

PMI Global Logistics Routing Guide

APPROVED	
Process Owner	Director of Logistics

1.0 Purpose

This document is a tool to outline policies and procedures within the Logistics Department to ensure a smooth working relationship between all interested parties. The overall goal of this document is to expedite and increase tracking visibility of freight movement and reduce costs associated with those movements.

Logistics is a critical link within supply chain. Suppliers are **REQUIRED** to comply with all aspects of this guide. Failure to comply may result in unnecessary freight and/or labor charges, which will be passed back to the party in non-compliance. We encourage all employees, to review our procedures and please contact a member of the PMI Logistics Team if there are any questions before shipping arrangements are made.

2.0 Scope

This document applies to all PMI suppliers and logistics partners.

3.0 Definitions and Acronyms

ABI:	Automated Broker Interface
AMS:	Automated Manifest System (AMS)
CBMs:	Cubic Meters
CBP:	U.S. Customs and Border Protection
CDS:	Century Distribution System; nominated freight consolidator and forwarder for PMI Worldwide
CFR:	Cost & Freight
CFS:	Container Freight Station
CY:	Container Yard
C-TPAT:	Customs Trade Partnership Against Terrorism
DAP:	Delivered At Place
DDP:	Delivery Duty Paid
DO:	Delivery Order
FCA:	Free Carrier
FCL:	Full Container Load
FCR:	Forwarder's Cargo Receipt

FOB:	Free On Board
HBL	House Bill of Lading
ISF:	Import Security Filing
ICC:	International Chamber of Commerce
LCL:	Less Than Container Load
MID:	Manufacturers Identification Number
MBL	Master Bill of Lading
PMI:	PMI Worldwide
PO:	Purchase Order
POE:	Point of Entry
SCAC:	Standard Carrier Alpha Code
SO:	Sales Order
SWB:	Sea Waybill
VIBE:	Validation Implemented by Event
VGM:	Verified Gross Mass
VMS:	Visibility Management System (Century's VMS)
WWL:	Worldwide Logistics
VOB:	Century's on-line booking module

4.0 Requirements

4.1 Terms of Sale

PMI Worldwide accepts the following terms:

	Seller is responsible for:	Buyer is responsible for:
FCA (Free Carrier)	Arranges delivery to named place, cleared for export	Transport cost, assumes risk at named place of delivery
CFR (Cost & Freight)	Transport to named Destination port	Buyer assumes risk once cargo reached main transportation
DDP (Delivery Duty Paid)	Transport cost, Import clearance, and Duty/Tax payment	Buyer assumes risk once cargo is made available by Seller ready for unloading at destination port

* These terms are defined by the International Chamber of Commerce ICC in their publication titled Incoterms 2020.

PMI Worldwide also accepts DAP if needed upon customer request.

4.2 Ship Date

Purchase Order is entered into the PMI's inventory system, Century Distribution System (CDS), following the detailed instructions outlined in the CDS PMI SOP found in Attachment 3, CDS Contact Details.

PMI Suppliers are expected to submit their bookings via the CDS online portal 21 calendar days before the estimated Cargo Ready Date.

The Promised Date or Cargo Ready Date is the same as the Ship Date

4.3 Manufacturer Information

On behalf of PMI, suppliers will need to submit accurate information to CDS, for Import Security Filing (ISF) purposes. Failure to comply will result in chargeback. Should PMI incur any fines or penalties from US Customs due to supplier documentation errors, PMI will charge back supplier for all fees. All ISF filings must be done electronically via Vessel Automated Manifest System (AMS) or Automated Broker Interface (ABI). No paper forms will be accepted. If any changes arise, they must be re-transmitted before entering US ports Limits.

C-TPAT questionnaire will be available for suppliers to answer in order to proceed with booking. Failure to comply would mean no booking confirmation.

4.4 Supply Chain Security

A. PMI WORLDWIDE – C-TPAT REQUIREMENTS

PMI Worldwide is a certified C-TPAT organization. All existing suppliers must meet or exceed PMI's expectations in maintaining C-TPAT security program as noted in the PMI Supplier Manual.

