



Import Health Standard

Vehicles, Machinery and Equipment – Draft for Consultation

VEHICLE-ALL

3 April 2019

TITLE

Import Health Standard: Vehicles, Machinery and Equipment – Draft for Consultation

COMMENCEMENT

This Import Health Standard is planned to come into force on 1 September 2019

REVOCATION

This Import Health Standard revokes and replaces the Import Health Standard for Vehicles, Machinery and Equipment issued on 24 August 2018.

ISSUING AUTHORITY

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

Dated at Wellington, 3 April 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 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 associated with these items. 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. 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 equipment into New Zealand to obtain biosecurity clearance.

Who should read this?

This Import Health Standard should be read by all importers of vehicles, machinery and equipment from any country. 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 equipment comply with this IHS (section 16B of the Act).
- (2) Vehicles, machinery and equipment 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 equipment 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 equipment 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.
March 2019	All	IHS for Vehicles, Machinery and Equipment – layout revised. Major changes 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.

Other information

Guidance

Further guidance for this IHS is provided in the [Guidance Document to the IHS for Vehicles, Machinery and Equipment](#). The guidance document 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 or the guidance document prior to undertaking any activities relating to the importation of vehicles, machinery and equipment.

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 equipment must be managed as per the [IHS - Sea Containers from All Countries](#).

Air containers carrying vehicle, machinery and equipment must be managed as per 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 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 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 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 all Vehicles, Machinery and Equipment (Including Parts)

2.1 Information that must be provided by importers

- (1) Importers of all vehicles, machinery and equipment (including parts) must provide MPI with documentation which includes the following consignment details prior to arrival in New Zealand.
 - 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 parts).
 - f) Whether the vehicles, machinery and equipment are new or used.
 - g) Date of manufacture for new vehicles and machinery only.
 - 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).
- (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, where required under section 3.1 that confirms that used outdoor or high risk machinery 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 must](#) include:
 - i) Date that 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.
 - c) A Treatment Certificate that confirms that the cargo was treated with an MPI-Approved Treatment listed in [Approved Biosecurity Treatments](#). The Treatment Certificate must include:
 - 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](#).

Guidance

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 or held at the port, incurring demurrage fees.

2.2 Labelling of vehicles, machinery and equipment (including parts)

- (1) All items that have undergone any of the following:
 - a) Certified Cleaning of used outdoor or targeted machinery (Part 3.1); or
 - b) Before-arrival treatment (Parts 3 and 4); or
 - c) Management by an MPI-Approved System (Part 4)must be labelled stating the company or individual that carried out the cleaning (or certified the cleanliness) or carried out the before-arrival treatment.
- (2) If the items were not managed under an MPI-Approved System, then the label or sticker must include:
 - a) The cleaning and/or treatment location; and
 - b) The type of treatment applied (as specified in [Approved Biosecurity Treatments](#)) and/or certified cleaning; and
 - c) The date and time when the cleaning and/or treatment was applied.
- (3) If the items were managed under an MPI-Approved System:
 - a) A label or sticker must state the MPI-Approved System identity and the location must be on the cargo.OR
 - b) The MPI-Approved System documentation must specify how vehicles, machinery or equipment (including parts) are identified as belonging to the system.

Guidance

If the contents of a container are treated or have been managed by an MPI-Approved System, the container can be labelled accordingly with an adhesive sticker or appropriate label on the goods in the front of the container (not on the outside of the container).

2.3 Freedom from biosecurity contaminants and regulated pests

- (1) All new or used vehicles, machinery and equipment (including parts) along with associated packaging that arrives in New Zealand (via sea or air) must be free of biosecurity contaminants and regulated pests (externally and internally). To obtain biosecurity clearance, the vehicles, machinery and equipment (including parts) and all associated packing and 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

- (1) Importers of new and used, vehicles, machinery and equipment (including parts) from all countries must make goods available for an MPI verification inspection (internal and external) to be conducted;
 - a) within 12 hours of being unloaded from the vessel if shipped as break-bulk; or
 - b) within 12 hours of being unloaded from a container.

