Ministry for Primary Industries
Manatū Ahu Matua

Import Health Standard

Vehicles, Machinery and Parts

VMP

11 August 2021

Issued under the Biosecurity Act 1993

New Zealand Government

TITLE

Import Health Standard: Vehicles, Machinery and Parts

COMMENCEMENT

This consolidated import health standard comes into force on 11 August 2021.

This **Error! No document variable supplied.** amends the Import Health Standard: Vehicles, Machinery and Parts, which came into force on 31 August 2020, and consolidates all amendments made up to the commencement of this standard.

The amendment history to this import health standard is set out in the document history.

ISSUING AUTHORITY

This import health standard is issued under section is issued under section 24A of the Biosecurity Act 1993 and incorporates amendments made in accordance with section 24B(1)(a) of that Act.

Dated at Wellington this day of 11 August 2021

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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

This IHS specifies the minimum requirements that must be met when importing new and used vehicles, machinery and parts from all countries into New Zealand Territory (New Zealand) to manage the biosecurity risks associated with them.

Background

The Biosecurity Act 1993 (the Act) prescribes requirements for the exclusion, eradication and effective management of pests and unwanted organisms.

Import health standards issued under the Act set out requirements to be met to effectively manage biosecurity risks associated with importing goods. They include requirements that must be met in the exporting country, during transit, and before biosecurity clearance can be given.

Guidance boxes are included within this IHS for explanatory purposes. The guidance included in these boxes is for information only and has no legal effect.

Who should read this?

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

Why is this important?

It is the importer's responsibility to ensure the requirements of this IHS are met. Consignments that do not comply with the requirements of this IHS may not be cleared for entry into New Zealand and/or further information may be sought from importers. Consignments that do not comply with the requirements of this IHS may be reshipped or destroyed under the Act or tested/treated in accordance with this IHS prior to release or equivalence determined. Importers are liable for all associated expenses.

The costs to MPI in performing functions relating to the importation of vehicles, machinery and parts will be recovered in accordance with the Act and any regulations made under the Act. All costs involved with documentation, transport, storage and obtaining a biosecurity clearance must be covered by the importer or agent.

Equivalence

The chief technical officer (CTO) may issue a direction under section 27(1)(d) of the Act that measures different from those set out in this IHS may be applied to effectively manage risks associated with the importation of these goods.

Document history

Version Date	Section(s) Changed	Change(s) Description
9/08/2018	All	• Complete revision and renaming of IHS.
19/07/2019	All	• Layout revised and IHS renamed to Vehicles, Machinery and Parts • Major changes made to before-arrival treatment requirements for Schedule 3 countries • Additional countries added to Schedule 3 and various other changes of a minor or medium degree
10/08/2020	All	• Complete revision of IHS layout and numerous requirements • Removal of labelling requirements • BMSB management exclusions added for new jet skis and sea scooters • Manufacturer's declaration required where BMSB management exclusions exist • 21-day limit between treatment and exportation in a fully enclosed container removed • Removal of mandatory system management requirement for small vehicle types from Japan • Kazakhstan, Ukraine, Moldova and Portugal added as Schedule 3 countries • Alterations to Schedule 3 BMSB management – when BMSB management applies to commodities in this Standard
30/04/2021	Section 3.2 and Schedule 3	• Guidance amendments • Removal of BMSB management exclusions applicable to four new small vehicle types • Poland added as a Schedule 3 (BMSB risk) country • Inflatable boats clarified as not captured by IHS

Other information

Guidance:
In addition to guidance boxes in this IHS, further guidance can be found on MPI's vehicles, machinery and parts webpage. Please email standards@mpi.govt.nz if you are unclear on any part of this standard before you undertake any activities relating to importing vehicles, machinery and parts.

Sea Containers
Sea containers carrying vehicles, machinery and parts must comply with the requirements of the IHS - Sea Containers from All Countries.

Air Containers
Air containers carrying vehicles, machinery and parts must comply with the requirements of the IHS - Air Containers from All Countries.

Wood Packaging and other Restricted Packaging Material
All wood packaging associates with importing vehicles, machinery and parts must comply with the requirements of the IHS - Wood Packaging Material from All Countries.

Treatment of vehicles, machinery and parts
Treatments required by this IHS must comply with the treatment specifications of Approved Biosecurity Treatments Technical Standard.

Part 1: General Requirements

1.1 Application

(1) This IHS applies to the following new and used risk goods imported to New Zealand from all countries:

a) Vehicles, including land vehicles, aircraft and watercraft
b) Machinery
c) Parts for/from vehicles and machinery
d) Tyres
e) Wire cables and ropes that are, or have been, attached to machinery and vehicles used for agricultural, horticultural or forestry purposes

(2) This IHS does not apply to risk goods listed as excluded under Schedule 1 – Part B: Specific Commodity Definitions and Exclusions.

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/ispms/.

(1) The MPI Treatment Requirements Standard Approved Biosecurity Treatments

(2) 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 standard, then the meaning should be the same as the meaning set out in the Act, unless an additional clarification or a different meaning is given in Schedule 1. The Act is available at http://www.legislation.govt.nz/act/public/1993/0095/latest/whole.html.

Part 2: Biosecurity Requirements for Vehicles, Machinery and Parts

Guidance: For the purpose of Part 2, any requirement that applies to parts also applies to tyres and wire cables and ropes that are or have been attached to machinery or vehicles used for agricultural, horticultural or forestry purposes.

