

Import Health Standard
for
Imported Vehicles and Machinery

Short Name: VEHICLE-ALL

MAF Biosecurity New Zealand
Ministry of Agriculture and Forestry
P.O Box 2526
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New Zealand

Approval

The MAF Biosecurity New Zealand (MAFBNZ), in accordance with section 22 of the Biosecurity Act 1993, approves this standard – *VEHICLE-ALL: Imported Vehicles and Machinery* as the import health standard for imported vehicles and machinery from all countries.

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Date

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This standard is accessible on:
(MAF [hyperlink](#))

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Vehicle and machinery importers are strongly advised to familiarise themselves with **ALL PARTS** of this standard and actively seek MAFBNZ guidance if they are unclear on any part, prior to undertaking any activities relating to the importation of vehicles or machinery.

Foreword

MAF Biosecurity New Zealand (MAFBNZ), a division of the Ministry of Agriculture and Forestry (MAF), is the lead agency in New Zealand's biosecurity system. It is responsible for enforcing the provisions of the Biosecurity Act 1993, including preventing the importation of unwanted pests and diseases, and for controlling, managing or eradicating them should they arrive.

This import health standard, *VEHICLE-ALL: Imported Vehicles and Machinery*, is a MAF standard prepared by the Operations and Facilities Group of MAFBNZ and cancels and replaces the following MAF standards:

- *MAF Standard BMG-STD-VEHIL: Import Health Standard for Used Buses, Cars, Motor Cycles, Trucks, Utility Vehicles and Vans from Any Country (11 September 2001)*
- *MAF Standard 152-07-04i: Import Health Standard for Forestry and Agricultural Equipment from Any Country (18 March 1998)*
- *MAF Biosecurity Standard BMG-STD-TYRES: Import Health Standard for Used Tyres from Any Country (April 2002)*
- *MAF Biosecurity Authority Standard BMG-STD-HTVEH: Import Health Standard for Treated Used Vehicles Imported into New Zealand (September 2003)*

Review and Amendment

This standard is subject to review and amendment at any time to ensure that it continues to meet biosecurity objectives. Reviews and amendments will be notified to stakeholders and will be published on the MAFBNZ website. All stakeholders are responsible for ensuring that the most recent version of this standard is used.

Contacts

For all matters relating to the interpretation, review and amendment of this standard, please contact:

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For all matters relating to operation of this standard, including inspections, audits, treatments and MAF's offshore programme, please contact your local MAFBNZ office.

General Information

1. Introduction

This standard requires that **all** vehicles/machinery imported into New Zealand are clean, internally and externally, to ensure that biosecurity risk organisms are not present. MAFBNZ also intends that the biosecurity requirements of this standard do not unnecessarily impede trade.

A biosecurity clearance, pursuant to section 26 of the Biosecurity Act 1993, will be issued when vehicles/machinery are clean (meaning the contaminant threshold level requirements are met as per section 2), and meet all other requirements of this import health standard.

2. Contaminant Threshold Levels

Clean vehicles/machinery are defined as those where the level of biosecurity contaminants is reduced to **at least** the **contaminant threshold levels**, as specified in Appendix 1, and are managed in such a way to ensure that recontamination does not occur prior to presentation for biosecurity clearance.

3. Biosecurity Interventions

MAFBNZ requires that some categories of vehicles/machinery undergo mandatory decontamination (section 5) to effectively manage the higher biosecurity risks before being cleared for entry into New Zealand.

For all other vehicle/machinery categories, there are a range of internal and external biosecurity interventions that can be used, such as, fumigation, systems validation, cleaning systems, heat treatment, physical inspection and manual removal or a combination of such interventions, as well as default intervention options (section 6.1).

Biosecurity interventions, including decontamination treatments and whole systems to mitigate biological risk organisms, should be approved by MAFBNZ prior to being used. Some of these are described in the [MAF standard BNZ-STD-ABTRT: Approved Biosecurity Treatments for Risk Goods Directed for Treatment](#). All biosecurity interventions must be applied in a manner that ensures vehicles/machinery are clean.

