



Import Health Standard

Vehicles, Machinery and Equipment

VEHICLE-ALL

9 August 2018

TITLE

Import Health Standard: Vehicles, Machinery and Equipment

COMMENCEMENT

This Import Health Standard will come into force on the 1st of September 2018 except for Sections 3.1 and 3.3 which come into force on the 1st of December 2018.

REVOCATION

This Import Health Standard revokes and replaces: the Import Health Standard for Vehicles, Machinery and Tyres, issued on 19th of February 2018.

ISSUING AUTHORITY

This Import Health Standard is issued under section 24A of the Biosecurity Act 1993.

Dated at Wellington this 9th day of August 2018



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Introduction

This introduction is not part of the import health standard (IHS), but is intended to indicate its general effect.

Purpose

The purpose of this IHS is to set out the requirements that must be met when importing vehicles, machinery and equipment into New Zealand Territory (New Zealand) to manage the biosecurity risks associated with them.

Background

Imported goods have the potential to introduce pests and unwanted organisms into New Zealand. Both new and used vehicles, machinery and equipment are risk goods because pests and unwanted organisms have frequently been found when they arrive in New Zealand. These organisms have the potential to cause harm to natural and physical resources and human health in New Zealand. The Biosecurity Act 1993 (the Act) prescribes requirements for the exclusion, eradication and effective management of pests and unwanted organisms in New Zealand. MPI is responsible for enforcing the provisions of the Biosecurity Act 1993 (the Act).

Under the Act, an IHS may be issued that sets out the requirements that must be met when importing risk goods in order to manage the risks associated with their importation, including the risk from incidentally imported organisms. This IHS outlines the minimum requirements that must be met when importing vehicles, machinery and equipment into New Zealand to obtain biosecurity clearance.

Who should read this?

All importers of vehicles, machinery and equipment (from any country) must be familiar with this IHS.

Why is this important?

- (1) Importers must take all reasonable steps to ensure that imported vehicles, machinery and equipment comply with this IHS (section 16B of the Act).
- (2) Vehicles, machinery and equipment that do not comply with this IHS may be destroyed, reshipped to origin, or treated (if treatment is possible).
- (3) The importer will be liable for all relevant associated expenses.

Equivalence

While it is expected that all vehicles, machinery and equipment meet the requirements of this IHS, MPI will consider equivalence requests. A Chief Technical Officer may issue guidelines or give directions on measures different to those in the standard to effectively manage biosecurity risks under section 27(1)(d)(iii) of the Act. Vehicles, machinery and equipment that comply with those guidelines or directions may be provided with biosecurity clearance.

Document History

No.	Version Date	Part/Section Changed	Change(s) Description
1.0	13/10/2009	N/A	IHS for Vehicles, Machinery and Tyres - N/A
1.1	23/12/2014	Section 4.3	IHS for Vehicles, Machinery and Tyres - Additional treatment information supplementary to Section 4.3
2	25/08/2017	Section 4.4	IHS for Vehicles, Machinery and Tyres - Urgent addition of Section 4.4
3	25/01/2018	All	IHS for Vehicles, Machinery and Tyres - Re-formatted document
4	19/02/2018	Part 3.3	IHS for Vehicles, Machinery and Tyres - Changes to imported vehicles and machinery from Japan.
5	9/08/2018	All	IHS for Vehicles, Machinery and Equipment - Completely revised and renamed IHS.

Other information

Guidance

Guidance for this IHS is provided in the *Guidance Document to the IHS for Vehicles, Machinery and Equipment* <http://www.mpi.govt.nz/importing/other/vehicles-and-machinery/>. It provides more information about importing vehicles, machinery and equipment. It is advisable to seek assistance from MPI if you are unclear on any part of the IHS prior to undertaking any activities relating to the importation of vehicles, machinery and equipment.

The information contained within a “guidance box” throughout this document is for guidance only and is not part of the statutory requirements. These boxes are labelled as “Guidance”.

Containers

Containers carrying cargo must be managed as per the IHS – *Sea Containers from all countries*.
<https://www.mpi.govt.nz/document-vault/1984>

Wood Packaging and other Restricted Packaging Material

All wood packaging must be managed as per the IHS - *Wood Packaging Material from All Countries*.
<http://www.mpi.govt.nz/importing/forest-products/wood-packaging/>. Other contaminated packaging must be secured, segregated and managed as per this IHS. Contact MPI if you are unclear about the management of such material.

Costs

Inspections and other functions undertaken by MPI pertaining to importing vehicles, machinery and equipment will be charged for as per the current Biosecurity (Costs) Regulations.

Part 1: General requirements

1.1 Application

- (1) This IHS applies to all vehicles, machinery and equipment that are imported into New Zealand from any country.

1.2 Incorporation by reference

The following documents are incorporated by reference under section 142M of the Biosecurity Act 1993.

