



Import Health Standard

Vehicles Machinery and Tyres

Draft for Consultation

TITLE

Import Health Standard: Vehicles Machinery and Tyres

COMMENCEMENT

This Import Health Standard comes into force on the xxx of xxx 2015

REVOCATION

This Import Health Standard revokes and replaces BMG-STD-VEHICLE-ALL: Import Health Standard for Vehicles, Machinery and Tyres.

ISSUING AUTHORITY

This Import Health Standard is issued by the Director-General or authorised delegate under section 24A of the Biosecurity Act 1993 (the Act).

Dated at Wellington this ... day of 2015

Peter Thomson
Director, Plants, Food & Environment
Ministry for Primary Industries
(acting under delegated authority of the Director General)
A copy of the instrument of delegation may be inspected at the Director General's office.

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Introduction

This introduction is not part of the Import Health Standard, but is intended to indicate its general effect.

Purpose

The purpose of this Import Health Standard (IHS) is to set out the requirements to be met when importing vehicles, machinery and tyres into New Zealand to manage the risks associated with importing them into New Zealand.

Background

Imported risk goods have the potential to introduce pests and unwanted organisms into New Zealand. Vehicles, machinery and tyres are risk goods because pests and unwanted organisms may be on or in them when they arrive to 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. These organisms have the potential to cause harm to natural and physical resources and human health in New Zealand. The Ministry for Primary Industries (MPI) is responsible for enforcing the provisions of the Biosecurity Act 1993.

Under the Act, an IHS may be issued that set out the requirements to be met when importing risk goods, in order to manage the risks associated with the import. This IHS outlines the minimum requirements that must be met when importing vehicles, machinery and tyres into New Zealand to obtain biosecurity clearance.

Who should read this Import Health Standard?

Everyone who imports vehicles, machinery or tyres entering New Zealand from any country, should read and be familiar with this IHS.

Why is this important?

- (1) Importers must take all reasonable steps to ensure that imported vehicles, machinery and tyres comply with this IHS (section 16B of the Act)
- (2) If imported vehicles, machinery and tyres do not comply with this IHS they may be decontaminated by a means approved by a MPI Chief Technical Officer (CTO) prior to being given a biosecurity clearance or may be reshipped or destroyed.
- (3) The importer will be liable for all associated expenses.

Equivalence

Whilst it is expected that all imported vehicles, machinery or tyres meet the requirements of this IHS, a Chief Technical Officer (CTO) may issue guidelines or give directions on measures to meet these requirements under section 27(1)(d)(iii) of the Act, different from those set out in this IHS.

Goods that comply with those guidelines or directions may be given a clearance.

Costs

Inspections and other functions undertaken by MPI pertaining to importing vehicles, machinery and tyres will be charged as per the current [Biosecurity \(Costs\) Regulations](#).

Document history

Amendments to this standard are listed in Schedule 1.

Wood Packaging and other Restricted Packaging Material

All wood packaging must be actioned as per the MPI standard Wood Packaging Material from All Countries. Other contaminated packaging must be segregated, secured and treated as per this IHS.
<http://www.biosecurity.govt.nz/files/ihs/wood-packaging.pdf>

Other information

A guidance document accompanies this IHS. It gives more information about importing vehicles, machinery and tyres. Seek MPI guidance if you are unclear on any part of the IHS prior to undertaking any activities relating to the importation of vehicle, machinery or tyres.

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Part 1: Requirements

1.1 Application

This IHS applies to all vehicles, machinery and tyres arriving to New Zealand.

1.2 Incorporation of material by reference

- (1) The following document is incorporated by reference under section 142M of the Biosecurity Act 1983. Standard 'MPI-STD-ABTRT (Approved Biosecurity Treatment Schedule)'
<http://www.biosecurity.govt.nz/border/transitional-facilities/bnz-std-abtrt>
- (2) Under section 142O(3) of the Biosecurity Act it is declared that section 142O(1) does not apply, that is, a notice under section 142O(2) of the Biosecurity Act is not required to be published before material that amends or replaces any material incorporated by reference has legal effect as part of those documents.

1.3 Definitions

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

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Part 2: Clearance Requirements for all vehicles, machinery and tyres

2.1 Application

- (1) Part 2 applies to all vehicles, machinery and tyres.

