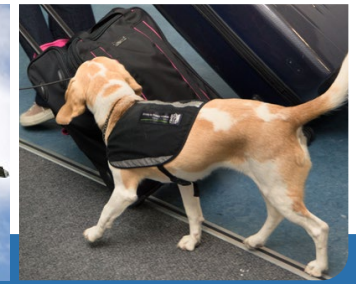




The BorderSpace

Working together to secure New Zealand's borders from biosecurity threats



Busy summer includes unwelcome visitor

It's been a busy summer so far for border staff, particularly with the detection of Oriental fruit fly in Auckland.

Airport traffic

We saw a big increase in airport traffic in December, signalling that the rebound in post-pandemic international travel is continuing.

In Auckland, our teams cleared 482,760 passengers, an 8% increase on 2023. Christchurch cleared 78,772 passengers, a 21.8% increase. Wellington cleared 40,066 passengers, a 12% increase. Queenstown cleared 50,734 passengers, which is an 11% increase on 2023.

Thanks to the excellent work of our officers during the busy period, everything has largely gone smoothly to date, reflecting the work we put into improving passenger flows over the last year. The average time for passengers to go through our biosecurity processes at Auckland Airport was down to six minutes and 28 seconds.

Responding to fruit fly and bird flu

There has also been a massive effort this summer to manage two high-profile biosecurity responses, involving staff from across the wider Ministry for Primary Industries, as well as industry, council, local communities and others. The responses followed the positive detection of highly pathogenic avian influenza (HPAI H7N6) on a poultry farm in Otago in December and, more recently, the discovery of a single male Oriental fruit fly in a surveillance trap in the Auckland suburb of Papatoetoe.

...continued overleaf



	AKL	CHC	WLG	ZQN
PASSENGERS CLEARED AT AIRPORTS DECEMBER 2024	482,760	78,772	40,066	50,734
INCREASE FROM DECEMBER 2023	8%	21.8%	12%	11%



Busy summer includes unwelcome visitor....continued

Border staff have provided critical support to the fruit fly response. Thirteen officers from our border and target evaluation teams helped alert the public by delivering more than 8500 information pamphlets outlining biosecurity controls to households in the affected areas on the weekend of 4 and 5 January – just one day following the detection.

The following weekend, uniformed officers were out in force at produce markets in Papatoetoe, Ōtara, Māngere, Manurewa, and Māngere Bridge, providing information to both market stallholders and shoppers on how they can help, and thanking them for their support. Biosecurity New Zealand's presence at market stalls is continuing at the time of writing.

Border staff have also been working in operational and logistics roles at our Auckland-based regional control centre. Target evaluation team members have assisted laboratory staff by cutting up fruit and vegetables collected for sampling from the affected area.

Targeting travellers

We have been targeting air passengers with information about the pest and the biosecurity control in place in Auckland. The focus is on travellers from Asia, Tahiti, and other countries where Oriental fruit fly is established. Interestingly, this does not include Australia, which is associated with high-profile fruit flies from the Tephritidae family, including Queensland fruit fly.



Oriental fruit fly response – the story so far

- A single male Oriental fruit fly (*Bactrocera dorsalis*) was found on 3 January in a surveillance trap in the Papatoetoe/Māngere area. Checks of the other 187 traps in the area did not find any other fruit flies.
- The pest is widespread in Africa and Asia. In Oceania, it is present in Christmas Island, Papua New Guinea, Palau, Hawaii, and Tahiti, affecting more than 300 hosts, including apple, kiwifruit, citrus, and tomatoes.
- Adult flies lay eggs into fruit. The maggots feed inside the fruit, causing it to rot and become unmarketable.
- In response to the detection,

Biosecurity New Zealand ramped up trapping and inspection in the affected area.

- As a precautionary measure, legal restrictions were put in place on the movement of fruit and vegetables out of the area where the fruit fly was found. The restrictions will remain in place until mid-February.
- At the time of writing, no further fruit flies, larvae, or eggs had been detected.

Further information about the response is available on the Biosecurity New Zealand website – [Oriental fruit fly detected in Auckland | NZ Government](#).

Senior quarantine officer Joseph Cruz talks with a shopper about Oriental fruit fly at the Māngere Market in January.



