified gaps in laws, regulations and capacity and identify control measures to address identified potential risks.

The QMP is based on prevention prior to the arrival of either freight or personnel in PNG, in line with PNG Government policy which, in view of the high quarantine risk associated with the import of goods such as new and used vehicles, plant and machinery, requires offshore cleaning and inspection before cargo is exported to PNG.

6.1 Mitigating Gaps in Laws, Regulations and Capacity

Mitigation of gaps in laws, regulation and capacity will be achieved by the development and implementation of an overarching Quarantine Procedure (See Attachment E). The Quarantine Procedure is contractually binding to Contractors and subcontractors.

The Quarantine Procedure is intended to address the lack of formal documented NAQIA procedures by providing a detailed explanation of the process for the quarantine clearance of cargo.

By reducing the requirement for NAQIA inspection of imported cargo, the requirement for NAQIA staffing increases is also reduced and hence the risk associated with the failure of NAQIA to deliver such staffing increases.

By reducing the requirement for NAQIA treatment of imported cargo, the risk associated with the identified potential gap in off-wharf treatment facilities such as incinerators and fumigation equipment is also reduced, thereby addressing (negating the need for) the recommendation of the Quarantine Assessment to work with NAQIA to source a facility off the wharf to carry out cleaning and/or fumigation.

In summary, implementation of the Quarantine Procedure will address gaps in laws and regulations, reduces NAQIA inspection requirements and subsequent potential staffing issues, and minimizes the requirement for in-country treatment of cargos.

6.2 Control Measures

Control measures have been developed on the basis of the Quarantine Assessment and a preliminary risk evaluation of potential impacts (see Attachment D). In summary, the controls include:

- All Contractors and subcontractors to be aware of and comply with NAQIA requirements
- No prohibited packing materials to be used
- All timber packaging to be ISPM15 treated and stamped
- All shipping containers to be cleaned
- All necessary documents to be supplied
- Machinery to be “clean as new”
- Consult with NAQIA prior to shipping for any special requirements
- Quarantine Awareness Statement to be included in the Standard Company Travel Pack distributed to passengers travelling to PNG
- Standard documentation generated during the purchasing function to include Quarantine Awareness Statement
- Company online induction, which is mandatory for Company travelers, to include Quarantine Awareness Statement

6.3 Monitoring

Monitoring of the above control measures will be carried out in conjunction with the requirements of the Quarantine Procedure, including the following:

- All cargo will be inspected by Contractor or subcontractor representatives before being packed into containers at origin to ensure quarantine regulatory requirements are met
- All containers will be checked by Contractor or subcontractor representative prior to leaving vendors premises for cleanliness to ensure quarantine regulatory requirements are met
- All breakbulk cargo will be inspected at origin by Contractor or subcontractor representatives to ensure it is “clean as new” and meets all quarantine regulatory requirements
- All cargo movements will be monitored by Contractor or subcontractor representatives to ensure that shipping documentation meets all quarantine regulatory requirements
- All cargo movements will be monitored by Contractor or subcontractor representatives to ensure that, where required, fumigations are carried out at origin per Quarantine Procedure
- Company may audit import/export/travel documents for all Contractor and subcontractor cargo and personnel movements
- Company may inspect cargo at origin or arrival in PNG to ensure compliance with Procedure.

6.4 Incident Management

The following actions will be taken in the event of a quarantine related incident:

In Transit

- If during transit from Port to site/laydown/interim areas, any incident or item that could impact quarantine restrictions requires transport ceasing immediately
- Areas adjacent to the incident or item should be cleared and quarantined immediately by Contractor or subcontractor
- Contact must be made with NAQIA immediately by the Contractor or subcontractor to obtain direction on how to deal with incident
- Contractor must contact Company immediately and advise details of incident, direction from NAQIA, and response to direction from NAQIA.

Site or Other

- If any incident or item that could impact quarantine restrictions is noticed at site/laydown/interim areas, work should cease immediately in the area
- Areas adjacent to the incident or item should be cleared and quarantined immediately by Contractor or subcontractor
- Contact must be made with NAQIA immediately by the Contractor or subcontractor to obtain direction on how to deal with incident
- Contractor must contact Company immediately and advise details of incident, direction from NAQIA, and response to direction from NAQIA.

Personnel

- If personnel are noted to be contravening quarantine laws or regulations such as carrying prohibited goods or foodstuffs, offending personnel will be stopped immediately and prohibited item shall be confiscated and disposed of as per NAQIA requirements
- Contractor will discipline or counsel offender as required.
- Contractor will advise Company of all details of incident

- Company reserves the right to determine disciplinary action (if any) to be taken against offender.

6.4 Performance Indicators Measures of Success

The indicators for measuring and verifying performance in relation the QMP are detailed in Table 2: Performance Indicators.

Table 2: Performance Indicators

Performance Indicator	Measurement	Assessment Frequency	Management Plan Target
Import Documentation completed and submitted as per Quarantine Procedure	Number of shipments as % of total number of shipments	Monthly	TBA
NAQIA Inspection required but no treatment required	Number of inspections as % of total number of shipments	Monthly	TBA
Cargo Look ahead reports submitted in a timely manner	Number of times reports not submitted by due date	Monthly	TBA

6.5 Reporting

Contractor shall provide monthly reports to Company, which shall as a minimum include:

- Monthly reports of performance indicator measurement (subcontractor data included), including where applicable reasons for failure to meet objectives and corrective action taken in such instances
- Details of any breach of laws, regulation or NAQIA requirement shall be reported to Company as an incident
- Identification of trends where non-conformance is identified, actions undertaken to identify root cause of problem(s) and corrective action.

Contractor shall maintain a database of all data included in reports which shall be made available to Company at any time and a copy surrendered on completion of Contract – this shall include all data from subcontractors and others associated with the Contract.

6.6 Responsibilities

Company is responsible for adherence to this QMP in relation to Company procured goods and Company Personnel and for setting Contractor/Subcontractor KPI Targets.

Contractor and subcontractors are responsible for adhering to this QMP and any requirements herein as applicable to their scope of work

Contractor is responsible for ensuring monitoring, inspections and reporting.

Contractor is responsible for measuring performance indicators and reporting to Company

Adherence to this QMP includes adherence to the Quarantine Procedure.

Attachment 1: Legal and Other Requirements

Quarantine aspects related to the import and export of goods into and out of PNG are governed by the following legislation:

- National Agriculture Quarantine and Inspection Authority Act 1997
- Quarantine Act 1953
- Animal Disease and Control Act 1952
- Plant Disease and Control Act 1953
- Commodity legislation
- Quarantine Regulation 1956

National Agriculture Quarantine and Inspection Authority Act 1997

NAQIA and its Board were established by the National Agriculture Quarantine and Inspection Authority Act 1997 (the NAQIA Act).

The NAQIA Act is essentially a revision of the existing Quarantine Act 1953 (see below) with additional provisions to establish NAQIA and the NAQIA Board, and a revised penalty structure. Quarantine authority for the most part remains unchanged. The Quarantine Act 1953 has not been repealed.

The NAQIA Act defines NAQIA's functions and provides the authority for NAQIA staff to undertake their responsibilities.

Section 5 of the NAQIA Act defines NAQIA's functions as follows:

- a) to advise the Ministry and the National Government on policy formulations and legislative changes pertaining to agriculture quarantine and inspection matters; and*
- b) to monitor and inspect all imports of animals, fish and plants and their parts and products, including fresh, frozen and processed food to ensure the imports are free from pests, diseases, weeds and any other symptoms; and*
- c) to regulate and control all imports of animals, fish and plants and their parts and products, including fresh frozen and processed food to ensure the imports are free from pests, diseases, weeds and any other symptoms; and*
- d) to undertake all necessary actions to prevent arrival and spread of pests, diseases, contamination, weeds, and any undesirable changes pertaining to animals, fish and plants and their parts and products, including fresh, frozen and processed foods; and*
- e) to monitor, inspect and control the export of animals, fish and plants and their parts and products to ensure that they are free from pests, diseases, weeds and any other symptoms; and*
- f) to undertake all necessary actions to ensure that the export of animals, plants, fish and their parts and products are free from pests, diseases, weeds and any other symptoms so as to provide quality assurance to meet the import requirements of importing countries; and*
- g) to issue permits, certificates and endorsements pertaining to imports and exports of animals, fish and plants and their parts and products to provide quality assurance and to ensure that they are free from pests, diseases, weeds, and any other symptoms; and*
- h) to inspect and treat vessels, aircraft, vehicles, equipment and machinery, that are used in importing and exporting animals, fish and plants to ensure that they are free from pests, diseases, weeds and any other symptoms; and*

