



# Understanding sea container biosecurity at the Port of Tauranga

John Mather, August 2018

# Checking sea containers fact sheet



## GUIDELINE INFORMATION CHECKING SEA CONTAINERS AT KIWIFRUIT POST-HARVEST FACILITIES



There is an increasing amount of kiwifruit loaded directly into containers at coolstores, before the containers are trucked to the wharf and shipped to receiving countries. Although containers are thoroughly inspected and cleared at an MPI approved Transitional Facility before moving to a coolstore or packhouse, it is a requirement under the Zespri Phytosanitary system for kiwifruit post-harvest staff to also check that the inside of the containers are free of any possible hitch-hiking pests. In addition, it also makes sense, where possible, to check the outside of containers.

Ensure ALL health and safety requirements are met when moving about any shipping container or load-out area: high-vis vests must be worn; be aware of all machinery movements and comply with all site rules for machinery movements.

Checking a container on arrival for biosecurity threat organisms: Most containers remain on the truck. Only when it is safe to undertake a visual inspection, check the areas below. Do not climb onto the truck or onto the container.

Where to look:



Check the locking mechanism receiving slots and any fork lift pockets.



Please look out for any of Kiwifruit Vine Health's Most Unwanted, which include:

**BROWN MARMORATED STINK BUG** (*Halyomorpha halys*)

- ✓ High likelihood of entry as a hitchhiker on shipping containers, cars and passenger luggage
- ✓ Significant production impacts to many horticultural crops
- ✓ Extremely difficult to eradicate – early detection is essential
- ✓ Major nuisance pest – can impact orchards and infest your home
- ✓ High risk entry period: September to April

**FRUIT FLY** (Mediterranean, Oriental and Queensland species)

- ✓ High likelihood of entry – has crossed our borders many times
- ✓ Production impacts for a wide range of horticultural crops
- ✓ Severe market access restrictions, particularly for QFF which is not present in nearly all major kiwifruit markets
- ✓ High risk entry period: September to June

**SPOTTED WING DROSOPHILA** (*Drosophila suzukii*)

- ✓ Serious horticultural pest resulting in major economic impact through control costs, production impacts and market access implications.
- ✓ Lays eggs in ripening fruit making it soft and unmarketable.
- ✓ Fresh produce is a potential pathway so establishment in New Zealand would likely result in market access implications.

**CERATOCYSTIS FIMBRIATA**

- ✓ Fungal pathogen complex causing significant damage to kiwifruit orchards in Brazil with some growers reporting over 50 percent vine loss.
- ✓ Hayward on Bruno rootstock also affected.
- ✓ Vine death can occur extremely rapidly following expression of symptoms.
- ✓ No known effective treatments.

Any SOIL could contain harmful pathogens such as *Ceratocystis fimbriata*



## PoT Cargo Services: Mount Wharf

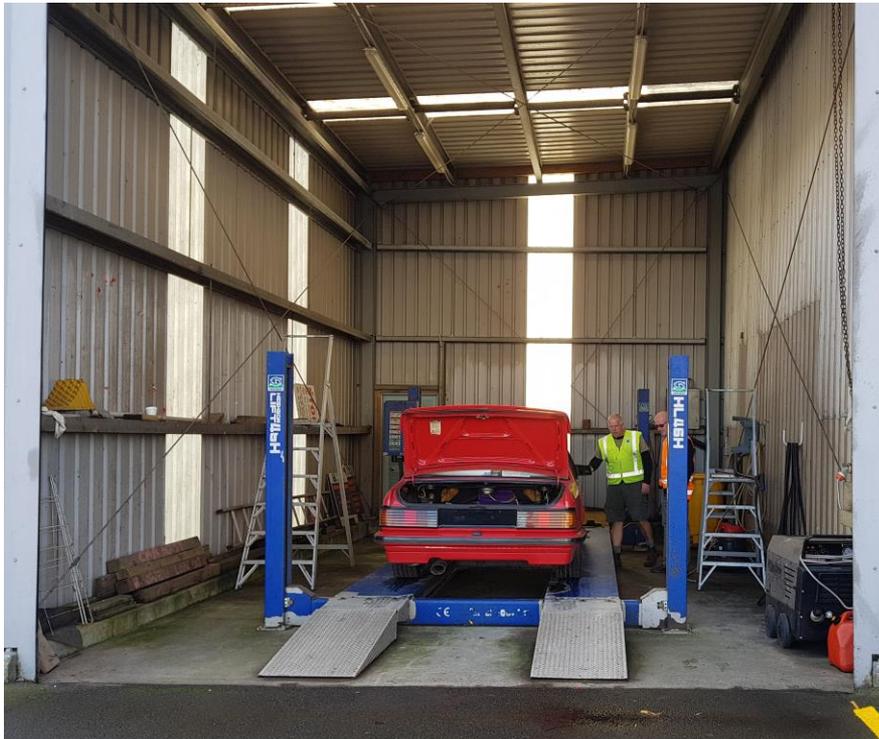
- Most containers (approx. 220,000 per year) unloaded at the Sulphur Point wharf
- Very few containers unloaded on the Mount side – generally only those carried as deck cargo – typically 10 to 20 containers per ship
- MPI prescribe the quantities of containers inspected
- Risk-based approach depending on the source location
- For example, all containers from Papua New Guinea or Vanuatu will undergo a six-sided, and internal inspection
- From low-risk locations, 10 to 20% of containers are inspected. If clean, a release may be given for remaining containers

