



Vehicles, Machinery and Parts

VEHICLE-ALL

18 October 2019

TITLE

Import Health Standard: Vehicles, Machinery and Parts

COMMENCEMENT

This Import Health Standard is comes into force on 18 October 2019

REVOCATION

This Import Health Standard revokes and replaces the Import Health Standard for Vehicles, Machinery and Parts issued on 19 July 2019.

ISSUING AUTHORITY

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

Dated at Wellington, 18 October 2019

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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 parts derived from a vehicle or machine, into New Zealand Territory (New Zealand) to manage the biosecurity risks associated with them

Background

Imported risk goods have the potential to introduce pests and unwanted organisms into NZ. Vehicle, machinery and parts are risk goods because pests and unwanted organisms have been frequently found associated with them when they arrive in NZ. The Biosecurity Act 1993 (the Act) prescribes requirements for the exclusion, eradication and effective management of pests and unwanted organisms in New Zealand. The Ministry for Primary Industries (MPI) is responsible for enforcing the provisions of 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 parts into New Zealand to obtain biosecurity clearance.

Who should read this?

This Import Health Standard should be read by importers of all new and used vehicles, machinery and parts, from all countries. Those involved with shipment of these items should also know and understand the requirements of this IHS.

Why is this important?

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

Equivalence

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

Document History

Version Date	Section Changed	Change(s) Description
9/08/2018	All	IHS for Vehicles, Machinery and Equipment - Completely revised and renamed IHS.
24/08/2018	Sections 2.1 (2b), 3.6, 3.7 and Schedule 1	Minor changes to provide clarity in S 2.1 (2b), Guidance Boxes for section 3.6 and 3.7, and to the definition for 'Machinery' under Schedule 1.
19/07/2019	All	IHS for Vehicles, Machinery and Parts - layout revised and IHS renamed. Major changes made to before-arrival treatment requirements for Schedule 3 countries, additional countries added to Schedule 3 and various other changes of a minor or medium degree.
18/10/2019	Sections 4.3, 4.5, 4.6 and 4.7	Hyperlinks added to manufacturer declaration template for BMSB exemptions (sections 4.3 and 4.5) and a post-treatment or transshipping agreement application form (sections 4.6 and 4.7).

Other information

Guidance

Further guidance for this IHS is provided in the [Guidance Document to the IHS for Vehicles, Machinery and Parts](#). It is advisable to seek assistance from MPI if you are unclear on any part of the IHS or the guidance document prior to undertaking any activities relating to the importation of vehicles, machinery and parts.

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

Containers

Sea containers carrying vehicle, machinery and parts must be managed under this Standard as well as the [IHS - Sea Containers from All Countries](#).

Air containers carrying vehicle, machinery and parts must be managed under this Standard as well as the [IHS - Air Containers from All Countries](#).

Wood Packaging and other Restricted Packaging Material

All wood packaging must be managed as per the [IHS - Wood Packaging Material from All Countries](#). 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

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

Part 1: General Requirements

1.1 Application

- (4) This IHS applies to all vehicles, machinery and parts derived from a vehicle or machine 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 Act.

- (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 treatment standard [Approved Biosecurity Treatments](#)
- (3) Under section 142O(3) of the Act, it is declared that section 142O(1) does not apply, that is, a notice under section 142O(2) of the 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 and terms, including definitions specific to each part of this IHS are set out in [Schedule 1](#).
- (2) Unless a term has a specific meaning given in this IHS, then the meaning should be the same as those 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 Vehicles, Machinery and Parts Exported from All Countries

2.1 Information that must be provided by importers of vehicles, machinery and parts

Guidance: Failure to provide documents to MPI in a timely manner may lead to delays in receiving biosecurity clearance of goods. Consignments may be refused entry to New Zealand and be reshipped elsewhere or held at the port, incurring demurrage fees.

- (1) Importers of all vehicles, machinery and parts must provide MPI with the following documentation prior to arrival in New Zealand:
- a) Consignor name and contact details.
 - b) Port of loading.
 - c) Country of origin (the country where a used item has been used in during the last 12 months).
 - d) Date and country of manufacture for new vehicles and machinery only.
 - e) Shipment details: vessel, voyage number, container number (if relevant) and date of loading.
 - f) The number and type of each vehicle or item of machinery or parts.
 - g) Whether the vehicles, machinery and parts are new or used.
 - h) Make and model of each vehicle or machine (applies to whole vehicles/machinery only).
 - i) Unique identity information, such as a vehicle identification number (this generally applies to entire/whole vehicles/machinery only).

Guidance: A vehicle or machine is considered “used” if it has left the standard manufacturing logistics supply chain for testing, demonstration or other purposes.

