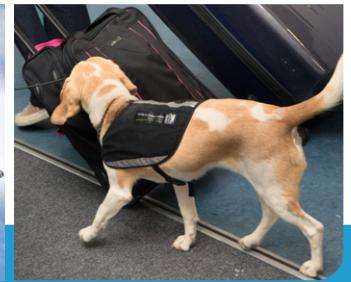




The BorderSpace

Working together to secure New Zealand's borders from biosecurity threats



New dog handlers hit the beat

We're pleased to announce the graduation of our latest detector dog handlers, who are now playing their part to protect our borders from pests and diseases.

After 12 weeks' intensive training, the five new handlers graduated in June. Following an on-site induction, they started work at their different sites – four at Auckland Airport and one at Christchurch Airport.

The new handlers were all existing biosecurity quarantine officers, including two senior officers, so have a wealth of experience. They have been paired with dogs from our detector dog breeding programme: Nitro (N-litter); and Peggy and Pixie (P-litter); Hattie, an existing detector dog; and Captain, who was donated by a member of the public.

This brings the number of our detector dog handlers to 31, with 25 based in Auckland, two in Queenstown, three in Christchurch and one in Wellington.

This is the second cohort for the year so far. The next intake of handlers is expected to start their training in September.

We wish our new handlers every success and look forward to seeing them out and about at our airports!



31

TOTAL DETECTOR DOG HANDLERS

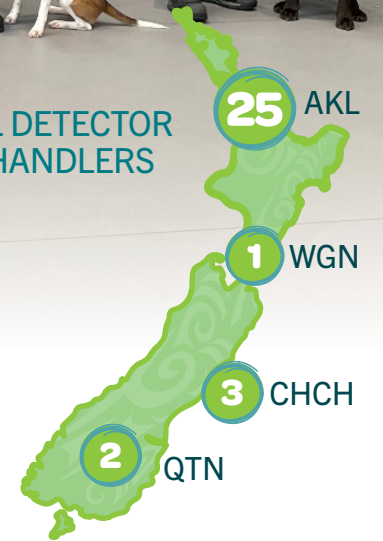
25 AKL

1 WGN

3 CHCH

2 QTN

Our new biosecurity detector dog teams: Natasha Drury with detector dog Nitro, Jueun Kim with detector dog Peggy, Lucy Telfar with detector dog Hattie, Jeremiah Raffills with detector dog Pixie, and Jono Taylor with detector dog Captain.



Digital declarations go live!

International travellers flying into Wellington, Christchurch or Queenstown now have the option of providing their declaration details online instead of filling in a passenger arrival card.

The New Zealand Traveller Declaration (NZTD) went live for Wellington and Christchurch airports on 11 July, followed by Queenstown on 20 July.

Travellers can use a [website](#) or mobile app to submit their details.

Digital declarations are due to go live for Auckland Airport at the end of August. Travellers arriving on small craft or specialist vessels will also be able to complete a digital declaration by this date, as well as passengers arriving on cargo ships and crew permanently disembarking these vessels.

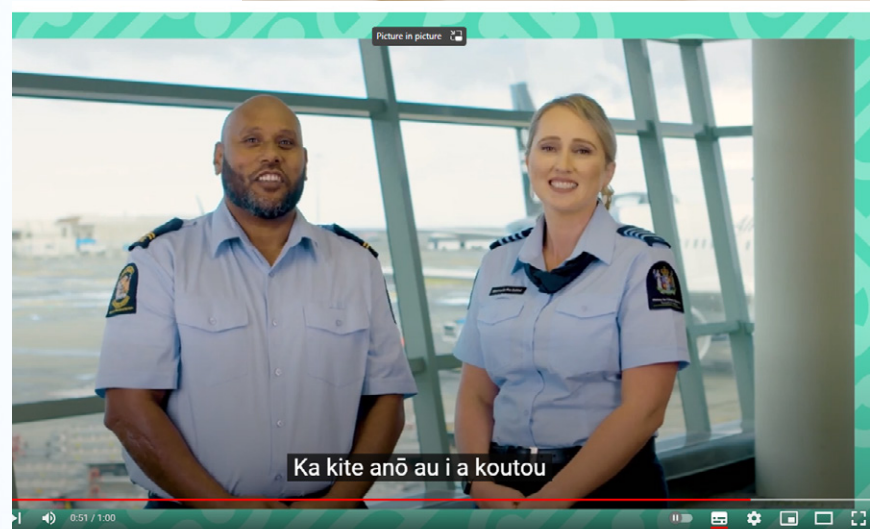
The launch of the NZTD followed extensive trials, with more to take place at Auckland Airport and ports. More than 3200 digital declarations were submitted by travellers in the lead-up to going live in Wellington and Christchurch.