- (1) The following International Standards for Phytosanitary Measures, published by the International Plant Protection Convention.
 - a) *International Standard for Phytosanitary Measures 4 - Requirements for the establishment of pest free areas.*
 - b) *International Standard for Phytosanitary Measures 10 - Requirements for the establishment of pest free places of production and pest free production sites.*
 - c) *International Standard for Phytosanitary Measures 14 - The use of integrated measures in a systems approach for pest risk management.*
 - d) *International Standard for Phytosanitary Measures 24 - Guidelines for the determination and recognition of equivalence of phytosanitary measures.*
 - e) *International Standard for Phytosanitary Measures 41 - International movement of used vehicles, machinery and equipment.*

These standards are found at: <https://www.ippc.int/en/core-activities/standards-setting/ispm/>

- (2) The MPI standard *MPI Approved Biosecurity Treatments*. <http://mpi.govt.nz/document-vault/1555>.
- (3) Under section 142O(3) of the Biosecurity Act, it is declared that section 142O(1) does not apply, that is, a notice under section 142O(2) of the Biosecurity Act is not required to be published before material that amends or replaces any material incorporated by reference has legal effect as part of those documents.

1.3 Definitions

- (1) Definitions of terms used in this IHS are set out in Schedule 1.
- (2) Terms used in this IHS that are defined in the Act have the meanings set out in the Act, unless an additional clarification or a different meaning is given in Schedule 1. The Act is available at: <http://www.legislation.govt.nz/act/public/1993/0095/latest/whole.html>

Part 2: Biosecurity requirements for all vehicles, machinery and equipment

2.1 Information that must be provided by importers

- (1) Importers of all vehicles, machinery and equipment must provide MPI with the following documented information prior to arrival in New Zealand:

Consignment details

- a) Consignor name.
- b) Consignee name and contact details.
- c) Country and port of origin.
- d) Shipment details: vessel, voyage number, container number (if relevant) and date of loading.
- e) The number and type of each vehicle or item of machinery or equipment (including spare parts).
- f) Whether the vehicles, machinery and equipment are new or used.
- g) Date of manufacture must be specified for new vehicles and machinery.
- h) Make and model of each vehicle or machine (applies to entire/whole vehicles/machinery only).
- i) Unique identity information, such as a vehicle identification number (this generally applies to entire/whole vehicles/machinery only).

Cleaning and treatment information

- j) A Cleaning Certificate, where required under Section 3.1 (on the form provided on the MPI website) that confirms that the used machinery was cleaned externally and internally (involving disassembly) before arrival in New Zealand that includes:
 - i) Date cleaning (and dismantling where required) was carried out.
 - ii) Cleaning Provider's letterhead/logo including name and physical address.
 - iii) Name and signature of the person conducting or supervising the cleaning.

Note: Cleaning Providers must present the above information on an MPI-recognised Cleaning Certificate. Refer to Schedule 1 – Definitions.

- k) Evidence describing how the vehicles, machinery and equipment were managed in the export country to meet the requirements of Part 3. This must specify use of:
 - i) An MPI-approved system;
 - ii) A pest-free area; or
 - iii) A pest-free place of production.
 - l) A Treatment Certificate, where required under Section 3.2, 3.3, 3.4, 3.5, 3.6 and 3.7 that confirms that the cargo was treated with an MPI-approved treatment in the country of origin that includes:
 - i) Treatment Provider's letterhead including name and physical address.
 - ii) Certificate number.
 - iii) Description of the consignment – including quantity of items.
 - iv) Name and address of exporter.
 - v) Name and address of importer.
 - vi) Date upon which treatment was completed with signature of the Treatment Provider.
 - vii) Address where the treatment occurred.
 - viii) Treatment details including the type of treatment used and products (where applicable), applied treatment rate, exposure time period, minimum enclosure temperature details etc.
 - ix) A declaration that the Treatment Provider has met all of the requirements specified by MPI.
- (2) All items that have undergone certified cleaning or have been treated in the country of origin must be labelled with the company that applied the treatment (use a label or an adhesive sticker), and

- a) If the items were not managed under an MPI-approved system, then the label or sticker must also identify:
 - i) The cleaning or treatment location; and
 - ii) The type of treatment applied (as specified in *MPI Approved Biosecurity Treatments*) or certified cleaning; and
 - iii) The date and time when the cleaning or treatment was applied.
- b) If the items were managed under an MPI-approved system, a label or sticker stating the identity of the MPI-approved system and the location.

Note: If the contents of a container is treated, then the container is labelled accordingly with an adhesive sticker or appropriate label on the goods in the front of the container.

Guidance

(1). Where there are various options for the management of vehicles, machinery and equipment, MPI recommends that importers provide documents to MPI to confirm which option they have chosen before the consignment arrives in New Zealand. Appropriate MPI intervention or verification can then be arranged. Examples of acceptable documentation include verifiable cleaning certificates, documentation from a regulatory agency, manufacturer's export system documentation, or treatment certificates.

(2). Failure to provide documents to MPI in a timely manner may lead to delays in receiving MPI biosecurity clearance for imported consignments. Consignments may be refused entry to New Zealand and be reshipped elsewhere.

2.2 Freedom from biosecurity contaminants and regulated pests

- (1) **All new or used vehicles, machinery and equipment that arrive in New Zealand must be free of biosecurity contaminants and regulated pests** (externally and internally).