Guidance

- Any new and used vehicles, machinery and equipment (including parts) may be verified on-arrival at the discretion of MPI. Any vehicle, machine or equipment (including parts) managed under an MPI-Approved System or cleaned and/or treated before-arrival may also be subject to on-arrival verification.
- Field tested vehicles, machinery and equipment (including parts) are considered to be used, not new.
- MPI Inspectors may require importers to fully or partially dismantle specific vehicles or machinery and leave dismantled during shipment to confirm that high-risk areas are free of biosecurity contaminants.
- If the inspection reveals a biosecurity contamination issue, MPI may require the vehicles, machinery or equipment (including parts) to be treated if possible, reshipped or destroyed.

2.5 Vehicles, machinery and equipment (including parts) that arrive in New Zealand for the purpose of transshipping

- (1) Any vehicles, machinery, equipment (including parts) that arrive in New Zealand for any period of time, before being shipped to another country, must be clean and free of biosecurity contamination.

Guidance

- To ensure that transhipped goods are clean and free of biosecurity contamination during the transshipping period in New Zealand, it is recommended that importers apply the full risk management requirements of this IHS. If goods are found to be non-compliant with section 2.5 they may be treated, re-shipped or destroyed at the importer's expense.

2.6 Vehicles, machinery, and equipment (including parts) that arrive as airfreight

- (1) Any new or used vehicles, machinery, equipment (including parts) imported as airfreight are required to meet requirements of Part 2 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 Equipment (Including Parts)

Guidance

- Requirements in Part 3 are in addition to the applicable requirements of Part 2.
- These requirements exist due to biosecurity contaminant risk associated with specific commodity types included in this IHS.
- For specific definitions relating to this Part 3 of the IHS See [Schedule 1 - Part 3-Specific Definitions](#)

3.1 Used outdoor or targeted machinery from all countries

Guidance

- This section applies to all machinery (electric and non-electric) used outdoors from all countries, including used machines imported for the purpose of disassembly into parts.
- 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 Definitions](#) 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 from any Schedule 3 country if exported on or after 1 September and arriving in New Zealand on or before 30 April of every year.

3.1.1 Used outdoor or targeted machinery must:

- (1) Be thoroughly cleaned (internally and externally) before-arrival; and
- (2) The importer must provide a Cleaning Certificate to MPI.

Guidance

- Refer to the MPI website for a list of [MPI-Approved Cleaning Providers](#) in Japan that can be used for certifying used outdoor or targeted machinery from Japan.
- The template for the required Cleaning Certificate can be found on the MPI website: [Official MPI Cleaning Certificate Template](#)
- Cleaning and certification can be completed by an individual instead of a professional cleaning company providing the individual can meet the above requirements and the cargo is cleaned thoroughly, internally and externally while in a dismantled state.
- MPI must be able to verify the cleanliness of the machinery when it arrives in New Zealand. In preparation for a verification inspection, MPI recommends that used outdoor or targeted 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 for inspection.

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 machine (electric and non-electric) and excludes used wire cables and used tyres (not inflated or on rims) covered in sections 3.3 and 3.4 respectively.
- Used parts derived from vehicles or machinery that are exported from Schedule 3 countries on or after 1 September and arrive in New Zealand on or before 30 April of any year, fall under section 4.5 during this time, not this section.
- Used parts derived from vehicles or machinery that are exported from Schedule 3 countries between May and August, fall under this section.
- If parts are being imported, as a whole vehicle or machine, intended to be dismantled for parts on arrival, MPI considers them to be a whole used vehicle or machine (not parts), and must comply with the relevant sections of this IHS.

3.2.1 Used parts exported in a fully sealed container

- (1) Used parts exported in a fully sealed container must be treated as per [Approved Biosecurity Treatments](#):
- a) within 21 days of exportation to New Zealand.
- OR
- b) on-arrival in New Zealand at a place of first arrival or at a transitional facility within 12 hours.