- (2) The following additional documented information must be presented to MPI prior to arrival where applicable to comply with relevant sections of parts 3 and 4 of this IHS.
- a) Evidence of management by an MPI-Approved System
 - b) A Cleaning Certificate, required under section 3.1 that confirms that used outdoor or targeted machinery (as defined in Schedule 1 Part-3 Specific Definition) was cleaned externally and internally (involving disassembly) before arrival in New Zealand. The Cleaning Certificate must be in the form set out in the Official MPI Cleaning Certificate template and include all of the following:
 - i) Date that cleaning (and dismantling, where required) was carried out.
 - ii) Physical address where cleaning took place.
 - iii) Name and signature of the person conducting or supervising the cleaning.
 - c) A Treatment Certificate that confirms that the goods were treated with an MPI-Approved Treatment listed in Approved Biosecurity Treatments. The Treatment Certificate must include all of the following:
 - i) Treatment Provider’s letterhead including name and physical address.
 - ii) Certificate and registration 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.
 - vii) Signature of the Treatment Provider.
 - viii) Address where the treatment occurred.

- ix) Treatment details specified in Approved Biosecurity Treatments including the type of treatment and products (where applicable) used, achieved treatment rate, exposure time period, end point readings (where applicable) etc.
- x) A declaration that the Treatment Provider has met all of the requirements specified in Approved Biosecurity Treatments.

2.2 Labelling of vehicles, machinery and parts

- (1) All items must be labelled if they have undergone the following:
 - a) Before-arrival treatment; or
 - b) Management by an MPI-Approved System.
- (2) All items treated before arrival (not managed by an MPI-Approved System), must be labelled and include:
 - a) The treatment location; and
 - b) The type of treatment applied (as specified in Approved Biosecurity Treatments); and
 - c) The date and time when the treatment was applied.
- (3) Items managed by an MPI-Approved System must be labelled with the MPI-Approved System identity and the location.
OR
The MPI-Approved System documentation specifies how vehicles, machinery or parts are identified as belonging to the system.

Guidance: If the entire contents of a container are treated or have been managed by an MPI-Approved System, an adhesive sticker or appropriate label can be placed on the goods inside the front of the container only (not on the outside of the container as it may fall off).

2.3 Freedom from biosecurity contaminants and regulated pests

- (1) All new or used vehicles, machinery and parts (along with associated packaging) that arrive in New Zealand (via air or sea) must be free of biosecurity contamination and regulated pests (externally and internally). To obtain biosecurity clearance the vehicles, machinery and parts and all associated packaging material must:
 - a) Meet the biosecurity contamination threshold levels listed in Schedule 2; and
 - b) Comply with all applicable requirements in parts 2, 3 and 4 of this IHS.

2.4 On-arrival requirements for vehicles, machinery and parts

- (1) Importers of new or used, vehicles, machinery and parts from all countries must make these risk goods available to MPI;
 - a) Within 12 hours of being unloaded from the vessel if shipped as break-bulk; or
 - b) Within 12 hours of being unloaded from the container or other insect proof, secured storage at a Transitional Facility.

Guidance:

- Any verification activity will be directed via the BACC issued.
- Importers of used vehicles, used outdoor or targeted machinery and used parts should expect an on-arrival compliance verification inspection (external and internal). However any new or used vehicles,

machinery and parts may be verified on arrival at the discretion of MPI. Any vehicle, machine or parts managed under an MPI-Approved System or cleaned and/or treated before arrival may also be subject to verification inspection on arrival.

- Containerised vehicles, machinery and parts awaiting an MPI inspection (if directed) at a Transitional Facility can be removed from the exporting container, and stored securely in an insect proof manner up until 12 hours before the verification inspection takes place.
- For the purpose of MPI verification inspection, items that arrive on a flat-rack are considered break-bulk and will likely be inspected within 12 hours of unloading from the vessel, not at a Transitional Facility.
- MPI Inspectors may require importers to fully or partially dismantle specific vehicles or machinery and leave them dismantled during shipment to confirm that high-risk areas are free of biosecurity contaminants. Dismantling as much as possible is recommended for all vehicles and machinery where possible.
- If the inspection reveals a biosecurity contamination issue, MPI may require the vehicle, machine or parts to be treated (if possible), reshipped or destroyed.

2.5 Vehicles, machinery and parts that arrive in New Zealand from all countries, for the purpose of transshipping

- (1) All vehicles, machinery, and parts that arrive in New Zealand for any period of time before being exported to another country without biosecurity clearance being given, must meet a) or b).
- a) Transshipped as break-bulk cargo (including non-fully sealed containers):**
- i) Must be clean and free of biosecurity contamination and regulated pests; and
 - ii) Meet applicable treatment or system management requirements of this IHS, before arriving in New Zealand.
- b) Transshipped in a fully sealed container:**
- i) Must remain in the unopened container while in New Zealand.

Guidance

- Vehicles, machinery and parts exported as break-bulk cargo (including in a non-fully sealed container) and arriving for the purpose of transshipping may be subject to the same verification activities on arrival, as per section 2.4.

2.6 Vehicles, machinery and parts that arrive as airfreight

- (1) All new or used vehicles, machinery, and parts imported as airfreight are required to meet the requirements of Sections 2.1(1), 2.3 and 2.4 only and are not required to comply with parts 3 and 4 of this IHS.

