

2027 EVENT FREIGHT MANUAL



OFFICIAL

Dear Teams,

Welcome to the Bridgestone World Solar Challenge!

We are excited to announce the return of this exhilarating event, and McLaughlin CB Pty Ltd (MCB) is here to ensure a seamless experience for your freight into and out of Australia. Though some time has passed since our last race, rest assured that MCB is fully prepared to support you and your team with everything you need to navigate the logistics of transporting your car and equipment to the start line in Darwin on August 22, 2027, and safely back home from the finish line in Adelaide.

With representatives and agents in almost every country, MCB is ready to assist you, no matter your specific requirements. Whether you need sea freight—offering both Full Container Load (FCL) and Less than Container Load (LCL) options—or airfreight from anywhere in the world to Australia, our team has the expertise to manage it all.

For all event freight inquiries, your main points of contact are:

Heather Brown

Phone: +613 7065 1682

bwsc@mclaughlincb.com

Matt McLaughlin

Phone: +61 417 083 101

bwsc@mclaughlincb.com

Please don't hesitate to reach out to Heather or Matt and our team if you have any questions or need assistance. We're dedicated to ensuring your journey to and from the Bridgestone World Solar Challenge is as smooth and stress-free as possible.

Please ensure you do not use documents from previous Events.

Please note:

The following information contains shipping guidelines only and is neither a contract nor an agreement with McLaughlin CB Pty Ltd.

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DELIVERY DATES

To make sure that you are in the best position to take on the Bridgestone World Solar Challenge, the freight must arrive by the following:

SEAFREIGHT FCL AND LCL

Arrival Port Darwin (FCL): 30 July 2027
Other Ports in Australia (FCL): 25 July 2027

Arrival Port Darwin (LCL): 26 July 2027
Other Ports in Australia (LCL): 21 July 2027

AIRFREIGHT

Darwin Airport: 1 August 2027

Other Airports in Australia: 28 July 2027

APPROX. TRANSIT TIMES

Shipping directly to Darwin can be difficult as there is not a lot of services that call Darwin. We would recommend sailing into Adelaide and then trucking or railing your goods to Darwin.

We would always recommend direct sailings rather than transit services. The transit time may be the same however we have been experiencing lengthy delay when cargo is trans-shipped. A trans-shipment sailing is generally cheaper however, there is a higher risk of extended transit time.

The approx. transit times for freight has increased since the previous race.

Europe to Australia can be 60+ days depending on export location.

This has increased from previous years due to the issues in the Suez Canal.

Asia to Australia is 20-25+ days depending on export location.

USA to Australia is 31+ days Westcoast and 45+ days from the East coast.

Please note that with the LCL service there is a longer cut-off period required for the freight to be loaded into the container and unloading when it arrives. A basic guide is 5-8 days prior to the vessel departing and 4-7 days when the vessel arrives in Australia. FCL is normally 2-3 days either side.

All Teams must be at Hidden Valley from Wednesday 11 August 2027.

DOCUMENTATION REQUIRED

All documentation must be submitted in electronic format; original documents are not required, except for ATA Carnets.

For all shipping documents, **no shipments can be consigned directly to the BWSC or Hidden Valley Raceway**. All shipments must be consigned to an Australian entity.

If you do not have a registered company in Australia to handle the importation, MCB can act as consignee on your behalf. However, **you must contact MCB prior to shipping to make this arrangement. Shipments consigned to MCB without prior authorisation cannot be accepted.** Please contact Heather or Matt as early as possible to discuss your requirements and ensure the correct consignee details are confirmed before your goods are booked.

If shipment is handled by MCB on export from origin country:

- A Copy of the ATA carnet
- Packing declaration (form will be supplied prior to export)
- SLI (Shippers Letter of instruction) for both import and export.
- MSDS (Material Safety Data Sheet) for all dangerous goods.

If under temporary import:

- Detailed Packing list including weights/and country of origin.
- Commercial Invoice
- Vehicle Import Permit (VIP) for all vehicles other than your solar car. This includes trailers to carry goods and cars.
 - MCB can assist in obtaining this for you (*please refer to Regulation 1.21 for information regarding the Vehicle Import Permit for your solar car*).
 - The vehicle import system has changed from previous years. It can take over 30 business days to obtain a Vehicle Import Permit.
- Packing declaration (form will be supplied prior to export)
- SLI (Shippers Letter of instruction) for both import and export.
- MSDS (Material Safety Data Sheet) for all dangerous goods
- Letter of Authority for Customs and to obtain a VIP.
- MO41 for sea freight or DGD for Airfreight

Vehicle Import Permits must be approved prior to departing the export country. Failure to do so may result in the goods being destroyed on arrival.