We see NZTD as a boost for biosecurity. It will give better access to data to assess future risks. It will also provide a new way to pass on biosecurity information to arriving international travellers, and it will enable us to focus on higher-risk passengers, eventually improving the border experience for low-risk passengers.

We expect initial uptake of the NZTD by travellers to be fairly low. This will give everyone time to adjust to the new system. NZ Customs, which is the lead agency for the NZTD programme, plans to launch a global education campaign in late August to raise awareness of the digital declaration option.

The existing paper passenger arrival card will continue to be distributed on flights and accepted at the border throughout the phased go-live as travellers get used to doing the new digital declaration. A NZTD paper form will later replace the existing arrival card to support travellers who do not, or cannot, complete a digital declaration.

Fin Lambermon (below, right) is one of the welcoming faces featured in an NZTD promotional video. Fin is Biosecurity NZ's Relationship Manager, GIA Partnerships and an ex-chief quarantine officer. She features alongside Nelson Leqakowailutu from NZ Customs. Many of you will recognise Fin from the biosecurity video played on international flights arriving in New Zealand.



...continued overleaf

Digital declarations go live...continued



Above: Quarantine officers risk assess a traveller during recent NZTD trials at Christchurch Airport. Note the large podium design used by officers for the trials. The prototype design provides additional space for passport scanners and viewing screens.

Right: Commissioner, Biosecurity Intelligence and Systems, Andrew Spelman (right) pictured with Senior Quarantine Officer Hamish Allan during NZTD trials at Wellington Airport. Andrew should be a familiar name to readers of **The Border Space**. He is one of Biosecurity NZ's three regional commissioners who bring you this esteemed publication.



NZTD – what travellers need to do

- Everyone arriving in New Zealand needs to complete an arrival declaration – either a digital declaration or a paper-based arrival card. An arrival declaration needs to be completed for children and babies as well.
- Travellers will need to provide the following information to complete their declaration:
 - Passport details
 - Contact details in New Zealand
 - Travel history from the last 30 days
 - Flight details
 - Information about what they are bringing into New Zealand, including checked-in luggage and carry-on bags
 - Immigration status including their visa or **NZeTA**, if they need one.
- Travellers can complete a digital declaration while travelling. The earliest they can submit a declaration is 24 hours before departing for New Zealand.
- It takes about 10 minutes to complete the digital declaration.
- The digital declaration can be completed through the **NZTD website** or by downloading the NZTD mobile app (available in the App Store and Google Play).

Improving passenger flow at Auckland Airport

Work continues to improve the passenger arrival experience at Auckland Airport as international travel rebounds following the COVID-19 pandemic.

A system-wide approach has been adopted to manage border arrivals at the airport. This has involved working closely with Auckland Airport, other border agencies, baggage handlers, and airlines to identify and resolve congestion-related issues.

In particular, a significant amount of work was done in preparation for the expected surge in passenger volumes during the July school holidays and the FIFA Women's World Cup.