Quarantine officer Joseph An delivers information on the Oriental fruit fly.



FMD outbreak in Germany

Extra biosecurity controls are in place for goods and passengers following a foot and mouth disease (FMD) detection in Germany.

In January, German authorities confirmed the country's first FMD outbreak in nearly 40 years. The outbreak was identified in a herd of water buffalo on the outskirts of Berlin.

The European Union notified the World Organisation for Animal Health (WOAH) of the FMD detection and quickly implemented a range of protection measures.

These included the immediate suspension of export certification of animal products from Germany that rely on FMD country freedom, including products for export to New Zealand.

Other measures included the establishment of a restricted zone around the affected farm, movement controls, the destruction of affected animals and products, disinfection, and surveillance.

We have also introduced additional risk assessment for high-risk animal product imports from Germany produced or manufactured from 12 December. This covers 28 days prior to the detection, or two full incubation cycles of FMD, which is in line with international practice.

At international airports, passengers that have been in Europe during the last 30 days now face additional questioning if they have declared equipment used outdoors or with animals, or they have visited a rural or wilderness area.

Revised import rules for personal consignments make it clear that passengers cannot bring meat or meat products (fresh or cured) from Germany or other countries that do not have FMD-free status.

There are similar restrictions in place for international mail and parcel freight from Germany.



Digital signage in place at Auckland Airport.



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Halfway mark for cruise season

We're halfway through the summer cruise season, and it's pleasing to report good compliance with New Zealand's biosecurity rules and a high level of engagement from vessel operators.

At the time of writing in January, 29 cruise ship visits have completed at least one voyage to New Zealand. We are expecting 45 cruise ships to visit New Zealand by the end of May.

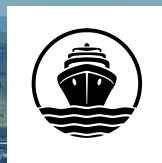
While a number of cruise itineraries have been disrupted due to weather or other unexpected events such as the Vanuatu earthquake, there have been very few changes due to biofouling issues this season.

A few vessels have been required to provide further evidence before arrival to show compliance with biofouling requirements. So far, all have been able to do this with minimal disruption to their itineraries.

Regarding cruise ship biosecurity above the waterline, we also continue to see high levels of compliance, as evidenced by our Recognised Cruise Line Programme audits and gangway surveillance. Our officers and biosecurity detector dog teams have been screening passengers during selected port calls throughout the season.

The introduction of a new app for monitoring cruise ship passenger compliance this season has made it easier to track the effectiveness of our biosecurity controls.

We thank cruise lines and agents for working with us to help keep unwanted pests and diseases out of New Zealand and to ensure we have a successful cruise season.



29 CRUISE SHIP VISITS
SO FAR THIS SEASON

45 CRUISE SHIP ARRIVALS
BY END MAY 2025

Pre-arrival documentation for commercial vessels

The new **Biosecurity Pre-Arrival Report** reduces the number of documents commercial vessel operators must submit before visiting New Zealand.

Available now, the new report will be mandatory from 1 May. The previous documentation, Master's Declaration and Biofouling and Ballast Water Declaration forms, will no longer be accepted from 1 May.

The Pre-Arrival Report must be submitted to MPI at least 48 hours prior to the vessel arriving in New Zealand Territorial Waters.

The Advance Notice of Arrival (ANOVA) will still be required and can be submitted with the Pre-Arrival Report to apicustodian@customs.govt.nz or directly to vessels@mpi.govt.nz.

Yachts make landfall in Northland

Our officers cleared 494 international yachts during the 2024 season, down from 520 the previous year.

There were no major compliance issues, although one vessel operator received a fine for failing to submit an advance notice of arrival despite receiving several requests for the documentation.

Opua Marina continues to be the busiest landing area, with 270 arrivals this season, which ran from September to December. Whangārei had 134 arrivals, Auckland 71, and Nelson eight.

Quarantine officers were deployed from other regions to support clearance activities in Northland. Officers underwent additional training in the classroom, in the marina environment, and learnt how to use our underwater camera equipment.

Underwater cameras allow us to view niche areas of yacht hulls for any biofouling that may not be visible from the waterline.

Our team promoted New Zealand biosecurity requirements to participants at two offshore yacht regattas in the lead-up to the season. This was once again very worthwhile – vessels we engaged with were generally very compliant on arrival and able to complete biosecurity clearance quickly.