# Cleaning the underside

Waste frozen then taken to Hampton Downs



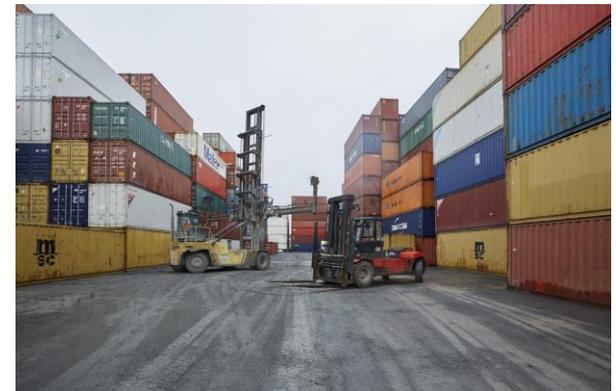
# Vehicles thoroughly inspected



# ContainerCo NZL



- Operate the Waimarie Street container park
- Manage approx. 10,000 containers per month
- All containers treated as potentially contaminated
- Almost all containers undergo a six-sided and internal inspection before dispatch
- A small number of containers go from ship to packhouse – but must have passed the MPI prescribed inspection/clean threshold (10%)
- All deck cargo containers steam cleaned and vacuumed
- Repairs e.g. broken seals – fixed/replaced



# SCS: Specialised Container Services



- Based at Sulphur Point
- SCS inspect approx. 6,000 containers per month
- MPI inspect 5 to 10% of containers and specify cleaning procedure
- Every deck cargo container is washed
- Have SOPs for MPI surveys; internal wash (26 pp); underside wash (21 pp); roof and exterior wash (23pp)



Hapag-Lloyd  
THERMO KING  
L X U  
1  
6  
7  
3  
9  
3  
9  
2

TRITON  
CAUTION  
9' 6" HIGH

CAUTION  
9' 6" HIGH

SPACE  
SPACE  
SPACE

SPSU 142195  
25G1

NET GROSS  
TARE WT.  
PAYLOAD  
CAP.

30,480 KGS  
67,200 LBS  
2,310 KGS  
5,099 LBS  
28,170 KGS  
62,100 LBS  
37.4 CU M  
1,320 CU FT.

