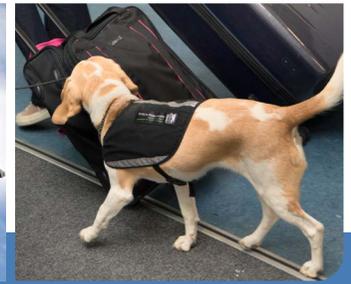




The BorderSpace

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



Stepping up BMSB biosecurity

The high-risk season for Brown Marmorated Stink Bug (BMSB) is underway, and Biosecurity New Zealand is stepping up surveillance and verification rates to prevent the dangerous pest from entering New Zealand.

The bugs (*Halyomorpha halys*) are most likely to hitchhike on containers or goods imported to New Zealand during the northern hemisphere winter, between September and April.

BMSB is not present in New Zealand. We want to keep it that way.

The northern hemisphere winter is a high-risk time, as the bug seeks shelter from the cold in containers, machinery, and vehicles destined for New Zealand from Europe, North America, and Asia. This type of cargo is usually stored outside before shipment, making it easy for bugs to enter and hide.

...continued overleaf



BMSB rules

As with previous seasons, vehicles, machinery, and parts from identified risk countries must undergo treatment or other approved measures before being shipped to New Zealand.

The same requirements apply to sea containers arriving from Italy, which has a large, established BMSB population.

There are currently 38 high-risk countries targeted for BMSB management. There have been no additions to this list since the previous season.

We are aware of a newly established population at one site in the southeast of England. The detection involves a small population located in a greenhouse. At this stage, we don't believe it poses increased risk to New Zealand, given that vehicles and other risk goods from the UK already face additional scrutiny.

We continue to monitor the situation and will adjust import requirements if needed.

Stepping up BMSB biosecurity....*continued*

To manage the risk, Biosecurity New Zealand reviews and sets new verification rates for BMSB risk countries each season. High-risk countries are listed in Schedule 3 (S3) of the import health standard for vehicles, machinery, and parts (VMP).

BMSB is present and has spread quickly in almost all S3 countries, and VMP cargo from these countries requires specific treatment measures or other management during the risk season. This requirement also applies to sea containers arriving from Italy.

Additionally, we carry out surveillance on sampled containers from countries where BMSB is endemic, general cargo from S3 countries, and containers from other risk countries where there is some evidence of an emerging risk of BMSB.

We also carry out surveillance of arriving roll-on roll-off vessels carrying machinery and vehicles from S3 countries. Vessel crews are asked to complete regular checks for BMSB activity onboard during the voyage.

Accredited staff checking containers at transitional facilities and ports provide another valuable layer of protection from BMSB, resulting in many detections each risk season.

In the passenger pathway, we are again targeting travellers arriving on flights from risk countries, including handing out information flyers and using digital screens and posters at airports to raise awareness and encourage the reporting of suspected bug sightings.

We will also be using a specialist BMSB detector dog team to screen flights from the USA and to help with post-border call outs.



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

thisisus.nz/biosecurity-business-pledge

Yacht season underway

We are expecting to clear an estimated 475 to 550 yachts this season, which runs from October to December.

While arrival numbers are expected to be similar to the previous season, we still aren't quite up to pre-pandemic levels, which reached a high of 584 arrivals in 2019.

Main arrival points

Just over half of the yachts will be cleared at Opua, which is traditionally the busiest arrival point. This season will see a greater share of arrivals at Whangārei (23%) and Auckland (21%).

Deployment, training, and underwater cameras

Six officers have been redeployed to Northland this season to help the local team of two with yacht clearances.

Training has included a mix of classroom and practical experience. Auckland's Westhaven Marina served as the main training base, including providing officers with practice using an underwater camera to inspect yachts for biofouling. The device is essentially a GoPro camera on a pole. Underwater images are viewed on a cell phone.

Like previous seasons, the camera will be used in Opua and Auckland. A camera will be used for biofouling detection at Nelson for the first time this season.

Fiji and Tonga

We have again sent Biosecurity New Zealand staff, including an officer, to regattas in Fiji and Tonga to promote biosecurity awareness among crews heading to New Zealand. They visited the Musket Cove Regatta in Fiji (11–15 September) and the Blue Water Festival in Vava'u, Tonga (23–27 September).