Part 3: Additional Requirements for Specific Types of Used Vehicles, Machinery and Parts Exported from All Countries

Guidance

- Requirements in part 3 are in addition to the applicable requirements of part 2 of this IHS.
- These requirements exist due to the increased biosecurity contaminant risk associated with specific used commodity types.

3.1 Used outdoor or targeted machinery from all countries

Guidance

- This section applies to all used outdoor or targeted machinery (electric and non-electric) from all countries.
- Machinery that has not been used outdoors but has been associated with biosecurity contaminants including grain, seeds, soil, plant and animal material are also targeted for inclusion in this section. See [Schedule 1 - Part 3-Specific Definition](#) for what machinery is included and excluded as used outdoor or targeted machinery.
- In addition to the requirements of this section, there are requirements to meet in section 4.2 for used outdoor or targeted machinery exported from any Schedule 3 country during the defined BMSB season.

- (1) Used outdoor or targeted machinery must be thoroughly cleaned (internally and externally) in a dismantled state and certified at the time of cleaning.

Guidance

- The template for the required Cleaning Certificate can be found on the MPI website: [Official MPI Cleaning Certificate Template](#).
- Refer to the MPI website for a list of [MPI-Approved Cleaning Providers](#) in Japan that can be used.
- Cleaning and certification can be completed by an individual in place of a professional cleaning company/service, providing the individual can meet requirement 3.1(1).
- MPI must be able to verify the cleanliness of the machinery when it arrives in New Zealand. MPI recommends machinery is 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 when verifying compliance.

3.2 Used parts derived from a vehicle or machine from all countries

Guidance

- This section applies to all used parts derived from a vehicle (including aircraft and watercraft) or an outdoor or targeted machine. See the [Schedule 1 - Part 3-Specific Definition](#) of 'used outdoor or targeted machinery' if you are unsure if used parts qualify as being from a used outdoor or targeted machine.
- Used parts are under this section if they are:
 - Exported from a non-Schedule 3 country; or
 - Exported from a [Schedule 3](#) country but outside of the defined BMSB season.
- Used parts that are exported from a Schedule 3 country during the defined BMSB season, are not covered by this section (see [section 4.5](#) instead).

- If used parts are being imported as an entire/whole vehicle or machine that is intended to be dismantled for parts after arrival, MPI considers them to be an 'entire/whole' used vehicle or machine (not parts).
- This section excludes used wire cables/ropes and used tyres (not inflated or on rims). These are covered in sections 3.3 and 3.4 respectively

3.2.1 Used parts exported in a fully sealed FCL container

- (1) Used parts exported in a fully sealed container must meet the requirements of a) or b)
- a) Treated before arrival:
- i) Must be treated as per Approved Biosecurity Treatments, by an MPI-Approved Offshore Treatment Provider or a treatment provider approved by a NPPO; and
 - ii) The container must be exported to within 21 days of treatment.
- b) Treated on arrival:
- i) Must be treated as per Approved Biosecurity Treatments by an MPI-Approved Treatment Supplier at a Place of First Arrival or at a Transitional Facility, within 120 hours.

Guidance

- If used parts arrive as break-bulk (including non-fully sealed containers) or within an FAK container, there is no treatment requirement. However, if an MPI Inspector is not able to verify compliance with this IHS due complexity and/or volume of parts, MPI may direct on-arrival treatment to manage the risk at the importer's expense.

3.3 Used wire cables or ropes from all countries

- (1) Used wire cables or ropes that are attached, or have been attached to vehicles or machinery and have been used for agricultural or forestry purposes, must be heat treated before arrival as per Approved Biosecurity Treatments by an MPI-Approved Offshore Treatment Provider or a treatment supplier approved by a NPPO.

3.4 Used tyres from all countries

Guidance

- This section applies to all used tyres that have been used on any vehicle or machine and not inflated or on rims.
- These requirements primarily exist to manage the risk of regulated mosquito species associated with importing used tyres.
- This section excludes used tyres on rims which are covered in used parts section 3.2.

3.4.1 Used tyres exported in a fully sealed container (including FCL and FAK)

- (1) Used tyres exported in a fully sealed container must meet option A (treatment before arrival) or option B (treated on arrival)

Option A: Treated before arrival

- (1) Used tyres exported in a fully sealed container must be treated as per Approved Biosecurity Treatments, by an MPI-Approved Offshore Treatment Provider or a treatment supplier approved by a NPPO and meet the requirements of a) or b)
- a) **Treated before loading into a container, the following must occur:**

- i) Used tyres must be loaded into a container within 24 hours of treatment; and
- ii) The container doors must be closed and vents sealed once loaded; and
- iii) The container must be exported within 21 days of treatment.

OR

b) Treated after container has been fully loaded, the following must occur:

- i) Container doors must be closed and the container vents sealed at the time of treatment; and
- ii) The container must be exported within 21 days of treatment.