Where biosecurity interventions are not approved, MAFBNZ will implement default intervention options as described in section 6.1.

4. Management of Risk Offshore

MAFBNZ strongly recommends that importers undertake biosecurity interventions offshore to reduce the likelihood of biosecurity contaminants, particularly high-impact risk organisms, entering New Zealand. Offshore intervention will also assist in avoiding delays and costs on arrival. To reduce the likelihood of recontamination, such activity must be completed not more than 10 days prior to shipping from the port of export or will be subject to a pre export MAF inspection.

5. Approved Offshore Biosecurity Interventions & Systems

While vehicles/machinery cannot receive biosecurity clearance until they enter New Zealand, confirmation of cleanliness can be provided to MAFBNZ prior to shipping by approval of biosecurity intervention processes and systems and documented verification of assessment and audit (section 3, Appendix 2) or following implementation of default intervention options (section 6.1).

6. Shipping of Contaminated Vehicles/Machinery

Shipping of vehicles/machinery known to be contaminated, particularly with mobile organisms (e.g., ants) is actively discouraged, but MAFBNZ acknowledges that this is occasionally unavoidable. If decontamination of vehicles/machinery known to harbour biosecurity contaminants prior to shipping is not possible, they must be shipped in a MAFBNZ-approved manner to prevent cross-contamination with other cargo and managed on arrival in New Zealand, as per section 6.2.

Biosecurity Requirements

All vehicles/machinery imported into New Zealand must be clean, internally and externally, including those areas not accessible to physical inspection, to ensure that biosecurity risk organisms are not present.

Vehicles/machinery that are not clean and not complying with the requirements of this standard will not be given biosecurity clearance.

Cleanliness will be measured against specific contaminant threshold levels (Appendix 1).

7. Documentation

All vehicles and units of machinery arriving in New Zealand must be accompanied by documentation stating the following information:

- identification (e.g., vehicle identification number (VIN)),
- make and model (applies to whole vehicles and units of machinery only),
- port of origin,
- shipment details, including container number (if applicable),
- number and type of tyres (if applicable),
- consignor, consignee and consignee's full address, and
- MAFBNZ confirmation that the vehicle/unit of machinery has been cleaned in accord with an approved system/process (section 3) to meet or exceed contaminant threshold levels (if applicable).

NOTE: In the case of new vehicles/machinery, confirmation that the supply chain system is being managed appropriately will be sufficient.

8. Used Vehicles/Machinery

All vehicles/machinery imported into New Zealand presented for biosecurity clearance that meet the contaminant threshold levels shall be deemed free of biosecurity risk organisms and given clearance.

Used vehicles/machinery not meeting the specified contamination thresholds or requiring mandatory decontamination (section 11) must be decontaminated. Decontamination must be carried out as per section 12.2.

9. New Vehicles & New Machinery (including new tyres)

Recognising that new vehicles/machinery are normally a lower biosecurity risk, MAFBNZ will consider how the biosecurity interventions used in the manufacturing supply chain mitigate biosecurity contamination. Importers must supply MAFBNZ with information describing how new vehicles/machinery have been stored (including the length of time), transported to the ship and how the risks of biosecurity hazard contamination have been mitigated between manufacture and export.

New vehicles/machinery determined to be of negligible biosecurity risk by an Inspector will be granted biosecurity clearance.

New vehicles/machinery contaminated during transit, must be managed as per section 12.2.

10. Used Tyres

Used tyres (not on rims or partially deflated) must be fumigated prior to receiving biosecurity clearance¹.

If fumigation has been carried out offshore, used tyres must be appropriately secured within an enclosed area (e.g., a sea freight container or an impervious cover, etc) to prevent recontamination prior to shipping.