It is pleasing to report the arrivals for the football were completed successfully. There is also further evidence that congestion is easing. The average time for biosecurity clearance of arriving passengers for June was 10.51 minutes (from entering the biosecurity lane to exiting risk assessment). This was down from the monthly high of more than 13 minutes in February.

We acknowledge that processing speed at peak times can be higher than the average due to a range of factors affecting international passenger traffic across all airport operations. These factors include the late arrival of flights and the availability of baggage handlers. This is why a system-wide approach to improving arrival processes is so important.

Some recent initiatives to improve processing time at Auckland Airport include:

Dedicated lanes for Kiwi and Aussie travellers

In early July, we introduced dedicated biosecurity lanes for New Zealand and Australian passport holders leading to our risk

assessment podiums. There are two new lanes – one for travellers with “nothing to declare”, the other for “something to declare”.

The lanes have the potential to provide quicker processing for Kiwi and Aussie travellers, as they won't be queuing behind passengers from other countries, many of whom are less familiar with New Zealand's biosecurity rules and may be more likely to carry risk items.

Feedback from travellers using the new lanes has been very positive.

Queue facilitation and airport construction

Auckland Airport has introduced new facilitation teams in the arrival hall to guide passengers through clearance processes and manage crowds. The facilitators will ensure travellers have completed their declaration requirements correctly and those using paper arrival cards have them ready to present to our officers. This should significantly reduce delays and congestion.

Recent construction in the arrival areas had reduced the space available for biosecurity operations. The new facilitators will help reduce the impact of this work on passenger flow.

...continued overleaf



Dedicated biosecurity lanes for New Zealand and Australian passport holders at Auckland Airport.

JUNE 2023
AVERAGE TIME FOR
PASSENGER BIOSECURITY
CLEARANCE

10.51
mins

FEBRUARY 2023 MONTHLY
AVERAGE FOR PASSENGER
BIOSECURITY CLEARANCE

>13
mins

Improving passenger flow at Auckland Airport...continued

Digitising mishandled baggage process

We are working with Air New Zealand to trial a digital app to improve the management of mishandled baggage – that is, baggage that arrives on a different flight from its owner.

If all goes well, the new app will make it easier to track mishandled baggage through the clearance process, providing greater assurance that potential risk goods have undergone appropriate biosecurity checks before the passenger is reunited with their bag.

New lane signs and numbering

New lane signs and numbering at Auckland Airport are providing travellers with clearer direction to exit lanes. Mirroring what is in place at Christchurch Airport, the wayfinding approach reduces interaction with travellers once risk assessment is completed, increasing passenger throughput.

More detector dog hours

We plan to move to a new roster that will extend the standard operating hours for detector dogs at Auckland Airport. From 16 August, dog teams will operate at the airport for nearly 24 hours a day – between 5am and 3am.

Our current roster sees detector dogs work at Auckland Airport between 5.30am and 9.30pm. However, during busy periods, we cover the gap by putting on an extra shift and asking for volunteer teams to work overtime. Dog teams worked past midnight during 15 peak travel days in July.

The new roster will allow us to process more travellers through our express lane, which does not operate without detector dogs.

Clearer direction to exit lanes is helping improve passenger flows.



Pathway compliance survey results

The first compliance monitoring survey of arriving air passengers since 2019 shows our biosecurity controls for this entry pathway are continuing to protect New Zealand.

The overall compliance rate was 98.84%. Our target is 98.5%. The survey involved checking 8000 arriving passengers at international airports in Auckland, Wellington, Christchurch and Queenstown after they had been through clearance procedures.

Compliance for high-risk goods that could host foot-and-mouth disease or fruit fly was particularly high – 99.6%.

Passengers assessed as eligible for our airport express lanes had the highest compliance rate (99.3%). These lanes allow low-risk passengers to bypass baggage x-ray screening.

Compliance monitoring of the passenger pathway has been on hold since the beginning of the COVID-19 pandemic. Due to the travel restrictions, there simply weren't enough passenger arrivals to get a statistically valid result.