2.2 Information that must be provided for vehicles, machinery and tyres

- (1) Importers of vehicles, machinery and tyres must ensure that MPI receives documentation providing all of the following information within a reasonable time period prior to the arrival of their imported vehicle, unit of machinery or tyre:
- make and model (applies to whole vehicles and units of machinery only);
 - a means of identifying the vehicle or unit of machinery (e.g. vehicle identification number (VIN));
 - manifest of any cargo carried, including number and type of tyres, spare parts (if applicable);
 - name of consignor, name of consignee and consignee's full address;
 - port of origin;
 - shipment details, including container number and date of loading (if applicable);
 - stated whether new or used;
 - if this IHS requires a vehicle, unit of machinery or tyre to be treated or processed through a MPI approved system or treatment, evidence that the vehicle, unit of machinery or tyre has been treated or processed through a MPI approved system or treatment (certification);
 - evidence (documentation) that any new (field tested) or used, vehicle or machinery that has been used in connection with agricultural, forestry or horticultural activities has been cleaned and made free of biosecurity pests and contamination, e.g. has been processed through a MPI approved system or treatment.

2.3 Biosecurity contaminants that must be managed

- (1) No vehicle, unit of machinery or tyre imported into New Zealand will be given biosecurity clearance unless it is clean and free from biosecurity contaminants, externally and internally (see list of contaminants in table 1).
- (2) The following table sets out what is considered a pest or contaminant and specifies its particular threshold for the purposes of this IHS. If the quantity of an item is below the threshold for a particular vehicle, unit of machinery or tyre, it is not considered a contaminant.

Table 1: Contaminant thresholds

Note: this table may be subject to review from time to time

	Contaminant type	Threshold
Animals	Live animals (including amphibians, arthropods, birds, mammals, molluscs, reptiles)	Always considered a contaminant
	Animal products or by products (including blood, bones, excretions, feathers, fibre, meat, secretions)	Always considered a contaminant
	Dead bees <i>Dead arthropods (other than bees) are not considered contaminants.</i>	Always considered a contaminant

	Contaminant type	Threshold
Aquatic	Water (pooled or standing)	Always considered a contaminant
	<i>Traces of water remaining after an approved cleaning process is not considered a contaminant.</i>	
Plants	Seeds	Always considered a contaminant
	Green or fresh plant material	Always considered a contaminant
	Pine needles	Always considered a contaminant
	Loose dead or dry plant material (e.g., bark, fruit, leaves, sawdust, twigs)	more than 5 pieces is considered a contaminant
Micro-organisms	Fungi that is embedded in the vehicle, unit of machinery or tyre. <i>Fungi that can be wiped off the vehicle, unit of machinery or tyre, is not considered a contaminant.</i>	Always considered a contaminant
	Loose soil <i>Road film (i.e., finely-textured particles of dust or particles free of organic material deposited as a thin film on the air container) is not considered a contaminant.</i>	more than 20 grams is considered a contaminant

2.4 Requirements to meet for the clearance of vehicles and machinery landed in New Zealand

- (1) Clearance of vehicles and machinery landed in New Zealand will only be given when MPI is satisfied that a vehicle, unit of machinery or tyre is clean and free from biosecurity contaminants on the basis of:
- importers providing the vehicle, unit of machinery or tyre for inspection by MPI; or
 - importers providing certification to MPI that the vehicle, unit of machinery or tyre has been processed through a MPI approved system; or
 - in the case of new vehicles and machinery, importers providing evidence to MPI that the vehicle or unit of machinery is new, and when requested, providing information to show biosecurity risks have been managed.

Guidance

- When required under this IHS, importers must provide certification to MPI that a new vehicle or unit of machinery has been processed through a MPI approved treatment/system (section 3.4).

- (2) In the case of uncleared used vehicles and machinery not covered in Part 3, importers must provide a vehicle or unit of machinery for:
- inspection by MPI for the presence of visible contaminants and for the presence of concealed contaminants, or
 - inspection by MPI for the presence of visible contaminants and for heat treatment or fumigation in an approved manner to remove/inactivate concealed contaminants.
- (3) All importers of uncleared used vehicles and machinery landed in New Zealand using the options set out in this section, must make a vehicle available for an external inspection to be carried out by a MPI inspector within 12 hours of completion of discharge from vessel, or within 12 hours of being devanned from a sea container if the options set out in Part 2.4.2(a) and 2.4.2(b) have not been carried out prior.

Guidance:

- Grossly contaminated vehicles or machinery may be refused discharge from the vessel or craft and directed to be reshipped.

- Inspectors may require importers to dismantle parts of a vehicle or machinery to confirm that high risk areas are free of biosecurity contamination.
- New vehicles and machinery may be inspected by MPI on arrival to verify that they comply with this IHS.

2.5 The use of MPI approved systems

- (1) Vehicles, machinery and tyres can be processed through a MPI approved system (<http://www.biosecurity.govt.nz/files/ihs/vehicles-all-application.pdf>).

When required, vehicles, machinery and tyres processed through an approved system may be inspected by MPI on arrival to New Zealand to confirm compliance. MPI reserves the right to decline, suspend or revoke a system's approval.