The visits provide an opportunity to educate yacht owners and crew about biosecurity risks and prepare them for the entry process, including use of the New Zealand Traveller Declaration. We know this engagement results in better compliance, reduces biosecurity risks associated with biofouling and invasive species such as termites, and builds strong relations with the yachting community. Yacht crews benefit from speedier clearances.

How yacht clearance works

All international yachts and pleasure craft must arrive at one of New Zealand's approved ports of first arrival, where an officer will inspect and clear the vessel and passengers for entry. This includes:

- Reviewing vessel documentation, including master declarations, treatment records, and biofouling records.
- Carrying out a thorough inspection for potential biosecurity risks, including checking for food stores that don't meet import rules and inspecting wooden items for signs of pests like termites.
- Checking the hull, anchor chain, and anchor well for biofouling. If biofouling is detected, the vessel may be directed for cleaning or to leave New Zealand waters.
- Removing vessel garbage and food stores that don't meet biosecurity requirements.

Cruise lines briefed for summer season

We have been meeting with cruise operators throughout the winter to discuss biosecurity requirements for the summer season.

This season, 45 cruise vessels will visit New Zealand, down from 54 last year, and make 957 port calls. We welcome back four cruise lines that haven't visited New Zealand since 2020 or earlier.

Fewer cruise ships are visiting Pacific destinations this season in general due to a range of factors, including the economic downturn, global conflicts, and a reset of itineraries by cruise lines.

This season, above the waterline (topside) and biofouling biosecurity approvals continue to be improved to make compliance requirements more user-friendly for cruise operators.

To manage topside biosecurity risks, operators must comply with the Recognised Cruise Line Programme (RCLP), designed to ensure cruise lines meet our biosecurity standards before arrival at New Zealand ports. The alternative is to opt for full clearance, which increases processing time for disembarking passengers.

Streamlining biosecurity processes

From this season, operators who have a history of good compliance may qualify to keep their approval status for up to three years for both topside and underwater biosecurity. Evaluations will continue to occur annually, and operators will have to meet strict compliance requirements. The longer approval timeframe will streamline processes for both cruise operators and our officers.

Visiting vessels are required to provide a recent underwater inspection report and photos that show hull and niche areas meet biofouling threshold requirements. This requirement is being further strengthened from April 2025 to ensure quality imagery and videos are provided.

This season, we have also changed our RCLP auditing approach. Officers will now carry out audits throughout the cruise ship season, instead of only at the port of first arrival.

In-water cleaning guidelines

We recently updated the cruise industry about New Zealand's involvement in the development of the International Maritime Organisation's (IMO) in-water cleaning guidelines.

As the name suggests, in-water cleaning is about removing biofouling while a ship is still in the water. Vessels currently must manage biofouling before arriving in New Zealand. Having in-water cleaning available would help biofouling management processes, but it is a complex and long-term issue.

There are many factors to consider, such as biosecurity risks, environmental impacts, and health and safety. We are working with ports, ship operators, and dive and technology developers to consider what is needed to develop an efficient and safe in-water cleaning system.

The focus of this work will be to develop technology that can capture all discharge that occurs throughout the cleaning process. This work aligns with discussions at the IMO regarding the development of in-water cleaning guidance for all commercial vessels.



THIS SEASON
45 CRUISE VESSELS
 WILL VISIT NEW ZEALAND
 AND MAKE **957** PORT CALLS

Building biosecurity strength and resilience

Change is afoot to New Zealand's biosecurity system with the release of public consultation documents outlining proposed changes to the Biosecurity Act 1993.

The work will further strengthen New Zealand's overall biosecurity system and ensure it is sufficiently resilient to address current and future biosecurity challenges. These include managing the risks associated with increased international travel, evolving trade patterns, e-commerce, the impacts of climate change, and new and established pests.

The Biosecurity Act underpins New Zealand's biosecurity system and is the main legal framework for managing biosecurity risk.

The Act has not been comprehensively updated since its enactment in 1993. Since 2019, MPI officials have been talking to stakeholders about

how it could be improved. Now we want to test these ideas to ensure they will deliver a stronger, more effective system that supports a balance between trade and protection.