- i) *to regulate the movement of animals and plants from one part of the country to another to control and prevent the spread of pests, diseases, weeds, and any other symptoms; and*
- j) *to undertake and maintain inspection and quarantine surveillance pertaining to pests, diseases, weeds, and any other symptoms on animals, fish and plants within and on the borders of the country; and*
- k) *to monitor, assess and carry out tests on animals, fish and plants and their parts and products that are introduced into the country to ensure that they are free of pests, diseases, weeds and any other symptoms; and*
- l) *to liaise with other countries, international agencies and other organization in developing policies, strategies and agreements relating to quarantine, quality and inspection matters in respect of animals and plants; and*
- m) *to provide quarantine and inspection information and services to individuals, agencies and other organizations within the country and overseas in respect of animals and plants: and*
- n) *to levy fees and charges for any of the purposes of this Act and any regulations made there under; and*
- o) *to exercise all functions and powers and perform all duties which, under any other written law, are or may be or become vested in the Authority or are delegated to the Authority; and*
- p) *to do such matters and things as may be incidental to or consequential upon the exercise of its power or the discharge of its functions under this Act.*

The NAQIA Act has penalty provisions requiring the payment of fines for contravention of the legislation.

Quarantine Act 1953

Prior to the promulgation of the NAQIA Act, the Quarantine Act 1953 provided the authority for the Department of Primary Industry (now called the Department of Agriculture and Livestock) to undertake the functions currently undertaken by NAQIA.

The Quarantine Act covers animal, plant and human quarantine responsibilities.

Following implementation of the NAQIA Act, the Quarantine Act was not amended to remove the animal and plant quarantine components. Many of the functions and authorities of NAQIA are therefore technically duplicated within the Department of Agriculture and Livestock. In practice, these activities and responsibilities are currently undertaken only by NAQIA.

Quarantine Regulation 1956

To prevent the introduction into the country, or the spread, of quarantinable diseases, the Quarantine Act 1953 provides for certain matters to be dealt with in regulations, determinations & proclamations. Power to make regulations under the Quarantine Act come from Section 101 of the Act.

These regulations provide the framework for regulating the performance of quarantine, regulating and prescribing measures of quarantine for vessels and installations, including personnel, cargo, plants and animals and prescribing penalties of fines for offences against the regulations.

Importation Of Vehicles, Earthmoving Machinery And Plant, And Agricultural Equipment

Details the NAQIA Policies, Processes, and Actions in regards to the Importation of machinery, plant and equipment.

Animal Disease and Control Act 1952 & Plant Disease and Control Act 1953

The Animal Disease and Control Act 1952 and the Plant Disease and Control Act 1953 and their subsidiary Regulations outline the process and regulations relevant to animal and plant disease control within Papua New Guinea. NAQIA's pest and disease control responsibilities are undertaken under these Acts.

Commodity legislation

There is no single piece of legislation covering the export of commodities. The NAQIA Act requires NAQIA to inspect and certify exported commodities to ensure freedom from pests and diseases and that the product meets the importing country's requirements and the relevant product quality standards as outlined in each of the commodity acts including:

- Cocoa Act 1981
- Coffee Industry Corporation (Statutory Functions and Powers) Act 1991
- Copra Act 1953
- Kokonas Industri Koporesen Act 2002
- Spice Industry Act 1989

The standards outlined in each of the commodity Acts have been developed by the relevant commodity boards who are responsible for administering this legislation.

International Agreements and Standards

As a member of the World Trade Organization (WTO), PNG is obligated to, and its rights are protected by, the WTO Agreement on Sanitary and Phytosanitary Measures. PNG is also a contracting party to the International Plant Protection Convention (IPPC) and a member of the World Organization for Animal Health (OIE).

The IPPC is an international treaty that aims to secure action to prevent the introduction and spread of pests of plants and their products, and to promote appropriate measures for their control. The IPPC is recognised by the WTO Agreement on Sanitary and Phytosanitary Measures as the body with responsibility for establishing standards that relate to the movement of plants and their products in international trade.

The OIE is the intergovernmental organisation responsible for improving animal health worldwide. As with IPPC standards, the standards, guidelines and recommendations issued by the OIE are recognised as the international reference by the WTO. PNG has recently become a member of the OIE.

Attachment 2: Current Projected Freight volumes for Port Moresby and Motukea

The percentage increase in the number of quarantine clearances in Port Moresby was the basis for the Gap Analysis conclusion that additional resources were required.

It is important to separate Motukea Island and Port Moresby ports in establishing this number as almost all of the cargo arriving at Motukea will be via chartered vessel. That is a small number of large shipments resulting in a significant reduction in the percentage increase in quarantine clearances.

Estimates used in the Assessment had 2,018,700 freight tonnes arriving in Port Moresby over 4 years with the large majority arriving in the first 2 years. Current Estimates show 1,042,000 freight tonnes expected to arrive via Port Moresby, and it is expected that some 688,500 freight tonnes or 66% will enter via Motukea Island with the remaining 353,757 freight tonnes transiting the wharf at the Port or Port Moresby.

As a result expected percentage increases in shipment numbers at Port Moresby Port has decreased significantly from 60% in peak periods to just over 10%.

It should also be noted that the Contractor has advised that a conservative estimate of vessel calls to Motukea would be 150

This indicates that only 150 Quarantine clearances would be undertaken there over 4 years as opposed to 7650 using the assumption above.

Whilst it is acknowledged that inspections of large shipments take more time than smaller shipments, the controls detailed later will significantly reduce the risk of NAQIA requiring an inspection of the cargo. The processing time of the documentation would increase insignificantly.

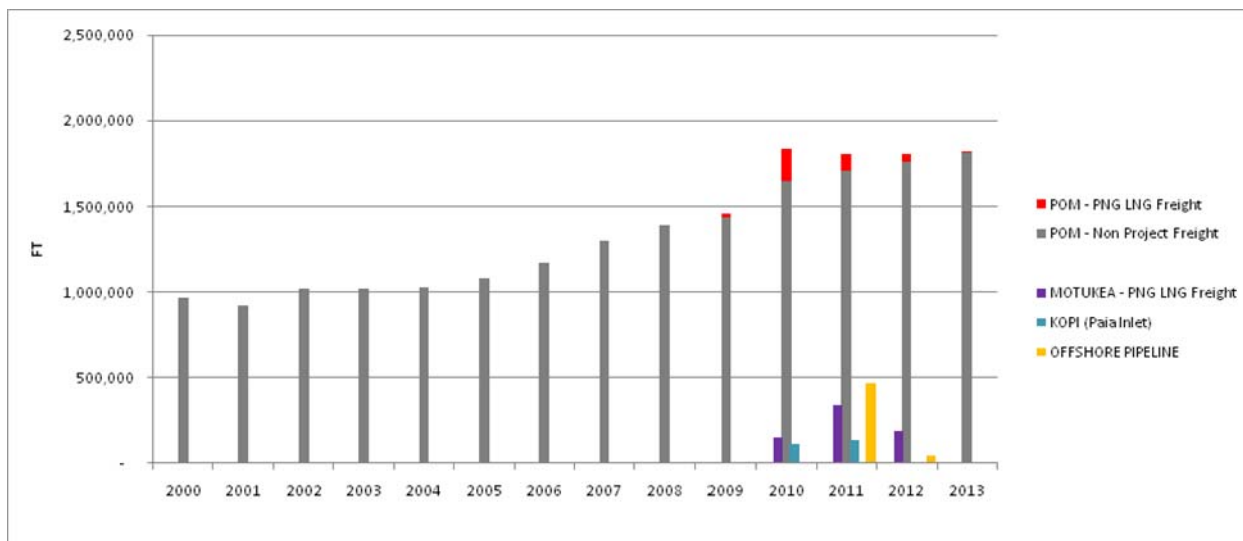
The strategy of using Motukea for a significant portion of the freight destined for the LNG facility, means that the forecast volumes of the projected freight destined for Port Moresby port are at a high of just over 10% of the total in 2010 reducing significantly over the next three years.

The Analysis reported that the average increase in Lae over the critical 6-7months of the Project as 23% with a peak of 33% and that this could be handled by overtime and/or small increase in numbers of NAQIA staff that should be able to be provided by NAQIA in the normal course of business

Based on this the increase in Port Moresby should be able to be handled in the same manner.