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

Guidance: If MPI does not have the information it needs, the vehicles, machinery or parts may be held up while waiting for their biosecurity clearance, or they may be refused entry to New Zealand, reshipped elsewhere or held at the port, incurring demurrage fees.

(1) Importers of all vehicles, machinery and parts must provide MPI with the following information prior to arrival in New Zealand:

a) Importer name and contact details;
b) Country of export where new vehicles, machinery and parts were originally exported from or where used vehicle, machinery and parts were used before exportation;
c) Whether the vehicle, machinery and parts are new or used;

Guidance: Vehicles, machinery and parts are considered "used" if they have left the standard manufacturing logistics and sales supply chain for usage, testing, demonstration or other purposes.

d) Loading ports (airports or seaports) used during the journey from the country of export to New Zealand including ports used for transshipping;
e) Country(s) where vehicles, machinery and parts have been used or stored in the last 12 months, if different to the export country in b);
f) Shipment details: vessel, voyage number, container number (if relevant) and date of loading;
g) The number and type of each item;
h) Make, model and date of manufacturer (applicable to whole vehicles/machinery only); and
i) Unique identity information, such as a vehicle identification number (this generally applies to entire/whole vehicles/machinery only).

(2) The following additional information must be presented to MPI prior to arrival where applicable to comply with relevant requirements in Parts 3–9 of this IHS.

a) Evidence that vehicles, machinery and parts have been managed by an MPI-approved system.
b) A manufacturer's declaration required by section 3.2, 4.1, 5.3, 6.3 and 7.2 confirming that eligible new smaller vehicle types, new jet skis and sea scooters, new machinery, new parts and new tyres meet the relevant exclusion criteria.
c) A cleaning certificate required by section 5.2 that confirms that used outdoor or targeted machinery was cleaned externally and internally (involving disassembly) before arrival in New Zealand. The cleaning certificate must include all the following:
    i) Date that cleaning (and dismantling, where possible) was carried out;
    ii) Physical address where cleaning took place; and
    iii) Name and signature of the person conducting or supervising the cleaning.
d) A Treatment Certificate that confirms that vehicles, machinery and parts were treated with an MPI-approved treatment listed in Approved Biosecurity Treatments. The Treatment Certificate must include all the following:
    i) Treatment provider's name and physical address;
    ii) Treatment provider's letterhead except where a residual insecticide treatment is carried out by an individual instead of a treatment provider;

iii) Certificate and registration number, except where a residual insecticide treatment is carried out by an individual instead of a registered treatment provider;
iv) Description of the consignment, including quantity of items;
v) Name and address of exporter;
vi) Name and address of importer;
vii) Date upon which treatment was completed;
viii) Signature of the treatment provider;
ix) Address where the treatment occurred;
x) Treatment details specified in Approved Biosecurity Treatments, including, where applicable, the type of treatment and products used, achieved treatment rate, temperature, exposure time period, end-point readings;
xi) A declaration from the treatment provider attesting that the requirements specified in Approved Biosecurity Treatments have been met and in the case of residual treatment, a declaration that the treatment application requirements are in accordance with section 4.1.1 (1) – Option C of this standard.

e) Evidence that vehicles, machinery and parts have been sealed within a fully enclosed container before 1 September and exported before 1 October, if clause 2 in Schedule 3 BMSB management applies.

Guidance:

- The seal number and a date-stamped photograph of sealing are sufficient evidence to satisfy the requirement in clause 2.1 (2) e).
- A Manufacturer's Declaration and Cleaning Certificate template that meets the requirements of section 2.1 (2) b) and c) can be found on MPI's webpage: Forms and templates for importing vehicles, machinery or parts.

2.2 Biosecurity clearance requirements for vehicles, machinery and parts arriving in New Zealand

2.2.1 Biosecurity clearance requirements for vehicles, machinery and parts arriving as sea freight

(1) In order to obtain biosecurity clearance, vehicles, machinery and parts arriving in New Zealand as sea freight must:

a) comply with applicable specific requirements in Parts 2 – 9 of this IHS; and
b) be clean and free of biosecurity contaminants and regulated pests on arrival in New Zealand (externally and internally) in accordance with the biosecurity contamination thresholds listed in Schedule 2 of this IHS.

2.2.2 Biosecurity clearance requirements for vehicles, machinery and parts arriving as air freight

(1) In order to obtain biosecurity clearance, vehicles, machinery and parts arriving in New Zealand as air freight must:

a) comply with the requirements in clause 2.1(1); and
b) be clean and free of biosecurity contaminants and regulated pests on arrival in New Zealand (externally and internally) in accordance with the biosecurity contamination thresholds listed in Schedule 2 of this IHS.

Guidance:

- If vehicles, machinery or parts are exported to New Zealand using a combination of sea and air movements, it is the craft that physically arrives in New Zealand (with the goods) that determines if section 2.2.1 or section 2.2.2 applies.
- Without thorough cleaning, vehicles, machinery and parts are very unlikely to be free of biosecurity contaminants and regulated pests on arrival in New Zealand.
- Being clean of all material that is not part of that vehicle, machine or part enables MPI to carry out verification activities that may be needed for biosecurity clearance.
- Specific guidance about the on-arrival compliance verification that MPI carries out before biosecurity clearance is given can be found on MPI's webpage: Steps to importing vehicles, machinery or parts.