The proposed amendments aim to ensure biosecurity measures continue to protect our environment and support our economy. They include greater flexibility around importing, changes to compensation entitlements, higher fines for passengers bringing in high-risk goods or breaching legal biosecurity controls, and fairer cost sharing for biosecurity responses.

Next steps

Public consultation closes on 29 November. It will be followed by the development of policy proposals. More information is available on the [MPI website](#).

Proposed border changes

Here is a taste of what could change for importers and those of you using our border services under the proposed Biosecurity Act amendments.

Faster import health standards

The proposed amendment options aim to improve the efficiency of developing and reviewing import health standards without undermining biosecurity protection. Proposals include enabling a rapid amendment process and allowing the use of permits to continue trade while a suspended standard is being reviewed – ensuring potential risks are properly managed.

Food limits for air passengers

There is a proposal to enable limiting volumes of food carried by air passengers. This could reduce the amount of time needed for biosecurity processing, reducing potential congestion and delays during busy periods. If enacted, the proposal would have some exemptions –

for example, for passengers who require specific food for religious or health reasons.

Managing vessels with dirty bottoms

There is a proposal to give Biosecurity New Zealand the power to manage and regulate biofouling removal within the Exclusive Economic Zone (EEZ – 12-200 nautical miles from the shoreline). This would apply to vessels arriving in the EEZ with the intention of entering New Zealand's territorial waters

Tougher fines for high-risk goods

Tougher border fines could be introduced for travellers who fail to declare high-risk goods. This would recognise that some items pose greater risks to our economy or

environment. For example, a ham sandwich (animal product) is far riskier than a processed food such as popcorn.

Stronger enforcement tools for PoFA non-compliance

There are two proposals that would give Biosecurity New Zealand more enforcement options if a port or seaport of first arrival (PoFA) doesn't comply with their biosecurity obligations. The proposals include establishing a pecuniary penalty (doesn't involve a criminal conviction), and creating a new offence that carries a continuing penalty. The proposals reflect the important role places of first arrival play in managing biosecurity risk at the border.



Further boost for frontline biosecurity

We continue to recruit more quarantine officers and detector dog teams.

So far this year, we have recruited 70 new trainee officers – 51 in Auckland, five in Wellington, nine in Christchurch and four in Queenstown.

Two of three cohorts have completed their training, graduated, and started on the biosecurity frontline.

The first cohort saw 31 new officers graduate in July (27 in Auckland, four in Queenstown). We recruited a further 24 trainees in August, who will be based in Auckland after they complete their training

in November, ready to help with the busy holiday season.

The third cohort began their training in September and will see new officers in Wellington (five), Christchurch (nine) and Dunedin (one). They will graduate in December – again, boosting our ranks for the summer.

There will be further recruitment early next year.

Officers earn their stripes

Congratulations to our officers who recently completed our Tairangatia te Whakapakari programme, enabling them to become senior quarantine officers.

Seventeen officers from Auckland, Wellington, Dunedin, Nelson, and Queenstown went through the programme. A further 18 officers from Wellington, Christchurch, and Queenstown will follow in their footsteps later this year.



Some of our new officer recruits ready to begin their training.



Three new detector dogs teams are joining our biosecurity teams in Wellington, Christchurch and Auckland, from left Dani and Ace, Bella-Jane and Reign, and Caitlyn and Pedro.