We have seen an increase in yacht arrivals in Whangārei and Auckland in recent seasons. In response, we will reassess where we deploy our officers for the 2025 season.

494

INTERNATIONAL YACHTS CLEARED

1 Sept 2024 – 1 Jan 2025

Yacht clearances

1 September 2024 – 1 January 2025

Opua	270
Whangārei	134
Auckland	71
Nelson	8
Other	11
Total	494

Going digital

Airport trials signal digital future

Proof-of-concept trials underway at Auckland and Christchurch are another step forward in using digital declarations to streamline biosecurity processing at international airports.

The idea is to use passenger information from the recently introduced New Zealand Traveller Declaration system (NZTD) to identify low-risk travellers and direct them to our express exit lanes with minimal interaction with officers.

We know that 80% of arriving passengers pose little biosecurity risk. Of these, around 60% arrive with nothing to declare. The other 20% declare goods that have negligible risk – such as chocolate or equipment that hasn't been used in a rural setting.

NZTD can identify these passengers, based on declaration details, without the need for further questioning by officers.

The trials involve the use of what we are calling a low-risk control point (LRCP). Passengers who have completed a digital NZTD and have nothing to declare are directed to the LRCP. If a passport scan confirms they are low risk, they can be directed to the express lane without further assessment by officers at the LRCP. As with other express lane users, they are subject to detector dog screening or other biosecurity checks before leaving the biosecurity area.

There is signage in place during the trials to direct eligible passengers to the LRCP. Ultimately, we want to be able to send notifications to passengers via their personal devices.

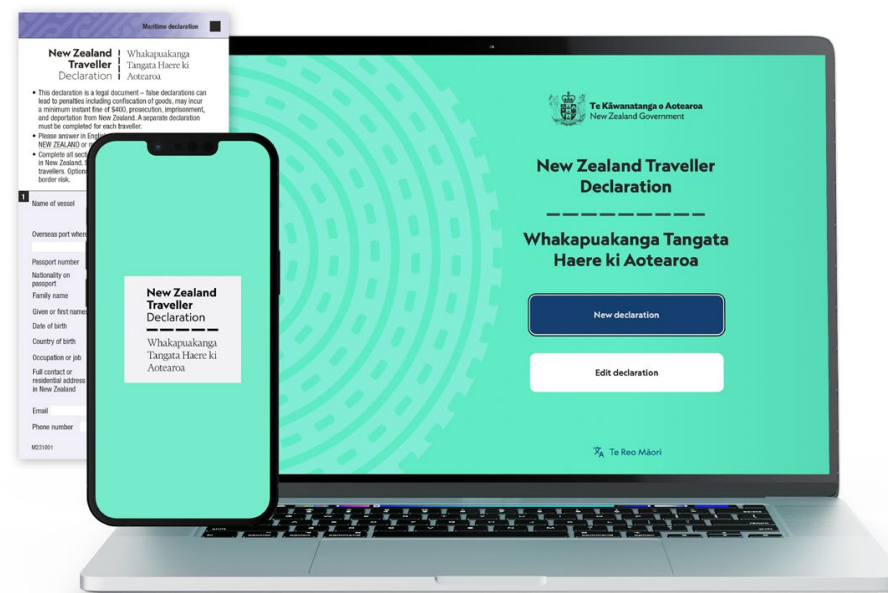
The trials will give us an idea of how easy it is to separate low-risk passengers from other travellers. We'll also get an idea of the efficiency of the new approach. For example, we will determine the impact on passenger flows of managing ineligible passengers who show up at the LRCP and need to be redirected.

The trials are part of a longer journey to reduce manual processes for airport passengers while maintaining strong biosecurity.

In the near future, we want to trial the use of self-service kiosks that would allow passengers to scan their own passports and automatically receive directions on how to proceed.

Longer term, we are looking at introducing an electronic marshalling system that uses biometric technology, such as facial recognition, to identify and direct passengers to appropriate biosecurity checks.

...continued overleaf



Going digital...continued

Aussie version of NZTD piloted

Australia is piloting a new digital declaration process for trans-Tasman travel that works similarly to our own New Zealand Traveller Declaration (NZTD).