2.3 Vehicles, machinery and parts that arrive in New Zealand as sea freight for the purpose of transshipping

(1) All vehicles, machinery and parts that arrive in New Zealand as a break-bulk consignment or in a non-fully enclosed container for any period, before being exported to another country without requiring biosecurity clearance, must:

a) be clean and free of biosecurity contaminants and regulated pests on arrival in New Zealand; and
b) meet the applicable treatment or MPI-approved system management requirements, stated under the applicable commodity sections of this IHS, before arriving in New Zealand.

(2) All vehicles, machinery and parts that arrive in New Zealand in a fully enclosed container for any period, before being exported to another country without requiring biosecurity clearance, must remain in the fully enclosed and sealed container while in New Zealand.

Part 3: Land Vehicles Imported as Sea Freight

Refer to Schedule 1 – Part B: Specific Commodity Definitions and Exclusions for a definition of land vehicles and some exclusions.

3.1 Used land vehicles

3.1.1 Used land vehicles to which Schedule 3 BMSB management applies

(1) Subject to 3.1.1 (2), all used land vehicles to which Schedule 3 BMSB management applies must:

a) be clean and free of biosecurity contaminants and regulated pests on arrival in New Zealand; and
b) meet the requirements of Option A or Option B below.

(2) Used passenger vehicles, trucks, buses, campervans and caravans exported from Japan during the BMSB risk season must use Option A.

Option A: MPI-Approved System

(1) Used land vehicles must be managed by an MPI-approved system; and

(2) for all used passenger vehicles, trucks, buses, campervans and caravans, the MPI-approved system must use a treatment in accordance with Approved Biosecurity Treatments before arrival in New Zealand.

Guidance:
- Passenger vehicles are vehicles that are designed for road use, have at least four wheels and have less than 9 seating positions, such as cars, vans, utes and some shuttles.
- An MPI Approved System may manage vehicles that are not passenger vehicles, trucks, buses, campervans and caravans without a BMSB treatment if equivalent risk management to address the risk of BMSB is approved as part of the system.

Option B: Treatment

(1) Used land vehicles must be treated in accordance with Approved Biosecurity Treatments before arrival by an MPI-approved offshore treatment provider; and

(2) must meet the applicable post-treatment requirements of section 9.1.

3.1.2 Used land vehicles to which Schedule 3 BMSB management does NOT apply

(1) Subject to 3.1.2 (2), all used land vehicles to which Schedule 3 BMSB management does NOT apply must be clean and free of biosecurity contamination and regulated pests on arrival in New Zealand.

(2) All used passenger vehicles, trucks, buses, campervans and caravans that are exported from Japan must be managed by an MPI-approved system.

Guidance: Year-round mandatory system management for the larger and more complex used vehicle types (passenger vehicles, trucks, buses, campervans and caravans) exported from Japan exist due to:
- large volume of exports from Japan.
- Asian gypsy moth (*Lymantria dispar*) poses a risk outside of the BMSB risk season.
- Japan has other regulated pests that other countries do not have, like the polished green stink bug stinkbug (*Glaucias subpunctatus*) and the yellow spotted stink bug stinkbug (*Erthesina fullo*).

3.2 New land vehicles

3.2.1 New land vehicles to which Schedule 3 BMSB management applies

(1) Subject to 3.2.1 (2), new land vehicles to which Schedule 3 BMSB management applies must:

a) be clean and free of biosecurity contaminants and regulated pests on arrival in New Zealand; and
b) meet the requirements of Option A or Option B below.

(2) New small vehicle types to which Schedule 3 BMSB management applies, including motorcycles, go-karts, scooters, snowmobiles and tricycles, are not required to meet Option A or Option B if:

a) the new small vehicles are not exported from Italy; and
b) the new small vehicles have been stored indoors continuously after manufacture or have only been exposed periods of outdoor storage for movement or loading purposes, not exceeding 4 hours at one time, before being loaded in a fully enclosed FAK or FCL container; and
c) a manufacturer's declaration is completed and submitted to MPI, declaring that the matters in a) and b) apply, prior to the arrival in New Zealand.

Guidance: A manufacturer's Declaration template that meets the requirements of section 2.1 (2) b) is found on MPI's webpage: Forms and Templates for importing vehicles, machinery or parts.

Option A: MPI-Approved System:

(1) New land vehicles must be managed by an MPI-approved system that has been approved to manage BMSB risk.

Option B: Treatment:

(1) New land vehicles must be treated in accordance with Approved Biosecurity Treatments before arrival by an MPI-approved offshore treatment provider; and

(2) must meet the applicable post-treatment requirements of section 9.1.

3.2.2 New land vehicles to which Schedule 3 BMSB management does NOT apply

(1) New land vehicles to which Schedule 3 BMSB management does NOT apply must be clean and free of biosecurity contaminants and regulated pests on arrival in New Zealand.

Part 4: Aircraft and Watercraft Imported as Sea Freight

4.1 New and used aircraft and watercraft

Guidance:

- Refer to Schedule 1 – Part B: Specific Commodity Definitions and Exclusions for a definition of aircraft and watercraft and some exclusions.
- This section applies to all aircraft and watercraft not arriving in New Zealand under their own power (for example, if they are exported as cargo on another transporting vessel).
- Aircraft or watercraft that are partially dismantled for shipping are not considered parts unless the craft is not intended for reassembly after arrival.

4.1.1 New and used aircraft and watercraft to which Schedule 3 BMSB management applies

(1) Subject to 4.1.1 (2) new and used aircraft and watercraft to which Schedule 3 BMSB management applies must:

a) be clean and free of biosecurity contaminants and regulated pests on arrival in New Zealand; and
b) meet the requirements of Option A, B or C below.