- Suppliers approved to ship factory loaded containers to PMI, are required to complete a C-TPAT 7-Point Container Inspection Form per Attachment 5, 7-Point Container Inspection Checklist. This requirement is extended to include containers that are marked as "Delivered Duty Paid". Failure to comply will result in a chargeback.
- Manufacturer (factory) will be subjected to annual audits by internal PMI staff or 3rd-party groups chosen by PMI (please see PMI Supplier Manual).
- As part of the booking process, C-TPAT compliance is required and the module is available in the VMS.
- There is a C-TPAT Portal in the VMS that checks if a supplier is C-TPAT compliant.
 - The supplier must answer a series of questions to obtain booking confirmation with CDS.
 - Non-Compliance means no booking confirmation.
- The supplier is free to reach out to PMI Logistics per Attachment 1, PMI Logistics Contact List regarding the C-TPAT requirements.
- C-TPAT non-compliance is a hard stop for any booking confirmation. A supplier is only allowed to place a booking once they have complied with the C-TPAT requirements of PMI.

B. IMPORTER SECURITY FILING (ISF) 10+2 REQUIREMENTS

- On behalf of PMI, suppliers submit accurate information to CDS, for Import Security Filing (ISF) purposes. Failure to comply will result in a chargeback.
- Should PMI incur any fines or penalties from US Customs due to supplier documentation errors, PMI will chargeback vendor for all fees.
- All ISF filings must be done electronically via Vessel Automated Manifest System (AMS) or Automated Broker Interface (ABI). No paper forms will be accepted. If any changes arise, they must be re-transmitted before entering US ports limits, for the ISF also must be updated as more accurate information become available.
- The following 10 data elements are required from the importer:
 - Manufacturer (or supplier) name and address

- Seller (or owner) name and address
- Buyer (or owner) name and address
- Ship-to name and address
- Container stuffing location
- Consolidator (stuffer) name and address
- Importer of record number/foreign trade zone applicant identification number
- Consignee number(s)
- Country of origin
- Commodity Harmonized Tariff Schedule number to six (6) digits
- From the carrier, 2 data elements are required:
 - Vessel stow plan
 - Container status messages
- This information should be submitted 24 hours the latest prior container loading.
- Failure to comply means non-loading of container to the intended vessel which may cause delay.

4.5 Booking and Shipping Procedures

Century Distribution System (CDS) is the nominated freight consolidator and forwarder for PMI Worldwide.

CDS Contact Details and Standard Operating Procedures are found in Attachment 3, CDS Contact Details.

For new supplier set-up, please contact CDS who will provide training on how to use the online booking system.

A. Bookings

PMI requires all suppliers to make their bookings using Century's on-line booking module (VOB). Required information includes:

- Purchase Order Number (auto populates VOB from PO file)
- Vendor Code (auto populates VOB from PO file)
- Item Number (auto populates VOB from PO file)
- Booked Units per Item
- Booked Cartons
- Weight
- Volume
- Freight Type (CFS or CY)
- FOB Port
- Ship Mode (Air or Ocean)
- Incoterms
- Containers Required if CY
- Estimated Goods Delivery Date
 - a. For CFS, this is goods delivery date to the CFS
 - b. For CY, this is goods delivery date to the carrier CY
- Manufacturer Name and Address (required for ocean only)
- Stuffing Location Name and Address (required for CY ocean only)
- Goods Origin Country

B. VIBE Validations

The following validations will run in VMS® Booking module.

VIBE stands for Validation Implemented by Event. VIBE is used to help PMI control shipments in VMS which includes signing off on different ‘Events’ as they are triggered.

CBMs stands for Cubic Meters.

Validation	Milestone	Exception Definition	Exception Result	Required Customer Approval
Min CBM per container (runs for CY/CY only)	VOB Send Booking	Compares booked CBMs to min required/container	Warning with note	PMI must approve
Time Shipment	VOB Send Booking	Compares estimated cargo delivery date at origin to PO item ship date. 14 days early permitted. 0 tolerance days for late.	Warning	PMI must approve
Booked Item Quantity	VOB Send Booking	0% tolerance for over/under versus PO. Vendor must book order quantity or approach PMI buyer for a PO change.	Warning	PMI must approve
Ship Mode	VOB Send Booking	Must match PO	Warning	PMI must approve
LCL Shipment	VOB Send Booking	Vendor books CFS/CFS	Warning	PMI must approve
One Consignee per Booking	VOB Send Booking	Checks the buyer/consignee uploaded on the PO. There are two consignees, PMI and Formation Brands.	Error	Vendor must book POs for different consignees on separate bookings (i.e. 1 booking for PMI, 1 booking for Formation Brands)

VIBE warnings will automatically populate to the VIBE Workflow RTN on PMI users' VMS desktops. PMI will review and action the exceptions daily. CDS origin teams do not need to generate booking messages requesting approval for any exceptions listed in the chart above.