The latest survey took place once borders reopened, between October 2022 and June 2023.

There is also good news from our mail pathway compliance survey, conducted at Auckland's International Mail Centre.

The overall compliance rate was 99.49% (the target is 99.0%). The results confirm the mail pathway is highly compliant, and our current operating model is working well.

A total of 3733 mail items were inspected for the survey between April and May. Of these, the survey only picked up 17 non-compliant risk goods from mail that had been through the clearance process.

Recent compliance monitoring rates for air passengers

Survey period	2017/18	2018/19	2022/23
Compliance rate	98.7%	99%	98.8%



ARRIVING AIR PASSENGERS
OVERALL COMPLIANCE RATE

98.84%
(TARGET IS 98.5%)



COMPLIANCE FOR HIGH-RISK
GOODS THAT COULD HOST FOOT-
AND-MOUTH DISEASE OR FRUIT FLY

99.6%

SURVEY PERIOD OCTOBER 2022–JUNE 2023



AUCKLAND INTERNATIONAL MAIL
CENTRE OVERALL COMPLIANCE RATE

99.49%

Focus on biofouling compliance as cruise season approaches

Extensive engagement with cruise lines will be key to ensuring compliance with biofouling rules as another season looms on the horizon.

The 2023/24 season will start in October. It follows an eventful 2022/23 season that saw itinerary interruptions for several vessels. In a few cases, cruise ships were unable to visit environmentally sensitive areas like Fiordland due to biofouling.

The issue attracted worldwide media attention. Most of it was positive, helping raise the profile of biofouling as a biosecurity concern. In some reports, there was surprise that New Zealand had such strict requirements for hull cleanliness, and even suggestions that Biosecurity NZ had toughened its rules in the lead-up to the season. That was not the case. Biosecurity NZ's biofouling rules have not changed since their introduction in 2014.

The incidents of non-compliance were due to a range of factors. Short notice of the reopening of the maritime border only gave cruise companies limited time to prepare for the season. In many

cases, cruise vessels had been sitting idle for many months during the pandemic. Long layups can contribute to marine growth and reduce the effectiveness of antifouling coating.

Another factor was high staff turnover within the cruise industry during and after the pandemic that led to the loss of experience and knowledge of biosecurity requirements. In some cases, communicating to underwater service providers the high standard required of cruise vessels aiming to go to sensitive areas proved to be difficult. This resulted in cases where evidence was presented that did not allow for accurate risk assessment. In other cases, cleaning had not removed enough biofouling to comply with our rules.

In short, the season was a challenging one for many participants. Having said that, we very much commend the cruise industry for its compliance efforts. The majority of visiting vessels (32 of 43) met biofouling regulations. Those that weren't worked with us to address failings and most were able to complete their full itineraries.

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Biofouling by the numbers 2022/23 cruise season

- **43 cruise ships** visited New Zealand, completing 120 voyages.
- **32 vessels (74%) were compliant** with biofouling regulations before they arrived and completed their itineraries as planned.
- **11 vessels (25.6%) were not compliant** and issued with notices of direction for failing biofouling assessments.
 - 3 of the non-compliant vessels chose to clean their hulls and subsequently completed their itineraries.
 - 8 vessels (18.6%) were directed to manage their biofouling risk through restricted itineraries.



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Because of the long pause between seasons during the pandemic, Biosecurity NZ engaged heavily with cruise lines before, during and after the 2022/23 season to ensure operators and service providers were aware of their biofouling and other biosecurity requirements.

A similar engagement approach is already underway in the lead-up to the 2023/24 season.

We are asking cruise lines to submit biofouling documentation and craft risk management plans as early as possible. This will allow us to provide early notification of any cleaning requirements, avoiding voyage delays and complications. We appreciate that cleaning the hull of a cruise ship is a difficult and complex task that is often dictated by weather.

