



## On Arrival Guidance – 30<sup>th</sup> August 2019

Biosecurity New Zealand (BNZ) on arrival guidance for importations of breakbulk or containerised vehicles, machinery and equipment or general cargo to verify potential Brown Marmorated and other Stink Bug contamination.

**Since the stink bug event in 2017 measures have been put in place to manage the risk offshore. BNZ will be undertaking increased verification on arrival to verify that these measures are resulting in stink bug free cargo. Increased verification will apply to all vehicles, machinery and parts or general cargo, new or used that are considered a stink bug risk and are shipped from September 1, 2018 and arriving before April 30, 2019 (inclusive).**

### Stink bug risk countries

The Import Health Standards for containers from Italy and Vehicles, Machinery and Parts specifies Japan and Schedule 3 Countries as BMSB risk. For more information refer to the links below:

<https://www.biosecurity.govt.nz/dmsdocument/30224-vehicles-machinery-and-parts-import-health-standard>

<https://www.biosecurity.govt.nz/dmsdocument/1984-sea-containers-from-all-countries-import-health-standard>

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

- BNZ have seen increased risk of live stink bugs on board vessels carrying cargo from schedule 3 countries. To ensure the best environment and fully assess the risk and the life status of stink bugs on board BNZ not allow fogging/pest management to take place in New Zealand Territorial waters. Vessels are expected to make their way directly to the berth/anchorage allocated for inspection to be completed.
- BNZ may use fogging as a verification tool when significant amounts of dead or live bugs have been identified.

BNZ will continue to check all VMP meet import requirements before allowing discharge from vessels. Evidence of meeting import requirements is assessed by BNZ upon submitting a Trade Single Window Application. A Biosecurity Authorisation/Clearance Certificate (BACC) will then be 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 Trade Single Window Applications for cargo clearance at the time of export to avoid any additional costs, delays or denied discharge as a result of not having a BACC ready on arrival.

BNZ strongly encourages everyone involved in the supply chain to do their part in ensuring stink bugs are not in or on breakbulk cargo. This starts with export from the country of origin through to loading on board the vessel and checks enroute to New Zealand.

For more information on what you should be doing refer to the *Import Health Standard requirements tool for VMP*, *Information on import stages* and *Information to help clear cargo* on the links below:

<https://www.biosecurity.govt.nz/importing/other/vehicles-and-machinery/requirements/brown-marmorated-stink-bug-requirements/#Resources-for-risk-season>

<https://www.biosecurity.govt.nz/law-and-policy/requirements/ihs-import-health-standards/vehicle-machinery-and-parts-import-health-standard-tool/>

Vessels that carry or have carried cargo from countries considered risk for stink bugs will be subject to a full deck by deck verification by BNZ before compliant cargo is allowed discharge. All vessels need to declare any pests found on board.



Other vessels will be subject to standard surveillance.

If live stink bugs are found discharge will continue to be denied until they have been 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 other mitigating measures that have been put in place.
- Location of bugs on the vessel and cargo.
- Any segregation that is in place.
- Type and placement of cargo.

The vessel will then be given the choice of treatment, reshipment or destruction. However treatments in NZ are very limited and as destruction is not practical, reshipment is the most likely option with the vessel being directed to leave NZ territory.

Where possible MPI will allow the discharge of compliant cargo if it has been segregated in a way that means it can be assessed as non-risk.

### Cost Recovery

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

## Containerised Vehicles, Machinery and Parts and Cargo from Italy.

- All containerised Vehicles, Machinery and Parts that require treatment to meet part 4 of the VMP standard MUST be treated offshore prior to export by an approved treatment provider.
- All containerised Cargo from Italy required to meet section 2.3 of the Seaco standard MUST be treated offshore prior to export by an approved treatment provider.
- Containerised cargo that has not been subjected to BMSB treatment requirements offshore may be denied discharge from the vessel.

BNZ will be checking all containerised VMP and Italian cargo meets import requirements before allowing discharge and movement to a Port or Transitional Facility (TF) for devanning. Evidence of meeting import requirements is assessed by BNZ upon submitting a Trade Single Window Application. A Biosecurity Authorisation/Clearance Certificate (BACC) will then be 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 Trade Single Window Applications for cargo clearance at the time of export to avoid any additional costs, delays or denied discharge as a result of not having a BACC ready on arrival.

For more information on what you should be doing refer to the *Import Health Standard requirements tool for VMP*, *Information on import stages* and *Information to help clear cargo* on the links below:

<https://www.biosecurity.govt.nz/importing/other/vehicles-and-machinery/requirements/brown-marmorated-stink-bug-requirements/#Resources-for-risk-season>

<https://www.biosecurity.govt.nz/law-and-policy/requirements/ihs-import-health-standards/vehicle-machinery-and-parts-import-health-standard-tool/>



- BNZ will be selecting random containers from stink bug 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 conduct a supervised devan.

If live stink bugs are found the cargo will need to be reloaded and the importer will be given the choice of treatment at VCE1D (heat treatment or Methyl Bromide), reshipment or destruction. For further information on treatments please refer to this link <https://www.mpi.govt.nz/dmsdocument/1555-approved-biosecurity-treatments-for-risk-goods>

Upon successful treatment BNZ will allow devanning to continue.

BNZ encourage all transitional facilities to familiarise themselves with the stink bug risk countries and for Accredited Persons to pay close attention to all imports and report any suspected stink bugs dead or alive to MPI Pest and Disease Hotline on **0800 80 99 66**.

### Cost Recovery

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

### MPI Contact Details

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

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