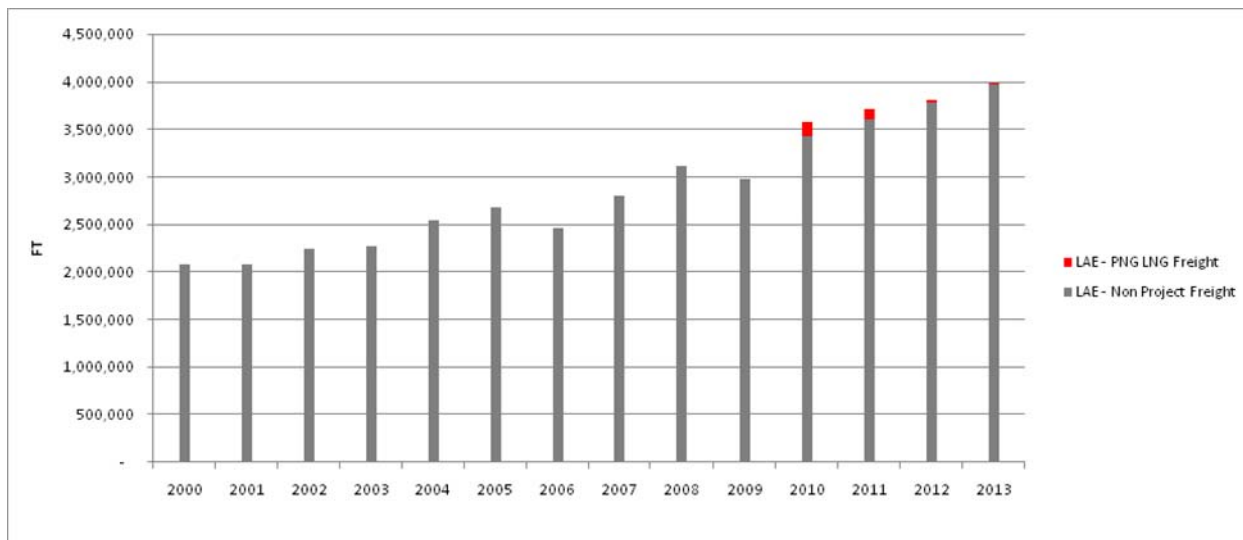
Attachment 3: Historical and Forecast Freight Volumes

Project freight: volume impact – Port Moresby, Motukea and Kopi (EPC data)



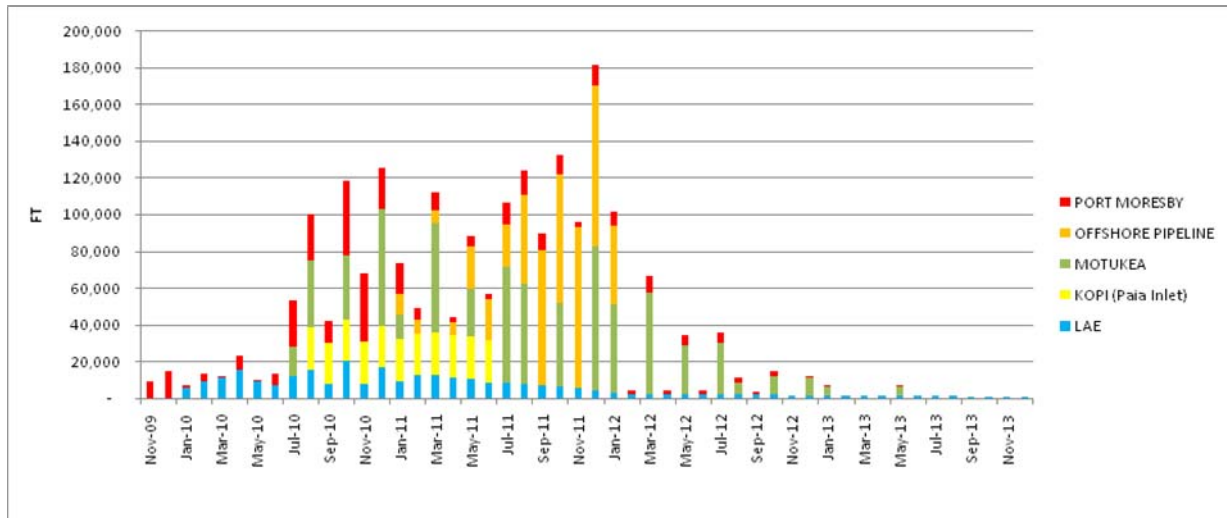
- 2010 onwards Non-Project Freight based on 2009 data and projected growth

Project freight: volume impact - northern logistics route (EPC data)



- 2010 onwards Non-Project Freight based on 2009 data and projected growth

Project Freight Yearly Volume Forecasts (EPC data)



DESTINATION	2009	2010	2011	2012	2013	TOTAL FT
LAE		137,607	104,068	21,909	16,148	279,753
KOPI (Paia Inlet)		115,000	138,000			253,000
MOTUKEA		150,828	340,844	187,221	9,349	688,242
OFFSHORE PIPELINE			469,818	42,600		512,419
PORT MORESBY	23,858	182,989	102,324	43,548	1,039	353,757
TOTAL FT	23,858	586,424	1,155,074	295,278	26,536	2,087,171

Excludes Fuel & Aggregate assumed sourced domestically

Attachment 4: Risk Assessment and Control Measures

Risk Assessment & Control Measures

No.	Issue	Risk	Control	Direct Responsibility	Monitoring Responsibility
1	Origin of cargo &/or container/packing material construction is unknown to NAQIA	Cargo refused on arrival or embargoes cargo until risk assessment can be completed (potential delay)	Comply with Quarantine Procedure	Contractor	Contractor
2	Cargo/equipment is not new and may be contaminated with animal pests, vegetable matter &/or soil	1. Potential for environmental damage 2. Cargo refused on arrival or embargoes cargo until risk assessment can be completed (potential delay)	Comply with Quarantine Procedure	Contractor	Contractor
3	Container is constructed all, or in part, out of wood potential containing pests, bark, or not ISPM15 treated.	1. Potential for environmental damage 2. Cargo requires fumigation on arrival, causing delays	1. Comply with Quarantine Procedure 2. Fumigate cargo if required	Contractor	Contractor
4	Container is not cleaned properly before loading	1. Potential for environmental damage 2. Cargo requires washing on arrival, causing delays	3. Comply with Quarantine Procedure 4. Wash cargo if required	Contractor	Contractor
5	Container is loaded using prohibited packing materials	1. Potential for environmental damage 2. Delays with quarantine clearance	1. Comply with Quarantine Procedure 2. Packaging is incinerated on arrival	Contractor	Contractor
6	Port of origin lacks an accredited fumigator, recognised by NAQIA	Delays with quarantine clearance	Comply with Quarantine Procedure	Contractor	Contractor
7	Country of origin prohibits the use of methyl bromide (ISPM15) as a fumigation agent	Delays with quarantine clearance	Fumigate with alternative agent acceptable to NAQIA	Contractor	Contractor
8	Contractor imports sand or aggregate (mined from within 2m of the earth's surface) that has not been adequately treated to destroy all pests and plant pathogens	1. Potential for environmental damage 2. Cargo requires treatment on arrival, causing delays	Comply with Quarantine Procedure	Contractor	Contractor
9	Shipping documents do not meet NAQIA requirements	Delays with quarantine clearance	Comply with Quarantine Procedure	Contractor	Contractor
10	Capacity of port is inadequate for amount of cargo being delivered	Delays incurred add costs due to demurrage	Comply with Quarantine Procedure and/or unload at an alternative port	Contractor	Contractor
11	Multiple cargo shipments arrive simultaneously overloading the system	Lower frequency of Government inspections	Comply with Quarantine Procedure	Contractor	Company
12	Lack of quarantine processing facilities at remote port results in all cargo cleared in Port Moresby	1. Environmental damage due to inadequate treatment facilities 2. Potential delays	1. Comply with Quarantine Procedure 2. Upgrade remote ports as required by NAQIA	Contractor	Contractor
13	Foreign workers arrive in Port Moresby with prohibited food products	1. Potential environmental damage if customs inspection misses prohibited food items 2. Excessive delays in clearing Customs	Induct workers with PNG prohibited food requirements	Contractor	Contractor

