Biosecurity New Zealand
Tiakitanga Pūtaiao Aotearoa

On Arrival Breakbulk Vessel BMSB Guidance

This guidance applies to all breakbulk vessels that arrive with cargo loaded from BMSB risk countries between 1st September and arriving before 30th April inclusive.

BMSB Risk Management

If established in New Zealand, Brown Marmorated Stink Bugs (BMSB) could have significant detrimental impacts on New Zealand's Primary Industries. A range of offshore measures have been established to manage these risks, during the months 1st September to 30th April each year. BMSB management measures apply to:

- New and used target vehicles, machinery and parts exported from 38 BMSB-risk countries during the BMSB risk season
- Sea containers exported from Italy during the BMSB-risk season

For further information refer to the Import Health Standards below:

Import Health Standard: Vehicles, Machinery and Parts
Import Health Standard: Sea Containers from All Countries

Documentation

Vessels intending to enter New Zealand Territorial Waters are required to submit pre-arrival documentation. In addition, between September and April we request all Breakbulk vessels submit the below list of documents a minimum of 2 days prior to arriving. In some instances, particularly with Australian loaded cargo, this may be difficult so submitting the Japan and European cargo manifests is encouraged to start the process of identifying potentially non-compliant cargo. Some of the below documentation may not apply or you may have different names due to business internal systems.

- Coversheet (NZ discharge manifest) if applicable.
- List of vehicles new or used from Japan or Scheduled 3 countries transshipped through other non-risk countries.
- Full NZ import manifest (PDF).
- Full NZ import manifest (excel spreadsheet). This is a preferred way to receive the information for reconciliation.
- Stowage plan.
- Full log for crew vessel inspections using attached MPI reporting template.
- Fogging Certificates.

Crew Reporting

Biosecurity New Zealand (BNZ) encourage all vessels to conduct as many vessel inspections as possible during their individual voyage once New Zealand destined cargo has been loaded. The points below capture the minimum that should be conducted for effective risk assessment:

1. Vessels undertake crew vessel inspections and record clear and accurate details on the MPI template.
2. Where possible, inspection is to be conducted 48 hours after a vessel departs each international region (i.e., Europe, Africa, Asia) en route to New Zealand. Then for seven (7) days prior to first port of arrival in New Zealand.

3. If further inspections or detections are made in addition to the above, the details of any insects found should also be provided on the template. Any live stink bugs found en route should be highlighted in your reporting.
4. Provide clear high-quality photos of all insects found.
5. Presenting all insects collected during the voyage (dead or alive) to a Quarantine Officer on arrival in New Zealand assists with efficient clearance of the vessel.
6. Vessels that visit Australia (AU) prior to arriving to New Zealand, should also submit the crew vessel inspection report that was provided to the Australian Department of Agriculture, Fisheries and Forestry (DAFF).

The more information provided on crew inspection results, the better BNZ can assess the risk on board prior to arrival and minimise any potential delays.

Border Clearance Services (BCS) BMSB Surveillance

Breakbulk vessels that carry or have carried cargo from high-risk countries will be subject to a full deck-by-deck verification by BNZ before compliant cargo is permitted discharge. Each vessel will be issued with a Notice of Direction (NOD) for all ramps and doors to remain closed and deny discharge of cargo until our surveillance is completed and the risk of the vessel is assessed. The Notice of Direction will be removed and discharge can proceed when BNZ is satisfied the risk is low. Specific cargo on board may be issued a Notice of Direction denying discharge if import requirements have not been met - this cargo must remain on board.

If live stink bugs are found, discharge will continue to be denied until they have been formally identified. If the species is regulated BNZ will take appropriate action on a case-by-case basis considering the following:

- Accuracy of Master's declaration regarding the presence of bugs and the correlation with MPI inspection results.
- Any other mitigating measures that have been put in place.
- Location of bugs on the vessel and cargo.
- Any segregation that is in place.
- Type and placement of cargo.

If required the vessel will be given the choice of treatment, reshipment or destruction. However, treatment in NZ is very limited and as destruction is not practical, reshipment may be the most likely option with the vessel being directed to leave NZ. 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.

- The risk of live stink bugs on board vessels carrying cargo from schedule 3 countries requires continued vigilance. To ensure the best environment and fully assess the risk and the life status of stink bugs on board, BNZ do not allow fogging/pest management to take place in New Zealand Territorial Waters. Vessels are expected to make their way directly to the berth/anchorage allocated for inspection to be completed.

BNZ strongly encourages everyone involved in the supply chain to do their part in ensuring stink bugs are not present in or on breakbulk cargo. This starts with the manufacturing or logistics supply chain in the country of origin, through to loading on board the vessel and includes checks en route to New Zealand.

Cost Recovery

Increased interventions for stink bug are fully cost recovered in adherence with the Biosecurity (Costs) Regulations 2010.

Contact Us

MPI Contact Details

- *For overseas or pre-arrival enquiries, email standards@mpi.govt.nz*
- *For BMSB enquires email bmsb@mpi.govt.nz*
- *For New Zealand cargo application enquiries email targetevaluator.cargo@mpi.govt.nz*
- *For enroute crew reporting bcs.vms@mpi.govt.nz*
- *For other enquiries, including regional offices, call the general enquires line – 0800 00 83 33*

Issued August 2025 by:

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