

# Blocking the BMSB pathways

How our border clearance team is stopping stink bug from entering New Zealand across different pathways



## Airfreight and mail

- Transitional facility staff and/or NZ quarantine officers check arriving air freight at an approved facility.
- Express freight risk items detected by screening of declaration information.
- Random survey ensures monitoring of express freight items with incorrect declarations.
- Mail screened by x-ray and quarantine officers.
- Surveillance with specially trained BMSB detector dogs provides another layer of protection.



## Vessels and breakbulk cargo

- The focus is on vehicles, machinery and parts. Large numbers of bugs have been intercepted in these commodities in the past.
- Crew check vessel and cargo before arrival.
- Biosecurity NZ officers assess information supplied by the vessel operator to determine risk cargo on board and whether it is compliant (e.g. has been treated).
- The risk assessment also uses information from cleaning and inspection facilities in Japan and recent audits of offshore treatment providers.
- Officers carry out deck-by-deck inspections on arrival of targeted vessels. Visual inspection is crucial as stink bugs can hide in dark, concealed places. Cargo cannot be unloaded until the surveillance is finished.
- Officers carry out further verification checks as required. These include agitation spraying to flush out any hidden bugs, BMSB dog screening and heat treatment. They will carry out some 2000–3000 verification checks of imported vehicles, machinery and parts this season.
- Vessels and cargo can be directed to leave New Zealand if officers find contamination or non-compliance with import requirements.



## Containerised cargo

- Officers check cargo meets import requirements before discharge.
- All arriving sea containers directed to approved transitional facilities.
- Accredited TF staff check containers and notify Biosecurity NZ of any detections.
- Biosecurity NZ officers will check some 3000–4000 containers this season based on risk ratings. There will be some proactive checks of lower risk containers to make sure our current targeting is accurate.
- Like breakbulk cargo, our efforts will be focused on vehicles, machinery and parts from identified risk countries. General cargo will also undergo some checks.
- We also consider cargo from Italy as high risk. All cargo from this country must undergo some form of offshore management unless deemed “sensitive” (for example, certain food products).
- Contaminated cargo must be treated, reshipped or destroyed.



## Passengers

- Interceptions are less likely to involve aggregations of bugs than other pathways.
- Officers target flights from high-risk countries (currently flights from Japan, the US and South America).
- Focus on educating arriving passengers to contact Biosecurity NZ if they spot a stink bug in their baggage.

