



Highlights July 2025 to June 2026

Coordinate the management of a safer and smarter New Zealand border

Who we are	Minister responsible for the BEB Minister of Customs, Hon Casey Costello		Core members - New Zealand Customs Service - Ministry for Primary Industries - Ministry of Business, Innovation and Employment - Ministry of Transport		Members as relevant / needed - Ministry of Health - Ministry of Foreign Affairs and Trade		Participants as relevant / needed - Health New Zealand - Civil Aviation Authority - Maritime New Zealand			
Our core responsibilities	End-to-end gaps addressed, health integrated, and ready to respond to a significant event		Risks from people, goods, and craft managed		Strategic border system improvements		Financially sustainable through cost recovery		Facilitate a positive user experience	
How we keep connected	Governance: Chief Executive Governance Board		Oversight: BEB DCE Group		Direction: Aviation and maritime senior operational groups, Policy, Digital Leaders			Coordination: Maritime, Communications, Readiness, Major Events		

Lead the border together

Issues disrupting the border system are responded to while short- and longer-term risks are managed through system performance and assurance

Maintained oversight for any implications to the border system from the Middle East conflict and Government response to fuel supply. No BEB action was needed.

Developing matters

- Impact of sustained high fuel prices on passenger, cargo, and cruise ship volumes.
- Capacity and funding to respond to infrastructure and digital developments.
- Mitigating organised crime risks via National Security oversight.
- Implications of tourism growth for border functions and infrastructure.

- Aviation capacity** – monitored for changes in international scheduled air services influencing processing capacity. Government confirmed the extension of Ohakea Airport hours as an alternative gas and go airport, building resilience into wide-body aircraft travel to New Zealand.
- Seasonal readiness** – assurance completed for summer 2025/26 and winter 2026.
- Coordinated response to vessels during summer 2025/26 season** – two cruise ships were required to provide daily reports to Health NZ. One cruise ship was non-compliant for biofouling with the response involving MPI, Health NZ, Maritime NZ.
- Measles** – agencies and stakeholders came together to address potential disruption from a case of measles at Auckland Airport November 2025.
- Sector leadership group change** – embedded change from an interdepartmental executive board to a sector leadership group from 1 January 2026.

Agencies responded to border events in their own areas of expertise including:

- Health NZ issued advisory notices for Nipah Virus, Hantavirus, Ebola, and measles which kept agencies accurately informed and response ready.
- MPI Biosecurity NZ responded to detections of the Oriental Fruit Fly (closed 30 March 2026) and Yellow-Legged Hornet (ongoing).
- Health NZ implemented 2 separate mosquito interceptions responses following the detection of exotic larvae at Queens Wharf in Auckland’s CBD on 30 March 2026, and exotic adult at Auckland International Airport on 4 May 2026. MPI supported the Queens Wharf response.
- Mitigating transnational, serious and organised crime continued through the National Security Board and Maritime Security Oversight Committee.

Take an integrated approach

Seeing a whole-of-border view and providing a combined border voice on shared areas of interest

Regular updates on shared areas of interest kept agencies informed about emerging matters and gave them a chance to act if needed.

The BEB Network Groups brought agencies together to share information, identify common topics, and take a broader, joined-up approach beyond their individual roles.

Working with port operators helped industry understand why border requirements are important for New Zealand and need to be met, while supporting growth in passengers, cargo vessels and containers, and cruise ship and passenger volumes.

- Port of Auckland new cruise terminal Te Waharoa** – progressed establishing border services at the new terminal (under construction in 2026). The first cruise ship is due to be processed in March 2027.
- Airport developments** – participated with Auckland Airport on the major terminal development work and with Queenstown Airport as their redevelopment work starts.
- Regulatory Airport Spatial Undertakings (RASU)** – completed the first round of RASUs. The Secretary of Transport has accepted each airport’s RASU.
- NZTD for health response** – website and online arrival declaration used to inform travellers of health threats and manage risk.

Shared areas of interest

- Border financial view showing fees, review schedule, key investments.
- Strategic Approach to Health at the Border.
- Border related activity in the Pacific.
- Border workforce integrity.
- Forecast planning scenarios for passengers and cargo.
- Regulatory status of regional airports.
- Legislative programme summary.
- Regulatory status and activity at maritime ports.
- Growing New Zealand Tourism through the Tourism Growth Roadmap, development of the Tourism Policy Statement, Cruise Industry Forum and connecting plan.

Identify change with joint initiatives where practical

Changes and improvements are identified where there are benefits to more than one agency or there are shared users

Agencies identified and progressed improvements through existing technology projects and maritime and airport infrastructure developments rather than identifying a deliberate programme of improvement activity.

Awareness of activity enabled pragmatic collaboration and maintained alignment of end-to-end processes, change, and engagement with border users.

- Maritime Single Window** – activity to develop arrangements for a discovery phase was paused in early 2026 as agencies responded to the Middle East conflict and fuel response. The next steps will be considered between July – December 2026 on how to respond to the International Maritime Organization mandate and the opportunity for efficiency through digitisation. The project is significant in size, complexity, and is likely to require funding.
- Digital border** – the key projects roadmap was maintained and shared to maintain awareness and manage the impact of change across systems and border users. Agencies are progressing their respective projects. Shared directions to align work on security and goods went on hold as direction is pending on improving border security and mitigating transnational, serious and organised crime, and agencies prioritised the new cruise terminal.
- Government Digital Delivery Agency (GDDA)** – the BEB Digital Leaders Group started discussing the implications for agencies and border users of centralised technology direction by the GDDA, Government direction for increased digitisation, and AI adoption. More detail from the GDDA is expected around late 2026.
- Response to the Royal Commission of Inquiry COVID-19 Lessons Learned** – advice was provided to the Ministry of Health on implementing Recommendation 17 from Phase One which is to create a plan for the use of international border restrictions. The Government announced its intentions on Phase One and Phase Two recommendations in July 2026.

Measles lessons learned review The BEB completed a lessons learned review following a border worker at Auckland Airport confirming positive for measles in November 2025 and the potential implications for summer peak. BEB agencies, Auckland Airport, BARNZ, and the New Zealand Airports Association supported a review to see what improvements could be made. The overall conclusion was if (when) there is another case, there should be a better response due to improved communication and a better understanding of measles, and how critical airports are to New Zealand. The risk of worker disruption from quarantine requirements remains. The findings have been shared with BEB maritime contacts to support readiness.	Final Annual Report as an interdepartmental executive board 1 July to 31 December 2025 Published the Annual Report for the first six months as required by the Public Finance Act 1989 annual-report-2026-final-annual-report-july-to-december-2025.pdf Included a summary of achievements by the BEB as an interdepartmental executive board. With the change to a sector leadership group, reporting by the BEB under the Public Finance Act 1989 is no longer required.
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