(2) New jet skis and sea scooters to which Schedule 3 BMSB management applies are not required to meet either Option A, Option B or Option C, if:

a) new jet skis and sea scooters are not exported from Italy; and
b) new jet skis and sea scooters have been stored indoors continuously after manufacture or have only been exposed periods of outdoor storage for movement or loading purposes, not exceeding 4 hours at one time, before being loaded in a fully enclosed FAK or FCL container; and
c) a manufacturer's declaration is completed and submitted to MPI, declaring that the matters in a) and b) apply, prior to the arrival in New Zealand.

Guidance: A Manufacturer's Declaration template that meets the requirements of section 2.1 (2) b) is found on MPI's webpage: Forms and Templates for importing vehicles, machinery or parts.

Option A: MPI-Approved System:

(1) New and used aircraft and watercraft must be managed by an MPI-approved system that has been approved to manage BMSB risk.

Option B: Fumigation or heat treatment:

(1) New and used aircraft and watercraft must be treated before arrival with fumigation or heat treatment in accordance with Approved Biosecurity Treatments by an MPI-approved offshore treatment provider; and

(2) must meet the applicable post-treatment requirements of section 9.1.

Option C: Residual insecticide treatment:

(1) New and used aircraft and watercraft must be treated (externally and internally) by fogging or spraying with a residual insecticide in accordance with Approved Biosecurity Treatments; and

a) the first application must occur before arrival in New Zealand; and
b) the applicable post-treatment requirements of section 9.1 must be met; and
c) all compartments where BMSB may hide must be opened before the fogging or spraying takes place to ensure these areas are fully exposed to the insecticide; and

d) the application must be repeated upon arrival in New Zealand in accordance with i), ii) or iii) as below:

i) in the container, if space allows for opening of compartments and spray can be applied to all areas; OR
ii) at time of unpacking from a fully enclosed sea container; OR
iii) within 24 hours if arriving as break-bulk or in a non-fully enclosed container.

Guidance

- Residual insecticide treatment (Option C) may be carried out by anyone who can treat in accordance with the requirements listed above and the treatment certification requirements in section 2.1(2) d.
- The types of residual insecticides for spraying risk goods are outlined in the Approved Biosecurity Treatments (see treatment specified for aircraft and watercraft).
- Importers of residually treated aircraft or watercraft (new or used) can expect MPI to carry out an MPI inspection within 48 hours of the on-arrival treatment application.
- An MPI-approved treatment may not be suitable for some craft types and may cause damage. It is the importer's responsibility to investigate the use of any MPI-approved treatment, such as checking with the treatment supplier or chemical manufacturer to see what treatment is appropriate for your craft.

4.1.2 New and used aircraft or watercraft to which Schedule 3 BMSB management does NOT apply

(1) New and used aircraft or watercraft to which Schedule 3 BMSB management does NOT apply must be clean and free of biosecurity contaminants and regulated pests on arrival in New Zealand.

Part 5: Machinery Imported as Sea Freight

See Schedule 1 – Part B: Specific Commodity Definitions and Exclusions for definitions of indoor or non-targeted machinery (section 5.1) and used outdoor or targeted machinery (section 5.2).

5.1 Used indoor or non-targeted machinery

5.1.1 Used indoor or non-targeted machinery

(1) Subject to 5.1.1 (2) used indoor or non-targeted machinery must be clean and free of biosecurity contaminants and regulated pests on arrival in New Zealand; and

(2) Used indoor or non-targeted machinery from Italy to which Schedule 3 BMSB management applies must meet either Option A or Option B below.

Guidance: Schedule 3 BMSB management only applies to used indoor or non-targeted machinery when imported from Italy. This is due to the heightened risk of BMSB associated with all goods imported from Italy during the BMSB season.

Option A: MPI-Approved System:

(1) Used indoor or non-targeted machinery must be managed by an MPI-approved system that has been approved to manage BMSB risk.

Option B: Treatment:

(1) Used indoor or non-targeted machinery must be treated in accordance with Approved Biosecurity Treatments before arrival by an MPI-approved offshore treatment provider; and

(2) must meet the applicable post-treatment requirements of section 9.1.

5.2 Used outdoor or targeted machinery

Guidance:

- MPI must be able to verify the cleanliness of the machinery when it arrives in New Zealand. MPI recommends that machinery is dismantled as much as possible and panels and plates are left off or attached loosely in position before export. This will save extra cost and time if MPI needs to dismantle the machinery to verify compliance.
- A cleaning certificate template that meets the requirements of section 2.1 (2) c) is found on MPI's webpage: Forms and templates for importing vehicles, machinery or parts.
- Cleaning and certification can be completed by an individual instead of a professional cleaning company/service as long as the individual can remove all biosecurity contaminants and regulated pests.

5.2.1 Used outdoor or targeted machinery to which Schedule 3 BMSB management applies

(1) Used outdoor or targeted machinery to which Schedule 3 BMSB management applies must:

a) be clean and free of biosecurity contaminants and regulated pests on arrival in New Zealand; and
b) meet the requirements of Option A or Option B below.

Option A: MPI-Approved System:

(1) Used outdoor or targeted machinery must be managed by an MPI-approved system; and

(2) the MPI-approved system must use a treatment in accordance with Approved Biosecurity Treatments before arrival in New Zealand.