If MCB is only handling the import and delivery for you in Australia, then in addition to the above documents:

- A copy of the B/L or AWB. All AWB's must be pre-paid, collect shipments are not acceptable.

DANGEROUS GOODS AND BATTERIES

Most of the equipment that is imported for the Bridgestone World Solar challenge will be ok for transport via air and sea, however there is also a lot that will be deemed as Dangerous Goods. Some of those include petroleum products and equipment such as generators, solvents, adhesives, gas bottles, aerosols and of course batteries.

All Dangerous Goods must be declared prior to shipping, heavy fines can occur due to misdeclaration of Dangerous Goods.

All Dangerous Goods must have a Dangerous Goods Declaration for Airfreight and a MO41 for sea freight. This must be prepared by a qualified person.

There are 9 classes of Dangerous Goods listed below.

Class 1: Explosives – with Division 1.1 to 1.6

Class 2: Gases

- **Division 2.1:** Flammable gases
- **Division 2.2:** Non-flammable, non-toxic gases
- **Division 2.3:** Toxic gases

Class 3: Flammable liquids

Class 4: Flammable solids Division 4.1-4.3

Class 5: Oxidizing substances and organic peroxides

- **Division 5.1:** Oxidising substances
- **Division 5.2:** Organic peroxides

Class 6: Toxic and infectious substances

- **Division 6.1:** Toxic substances
- **Division 6.2:** Infectious substances

Class 7: Radioactive material

Class 8: Corrosive substances

Class 9: Miscellaneous dangerous substances and articles.

Some dangerous goods fall into one of 3 packing groups depending on the degree of danger they present to people and equipment:

- **Packing group I:** Substances presenting high danger
- **Packing group II:** Substances presenting medium danger
- **Packing group III:** Substances presenting low danger.

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LITHIUM-ION BATTERIES

Lithium-ion batteries are classified as dangerous goods under the IATA Dangerous Goods Regulations (DGR) as **Class 9**. They are assigned the following UN numbers:

- **UN3480**: For batteries shipped by themselves.
- **UN3481**: For batteries packed with or contained in equipment.

UN3480 lithium-ion batteries are prohibited from being transported on passenger aircraft. Some airlines may accept them on cargo-only aircraft, but this is subject to strict packing instructions and specific requirements.

For **UN3481 lithium-ion batteries** (those packed with equipment), they are also forbidden on passenger aircraft and have a maximum net weight limit of **35 kg**.

Strict packing instructions and regulatory requirements must be adhered to for all lithium-ion battery shipments. It is strongly recommended that all batteries are sent via **sea freight** in advance if the car is being flown.

All dangerous goods, including lithium-ion batteries, must be accompanied by a **Dangerous Goods Declaration** for air freight and an **MO41** for sea freight. These declarations must be prepared by a qualified individual, and the batteries must be packed in proper DG (dangerous goods) boxes and correctly labelled.

Shipping lithium-ion batteries is becoming increasingly difficult, so we advise sending them as early as possible to avoid delays.

Please note that **most shipping lines and airlines no longer accept used lithium-ion batteries** for transport. As a result, you may need to dispose of the used battery packs in Australia, as they cannot be exported. This policy can vary between shipping lines and airlines but is becoming more widespread.

RETURN OF BATTERIES

Most shipping lines will not permit the transport of **used lithium-ion batteries**, and those that do impose extremely strict regulations. It is mandatory to declare **used lithium-ion batteries** in any vehicle being exported from Australia. Providing false or incorrect information can lead to significant fines.

The shipment of used batteries often results in lengthy export delays due to shipping line requirements. However, **batteries can be recycled in Australia**, if necessary, which may be a viable alternative to attempting export.

CUSTOMS CLEARANCE

Per Regulation 1.21 Permits, the Event Organiser will make application on behalf of all confirmed solar cars entered. Import permit arrangements for other vehicles (including road trailers) are the responsibility of the entrant.

For all vehicles that are entering into Australia the following requirements need to be met.

We recommend that all goods travel under an ATA Carnet. This enables both the vehicles and the goods to enter Australia duty and tax free. Consumables cannot be placed on a carnet. If they are on the carnet, then Customs in Australia will require these items to be formally cleared and duties and taxes paid.

“Consumables (also known as consumable goods, nondurable goods, or soft goods) are goods that, according to the 1913 edition of Webster's Dictionary, are capable of being consumed; that may be destroyed, dissipated, wasted, or spent.”

If you are unable to raise an ATA carnet for your goods, then they can be entered into Australia under a temporary import bond. However, to import any vehicle, an import permit must be done through the Department of Infrastructure, Transport, Regional Development, Communications, and the Arts <https://www.infrastructure.gov.au/infrastructure-transport-vehicles>.