Biosecurity NZ's Animal and Plant Health team is also planning to release a revised vessel standard before the start of the new season in October.

The proposed new standard aims to have a separate section for cruise ships that will provide greater clarity of biofouling management options. Changes have also been proposed to the minimum reporting requirements. The team plans to run a series of education workshops on how to meet the proposed requirements.

Managing biofouling on cruise vessels

All international vessels arriving in New Zealand must meet the craft risk management standard for biofouling, which outlines maintenance requirements to prevent marine growth on hulls.

The standard recognises that it is difficult for cruise ship operators to meet these requirements. This is often the case with vessels intending to visit unapproved ports or protected areas such as Fiordland.

To deal with this, most cruise ships operate under a craft risk management plan (CRMP) that explains how specific biosecurity risks will be managed.

Cruise vessels are assessed to ensure they meet their individual CRMP requirements prior to their first arrival of the season.

During the 2022/23 season, we took the extra step of assessing all arriving cruise ships, irrespective of whether they were operating under a CRMP. This was due to the long length of time since their last visit to New Zealand.

Our vehicle fleet is going electric

Biosecurity NZ's border team currently has 10 battery electric vehicles (BEVs) in use, and another 40 are in the process of being delivered to Auckland. The vehicles are Hyundai Ioniq and Konas.

Our Detector Dog Programme is also using a Ford Transit PHEV (plug-in hybrid electric vehicle) van in Auckland for transporting puppies. The van will be an eye-catching advertisement for our puppy fostering programme once it receives its new livery.

Six Peugeot e-Partner BEV vans are also on order, to replace some of the team's diesel dog utes. These are due to arrive in September.

The move to electric vehicles is part of the Ministry for Primary Industries' Carbon Neutral Programme. One of the aims of this programme is to "decarbonise" MPI's vehicle fleet, with a staged transition to electric and hybrid vehicles.

Petrol and diesel fuel use from vehicles and vessels is one of the four largest emission sources for MPI, which has over 500 vehicles, ranging from the smaller Toyota Corolla to the larger Ford Ranger.

We're confident the electric vehicles will be a success. The

vehicles have a range of over 200 kilometres, and they can be recharged quickly at public charging stations. Electric vehicles are also very reliable and easy to maintain.

We see the move to electric vehicles as a positive step for Biosecurity NZ and for the environment. It shows we are taking climate change seriously and are committed to a cleaner, healthier future.

One of the new Hyundai Kona EVs.



Puppy mover. What our Detector Dog Programme's new electric van will look like.



Streamlining movement of uncleared cargo

The long awaited DTR (domestic transhipment request) functionality in the Trade Single Window (TSW) will increase transparency of movements of uncleared cargo.

Readers of **The Border Space** will be well aware of TSW – the electronic platform that gives importers, shipping lines, agents, freight forwards and others involved in supply chain management a single point of entry to submit information used by border agencies.

Jointly developed by Biosecurity New Zealand and New Zealand Customs, the DTR replaces manual approval systems for domestic transhipments. Under the manual system, agents can wait three to five days for permission to move an uncleared container or other cargo. In contrast, a DTR request is processed within five minutes.

Our target evaluators will no longer need to manually risk assess some 18,000 movement requests. Much of the risk assessment will now be automated. This will allow evaluators to concentrate on high-priority and urgent requests and provide better turnaround of TSW lodgements.

DTR will also boost biosecurity protection by providing clear and easy access to audit trails of movements of containers and less-than-container-load shipments.

The sea cargo version of DTR went live on 3 July after months

of testing with more than 80 industry partners. It follows the introduction of a similar system for air cargo in 2022 (DTR Air).

All ports and shipping lines are expected to use the system for sea cargo by early October. It will cover uncleared cargo moving from a port to an approved facility, between approved facilities or between ports by sea.

Approved facilities must be registered as both a transitional facility and a Customs Controlled Area.