To obtain biosecurity clearance, the vehicles, machinery and equipment (and all associated packing and packaging material) must:

- a) meet the threshold levels listed in Schedule 2; and
- b) comply with the applicable requirements in Part 3.

- (2) **On arrival requirements**

Importers of used vehicles, machinery and equipment from all countries must make arrangements with an MPI Inspector for an external inspection. This must be conducted:

- a) within 12 hours of being unloaded from the vessel (if non-containerised); or
- b) within 12 hours of being unloaded from a sea container.

This requirement does not apply when the vehicles or machinery are imported in accordance with an MPI-approved system.

Guidance

(1). New vehicles, machinery and equipment may be inspected by an MPI Inspector. MPI may request extra information for the items if there are concerns about their biosecurity risk.

(2). MPI Inspectors may require importers to fully or partially dismantle specific vehicles or machinery to confirm that high-risk areas are free of biosecurity contaminants.

(3). If the inspection reveals a biosecurity contamination issue, MPI may require the vehicles, machinery or equipment to be treated. If this is not possible, then the consignment must be reshipped or destroyed.

(4). Grossly contaminated vehicles, machinery or equipment will be prevented from being unloaded from the vessel or container and directed for reshipment.

(5). Vehicles, machinery and equipment that arrive in New Zealand to be trans-shipped to other destinations are also required to be free of biosecurity contaminants and regulated pests.

Part 3: Additional requirements for specified biosecurity risks

Guidance

- (1). Part/Section 3 requirements manage the risks associated with some, but not all, of the biosecurity contaminants and regulated pests listed in Schedule 2.
- (2). Schedule 4 provides an overview of Part/Section 3 requirements.

3.1 Used machinery from all countries

- (1) This section applies to all used machinery from all countries, including non-working used machines imported for disassembly and use as equipment/parts.
- (2) For used machinery:
 - a) From Japan – refer to Section 3.6.
 - b) From Schedule 3 countries refer to Section 3.7.
 - c) From other countries.
 - i) All used machinery must be thoroughly cleaned (externally and internally) before arrival in New Zealand.
 - ii) Importers must provide a cleaning certificate stating that the used machinery has been thoroughly cleaned (externally and internally) and that the items were disassembled for cleaning as described in Section 2.1 (1 k).
 - iii) Consignments will be inspected on arrival and treated where required. If this is not possible, then the consignment will be reshipped or destroyed.
- (3) All items certified as being cleaned or treated must be labelled as described in Section 2.1 (2).

Guidance

- (1). MPI must be able to verify the cleanliness of the items when they arrive in New Zealand. In preparation for verification inspection, MPI recommends that used items are dismantled as much as possible, and panels and plates are left off or attached loosely in position prior to export. This will avoid extra cost and time if MPI requires dismantling for inspection.
- (2). MPI considers all field tested machinery as being used and importers should advise MPI on arrival where any vehicles or machinery have been field tested.
- (3). If machinery is from a Schedule 3 country, Section 3.7 requirements apply in addition to requirements specified above.

3.2 Used vehicle and machinery equipment/parts from all countries

- (1) This section applies to all used vehicle and machinery equipment/parts only. If equipment/parts are being exported as break bulk consignments of whole vehicles or machinery and are intended to be dismantled for equipment/parts, MPI considers them to be used vehicles or used machinery:
 - a) For used vehicles and machinery from all countries refer to Section 2.2. and:
 - b) For used machinery from countries (excluding Japan/Schedule 3 countries), refer to Section 3.1.
 - c) For used vehicles and machinery from Japan, refer to Section 3.6.
 - d) For used vehicles and machinery from Schedule 3 countries, refer to Section 3.7.
- (2) For treatment requirements for containerised consignments of used equipment/parts imported by sea:
 - a) From Schedule 3 countries, refer to Section 3.7.
 - b) From any other country including Japan:

- i) Used equipment/parts must be treated in the country of origin or in New Zealand as per *MPI Approved Biosecurity Treatments*.
 - ii) If being treated in country of origin within 21 days of shipping to New Zealand;
 - iii) If being treated in New Zealand at a place of first arrival or at a transitional facility.
- (3) For treatment requirements for non-containerised used equipment/parts (imported by air freight or as break-bulk consignments by sea):
 - a) From Schedule 3 countries, refer to Section 3.7.
 - b) From any other country including Japan, there are no further requirements.
- (4) Any treated used equipment/parts must be labelled as described in Section 2.1 (2).

Guidance

- (1). All used equipment/parts must meet the requirements described in Section 2.2.
- (2). If used equipment/parts cannot be inspected appropriately on arrival, they may be directed for treatment as per *MPI Approved Biosecurity Treatments* or be reshipped.

3.3 Used wire cables from all countries

- (1) Wire ropes or cables that are attached to used vehicles or machinery must be heat-treated in the country of origin as per *MPI Approved Biosecurity Treatments*.
- (2) Importers must provide a treatment certificate stating that any remaining wire cables have been heat-treated as per *MPI Approved Biosecurity Treatments*.
- (3) Any treated item must be labelled as described in Section 2.1 (2).