Option B: Treated on arrival

- (1) Used tyres exported in a fully sealed container must be treated as per Approved Biosecurity Treatments by an MPI-Approved Treatment Supplier within 12 hours of unloading from the vessel, at a Place of First Arrival or at a suitable Transitional Facility.
- (2) If treatment of the used tyres is not possible within 12 hours of the container being unloaded from the vessel, the following must occur:
 - a) The container vents must be sealed while the container doors remain closed; and
 - b) The used tyres must be treated as per Approved Biosecurity Treatments by an MPI-Approved Treatment Supplier within 48 hours at a Place of First Arrival or at a suitable Transitional Facility.

3.4.2 Used tyres exported as break-bulk (including non-fully sealed containers)

- (1) Used tyres exported as break-bulk (including non-fully sealed containers) must be:
 - a) Treated before arrival as per Approved Biosecurity Treatments; by an MPI-Approved Offshore Treatment Provider or a treatment supplier approved by a NPPO; and
 - b) Exported within 24 hours of treatment; and
 - c) Segregated from untreated cargo before exportation.

Part 4: Additional Requirements for Vehicles, Machinery and Parts Exported from Schedule 3 Countries

Guidance

- Risk management measures specified in this section are primarily for the management of the Brown Marmorated Stink Bug (BMSB) *Halyomorpha Halys*.
- This section applies to all vehicles, machinery and parts (unless specified as being excluded), whether new or used, exported as break-bulk or in a container from Schedule 3 countries and exported on or after 1 September and arrive in New Zealand on or before 30 April of any year.
- These requirements are in addition to the applicable requirements specified in part 2 with any applicable part 3 requirements incorporated into the relevant part 4 sections.
- If vehicles, machinery and parts included under part 4 do not originate from a Schedule 3 country but will be transhipped through a Schedule 3 country on the way to New Zealand during the defined BMSB season, see section 4.7 for transshipping requirements.
- More information about MPI-Approved Systems including how to apply is available on the MPI's Vehicles, Machinery and Parts webpage.

4.1 Used vehicles (excluding aircraft and watercraft) from Schedule 3 countries

Guidance:

- Requirement variations for used vehicles exported from Japan exist due to:
 - Large export volume; and
 - Additional need to manage the Asian Gypsy Moth (AGM) *Lymantria dispar* which poses a risk outside of the BMSB season; and
 - Regulated pests that are not a risk in relation to other Schedule 3 countries including regulated stink bugs such as Yellow Spotted Stink Bug (YSSB) *Erthesina fullo* and the Polished Green Stink Bug (PGSB) *Glaucias subpunctatus*.
- See section 4.4 for used aircraft and watercraft requirements

4.1.1 Japan

- (1) ALL used vehicle types (including motorcycles) must be managed under an MPI-Approved Used Vehicle and/or Machinery System year round; and
- (2) The MPI-Approved System must use a treatment as per Approved Biosecurity Treatments, for used vehicles (excluding motorcycles) that are exported on or after 1 September and arrive in New Zealand on or before 30 April of any year.

4.1.2 All other Schedule 3 countries

Option A: MPI-Approved System

- (1) Used vehicles must be managed by an MPI-Approved Used Vehicle and/or Machinery System if they are exported on or after 1 September and arrive in New Zealand on or before 30 April of any year; and
- (2) The MPI-Approved System must use a treatment as per Approved Biosecurity Treatments for used vehicles (excluding motorcycles) that are exported on or after 1 September and arrive in New Zealand on or before 30 April of any year.

OR

Option B: Treatment

- (1) Used vehicles that are exported on or after 1 September and arrive in New Zealand on or before 30 April of any year must be treated as per Approved Biosecurity Treatments before arrival by an MPI-Approved Offshore Treatment Provider; and
- (2) Used vehicles must meet the applicable post treatment requirements of section 4.6.

4.2 Used outdoor or targeted machinery from Schedule 3 countries**Guidance**

- See the Schedule 1 - Part 3-Specific Definitions for 'used outdoor or targeted machinery' if you are unsure whether a machine is included as an outdoor or targeted machine.

4.2.1 ALL Schedule 3 Countries**Option A: MPI-Approved System:**

- (1) Used outdoor or targeted machinery must be managed by an MPI-Approved Used Vehicle and/or Machinery System if it is exported on or after 1 September and arrives in New Zealand on or before 30 April of any year; and
- (2) The MPI-Approved System must use a treatment as per Approved Biosecurity Treatments for used outdoor or targeted machinery that is exported on or after 1 September and arrives in New Zealand on or before 30 April of any year.

OR**Option B: Treatment and certified cleaning:**

- (1) Used outdoor or targeted machinery that is exported on or after 1 September and arrives in New Zealand on or before 30 April of any year must be treated as per Approved Biosecurity Treatments before arrival by an MPI-Approved Offshore Treatment Provider; and
- (2) Used outdoor or targeted machinery must meet the applicable post treatment requirements of section 4.6.
- (3) Used outdoor or targeted machinery must also meet the certified cleaning requirement of section 3.1.

