MPI-Approved Used Vehicle and/or Machinery Systems from All Countries

The Ministry for Primary Industries (MPI), in accordance with sections 27, 29, 33, and 34 of the Biosecurity Act 1993 (the Act), approves Used Vehicle and/or Machinery Systems that meet all of the requirements of the Import Health Standard for Vehicles, Machinery and Parts (VMP).

This document provides guidance around the purpose, application, management and verification of an MPI-Approved Used Vehicle and Machinery System.

For all matters relating to approval of MPI-Approved Used Vehicle and/or Machinery Systems, please contact:

Invasive Species Team
Animal and Plant Health Directorate
Biosecurity New Zealand
Ministry for Primary Industries
PO Box 2526
Wellington 6011
New Zealand
Email**:** standards@mpi.govt.nz

For verification matters relating to existing Japanese MPI-Approved Used Vehicle and/or Machinery Systems please contact:

Offshore Programmes
Border Clearance Services
Biosecurity New Zealand
Ministry for Primary Industries
PO Box 2526
Wellington 6011
New Zealand
Email: Mpichief.japan@mpi.govt.nz

Table of Contents

1. Introduction

In accordance with section 22 of the Biosecurity Act 1993, the Import Health Standard (IHS) for Vehicles, Machinery and Parts (VMP), specifies the requirements to be met for the effective management of biosecurity risk associated with the importation of vehicles, machinery and parts before they may be imported, moved to or from a transitional facility, or given MPI Biosecurity Clearance.

MPI-Approval of Used Vehicle and/or Machinery Systems will differ between countries based on the biosecurity risk (especially high impact regulated pests) associated with different countries.

Verification of system-managed vehicles and machinery may be by offshore verification (not in New Zealand) or onshore verification (on arrival in New Zealand) or a combination of both based on resource and risk associations.

This document is aimed at whole used vehicles/machinery and not broken-down used parts derived from a vehicle or machinery. However, many of the same principles apply to approved system management of used vehicle and machinery parts.

2. Why apply for an MPI-Approved Used Vehicle and/or Machinery System?

Used vehicles, machinery and parts are considered high risk items and are routinely inspected on arrival in New Zealand. Quarantine Inspectors use contamination thresholds featured in Schedule 2 of the VMP IHS to verify that the item is compliant – clean and free of biosecurity contamination and regulated pests upon arrival in New Zealand.

MPI endeavours to verify vehicles, machinery and parts on arrival as quickly as possible. On arrival inspections or treatments (decontamination or MPI-Approved treatments) will increase the time taken before biosecurity clearance is granted. An MPI-Approved Used Vehicle and/or Machinery System that is proven to continuously meet the outcome of the VMP IHS will not require every vehicle or machine to be inspected by MPI. Instead a portion of the vehicles or machines are verified by MPI with a verification rate reflective of the system's overall performance. MPI will also verify the whole system by way of auditing to ensure that it is operating in accordance with the MPI Approval.

An MPI-Approved System may have little or no benefit to an importer if exportation volume of vehicles/machinery to New Zealand is few, infrequent or likely to fluctuate over time. In these instances, non-system on arrival inspection is likely to be easier and more economical. If you would like to discuss the possibility of an MPI-Approved Used Vehicle and/or Machinery System, please contact standards@mpi.govt.nz.

3. What's required for MPI Approval of a Used Vehicle and/or Machinery System?

A comprehensive system overview must be presented to MPI for consideration as an MPI-Approved System. A template including all aspects which must be considered and documented for the approval process is available at the end of this document.

4. What must an MPI-Approved Used Vehicle and Machinery System do to remain approved?

An MPI-Approved System must manage vehicles or machinery that continuously meet the outcome of the VMP IHS by being clean and free of biosecurity contamination and regulated pests on arrival in New Zealand. MPI will verify a portion of system managed vehicles or machinery, as well as conduct periodic audits of the whole system, to ensure that it is operating in the way it was approved to operate.

5. System Verification

MPI will verify the system based on the biosecurity risk it presents. For the verification inspection rate to stay low and prevent the system approval from being revoked, the system must continuously comply with the contamination thresholds (Schedule 2 of VMP) 98.5% of the time. Where the failure rate exceeds this target the verification rate will likely increase for a period. If the overall failure rate exceeds 1.5% for three verification periods in a row, the system is likely to be placed on a probational period and/or revoked. MPI will provide all necessary feedback around verification compliance and provide written notification of failures where necessary.