Eligible passengers can now submit their Australia Travel Declaration (ATD) up to 72 hours before their journey. The department says electronic declarations enable low-risk and compliant travellers to enjoy faster biosecurity and customs clearances upon arrival.

Similar to the NZTD, the ATD also enhances biosecurity by allowing officers to focus more on detecting higher-risk goods and non-compliant travellers.

The first passengers to trial the new digital declarations arrived in Brisbane from Auckland on Monday, 21 October. Flights to Brisbane from Wellington, Christchurch, and Queenstown have also been included in the trial.

NZTD push

We're encouraging travellers to switch from paper declarations to using the digital version of the NZTD.

So far, Australian passport holders travelling to New Zealand are adopting the digital option at a higher rate than Kiwi travellers.

The latest statistics show nearly 60% of Kiwi air travellers are using the digital declaration method. Border agencies are working to promote greater uptake.

By mid-December, more than 2.8 million digital declarations had been completed by air travellers since the new system was introduced in August 2023.



NZTD – what travellers need to know

- All travellers to New Zealand, including Kiwis returning from holiday, need to complete a New Zealand Traveller Declaration (NZTD).
- A declaration needs to be completed for each traveller, including babies and children.
- The NZTD app, available on Apple and Android devices, allows users to scan their passport details directly into the declaration and create a profile for easier use next time they travel.
- Air passengers can start their digital declaration at a time and place that suits them. The earliest that travellers can submit their declaration is 24 hours before they begin their trip to New Zealand. It must be submitted by the time they reach passport control in New Zealand.

10 years of The Border Space

The Border Space celebrates a significant milestone – 60 issues and 10 years of keeping you up to date with what's happening to secure New Zealand's borders from biosecurity threats.

The first issue was published in April 2015 – during the massive biosecurity response to the discovery of a Queensland fruit fly population in the Auckland suburb of Grey Lynn.

It was a short four-page issue, featuring news about enhanced checks for arriving yachts and trials of harrier hounds as biosecurity

detector dogs. The introduction of new beagle puppies, Charleston and Roxy (purchased from a breeder in Hastings), started what we have continued – showcasing the latest additions to our detector dog programme. For the record, neither made the grade as detector dogs. Many of the officers featured in the first issue are still working on the biosecurity frontline, highlighting their dedication to protecting New Zealand.

Here's to another 10 years of The Border Space!



Puppy power – trainee detector puppies Charleston (left) and Roxy with Kirsty Ansell, Team Leader Kennels, featured in the first issue of **The Border Space**.



The very first issue – April 2015.

New direction for border biosecurity campaign

It only takes one – one risk item to damage New Zealand, one moment to look up the rules to avoid a \$400 fine, one moment to check your luggage...

This is the theme of our refreshed border campaign, designed to encourage arriving travellers to comply with New Zealand's biosecurity rules.

Based on the latest research into what motivates or discourages compliance, the campaign prompts travellers to think about specific items that pose a biosecurity risk, including food and outdoor equipment such as boots and tents.

The campaign uses digital ads to target travellers when they are planning their trip, including when they go online to book flights or accommodation. The ads link to our website, which provides a tool for checking biosecurity requirements for particular items.

So far, we have introduced the first phase of the campaign, focusing on trans-Tasman travellers and New Zealanders returning from overseas during the holiday period. This has included new signage at Australian airports. And, for the first time ever, we have introduced digital signs at New Zealand airports aimed at getting departing Kiwis to think about the rules before they return home.

We plan to widen the campaign to target other nationalities in the coming weeks, including

countries we have focused on in the past, such as India, China, and the United States, and new ones, like Philippines, Germany, and the United Kingdom. The targeting is based on visitor volumes, seizure rates and research showing levels of biosecurity awareness among different travellers.

The work builds on our previous border campaign, which has been running since 2018 to encourage travellers to leave biosecurity risk items at home or to declare or dispose of them on arrival.



Understanding international visitors

Research into travellers planning to visit New Zealand in the next year has helped shape our latest border campaign. Carried out by Verian New Zealand in September, here are some of the findings:

- A fine or risk of prosecution, along with knowledge that items might harm the New Zealand environment, are the most influential ways of discouraging

people from bringing risk items and encouraging them to declare items.