Option B: Treatment and certified cleaning

(1) Used outdoor or targeted machinery must be treated according to Approved Biosecurity Treatments before arrival by an MPI-approved offshore treatment provider; and

(2) must meet the applicable post-treatment requirements of section 9.1; and

(3) must be certified as clean at the time of cleaning (internal and external), with the cleaning certificate submitted to MPI before the used machinery arrives in New Zealand.

5.2.2 Used outdoor or targeted machinery to which Schedule 3 BMSB management does NOT apply

(1) Used outdoor or targeted machinery to which Schedule 3 BMSB management does NOT apply must:

a) be clean and free of biosecurity contaminants and regulated pests on arrival in New Zealand; and
b) be managed by an MPI-approved system; or
c) be certified as clean at the time of cleaning (internal and external) and the cleaning certificate must be submitted to MPI before arrival in New Zealand.

5.3 New machinery

5.3.1 New machinery to which Schedule 3 BMSB management applies

(1) Subject to 5.3.1(2), new machinery to which Schedule 3 BMSB management applies must:

a) be clean and free of biosecurity contaminants and regulated pests on arrival in New Zealand; and
b) meet the requirements of Option A or Option B below.

(2) New machinery to which Schedule 3 BMSB management applies is not required to meet either Option A or Option B if:

a) new machinery is not exported from Italy; and
b) new machinery is non-drivable; and
c) new machinery has been stored indoors continuously after manufacture or has only been exposed periods of outdoor storage for movement or loading purposes, not exceeding 4 hours at one time, before being loaded in a fully enclosed FAK or FCL container; and
d) subject to 5.3.1(3), a manufacturer's declaration is completed and submitted to MPI, declaring the matters in a) to c) apply, prior to arrival in New Zealand.

(3) A manufacturer's declaration is not required for the following new machinery types:

i) Home or office electronics or appliances
ii) Medical, laboratory, pharmaceutical or x-ray imaging machinery
iii) Indoor cooling or heating units
iv) Indoor industrial machines for food production or processing
v) Indoor textile and tool cutting machines
vi) Handheld garden machinery and handheld power tools
vii) Indoor robotic machinery

Guidance:

- A Manufacturer's Declaration template that meets the requirements of section 2.1 (2) b) is found on MPI's webpage: Forms and templates for importing vehicles, machinery or parts.
- A drivable machine is one where a person sits or stands on the machine and controls the propulsion and direction of the machine. Machines that are pushed or pulled by a person are not classed as drivable machines.

Option A: MPI-Approved System:

(1) New Machinery must be managed by an MPI-approved system that has been approved to manage BMSB risk.

Option B: Treatment:

(1) New Machinery must be treated in accordance with Approved Biosecurity Treatments before arrival by an MPI-approved offshore treatment provider; and

(2) must meet the applicable post-treatment requirements of section 9.1.

5.3.2 New machinery to which Schedule 3 BMSB management does NOT apply

(1) New machinery to which Schedule 3 BMSB management does NOT apply must be clean and free of biosecurity contaminants and regulated pests on arrival in New Zealand.

Part 6: Vehicle and Machinery Parts Imported as Sea Freight

Guidance

- Refer to Schedule 1 – Part B: Specific Commodity Definitions and Exclusions for a definition of vehicle and machinery parts and some exclusions.
- If used parts are being imported as an entire/whole vehicle or machine that is intended to be dismantled for parts after arrival, they are classed as an 'entire/whole' used vehicle or machine (not parts).
- Used tyres not on rims or wheels and all new tyres for vehicles and machinery are classified as tyres under Part 7 of this IHS (not parts).
- This section includes parts from, or for, all vehicle types (including all land vehicles, aircraft and watercraft) and machinery.

6.1 Used parts from indoor or non-targeted machinery

(1) Subject to 6.1 (2), used parts from indoor or non-target machinery from all countries must be clean and free of biosecurity contaminants and regulated pests on arrival in New Zealand.

(2) Used parts from indoor or non-targeted machinery exported from Italy to which Schedule 3 BMSB management applies must meet either Option A or Option B below.

Guidance: Schedule 3 BMSB management only applies to used indoor or non-targeted machinery when imported from Italy. This is due to the heightened risk of BMSB associated with all goods imported from Italy during the BMSB season.

Option A: MPI-Approved System:

(1) Used parts from indoor or non-targeted machinery must be managed by an MPI-approved system that has been approved to manage BMSB risk.

Option B: Treatment:

(1) Used parts from indoor or non-targeted machinery must be treated in accordance with Approved Biosecurity Treatments before arrival by an MPI-approved offshore treatment provider; and

(2) Must meet the applicable post-treatment requirements of section 9.1.

6.2 Used parts from a vehicle or from outdoor or targeted machinery

Guidance: The treatment requirements for used parts are complex and differ depending on the country of export, time of year and how the parts arrive in New Zealand.

6.2.1 Used parts from a vehicle or from outdoor or targeted machinery exported in an FCL container to which Schedule 3 BMSB management applies

(1) Used parts from a vehicle or from outdoor or targeted machinery, exported in an FCL container to which Schedule 3 BMSB management applies must:

a) be clean and free of biosecurity contaminants and regulated pests on arrival in New Zealand; and
b) meet the requirements of Option A or Option B below.

Option A: MPI-Approved System:

(1) Used parts from a vehicle or from outdoor or targeted machinery must be managed by an MPI-approved system that has been approved to manage BMSB risk.

Option B: Treatment:

(1) Used parts from a vehicle or from outdoor or targeted machinery must be treated in accordance with Approved Biosecurity Treatments before arrival by an MPI-approved offshore treatment provider; and

(2) must meet the applicable post-treatment requirements of section 9.1.