No.	Issue	Risk	Control	Direct Responsibility	Monitoring Responsibility
14	Foreign workers arrive in Port Moresby suffering from an infectious disease	Spread of an infectious disease into areas where the inhabitants have no immunity, causing serious illness	<ol style="list-style-type: none"> Contractor provides clear warning to foreign workers that they must not travel whilst suffering from infectious diseases Contractor undertakes adequate health checks on workers at their point of embarkation 	Contractor	Contractor
15	Personnel suffer illness or disease within 14 days of arrival in PNG	Spread of infectious disease	<ol style="list-style-type: none"> Affected individual informs Contractor Contractor submits a report to NAQIA (Quarantine Act S.23) 	Contractor	Contractor
16	Outbreak on board ship carrying LNG Project cargo of eruptive / glandular swelling / infectious quarantinable disease	Spread of infectious disease	<ol style="list-style-type: none"> Master of ship gives written notice of prescribed disease to NAQIA No personnel leave ship until cleared to do so by NAQIA (Quarantine Act S.32) 	Ship owner	Contractor
17	Machinery/equipment/ container used on the project is no longer required and is exported	Weeds and plant pathogens contaminate new country	<ol style="list-style-type: none"> All machinery/equipment is cleaned before export to "As New" standard Cleaned equipment is inspected by contractor & report provided to Company 	Contractor	Contractor

Attachment 5: Quarantine Procedure

Esso Highlands Limited



Papua New Guinea LNG Project

Quarantine Procedure

PGGP-EH-BPZZZ-000034

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Definitions

Bark	Bark is the external natural growth layer covering trees and branches. It is prone to attack from pests and pathogens that may be of quarantine concern.
Break bulk	Cargo transported by sea but not in a shipping container nor bulk in hold. Typical break bulk cargoes include machinery, vehicles and timber.
Company	Esso Highlands Limited
Contractor	An entity that has been formally engaged by Esso Highlands Limited to fulfil the terms of a contract associated with the PNG LNG Project
Customs Broker	A professional who clears goods through customs barriers, usually for businesses. This involves the preparation of documents and/or electronic submissions, the calculation (and usually the payment) on behalf of the client of taxes, duties and excises, and facilitating communication between the importer/exporter and governmental authorities
Dunnage	Dunnage is material used to support or stabilise a consignment. Examples of dunnage include but are not limited to drums, gluts and skids.
EHL	Esso Highlands Limited
FCL	Full Container Load (Single Supplier – Single Importer)
FCX	Full Container Load (Multiple Suppliers – Single Importer)
ISPM 15	International Standards for Phytosanitary Measures No. 15 – Guidelines for Regulating Wood Packaging Material in International Trade
LNG	Liquefied Natural Gas
NAQIA	National Agriculture and Quarantine Inspection Authority
PNG	Papua New Guinea
PNGCS	Papua New Guinea Customs Service
POM	Port Moresby
Project	The PNG LNG Project
Reconstituted wood products	Wood products that as a result of the manufacturing process no longer contain solid wood including particleboard, chipboard, masonite, oriented strand board, medium and high density fibreboard.
Timber packaging	Timber packaging is all solid timber, or articles made thereof, used to support, secure or protect a consignment that constitute a part of the consignment (i.e. attached to the consignment). Examples of packaging include but are not limited to pallets, crating, packaging blocks, drums, cases, load boards, pallet collars, gluts, stickering (spaces placed between layers of timber to allow effective fumigation) and skids.
Sub Contractor	An entity that contracts to provide some or all of the goods or services required by a CONTRACTOR in satisfaction of some original contract.
Vendor	A person or agency that sells.

1.0 Overview, Reporting and Roles

Company and Contractor's goods imported for use on the Project must comply with the requirements of the National Agriculture and Quarantine Inspection Authority (NAQIA).

Contractors shall be familiar with these requirements, and nothing in this document is intended to waive or override contractual provisions with respect to such responsibility.

1.1 Import Overview

To avoid delays and / or additional costs to the Project, it is critical for Contractor to comply with the PNG Quarantine entry process for the importation of goods to PNG.

1. Instruction to Vendor

Contractor shall advise Vendor of requirements of the "Quarantine Procedure". Equipment and materials released by a Vendor shall be accompanied by, as a minimum, a commercial invoice, a packing list and a packing declaration. The documentation shall accompany the cargo throughout the transportation process and copies made available for use as shipping documentation.

2. Shipment of Goods to PNG

Contractor shall produce shipment related documents based on Vendor documentation and characteristics of the equipment and materials being exported to PNG.

3. NAQIA Review

All shipments must be reviewed by NAQIA. This is a manual system that has historically required the submission of hard copies of the Customs Declaration and release along with all other relevant Shipping Documents and evaluates the risk that the goods present to PNG. This may result in immediate approval and release of the shipment, or require further review which may range from a simple clarification and request to provide further documentation, to the full unpack and inspection of goods, or fumigation and re-inspection of the goods before release is granted.

NAQIA officers have advised that it is also acceptable to lodge documents for clearance without the PNGCS release, but with a copy of the Customs Declaration that has been electronically lodged, enabling the Quarantine clearance to be undertaken at the same time as the customs Clearance.

This is to be ratified by the PNG Customs Brokers association with NAQIA.

1.2 Look Ahead Reporting

Both PNGCS and NAQIA have advised that reports detailing expected cargo volumes and flows are imperative to ensure that resources are in place to effectively manage the import process.

Details of Country of origin as well as a description of the goods are also required in order to evaluate the level of risk of goods entering PNG.

NAQIA has indicated that a full risk analysis of goods arriving from origins that do not have existing trade relations with PNG could take in the order of three months to complete. This would result in delays in the release of the goods until the assessment was complete, storage charges wherever the goods are held, and potential disruption to construction schedules.

NAQIA has the right to refuse the discharge of goods posing extreme risks and may also refuse vessels carrying such goods approval to even berth in PNG.

As such Contractor and Subcontractor shall provide Company with 30, 60, and 90 day look ahead reports (as per TQA – PGGP-EH-KATQA-00001) that are updated on a regular basis. Reports are to include as a minimum the information detailed above and the requirements shown in Appendix 4.

1.3 Role of Contractors, Vendors/Suppliers and other Subcontractors

Contractor may choose to subcontract various responsibilities set out in this document to their vendor/suppliers and to other service providers such as freight forwarders, shipping companies and Customs Brokers in accordance with Contractor's contract with EHL or EHL affiliates. However, Contractor remains fully liable for performance of such Subcontractor and nothing in this document is intended to waive or override contractual provisions with respect to such responsibility.

2.0 Documentary Requirements

The following documents shall be submitted by Contractor for the Permit to Land.

Table 2.1 Document Requirements Matrix

DOCUMENT	ISSUED BY	REQUIREMENT	NOTES
1. Commercial Invoice or Certificate of Origin & Value	Vendor	Always	Must include: - Clear description of goods - Unit value & Currency - Clear origin of goods - Applicable statement from "Customs Procedure" (Section 2.2)
2. Packing List	Vendor	Always	Must include: - Detailed list of items packed per unit of packing - Quantity, dimensions & weight - Applicable statement from "Customs Procedure" (Section 2.2)
3. Shipping Document	Forwarder	Always	- Also known as Bill of Lading / Airway Bill - Must be consigned to EHL - Applicable statement from "Customs Procedure" (Section 2.2)
4. Packing Declaration	Vendor	Always	Standard form that must be lodged with all customs & quarantine entries, or alternatively Fumigation Certificate as required (Section 4.2.1 & 4.2.2 / Appendix1)
5. Import Permits / Licences / ECCN / etc	CONTRACTOR	If Applicable	If applicable, import permits and /or licences must be submitted – for example for prohibited goods, perishables, etc.

These documents will allow Contractor to prepare and comply with quarantine formalities.

3.0 Personnel Movements

Contractor and Subcontractor shall ensure that all personnel entering PNG whether it is via international aircraft or as crew on ships, tugs or barges or the like follow all NAQIA regulations for passengers arriving in PNG.

It is expected that all personnel will be properly inducted and educated at origin in regards to PNG Quarantine regulations. Contractor and Subcontractor shall ensure they develop comprehensive programs to educate and induct personnel this and that records of attendance of personnel are kept.

If need be inspections of baggage of all personnel shall be carried out at origin prior to boarding aircraft destined for PNG.

Training and induction should include relevant Quarantine regulations and the correct methods of completing Quarantine Declarations when entering PNG.

Foodstuffs, prohibited imports and commercial goods (unless by express approval) should never be carried into PNG by personnel.

This should be closely noted in regards to the entry of vessels and crew into PNG waters.

Refer: [http://www.naqia.gov.pg/TravelInformation/Travel Information.html](http://www.naqia.gov.pg/TravelInformation/Travel%20Information.html)

4.0 Ancillary Information

4.1 Use of Non-Customs Ports

There is provision for cargo to enter PNG via seaports and airports not currently proclaimed as International Ports.