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Part 3: Additional Requirements for specified types of vehicles, machinery or tyres from specified countries

Guidance:

- Requirements in Part 3 are additional to the general requirements in Part 2.
- Used vehicles, machinery and tyres must also meet the requirements in Part 2 for contaminants not mitigated by the additional requirements in Part 3.
- Specific types of used vehicles, machinery and tyres may be processed through a through a MPI approved system to meet their particular requirements in Parts 2 and 3.

3.1 Used agricultural, forestry and horticultural vehicles and machinery from all countries

3.1.1 Used agricultural, forestry and horticultural vehicles and machinery

- (1) Before shipment to New Zealand, used agricultural, forestry and horticultural vehicles and machinery must be cleaned and free of biosecurity contamination. Documented evidence of cleaning must be provided to MPI.

Guidance:

- Where it is available, it is advisable to use a MPI approved treatment for preshipment cleaning.
- New agricultural, forestry and horticultural vehicles and machinery that have been field tested will be considered as used.

3.1.2 Used wire ropes attached to agricultural, forestry and horticultural vehicles and machinery

- (1) Used wire ropes attached to agricultural, forestry and horticultural vehicles or machinery must be treated as per the 'Approved Biosecurity Treatment Schedule' <http://www.biosecurity.govt.nz/border/transitional-facilities/bnz-std-abtrt> and also inspected by a MPI inspector for the presence of contaminants not mitigated by treatment before they can receive a biosecurity clearance.

3.2 Used tyres and vehicle parts from all countries

3.2.1 Used vehicle parts

- (1) Containerised used vehicle parts, including those imported for dismantling, will not be given clearance unless they have been treated as per the 'Approved Biosecurity Treatment Schedule' <http://www.biosecurity.govt.nz/border/transitional-facilities/bnz-std-abtrt> prior to receiving biosecurity clearance.

3.2.2 Used tyres

- (1) Used tyres (deflated or not on rims) must be treated as per the 'Approved Biosecurity Treatment Schedule' <http://www.biosecurity.govt.nz/border/transitional-facilities/bnz-std-abtrt> and must be inspected by MPI for the presence of contaminants not mitigated by treatment prior to receiving biosecurity clearance.
 - a) If treated before arrival to New Zealand, used tyres must be secured immediately following treatment and the importer must ensure that during shipment to New Zealand, the tyres are secured in a way that ensures they remain free of contamination. (e.g. in a clean and secure sea freight container)

- b) Used tyres that have not been treated before arrival and that arrive to New Zealand in a sea container must either:
- i) be heat treated or fumigated within 12 hours of discharge at the port of entry in New Zealand in a manner ensuring that any mobile pest present does not escape prior to a fumigation process; or
 - ii) if not treated within 12 hours of discharge, the container must be sealed (including vents and any damaged areas) and treated with a knockdown insecticide as soon as possible on arrival to ensure that any mobile pest present does not escape and heat treated or fumigated within 48 hours of arrival.
- c) Used tyres that arrive in New Zealand, not in a sea container and not treated, must:
- Immediately on being discharged from a vessel, be appropriately secured (e.g., in a sealed sea freight container), and treated with a knockdown insecticide in a manner that will ensure any contamination is contained and any mobile pest present does not escape and heat treated or fumigated within 48 hours of arrival.

3.3 Used vehicles from Japan imported as break bulk

- (1) All break bulk used vehicles from Japan must be processed through a MPI approved system (<http://www.biosecurity.govt.nz/files/ih/vehicles-all-application.pdf>) in Japan prior to shipment, as set out in section 2.5, of this standard.

3.4 Vehicles and machinery shipped as sea freight from the United States of America (USA) from 1st September to 30th April

3.4.1 Break bulk vehicles and machinery from the USA must be treated prior to shipment

- (1) New and used vehicles and machinery shipped as break bulk cargo that leave the USA between the 1st September and the 30th April in any year, must be treated for the brown marmorated stink bug (BMSB) using a MPI approved treatment no more than 96 hours prior to shipment; (refer 'Approved Biosecurity Treatment Schedule': <http://www.biosecurity.govt.nz/border/transitional-facilities/bnz-std-abtrt>); and
- (2) Prior to shipping, treated break bulk vehicles or machinery must be effectively segregated or safeguarded from all untreated materials/cargo to prevent possible cross contamination and distribution of biosecurity contaminants and pests; and
- (3) Break bulk vehicles or machinery that have been treated must be shipped in a manner that ensures that the vehicle or machinery remains clean and free of biosecurity contamination.