Guidance: If fumigating used parts exported in an FCL container, a higher fumigation rate (VCE1) is required always including during the BMSB season. This is because used parts exported in an FCL are associated with many regulated pests in addition to BMSB.

6.2.2 Used parts from a vehicle or from outdoor or targeted machinery exported in an FCL container, to which Schedule 3 BMSB management does NOT apply

(1) Used parts from a vehicle or from outdoor or targeted machinery, exported in an FCL container, to which Schedule 3 BMSB management does NOT apply must be:

a) clean and free of biosecurity contaminants and regulated pests on arrival in New Zealand; and
b) meet the treatment requirements of Option A (before-arrival treatment) or Option B (on-arrival treatment) below:

Option A: Before-arrival Treatment

(1) Used parts from a vehicle or from outdoor or targeted machinery must be treated in accordance with Approved Biosecurity Treatments by an MPI-approved offshore treatment provider or a treatment provider approved by the national plant protection organisation (NPPO) in the exporting country.

(2) If used parts from a vehicle or from outdoor or targeted machinery are treated before being loaded into a fully enclosed FCL container, the following must occur:

a) must be treated and then segregated from untreated cargo; and
b) be loaded into the FCL container within 24 hours of treatment; and
c) the container doors must be closed once loaded; and
d) the container must not be reopened before export.

(3) If used parts from a vehicle or from outdoor or targeted machinery are treated in the fully enclosed container after parts have been loaded into the container, the following must occur:

a) used parts from a vehicle or from outdoor or targeted machinery must be treated with the container doors closed and the container vents sealed; and
b) the container must not be reopened before export.

Option B: On-arrival Treatment

(1) Used parts from a vehicle or from outdoor or targeted machinery exported in a fully enclosed FCL container, must be treated in accordance with Approved Biosecurity Treatments by an MPI-approved treatment provider at a place of first arrival or at a transitional facility, within 120 hours.

6.2.3 Used parts from a vehicle or outdoor or targeted machinery, exported as a break-bulk consignment or within an FAK container to which Schedule 3 BMSB management applies

(1) Used parts from a vehicle or from outdoor or targeted machinery exported as a break-bulk consignment or within an FAK container to which Schedule 3 BMSB management applies must:

a) be clean and free of biosecurity contaminants and regulated pests on arrival in New Zealand; and
b) meet the requirements of Option A or Option B below.

Option A: MPI-Approved System:

(1) Used parts from a vehicle or from outdoor or targeted machinery must be managed by an MPI-approved system that has been approved to manage BMSB risk.

Option B: Treatment:

(1) Used parts from a vehicle or from outdoor or targeted machinery must be treated in accordance with Approved Biosecurity Treatments before arrival by an MPI-approved offshore treatment provider; and

(2) must meet the applicable post-treatment requirements of section 9.1.

6.2.4 Used parts from a vehicle or from outdoor or targeted machinery exported as a break-bulk consignment or within an FAK container, to which Schedule 3 BMSB risk management does NOT apply

(1) Used parts from a vehicle or from outdoor or targeted machinery exported as a break-bulk consignment or within a FAK container, to which Schedule 3 BMSB management does not apply, must be clean and free of biosecurity contaminants and regulated pests on arrival in New Zealand.

Guidance: There is no treatment requirement under 6.2.4(1). However, if an MPI inspector cannot verify compliance with this IHS due to complexity and/or volume of parts, MPI may direct on-arrival treatment to manage the risk at the importer's expense.

6.3 New parts for a vehicle or machine

6.3.1 New vehicle and machinery parts to which Schedule 3 BMSB management applies

(1) Subject to 6.3.1(2), new vehicle and machinery parts to which Schedule 3 BMSB management applies must:

a) be clean and free of biosecurity contaminants and regulated pests on arrival in New Zealand; and
b) meet the requirements of Option A or Option B below.

(2) New parts for a vehicle or machine to which Schedule 3 BMSB management applies are not required to meet either Option A or Option B if:

a) the new parts are not exported from Italy; and
b) the new parts have been stored indoors continuously after manufacture or have only been exposed periods of outdoor storage for movement or loading purposes, not exceeding 4 hours at one time, before being loaded in a fully enclosed FAK or FCL container; and
c) subject to 6.3.1(3) a manufacturer's declaration is completed and submitted to MPI, declaring the matters in a) to c) apply, prior to the arrival of the new parts in New Zealand.

(3) New parts for low-risk new machinery types listed in clause 5.3.1(3) do not require submission of a manufacturer's declaration.

Guidance:

- A Manufacturer's Declaration template that meets the requirements of section 2.1 (2) b) is found on MPI's webpage: Forms and templates for importing vehicles, machinery or parts.

Option A: MPI-Approved System:

(1) New vehicle and machinery parts must be managed by an MPI-approved system that has been approved to manage BMSB risk.

Option B: Treatment:

(1) New vehicle and machinery parts must be treated in accordance with Approved Biosecurity Treatments before arrival by an MPI-approved offshore treatment provider; and

(2) must meet the applicable post-treatment requirements of section 9.1.

6.3.2 New vehicle and machinery parts to which Schedule 3 BMSB management does NOT apply

(1) New vehicle and machinery parts to which Schedule 3 BMSB management does NOT apply must be clean and free of biosecurity contaminants and regulated pests on arrival in New Zealand.