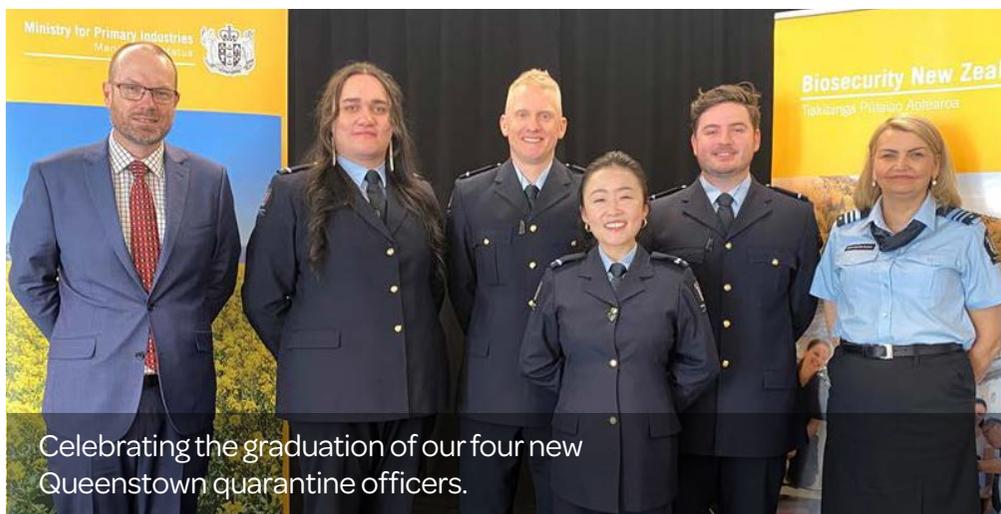
The programme helps officers increase their skills and progress their careers while strengthening our work to keep harmful pests and diseases out of New Zealand.

More dog teams

Three new detector dog teams (handler and dog) graduated from training in August

and have joined our frontline operations in Wellington, Christchurch and Auckland.

Congratulations to Dani Mullan and two-year-old labrador Ace, Bella-Jane Wood-Blanc and 18-month-old beagle Reign, and Caitlyn Friedel and three-year-old beagle Pedro.



Celebrating the graduation of our four new Queenstown quarantine officers.

Accreditation extended

We have successfully expanded our IANZ ISO17020 accreditation to cover the verification of higher-risk transitional facilities (Profiles 1 and 2), along with international air and seaports that are the first place of arrival in New Zealand for aircraft and vessels.

This follows the recent accreditation of the verification work we do under the Recognised Cruise Line Programme.

In July, International Accreditation New Zealand (IANZ) conducted a special three-day assessment to review and extend the scope of accreditation. This included a thorough audit of our verification management system and two days of on-site assessments, during which our specialist auditing team was rigorously evaluated by IANZ technical experts.

The internationally recognised quality standard provides third-party endorsement that our auditors meet the mark in terms of expertise, competency, impartiality, integrity, and consistent delivery of verification programmes.

Our qualified auditors can now endorse reports with the IANZ symbol – a trusted mark of quality and competence.

Below: Biosecurity New Zealand auditors and IANZ assessors review records during the three-day review.



Face of biosecurity farewelled

We sadly farewelled Watchman in August – one of our most famous and longest-serving detector dogs.

A product of our detector dog programme, Watchman served on the biosecurity frontline between 2008 and 2017 with handler Liz Moore, sniffing out thousands of risk items.

He was our second detector beagle to be sired from English hunting stock, which accounted for his unusually large size.

He was a star of the television shows *Border Patrol* and *Dog Squad*, appearing in every season until his retirement in 2017.

Living with Liz, his fame continued after work life with the *Where's Watchman* Facebook page tracking his retirement adventures.

Passing at the grand old beagle age of 16, Watchman's legacy will live on through his 10 children and 14 grandchildren, many of whom are working at our borders today.

Right: Watchman and his handler Liz Moore, now a chief quarantine officer.



Spotlight on Auckland Airport

Here's a look at what's happening at Auckland Airport as we prepare for what is likely to be the busiest summer since pre-pandemic times.

EXPRESS
LANE
99.3%
BIOSECURITY
COMPLIANCE

Express risk assessment

Last year, we introduced an express risk assessment process for passengers arriving at Auckland Airport with nothing to declare. The aim was to improve passenger flows while maintaining high biosecurity standards.

Eligible passengers are now risk assessed prior to collecting their baggage, avoiding the need to queue with higher-risk passengers. If they meet the requirements, low-risk passengers with nothing to declare are directed to our express exit lane where they are screened by a detector dog. Auckland Airport's express lane currently processes 60 percent of passengers. Our surveys show passengers using the lane have a high biosecurity compliance rate (99.3 percent).

We are now looking at extending eligibility for express risk assessment. This would see more passengers undergo risk assessment before picking up their baggage. The idea is to smooth out the arrival process, allowing passengers to move quickly through the biosecurity exit lanes once they have picked up their baggage.