- When thinking about biosecurity risk, travellers tend to focus on fresh items – plants, fruit, vegetables and meat. However, once they see a fuller list of risk items, they understand that there is a broader range of risks.
- Live plants and seeds, feathers, and hunting gear are seen as the highest risk items. Natural medicines and dried

foods are seen as the lowest.

- Travellers see the risk to New Zealand to be greater when thinking broadly about risk items than when they think about individual items.
- Most travellers are likely to research what they bring to New Zealand, and there is a strong desire to check online.
- The more that travellers see items as a risk to New Zealand's economy and

environment, the less likely they are to want to bring them in.

- Long waits, tiredness, and not being able to get the item in New Zealand are the factors most likely to discourage travellers from declaring risk goods.
- Confidence that an item is unlikely to harm New Zealand and believing our biosecurity rules are too strict are barriers to getting travellers to leave risk items at home.

Managing the risk of empty containers offshore

Biosecurity New Zealand has a range of offshore pre-border verification and clearance programmes to ensure imported cargo arrives free from pests. In this issue of The Border Space, we explain how the Sea Container Hygiene System (SCHS) is used to manage biosecurity risk from empty shipping containers...

A vital, but risky commodity

Empty shipping containers are vital to support the export of New Zealand's premium primary produce. Many of these containers are sourced from Pacific nations. They have a high risk of contamination as some Pacific ports often lack adequate hardstand areas to prevent exposure to high-impact pests like giant African snail and invasive ants.

Offshore cleaning and checks

Involving a number of Pacific ports, the SCHS ensures empty containers arrive free from contamination. Under the system, all external and internal surfaces of empty containers are checked and cleaned before shipment. The containers are then sprayed and stored in treated, monitored areas to prevent recontamination while awaiting export to New Zealand.

Reduced inspection

Empty containers arriving from SCHS ports do not all require inspection. Instead, where there is compliance, a verification check is conducted on 5% of containers in each consignment. Most empty containers can move directly

to empty depots, where they are checked by an authorised person at the transitional facility or transhipped without additional intervention.

Without the SCHS or a similar offshore container system, officers would have to inspect all empty containers upon arrival – a time consuming job, given vessels arriving from the Pacific can discharge up to 400 empty containers. Each container would have to be presented in a way that allowed for a safe and thorough inspection of all six sides, both inside and out.

Benefits for biosecurity and industry

The SCHS has been highly effective at reducing contamination in empty containers sourced from Pacific ports, allowing our officers to focus on higher-risk pathways and goods. For industry, the benefits include reduced supply chain delays and costs associated with inspection and cleaning on arrival. Under the SCHS, verification checks for the clearance of a vessel discharging 350 containers can be completed in one or two days. In contrast, full inspection could take up to a week.



SCHS shows the way

The Sea Container Hygiene System (SCHS) has laid the groundwork for cargo biosecurity on a much wider scale.

Biosecurity New Zealand is part of a working group looking at developing a global standard for sea container biosecurity under the International Plant Protection Convention. At the same time, it is looking at how best to manage the risk posed by sea containers by potentially using regional standards within the Pacific and Asia.

If a regional standard is developed, it would aim to establish rules to minimise the pest risk associated with sea containers, and could also include hygiene at loading points, seaports and empty container depots.

There is international acknowledgement of the SCHS's success at addressing the biosecurity risk posed by sea containers and the framework that the system provides.

There is also the realisation it's not going to be easy to implement new international standards. Many Pacific biosecurity authorities face legal barriers or infrastructure and resource restraints. However, the biosecurity threat posed by sea containers is widely accepted and there is a desire to manage that risk.

The Pacific Plant Protection Organisation will meet shortly to discuss potential regional draft standards. Any formal consultation would likely start in the next 12 to 18 months. The global standard is likely to take longer, although a timeframe hasn't been established. If it moves quickly, any new global and regional standards could be merged.

From the frontline

A selection of interesting interceptions and other border activity...

Live crabs denied entry

The 10kg of large live crabs, complete with their pincers tied back, were an icky Christmas surprise for officers at Auckland Airport.

Not surprising at all was the decision to seize the crabs, given our import rules for personal items state all aquatic products must be “non-viable.”