For temporary Imports, there are new procedures in place. A security must be lodged with Australian Border Force (ABF) and in place prior to the importation of the goods. ABF will process the security and issue a security identifier under Istanbul Convention Annex B1.

Strict regulations involving the security must be followed on export.

Further information about Australian Border Force (customs) can be found at <https://www.abf.gov.au>

QUARANTINE

Australia has some of the strictest requirements regarding importing goods. All equipment and vehicles must be free of any dirt, contaminants, and plant materials.

All goods will be inspected by the Department of Agriculture, Fisheries and Forestry (Quarantine) prior to being released.

Further information on quarantine in Australia can be found here.

<https://www.agriculture.gov.au/biosecurity-trade/import/before/how-to-import>

QUARANTINE AND BROWN MARMORATED STINK BUG

The Brown Marmorated Stink Bug (BMSB) is not found in Australia and needs to be kept out.

It could severely impact our agricultural industries. Juveniles and adults feed on, and can severely damage, fruit, and vegetable crops, rendering them unsellable or reducing production yields. Adult BMSB can also be a nuisance, entering vehicles, homes, and factories for shelter over winter.

They can arrive in Australia on cargo and containers shipped between 1 September and 30 April. This coincides with autumn and winter in the Northern Hemisphere.

<https://www.agriculture.gov.au/biosecurity-trade/import/before/brown-marmorated-stink-bugs>

The following countries below have been categorized as target risk:

Category	Countries
Target Risk Countries	Albania, Andorra, Armenia, Austria, Azerbaijan, Belgium, Bosnia and Herzegovina, Bulgaria, Canada, China (heightened vessel surveillance only), Croatia, Czechia, France, Georgia, Germany, Greece, Hungary, Italy, Japan (heightened vessel surveillance only), Kazakhstan, Republic of Korea (heightened vessel surveillance only), Kosovo, Liechtenstein, Luxembourg, Montenegro, Moldova, Netherlands, Poland, Portugal, Republic of North Macedonia, Romania, Russia, Serbia, Slovakia, Slovenia, Spain, Switzerland, Türkiye, Ukraine, United States of America, Uzbekistan
Emerging Risk Countries	United Kingdom, China, Japan, Republic of Korea
China (Specific Period)	Random inspections apply to goods shipped between 1 September to 31 December (inclusive)
United Kingdom (Specific Period)	Random inspections apply to goods shipped between 1 December to 30 April (inclusive)
Random Inspections for Emerging Risk Countries	Target high-risk goods, including chapters 39, 94, and 95, will be subject to random inspections for emerging risk countries only.

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All shipments that are transported from the high-risk countries to Australia between the month of September to April will require treatment either on arrival or prior to departure. Most of the shipments for the BWSC will be shipped prior to the BMSB season, however Quarantine may choose to extend this period and countries with little or no warning.

Teams that ship by the deadlines above will depart their origin country before 1 September 2027, which is the start of the BMSB high-risk season. Shipments departing before this date should not be subject to BMSB treatment requirements. MCB strongly recommends all cargo is clean and free of organic material, soil, and plant matter regardless of origin or departure date.

Treatment options are listed below.

- heat treatment
- methyl bromide fumigation
- sulfuryl fluoride fumigation
- ethyl formate fumigation.

Please note that some treatment can have adverse effects to metals, electronics, and plastics. More information can be found at <https://www.agriculture.gov.au/biosecurity-trade/import/before/brown-marmorated-stink-bugs>

Please also note that target high-risk goods shipped as airfreight from the United States of America and China are subject to random BMSB inspections, even when shipped by air. Teams flying their solar cars or equipment from these countries should be aware that airfreight is not automatically exempt from BMSB measures.

PACKING AND MARKING

All wood that enters Australia must be heat treated and stamped with an ISPM15 stamp. A certificate stating that the wood is ISPM15 may also be required. Fumigation may be required as well, depending on the nature and the origin of the goods. All packaging must be either sea or air worthy and be sturdy enough to be used for re-export. It is recommended that all consumables be packed separately.

All packages/boxes must be clearly marked with the name and address of the Team, Case Number and Country of Origin.

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RESTRICTED GOODS SUCH AS MEDICINES AND FOOD PRODUCTS

It is best to contact MCB prior to shipping so we can provide you with the correct information regarding what you can and cannot bring into the country. Food is one product that is heavily restricted, especially meat, dairy and fish products.

INSURANCE

Transit or Marine insurance is recommended on all goods that are transported and/or stored. MCB does not insure the goods in transit. That is the responsibility of each team/client. However, if required, we can arrange insurance for the goods upon request.

ADDITIONAL SERVICES

MCB can also provide forklifts, pallet jacks and labour if required.

QUOTATIONS

Please feel free to contact McLaughlin CB Pty Ltd, who will be more than happy to provide you with a full quotation for all your transport needs.

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