The approach has been trialled successfully at other international airports, improving processing speed and attracting good feedback from officers and passengers (see Relocating airport risk assessment on page 9). We expect upcoming trials at Auckland Airport to show similar results.

X-ray before search

We're trialling the use of x-ray screening for passengers that get sent to our search benches. For example, for the past few months, we have been using a 3D scanner to screen baggage from flights that typically see passengers carry a lot of food, rather than sending all these travellers directly for baggage inspection. This has reduced processing time for these flights.

We are also trialling a baggage x-ray machine in front of the search bench area for passengers waiting for inspection. This allows us to identify passengers who don't actually require inspection. It also means passengers who undergo an inspection don't need to queue up again for x-raying of any baggage not covered by the physical checks.

Spotlight on Auckland Airport....continued

Space plans

The airport company is working on a major redevelopment of its terminals. We have provided our operational requirements to manage forecasted demand of more than 20,000 passengers arriving at the airport each day. This includes expanding the area used for express risk assessments. We are also contributing to an interagency plan that will set out how the airport will accommodate government agencies involved in border processing. **The Border Space** will keep you updated as things progress.

Digital border

We are continuing to explore the use of digital technologies to support passenger processing following the introduction of the New Zealand Traveller Declaration. Enhancements will be introduced over the coming months. There is a focus on ensuring processing times for low-risk passengers with digital declarations continue to reduce.

In the longer term, we are proposing to introduce electronic exit marshal gates or corridors that use biometric technologies such as facial recognition to identify and automatically direct passengers to the appropriate biosecurity checks, whether it be the express lane, x-ray screening, or inspection. A joint procurement process with New Zealand Customs is underway.

Hosts back for summer

Our biosecurity host programme will be back this summer, but bigger and better.

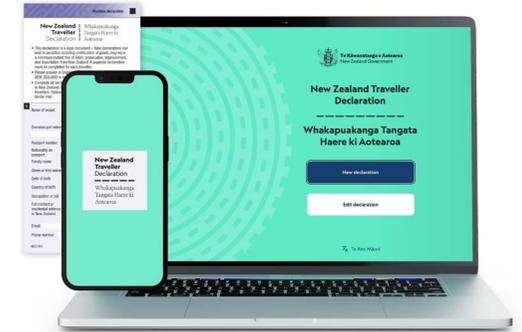
We trialled the programme across international airports last summer, employing 19 part-time hosts to welcome passengers on arrival, helping them navigate our border processes and meet biosecurity requirements.

This year, the number of hosts will more than double, allowing us to extend their support to cruise ship passengers. Their tasks will now include helping direct passengers, collecting amnesty bins, assisting with search bench operations, and handing out information flyers to raise awareness about biosecurity risks.

Arrive with NZTD

Travellers who complete a digital declaration will increasingly experience faster border processing. If you, or someone you know, are travelling to New Zealand, please use the digital version of the **New Zealand Traveller Declaration**.

It can be completed 24 hours before departing for New Zealand.



Relocating airport risk assessment

Recent trials suggest a new way of risk-assessing air passengers has the potential to reduce queuing and strengthen airport biosecurity.

Introduced at international airports in Christchurch and Queenstown, the approach involves assessing passengers before, rather than after, they pick up their baggage. There are further trials coming up in Wellington and Auckland.

The trials so far suggest that moving our risk podiums to the new location reduces overall arrival processing time for travellers, particularly for those identified as low risk and who have nothing to declare.

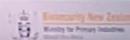
For example, it potentially reduces waiting to collect baggage, as part, if not all, of this wait time is used for risk assessment. And when passengers have picked up their belongings, they can move quickly through the biosecurity exit lanes with less chance of encountering bottlenecks or queues.

As well as providing a better customer experience for passengers, the approach is likely to mean a better working environment for our officers – they are less likely to face passengers frustrated with processing delays.

Faster clearance of low-risk passengers with nothing to declare would free up more capacity to target higher-risk threats. For example, we could direct more resources to search bench inspections and make greater use of officers roving the baggage carousels to identify passengers collecting undeclared risk items.