Application can either be made to have the port proclaimed as a Customs Port or for use on a "one off" basis depending on Contractor's requirements.

Initially applications should take the form of formal correspondence from the Contractor or Contractor's nominated Customs Broker to PNGCS and NAQIA outlining the details of the shipment(s), the number and timing of same if more than one, and as much other relevant information as possible in order to allow evaluation of the application.

The response from PNGCS and NAQIA will indicate other requirements associated with the application and whether approval is granted.

As much lead time as possible should be given for such applications in order to ensure that the relevant PNG Government Departments can plan well in advance for the redeployment of personnel should the application be approved.

It is recommended that Contractor contact or keep in copy Company nominated Lead for Customs and Quarantine to assist in this area.

4.2 Passenger Cargo & Hand-Carry Items

Other than in exceptional circumstances equipment and materials for the PNG LNG Project will not be imported to PNG as passenger cargo and / or hand-carry items. Should this situation arise Contractor shall ensure lodgement of a Customs Declaration is carried out prior to the arrival of the passenger carrying the goods, and ensure that a representative of their nominated Customs Broker has prearranged with PNGCS and NAQIA Airport Staff to allow release of goods.

If this process is not followed goods may be confiscated on arrival of the passenger and held until Customs and Quarantine Clearance Formalities are completed.

5.0 PNG LNG Importation - Quarantine

5.1 Background

The NAQIA Operations Division uses a range of measures to assess the quarantine risk posed by imported goods, including the assessment of documentation and certification accompanying imported goods. This documentation comes from a range of government and commercial sources. Based on the assessment of documentation and certification, authorised quarantine officers direct imported goods to either be released or ordered into quarantine for subsequent action.

NAQIA assesses the quarantine risk posed by imported cargo from three main perspectives – origin of the goods, commodity and non-commodity concerns, i.e. risks involved in the actual goods being imported, e.g. foodstuffs, and risks posed by either the packaging, transport or condition of goods.

In line with NAQIA policy, it is preferred that quarantine risk be managed prior to importation wherever possible.

The subject of this document is the identification of information and supporting documentation or certification to give NAQIA confidence that the necessary measures to avoid potential quarantine risks have been applied. Compliance with import requirements for non-commodity concerns remains the importer's responsibility. For example, all timber packaging and dunnage remains subject to mandatory treatment requirements irrespective of whether timber packaging statements are routinely required for the applicable cargo type.

As non-commodity concerns relate primarily to packaging and transportation issues, NAQIA has standard information requirements that must be met for each non-commodity concern.

This document provides direction to Contractor and Subcontractor importing cargo for the PNG LNG Project of the method of assessment of quarantine concerns relating to packaging and transport for imported cargo to allow full compliance with PNG Quarantine regulations, to minimise the risk of the introduction of harmful pests or diseases, and to facilitate the expedient clearance of cargo arriving in PNG.

Company and consequently Contractor and Subcontractor have a clear responsibility to assist NAQIA wherever possible to ensure there are no adverse environmental impacts caused by the importation of goods into PNG.

The minimisation of quarantine risk must be carried out offshore prior to shipment to ensure the successful protection of the PNG environment.

The minimisation of inspections and treatments on arrival in PNG will be essential to also minimise the potential of lost time and the resultant impacts on the Project.

It is critical that Contractors and Subcontractor be aware of the requirements of NAQIA for importations into PNG and comply with these requirements. This in particular includes the following:

- No prohibited packing materials should be used in any shipment (such as straw, bamboo, peat, hay, chaff, used fruit & vegetable cartons, used tyres, etc.).
- All Timber packaging MUST be ISPM15 treated and stamped.
- All shipping containers must be cleaned (internal and external) prior to packing and shipment.
- All necessary documents must be supplied especially a correctly completed and accurate packing declaration.

- Any machinery must be “clean as new” - Clean as new means that there is NO evidence of soil, animal or plant material on the vehicle. To thoroughly clean a vehicle may require the disassembly of tracks for track mounted vehicles and the removal of wheels from wheeled vehicles. Contractors must understand that a cursory cleaning effort is NOT acceptable.
- Contractors should check before shipping for any special requirements (e.g. import permits), especially when shipping commodities that are possible to contain a quarantine risk in themselves (e.g. foodstuffs).

Should for some reason fumigation be required, it must where possible be arranged and completed prior to goods arriving in PNG, be carried out by a licensed, reputable fumigator approved for use by NAQIA, using fumigants & methods as approved by NAQIA, and accompanied by a complete and correctly completed Fumigation Certificate

5.2 Release from NAQIA

Exotic weeds, plant pathogens, pests and the like shall be prevented from entering, spreading, or becoming established in Project areas. To achieve this, imported cargo must strictly meet all quarantine requirements as specified by NAQIA. The responsibility of ensuring full quarantine compliance rests with Contractor and Subcontractor.

The most efficient way to achieve this requirement is to ensure that quarantine risks are managed prior to importation wherever possible. This process is then assessed on arrival in PNG by NAQIA prior to granting of “Permission to Land”.

An essential part of this process is the documentary evidence to be provided as support for the offshore treatment of timber products and packaging materials. Contractor and Subcontractor shall provide accurate and acceptable paperwork to NAQIA, confirming what steps have been taken prior to arrival to minimise quarantine risk.

Contractor and Subcontractor shall provide accurate and acceptable paperwork to NAQIA to allow clearance of the cargo in a timely fashion, while minimising any quarantine risk. Any costs associated with any delay in clearance or remedial action required by NAQIA, whether as a result of failure of the importer to provide proper documentation or not, will be borne by the importing Contractor/Subcontractor.

5.3 Forecasts

NAQIA has requested information well in advance on expected shipping schedules and volumes in order to perform risk assessments and presumably program workloads. They have specifically requested a three and six month look aheads for cargo movements for the Project. The Look ahead is critical so that details of shipments including Origin, description, whether new or used, and how much are made available as early as possible. This includes obtaining the information from Contractor and Subcontractor. This look ahead should be updated regularly. At the date of publication of this document it is expected that Contractor has identified potential suppliers for most packages.

NAQIA Best Risk Analyses can take months, particularly if the country of origin does not have existing trade links with PNG, as NAQIA must contact their counterparts in the origin country and obtain information regarding Quarantine requirements and risks in that country before they can even begin to start the risk analysis. Advance notice of shipments will assist in this area.

The following information details the method of assessment of quarantine concerns relating to packaging and transport for imported cargo in order to enable compliance with PNG quarantine regulations, minimise the risk of the introduction of harmful pests or diseases and facilitate the expedient clearance of cargo arriving in PNG.

5.4 Containerised Cargo

Containerised cargo poses specific concerns in regard to quarantine. By its nature the full content of the container is not visible to detect possible concerns, and therefore documentation is relied upon to provide information on the contents, including packaging materials used.

The possible risk areas for containerised cargo include the commodity being imported, the packaging materials used, and the cleanliness of the container itself.

While commodity issues will be identified from the standard commercial documents (e.g. commercial invoices and packing lists) the concerns relating to packing materials and container cleanliness must be addressed through other documentation.

To facilitate this Quarantine Packing Declarations are used to provide information on the nature of packing materials used, and the cleanliness of the container.

The following outlines the requirements for each non-commodity statement which can be presented to NAQIA as part of the import process and the expected NAQIA actions in processing these.

5.5 Non-Commodity Concern Statements (Containers)

Container Cleanliness Statement

Various cargo types require a statement to be made indicating whether the container has been cleaned prior to loading. Container cleanliness statement should read as follows: "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"

Container cleanliness statements should be supplied as a part of a packing declaration or on separate cleanliness certificate/declaration. A sample packing declaration format is included in this document as an appendix.

NAQIA action in relation to Container Cleanliness Statements:-

FCL/FCX consignments not covered by an acceptable container cleanliness statement will be directed for inspection of both the container and the cargo transported within it.

5.6 Non-Commodity Concern Statements (Packaging Materials)

Prohibited Packaging Material Statement (such as straw, bamboo, peat, hay, chaff, used tyres, used fruit and vegetable cartons etc)

Various cargo types require a statement indicating whether prohibited packaging material has been used in the packaging of the consignment.

The prohibited packaging material statement should read as follows:

"Have prohibited packaging materials or bamboo products been used as packaging or dunnage in the consignment covered by this document?" Yes/No

The prohibited packaging material statement should be supplied as a part of a packing declaration. A sample packing declaration format is included in this document as an appendix.

