



BMSB On Arrival Guidance – 21 August 2023

Biosecurity New Zealand (BNZ) on arrival guidance for imports of breakbulk or containerised vehicles, machinery, and parts (VMP), or general cargo, to verify effective risk management of Brown Marmorated Stink Bug (BMSB), and other regulated shield bugs.

BNZ will use increased verification on arrival to confirm that the offshore risk management measures are resulting in imported cargo arriving free of BMSB, and other shield bugs, where relevant. Increased verification applies to all vehicles, machinery, and parts (new or used), or general cargo, that is considered a BMSB risk and is shipped from **1 September 2023** and arrives before **30 April 2024** (inclusive).

BMSB risk countries

A range of offshore measures (import requirements) have been implemented to manage the risk of BMSB. These requirements are detailed in two Import Health Standards (IHS);

- ‘Sea Containers from All Countries’ (SEACO) (which includes BMSB requirements for all containers from Italy) and
- ‘Vehicles, Machinery and Parts’ (VMP) – describes BMSB requirements for 38 high risk (‘Schedule 3’) countries.

For more information refer to the links below:

[Vehicles, Machinery and Parts \(VMP\) Import Health Standard](#)

[Sea Containers from All Countries \(SEACO\) Import Health Standard](#)

Breakbulk Vehicles, Machinery and Parts (VMP) on Car Carrier Vessels

- The risk of live shield bugs onboard vessels carrying cargo from Schedule 3 countries requires continued vigilance. To ensure the best environment and fully assess the risk, and life status, of any shield bugs on board, BNZ does not allow fogging/pest management to take place in New Zealand (NZ) territorial waters. Vessels are expected to make their way directly to the berth/anchorage allocated where inspection will be conducted.
- BNZ may use fogging as a verification tool when significant amounts of live, or dead, bugs are identified.

BNZ will assess all VMP meets import requirements before allowing discharge from vessels. BNZ will check that all applications include the required documentation to meet import requirements. A Biosecurity Authorisation/Clearance Certificate (BACC) is then issued.

- Cargo with compliant BACCs (authorising clearance or direction to a transitional facility/port) will be granted discharge.
- Cargo with no BACC will be denied discharge until a compliant BACC is issued.
- Cargo with non-compliant BACCs will be denied discharge.

BNZ recommends submitting TSW applications for cargo clearance at the time of export to avoid additional costs and delays. Discharge will be denied if a BACC has not been issued.

BNZ strongly encourages all involved in the supply chain to do their part in ensuring shield bugs are not in, or on, breakbulk cargo. This starts with the manufacturing or logistics supply chain in the country of origin, through to loading cargo on the vessel. It also includes monitoring checks completed by crew while en route to NZ.



For more information on requirements refer to the websites linked below:

[Brown Marmorated Stink Bug: Requirements for Importers](#)

[IHS Requirements Tool for Vehicles, Machinery and Parts](#)

Vessels that carry, or carried, cargo from BMSB high-risk countries will be subject to a full deck-by-deck verification by BNZ before compliant cargo is permitted discharge. All vessels need to declare any pests found on board.

Other vessels will be subject to routine surveillance.

If live shield bugs are found, denial of discharge will continue until the bugs are formally identified. If the species is regulated, BNZ will decide on appropriate action, on a case-by-case basis, considering the following;

- accuracy of masters' declaration regarding the presence of bugs and the correlation with MPI inspection results,
- any mitigating measures that have been put in place,
- location of bugs on the vessel and/or the cargo,
- any segregation in place,
- type and placement of cargo.

The vessel will be given the options of treatment, reshipment, or destruction. However, treatment options in NZ are very limited and destruction is not practical. Reshipment is the most likely option, where the vessel will be directed to leave NZ territory.

Discharge of compliant cargo will be permitted if it was effectively segregated en route to ensure it can be considered by BNZ as 'non-risk.'

Cost Recovery

Increased interventions for stink bug are fully cost recovered in adherence with the 'Biosecurity Cost Regulations' (2010).

Containerised Vehicles, Machinery and Parts and Sea containers (including inner cargo) from Italy

- All containerised vehicles, machinery and parts that were not managed through an MPI 'approved system', and therefore require treatment to meet Parts 3 to 6 of the 'VMP' import health standard (IHS), MUST be treated offshore prior to export by an [approved offshore treatment provider](#)
- All containerised cargo from Italy required to meet Section 3.1 of the Seaco IHS MUST be treated offshore prior to export by an [approved offshore treatment provider](#).
- Containerised cargo not managed through an MPI 'approved system' or treated correctly offshore, may be denied discharge from the vessel.

BNZ will assess that all containerised VMP from risk countries, and all sea containers from Italy meet import requirements before authorising movement to a port or transitional facility (TF). BNZ will check that all applications include the required documentation to meet the import requirements. A Biosecurity Authorisation/Clearance Certificate (BACC) will then be issued.

- Cargo with BACCs authorising clearance, or direction to a transitional facility/port, will be granted discharge.
- Cargo with no BACC will be denied discharge until a compliant BACC is issued
- Non-compliant cargo will be denied discharge

BNZ recommends submitting TSW applications for cargo clearance at the time of export to avoid additional costs and delays. Discharge will be denied if a BACC has not been issued at the time of arrival.



For more information on requirements refer to the websites below:

[Brown Marmorated Stink Bug: Requirements for Importers](#)

[IHS Requirements Tool for Vehicles, Machinery and Parts](#)

- BNZ will be selecting random containers from BMSB risk countries for verification. If selected, your BACC will state this and require the container to remain sealed at a TF until a BNZ Quarantine Officer is present to supervise the devanning.

If live BMSB are found the cargo will need to be reloaded and the importer given the choice of treatment, reshipment, or destruction. For further information on treatments refer to the standard [MPI Approved Biosecurity Treatments](#). After successful treatment BNZ will authorise devanning to continue.

BNZ encourage all TF staff to familiarise themselves with the list of BMSB risk countries. Accredited Persons (APs) should pay close attention to all imports and report any suspected shield bugs, dead or alive, to the MPI Pest and Disease Hotline - **0800 80 99 66**.

Cost Recovery

Increased interventions for BMSB are fully cost recovered in adherence with the 'Biosecurity Cost Regulations, 2010'.

MPI Contact Details

- For overseas or pre-arrival enquiries, email standards@mpi.govt.nz
- For BMSB enquires email bmsb@mpi.govt.nz
- For New Zealand cargo application enquiries email targetevaluator.cargo@mpi.govt.nz
- For other enquiries, including regional offices, call the general enquires line – 0800 00 83 33

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