LAST CHANCE TO DECLARE OR DISPOSE
 申报或丢弃, 这是您的最后机会。

You are about to enter our biosecurity screening area. 您即将进入检疫区域。



From the frontline

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

CHOGM support

We will be helping our biosecurity colleagues in Samoa with the clearance of dignitaries and officials for the upcoming Commonwealth Heads of Government Meeting (CHOGM) in Apia.

It will be the first time a Pacific Island nation has hosted the event, and local biosecurity officials will need to clear nearly 3500 arriving attendees and support staff.

We plan to send six officers to help clear arriving air passengers and vessels, including a cruise ship that will provide additional accommodation for attendees.

Our officers will also pre-clear equipment and officials (nearly 200) returning to New Zealand after the event. We hope to bring you some photos in the next issue of **The Border Space**.

The meeting will run from 21–25 October.

Giant pinecones

A pair of giant pinecones were recently permitted entry into New Zealand, but only after treatment.

A traveller arriving from the United States declared the pinecones at Auckland Airport. They had found them while skiing and wanted to keep them as a home decoration.

Rather than having the pinecones destroyed, the passenger opted to pay for treatment.



Clean Cold War relic

The T54 tank was once the mainstay of the Soviet military during the Cold War. This one won't be involved in any real war – hot or cold. It arrived at the Port of Tauranga in August to be used as a film prop. Local officers cleared the tank for entry after a full inspection, which found only a single leaf.



Fox skin doesn't get past Joplin

Detector dog Joplin and her handler made sure a fox skin didn't slip into New Zealand in August.

Joplin sniffed out the skin, located inside the top pocket of a New Zealand butcher arriving at Christchurch Airport.

The traveller had shot the fox during a hunting trip in Australia, then vacuum-packed its skin to bring back to New Zealand as a trophy. Unfortunately, he was unaware of the need to declare the item.

A full baggage inspection unearthed dirty hunting knives and plant contaminants spread throughout his bag.

The butcher left the airport skinless (the fox skin was seized) and \$400 lighter due to an infringement notice.



From the frontline....continued

Seeds, not beads

Another example of bogus, or at least inaccurate, declaration details involved a recent package from Australia that was supposed to contain glass beads.

Further scrutiny by officers at the International Mail Centre revealed four packets of germinating seed on wet tissue paper.

The parcel was destroyed. The importer received a letter outlining their biosecurity responsibilities.



Huge fine

A traveller arriving at Christchurch Airport in July was stung with a whopping \$3000 worth of fines after failing to declare duck meat and tobacco.

The total included an infringement notice for the biosecurity offence (\$400), a fine from NZ Customs and outstanding excise duty on the tobacco.

Arriving from Australia on a Chinese passport, the passenger had not declared anything on their arrival card.

X-ray screening of the passenger's baggage revealed more than 3kg of duck neck, some cooked, some uncooked. The passenger also had 1kg of undeclared tobacco, which was referred to NZ Customs.

As an excuse, the passenger said they believed they didn't need to declare anything from Australia, as New Zealand and Australia were similar countries.

Below: The undeclared duck meat.



Frogmarched

Nine live frogs were the unwelcome discovery during an inspection of refrigerated containers at Ports of Auckland in August.

The containers arrived from Port Mouteka (Papua New Guinea), a high-risk port for loading. All containers from this port face inspection on arrival.

One of our officers, with the help of a stevedore, captured the frogs by hand.



Rat leads to cricket detection

Highlighting our excellent working relationship with Health NZ, a recent rat sighting on a container vessel at Lyttelton Port led to the detection of live insects.

Health protection officers intercepted live crickets during a follow-up sanitation inspection. Thankfully, no further crickets were detected during a search to determine the extent of the infestation when the vessel arrived in Dunedin.

The crickets were later identified as the black field cricket (*Teleogryllus commodus*), which is native to Australia.

While the pasture pest is not a new biosecurity threat (given that it is widely established in New Zealand), the detection demonstrates the importance of strong relationships across border agencies.



Scary toy

This skull in a parcel from Spain sparked a biosecurity alert at the International Mail Centre in July.

Declared as a toy doll, officers quickly confirmed it was made of plastic, allowing release to the importer.

From the frontline...continued

Record giant clam seizure

Quarantine officers recently made one of the biggest giant clam seizures on record at Auckland Airport.