NAQIA Action in Relation to Prohibited Packaging Material Statement:-

No further action is required for packaging concerns where an acceptable prohibited packaging material statement is provided. In all other instances, consignments will be directed for inspection and/or treatment.

Timber Packaging/dunnage Statement

Various cargo types require a statement indicating whether timber packaging or dunnage has been used in the packaging of the consignment.

The timber packaging/dunnage statement should read as follows:

“Has timber packaging/dunnage been used in consignments covered by this document?”
Yes/No

Note: Reconstituted wood products are not required to be declared as timber packaging or dunnage as they are not considered to pose a quarantine risk.

Where timber packaging/dunnage has been declared within a consignment, the following statements/documents are also required:

ISPM 15 statement; or

A treatment certificate/phytosanitary or government treatment certificate that covers NAQIA acceptable treatments (treatment certificates are not accepted for ISPM 15 treatment);

AND

Bark statement.

Timber packaging/dunnage statements should be supplied as a part of a packing declaration. A sample packing declaration format is included in this document as an appendix.

ISPM 15 Statement

Where timber packaging/dunnage has been declared, NAQIA requires a statement indicating whether all the timber packaging/dunnage which has been used is ISPM 15 compliant. The ISPM 15 statement should read as follows:

“All timber packaging/dunnage used in the consignment has been treated and marked in compliance with ISPM 15.” Yes/No/Not Applicable

Note: Where an ISPM 15 statement is made indicating that all timber packaging/dunnage used in the consignment has been treated and marked in compliance with ISPM 15, the Timber Packaging/Dunnage Statement will not be required.

ISPM 15 statements should be supplied as a part of a packing declaration. A sample packing declaration format is included in this document as an appendix.

Bark Statement

Where timber packaging/dunnage has been declared, including ISPM 15, NAQIA requires a statement indicating whether the timber packaging/dunnage is free from bark.

The bark statement should read as follows:

“Is all timber packaging/dunnage used in this consignment free from bark?” Yes/No/Not Applicable

Bark statements should be supplied as a part of a packing declaration. A sample packing declaration format is included in this document as an appendix.

NAQIA Action in Relation to Timber Packaging/dunnage, ISPM 15 and Bark Statements:-

No further action is required for timber packaging/dunnage concerns where:

An acceptable timber packaging/dunnage statement is provided which indicates timber packaging has not been used in the consignment; or

An acceptable timber packaging/dunnage statement is provided which indicates timber packaging used in the consignment is free from bark and ISPM 15 compliant; or

An acceptable timber packaging/dunnage statement is provided which indicates timber packaging used in the consignment is free from bark and the statement is accompanied by additional documentation which indicates that the timber packaging/dunnage has been treated offshore by an NAQIA approved method.

In all other instances, consignments will be directed for inspection and/or treatment.

NAQIA-Approved Treatments and Certification for Timber Packaging and dunnage

Where timber packaging and/or dunnage has been declared and is not ISPM 15 compliant, NAQIA-approved treatments will be required on arrival, or to be evidenced by producing an acceptable treatment certificate which can be linked to the consignment. The most common acceptable treatment is fumigation with Methyl Bromide. The typical dosage for fumigation with Methyl Bromide is 48g/m³ at 21°C for 24 hours at NAP. For each 5°C (or part of 5°C) the temperature is expected to fall below 21°C, 8g/m³ must be added to the dosage, unless otherwise specified by NAQIA.

Contractors should confirm and use only NAQIA approved fumigants, fumigation methods, and accredited fumigator's details.

5.7 Break Bulk Cargo

Shipments of large items and equipment may be made as "break bulk" cargo, i.e. goods shipped un-containerised. This type of cargo poses some added potential risks. Break bulk cargo is commonly large pieces of equipment, and often this equipment is used. All equipment, new or used, must be clean and completely free of any soil or animal or plant material. Break bulk cargo will be inspected on the wharf on arrival to verify the clean condition of the cargo.

If any soil, animal or plant material is found at inspection the cargo will be ordered for cleaning and/or fumigation or in severe cases the cargo can be ordered to be re-exported. The introduction of any soil, animal or plant material is seen as unacceptable by the project and by NAQIA and must be removed prior to shipping from origin. The standard for cleaning is "clean as new".

Refer Appendix 3 Importation of Vehicles, Earthmoving Machinery and plant, and agricultural equipment

5.8 Air Freight

While airfreight cargo is by nature usually smaller and more accessible for inspection, the general requirements for commodity and non commodity concerns still apply. The shipments must therefore still comply with the packaging standards outlined above including that all timber packaging is treated and ISPM15 stamped.

5.9 Requirements Applicable to All Documents

The following general requirements must be met for all documentation presented to NAQIA as part of the import process:

5.10 Complete

All prescribed information required to be on a document must be present and complete.

5.11 Legible

All prescribed information required to be on a document must be legible.

5.12 Valid

Many documents, such as NAQIA import permits, are subject to a validity period. Presented documents must comply with the validity requirements specified for that class of document.

5.13 In English

All prescribed information required to be on a document must be in English. The only exception to this rule is that company letterheads need not be translated into English but must be in English characters.

Where a document cannot be provided in English, an affidavit from that country's consulate in PNG, from the PNG Embassy or Consulate in the country of origin, or from a translator accredited by an acceptable body such as the National Accreditation Authority for Translators and Interpreters Ltd (NAATI) may be accepted at the discretion of the examining officer.

5.14 Free From Erasures and Non Certified Alterations

All prescribed information on a document must be free from erasures and alterations unless endorsed by the issuer of the document. The only acceptable endorsement is a company/government stamp or seal and the signature of a company employee applied adjacent to the alteration.

5.15 Multiple Paged Documents

Where a document is required to have an individual reference number (e.g. government certificate number) and is greater than one page in length, the reference number must appear on each page of the document. Similarly, where a multiple paged document requires NAQIA endorsement, it must be stamped with an NAQIA stamp/seal, signed and dated by an NAQIA officer on each page.

5.16 Signature

All documents must be signed by a representative of the body issuing the document. Where a document is required to be signed by a designated representative (e.g. Government Veterinary Officer), their name, position and title must also be stated. Acceptable substitutes for a standard signature are an electronic signature, stamped signature or block/chop/signature stamp.

Additionally, all prescribed information on a document must appear above the signature.

5.17 Date of Issue

All documents must identify the date of issue.

5.18 Linked to the Imported Consignment by a Unique Identifiable Link

All documents presented to NAQIA for assessment must have a unique identifiable link to the consignment. A "unique identifiable link to the consignment" means having a form of consignment identification on an acceptable document or having a numerical link to another document with a form of consignment identification on it. Such consignment identifications include but are not limited to: container numbers, bill numbers, commercial invoice numbers, preferential tariff certificate numbers, health certificate numbers, packing list numbers or letter of credit numbers.

Where a document does not contain one of the above forms of consignment identification, linkage to the consignment can be established through documentation used in the normal course of business. Linking details should include a combination of the following: internal reference numbers such as order numbers, marks and numbers, goods description, number of packages, importer/exporter details and the production dates of the documentation.

5.19 Monitoring of Shipments

Contractor is responsible for monitoring all shipments including those of Subcontractor to ensure compliance with NAQIA Requirements is maintained.

Monitoring will include the following:

All cargo will be inspected by Contractor or Subcontractor representatives before being packed into containers at origin to ensure Quarantine regulatory requirements are met.

All containers will be checked by Contractor or Subcontractor representative prior to leaving vendors premises for cleanliness to ensure Quarantine Regulatory requirements are met.

All Breakbulk cargo will be inspected at origin by Contractor or Subcontractor representatives to ensure it is "Clean as new" and meets all Quarantine regulatory requirements.

All cargo movements will be monitored by Contractor or Subcontractor representatives to ensure that shipping documentation meets all Quarantine Regulatory requirements.

All cargo movements will be monitored by Contractor or Subcontractor representatives to ensure that where required, fumigations are carried out at origin as per Quarantine Procedure.

Company may audit import/export/travel documents for all Contractor and Subcontractor cargo and personnel movements.

Company may inspect cargo at origin or arrival in PNG to ensure compliance with Procedure

5.20 Reporting

Contractors shall provide regular reports which as minimum shall include:

Monthly reports of Performance Indicator measurements (Subcontractor data will be included) Refer Appendix 5 for Performance Indicators.

Any breach or NAQIA laws or Regulations will be reported to the Company as an incident.

Contractor shall maintain a database of all data included in reports which shall be made available to Company at any time and a copy surrendered on completion of Contract – this shall include all data from Subcontractors and others associated with the Contract.