Focus moves to approval processes

Performance-based verification is now business as usual following a nationwide rollout of the new auditing approach that ensures transitional facilities (TFs) meet their biosecurity responsibilities.

Attention has now switched to the approval process for TFs, operators, and staff accredited to carry out biosecurity checks of imported cargo.

A new project will address a range of issues associated with this process. We know the process can be difficult for applicants to navigate, and the timeframe can cause delays to trade. Internally, the process is difficult to administer.

Our aim is to ensure there is a clear and efficient process from the initial application through to final approval. The project will also involve reviewing the processes for suspending and

cancelling operators and TFs and everything in between.

We are currently working to identify in detail the state of the approvals system, including issues and pain points. The full scope of work to be covered by the project will then be identified.

Container reporting upgrade

Transitional facilities (TFs) should expect to see changes to the Container Checks Portal (CCP) – used for electronic submission of container inspection results by accredited staff.

This move is part of a major overhaul of our internal border systems to upgrade the technology and to provide a more stable platform for the future.

The biggest change will be a requirement to use RealMe to access the system.

Having a RealMe login allows secure access to government online services and brings the CCP in line with other MPI systems available to external stakeholders.

There will be some changes to the look and feel of the system, but the basic functionality will remain the same. We are working on setting up an option for the larger TFs to submit their container checks directly from their own in-house container record systems.

We will provide more information closer to the go-live date.

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PoFA training

Our learning and development people have created a new training course to support operator delegates at ports and airports designated as places of first arrival into New Zealand (PoFAs).

Historically, PoFA operator delegates have relied on TF operator training to get up to speed with biosecurity. However, this is not always relevant or specific enough for PoFAs.

Airports and ports are welcome to send any staff involved with biosecurity to do the training.

For more information, please contact learning.development@mpi.govt.nz.

Cargo levy and fee increase

The Government has approved an increase in the Biosecurity System Entry Levy (BSEL) to \$46.40 and to set a new maximum rate of \$50.00.

The hourly rate for services associated with border biosecurity for cargo will also increase from \$102.27 to \$155.50 per hour.

The BSEL is collected on all consignments of imported goods that have a value over \$1000. It has been set at \$23.00 since 1 July 2019. There has not been an increase in the hourly fee for cargo services since 2015.

The Biosecurity Act 1993 provides for the Ministry for Primary Industries to recover the costs of services that manage biosecurity risks. Cost recovery plays an important role in making sure that Biosecurity NZ has sufficient funding and capability to maintain a robust biosecurity system.

The new rates take into account increased costs for new and expanded cargo services and lower volumes of leviable consignments.

Cargo volumes currently remain at pre-pandemic levels. Over the last couple of years, there have been significant supply chain disruptions and a substantial increase in the portion of consignments arriving via the air pathway.

The new levy and fees took effect on 1 July 2023.

The changes follow public consultation. Further information is available on the [MPI website](#).



The Biosecurity Business Pledge is a partnership helping all New Zealand businesses take a proactive approach to biosecurity practice.

Biosecurity protects your business, the environment and the economy.

Join now
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From the frontline

A selection of interesting interceptions and other border activity...

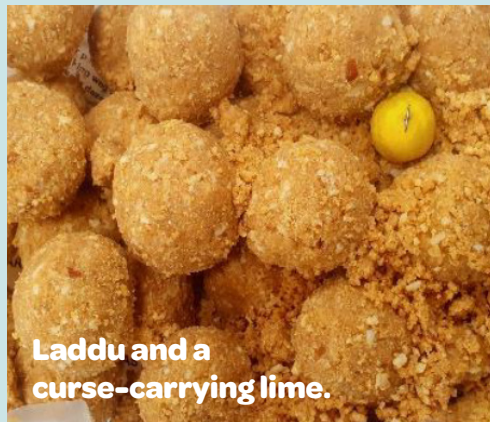
Mango season!