A passenger arriving from Fiji declared two chilly bins full of clam meat (50kg) in late July. Unfortunately, she was unable to provide a CITES certificate authorising the endangered marine species to be imported into New Zealand.

After consulting with a Department of Conservation official, the officers informed the passenger the only option was to surrender the clam meat.

The passenger was okay with the decision, saying she didn't like the meat and was only bringing it for her family.



Dung seized

A family returning from Europe in July had their carefully packed cow dung and other biosecurity risk items seized at Christchurch Airport.

Upon arrival, they did the right thing in declaring eight packets of vegetable seeds, 400g of coral, fresh onions and garlic. Of most interest was 800g of dried cow dung in patties and some immersed in ghee. Their intention was to burn the dung for spiritual purposes.

As an endangered species, the coral was referred to the Department of Conservation.

Left: Dung patties along with the rest of the seized risk items.



False snake alarm

A recent alert about a black snake on the road near the Auckland port turned out to be a false alarm.

One of our trained snake handlers quickly identified the serpent as being made of rubber. The toy was worse for wear but posed no biosecurity risk.

Snake hitches ride in vehicle

Unlike our previous story, a snake detection in an imported vehicle at Palmerston North proved to be very real.

Found under a car bonnet in July, the snake was, thankfully, dead and posed no threat to the public.

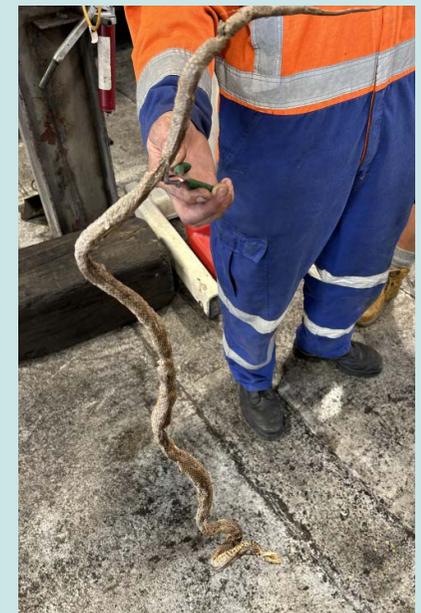
The importer secured the snake remains using handling instructions provided by Biosecurity New Zealand. The serpent has since been identified as an Aesculapian snake (*Zamenis longissimus*), which is nonvenomous and native to Europe. The vehicle was imported from Belgium.

A big shoutout to the importer who quickly alerted Biosecurity New Zealand about the detection.

Biosecurity New Zealand detects one or two snakes in post-border locations each year. More are usually intercepted at the border. They are normally not venomous and mostly arrive dead due to the treatment of imported cargo.

There were nine snake detections in New Zealand during 2023. Two of these were shed skin, not entire snakes. Only one of the nine was detected alive. It arrived with mining equipment from Australia.

So far in 2024, there have been two snake detections – one at the border and the one mentioned here. Both were dead.



Above: The hitchhiking snake detected by a Palmerston North car importer.

Border activity for July and August 2024

	July 2023	JULY 2024	August 2023	AUGUST 2024
Passenger				
Total arrivals	510,658	541,827	459,122	474,272
NZ/Australia	340,084	368,822	301,288	324,813
Rest of world	170,574	173,005	157,834	149,459
Risk items seized	9,554	8,521	9,744	7,536
Risk items treated or destroyed	8,945	5,614	6,901	4,936
Infringement notices				
	585	698	608	610
Mail				
Mail items screened	1,101,597	976,003	1,253,387	908,622
Mail items requiring further inspection	1,938	1,454	1,794	1,747
Risk mail items treated or destroyed	265	186	238	186
Sea Containers				
Sea containers arrivals	55,342	62,018	58,206	57,757
Sea containers inspected	3,340	3,817	2,837	2,595
Cargo				
Cargo lines of interest to MPI	17,230	19,008	19,657	19,915
Cargo lines inspected	4,970	5,272	5,684	5,587
Cargo lines treated, reshipped or destroyed	759	926	1,246	719



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Diane McDermott
Commissioner, Central/South
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