Identification of any trends where non-conformance is identified, actions undertaken to identify root cause of problem(s), and controls or measures developed and implemented to ensure conformance.

6.0 Company Assistance

6.1 Company Logistics Group

A Company Logistics Group shall be available to provide clear guidance and identify and establish the basic processes that need to be followed for the successful overall logistics for the PNG LNG Project. The group will act as the Company logistics compliance office.

This includes guidance through the formulation of a suitable procedure for customs and quarantine clearances, support for Project-specific plans formulated by Contractor and clarifications with PNG Government Agencies regarding Project exemptions.

6.2 PNG Government Agencies

Additional information to this guide is available through the relevant PNG government agencies:

National Agriculture Quarantine Inspection Authority (NAQIA); telephone: +675 311 2100

Gas Project Co-ordination Office (GPCO); telephone: +675 321 3680

APPENDIX 1: Example of a Packing Declaration

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

FCL ☐ LCL ☐ **PACKING DECLARATION**
[Boxes to be marked in the appropriate place]

Vessel Name: Voyage Number:

Consignment identifier or numerical link

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 timber packaging/dunnage been used in consignments covered by this document?

A2a YES ☐ NO ☐

ISPM 15 STATEMENT

Q2b All timber packaging/dunnage used in the consignment has been treated and marked in
compliance with ISPM15

A2b YES ☐ NO ☐ N/A ☐

BARK STATEMENT

(Bark is the external natural layer covering trees and branches. This statement is only required if
timber/packaging dunnage is declared using the timber or ISPM 15 statements. A bark statement is
required for all timber packaging/dunnage including ISPM 15 compliant packaging/dunnage.)

Q3 Is all timber packaging/dunnage used in this consignment free from bark?

A3 YES ☐ NO ☐ N/A ☐

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)

APPENDIX 2: Example of a Fumigation Certificate

COMPANY LETTERHEAD

(including address)

FUMIGATION CERTIFICATE

Certificate Number:

This is to certify that the following regulated article has been fumigated according to the appropriate procedures to conform to the current phytosanitary requirements of the importing country:

ARTICLE DETAILS

Description of Goods:
 Quantity declared: Distinguishing marks:
 Consignment Link:
 Country of origin: Port of loading:
 Country of destination: Declared point of entry:
 Name and address of consignor/exporter/shipper:
 Declared name and address of consignee/buyer/notified party:

TREATMENT DETAILS

Name of fumigant: Date of fumigation:
 Place of fumigation:
 Dosage Exposure period:
 Minimum air temperature in container: Fruit temperature:
 Fumigation carried out under gas tight enclosure/sheet: yes ☐ no ☐ n/a ☐
 Fumigation performed in a container: yes ☐ no ☐ n/a ☐
 Container meets pressure test requirements: yes ☐ no ☐ n/a ☐
 Container has free air space in accordance with the methyl bromide standard: yes ☐ no ☐ n/a ☐
 Container has been ventilated to below 5ppm v/v methyl bromide: yes ☐ no ☐ n/a ☐

WRAPPING AND TIMBER

Has the commodity been fumigated prior to lacquering, varnishing, painting or wrapping? yes ☐ no ☐ n/a ☐
 Has plastic wrapping been used in the consignment? yes ☐ no ☐ n/a ☐
 • If yes, has the consignment been fumigated prior to plastic wrapping? yes ☐ no ☐ n/a ☐
 • Or has the plastic wrapping been slashed, opened or perforated in accordance with the AQIS Wrapping and Perforation Standard? yes ☐ no ☐ n/a ☐
 Is the timber in this consignment less than 200mm thick in one dimension and correctly spaced every 200mm in height? yes ☐ no ☐ n/a ☐

ADDITIONAL DECLARATIONS

I declare that these details are true and correct and the fumigation has been carried out in accordance with the Australian Methyl Bromide Standard.

Place and Date

Company stamp

Signature and Name of Accredited Fumigator

APPENDIX 3: Importation Of Vehicles, Earthmoving Machinery And Plant, And Agricultural Equipment



NATIONAL AGRICULTURE QUARANTINE AND INSPECTION AUTHORITY

PAPUA NEW GUINEA

IMPORTATION OF VEHICLES, EARTH-MOVING MACHINERY AND PLANT AND AGRICULTURAL EQUIPMENT.

1. Off Shore Quarantine Clearance Policy

Pre-Entry Clearance Quarantine Process.

- In view of the high quarantine risk associated with the import of goods including new and used vehicles, plant and machinery and mining equipment and agricultural equipment Quarantine policy requires that inspection and cleaning of these goods must be done offshore before they are exported to Papua New Guinea.
- A Cleaning Certification must be issued by the Treatment Provider to ascertain the treatment of the goods at the port of export. The Treatment Certificate must be verified by the Quarantine Authority of the country of export and to accompany the consignment upon arrival at the declared port of entry in Papua New Guinea. The declaration should verify the status of cleanliness of the consignment that it is practically clean and free of contamination from all soil matter including sand, stones and gravel and other plant debris.
- If necessary PNG Quarantine personnel will required to supervise the cleaning of machinery and equipment offshore in a mutual arrangement with the exporter and quarantine personnel of the exporting country.
- All goods are must be landed for inspection at the declared port of entry in Papua New Guinea. Goods which fail to meet the offshore quarantine policy will be required to undergo a thorough cleaning and or appropriate treatment at the declared port of entry upon arrival.

2. Post entry Clearance Quarantine Policy;

Application of Quarantine Regulation

The quarantine regulation is in place to control the import of contaminated vehicles, machinery and plants, earth moving machinery and agricultural machinery and associated equipment with soil, plant or animal matter. The soil, plant and animal matter are pathways

through which quarantine pests and diseases of plant, animals and human can be transmitted between countries posing serious quarantine risk our livelihood.

The regulation applies to all vehicles, earth- moving equipment, agricultural machinery and military equipment and parts including wheels and used car parts.

Post entry quarantine policy is applicable at the port of entry in Papua New Guinea to minimize the quarantine risk associated with the importation of the consignment of used vehicles, agricultural machinery, earth moving machinery and associated equipment.

The policy is also necessary to audit and confirm the status of cleanliness of goods upon arrival to ensure compliance of risk management measures and associated quarantine requirements.

3. Categories of machinery and equipment

- Used vehicles
- Tractors, Bull dozers, Graders and associated parts
- Crated vehicles
- New wheels and tyres
- Used car parts
- Food processing machinery (Stock feed mills, Rice mills, Abattoir equipment)
- Mining and logging equipment

4. Port Of Entry

All used vehicles, machinery and parts are to be imported and inspected **at a declared port of entry** upon arrival in Papua New Guinea. Where an approved port is inadequate to handle large volume of goods, the goods must be redirected to the closest declared port of entry capable of handling a large volume of import.

5. Procedures

Quarantine officers are to inspect all used vehicles at an approved (declared) port of entry. The following inspection procedures will apply as required;

- a. Sight Cleaning certificate.
Importer/agent is to provide cleaning certificate to quarantine officer to verify cleanliness and assist with clearance protocol.
Quarantine officer is to carry out thorough inspection if cleaning certificate is not provided.
- b. Quarantine officer is to inspect for contaminants including;
 - Soil
 - Seeds
 - Insects and other pests
 - Snails
 - Dunnage, straw, grass, etc

- c. Quarantine officers are to inspect the following areas;
 - i. For Vehicles
 - Underside
 - Chassis
 - Boot / Trunk
 - Spare tyre
 - Carpets, (above and beneath)
 - Radiator
 - Tyres and wheels
 - Engine
 - Mudguard / fenders
 - ii. For Agriculture Equipment, Earthmoving, and Mining Equipment, Logging and Sawmill and Military Equipment.
 - Tracks and track frames.
 - Newly painted areas for concealed soil.
 - Internal screens and augers in harvesting machines (will require substantial dismantling to inspect properly).

6. Action

- a. Uncleaned vehicles and machinery from all sources.
 - i. Vehicles, etc which requires cleaning is to be cleaned before release.
Quarantine officer will issue a conditional Permit to Land (PTL) directing the port authority or the importer/agent to clean the entire vehicle/machinery or as specified where thorough cleaning is required.
 - ii. Contaminated vehicles, machinery and parts with soil, straw, grass or other contaminants are to be **steam cleaned** before release.
 - iii. Vehicle or machinery with soil, grass straw, feathers or other contaminants in any interior compartment or on any other accessory, e.g. Spare wheel, tool kit, and engine, is to have that compartment or accessory cleaned before release.
- b. Clean used vehicles and machinery from all sources
 - Cleaned Vehicles and machinery, which do not require cleaning, are to be released unconditionally. Quarantine officer will issue a PTL to authorize the release of the goods.
- c. Dismantle of equipment for proper inspections
 - If and when required, quarantine officer will directed the importer/agent to dismantle equipment and clean / treat machinery or equipment as required on

approved areas as required. Quarantine officer will re-inspect after cleaning and release if clean.