3.4 Used tyres from all countries

- (1) This section applies to all used tyres of any type that are not inflated or not on rims. For tyres on rims, refer to Section 3.2.
- (2) Used tyres must be treated as per *MPI Approved Biosecurity Treatments* and in accordance with Section 3.4 (3), (4), (5) and (6) below.
- (3) Used tyres that have been treated before arrival in New Zealand must be protected in a way that ensures that they remain free of biosecurity contamination (for example, in a clean and secure sea container with vents sealed). Shippers and importers must also ensure that the tyres remain protected during transit to New Zealand.
- (4) Used tyres that have not been treated before arrival in New Zealand, and arrive in a sea container, must be:
 - a) Treated as per *MPI Approved Biosecurity Treatments* within 12 hours of unloading from the craft or vessel at the place of first arrival in New Zealand.

If treatment of the used tyres is not possible within 12 hours of unloading:

 - a) The sea container vents and any holes must be sealed to ensure that any live regulated pests cannot escape; and
 - b) The used tyres must then be treated within 48 hours of arrival as per *MPI Approved Biosecurity Treatments* at the place of first arrival, or at a suitable transitional facility.
- (5) Used tyres that have not been treated before arrival in New Zealand, and do not arrive in a sea container must be:
 - a) Protected after unloading from the craft or vessel (for example, held inside a sealed sea container) to ensure that any potential biosecurity contaminant or regulated pest is contained;

or

If there is going to be delay in treatment, or if the tyres are too large to fit inside a sea container, they must be externally treated with a residual insecticide immediately upon unloading to ensure live regulated arthropod pests do not escape.

and

- b) treated as per *MPI Approved Biosecurity Treatments* within 48 hours of arrival at the place of first arrival or at a suitable transitional facility.

- (6) Any treated item must be labelled as described in Section 2.1 (2).

Guidance

Residual insecticides as per *MPI Approved Biosecurity Treatments* are suitable for use under Section 3.4.5 (and for Sections 3.5 and 3.7 - Option B).

3.5 Aircraft, motor boats and yachts from all countries

- (1) This section applies to all aircraft (helicopters/planes), motor boats and yachts (whether break-bulk or containerised, new or used) from any country.
- (2) Aircraft, motor boats and yachts must be:
 - a) Thoroughly cleaned internally and externally.
- (3) Aircraft, motor boats and yachts from Japan/Schedule 3 countries must also be:
 - a) treated (externally and internally) by fogging or spraying with a residual insecticide as per *MPI Approved Biosecurity Treatments* where they leave on or after the 1st of September and where they arrive in New Zealand on or before the 30th of April of any year. All compartments where Brown Marmorated Stink Bug (*Halyomorpha halys*) may hide must be opened before fogging or spraying. Insecticide treatment must:
 - i) first occur in the country of origin before shipping to New Zealand; and
 - ii) then be repeated upon arrival in New Zealand followed by inspection.
- (4) Any treated risk good of this type must be certified and labelled as described in Section 2.1 (2).

3.6 All vehicles and machinery from Japan

Guidance

(1). Risk management measures specified in this section are primarily for the high-risk pests: Asian Gypsy Moth (*Lymantria dispar*), Brown Marmorated Stink Bug and various other stink bugs in Japan.

Note: All break-bulk or containerised cargo must be treated (where and when required) in Japan or in transit before arrival in New Zealand.

- (1) This section applies to all vehicles and machinery (whether break-bulk or containerised, new or used) from Japan, excluding aircraft, motor boats and yachts.
- (2) The requirements of this section do not apply to vehicles and machinery that originate from another country, and that are trans-shipped through a port in Japan, provided the consignment remains:
 - a) segregated from all untreated cargo at all times; and
 - b) at that port for no greater than 120 hours unless other agreed measures are in place to mitigate the biosecurity risks.

If these requirements are not met, then the requirements specified in Section 3.6 apply.

- (3) Any treated item must be certified and labelled as described in Section 2.1 (2).

3.6.1 New vehicles and machinery from Japan

- (1) All new vehicles and machinery must be treated to manage the Brown Marmorated Stink Bug before arrival in New Zealand (as specified in MPI Approved Biosecurity Treatments) where they leave Japan on or after the 1st of September and arrive in New Zealand on or before the 30th of April of any year;
or
- (2) Must be managed under an MPI-approved New Vehicles and Machinery System.
- These requirements do not apply for new bicycles (manual or electric), new motor bikes, new motor scooters, new side by side (SxS) racers/vehicles and new quad bikes/racers.

3.6.2 Used vehicles from Japan

- (1) All used vehicles including non-standard vehicles (such as buses, on-road use dump-trucks and motor homes) must be managed under an MPI-approved Used Vehicle System before arrival in New Zealand;
and
- (2) MPI-approved system operators must also use a treatment component for management of the Brown Marmorated Stink Bug (as specified in *MPI Approved Biosecurity Treatments*) for used vehicles that leave Japan on or after the 1st of September and arrive in New Zealand on or before the 30th of April of any year.

