

FRONTLINE NEWS

the reduced inspection requirements on arrival in New Zealand. Apart from direct cost savings from reduced MAF QS inspections, there will be less congestion at the ports and fewer container 'moves' directed by MAF QS, all which contribute to cost savings for the importer and free up machinery for other port company purposes.

Summary

The success of the offshore container management programme has demonstrated how hitch-hiking pests such as invasive ants can be effectively managed before arriving at the New Zealand border (Figures 5 and 6, and Table 1).

Another important consideration is the associated cost savings and reduced time delays for Chief Container Services and the reduced demands upon port company services and infrastructure.

In addition, several biosecurity strategic objectives have been achieved by:

- developing a targeted programme to move risk mitigation measures offshore
- MAF contributing to reduce threats to New Zealand's biodiversity by targeting significant hitch-hiker pathways for pests and contaminants through agreements with our Pacific neighbours; and
- helping neighbouring countries to enhance their regional biosecurity by reducing threats throughout the Pacific islands, and possibly applying similar container treatments to intra-Pacific trade routes.

This type of programme could be a model for other Pacific-based importers of empty containers or containers bringing cargo into New Zealand, in order to further manage biosecurity risks in an effective manner.

MAF intends to engage widely with industry, other importers of containers and associated stakeholders in the last quarter of 2006 to further progress the adoption of similar offshore-based risk mitigation programmes.

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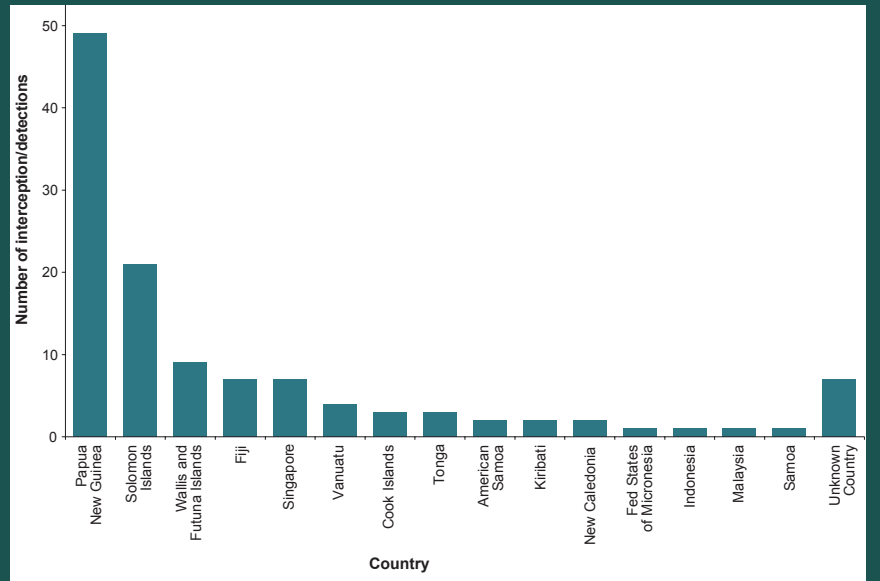


Figure 4. Number of interceptions of invasive ants from empty containers at the New Zealand border recorded from 1988 to April 2006.

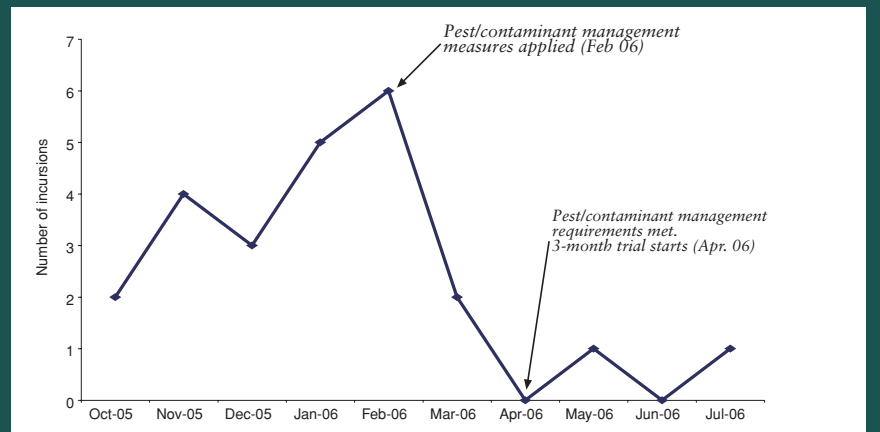


Figure 5. Number of incursions of ants associated with empty containers from Papua New Guinea and the Solomon Islands. Data is from visual monitoring conducted at Container Repair and Storage (transitional facility), Mount Maunganui, where Chief Container Services containers are cleaned before further use in New Zealand.

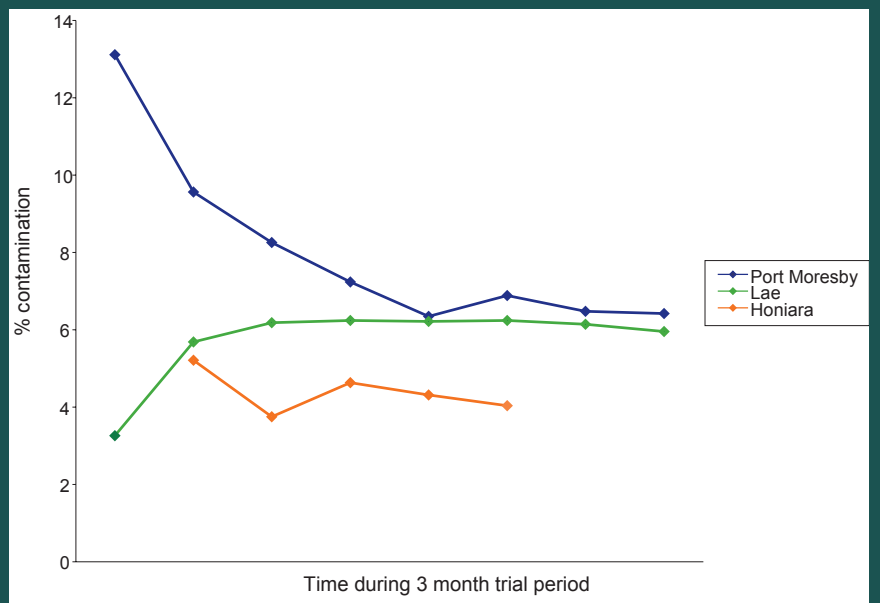


Figure 6. Cumulative total container contamination rate throughout the three-month trial. The trial ran from 10 April to 10 July 2006 with total numbers of containers 2338, 966 and 869 for Lae, Port Moresby and Honiara respectively. Data obtained from MAF QS during border inspections. Note: Not all vessels carried containers from Honiara.