Guidance

- If used parts arrive as break-bulk (including in a non-fully sealed container) or within an FAK or LCL container, no treatment is required. However, if an MPI Inspector is not able to verify compliance with this IHS, on-arrival treatment may be directed to manage the risk at the importer's expense.
- Importers should check with shipping companies about the acceptance of break-bulk including non-fully sealed containers, and untreated parts derived from a vehicle or machine as shippers may enforce their own conditions of carriage.

3.3 Used wire cables from all countries

- (1) Used wire ropes or cables that are attached or have been attached to vehicles or machinery must be heat treated before-arrival as per [Approved Biosecurity Treatments](#).

3.4 Used tyres from all countries

Guidance

- This section applies to all used tyres 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.
- For used tyres on rims, section 3.2 applies, not this section.

3.4.1 Used tyres exported in a fully sealed container

Option A: Treated before arrival

- (1) Used tyres exported in a fully sealed container must be:

- a) treated as per [Approved Biosecurity Treatments](#); and
 - i) be loaded into a container within 24 hours of treatment; and
 - ii) be exported within 21 days of treatment.
 - iii) Have vents sealed at time of treatment and remain sealed.

OR

- b) treated as per [Approved Biosecurity Treatments](#) after loading into a container; and
 - i) be exported within 21 days of treatment
 - ii) Have vents sealed at the time of treatment and remain sealed.

Option B: Treated on-arrival

- (1) Used tyres exported in a fully sealed container must be treated as per [Approved Biosecurity Treatments](#) within 12 hours of unloading from the vessel at the place of first arrival in New Zealand.
- (2) If treatment of the used tyres is not possible within 12 hours of unloading, the following must occur:
 - a) The container vents 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 [Approved Biosecurity Treatments](#) at the place of first arrival, or at a suitable transitional facility.

3.4.2 Used tyres exported as break-bulk or in a non-fully sealed container

- (1) Used tyres exported as break-bulk or in a non-fully sealed container must be:
 - a) treated before-arrival as per [Approved Biosecurity Treatments](#); and
 - b) exported within 24 hours of treatment; and
 - c) segregated from untreated cargo before and during exportation.

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Part 4: Vehicles, Machinery and Parts from Schedule 3 Countries

Guidance

- These requirements are in addition to the applicable requirements specified in Part 2.
- Applicable Part 3 requirements have been incorporated into the requirements for the relevant sections.
- This section applies to all vehicles, machinery and parts (whether break-bulk or containerised, new or used) from [Schedule 3 countries](#).
- Risk management measures specified in this section are primarily for management of the Brown Marmorated Stink Bug (BMSB) between September and April of each year.
- Some requirement variations for used vehicles and machinery exported from Japan exist, due to
 - Large export volume; and
 - Additional management of Asian Gypsy Moth (AGM) 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 other regulated stink bugs such as Yellow Spotted Stink Bug (YSSB) and the Polished Green Stink Bug (PGSB).
- If goods do not originate from a Schedule 3 country but are to be transhipped through a Schedule 3 country before arrival in New Zealand, see section 4.7 for transhipping requirements.

4.1 Used vehicles (excluding aircraft and watercraft)

Guidance

- See section 4.4 for requirements for used aircraft and watercraft exported from all Schedule 3 countries on or after 1 September and arrive in New Zealand on or before 30 April of any year.

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.

Guidance

- As all types of used vehicles exported from Japan must be managed by an MPI-Approved Used Vehicle and/or Machinery System, there is no cleaning and treatment option for used vehicles from Japan under this section.

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) Where used vehicles are exported as break-bulk (including non-fully sealed containers) or in a fully sealed container, applicable post treatment conditions in sections 4.6.1 or 4.6.2, must be met.