Part 7: Tyres Imported as Sea Freight

Guidance

- Refer to Schedule 1 – Part B: specific commodity definitions and exclusions for a tyre definition and some exclusions.
- Pooled water may contain mosquito larvae and go unnoticed before new and used tyres are exported. Tyres, vehicles, machinery or parts that arrive in New Zealand holding water are classed as contaminated (see Schedule 2).

7.1 Used tyres

Guidance:

- Used tyres are tyres that are not on rims or wheels. Used tyres on rims or wheels are classified as vehicle/machinery parts. To import tyres on rims or wheels, see Part 6 of this IHS.
- Treatment of used tyres is primarily to address mosquito risk. Because mosquito treatments will also manage the risk of BMSB associated with used tyres, this section does not refer to Schedule 3 BMSB management.

7.1.1 Used tyres exported in a fully enclosed container

(1) Used tyres exported in a fully enclosed container, from all countries, must:

a) be clean and free of biosecurity contaminants and regulated pests on arrival in New Zealand; and
b) meet the requirements of Option A (before-arrival treatment) or Option B (on-arrival treatment) below.

Option A: Before-arrival Treatment

(1) Used tyres must be treated in accordance with Approved Biosecurity Treatments by an MPI-approved offshore treatment provider or a treatment provider approved by the national plant protection organisation (NPPO) in the exporting country.

(2) If used tyres are treated before being loaded into a fully enclosed container, the following must occur:

a) Used tyres must be treated and then segregated from untreated cargo.
b) Used tyres must be protected from exposure to water.
c) Used tyres must be loaded into the fully enclosed FCL or FAK container within 24 hours of treatment.
d) The container doors must be closed, and vents sealed once loaded.
e) The container must not be reopened before export, unless, for FAK containers where it is necessary to load other goods into the FAK container before reclosing immediately.

(3) If used tyres are treated in the fully enclosed container after tyres have been loaded into the container, the following must occur:

a) Used tyres must be treated with the container doors closed and the container vents sealed; and
b) The container must not be reopened before export unless, for FAK containers where it is necessary to load other goods into the FAK container before reclosing the container immediately.

Option B: On-arrival Treatment

(1) Subject to (2), used tyres exported in a fully enclosed container must be treated in accordance with Approved Biosecurity Treatments by an MPI-approved treatment provider within 12 hours of unloading from the vessel.

(2) If treatment is not possible within 12 hours of the container being unloaded from the vessel, the following must occur:

a) The container vents must be sealed while the container doors remain closed.
b) Used tyres must be treated according to Approved Biosecurity Treatments by an MPI-approved treatment provider within 48 hours.

7.1.2 Used tyres exported as a break-bulk consignment or in a non-fully enclosed container

(1) If used tyres are exported as a break-bulk consignment or in a non-fully enclosed container, the following must occur:

a) Treatment must be performed before arrival according to Approved Biosecurity Treatments by an MPI-approved offshore treatment provider or a treatment provider approved by the national plant protection organisation (NPPO) of the country of export.
b) Used tyres must be segregated from untreated cargo before exportation.
c) Used tyres must be protected from exposure to water.
d) Used tyres must be exported within 24 hours of treatment.

7.2 New tyres

7.2.1 New tyres to which Schedule 3 BMSB management applies:

(1) Subject to 7.2.1 (2), new tyres to which Schedule 3 BMSB management applies must:

a) be clean and free of biosecurity contaminants and regulated pests on arrival in New Zealand; and
b) meet the requirements of Option A or Option B below.

(2) New tyres to which Schedule 3 BMSB management applies are not required to meet either Option A or Option B if;

a) new tyres are not exported from Italy; and
b) new tyres have been stored indoors continuously after manufacture or have only been exposed periods of outdoor storage for movement or loading purposes, not exceeding 4 hours at one time, before being loaded in a fully enclosed FAK or FCL container; and
c) a manufacturer's declaration is completed and submitted to MPI, declaring that the matters in a) and b) apply, prior to the arrival in New Zealand.

Guidance: A Manufacturer's Declaration template that meets the requirements of section 2.1 (2) b) is found on MPI's webpage: Forms and templates for importing vehicles, machinery or parts.

Option A: MPI-Approved System:

(1) New tyres must be managed by an MPI-approved system that has been approved to manage BMSB risk.

Option B: Treatment:

(1) New tyres must be treated as per Approved Biosecurity Treatments before arrival by an MPI-approved offshore treatment provider; and

(2) must meet the applicable post-treatment requirements of section 9.1.

7.2.2 New tyres to which Schedule 3 BMSB management does NOT apply

(1) New tyres to which Schedule 3 BMSB management does NOT apply must be clean and free of biosecurity contaminants and regulated pests on arrival in New Zealand.

Part 8: Wire Cables and Ropes used with Land Vehicles and Machinery and Imported as Sea Freight

8.1.1 Used wire cables and ropes that are attached, or have been attached to land vehicles or machinery and have been used for agricultural, horticultural or forestry purposes

(1) Used wire cables and ropes that are attached, or have been attached to land vehicles or machinery used for agricultural, horticultural or forestry purposes must:

a) be clean and free of biosecurity contaminants and regulated pests on arrival in New Zealand; and
b) be treated before arrival in accordance with Approved Biosecurity Treatments by an MPI-approved offshore treatment provider or a treatment supplier approved by the national plant protection organisation (NPPO) of the exporting country.

Guidance: This IHS does not apply to wire cables and ropes that have never been used for agricultural, horticultural or forestry purposes.