The verification rate, including the verification review periods, will be at the discretion of MPI. When a proposed system is approved a service, contract is entered into with Biosecurity New Zealand. MPI will also issue a verification plan for new systems for a period of time. The number of vehicles/machineries that can be managed by that new system may also be limited during that time.

The verification rate of all newly approved systems will start high and remain high until the compliance rate is continuously met. MPI will place a new system or a large system change (i.e. inclusion of a new vehicle or machinery type or a new operating site) under a provisional approval period where the system has a defined time period to prove the outcome can consistently be met. If the system fails to do this, provisional approval will be revoked. If revocation occurs, MPI will not consider an application for re-approval for at least 6 months, allowing time for the system to fully investigate and correct any issues that led to the failure.

6. Approval of Used Vehicle and/or Machinery Systems in Countries with Brown Marmorated Stink Bug (BMSB)

BMSB is recognised as a high impact pest due to its potential to cause great damage to New Zealand's primary growing industries and become a nuisance pest to the people of NZ if it were to establish here. The vehicle and machinery pathway presents a high risk, as BMSB are known to aggregate in vehicles and machinery during the months of September to April. BMSB and other high risk stink bug varieties can aggregate together in the thousands using an attractant pheromone, and will over winter in vehicles and machinery, awakening with the required daylight hours and temperatures cues. For this reason, many live BMSB have been detected on arriving vessels carrying vehicles, machinery and parts from BMSB risk countries (listed in Schedule 3 of the IHS) as well as on vehicles, machinery and parts which have been exported in sea containers. To address the spread of BMSB establishment around the world, the VMP IHS includes additional requirements for vehicles, machinery and parts exported from 36 countries during the BMSB season. An MPI-Approved Used Vehicle and/or Machinery System in these countries will only be approved if the processes and procedures include an MPI-Approved Treatment during the high risk BMSB season unless the system can ensure the same or even better level of risk management as treatment provides, and this can be proven.

7. Costs involved with applying for an MPI-Approved Used Vehicle and/or Machinery System

The time taken to review and approve an MPI-Approved Used Vehicle and/or Machinery System will be charged at NZ$102.27 (excluding GST) per hour. The amount of time taken for this process can differ greatly depending on the quality and comprehensiveness of the system application and the size and scope of the proposed system. Risk management measures, such as approved treatments are likely to add to the review cost as MPI will need to ensure that the proposed system is qualified and has the correct equipment and knowledge to carry out MPI-Approved treatments in accordance with MPI's treatment standard ABTRT.

Once approval is completed, the time taken to review and approve any further changes to the system, such as additional management sites, different forms of shipping or inclusion of a new form of vehicle or machine, will also be charged for. For example, a system which is approved to manage cars will need to submit additional procedures for including heavy trucks or construction machinery into the system.

8. Costs involved with operating an MPI-Approved Used Vehicle and Machinery System

All system verification activities, including verification inspections and larger system audits, are cost recovered by MPI. If a system is verified offshore, there may be additional costs related to travel and living expenses for Quarantine Inspectors carrying out verification activities on behalf of the system. Costs involved with verification will be set out in a service agreement with Border Clearance New Zealand which must be agreed to prior to implementation of the approved system.

Appendix 1 - System Operating Manual Template for Approval

A comprehensive system overview must be presented to MPI for consideration of approval as an MPI-Approved System. The below template features all necessary consideration that MPI requires and should be documented in a system operating manual.

Purpose
Clearly describe main biosecurity risk management measures that will be used in the system to ensure that the outcome of the IHS will continuously be achieved.

Scope
Describe the scope of your system, including:

- The types of vehicles and machinery that will be processed through your system.
- A detailed description of where your system will be applied (countries, locations, sites)
- Any other specific description that is relevant in describing the scope of the system.

Process Overview
Description of the process showing the following:

- How the vehicles or machinery will be processed i.e. physical inspection/mechanical washing.
- Description of treatments being undertaken and at what times of the year if not on a year round basis.
- Risk management of vehicles and/or machinery to prevent recontamination of vehicles and machinery such as segregation and monitoring processes in place.
- How the efficacy of the system is measured internally (internal auditing).
- Other general information about the process.
- Other relevant systems (e.g. NZTA).

Description of the facility where the processing is undertaken:

- Geographical details of location(s) – maps required.
- Facility maintenance and monitoring procedures.
- Details of control/monitoring programmes for biosecurity pests and contaminants.
- Survey/monitoring results for the pest status of facilities.

Description of conveyance used:

- Type of conveyance used in the system
- How the risk of conveyance will be managed.
- If break bulk shipping is used, how will recontamination risk for your system vehicles be managed?