4.3 New vehicles (excluding aircraft and watercraft) and machinery from Schedule 3 countries**Guidance**

- A vehicle or machine is only considered new if it has not left the standard manufacturing logistics supply chain for testing, demonstration or other purposes.
- See section 4.4 for new aircraft and watercraft requirements.

New vehicle exclusions: New all-terrain vehicles (ATV), motorcycles, quad bikes, ride-on lawn mowers scooters and side by side (SxS) racers/vehicles are excluded from the requirements of this section if they are:

- Only stored indoors between manufacture and exportation; and
- Exported in a fully sealed container (FCL or FAK), ready for direct sale.

New machinery exclusions: New machinery is excluded from the requirements of this section if it is:

- Non-drivable (does not have skids, skis, tracks or wheels designed for outdoor use); and

- Only stored indoors after manufacture and before being exported in a fully sealed container (FCL or FAK), ready for direct sale.

A [manufacturer/distributor declaration template](#) is available for declaring indoor storage and fully sealed container exportation for new vehicles and machinery that can be excluded from this section with the above criteria.

If new vehicles or machinery are excluded from this section only the applicable requirements specified in part 2 of this IHS must be met.

4.3.1 **ALL Schedule 3 countries:**

Option A: MPI-Approved System:

- (1) New vehicles and machinery must be managed by an MPI-Approved System if they are exported on or after 1 September and arrive in New Zealand on or before 30 April of any year.

OR

Option B: Treatment:

- (1) New vehicles and machinery that are exported on or after 1 September and arrive in New Zealand on or before 30 April of any year must be treated as per Approved Biosecurity Treatments before arrival by an MPI-Approved Offshore Treatment Provider; and
- (2) New vehicles and machinery must meet the applicable post treatment requirements of section 4.6.

4.4 **New and used aircraft and watercraft from Schedule 3 countries**

Guidance

- This section applies to all aircraft and watercraft that do not arrive in New Zealand under their own power (for example, if they are exported as cargo on another craft).
- Aircraft or watercraft that are partially dismantled for shipping are not considered as being parts unless the craft is not intended for re-assembly after arrival.
- Trailers that are exported attached to watercraft are considered part of the watercraft under this section and must meet the requirements of this section.
- MPI does not have a specific application form for an MPI-Approved new or used aircraft or watercraft system but will provide application guidance if required via: Standards@mpi.govt.nz.

4.4.1 **ALL Schedule 3 countries**

Option A: MPI-Approved System:

- (1) New and used aircraft and watercraft must be managed by an MPI-Approved System if they are exported on or after 1 September and arrive in New Zealand on or before 30 April of any year.

OR

Option B: Treatment with one of the following treatment options:

Fumigation or heat treatment:

- (1) New and used aircraft and watercraft that are exported on or after 1 September and arrive in New Zealand on or before 30 April of any year must be treated before arrival with fumigation or heat

treatment as per [Approved Biosecurity Treatments](#) by an [MPI-Approved Offshore Treatment Provider](#);
and

- (2) New and used aircraft and watercraft must meet the applicable post treatment requirements of section [4.6](#).

OR

Residual insecticide:

- (1) New and used aircraft and watercraft that are exported on or after 1 September and arrive in New Zealand on or before 30 April of any year must be treated (externally and internally) by fogging or spraying with a residual insecticide as per [Approved Biosecurity Treatments](#).

Insecticide treatment must:

- a) Occur before arrival (as a first application); and
 - b) Include opening (before fogging or spraying) of all compartments where BMSB may hide; and
 - c) Be repeated upon arrival in New Zealand followed by inspection by MPI.
- (2) New and used aircraft and watercraft must meet the applicable post treatment requirements of section [4.6](#).

Guidance: MPI encourages importers to investigate the use of any MPI-Approved Treatment used with aircraft or watercraft. MPI takes no responsibility for damage to craft or craft safety when an MPI-Approved Treatment is used to meet the requirements of this IHS.

4.5 New and used parts derived from a vehicle or machine from Schedule 3 countries

Guidance

- Used vehicle or machinery parts from [Schedule 3](#) countries fall under section 3.2 outside of the defined BMSB season, not this section.
- MPI does not have a specific application form for an MPI-Approved New or Used Parts System, but will provide application guidance if required via: Standards@mpi.govt.nz.
- All used vehicle (including aircraft and watercraft) and outdoor or targeted machinery parts are included in the requirements of this section. See the [Schedule 1 - Part 3-Specific Definition](#) of 'used outdoor or targeted machinery' if you are unsure if used parts qualify as being from a used outdoor or targeted machine.
- Used tyres (not on rims) are included under Section 3.4 year round, not this section.

Exclusions:

- New vehicle (including aircraft and watercraft), or machinery parts (including new tyres) are excluded from the requirements of this section if they are:
 - Only stored indoors between manufacturing and exportation; and
 - Exported in a fully sealed container (FCL or FAK).