3.6.3 Used machinery from Japan

- (1) All used machinery including dump trucks used for off-road purposes must be cleaned and have a cleaning certificate provided by an MPI-approved cleaning provider or an MPI-approved Used Machinery System (required for 12 months of the year) as described in Section 2.1 (1 k);
and
- (2) All used machinery must also be treated before arrival in New Zealand for management of the Brown Marmorated Stink Bug (as specified in *MPI Approved Biosecurity Treatments*) for consignments of used machinery and equipment that leave Japan on or after the 1st of September and arrive in New Zealand on or before the 30th of April of any year.

Guidance

- (1). System approval is granted when the proposed system (in Japan or in-transit to New Zealand) is seen as being effective in managing the biosecurity risks associated with the vehicles and machinery, ensuring they meet the requirements of this IHS. A Chief Technical Officer may decline, suspend or revoke approval if they consider that a system is not, or is no longer, effective at ensuring that the vehicles or machinery meet the IHS requirements.
- (2). The criteria and processes for MPI-approved New Vehicle and New Machinery systems and MPI-approved Used Vehicle and Used Machinery systems are available on the MPI website. The link may be found at <http://www.mpi.govt.nz/importing/other/vehicles-and-machinery/> refer to: Quick Links - Vehicle Systems.
- (3). If prospective system operators and importers believe that they cannot meet MPI's system requirements under Section 3.6 or 3.7 they should contact MPI for discussion of equivalence options (See 'Equivalence' in the IHS 'Introduction' section).
- (4). On arrival verification will be tailored to MPI's confidence in the system.

3.7 All vehicles, machinery and equipment from Schedule 3 countries

Guidance

(1). Risk management measures specified in this section are primarily for management of the Brown Marmorated Stink Bug.

- (1) This section applies to all vehicles, machinery and equipment (whether break-bulk or containerised, new or used) from any country listed in Schedule 3, excluding aircraft, motor boats and yachts.
- (2) The requirements of this section do not apply to vehicles, machinery and equipment that originate from countries not included in the list of Schedule 3, and that are trans-shipped through a port in a Schedule 3 country, provided the consignment remains:
 - a) segregated from all untreated cargo at all times; and
 - b) at a Schedule 3 country port for no greater than 120 hours

If these requirements are not met, then the requirements specified in Section 3.7 apply.

- (3) Treated vehicles, machinery and equipment that originate in Schedule 3 countries and are then transported to ports in non-Schedule 3 countries for shipping to New Zealand, may exceed the 120-144 hour holding period before loading occurs, provided the consignment remains:
 - a) segregated all untreated cargo at all times.
- (4) For used machinery:
 - a) All items must be thoroughly cleaned (externally and internally) before arrival in New Zealand.
 - b) Importers must provide a cleaning certificate stating that the used machinery has been thoroughly cleaned (externally and internally) and that the items were disassembled for cleaning.

- (5) All vehicles, machinery and equipment that leave Schedule 3 countries on or after the 1st of September and arrive in New Zealand on or before the 30th of April of any year must be managed to mitigate Brown Marmorated Stink Bug risk using one of the following options:

Note: MPI must be contacted in advance by exporters and importers considering using Option A so that assessment and verification of effectiveness can be conducted.

Option A – MPI-approved systems.

Vehicles, machinery and equipment (break-bulk or containerised) must have been managed using a systems approach that:

- a) is recognised as an MPI-approved New Vehicles and Machinery System, MPI-approved Used Vehicle System or MPI-approved Used Machinery System; and aligns with *International Standard for Phytosanitary Measures 14** (refer to Section 1.2).

Note: New items of the types targeted by MPI and manufactured on or after 1 December and shipped before 30 April of any year, may qualify as part of an MPI-approved system (which means mandatory treatment may not be required).

Guidance

- (1). MPI-approved systems could also cover in-transit treatment of risk goods before arrival in New Zealand.
- (2). *National Plant Protection Organisation phytosanitary certification is not required for vehicle or machinery systems.

Option B – Treatment for break-bulk vehicles, machinery and equipment.

Break-bulk consignments of vehicles, machinery and equipment (excluding aircraft) must be treated as per *MPI Approved Biosecurity Treatments*.

- a) Treatment must be conducted at the port of departure for New Zealand within 120 hours of departure; or
- b) Where treatment is not conducted at the port of departure for New Zealand in a Schedule 3 country, treated vehicles, machinery and equipment must:
 - i) be transported from the treatment location within 6 hours of treatment completion; and
 - ii) arrive at the departure port for New Zealand within 120 hours of departure.
 or
 - i) be wrapped in an impervious insect-proof covering (such as netting or plastic) within 6 hours of the completion of treatment; and
 - ii) be transported from the treatment location within 24 hours of the completion of treatment; and
 - iii) arrive at the departure port for New Zealand within 120 hours of departure.
 or
 - i) be fogged or sprayed externally with a residual insecticide as per *MPI Approved Biosecurity Treatments* on the completion of treatment; and
 - ii) be transported from the treatment location within 24 hours of the completion of treatment; and
 - iii) arrive at the departure port for New Zealand within 120 hours of departure.
- c) For west coast ports of the United States of America, where treatment cannot be conducted at the port of departure for New Zealand, treated vehicles, machinery and equipment must:
 - i) be transported from the treatment location within 6 hours of treatment completion; and
 - ii) arrive at the departure port for New Zealand within 144 hours of departure.

