联合国粮食及农业组织 | Food and Agriculture Organization of the United Nations | Organisation des Nations Unies pour l'alimentation et l'agriculture | Продовольственная и сельскохозяйственная организация Объединенных Наций | Organización de las Naciones Unidas para la Alimentación y la Agricultura | منظمة الأغذية والزراعة للأمم المتحدة

COMMISSION ON PHYTOSANITARY MEASURES

Fourteenth Session

Rome, 1-5 April 2019

Successes and Challenges in Implementation of the Convention - Successes and Challenges in Managing BMSB across Inanimate Pathways

Agenda item 16

Prepared by New Zealand

English only

I. Overview

1. *Halyomorpha halys* (Brown marmorated stink bug) is a sap sucking insect native to China, Japan, Taiwan and Korea. It is associated with economically significant crop losses and public nuisance in both its native and invaded areas, as well as being a vector of Phytoplasma diseases. Over the last twenty years Brown marmorated stink bug (BMSB) has spread to the United States of America (USA) from its home range in Asia and onto Europe, where it has been associated with significant crop loses in Italy, Hungary and Georgia.

2. New Zealand (NZ) has intercepted growing numbers of BMSB on commodities and vessels exported from some areas where it's endemic and also from countries where it is introduced. Significantly, over the last 12 months NZ Ministry for Primary Industries (MPI) has seen an increase in BMSB (and other regulated species) on vessels carrying vehicles and machinery from these countries. MPI has identified increasing population densities in countries where BMSB is establishing and spreading, correspond with increasing interceptions in NZ.

3. MPI considers that aggregations of live BMSB (described as 5 females and 5 males, or greater) present the greatest risk. The risk of establishment increases with the number of live BMSB in a contaminated consignment. MPI considers the frequency of detections of aggregations has now

increased year-on-year, with the number of aggregations now totalling 93 over the last three seasons. Most aggregations are associated with vehicles and machinery imports and vessels. Detections on-board vessels are usually associated with contamination from vehicles and machinery, however when there is no direct association with a particular vehicle or machine, MPI has to manage the whole vessel and all its cargo.

4. To respond to the increased risk MPI implemented new requirements for Vehicles, Machinery and Equipment (VME) from over 16 countries where MPI has intercepted BMSB from and where populations are known to be increasing. The commodities can either have an approved treatment applied or be managed through an approved system. Approved systems are assessed by MPI before they can be used to manage the commodity, from entry into the system to landing in New Zealand. The systems can vary in complexity from cleaning and treatment, through to whole of supply chain management. Off-shore treatment providers are approved jointly by MPI and the Australian Department of Agriculture and Water Resources (DAWR). Ideally, the exporting country's NPPO would approve treatment providers, however very few providers have been approved by NPPOs for treatment of regulated articles, largely due to the lack of legislation or regulation in the exporting country to support this action. The standard of treatment providers varies significantly within and across countries and it is difficult to monitor the performance of treatments suppliers from Australia and New Zealand.

II. MPI engagement with industry - actions to date

5. MPI is working with shipping lines to establish clean ports and storage areas and promote the use of light traps on vessels, along with adopting better hygiene practices. Currently shipping lines are exploring the option of treating all cargo being sent to New Zealand and Australia regardless of whether this is a formal regulation.

6. MPI is formally contacting exporters when aggregations of BMSB are found in NZ to notify them of the detection and encourage them to be vigilant before sending any further goods and adopt good hygiene practices especially around shipping non-treated commodities.

7. MPI officials visited Italy, Hungary, France, Germany and Belgium in 2017 and 2018 to gain knowledge of BMSB spread, approve treatment providers, approve supply chains, understand current actions in place and raise awareness of NZ requirements. Several visits were attended jointly with NZ and Australian officials. MPI is considering increasing the amount of "on the ground" input for the 2019/20 season to increase compliance with the regulations.

III. NPPO oversight

8. As BMSB spreads through Europe MPI has been endeavouring to engage with NPPOs in regard to managing BMSB contamination on inanimate pathways, especially vehicles, machinery and sea containers. However BMSB is not on the current European Plant Protection Organisation Alert List 1which creates issues around having official actions in place. NPPOs appear unable to regulate, require measures, or provide official assurances for vehicles and machinery or other non-plant articles that may harbour contaminating pests. As a result MPI and DAWR are dealing directly with exporters, treatment providers and shipping lines to manage this pathway. This requires the importing country to conduct regular in-country inspection and audit to control the export of products from the exporting country. Noting that ISPM 41: International movement of used vehicles, machinery and equipment does indicate that NPPOs of exporting countries may authorise entities for the treatment and cleaning of VME, this has not occurred within Europe or the USA.

[1] *Halyomorpha halys* was included in the previous EPPO Alert List (2013).

9. As one example, MPI contacted an NPPO on multiple occasions to seek assistance in managing this pathway. The NPPO released a document to exporters encouraging the use of good hygiene practices when loading containers, but the effect of the advice has not been noticeable. It appears there is little more the NPPO can do, as they do not have the legal means to intervene.

10. Managing contaminating pests on inanimate pathways, such as vehicles and machinery, can be problematic, as it appears most NPPOs do not have the legal means or access to resources to intervene. With no legal mechanism available to them, NPPOs are unable to certify cleanliness or assist exporters with managing contamination issues. The result is that potentially high impact pests are unmanaged on these trade pathways, unless the importing country becomes heavily involved in managing the pathway.

11. On arrival, verification of vehicles and machinery is critical to determining compliance with regulations. Within New Zealand, verification activities occur either on-board the craft, on the port of arrival or within transitional facilities approved to manage risk goods. MPI aligned with the principles outlined in ISPM 41 by conducting documentation and inspection verification actions, and has incorporated the use of heat and chemical flushing to drive BMSB out of hiding place if present. While ISPM 41 recognises that import requirements should be determined by the importing country, it is lacking any true requirements for exporting NPPOs to ensure the requirements of the importing country are met or provide any assurance of the same.

12. We note the proposed topic for guidance, recommended by Task Force on Topics, on "Development and implementation of regulations and legislation to manage phytosanitary risks on regulated articles for NPPOs" and strongly support the high priority given to it.

IV. Looking Ahead

13. On-going collaboration with Australian officials to jointly manage BMSB has occurred to align requirements from both countries to reduce confusion around what requirements are needed for each country.

14. Investment in treatment provider training especially around standardising methodology may assist in raising competency of treatment providers. Greater oversight of treatment providers by NPPOs would also increase compliance. MPI and DAWR are developing standardised treatment methodology to issue to treatment providers to increase levels of compliance.

15. MPI is formally raising the issue of how inanimate and vessel pathways are managed, or not managed by NPPOs, in order to better manage the introduction and spread of contaminating pests in international trade on such pathways. It is apparent that there is a significant gap in the IPPC and contracting party systems to manage phytosanitary risk on inanimate pathways. Until NPPOs have the ability to regulate the export of these articles, importing countries will remain vulnerable to contaminating pests such as BMSB.