A [manufacturer/distributor declaration template](#) is available for declaring indoor storage and fully sealed container exportation for new vehicle or machinery parts that can be excluded from this section with the above criteria.

If new vehicle or machinery parts are excluded from this section only the applicable requirements specified in part 2 must be met.

4.5.1 ALL Schedule 3 countries

Option A - MPI-Approved System:

- (1) New and used parts must be managed by an MPI-Approved System if they are exported on or after 1 September and arrive in New Zealand on or before 30 April of any year.

OR

Option B - Treatment

- (1) New and used parts that are exported on or after 1 September and arrive in New Zealand on or before 30 April of any year must be treated as per Approved Biosecurity Treatments before arrival by an MPI-Approved Offshore Treatment Provider; and
- (2) New and used parts must meet the applicable post treatment requirements of section 4.6.

Guidance: A higher fumigation treatment rate is required for used parts from any country, at any time of the year due to a range of insects being associated with used parts. This rate differs from the treatment rate required to address BMSB risk alone. Guidance has been provided in Approved Biosecurity Treatments.

4.6 Post-treatment requirements for vehicles, machinery and parts treated in a Schedule 3 country (without an MPI-Approved System)

Guidance: Vehicles, machinery and parts need to be segregated and exported as quickly as possible after treatment for MPI to recognise the treatment and to lessen the chance of BMSB recontamination occurring. Post treatment requirements differ between exportation types due to differing exposure to BMSB risk.

4.6.1 Break-bulk (including non-fully sealed containers) exportation.

- (1) If goods are treated in a Schedule 3 country at the export port, goods must be:
 - a) Exported to New Zealand or moved to a non-Schedule 3 country within 120 hours; and
 - b) Segregated from untreated goods or other sources of possible contamination.
- (2) If goods are treated in a Schedule 3 country but not at the export port, one of the following 3 options must be used:
 - a) Goods must be moved directly to the export port within 6 hours of treatment; or
 - b) Goods must be wrapped or sealed in an insect-proof manner immediately after treatment and moved directly to the export port within 24 hours; or
 - c) Goods must be sprayed with a residual insecticide immediately after treatment and moved directly to the export port within 24 hours.

Guidance: The procedure and types of residual insecticides for spraying goods are outlined in the Approved Biosecurity Treatments (treatment specified for aircraft and watercraft).

- d) Once the goods arrive at the export port, they must be:
 - i) Exported to New Zealand or moved to a non-Schedule 3 country within 120 hours; and
 - ii) Segregated from untreated goods or other sources of possible contamination.
- (3) A shipping line, manufacturer or other industry party can deviate from the requirements of this section if an agreement with MPI is recognised in advance, in writing.

Guidance: To discuss the possibility of an approved post treatment agreement with MPI, it is recommended to email Standards@mpi.govt.nz at least 30 days before treatment is planned to occur. Extra risk management measures will need to occur for MPI to agree to an alternative post treatment arrangement. See the [application form](#) for further guidance.

4.6.2 Fully sealed FCL container exportation.

- (1) If goods in a fully sealed FCL container are treated in a Schedule 3 country, the following requirements must be met:
 - a) The container must be closed immediately after treatment and must remain sealed; and
 - b) The goods must be treated no longer than 21 days before exportation to New Zealand.

4.6.3 Goods treated before being placed in a fully sealed FAK container for exportation.

- (1) Goods treated before being placed in a FAK container must be:
 - a) Treated and then loaded into a container and closed within 120 hours; and
 - b) Segregated from untreated goods between treatment and loading into the container; and
 - c) The container must remain closed and exported within 21 days.

4.7 Transshipping vehicles, machinery and parts through Schedule 3 countries before arrival in New Zealand

Guidance

- Goods may originate in a non-Schedule 3 country but may be transshipped through a Schedule 3 country before arriving in New Zealand and therefore, they are exposed to BMSB risk between September and April. For this reason transshipping rules apply to ensure cargo is kept free of BMSB while in a Schedule 3 country.
- These requirements apply to goods that arrive in a Schedule 3 country for transshipment on or after 1 September and will arrive in NZ on or before 30 April of any year.

- (1) Vehicles, machinery and parts transshipped through Schedule 3 countries must meet the requirements of section 4.7.1 or 4.7.2. If these requirements are not met the treatment requirements of sections 4.1 – 4.5 must be met.

4.7.1 Transshipment of break-bulk cargo (including non-fully sealed containers)

- (1) Transshipped cargo must be segregated from untreated cargo in Schedule 3 countries at all times.
- (2) Transshipped cargo must remain at a port (or ports) in Schedule 3 countries for no more than 120 hours before exportation.
- (3) A shipping line, manufacturer or other industry party can deviate from section 4.7.1 requirements if an agreement with MPI is issued in advance.