Note 1: The treatment specifications must be listed on a treatment certificate and on an adhesive sticker or label on the treated cargo.

Option C – Treatment for containerised vehicles, machinery and equipment.

Containerised (and sealed) consignments of vehicles, machinery and equipment (excluding aircraft) must be treated as per *MPI Approved Biosecurity Treatments* either:

- a) in the country of origin within 21 days of shipping to New Zealand; or
- b) in New Zealand at a place of first arrival or at a transitional facility.

Note: Where containers are treated before arrival in New Zealand, the treatment specifications must be listed on a treatment certificate and on an adhesive sticker or label.

Guidance

(1). Flat-rack, open-side, open top or soft-top containers are seen as break-bulk items for biosecurity purposes.

(2). Under Option C a), vehicles and machinery may be included with other goods in a container ("Freight of All Kinds – FAK" or "Less than a Container Load - LCL"). Importers may want to treat these vehicles or machinery immediately prior to loading into the container, so that the whole container does not require treatment on arrival in New Zealand.

- (6) Importers must provide documented evidence to MPI 48 hours prior to arrival that the one of the options in Section 3.7 (3) has been conducted and that time-dependent requirement have been met.
- (7) Any treated item must be labelled as described in 2.2 (1).
- (8) **Other pre-export and transit requirements for vehicles, machinery and equipment.**

Vehicles, machinery and equipment must also be:

- a) protected or effectively segregated prior to shipment from non MPI-system or untreated cargo; and
- b) transported in an appropriate manner; and
- c) kept effectively separated from all untreated materials or cargo, to prevent possible contamination with biosecurity contaminants or regulated pests.

Guidance

(1). Under Option A, an MPI Chief Technical Officer will grant approval for use of pest free areas, pest free places of production or an MPI-approved system when they are recognised as being effective in managing vehicles and machinery and/or other relevant items, ensuring that they meet the requirements of this IHS.

(2). MPI will also consider alternative management measures for sensitive or delicate items depending on the particular Brown Marmorated Stink Bug risk posed. However, each consignment will be risk assessed and will be subject to inspection before and after treatment. Some methods of management that may be considered include:

- a) Fumigation using a different chemical or schedule, or
- b) Fogging or spraying with an insecticide as per *MPI Approved Biosecurity Treatments*.

Guidance

For the purposes of this Import Health Standard, MPI considers the following items **do not** require MPI-approved treatment (using fumigation, heat or insecticides) as per Section 3.7 due to their size, new status and manufacturing processes.

New (un-field tested) items as listed below, packaged, in cartons/pallets immediately after manufacture or subsequently packaged¹ in impervious packaging and shipped in sea containers for direct sale.

- Bakery, food processing and restaurant equipment.
- Bicycles and bicycle parts (including electric units).
- Boat parts.
- Car parts.
- Children's sports equipment/toys (for example, scooters, in-line or roller skates, skateboards).
- Exercise equipment (for example, exercycles, rowing machines and treadmills).
- Filters (for example, air conditioning or automotive).
- Hand tools and hardware and home handyman items.
- Household appliances and parts thereof (for example, dish washers, dryers, ovens, vacuums, washing machines, or waste disposal units for domestic use).
- Laboratory equipment.
- Motor bikes, motor scooters, quad bikes, SxS racers/vehicles (whether electric or liquid fuelled) and parts for these items.
- Tyres (new and containerised).
- Power tools for domestic or home handyman use.

However, should an exporter or importer find that these conditions are not able to be met, they should alert MPI. Then appropriate holds and directions for inspection and/or treatment will be applied by MPI. Note: MPI may also target goods on the list if their risk status changes.

¹"Subsequently packaged in impervious packaging" denotes items managed at a packing point some distance from the point of manufacture but under direct control of the manufacturer. However, this does not apply where the items that are repackaged in impervious packaging occurs at a separate location being a packing yard, personal premise or onward location uncontrolled by the manufacturing company, as this could allow cross-contamination with BMSB.

Schedule 1 – Definitions

Terms used in this IHS that are also defined in the Act have the meanings set out there. The following specific definitions also apply and are defined for the purposes of this IHS:

Arrive: In relation to vehicle, machinery and equipment risk goods, means to reach land within New Zealand territory (New Zealand) after a flight or voyage originating outside of New Zealand.

Biosecurity contaminant(s): Any organic material, thing or substance that (because of its nature, origin or other relevant factor) may contain a regulated pest (or parts thereof). Therefore that organic material/thing/substance is not intended for biosecurity clearance under the Act.

Break-bulk consignments: Consignments of vehicles, machinery or equipment (including tyres) that are:

- a) stowed on deck, below deck or in holds of vessels, and are
- b) not containerised (cargo not being held inside a 6-sided sea container).

Consignments held in flat-rack, open-sided, open-topped or soft-top containers are considered to be break-bulk consignments.

Cleaning Certificate: A MPI-recognised certificate that specifies the required cleaning actions have been completed.

Containerised consignments: Consignments of vehicles, machinery or equipment (including tyres) that are held inside a 6-sided sea container. Containers must meet the requirements of *MPI Import Health Standard for Sea Containers (SEACO)*.

