

See Contain Report

February 2015

From the Editors...Transitional Facility Operator Edition

In our last report, we mentioned that MPI is changing the way Transitional Facilities (TFs) are managed to ensure we maintain a high level of biosecurity overview (TF compliance and control). It is recognised that having an MPI-approved TF is a privilege, not a right. To improve biosecurity outcomes at TFs, MPI is ensuring Operators are aware of their responsibilities. This has been driven from recent random 'snapshot' audit findings where MPI inspectors found a number of TFs receiving risk goods (including containers) but did not have an approved TF Operator. These TFs were subsequently suspended from receiving risk goods pending remedial action.

Due to this, MPI is looking at possible options to ensure TF Operators are more accountable. If you have any questions or issues, please contact us.

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Know the Enemy: Red Imported Fire Ant (RIFA)

In December, this highly invasive ant was found at the Port Botany sea container terminal in Sydney. RIFA is one of the 100 worst invasive alien species in the world as it is highly aggressive, and has a very painful sting. Originally from South America, they easily spread from place to place and cause significant economic and environmental damage. They are usually extremely difficult or impossible to control effectively or eradicate. The cost of three previous RIFA incursions to New Zealand, including their successful eradications, exceeded NZ\$5.5 million.



There is an increased risk that RIFA could make its way to New Zealand from Sydney on cargo, with passengers or in/on vessels. If you suspect you have found a RIFA nest, do not disturb it as the ants may move out of the nest to start a new colony. If you are stung, do not panic, as the stings are not dangerous to most people, although they can be painful.

If you see anything that looks like this pest on imported risk goods, please catch or spray it and call MPI on 0800 80 99 66 as soon as possible

TF Operator Accountability

A TF must have an MPI-approved TF Operator. If a TF does not have an approved Operator, consignments (including low risk containers) cannot be directed there. Note that an Operator is linked with a specific TF and it is the TF Operator's responsibility to notify MPI if they no longer wish to continue in the role or they are no longer employed there. In such circumstances, another TF Operator must undertake the required training and be approved and appointed by MPI or the TF will be suspended.

- 1. TF Operator Liability:** The Operator is required to meet the requirements of the Import Health Standard - General Transitional Facilities for Uncleared Risk Goods (TFGEN) and meet relevant Biosecurity Act

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requirements until their approval is cancelled or relinquished. Therefore, the Operator must let MPI know if they are leaving the role, otherwise they will still be held legally liable for the operation of the TF. Recently, MPI has taken a stronger stance on deliberate serious non-compliances and has started prosecuting proceedings against an Operator. This individual could be liable for a fine of up to \$50,000.

2. TF Operator Training: All applicants are assessed as being 'fit for purpose' and are required to undertake a TF Operator Training Course before becoming an approved Operator to run a TF. To improve the quality of Operator oversight and management of TFs, it is proposed that Operators retrain every two years (rather than the current 4-year period), training time increases from a half day to a full day, and a formal assessment is included. As any changes to mandatory training must be specified in TFGEN, MPI will formally consult with stakeholders later in 2015 as part of the review.

3. Internal Audits: Currently, all Operators are required to conduct internal audits at least once a year to ensure their systems continue to meet the requirements of TFGEN (as specified in their TF operating manual), which are assessed during an MPI audit. In order to bolster MPI's overview of TF management, MPI intends to change the annual approval (and TF status) process. Operators will now be required to send their completed internal audit reports directly to MPI for review. It is likely that if Operators fail to send the audit reports to MPI, then their TFs may be suspended from receiving consignments of risk goods (including containers).

4. TF Operator Amnesty: A recent IT system update allows MPI to better link the named Operator with the TF premises they are responsible for. MPI can now automatically suspend a TF where the Operator's training period for ongoing approval has expired and they have not booked or attended a retraining course within a reasonable time frame. This means that the associated TF and the business will not be able to receive any risk goods. However, as some TF Operators may be unaware that their training period has expired, MPI plans to have an amnesty to allow those affected Operators to retrain before we formally move to suspend the TF. A formal communication to TF Operators will be sent out soon with more details, but this amnesty will likely end on 1 June 2015.

5. TF Operator Training Certificate: From March 2015, approved Training Providers (instead of MPI) will issue the Certificate of Training for those who have completed the Operator Training course. This Operator Certificate of Training needs to be submitted with any new TF application for MPI TF Approval.