If there are no pending VIBE validations, CDS origin can proceed with the booking confirmation and move booking to shipment.

Send the booking confirmation to the vendor within 24 business hours of full and complete booking receipt AND resolution of any VIBE exceptions.

C. PMI Offline Consolidation Process

PMI's South China office frequently coordinates an off-line consolidation program in Shenzhen, Ningbo and Shanghai regions. Shenzhen offline consolidation involves 3 master suppliers who host the consolidation at their premises, and results in 1-2 containers weekly.

Ningbo involves a biweekly consolidation into 1 container with 1 master vendor hosting. The Shanghai program has sporadic volume and mostly involves trucking goods to Ningbo. There is no pre-defined supplier pool involved with this off-line consolidation program administered by PMI China.

The process will be as follows:

- PMI China team will pre-alert CDS team of the upcoming consolidation via email message with details on suppliers involved, the master vendor and container size(s) required.
- Each supplier who will participate must submit a CY/CY booking request in VOB for 1 container. PMI China will inform vendor of correct container size to request.
- PMI China will approve any light load VIBE exceptions that get triggered for the individual bookings.
- CDS Origin arranges CY booking with the carrier and releases SO to the master supplier hosting the consolidation.
- Each supplier submits ESN for his portion of the consolidated container.
- One supplier participating in the consolidation is responsible for declaring the VGM for the whole container.
- CDS Ops must approve all the ESNs for the consolidated shipment into one container.
- CDS Ops issues CY/CY FCR to each supplier, showing part of the container on each FCR per Attachment 4, Forwarder's Cargo Receipt.

D. Cargo Routing

Ship to Code on PO	ISF Ship to Location in VMS Drop-down	Consignee	Allowed Discharge Ports	BL Final Destination	Ship Mode (CY, CFS, Air)	Delivery Type
425	NGL-Formation	Formation Brands	Prince Rupert Vancouver Halifax	Brampton, ON Canada	ALL	Door
411	CTL Global Solutions	Formation Brands	Los Angeles Long Beach Tacoma Seattle Vancouver, Canada	Elk Grove Village, IL USA	ALL	Door
402	Barrett Distribution	Formation Brands	Los Angeles Long Beach	Memphis, TN USA	ALL	Door
420	Norvanco-Formation	Formation Brands	Seattle, WA Tacoma, WA	Sumner, WA USA	ALL	Door
300	Seacon	PMI	Rotterdam Bremerhaven	Venlo	ALL	Door
210	NGL-PMI	PMI	Prince Rupert Vancouver Halifax	Brampton, ON Canada	ALL	Door
200	Norvanco-PMI	PMI	Seattle, WA Tacoma, WA	Sumner, WA USA	ALL	Door

E. Target Container Space Utilization

CY/CY

Container Size	Min CBM – All Destinations	Max Weight
20S	20	35,273 lbs (16,000 KGS)
40S	50	42,990 lbs (19,500 KGS)
40H	57	42,990 lbs (19,500 KGS)
45H	65	42,990 lbs (19,500 KGS)

CY/CY cbms will be VIBE validated at Send Booking milestone. These exceptions will flow to PMI's VIBE workflow for approval.

CFS/CY

Container Size	Min CBM - US	Min CBM – Netherlands	Min CBM - Canada	Max Weight
20S	20	16	18	35,273 lbs (16,000 KGS)
40S	50	29	29	42,990 lbs (19,500 KGS)
40H	57	57	57	42,990 lbs (19,500 KGS)
45H	65	65	65	42,990 lbs (19,500 KGS)

If you are building a CFS/CY consolidation that does not meet the minimum CBM, send a VMS shipment message requesting PMI approval.