Guidance: To discuss the possibility of an approved transshipping agreement with MPI, it is recommended to email Standards@mpi.govt.nz at least 30 days before the transshipping is planned to occur. Extra risk management measures will need to occur for MPI to agree to an alternative transshipping arrangement. See the [application form](#) for further guidance.

4.7.2 Transshipment of cargo in a fully sealed container (FCL or FAK)

- (1) The container must be fully sealed and remain unopened during transshipment through Schedule 3 countries.

Schedule 1 – Definitions and Exclusions to this IHS

General Exclusions

The following items are excluded from this IHS and are not required to comply with any part of this IHS.

- Children's electric ride on cars or trucks.
- Electric or non-motorised bicycles.
- Hand held garden machinery and tools.
- Hand-trolleys or wheelbarrows.
- Push lawn mowers or hand held weed whackers (trimmer).
- Perambulators (prams) or pushchairs.
- Scooters used in a standing position and not intended for road usage (electric or non-electric).
- Shopping or sporting trundlers (including those propelled by mechanical power).
- Small hobby or toy drones (less than one metre in diameter).
- Wheelchairs (hand pushed and including those propelled by electrical or other power).
- Any other item that is justified as being excluded from this IHS by a Chief Technical Officer Decision (CTOD).

General Definitions used

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

Airfreight: Vehicles, machinery, parts exported as cargo aboard an aircraft.

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

BACC: Biosecurity Authority/Clearance Certificate.

Before-arrival treatment: Treatment that is carried out before the goods arrive in New Zealand. Can be performed in any country or during exportation to New Zealand, prior to arrival in New Zealand, including periods of transshipment on the way to 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.

BMSB season: The period of greatest BMSB risk due to overwinter aggregation behaviour of BMSB. Applies to those applicable risk goods which are exported on or after 1 September and arrive in New Zealand on before 30 April of any year.

Break-bulk: A form of exportation where risk goods are stowed on deck, below deck or in holds of vessels and not enclosed in a fully sealed sea container.

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

Freight of all kinds (FAK): A sea container which includes individual consignments of different types of goods for multiple importers. A less-than-container-load (LCL) consignment is part of the contents of a FAK container.

Fully sealed container: A container that is fully sealed, secure and completely protected from biosecurity contamination during exportation (for example, a six sided, metal sea container).

Insect-proof manner: Risk goods being secured in a manner that prevents external or internal contamination or infestation by insects or other pests; such as being sealed in impervious packaging.

New vehicle, machine or parts: Any new vehicle, machine or part that has not left the standard manufacturing logistics supply chain for testing, demonstration or other purposes.

Non-fully sealed container: Open topped, flat rack, soft tops or other container types that are non-fully sealed and where cargo is not completely protected from biosecurity contamination during exportation.

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, electric or non-electric.

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. MPI-Approved systems include:

- a) MPI-Approved New Vehicle and Machinery Systems – a system under which new vehicles and/or machinery are managed (and can also include vehicle and machinery parts)
- b) MPI-Approved Used Vehicle and Machinery Systems – a system under which used vehicles and/or machinery are managed (and can also include vehicle and machinery parts).

NPPO: National Plant Protection Organisation.

On-arrival treatment: Treatment carried out when goods arrive in New Zealand.

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).

Place of First Arrival Place: Port that has been approved under section 37 of the Act as a place of first arrival for vessels and risk goods.

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.

Ready for direct sale: No further product or packaging modifications are required before item can be sold or distributed ready for sale in New Zealand.

Schedule 3 country: Any country listed in [Schedule 3](#).

Segregated: Kept separate using chemical, distance or physical barriers.

Transshipping: Offloading of cargo at a port in an area or country before the cargo is transported to another area or country via the same vessel or different vessel.

Transitional Facility (TF)

- a) Any place approved as a TF in accordance with section 39 of the Biosecurity Act 1993 for the purpose of inspection, storage, treatment, quarantine, holding, or of uncleared risk goods; or
- b) A part of a port declared to be a TF in accordance with section 39 of the Biosecurity Act 1993.

Used vehicle or machine: Any vehicle or machine that has left the standard manufacturing logistics supply chain for testing, demonstration or other purposes. Includes non-working whole used vehicles or machines imported to be broken down and used for parts.

Vehicle: A vehicle is a mobile conveyance or machine which purpose is to transports people or cargo. Vehicles may be terrestrial vehicles (on-road or off road) or aircraft and watercraft.