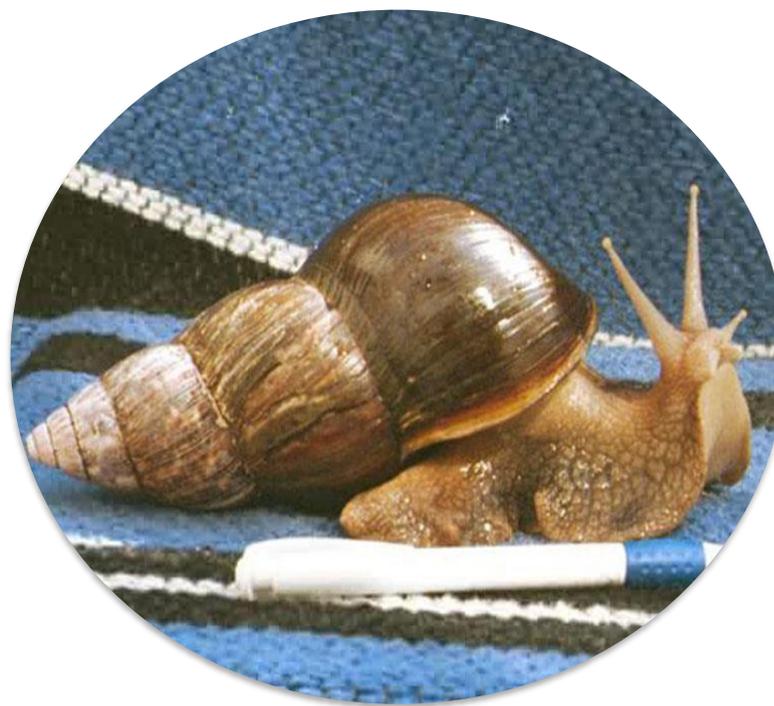
CAUTION  
9' 6" HIGH



# Occasional detections



- Giant African Snail
- Cane toads
- Snakes
- Ants
- Geckos
- Dead BMSB



# MPI Surveillance Update

## June 2018



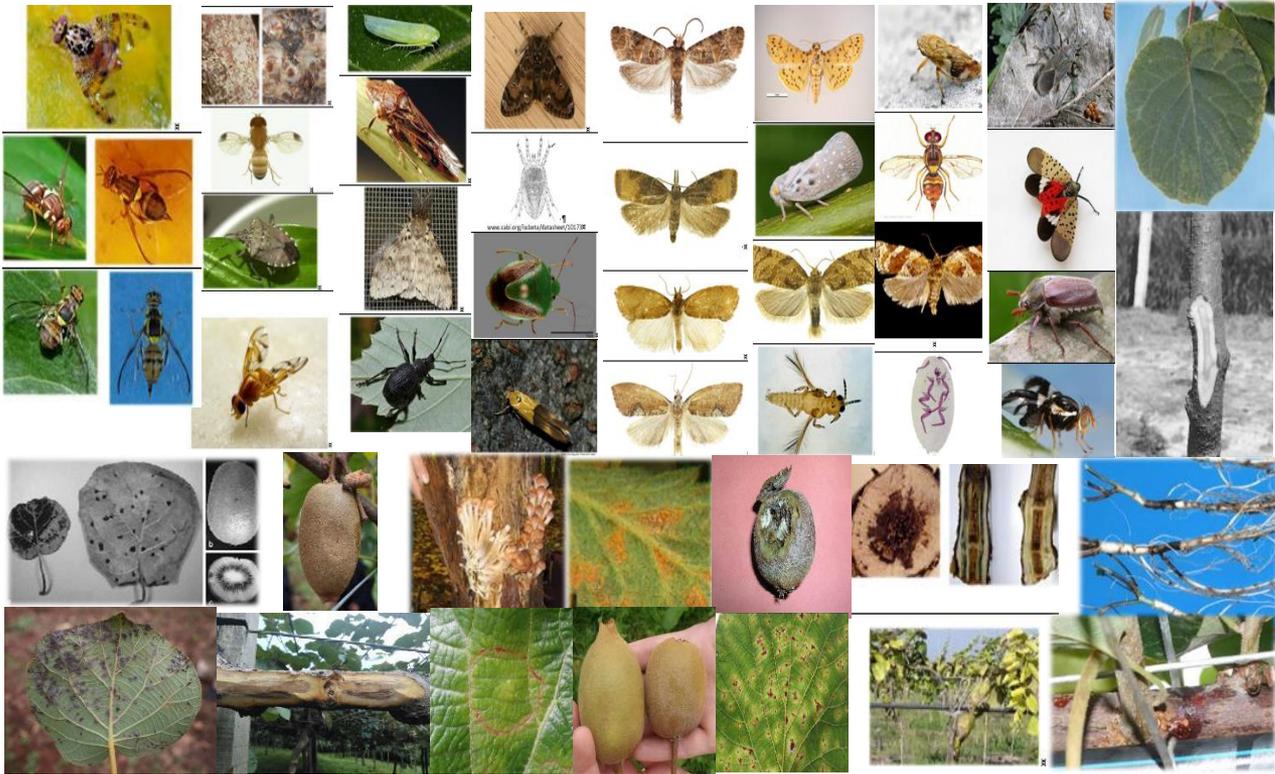
### **Brown Marmorated Stink bugs**

There were eight post-border detections of BMSB during this quarter, all confirmed by PHEL entomologists, and control measures were applied.

The first occurred at a container facility in Auckland, where an adult flew into a fork lift and was caught by the driver, who reported it to MPI. The specimen was an unmated, non-reproductive female.



# Over 90 known biosecurity threats to kiwifruit





CATCH IT



SNAP IT



REPORT IT

**REPORT THE UNUSUAL**

CALL KVH **0800 665 825**