F. Air Shipment Bookings

1. Air shipment – used for shipments when the delivery date is crucial and cannot be met by regular ocean shipment arrangement.
2. Use Worldwide Logistics (WWL) manual booking form. CDS must remark incoterms as FCA on booking form and add the information below in email subject for easy tracking:
 - PO#
 - Port of loading
 - Final delivery location
 - Number/size of cartons (since this is air, indicate cbms)
 - PMI's reference# (PMI will mark a reference# in notes when approve the VIBE)
3. WWL will provide the local charge upon the release of delivery order (DO) to CDS. The local charges are fixed for air freight to US, but is variable for EU.
4. WWL will provide receiving data and air waybill with D/N the same working day of cargo delivery to CDS.
5. A copy of vendor Commercial Invoice and Packing list should be provided to WWL.
6. Ashley Liu in the PMI Shenzhen office will help notify the Suppliers the estimated cargo delivery date they must input in VMS VOB.

G. Less-Than-Container (LCL) Ocean Shipment Bookings

1. Use Worldwide Logistics (WWL) manual booking form, ensure email subject includes following info:
 - PO#
 - Port of loading
 - Final delivery location
 - Number/size of containers required (since this is LCL, state cbms)
 - PMI's reference# (PMI will mark a reference# in notes when approve the VIBE)
2. WWL will provide ISF info (MBL#, AMS BL#, AMS SCAC code) and estimated sailing schedule upon the release of delivery order (DO) to CDS.
3. WWL will provide receiving data the same working day of cargo delivery to CDS.
4. WWL SWB along with D/N will be sent to CDS.
5. Ashley Liu in the PMI Shenzhen office will work with WWL for SWB application if needed. CDS will not sign any kind of guarantee letter in exchange of SWB/HBL.

4.6 Shipping Document Submission

1. A complete commercial invoice is critical in securing Customs release at destination. The following minimum information is required in each commercial invoice as per US Customs Regulation 19CFR142.6 and 10+2 Importer Security Filing (ISF):
 - Seller Name and Address: This is defined as the last known entity from whom the goods are sold or agreed to be sold. Postal Code must be included.
 - Sold To: PMI Worldwide
 - Ship to Name and Address: This is defined as the first known location or deliver-to-party scheduled to physically receive the goods after the goods have been released from US CBP. Postal Code must be included.
 - Item Number & Description – detailed description of the merchandise
 - Purchase Order Number
 - Quantity of the merchandise down to the smallest unit for statistical reporting
 - Purchase Price of each merchandise in United States Dollars (\$)
 - Country of Origin of each item being sold
 - Manufacturer Name and Address: This is currently defined as the entity that last manufactures, assembles, produces, or grows the commodity or the suppliers of the finished goods in the country from which they are leaving. This currently is reported in the entry process as the manufacturer identification number (MID). Postal code must be included.
 - Container Stuffing Location: This is defined as the name and address of the “physical” location where the goods were loaded into a container for shipping. Postal Code must be included.
 - Consolidator name and address: This is defined as the name and address of the party that loaded the container or arranged for the loading of the container. Postal Code must be included.
 - All commercial invoices must be in the English language.

Non-compliance will result to chargeback as listed in Section 4.8.

2. Suppliers must submit shipping documents via VMS as soon as available no later than 72 hours prior container delivery at the container yard.
3. Packing list must be submitted with below basic information:
 - PO#
 - Item#
 - Item Description

- Quantity in Pieces
- Quantity in Cartons
- Volume (in Cubic Meters)
- Gross Weight (in Kilos)
- Net Weight (in Kilos)

One packing list per factory invoice is required.

4.7 Damages

Damaged merchandise is not acceptable. Defective /damaged merchandise will be handled as follows:

1. CFS Load – PMI will need to contact the consolidator, in case that damages are found in the freight delivered. Claim will then be filed based on assessment.
2. CY Loads – Upon discovery or advise of the receiving warehouse of damaged goods, pertinent documents will then be prepared to check the total cost of damage. If the damage is caused by the supplier not handling the freight correctly, supplier will be charged back. If the damage is caused by holes in container and/or other related reason, claim will then be submitted to carrier.