If fumigation has **not** been carried out offshore:

- Sea freight containers of used tyres must be fumigated within 48 hours of landing in New Zealand in a manner ensuring that any mobile organisms present do not escape during the fumigation process. If fumigation cannot be carried within 48 hours, the container must be sealed (including vents and any damaged areas permitting insect egress) and treated with a knockdown insecticide while awaiting fumigation.
- Uncontainerised used tyres must be appropriately secured within an enclosed area (e.g., a sea freight container, the boot or interior of a vehicle, an impervious cover, or a room etc) immediately upon discharge and treated with a knockdown insecticide. Fumigation must be carried out within 48 hours of arrival.

11. Vehicles/Machinery Subject to Mandatory Decontamination

Every vehicle/unit of machinery in the following categories requires mandatory decontamination, either through fumigation¹, heat treatment¹ or other approved equivalent

¹ <http://www.biosecurity.govt.nz/files/regsg/stds/bnz-std-abtr.pdf>

means, to remove/inactivate biosecurity contaminants, prior to receiving biosecurity clearance:

- Used vehicle/machinery parts, including vehicles/machinery imported for dismantling,
- Used agricultural, forestry and horticultural machinery,
- Used wire ropes attached to vehicles/machinery,
- Used tyres (section 10),
- Vehicles/machinery showing evidence of holding pools of water or being partially or fully submerged in water (e.g., presence of water tide marks, biofouling),
- New vehicles/machinery that have become contaminated during transit, and
- Any other vehicle/unit of machinery that, by its very nature, use, source, history or other such factor, has been determined to require treatment (e.g., garbage trucks).

NOTE: MAFBNZ should be consulted prior to import, on whether vehicles/machinery likely to fall into the above category will require mandatory decontamination.

12. Management of Contaminated Vehicles/Machinery

12.1. Default Intervention Options

There are two MAFBNZ inspection and approved treatment default intervention options for any vehicle/machinery not meeting maximum contaminant threshold levels. Importers must inform MAFBNZ of their preferred option.

Option 1:

- **Physically inspected for the presence of visible contaminants.**
- **Inspected using a videoscope for the presence of concealed contaminants.**
- **Appropriate treatment by an approved means if contaminants are detected.**

Option 2:

- **Physically inspected for the presence of visible contaminants, decontaminated where necessary.**
- **Heat treated or fumigated in an approved manner to remove/inactivate concealed contaminants.**¹ <http://www.biosecurity.govt.nz/files/regs/stds/bnz-std-abtrt.pdf>

12.2. Management of Vehicles/Machinery Suspected/Known to be Contaminated On-Arrival in New Zealand

All vehicles/machinery imported into New Zealand must be landed at ports that have suitable decontamination/cleaning facilities approved as transitional facilities to the MAF standard [BNZ-STD-TFGEN: Standard for General Transitional Facilities for Uncleared Goods](#).

Vehicles/machinery known to be contaminated prior to shipping or have since found to be contaminated, either prior to discharge or following the inspection above, will be managed by

MAFBNZ in a manner appropriate for the level and type of contamination. Management² may involve:

- Direction to be decontaminated in an approved manner,
- Prohibition of discharge, particularly where gross contamination is observed aboard the vessel, or
- Direction to be reshipped to a port outside New Zealand's jurisdiction.

Uncleared vehicles/machinery landed in New Zealand must have an external inspection carried out within 12 hours of discharge at the port of entry, or within 12 hours of being devanned from a sea container. Decontamination must be carried out at a transitional facility approved to the standard above using a MAFBNZ-approved method in accordance with the [MAF standard BNZ-STD-ABTRT: *Approved Biosecurity Treatments for Risk Goods Directed for Treatment*](#). Transportation to the transitional facility must be carried out in an approved manner to minimize the escape of any biosecurity contaminants.

Detection and subsequent management of contamination may also result in changes to audit and assessment regimes (Appendix 2).

12.3. Treatment Responsibility

Contaminated goods are imported at the importers risk. If pre-clearance decontamination is required, this is entirely at the importers risk and expense in all respects. Decontamination is not carried out on behalf of MAFBNZ but is a private arrangement between the treatment supplier and the importer. Whilst MAFBNZ will ensure that only suitably-qualified treatment suppliers are available in New Zealand, it accepts no responsibility for any failure by the treatment supplier in its contract for decontamination services with the importer.