Mangoes were a hot commodity for passengers arriving at Auckland Airport in June, coinciding with the peak of the harvest.

Twenty-eight fresh (and expensive!) mangoes were declared by a passenger from India. This Alphonso or hapus variety, which is harvested from mid-April to end of June, are one of the most expensive on the market. According to the passenger, these cost \$280! Before being destroyed, the mangoes were thoroughly inspected for hitch-hiking fruit flies. As the mangoes were declared, the passenger wasn't fined.

Our quarantine officers also intercepted a box of unappetising mangoes in a suitcase held at the baggage tracing unit, where lost or delayed bags are stowed. The state of the mangoes suggests the bag had been sitting around for quite some time. The passenger, who had arrived on a flight from Vancouver, Canada, had declared the fresh fruit, so was not fined. The mangoes were destroyed.

Lastly, 48 fresh mangoes, carefully packaged in straw in a wooden box, were declared by a passenger arriving from India. Not only were the mangoes destroyed, but the packaging was too – as wood and plant material are risk items for harbouring pests and diseases.



Laddu and a curse-carrying lime.

Cursed lime?

The intended recipient of some Indian sweets missed out on a citrus surprise, and maybe not a pleasant one.

Officers intercepted a container of Indian laddu during a search of mishandled baggage arriving at Auckland Airport from China on 30 June. Nestled among the sweets was a tropical lime skewered with a stainless-steel pin shaped in the form of the letter "T".

We were later informed the lime may have been intended to carry a curse. Luckily, the occultist practice was never tested, as the lime and the steel pin ended up in a quarantine bin. The laddu was cleared for release.

Friend or foe?

It's not everyone's idea of the perfect pet, but the pink-toed tarantula can be kept in captivity. This furry critter was found (dead) in a shipping container at a Tauranga transitional facility.

Fun facts: pink-toed tarantulas are native to South America and live in trees. Males can grow up to 9 cm, while females grow up to 13 cm. Females can live up to 12 years. **Beware:** the spiders can bite and have a toxic venom, similar to a bee sting.



Plane causes a stir at Hamilton Airport

The first international flight to touch down at Hamilton Airport since 2012 saw a flurry of activity from our biosecurity team. Officers conducted a full search of the three passengers and two crew when it arrived on 12 June. The plane also underwent "disinsection", which involved an officer spraying inside with an approved bug spray to kill any flying insects.



Gecko alert

It was an untimely end for a small gecko found hitching a ride on a bag from Indonesia. The teeny gecko had found a hide-hole in the zip of the expansion compartment in the unaccompanied bag. The lizard was discovered when the bag was inspected at the baggage inspection unit. Unfortunately, there was no alternative but to have the gecko euthanised.



Manky mangoes in unaccompanied baggage from Canada.

From the frontline... continued

Seeds galore!

Officers at Auckland's International Mail Centre are continuing to regularly intercept seeds for sowing, including for vegetables, flowers, trees – and even cannabis. While some have been imported following the correct procedures, others certainly have not. Seeds have been found concealed in non-risk items, like beads, cards and pots. These cannabis seeds, in a package from the United States, had their shape disguised. They were, nonetheless, picked up by our x-ray operators and referred to NZ Customs.



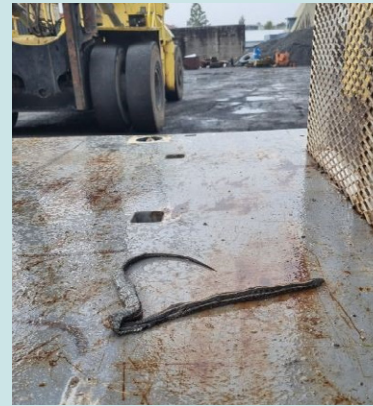
X-ray image of concealed cannabis seeds.