Equipment: Accessories, attachments, components, devices, fittings, gear or parts such as chassis, engines, seating, suspension units, tyres and wheels for all types of vehicles and machinery.

Machine/machinery: Any mechanical device that modifies or transmits energy to assist in or improve the performance of work. The device may be drawn, fixed in position, pushed or self-propelled, and includes vehicle or machinery equipment (as above).

Guidance

Machinery includes agricultural, forestry, horticultural, industrial, scientific and urban equipment. This may include, but is not limited to: equipment for baling, building/construction (cranes, elevators and escalators), concrete mixing, disking, fruit-picking, hay tedding, logging, ploughing, plant growing and processing, power generation, production gear, roading, rolling, sawmilling, spray equipment, used diagnostic, industrial processing, laboratory or research equipment (such as air processors and extractors, biohazard cabinets, centrifuges, fume hoods, stomachers) and wool scouring.

MPI-approved system: A system that a Chief Technical Officer approves that ensures that vehicles, machinery and associated packaging are free of biosecurity contaminants and live regulated pests. There are three kinds of MPI-approved systems:

- a) MPI-approved New Vehicle and Machinery Systems – a system under which new vehicles and machinery are managed.
- b) MPI-approved Used Vehicle Systems – a system under which used vehicles are managed (can also include vehicle equipment).
- c) MPI-approved Used Machinery Systems – a system under which used machines are managed (can also include machinery equipment).

An MPI-approved system (as above) may also include new or used vehicles and machinery (and equipment) being managed under the requirements of a “pest free area” where: vehicles, machinery and equipment (break-bulk or containerised) must originate in a pest free area that is compliant with International Standard for Phytosanitary Measures 4 and is free from Brown Marmorated Stink Bug (refer to Part 1.2 (1). for more information).

Or

An MPI-approved system may also include new or used vehicles and machinery being managed under the requirements of a "Pest free place of production" where: vehicles, machinery and equipment (break-bulk or containerised) must originate in a pest free place of production that is compliant with International Standard for Phytosanitary Measures 10 and has been managed during pre-production, production and post-production phases according to appropriate procedures; and no Brown Marmorated Stink Bug were detected in the area or associated with the new or used items (refer to Part 1.2 (1). for more information).

An MPI-approved system for any purpose must include details of all of the following:

- (1) A detailed description of the steps taken to ensure that the outcome of this standard is met. There may be a requirement to include an MPI-approved treatment (depending on country of export and time of year).
- (2) The persons responsible for taking those steps.
- (3) The keeping of records to demonstrate that the process has been followed.
- (4) Sufficient opportunity for MPI to conduct initial and ongoing verification of the process.
- (5) Evidence that any corrective action required by MPI as a result of that verification has been taken.
- (6) Payment of MPI costs in assessing and verifying the process.

Refer to: <http://www.mpi.govt.nz/importing/other/vehicles-and-machinery/> - Go to: Quick Links - Vehicle Systems.

Packaging is any packing or packaging material that is associated with vehicles or machinery (such as cardboard, foam plastic, foam rubber, paper, plastic cling-film and plastic shrink wrap). All packaging must be clean and free of biosecurity contaminants and comply with the same requirements as the items it accompanies.

Regulated pest(s):

- a) any regulated pest, quarantine pest, regulated non-quarantine pest as those terms are defined in the International Plant Protection Convention; and
- b) exotic diseases, infections and infestations as listed by the World Organisation for Animal Health, and
- c) any organism that may cause unwanted harm to natural and physical resources or human health in New Zealand; or may interfere with the diagnosis, management, or treatment, in New Zealand, of pests or unwanted organisms.

Schedule 3 country is any country listed in Schedule 3

Used machinery/vehicles are those items previously used for any purpose (commercially or non-commercially) including use for courtesy, demonstration, field testing or other testing or training. They include non-working machinery/vehicles imported to be broken down and used for equipment parts.

Vehicle: A vehicle is a mobile conveyance or machine that transports cargo or people.

Guidance

(1). Vehicles may be used in connection with agricultural, horticultural, forestry or other transportation activities. Vehicles include the following items that do not arrive in New Zealand under their own power:

- a) aircraft (such as aeroplanes, gliders, helicopters),
- b) motor vehicles (electric or liquid fuelled, such as buses, cars, forklifts, front-end loaders, golf carts, motorcycles, motor scooters, quad bikes, straddle carriers, traction engines, tractors, trucks),
- c) rail vehicles (such as locomotives, railcars, rail jiggers, trains, trams),
- d) ride-on mowers,
- e) tracked vehicles (continuous tracks such as armoured fighting vehicles, bulldozers, excavators, snowmobiles, tractors),

- f) wagons,
- g) watercraft (such as boats, ships, yachts) and
- h) spacecraft.

(2). Vehicles (or machinery) that have simply had their wheels or other equipment removed and can be driven by re-attaching the wheels, or operated as intended on re-attachment of the equipment, are regarded as viable vehicles or machinery and must meet the requirements of relevant Parts of this IHS.