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

Part 3 - Specific Definitions

Definitions	Clarifications
Used outdoor or targeted machinery (Section 3.1)	
<p>Machinery (motorised or non-electric) that is used or stored outdoors or is deemed to be of high biosecurity risk (therefore targeted) including but not limited to:</p> <ul style="list-style-type: none"> • Concrete mixing machinery; • Construction and roading machinery; • Cranes; • Farming machinery; • Forklifts; • Fruit picking machinery; • Ground compactors; • Harvesting machinery; • Indoor/outdoor grain processing machinery; • Logging machinery; • Outdoor generators; • Planting machinery; • Seed drilling machinery; • Ski lift or gondola machinery; • Straddle carriers; • Tracked machines (bulldozers, excavators and tractors); • Water pumping machinery; and • Any other machine used around biosecurity contamination such as animal material, plant material (including seeds) or soil. 	<p>Excludes machines (motorised or non-electric) that are listed in the general exclusions list or those which meet all of the following criteria:</p> <ol style="list-style-type: none"> (1) Are non drivable; and (2) Have never been used around biosecurity contamination such as animal material, plant material (including seeds) or soil; and (3) Have never been used or stored outdoors. <p>Items that are likely to meet the above criteria Include but are not limited to:</p> <ul style="list-style-type: none"> • Indoor cooling or heating machines; • Indoor home or workplace appliances, • Indoor industrial machines used in food production (excluding those used with animal or plant material); • Indoor industrial machines used in packing, printing or manufacturing; • Indoor textile and tool cutting machines, • Laboratory and pharmaceutical machinery; • Medical breathing, sleeping or respiratory machinery; and • X-ray machines.
Used parts derived from a vehicle or an outdoor or targeted machine (Section 3.2)	
<p>Parts derived from a vehicle (including aircraft and watercraft) or an outdoor or targeted machine, including but not are limited to:</p> <ul style="list-style-type: none"> • Booms or frames; • Chassis; • Doors and panels; • Engines; • Machinery accessories such as grabbers, claws, scoops or buckets; • Seats; • Suspension and braking units; • Tracks; • Tyres inflated on rims; • Wheels and mags; and • Wings. 	<ul style="list-style-type: none"> • If the parts are still attached as a whole vehicle or machine, they are considered to be a used vehicle or machine (not parts) and are not included in section 3.2. • Used tyres (without rims) are covered under section 3.4.
Used wire cables or ropes (Section 3.3)	
<p>Cables made of wire that are or have been attached to vehicles or machinery for lifting or towing purposes in an agricultural or forestry setting.</p>	

Definitions	Clarifications
Used tyres (Section 3.4)	
Any type of used tyres (without rims) that have been used on a vehicle or machine of any nature.	<ul style="list-style-type: none"> Used tyres inflated on rims are considered parts derived from a vehicle or a machine and fall under section 3.2.

Part 4 - Specific exclusions for BMSB management requirements

Note: These are captured within guidance boxes in the relevant sections of part 4 of the IHS.

Cargo Type	Section	Exclusions to part 4 requirements
Used vehicles	4.1	<ul style="list-style-type: none"> None
Used outdoor or targeted machinery <i>Note: Used outdoor or targeted machinery is defined by the Part-3 Specific Definition</i>	4.2	<ul style="list-style-type: none"> None
New vehicles	4.3	<ul style="list-style-type: none"> New all-terrain vehicles (ATV), motorcycles, quad bikes, ride-on lawn mowers scooters and side by side (SxS) racers/vehicles are excluded from requirements of section 4.3 if they are: <ul style="list-style-type: none"> Only stored indoors prior to exportation; and Exported in a fully sealed container (FCL or FAK), ready for direct sale.
New machinery	4.3	<ul style="list-style-type: none"> New machinery is excluded from requirements of section 4.3 if machinery if they are: <ul style="list-style-type: none"> Non-drivable (such items do not have skids, skis, tracks or wheels designed for outdoor use); and Only stored indoors after manufacture and before being exported in a fully sealed container (FCL or FAK), ready for direct sale.
New and used aircraft and watercraft	4.4	<ul style="list-style-type: none"> None
New and used vehicle and machinery parts <i>Used machinery parts include only those derived from an outdoor or targeted machine as defined by the Part-3 Specific Definition.</i>	4.5	<ul style="list-style-type: none"> <u>New</u> vehicle (including aircraft and watercraft) or machinery parts (including tyres) are excluded from requirements of section 4.5 if they are: <ul style="list-style-type: none"> Only stored indoors between manufacture and exportation; and Exported in a fully sealed container (FCL and FAK), ready for direct sale. No exclusions for <u>used</u> vehicle or outdoor or targeted machinery parts.

Schedule 2 – Thresholds for Biosecurity Contaminants and Regulated Pests

Guidance

The below table defines the criteria that determines if imported vehicles, machinery and parts 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.

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 BMSB Countries

MPI lists the following actionable countries for specific management of BMSB.

Note: This table is subject to periodic change.

Countries targeted primarily for BMSB (introduced) and other regulated pests.	
Albania	Italy
Andorra	Kosovo
Armenia	Liechtenstein
Austria	Luxemburg
Azerbaijan	Macedonia
Belgium	Montenegro
Bosnia and Herzegovina	Netherlands
Bulgaria	Romania
Canada	Russia
Croatia	Serbia
Czech	Slovakia
France	Slovenia
Georgia	Spain
Germany	Switzerland
Greece	Turkey
Hungary	USA (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)

Countries targeted for BMSB (native), and other regulated pests including AGM, YSSB and PGSB
Japan