Description of staff training:

- What specific training and assessment is undertaken if approved treatments are used within the system.
- Ongoing staff assessments, measurement and re-training.
- Roles and responsibilities of key staff.
- Details of key personnel and areas of responsibility.

Description of contingency plans:

- Contingency plans to deal with system failures and identified non-compliance.

Record keeping:

- Provide examples of records that will be maintained, particularly around the key processes already listed.

Transfer of data:

- Provide a description of how the vehicle data is collected and transferred to MPI. Note: Any data must be provided to MPI electronically in a form that is compatible with MPI information systems.

System sustainability:

- Provide a description of how the system will be run as an ongoing sustainable self-management programme. For example, by use of standard operating systems, tracking systems for essential ongoing maintenance, via the use of internal and external audits (MPI or other agencies), clear roles and responsibility identification in key personnel.

Other considerations:

Signage and education relating to pests:

- Display of signage where necessary, i.e. on biosecurity bins (used to collect biosecurity contamination) and other pest information signs or warnings for biosecurity purposes, i.e. to ensure treated and non-treated vehicles are kept separate.

Site and hygiene monitoring plans:

- Description of how the area designated for holding and inspecting approved system vehicles is to be kept free of vegetation and materials that are capable of harbouring unwanted organisms.

Consideration of risks outside of system control:

- Describe how the prevention of cross-contamination between system-managed vehicles and other vehicles, machinery or cargo will be adhered to at all times.

Equipment:

- Description of suitable equipment available to immediately contain and remove any contamination originating from approved system vehicles on a craft and/or in an approved system facility or holding area. This accountability applies irrespective of the ownership, or carrier, of the imported vehicles.

Third parties operating within the approved system:

- A description of any third parties used, such as cleaning companies or port companies explaining how the approved systems will take responsibility for third party involvement in the system.

Note: The operator must also agree with MPI on an implementation plan during provisional approval prior to provisional approval being given

Process Steps Overview Diagram

Provide a full description of the system process steps in a diagram. This needs to account for vehicles from the time they enter the system until the point they arrive in New Zealand.

Appendix 2: Biosecurity Contaminants and Regulated Pests (Schedule 2 of the VMP IHS)

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.

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)*. *Note: Dead arthropods including dead insects, mites and spiders are not seen as contaminants.*
	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). *Note: Traces of water remaining after approved treatments are not seen as contaminants.*
Micro-organisms	Fungi that is embedded/systemic in the vehicle, machine or tyre.	**Nil tolerance = zero** (always seen as a contaminant)*. *Note: Surface fungi (mildew) is not considered as a contaminant if it can be wiped off.*
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)*. *Note: Burnt, dried, scorched seeds that are present in or on exhaust systems and radiators are not seen as contaminants.*
	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*. *Note: Burnt, dried, scorched pieces of material that are present in or on exhaust systems and radiators are not seen as contaminants.*
	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. *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.*

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

Appendix 3: Countries with additional BMSB requirements under the VMP IHS

Vehicles, machinery and parts, from the below countries must meet specific BMSB requirements captured in the IHS. Due to the significant risk of BMSB, an MPI-Approved System would need to address BMSB risk with the use of an MPI-Approved treatment or equivalent measures that offers the same or greater level of risk management, during the BMSB risk season. The risk season applies to goods leaving the risk country on or after 1 September and arriving in New Zealand on or before 30 April.

BMSB risk countries		
Albania	Germany	Portugal
Andorra	Greece	Romania
Armenia	Hungary	Russia
Austria	Italy *	Serbia
Azerbaijan	Japan *	Slovakia
Belgium	Kazakhstan	Slovenia
Bosnia and Herzegovina	Kosovo	Spain
Bulgaria	Liechtenstein	Switzerland
Canada	Luxemburg	Turkey
Croatia	Republic of North Macedonia	Ukraine
Czechia	Moldova	USA (excludes Alaska and Hawaii).
France	Montenegro	
Georgia	Netherlands	
* Italy is a Schedule 3 country with large BMSB populations and increased associated risk. Therefore, no types of vehicles, machinery and parts (includes new tyres) are eligible for BMSB management exclusions under this IHS. * Japan is a Schedule 3 country (native range) that is targeted for BMSB and other regulated pests including *Lymantria dispar* (Asian gypsy moth - AGM), *Erthesina fullo* (Yellow spotted stink bug - YSSB) and *Glaucias subpunctatus* (Polished green stink bug - PGSB) under this IHS.		