4.2 Used outdoor or targeted machinery

4.2.1 Japan

Option A: MPI-Approved System:

- (1) Used outdoor and targeted machinery must be managed by 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 outdoor or targeted machinery that are exported on or after 1 September and arrives in New Zealand on or before 30 April of any year.

OR

Option B: Treatment and cleaning:

- (1) Used outdoor or targeted machinery 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) Where used outdoor or targeted machinery is exported as break-bulk (including non-fully sealed containers) or in a fully sealed container, applicable post treatment conditions in sections 4.6.1 or 4.6.2, must be met; and
- (3) Used outdoor or targeted machinery must also meet the certified cleaning requirements of section 3.1.1 year round.

4.2.2 ALL other 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 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 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 cleaning:

- (1) Used outdoor or targeted machinery 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) Where used outdoor or targeted machinery is exported as break-bulk (including non-fully sealed containers) or in a fully sealed container, applicable post treatment conditions in sections 4.6.1 or 4.6.2, must be met; and
- (3) Used outdoor or targeted machinery must also meet the certified cleaning requirements of section 3.1.1 year round.

4.3 New vehicles (excluding aircraft and watercraft) and machinery

Guidance

- Some new vehicle and machinery types may be excluded from these requirements if certain criteria are met (see [Schedule 1 – Part 4-Specific Exclusions](#)). 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) Where new vehicles and machinery are exported as break-bulk (including non-fully sealed containers) or in a fully sealed container, applicable post treatment conditions in sections 4.6.1 or 4.6.2, must be met.

Guidance

- Due to the heightened risk of BMSB in some risk countries (excluding Japan), MPI is unlikely to approve a new vehicle or machinery system without the use of an MPI-Approved Treatment during the months of September to December when aggregation risk is greatest. A system application will be assessed with consideration of current BMSB populations, location and other factors that may affect the BMSB risk of a particular manufacturing supply chain.

4.4 New and used aircraft and watercraft

Guidance

- This section applies to all aircraft and watercraft from all [Schedule 3](#) countries whether, new or used, or break-bulk (including in a non-fully sealed container) or fully containerised, if they do not arrive in New Zealand under their own power (for example, they are carried on another craft or shipped as cargo).
- Aircraft or watercraft that are dismantled for shipping are not considered 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 options:

Option B1:

- (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 by an [MPI-Approved Offshore Treatment Provider](#) by fumigation or heat treatment as per [Approved Biosecurity Treatments](#) before-arrival; and
- (2) Where new and used aircraft and watercraft are exported as break-bulk (including non-fully sealed containers) or in a fully sealed container, applicable post treatment conditions in sections 4.6.1 or 4.6.2 must be met.

Option B2:

- (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) include opening (before fogging or spraying) of all compartments where Brown Marmorated Stink Bug (*Halyomorpha halys*) may hide; and
 - b) first occur no more than 120 hours before exportation, in the country of origin; and
 - c) be repeated upon arrival in New Zealand followed by inspection.
- (2) Where new and used aircraft and watercraft are exported as break-bulk (including non-fully sealed containers) or in a fully sealed container, applicable post treatment conditions in sections 4.6.1 or 4.6.2 must be met.

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 (including aircraft and watercraft) or machine

Guidance

- New parts may be excluded from these requirements if certain criteria are met (see [Schedule 1 – Part 4-Specific Exclusions](#)). If new vehicle or machinery parts are excluded from this section, only the applicable requirements specified in Part 2 must be met.
- Used parts from [Schedule 3](#) countries fall under section 3.2 outside of September to April.
- Used tyres, not on rims are included under Section 3.3 year round, 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

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 Treatment Provider](#); and
- (2) Where new and used parts are exported as break-bulk (including non-fully sealed containers) or in a fully sealed container, applicable post treatment conditions sections in 4.6.1 or 4.6.2, must be met.

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

Guidance

- Treated vehicles, machinery or parts needs to be segregated and exported as quickly as possible for MPI to recognise the treatment and to lessen the chance of BMSB recontamination from occurring.