4.8 Chargeback Table

Non-Compliance	Total Fee
Paperwork	
Failure to complete and submit a C-TPAT 7-point Container Inspection Form. PMI requires all suppliers shipping full containers to ensure the container is secure and is in good working order to ship PMI's merchandise. All suppliers shipping FCL/POE (Delivered Duty Paid) must complete a security inspection. The paperwork must match PMI's document requirements. Failure to submit a C-TPAT 7-point inspection form will incur a \$150 USD admin fee chargeback.	\$150 USD Admin Fee
Customs (ISF)	
US Customs ISF fines incurred by PMI Failure to submit accurate booking or stowage plan to PMI's Freight Forwarder (CDS) for timely ISF filing, or if PMI incurs any fines from the US Customs for supplier booking/documentation errors, PMI will chargeback suppliers all fees plus a \$600 USD admin fee. (Please note that US Customs ISF penalties is \$5,000 USD each)	TBD + \$600 USD Admin Fee
Factory Load	
Failure to load container as specified by PMI's booking approval. A failure to load cartons as specified by PMI's standard loading will result in a chargeback of \$300 USD per container plus a \$150 USD admin fee.	\$300 USD Container + \$150 USD Admin fee
Carriers	
Use of Unauthorized Carrier to Ship Merchandise. Usage of a carrier not specified to ship PMI's products will result in a chargeback based on the number of cartons in that order plus the admin fee.	TBD + \$150 USD Admin Fee
Port of Entry/Container Yard Errors	
Cargo is delivered to incorrect FOB point Supplier will be responsible for pickup and delivery to correct FOB location. Supplier will absorb all costs pertaining to the same. If PMI incurs any costs or fees as a result of the vendor's FOB delivery error, supplier will be charged back the full costs plus the administrative fee.	TBD + \$150 USD Admin Fee

5.0 References/Attachments

C-TPAT 7-Point Container Inspection Form

International Chamber of Commerce Incoterms 2020

PMI Supplier Manual

US Customs Regulation 19CFR142.6 and 10+2 Importer Security Filing

Attachment 1, PMI Logistics Contact List

Attachment 2, PMI 3PL Warehouses and Logistics Partners

Attachment 3, CDS Contact Details

Attachment 4, Forwarder's Cargo Receipt

Attachment 5, 7-Point Container Inspection Checklist

Attachment 6, International Standards for Phytosanitary Measures

6.0 Change History

Revision	Description of Changes	Release Date
A	Initial release.	20200610

Attachment 1, PMI Logistics Contact List**PMI Headquarters Seattle**

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206-441-2823 fax

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Egill Ovenell

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PMI Shenzhen Office

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No. 1011, East Binhe Road
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518001
86-755-8229-1323 main
86-755-8229-1363 fax

Ashley Liu

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Cell:

PMI Global Support Center

PMI c/o Ammex I-Support
Robinsons Cyberscape Alpha 9th Floor
Garnet Road, Ortigas
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Jocel Reyes

Logistics Analyst
Email: JocelAnn.Reyes@pmi-worldwide.com
Office: 206-773-2227

General Mailbox: gsclogistics@pmi-worldwide.com

Attachment 2, PMI 3PL Warehouses and Logistics Partners**NORVANO INTERNATIONAL, INC**

4301 W Valley Highway E
Suite 100 Door 203
Sumner, WA 98390 USA
(253) 987-4000
Pacific Time Zone, United States (UTC-7)
Pacific Time Zone, United States (UTC-8)*

IMPACT WAREHOUSE LLC (NGL)

15 Precidio CT Unit 1
Brampton, ON L6S-6B7 Canada
(905) 796-3162
Eastern Time Zone, Canada (UTC-4)
Eastern Time Zone, Canada (UTC-5)*

CONTINENTAL LOGISTICS SOLUTIONS (CTL)

2881 Busse Road
Elk Grove, IL 60007 USA
(708) 223-1170
Central Time Zone, United States (UTC-5)
Central Time Zone, United States (UTC-6)*

BARRETT DISTRIBUTION CENTERS

4836 Hickory Hill Rd
Memphis, TN 38141 USA
(901) 795-5320
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SEACON LOGISTICS GROUP

Celsiusweg 60
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WORLDWIDE LOGISTICS

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Attachment 3, CDS Contact Details

Century Account Management Team			
Craig Huber	Director Business Development	312-550-3308	chuber@cds-net.com
Tim Craig	Senior VP Customer Solutions	804-762-6473	tcraig@cds-net.com
Jeremy Bersch	Customer Operations Lead	804-762-6574	jbersch@cds-net.com
Donna Shaw	General Manager Account Support	804-762-6558	dshaw@cds-net.com
Lindsey Kha	Account Support Rep		lkha@cds-net.com
Silvia Xiao	Manager – Branch Operations (Shenzhen)	86-755-82178524	silviaxiao@cds.com.hk
Century Origin Ops/Docs Contacts and SOP			
  CDS Origin Contacts 05 22 19.xlsx CDS PMI SOP_V7_07_16_2019			CDSPMIOrigins@cds.com.hk