13. Costs

The costs to MAFBNZ in performing functions relating to the importation of vehicles/machinery are paid in accordance with the Biosecurity Act 1993 and any regulations made under that Act, including all costs associated with documentation, transport, storage, inspection, treatment, re-export and obtaining a biosecurity clearance.

Appendix 1: Contaminant Threshold Levels

The following threshold levels are the maximum levels of contamination permitted on/in each vehicle or unit of machinery.

The validity of these levels will be kept under review and MAFBNZ reserves the right to change them at any time through amendments to this standard.

Table 1 - Contaminant Threshold Levels

Contaminant Type ¹	Per Vehicle/Unit of Machinery
Dead arthropods	presence permitted
Road film	presence permitted
Plant material ² /soil not detectable through visual inspection	presence permitted
Sand/other material free of plant residues or other organic materials	presence permitted
Fungi in rotten decks	presence permitted*
Seeds - in air filters	presence permitted*
- not in air filters (except below),	none
- associated with radiator/exhaust	presence permitted
Soil	20 grams
Dead desiccated plant material	5 units
Pine needles	none
Animal products/by-products ³	none
Water	none
Green or fresh plant material	none
Live animals ⁴	none

1. Located anywhere in/on the vehicle/unit of machinery including contained structures.

2. Includes fruit, leaves, twigs, bark, sawdust

3. Includes blood, bones, fibre, meat, secretions, excretions, etc, but excludes moderate amounts of pet fur trapped in upholstery .

4. Includes arthropods, mammals, birds, reptiles, amphibians, molluscs etc.

* May require further action where deemed necessary by a MAF inspector

Vehicle and machinery importers are strongly advised to familiarise themselves with **ALL PARTS** of this standard and actively seek MAFBNZ guidance if they are unclear on any part, prior to undertaking any activities relating to the importation of vehicles or machinery.

Appendix 2: Performance Measurement of Biosecurity Interventions

1. Approval

As stated in section 3, biosecurity interventions should be approved by MAFBNZ prior to being used. Approval will require trials, testing, validation or other such science/analytical - based means, to show that the intervention(s) can reliably clean vehicles/machinery to or below threshold levels (Appendix 1).

2. Assessment & Audit

The type of biosecurity intervention(s) employed, will determine the most appropriate assessment and audit regime used by MAFBNZ to determine and monitor effectiveness. This may include system and outcome-based audits, physical inspection, use of videoscope technology, partial dismantling or other such means. Factors that will be taken into account include:

- the degree of risk,
- vehicle/machinery type and source,
- accessibility of surfaces or compartments,
- whether the vehicle/machinery is new or used,
- reliability, robustness and proven effectiveness of the intervention type,
- confidence in the delivery of interventions,
- compliance history of stakeholders providing interventions, and
- any other factors deemed relevant.

Audit regimes will be designed to provide the level of confidence and assurance that threshold levels are consistently being met. MAFBNZ will be transparent about the design, operation and implementation of assessment and audit regimes prior to implementation in order to provide clarity around expectations and costs and to consider relevant viewpoints towards achieving biosecurity objectives. A baseline level of audit and assessment can be expected, contingent with consistently being able to meet or exceed threshold levels.

3. Review of Assessment & Audit Regimes

The results of ongoing performance measurement of biosecurity management at all levels (see section 4 below) may impact the levels of assessment and audit. Levels will be increased if thresholds are not consistently being met or there are sufficient non-compliances with this standard to warrant such action. This may include increased audit frequency, inspection and/or treatment activities as well as suspension or revocation of an approval.

Reviews of assessment and audit regimes, and intended changes to those regimes, must be discussed with affected parties prior to implementation in order to provide clarity around expectations and costs and to consider relevant viewpoints towards achieving biosecurity objectives.