The crabs were declared by the passenger as frozen but upon further inspection at the search bench, they were clearly moving within their plastic wrapping.

Arriving from Fiji, the passenger said she froze the crabs for a couple of hours before catching her flight.

The crabs were humanely euthanised following advice from our import standards team.



Pilot detects Christmas vine

We often seize Christmas decorations from overseas leading up to the festive season. Detector dog Pilot’s sterling work at Auckland Airport in December is one example.

Pilot sniffed out a Christmas wreath carried by a passenger going through the airport’s express lane after arriving from Australia.

The wreath’s pinecones and foliage appeared to be made from plastic. They were. However, closer inspection revealed the wreath was threaded with a grapevine.

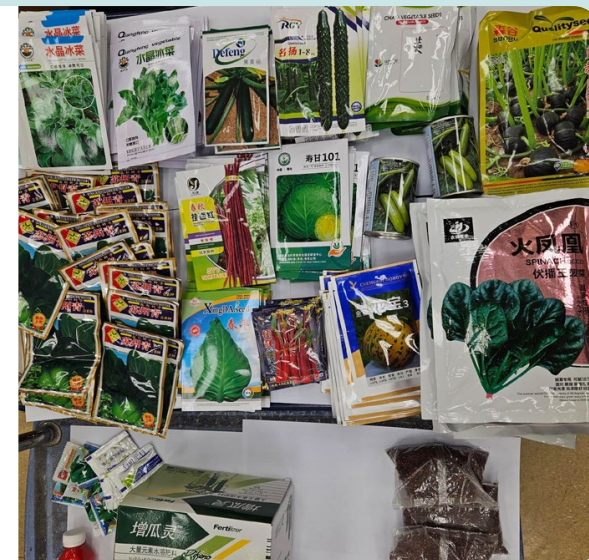
The passenger was genuinely unaware the vine was real, but, courtesy of Pilot’s handler, they were soon educated on the biosecurity risk of bringing live plant material into New Zealand. The wreath was destroyed, as there was no way of treating it without causing damage.

Seeds of hope seized

A large parcel from China arrived in December with an inspirational quote: “Sow the seeds of hope to harvest joy.”

The intended recipient, however, won’t be sowing any of the 7kg of seeds detected in the parcel during inspection at Auckland’s International Mail Centre in December.

Declared as “blouse”, the seeds arrived without botanical names to confirm their identity.



Ladybird treatment

A shipment of vehicles infested with an exotic ladybird species required treatment at Auckland Port in December.

Some 520 vehicles arriving from Thailand, transiting through Australia, underwent fogging with insecticide after officers detected spotted amber ladybirds (*Hippodamia variegata*) on the vehicle exteriors during routine inspection.

Given the possibility that the insecticide might not immediately kill all the ladybirds, transporters were asked to check the vehicles before leaving the port. Our officers also placed a flyer in each vehicle to alert dealerships to watch for any dying bugs still crawling after treatment.



From the frontline....continued

Looks can deceive

The plant looked dried out and dead, but it would have sprung back to life if placed in water.

Recently intercepted at Auckland's International Mail Centre in a parcel from Australia, the plant is known as the Rose of Jericho.

As the plant is prohibited from entry into New Zealand, the importer was offered the option of reshipping the parcel back to Australia or having it destroyed.



Leafy surprise

A passenger travelling to Wellington from Melbourne in November was lucky to avoid a fine for a leftover wrapper.

The passenger was questioned after detector dog Greer picked up a scent from a carry-on bag.

The passenger denied having any fresh food in the bag but said they had a leftover wrapper from a cooked potato eaten earlier in the day.

Examination by Greer's handler revealed the wrapper was made with a fresh banana leaf, much to the passenger's surprise.

The passenger avoided a fine but was issued with a written warning.