3.4.2 New and used vehicles and machinery shipped in containers from the USA

- (1) Containerised (including "freight all kinds", (FAK) and "less than container load", (LCL) containers) vehicles or machinery must be treated either prior to shipment, or within 24 hours of arrival at the port of discharge.
- (2) If treatment cannot be carried out within 24 hours of arrival the container must stay sealed (including vents and any damaged areas permitting insect egress) and treated with a knockdown insecticide and treatment must be carried out within 48 hours of arrival.

Guidance:

- Used vehicles and machinery must also meet the specific requirements for contaminants not mitigated by the BMSB treatment.

- It is advised that vehicles or machinery included in “freight all kinds”, (FAK) or “less than container load”, (LCL) containers, are treated prior to shipping, so as not to require treatment of the whole container on arrival.
- Vehicles, machinery and tyres from the USA may be processed through MPI approved systems that mitigate the risks covered in section 3.4.

3.4.3 Aircraft shipped as sea freight from the USA

- (1) Aircraft shipped as sea freight may be imported using a MPI approved system and treatment, with documented evidence provided to MPI prior to shipment to New Zealand.

3.4.4 Vehicles and machinery imported as air freight from the USA

- (1) All new and used vehicles and machinery imported from the USA as air freight do not require treatment as outlined in 3.4 above, but must meet the general requirements in Part 2 and will be risk assessed by MPI for BMSB and may be treated or inspected or both.

3.5 Vehicles and machinery potentially requiring treatment

- (1) Vehicles and machinery, other than those identified in sections 3.1-3.4 above, may also pose an increased biosecurity risk of being contaminated. Decisions on whether treatment is required will be made by MPI on a case-by-case basis. The types of vehicles and machinery include:
 - a) used wire ropes attached to vehicles and machinery (apart from used agricultural, forestry and horticultural machinery);
 - b) vehicles and machinery showing evidence of holding pools of water or being partially or fully submerged in water (e.g. presence of water tide marks, biofouling), excluding traces of water remaining as a by-product of a MPI approved system or treatment;
 - c) new vehicles and machinery, or vehicles and machinery processed through a MPI approved system, that have been exposed to biosecurity contamination during transit;
 - d) any other vehicle or unit of machinery that, by its very nature, use, source, history or other such factor, has been determined by an inspector to require treatment (e.g. garbage trucks, used vehicles from the USA).

Schedule 1 – Document history

The following table lists the amendments to this IHS.

Schedule:	Details:	Date:

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Schedule 2 – Definitions

For the purposes of this standard and the attached guidance document, terms used that are defined in the Biosecurity Act 1993 have the meanings set out there. The following specific definitions also apply:

biosecurity contaminant (= risk good) - Means any organism, organic material, or other thing, or substance, that (by reason of its nature, origin, or other relevant factors) it is reasonable to suspect constitutes, harbours, or contains an organism that may: a) Cause unwanted harm to natural and physical resources or human health in New Zealand; or (b) Interfere with the diagnosis, management, or treatment, in New Zealand, of pests or unwanted organisms.

biosecurity pests - Live organisms that are risk goods.

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

landed - Discharged at port of entry.

live animals - Includes amphibians, arthropods, birds, mammals, molluscs, reptiles.

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

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

MPI approved system – A MPI approved system is a system that a Chief Technical Officer determines is sufficient to ensure that the vehicles, machinery and tyres are clean and free from biosecurity contaminants when they arrive in New Zealand (as defined in 2.3). <http://www.biosecurity.govt.nz/files/ths/vehicles-all-application.pdf>

The system must include all of the following:

- a) a description of the steps taken to ensure that this outcome is met, the persons responsible for taking those steps,
- b) the keeping of records to demonstrate that the process has been followed,
- c) sufficient opportunity for MPI to conduct initial and ongoing verification of the process,
- d) evidence that any corrective action required by MPI as a result of that verification has been taken,
- e) payment of MPI costs in assessing and verifying the process.

MPI reserves the right to decline, suspend or revoke a system's approval.

MPI approved treatment – A CTO approved treatment for vehicles, machinery and tyres, as per MPI Standard, MPI-STD-ABTRT: <http://www.biosecurity.govt.nz/border/transitional-facilities/bnz-std-abtrt>

new vehicle/machinery- Any vehicle/unit of machinery which is NOT: a used vehicle/unit of machinery and does not contain used structures, systems, components or equipment.

plant material - Includes blood, bones, excretions, feathers, fibre, meat, secretions

physical inspection - Visual inspection using eyesight alone under appropriate viewing conditions.

used vehicle/machinery - Any vehicle/unit of machinery which has been: supplied to the consumer market and sold, used for demonstration, testing, training or courtesy purposes, or previously registered or licensed.

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

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

But excludes: non-motorised bicycles (imported as general cargo or personal effects), and non-road vehicles not requiring registration from New Zealand transport authorities such as skateboards, non-motorised scooters, and wheelchairs.

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

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

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