



Out of Season on Arrival Guidance – 30th April 2019

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

With the increased risk of stink bug establishment in New Zealand from schedule 3 countries measures were put in place to manage the risk offshore. BNZ undertook increased verification on arrival to verify that these measures are resulting in stink bug free cargo. The increased verification applied to all vehicles, machinery and equipment, new or used that are considered a stink bug risk that are shipped from September 1, 2018 and arriving before April 30, 2019 (inclusive).

Stink bug risk countries

The Import Health Standard for Vehicles, Machinery and Equipment specifies Japan and Schedule 3 Countries as risk for BMSB, however the risk of contamination and regulated pests entering New Zealand on imported vehicles, machinery and equipment is always present. It is therefore a requirement as per section 2.2 of the Import Health Standard that all new or used vehicles, machinery and equipment must be free from biosecurity contaminants and regulated pests (internally and externally). For more information refer to this link: <https://www.biosecurity.govt.nz/dmsdocument/30224-vehicles-machinery-and-equipment-import-health-standard>

Breakbulk Vehicles, Machinery and Equipment (VME) on Car Carrier Vessels

- From the 30th of April offshore pre-treatment of cargo is no longer required.
- BNZ will no longer be denying discharge of cargo while surveillance of vessel is being conducted.
- BNZ have seen an 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 the life status of stink bugs on board BNZ will no longer allow fogging/pest management to take place in New Zealand Territorial waters. Vessels are expected to make their way directly to the berth allocated.
- BNZ may still use fogging as a verification tool when live bugs have been detected on board.

Stink bug requirements will no longer be in affect from the 30th of April however BNZ still strongly encourages everyone involved in the supply chain to do their part in ensuring contamination and regulated pests 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.

BNZ will continue to action live regulated stink bugs, case by case on arrival but note that during autumn/winter season MPI historically detects low numbers of stink bugs usually as random hitchhikers which is possibly due to the active feeding behaviour at this time (spring/summer in the northern hemisphere) limiting their association with the vehicle and machinery pathway. The biological cues and ability to survive in numbers to form a population in New Zealand is consider very low given the following considerations:

1. Numbers would be low given it is at the extreme end of the aggregation period from the northern hemisphere and natural mortality would be expected to be very high.
2. If they were able to re-enter diapause (which they may not be able to do) they should not have enough resources to survive the aggregation period.
3. If they didn't re-enter diapause they would struggle to survive until conditions improved (i.e. spring). Given the natural high mortality during aggregation, the lack of food sources available, the environmental conditions, and given they would have to stay together until spring it is very unlikely they would survive in numbers to establish a population.



If live stink bugs are found during surveillance discharge will be halted until they have been formally identified. If the species is regulated BNZ will decide on the appropriate action on a case by case basis considering the following:

- Accuracy of information provided by masters and shipping lines around detected pests on-board. Any other mitigating measures that have been put in place for pest management.
- Location of bugs on the vessel and cargo.
- Any segregation that is in place.
- Type and placement of cargo.
- Risk assessment out of season.

The vessel may be subjected to further risk assessment in the form of fogging and/or increased verification on cargo to confirm the risk and whether BNZ are dealing with the above mentioned random hitchhikers or potential aggregations on board vessels. Any cargo BNZ suspected to be high risk for live stink bugs will be given the choice of treatment, reshipment or destruction as appropriate.

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.

All vessels need to declare any pests found on board.

Cost Recovery

In the event stink bugs or other live regulated pests are found all BNZ activity will be fully cost recovered in adherence with the Biosecurity Cost Regulations.

Containerised Vehicles and Machinery

Our increased stink bug measures for containerised vehicles and machinery will cease from the 1st of May and BNZ will no longer be checking all containerised VME meets import requirements before allowing devanning at a Port or Transitional Facility (TF). Evidence of meeting import requirements will continue to be assessed by BNZ upon submitting a Trade Single Window Application and a Biosecurity Authorisation/Clearance Certificate (BACC) may be issued.

BNZ still encourages 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**. If regulated stink bugs are found in cargo this may need to be reloaded and the importer will be given the choice of treatment at VCE1 (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>

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
 - For New Zealand enquiries email targetevaluator.cargo@mpi.govt.nz (for cargo applications)
- For other enquiries, including regional offices, call the general enquires line – 0800 00 83 33

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