

## CTO Direction to an MPI Inspector

### CTO DIRECTION DOCUMENT: CTOPlants2019012 – Equivalent management on arrival in New Zealand for break-bulk cargo previously treated offshore for Brown Marmorated Stink Bug but fails to comply with Import Health Standard requirements

Pursuant to Section 27(1) (d) (iii) of the Biosecurity Act 1993 I, Peter Thomson, give the following direction for measures that may differ from those specified in the Import Health Standard for Vehicles, Machinery and Equipment under Section 3.7, Option B for consignments of break-bulk cargo:

- a) that have been compliantly treated, accompanied by appropriate certification and stored on the exit port segregated from untreated cargo but exceed the 120 or 144 hour post-treatment period (by no more than an extra 72 hours);
- or
- b) that have been treated offshore by an approved treatment provider but the offshore treatment provider has subsequently been suspended while the break-bulk cargo is in transit to New Zealand.

An MPI Inspector must consider the risk posed by the non-compliant break-bulk cargo; and may follow one of the following management options:

1. Deny discharge of the non-compliant break-bulk cargo from the arriving vessel; or
2. May have the non-compliant break-bulk cargo destroyed; or
3. May choose to re-treat the non-compliant break-bulk cargo immediately on arrival (within 24 hours). If the option to re-treat is chosen by an MPI Inspector, then the following requirements must be followed:
  - a). Such break-bulk cargo must be treated with an appropriate treatment for vehicles and machinery as specified in MPI Standard - MPI Approved Biosecurity Treatments.
  - b). Treatment must be conducted immediately after discharge at the place of first arrival (within 24 hours).
  - c). After treatment has been conducted, an MPI Inspector must conduct a verification inspection to confirm the break-bulk cargo is compliant with the intent of the Import Health Standard for Vehicles, Machinery and Equipment.
  - d). If additional cleaning is determined to be required by an MPI Inspector, this must be carried out at the place of first arrival or at a transitional facility approved for such a purpose.
  - e). All other sections of the Import Health Standard for Vehicles, Machinery and Equipment must be complied with.
1. f). After compliance has been confirmed with the outcomes of the Import Health Standard for Vehicles, Machinery and Equipment, such break-bulk cargo may be provided with biosecurity clearance.

This direction applies to non-compliant consignments of this type arriving during the BMSB risk period (from the 1<sup>st</sup> of September until the 30<sup>th</sup> of April of any year) finishing on the 1<sup>st</sup> of May 2021.