(3). The following items are not seen as targeted vehicles/machines of interest for the purposes of this IHS:

- a) Agricultural machinery that is new, pedestrian-controlled and not propelled by an engine.
- b) Hand-trolleys or wheelbarrows.
- c) New lawnmowers (pedestrian-controlled, including motorised ride-on mowers).
- d) Perambulators (prams) or pushchairs.
- e) Shopping or sporting trundlers (including those propelled by mechanical power).
- f) Wheelchairs (hand powered and including those propelled by electrical or other power).

Schedule 2 – Biosecurity Contaminants and Regulated Pests

Guidance

Table 1 defines the criteria that determines if imported vehicles, machinery and equipment are considered free from biosecurity contaminants and regulated pests. If the quantity of a biosecurity contaminant or regulated pest is below the threshold specified, then it is unlikely to present a biosecurity risk.

Table 1: Biosecurity Contaminant and Regulated Pest Thresholds

Note: This table is subject to periodic change.

Type	Contaminant Type	Threshold Permitted
Animals	Live animals such as amphibians, arthropods, birds, crustaceans, mammals, molluscs, reptiles.	Nil tolerance = zero (always seen as a pest)*. <i>Note: Dead arthropods including dead insects, mites and spiders are not seen as contaminants.</i>
	Animal products or by-products such as blood, bones, carcasses, excretions, feathers, fibre, meat, etc.	Nil tolerance = zero (always seen as a contaminant)*.
Aquatic	Water (pooled or standing).	Nil tolerance = zero (always seen as a contaminant). <i>Note: Traces of water remaining after approved treatments are not seen as contaminants.</i>
Micro-organisms	Fungi that is embedded/systemic in the vehicle, machine or tyre.	Nil tolerance = zero (always seen as a contaminant)*. <i>Note: Surface fungi (mildew) is not considered as a contaminant if it can be wiped off</i>
Plants	Fresh/green plant material and flowers.	Nil tolerance = zero (always seen as a contaminant)*.
	Fruit (whole) and seeds (including cones with seeds, dried seeds and fruit with seeds).	Nil tolerance = zero (always seen as a contaminant)*. <i>Note: Burnt, dried, scorched seeds that are present in or on exhaust systems and radiators are not seen as contaminants.</i>
	Small pieces of loose dead or dry plant material such as bark, fruit pieces, leaves, sawdust or twigs.	5 pieces More than 5 pieces are seen as actionable contaminants by MPI*. <i>Note: Burnt, dried, scorched pieces of material that are present in or on exhaust systems and radiators are not seen as contaminants.</i>
	Pine needles	Nil tolerance = zero (always seen as a contaminant).
Soil	Clumps or loose soil may contain micro-organisms.	20 grams More than 20 grams is seen as a contaminant. <i>Note: Road film (fine dust or soil particles) that is free of organic material and present as a thin covering is not seen as a contaminant.</i>

*Unless officially identified as otherwise or as a species that is not a regulated pest.

Schedule 3 – Actionable Brown Marmorated Stink Bug Countries

MPI lists the following actionable countries for specific management of Brown Marmorated Stink Bug (*Halyomorpha halys*) under Section 3.7

Note: This table is subject to periodic change.

Country	Notes
1. Austria	
2. Bulgaria	
3. France	
4. Georgia	
5. Germany	
6. Greece	
7. Hungary	
8. Italy	
9. Liechtenstein	
10. Romania	
11. Russia	
12. Serbia	
13. Slovenia	
14. Spain	
15. Switzerland	
16. United States of America	

Guidance

Treatment of cargo from the States of Alaska and Hawaii and other territories of the United States of America that are not contiguous with the other 48 States is not required. This also applies to cargo trans-shipped through United States of America ports, as long as the cargo does not leave the port, is segregated from all untreated cargo at all times; and remains at that port for no greater than 120 hours.

Schedule 4 – Overview of Part 3 Requirements

The requirements of Part 2 of this IHS apply to all vehicles, machinery and equipment.

Country	Vehicles, excl. aircraft & boats		Aircraft & boats	Machinery		Equipment	
	New	Used ²	New & Used	New	Used ²	New	Used
Japan	<u>3.6.1</u> ¹	<u>3.6.2</u>	<u>3.5</u>	<u>3.6.1</u>	<u>3.6.3</u>	none	Parts <u>3.2</u> Wire cable <u>3.3</u> Tyres <u>3.4</u>
Schedule 3 countries	<u>3.7</u>	<u>3.7</u>	<u>3.5</u>	<u>3.7</u>	<u>3.7</u>	<u>3.7</u>	Parts <u>3.7</u> Wire cable <u>3.3</u> Tyres <u>3.4</u>
All other countries	none	none	<u>3.5</u>	none	<u>3.1</u>	none	Parts <u>3.2</u> Wire cable <u>3.3</u> Tyres <u>3.4</u>

1. These requirements do not apply for new bicycles, new motorised bicycles, new motor bikes, new motor scooters, new SxS racers/vehicles, and new quad bikes/racers. There are no Part 3 requirements for these items.

2. Includes non-working used vehicles or machines imported for disassembly and use as equipment/parts.