- d. No vehicle, machinery, etc is to leave the cleaning area until inspected by quarantine officer and released.

7. Cleaning Facilities for Vehicles and Machinery.

Cleaning of vehicles, machinery and associated parts are to be cleaned within the wharf area.

All cleaning equipment and chemicals for cleaning purposes is to be provided by the importer or its agent. Where cleaning is required all vehicles are to be cleaned as follows,

- a. The outside washed down with warm water and detergent.
- b. The undersides and all equipment including spare wheels, which collect oil, grease, and soil, are to be **steam cleaned**.
- c. The interior and interiors of all storage compartments including the boot are to be **vacuumed cleaned**.
- d. All rubber or composition floor coverings are to be wiped over with disinfectant (5% washing soda solution).

8. Disposal of Washing

All washing is to be discharged into the harbour sewage storm water system.

Dry material can be disposed of by incineration using NAQIA incineration facilities or using incineration facilities provided by the port authorities.

Quarantine officer will supervise the disposal and destruction of soil and debris.

9. Fee for Quarantine Service

Fee for service (Quarantine service fee) apply for inspection of vehicles, machinery and associated equipment and supervision of treatment and disposal of contaminants as per NAQIA fee schedule, revised 2004.

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29/01/2010

APPENDIX 4: Minimum Look Ahead Reporting Requirements

Instruction To Contractor On PNG LNG Project Logistics Reporting Requirements

- I. Information listed is the overall Project forecast of EPC CONTRACTOR Material and Equipment needed immediately and updated monthly (by the first of every month) for the duration of the project (reference page 24):

Material Category (i.e. bulks, camps, fuel)

Freight tonnes per month

Truck loads per month

- II. When the EPC Contractors Procurement plan is complete, requirement is for the following information updated monthly (by the first of every month) for the duration of the project (reference page 23) The request is intended to capture changes made to items within a 30 day time period:

Cargo Description

ROS Date

Transport Mode

Quantity

Unit of Measure

Weight

Dimensions (LxWxH)

- III. After EPC Contractors orders are placed, the following international transport information is required monthly (by the first of every month) to include 3 months look ahead for the duration of the project (reference Attachment 2):

Shipment Control Number

Type (Container, Break bulk, Oversized Load)

Cargo ID

Hazardous Material

Port of Loading

ETD (Port of Loading)

Port of Discharge

ETA (Port of Discharge)

- IV. When the EPC Contractors cargo has arrived in PNG, the following domestic transport information is required weekly (by close of business each Friday) to include a 1 month look ahead for the duration of the project (reference Attachment 2):

Shipment Control Number

Vessel / Flight Name & Number

ATD (Port of Loading)

ATA (Port of Discharge)

Quarantine Cleared Date

In-country Origin of Loading

Interim Destination

Final Destination

Truck ID

Trailer ID

Domestic Transport Mode

Number of Loads

ETD (in-country origin)

ATD (in-country origin)

ETA (destination)

ATA (destination)

Logistics Reporting Data Template

Field Name	Data Type	Description
Offshore Component		
		Refer to Sections II & III of "Instructions to EPC Contractor on PNG LNG Project Logistics Reporting Requirements"
Cargo Description	Text	Description of item being shipped, e.g. Caterpillar 330 excavator, Camp Equipment (be consistent in Nomenclature)
Ros_Date	Date	Required-on-site Date (DD/MM/YYYY)
Transport Mode	Text	International Transport Mode: Air/Sea
Qty	Number	Quantity of freight
CargoUoM	Text	Unit of measure of quantity, e.g. kg, pieces, Joints, 20FtRF (containers 20 Feet Refrigerated),
Wgt_Kg	Number	Weight in kilogrammes
Len_mm	Number	Length in millimeters
Wid_mm	Number	Width in millimeters
Hgt_mm	Number	Height in millimeters
		Phase 2 of "Instruction to EPC Contractor Attachment" Equipment List
SCN	Text	Shipment Control Number - Unique ID that follows material and allows tracking from point of origin to point of final destination whether a full load or less than a full load
Type	Text	Containers (Cont), Breakbulk (BB), Oversized Loads (OOG)
Cargo ID	Text	Container Number or Equipment Serial Number
Hazardous Material	Yes/ No	Identify if shipment is hazardous material by indicating Y (Yes) or N (No)
Port of Loading	Text	Loading Port of Origin Country
ETD (Port of Loading)	Date	Estimated time of departure from origin (DD/MM/YYYY)
Port of Discharge	Text	Port of discharge in PNG, i.e. Port Moresby, Lae, Motukea, Paia Inlet
ETA (Port of Discharge)	Date	Estimate time of arrival at PNG Port (DD/MM/YYYY)
		Phase 3 of "Instruction to EPC Contractor Attachment" Forecast Shipping Schedule
Onshore Component		
		Refer to Sections IV of "Instructions to EPC Contractor on PNG LNG Project Logistics Reporting Requirements"
SCN	Text	Refer to above
Vessel / Flight Name & Number	Text	(if not yet assigned, leave blank)
ATD (Port of Loading)	Date	Actual time of departure from port of loading (DD/MM/YYYY)
ATA (Port of Discharge)	Date	Actual time of arrival at PNG Port (DD/MM/YYYY)
Quarantine Cleared Date	Date	Actual date of quarantine cleared (DD/MM/YYYY)
In-country Origin of Loading	Text	Domestic origin e.g. Port Moresby, Lae, Paia Inlet, Motukea
Interim Destination	Text	Current freight location (e.g. in-country vendor, Mt. Hagen, Tari, etc)
Final Destination	Text	Destination (work site) of the shipped cargo.
Truck ID	Number	Truck identification number assigned to each route segment
Trailer ID	Number	Trailer identification number assigned to each route segment
Domestic Transport Mode	Text	Domestic Transport Mode: Air / Antonov / Barge / Road
Number of Loads	Number	How many truck loads required to transport the cargo to the destination,
ETD (In-country origin)	Date	Estimate time of departure from in-country origin (DD/MM/YYYY)
ATD (In-country origin)	Date	Actual time of departure from in-country origin (DD/MM/YYYY)
ETA (In-country destination)	Date	Estimate time of arrival at destination (work site) (DD/MM/YYYY)
ATA (In-country destination)	Date	Actual time of arrival at destination (work site) (DD/MM/YYYY)
		Phase 4 of "Instruction to EPC Contractor Attachment" In-Country Haulage Schedule

- 1) Form is intended to provide data field requirement, brief description and format of each reporting field.
- 2) Data fields refer to sections II, III and IV of the "Instructions to EPC Contractor on PNG LNG Project Logistics Reporting Requirements"
- 3) It is preferred that MLG establish an electronic link to EPC Contractors Material Management System for data extraction. If electronic link is not available, data will be required to be reported in a native format.

Sample Project Material and Equipment Forecast Template

Freight Tonnes by Month (Domestic)

	Jul-10	Aug-10	Sep-10	Oct-10	Nov-10	Dec-10	Jan-11	Feb-11	Mar-11	Apr-11	May-11	Jun-11	Jul-11	Aug-11	Sep-11	Oct-11
Bulks																
Camps																
Fuel																
Aggregates																
Catering																
Structural Steel																
Construction Equipment																
Containers																
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Freight Tonnes by Month (International)

	Jul-10	Aug-10	Sep-10	Oct-10	Nov-10	Dec-10	Jan-11	Feb-11	Mar-11	Apr-11	May-11	Jun-11	Jul-11	Aug-11	Sep-11	Oct-11
Bulks																
Camps																
Fuel																
Aggregates																
Catering																
Structural Steel																
Construction Equipment																
Containers																
Total																

APPENDIX 5: Performance Indicators

Performance Indicators

Performance Indicator	Measurement	Assessment Frequency	Management Plan Target
Import Documentation completed and submitted as per Quarantine Procedure	Number of shipments as % of total number of shipments	Monthly	TBA
NAQIA Inspection required but no treatment required	Number of inspections as % of total number of shipments	Monthly	TBA
Cargo Look ahead reports submitted in a timely manner	Number of times reports not submitted by due date	Monthly	TBA

APPENDIX 6: Forecast Passenger Traffic