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

- (1) If goods are treated in a Schedule 3 country at the port in accordance with this IHS, goods must be exported to New Zealand or moved to a non-Schedule 3 country within 120 hours.
- (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 to the export port within 6 hours of treatment; or

- b) Goods must be wrapped or sealed in an insect-proof manner, and moved to the export port within 24 hours; or
- c) Goods must be sprayed with a residual insecticide and moved to the export port within 120 hours

Guidance

- The procedure and types of residual insecticides for spraying goods is outlined in the [Approved Biosecurity Treatments](#) (treatment specified for aircraft and watercraft).

- (3) Once the goods arrive at the export port, they must be exported or moved to a non-schedule 3 country within 120 hours.
- (4) A shipping line or importer can deviate from section 4.6.1 requirements if an agreement with MPI is issued in advance.

Guidance

- To discuss the possibility of an approved post treatment agreement with MPI, email Standards@mpi.govt.nz at least 30 days before treatment is planned to occur. Additional risk management measures will need to occur for MPI to agree to alternative post treatment conditions.

4.6.2 Fully sealed container exportation.

- (1) If goods in a fully sealed 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) It must be treated no longer than 21 days before exportation to New Zealand.

4.6.3 Goods treated before being placed in a FAK or LCL container for exportation.

- (1) Goods treated before being placed in a FAK or LCL 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
- (2) The container must remain closed and exported within 21 days.

4.7 Transhipping vehicles, machinery, parts and equipment through Schedule 3 countries before arrival in New Zealand.

Guidance

- Goods may originate in a non-Schedule 3 country but be transhipped through a Schedule 3 country before arriving in New Zealand and therefore exposed to BMSB risk between September and April. For this reason transhipping rules apply to ensure cargo is kept free of BMSB while in a Schedule 3 country.

- (1) Vehicles, machinery, parts and equipment transhipped through Schedule 3 countries are not required to meet the requirements of sections 4.1 – 4.5 during the BMSB risk season if the following conditions are met:

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

- (1) Transhipped cargo must be segregated from untreated cargo in Schedule 3 countries at all times.

- (2) Transhipped cargo must remain at a port (or ports) in Schedule 3 countries for no more than 120 hours before exportation.
- (3) A shipping line or importer 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, email Standards@mpi.govt.nz at least 30 days before the transshipping is planned to occur. Additional risk management measures will need to occur for MPI to agree to an alternative transshipping arrangement.

4.7.2 Transhipment of cargo in a fully sealed container

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

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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 lawnmowers (pedestrian-controlled) and 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 determined 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 and equipment exported as cargo aboard an aircraft.

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: A form of exportation where goods are stowed on deck, below deck or in holds of vessels.

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

Equipment: Equipment is defined as anything that is not a vehicle, a machine or part/s derived from a vehicle or machine.

Freight of all kind (FAK): A sea container which includes individual consignments of different types of goods from multiple importers.

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

Impervious packaging: Tough, resistant packaging forming a sealed barrier to prevent internal access; and is impermeable or impenetrable to disturbance until deliberately opened using appropriate techniques or tools.

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.

Less than container load (LCL): A container which includes individual consignments of different types of goods from multiple importers.

New Zealand Territory: means the land and the waters enclosed by the outer limits of the territorial sea, where territorial sea has the meaning given to it in section 3 of the Territorial Sea, Contiguous Zone, and Exclusive Economic Zone Act 1977.

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

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 distance or physical or chemical 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)

- d) 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
- e) A part of a port declared to be a TF in accordance with section 39 of the Biosecurity Act 1993.

Used machinery/vehicles: Any vehicles or machinery 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. See [Part 3-Specific Definition](#) for outdoor or targeted machinery definition.