From the Frontline

Introducing CQO Leyton Hackney



Chief Quarantine Officer Leyton Hackney has been with MPI for 10 years in several roles, including Trainer & Specialist Quarantine Officer. Currently, he leads the Auckland Metro Facilities Team (with James Reed) and also manages Temporary & Multiple TFs and Compliance Monitoring Audits. Leyton started his MPI career at Auckland Port then worked in Japan managing the Terminal Receiving Stations (overseas TF) that clear used vehicles for export to NZ. Other overseas experiences include Australian grape pre-clearance and clearing cars and equipment at the A1 Grand Prix in Kuala Lumpur (where he was fortunate to be taken for a lap of the circuit in a Maserati). Leyton has featured on TV's Border Patrol with the highlight inspecting the only Ferrari F1 cars imported to NZ for racing at Hampton Downs. In his role

as a trainer, Leyton concentrated mainly on forest products, including exotic sawn timber imports. He has carried on his interest in this area and works closely with sawn wood importers to facilitate clearance.

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Leyton is here to help and the best advice he can give to Operators is to keep MPI informed and make sure that TF training is up-to-date. Says Leyton: "MPI is always open to questions so don't be reluctant to ask if unsure. Biosecurity is everyone's responsibility and MPI works best when informed of any changes so we can work with the Operators to ensure biosecurity is not breached."

Recent Finds

Brown Marmorated Stink Bugs (BMSB) have recently been intercepted at the border on a variety of imported goods in containers and as break bulk items (boats/machinery/vehicles) from Japan and the United States. As a result, MPI is working with industry on measures to reduce the risk of BMSB arriving in NZ as the BMSB is a voracious feeder on almost any crop (e.g. citrus, apples, grapes, roses, etc). For example, the holds of vessels from high risk ports are fumigated and all break bulk vehicles and machinery must be heat treated or fumigated with methyl bromide offshore prior to shipping. Also, all containerised shipments of vehicle and machinery must be treated prior to shipping or on-arrival. In fact, one importer has stopped loading from high risk ports and stopped importing vehicles until offshore treatments can be done that meet the relevant standard. MPI is also liaising with our counterparts in Australia as they are also dealing with interceptions of BMSB at their border. All containers will be directed to a TF as usual where APs need to watch out for this pest.



Cost Recovery Review

MPI is consulting on proposals to revise the cost recovery regimes for Biosecurity and Food Safety. This is the first review since the creation of MPI in July 2011 (and for some legislation since 2008) and sets out proposed updates/changes for over 250 fees, charges and levies, as well as policy changes to improve the equity and transparency of the cost recovery regimes. The consultation documents outlining the proposed fee revisions are out for consultation from 19 Jan to 20 Feb 2015 and are found on the MPI website: <http://www.mpi.govt.nz/news-and-resources/consultations>. Stakeholders have the opportunity to attend meetings with the time and place of these outlined on the MPI consultation website. Note that MPI will only consider submissions that are in writing. For any discussion on the proposed fee changes or to request a hard copy, please contact: costrecovery@mpi.govt.nz.

Review of TFGEN

The standard - General Transitional Facilities for Uncleared Risk Goods (TFGEN) and its guidance document is being reviewed. This work provides an opportunity for clarification and removal of areas of ambiguity. A draft TFGEN is planned for external consultation in April or May 2015 with the aim to finalise it by 30 June 2015. The Air Container Standard will also be updated to align with the Standard for Sea Containers. Contact Dave Nendick (dave.nendick@mpi.govt.nz) for details.

MPI Contact Details

- General Inquiries: 0800 00 83 33
 - Biosecurity Import Clearances: 0800 22 20 18
 - Entomology Lab: 0800 66 61 22
 - Exotic Pest and Disease Hotline: 0800 80 99 66
 - Imported Animal Service: 0800 62 35 55
 - International caller number: 64 04 894 0100
 - Transitional Facilities & Containment Facilities go to: <http://www.biosecurity.govt.nz/regs/trans>
- To subscribe to MPI announcements go to <http://www.biosecurity.govt.nz/lists>

Training Statistics: Jan – Dec 2014

The following table shows the number of APs and Operators trained by our Training Providers in 2014.

New APs	2,609
Re-trained APs	3,340
Total APs trained	5,949
New Operators	1,551
Re-trained Operators	1,268
Total Operators trained	2,819

Please email MPI at seacontainer@mpi.govt.nz if you have any comments or questions about this report, APs or Operators.

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