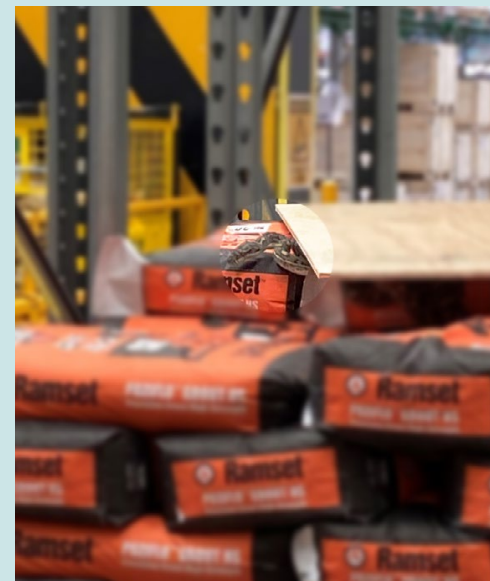
Warehouse snake

Trained snake handlers responded to a detection alert in December at a warehouse in Auckland's North Shore.

The alert turned out to be very real. A live coastal carpet python was quickly secured, captured, and later euthanised by a veterinarian at Auckland Zoo.

The species is widespread in Australia. It is non-venomous, but its sharp teeth can cause painful needle-like lacerations.

At this stage, it is still unclear how the snake got to New Zealand, but it most likely hitchhiked with imported goods received by the warehouse.



The python intruder is visible on top of a pile of grout bags.

Unexpected crustacean encounter

A family recently travelling home from Fiji experienced an unexpected wildlife encounter.

As the family passed through the airport's express lane, detector dog Hui's keen nose zeroed in on the bottom compartment of their stroller.

Upon inspection, Hui's handler found wet sand and, surprisingly, a helmet crab buried beneath.

The family were completely unaware the hitchhiker had travelled back to New Zealand with them.

The officer took the opportunity to educate them on the importance of checking and cleaning outdoor gear before travelling home from overseas.



From the frontline....continued

Colonising kit destroyed

Yes, as declared, there were test tubes in the package that arrived in the parcel from Australia in early December.

What wasn't declared were the live ants, larvae, and food supply for them to survive

the journey to New Zealand.

The parcel's contents were essentially a starter kit for creating an ant colony. As you can imagine, our officers at the International Mail Centre weren't impressed.

The importer was informed of the parcel's destruction.



An x-ray image of the parcel showed the test tubes, which contained live ants.

Shame about the flowers

It was a nice family gesture – a card from a granddaughter thanking her New Zealand grandparents for visiting her in Australia.

Unfortunately, the fresh flowers in the card (sniffed out by detector dog Mable at the International Mail Centre in November) didn't meet biosecurity requirements.

The flowers were destroyed, but the grandparents at least got to see the card.



Bulgarian camel rider

A live shield bug hitched a ride to New Zealand astride an antique camel saddle from Bulgaria.

Well, perhaps the riding reference is a bit strong, but the bug was detected in a package containing the saddle during a recent inspection at the International Mail Centre.

It was identified as an adult female *Acrosternum heegeri*, a species not present in New Zealand.

The wooden saddle frame was also found to be infested with borer. It was held for treatment.



The Bulgarian camel saddle.

Bear meat stopped

A Kiwi traveller who declared two cans of bear meat from Finland most likely won't get a chance to taste the Nordic delicacy – at least not in New Zealand.

One of the cans was a mixture of bear and pork. The pork content saw it seized by our officers when the passenger arrived at Auckland Airport in November.

The second can was pure bear meat. It was referred to the Department of Conservation to check whether it complied with rules restricting trade in endangered species.



Border activity for November and December 2024

	Nov 2023	Nov 2024	Dec 2023	Dec 2024
Passenger				
Total arrivals	534,268	560,682	600,463	664,356
NZ/Australia	301,874	316,721	325,178	361,788
Rest of world	232,394	243,961	275,285	302,568
Risk items seized	10,223	9,766	11,158	10,533
Risk items treated or destroyed	7,291	6,802	7,661	6,775
Infringement notices	847	939	883	1,021
Mail				
Mail items screened	1,467,816	1,044,724	1,927,491	1,639,097
Mail items requiring further inspection	1,727	2,084	1,987	1,972
Risk mail items treated or destroyed	328	251	375	252
Sea Containers				
Sea containers arrivals	63,528	61,897	57,576	56,696
Sea containers inspected	3,429	3,192	2,853	3,164
Cargo				
Cargo lines of interest to MPI	20,540	20,080	19,287	18,963
Cargo lines inspected	5,543	5,366	5,034	5,176
Cargo lines treated, reshipped or destroyed	889	963	1,087	927



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