Vehicle: A vehicle is a mobile conveyance or machine that transports cargo or people. 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
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 including but not limited to:</p> <ul style="list-style-type: none"> • Construction and roading machinery, • Tracked machines (bulldozers, excavators and tractors), • Ground compactors, • Cranes, • Concrete mixing machinery, • Straddle carriers, • Farming machinery, • Harvesting machinery, • Fruit picking machinery, • Logging machinery, • Planting machinery, • Seed drilling machines, • Forklifts, • Indoor/outdoor grain processing machinery, • Any other machine used around biosecurity contamination such as soil, seeds, plant or animal material. 	<p>Excludes machines (motorised or non-electric) that have never been used or stored outdoors and are non drivable, including but not limited to:</p> <ul style="list-style-type: none"> • Indoor textile and tool cutting machines, • Industrial machines used in printing or manufacturing, • Industrial machines used in food production if not associated with biosecurity contamination such as seeds, grain, soil, plant or animal material) • Home or workplace appliances, • X-ray machines, • Indoor heating or cooling machines, • Laboratory machinery/equipment. • Medical breathing, sleeping or respiratory machines.
Used parts derived from a vehicle or machine (Section 3.2)	
<p>Parts derived from a vehicle (including aircraft and watercraft) or machine including but not are limited to:</p> <ul style="list-style-type: none"> • Doors and panels • Breaks, • Engines, • Seats, • Chassis, booms or frames, • Suspension units, • Wheels, • Tyres inflated on rims, • Wings, • Tracks, • Machinery accessories such as grabbers, scoops or buckets 	<ul style="list-style-type: none"> • If the parts are still attached as a whole vehicle or machine, they are considered a vehicle or machine (not parts) and are not included in section 3.2.
Used wire cables (Section 3.3)	
<p>Cables made of wire that have been attached to vehicles or machinery for operating cranes or wrenches for lifting or towing purposes in any outdoor settings.</p>	

Definitions	Clarifications
Used tyres (Section 3.4)	
Used tyres include any type of 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

Cargo Type	Section	Exclusions to Section 4 requirements
Used vehicles	4.1	<ul style="list-style-type: none"> No used vehicles are excluded from requirements in section 4.1
Used outdoor or targeted machinery	4.2	<ul style="list-style-type: none"> No used outdoor or targeted machinery is excluded from requirements of section 4.2. See the Part 3-Specific Definition of 'used outdoor or targeted machinery' if unsure around whether a machine is included as an outdoor or targeted machine.
New vehicles	4.3	<p>New motor bikes, scooters, side by side (SxS) racers/vehicles and quad, ride-on lawn mowers, bikes/racers (whether electric or liquid fuelled) are excluded from requirements of section 4.3 if they are:</p> <ul style="list-style-type: none"> Stored indoors prior to exportation; and Exported in a fully sealed container, ready for direct sale.
New machinery	4.3	<p>New Machinery is excluded from requirements of section 4.3 if machinery complies with all three criteria below:</p> <ul style="list-style-type: none"> Is non-drivable (such items do not have skids, skis, tracks or wheels designed for outdoor use); and Is packaged in boxes/cartons or impervious packaging immediately after manufacture; and Is stored indoors after manufacture and before being exported in a fully sealed container for direct sale.
New and used aircraft and watercraft	4.4	<ul style="list-style-type: none"> No new or used aircraft or watercraft are excluded from requirements of section 4.4.
New and used parts derived from a vehicle or machine	4.5	<ul style="list-style-type: none"> No used vehicle (including aircraft and watercraft) or machinery parts are excluded from the requirements of section 4.5. New vehicle (including aircraft and watercraft), or machinery parts (including tyres) are excluded from requirements of section 4.5 if parts are: <ul style="list-style-type: none"> Only stored indoors between manufacturing and exportation; and Exported in a fully sealed container.

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*). Other addition pest risk may be addressed with some deviations to requirements aimed at the 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 Herzgovina	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), other regulated pests including Asian Gypsy Moth (AGM), Yellow Spotted Stink Bug (YSSB) and Polished Green Stink Bug (PGSB)	
Japan	