

Dear Industry

This is a further reminder about the latest CTO direction re BMSB ex Italy notification which was released by MPI last Friday, as well as provide some clarification about the management of breakbulk ex Italy.

- 1) CTO direction <https://mpigovtnz.cwp.govt.nz/dmsdocument/26734-additional-measures-for-containers-exported-from-italy> and BMSB notification with regards to FCL / FAK containers ex Italy is attached. **Note: Offshore fumigated** containers will still be subject to MPI supervised devan, this will be reviewed in January 2018.
- 2) **Management of breakbulk** (excluding flat racks and open top containers) **ex Italy**. This mainly affects a smaller group of importers that import through Ports of Auckland.

The increased threat posed by the Brown Marmorated Stink Bug (BMSB) and the emergency change to the Import Health Standard: *Vehicle.all* requiring offshore treatment from Italy has necessitated the need for MPI to clarify our operational requirements for Italian breakbulk cargo in alignment with the process already in place for break bulk ex USA.

It has been brought to MPI attention that some breakbulk cargo of BMSB interest was not stopped at the point of lodgement to customs. Because of this MPI has recently reviewed and will continue to adjust tariff codes of MPI interest.

BMSB Operational Measure effective immediately:

Importers or Agents are strongly advised to obtain a BACC at least **48 hours prior** to vessel arrival. If a BACC is unable to be provided during the 48 hours prior to arrival MPI may deny discharge of that cargo until such time that MPI can determine compliance with *Vehicle.all* requirements.

This measure ensures any non-compliant cargo is held on board and only compliant cargo is discharged. If you have any queries about BACC applications please contact Target Evaluation Team in the first instance via email or phone or the MPI Auckland Port Office on mqsakw@mpi.govt.nz, phone: 09 909 3007.

There has been some confusion regarding acceptable treatment timeframes and MPI has reviewed clause 4.4 in the *Vehicle.all* standard. The attached **letter provides clarification around treatment at port of export** and further information on segregation will be distributed to industry in the new year. MPI will continue to conduct BMSB surveillance and verification sampling on all cargo. Please familiarise yourself on the above, if anything is not clear please contact the relevant contacts given. If you would like to include someone else in your company to receive these types of updates please email me Dunja.hassencamp@mpi.govt.nz

Regards Dunja Hassencamp (Dunja)

Dunja Hassencamp | Team Manager Target Evaluation

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Ministry for Primary Industries
Manatū Ahu Matua



**KEEP NEW ZEALAND
STINK BUG FREE**



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CTO Direction

Additional measures for containers exported from Italy between 23 December 2017 and 28 February 2018

CTO direction code for recording in Quantum: CTO Plants: 20170039

Pursuant to section 27(1)(d)(iii) of the Biosecurity Act 1993 I, Paul Hallett, give the following directions for additional requirements to be added to the Import Health Standard for Sea Containers (SEACO). This CTO direction requires that all sea containers exported from Italy between 23 December 2017 and 28 February 2018 are treated onshore or offshore with the following treatment specifications:

- Sulfuryl fluoride fumigation at 16 g/m³ for 12 hours at 10°C or greater with a 50% end point reading with a maximum post-treatment storage period of 96 hours.
 - Heat treatment at 60°C for 10 minutes for items weighing less than 3,000 kg.
or
 - Heat treatment at 60°C for 20 minutes for items weighing more than 3,000 kg.
 - Methyl bromide fumigation at 40 g/m³ for 24 hours at 15-21°C)
or
 - Methyl bromide fumigation at 48 g/m³ for 24 hours at 10-15°C.
or
 - For fresh produce only Methyl bromide fumigation at 48 g/m³ for 2 hours at 10-15°C
1. This direction takes effect from 23 December 2017 and remains in effect until 28 February unless amended or revoked.
 2. Offshore treatment must take place not more than 120 hours before shipping from the port of export. Onshore treatment must be done at the port of arrival within 48 hours.
 3. All other relevant sections of SEACO Import Health Standard must be complied with.
 4. All sea containers exported from Italy that commenced shipping before 23 December 2017 are subject to this requirement.
 5. Note that Sulfuryl fluoride is not available in NZ, and methyl bromide is not available in Italy.

Exclusions:

1. Shipping containers containing only treated vehicles and machinery from Italy will be exempt of this requirement as the BMSB risk is managed by VEHICLE.ALL requirements.
2. Reefer containers containing frozen goods are excluded from these treatment requirements.

Paul Hallett

Deputy Chief Technical Officer, Plant, Food & Environment Directorate

Date:

22/12/2017