Attachment 4, Forwarder's Cargo Receipt

SHIPPER		FORWARDER'S CARGO RECEIPT FCR NO. <input style="width: 150px; height: 20px;" type="text"/>		
CONSIGNEE				
NOTIFY PARTY		Century Distribution Systems, Inc. RECEIVED BY CENTURY DISTRIBUTION SYSTEMS, INC. (hereinafter "Company") in apparent good order and condition unless otherwise indicated, the package(s) listed below, said to contain the goods hereinafter described, and marked and numbered as shown herein for shipment in accordance with explicit instructions of the owner of the goods as noted in the documents of transfer. These packages may be included in a container to be shipped under a Bill of Lading issued and signed by the carrier which is to transport the packages to their destinations; all terms, conditions and clauses printed or otherwise inserted on the carrier's Bill of Lading to apply. See terms on reverse		
OCEAN VESSEL	PORT OF LOADING			
PORT OF DISCHARGE	PLACE OF DESTINATION	CONSIGNEE'S ORDER NO.	NO. OF ORIGINAL ISSUED	
PARTICULARS FURNISHED BY SHIPPER				
MARKS AND NOS.	QUANTITY AND KINDS OF PACKAGE	DESCRIPTION OF GOODS	GROSS WEIGHT	MEASUREMENT
ORIGINAL				
TOTAL NUMBER OF PACKAGES (IN WORDS)				
FREIGHT & CHARGES	PREPAID	COLLECT	IN WITNESS WHEREOF, the undersigned, signing on behalf of CENTURY DISTRIBUTION SYSTEMS, INC. has on the date indicated below affirmed to this cargo receipt. Century Distribution Systems, Inc. BY _____	
DESTINATION AGENT			PLACE OF ISSUE	
PLACE OF RECEIPT			DATE OF ISSUE	
DATE OF RECEIPT			DATE OF RECEIPT	

THIS CARGO RECEIPT IS NOT A DOCUMENT OF TITLE

Attachment 5, 7-Point Container Inspection Checklist

Procedures must be in place to verify the physical integrity of the container structure prior to stuffing, to include the reliability of the locking mechanisms of the doors.

A 7-Point Container Inspection process is recommended for all containers.

1. Outside / Undercarriage
 - Inspect Prior to entering facility
 - Support beams on undercarriage should be visible
2. Inside / Outside Doors
 - Secure and reliable locking mechanisms
 - Look for different color bonding material
 - Loose bolts
 - Plates and repairs
3. Right Side
 - Unusual repairs to structural beams
 - Repairs to walls on the inside of the container must be visible on the outside
 - Use tool to tap the side walls – listen and feel for hollow sound
4. Left Side
 - Unusual repairs to structural beams
 - Repairs to walls on the inside of the container must be visible on the outside
 - Use tool to tap the side walls – listen and feel for hollow sound
5. Front Wall
 - Blocks and Vents are visible
 - Use tool to tap front wall – listen and feel for hollow sound
 - Range finder, measuring tape and/or string can be used to determine length of container
6. Ceiling / Roof
 - Ceiling is a certain height from floor. Blocks and vents are visible.
 - Uncomfortable feeling inside container
 - Repairs to inside of the container should be visible on the outside
 - Use tool to tap ceiling – listen and feel for hollow sound
7. Floor
 - Floor should be a certain height from ceiling
 - Floor should be flat – do not need to step up to get inside
 - Different floor heights
 - Unusual repairs



Click on icon above for 7-Point Container Inspection Checklist.

Attachment 6, International Standards for Phytosanitary Measures

*Publication No. 15
March 2002*

**INTERNATIONAL STANDARDS FOR
PHYTOSANITARY MEASURES**

**GUIDELINES FOR REGULATING
WOOD PACKAGING MATERIAL
IN INTERNATIONAL TRADE**



Secretariat of the International Plant Protection Convention
Food and Agriculture Organization of the United Nations
Rome, 2002

Click on icon above for International Standards for Phytosanitary Measures.