4. Performance Measurement

Performance measurement will operate at three levels to determine how well the following is being achieved:

- All vehicles and units of machinery are clean, using contaminant threshold levels.
- Biosecurity intervention systems (including cleaning methodologies, decontamination treatments and manufacturing supply chain systems etc), consistently and reliably meet the threshold levels and are operated in a way that continues to do so. This particularly applies for live organisms hidden within the structure of vehicles/machinery and not normally detectable through visual inspection.
- Biosecurity objectives are being met across the entire segment.

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Appendix 3: Terms & Definitions

For the purposes of this standard, the following terms and definitions apply. Other terms used are as per the Biosecurity Act 1993.

This standard refers to “contaminant” in the general context of animate or inanimate objects **NOT** normally associated with vehicles and machinery and which may or may not be biosecurity risks. Accordingly, “decontamination” is used to describe the removal of contaminants or the inactivation of those which are biosecurity risks.

audit

A systematic and documented process for obtaining and evaluating evidence objectively to determine the extent to which specific criteria are fulfilled.

contaminant threshold level

The maximum level of contamination permitted for a particular biosecurity contaminant.

equivalence

The use of different biosecurity risk management interventions to achieve the same or better outcome(s).

machinery

Mechanical devices that transmit or modify energy to perform or assist in the performance of human tasks, whether self-propelled, drawn, pushed or fixed in position.

NOTE: For the purposes of this standard, machinery includes items within the categories below that have biosecurity risks associated with them:

- forestry, agricultural and horticultural equipment, such as logging equipment, portable sawmills, balers, ploughs, tedders, rollers, discers, fruit-pickers, wool scouring plants, pesticide sprayers and cranes.
- construction, building, and production equipment, such as concrete mixers, elevators, escalators, generators and road construction equipment.
- components of vehicles/machinery, such as engines, chassis, suspension units and tyres.
- used research and diagnostic equipment, such as centrifuges, biohazard cabinets, air processing and extraction equipment, stomachers and fumehoods.
- equipment used to house and/or process plants and plant products.
- any item of equipment that an inspector deems machinery as defined for the purposes of this standard, such as ferris wheels or wind turbines.

new vehicle/machinery

Any vehicle/unit of machinery which is NOT:

- a used vehicle/unit of machinery and does not contain used structures, systems, components or equipment, or
- a custom-built vehicle/unit of machinery.

road film

Finely-textured particles of dust or particles free of organic material that may be deposited on or under a vehicle/unit of machinery as a thin film by air currents or from use on hard surfaced roads.

used vehicle/machinery

Any vehicle/unit of machinery which has been:

- supplied to the consumer market and sold,
- used for demonstration, testing, training or courtesy purposes, or
- previously registered or licensed.

vehicle

A conveyance that is used to transport people, objects or substances.

NOTE: For the purposes of this standard, vehicles include:

- motorised vehicles such as buses, cars, motor cycles, trucks, trains, utility vehicles, vans, motor homes, motorised bicycles, segways, forklifts, forestry and agricultural vehicles (tractors, harvesters, feller bunchers, and skidders),
- non-motorised and/or self-propelled vehicles imported **as cargo** such as cable cars, trailers, caravans, vessels and aircraft.
- damaged vehicles imported for repair or dismantling.

BUT exclude:

- non-motorised bicycles³, and
- non-road vehicles not requiring registration from the New Zealand transport authorities such as skateboards, non-motorised scooters, and wheelchairs.

vessel

Craft or other artificial device used, or capable of being used, as a means of transportation on/in water such as ships, boats, barges, lighters, yachts, jetskis, hovercraft, and submarines.

³ Imported as general cargo or personal effects

Appendix 4: References

The following documents contain provisions which, through reference in this text, constitute requirements of this standard or provide information and guidance only. For dated references, the latest version of these publications applies.

- Biosecurity Act 1993
- Biosecurity (Costs) Regulations 2006
- MAF standard BNZ-STD-ABTRT: *Approved Biosecurity Treatments for Risk Goods Directed for Treatment 2008*
- MAF standard BNZ-STD-TFGEN: *General Transitional Facilities for Uncleared Goods 2008*
- *MAFBNZ Imported Vehicles and Machinery Segment Strategy 2008*

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