Skull collector

Skulls were obviously on the souvenir must-have list for one passenger returning from Bali. They declared almost 30 skulls of various sizes and a couple of horns when they arrived home through Auckland Airport. Due to foot-and-mouth disease, additional checks and processes are in place for passengers arriving in New Zealand from Indonesia. The haul of animal parts required treatment before being released to the passenger.

Unfortunate end for slippery customer

An accredited staff member at a Hamilton-based transitional facility spotted this squashed snake on an empty shipping container on a truck deck. The site was quickly secured, and a snake handler was dispatched to inspect and collect the dead snake. We have yet to determine the snake's origin.



Looks can be deceiving...

They may look like harmless wonton wrappers, but yanpi (literally "swallow skin") contains fresh pork. The wrappers, which had a strong meaty smell, were declared by a traveller arriving at Auckland Airport from China. As a biosecurity risk, the wrappers were seized and destroyed.



Ramping up vehicle inspections

A new biosecurity vehicle inspection ramp is now operating at the Auckland port. The ramp, designed by the port company, allows our quarantine officers to complete mass vehicle inspections more quickly, easily and safely. It completes the new vehicle inspection facility that was trialled in January. The trial highlighted additional work that needed to be completed before the ramp could be installed.

The new facility provides additional protection for our officers. It has safe zones, permanent signage, line markings, lighting and bollards, and canopies that provide protection from the elements. Before it got the green light, a joint risk assessment was carried out with the port stevedores, the port company and Biosecurity New Zealand, and our standard operating procedures were updated.

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New Zealand's most popular border biosecurity publication.

New mail inspection gear trialled

A new inspection bench and trolley prototype has arrived at Auckland’s International Mail Centre (IMC) for trial.

Our officers helped come up with the stainless-steel design, which provides more bench space than existing equipment and is easy to clean. It comes with a purpose-built trolley that is intended to extend the inspection area, and it provides separate areas for inspections and computer use. The trolley is flush with the desk surface, making manual handling of large parcels safer.

The desk provides a platform for multiple screens, allowing officers to input information into databases, view entry requirements and use the internet to translate text or help identify products.

The screens include a workstation for viewing images of items captured by

our hi-tech scanning equipment, which will be part of our mail operations at New Zealand Post’s new Auckland Processing Centre (APC). This will allow officers to identify the location and type of product inside a parcel before opening, improving both safety and efficiency.

Officers will also use this workstation to help develop algorithms to allow the scanning gear to automatically detect risk goods. They will provide feedback on the identity of scanned images and confirm whether the software is correctly categorising mail items.

If all goes well with the IMC trial, we plan to commission a further 19 bench and trolley units for the APC, which will start processing international mail next year.

So far, the feedback from our officers has been very positive.



Border activity for May/June 2023

	May-22	May-23	June-22	June-23
Passenger				
Total arrivals	169,159	380,231	206,394	406,061
NZ/Australia	127,410	243,111	161,911	272,232
Rest of world	41,749	137,210	44,483	133,829
Risk items seized	2,065	6,817	2,693	9,061
Risk items treated or destroyed	1,896	6,335	2,461	8,434
Infringement notices	122	466	208	523
Mail				
Mail items screened	1,311,315	1,498,072	1,183,919	1,564,535
Mail items requiring further inspection	2,166	2,001	1,864	1,783
Risk mail items treated or destroyed	425	389	337	275
Sea Containers				
Sea containers arrivals	70,248	69,567	64,105	60,209
Sea containers inspected	2,985	3,811	3,181	3,758
Cargo				
Cargo lines of interest to MPI	19,620	17,501	18,122	17,739
Cargo lines inspected	5,721	4,875	5,665	5,111
Cargo lines treated, reshipped or destroyed	1,426	962	1,217	980

Mike Inglis
Commissioner, North
Biosecurity New Zealand

Andrew Spelman
Commissioner, Biosecurity Intelligence
and Systems, Biosecurity New Zealand

Diane McDermott
Commissioner, Central/South
Biosecurity New Zealand