Part 9: Additional Requirements Relating to BMSB Management when Vehicles, Machinery or Parts are Imported as Sea Freight (without an MPI-Approved System)

Guidance: For the purpose of Part 9, 'vehicles' refers to land vehicles, aircraft and watercraft.

9.1 Post-treatment requirements when a BMSB treatment is carried out in a Schedule 3 country (without an MPI-approved system)

9.1.1 All vehicles, machinery, parts and new tyres which have been treated for BMSB in a country listed under Schedule 3 BMSB management and are exported as a break-bulk consignment or in a non-fully enclosed container

(1) All vehicles, machinery, parts and new tyres that have been treated for BMSB in a country listed under Schedule 3 BMSB management, and are exported as a break-bulk consignment or in a non-fully enclosed container, must:

a) be exported to New Zealand or moved to a non-Schedule 3 country within 120 hours of treatment; and
b) be segregated from untreated risk goods or other sources of possible BMSB contamination.

(2) All vehicles, machinery, parts and new tyres that have been treated for BMSB in a country listed under Schedule 3 BMSB management, but not at the export port, and are exported as a break-bulk consignment or in a non-fully enclosed container, must:

a) be moved directly to the export port within 6 hours of treatment; or
b) be wrapped or sealed in an insect-proof manner immediately after treatment and moved directly to the export port within 24 hours; or
c) sprayed thoroughly with a residual insecticide immediately after treatment and moved directly to the export port within 24 hours; and
d) once the risk goods arrive at the export port, they must be:

i) exported to New Zealand or moved to a non-Schedule 3 country within 120 hours of treatment; and
ii) be segregated from untreated risk goods or other sources of possible BMSB contamination.

Guidance

- A shipping line, manufacturer or other industry party can deviate from the requirements of this section if they have an agreement with MPI in advance in writing. 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. Extra risk management measures will need to be in place for MPI to agree to an alternative post-treatment arrangement. See the Application Form for further guidance.
- Residual insecticides for spraying risk goods are outlined in Approved Biosecurity Treatments (treatment specified for aircraft and watercraft).

9.1.2 All vehicles, machinery, parts and new tyres that are treated for BMSB in a country listed under Schedule 3 BMSB management and are exported in a fully enclosed FCL or FAK container

(1) For all vehicles, machinery, parts and new tyres that are treated for BMSB in a country listed under Schedule 3 BMSB management before being loaded into a fully enclosed FCL or FAK container, the following must occur:

a) The vehicles, machinery, parts or new tyres must be treated then segregated from untreated risk goods or other sources of possible BMSB contamination.
b) The vehicles, machinery, parts or new tyres must be loaded into the container and the container doors closed within 120 hours.
c) The container must not be reopened before export, unless (for FAK containers) it is necessary to load other goods into the FAK container before reclosing the container immediately.

(2) For all vehicles, machinery, parts and new tyres that are treated for BMSB in a country listed under Schedule 3 BMSB management after being loading into a FCL or FAK container, the following must occur:

a) The vehicles, machinery, parts or new tyres must be treated with the container doors closed and vents sealed.
b) The container must not be reopened before export, unless (for FAK containers) it is necessary to load other goods into the FAK container before reclosing the container immediately.

Guidance

- Vehicles, machinery, parts and new tyres that are treated in a Schedule 3 country should be loaded into a secured container as quickly as possible.
- No post-treatment requirements apply when vehicles, machinery, parts and new tyres are treated in a non-Schedule 3 country, because there is no risk of recontamination with BMSB in these countries.
- MPI recommends placing only treated or non-risk goods into an FAK container to reduce the risk of non-treated or non-compliant goods contaminating treated goods and causing delays for all the goods in the FAK container to be given clearance.

9.2 Transshipping vehicles, machinery, parts and tyres through a Schedule 3 country before arriving in New Zealand (without an MPI-approved system)

Guidance:

- Vehicles, machinery, parts and tyres that are exported from a non-Schedule 3 country may be transshipped through a Schedule 3 country before arriving in New Zealand. This means they could be exposed to BMSB risk between September and April. Transshipping requirements apply to ensure goods are kept free of BMSB when being transshipped through a Schedule 3 country.
- This section does not apply to used wire cables and ropes that are attached or have been attached to land vehicles or machinery and have been used for agricultural, horticultural or forestry purposes as these goods are not likely to be contaminated by BMSB.

9.2.1 All vehicles, machinery, parts and tyres that are transshipped as a break-bulk consignment through a country listed under Schedule 3 BMSB management, on or after 1 September and will arrive in New Zealand on or before 30 April.

(1) Subject to 9.2.1 (2), all vehicles, machinery, parts and tyres that are transshipped as break-bulk through a country listed under Schedule 3 BMSB management on or after 1 September and that will arrive in New Zealand on or before 30 April must:

a) be segregated from untreated risk goods or other sources of possible BMSB contamination; and
b) must not remain in that Schedule 3 country for more than 120 hours.

(2) If the requirements of 9.2.1 (1) are not met, vehicles, machinery, parts and tyres must be retreated in accordance with the relevant treatment requirements for that commodity type listed under Parts 3–7 of this IHS.

Guidance: A shipping line, manufacturer or other industry party can deviate from the requirements of this section if an alternative transshipping agreement is made with MPI and issued in advance. To discuss the possibility of an approved transshipping agreement with MPI, email Standards@mpi.govt.nz at least 30 days before the transshipping takes place. Extra risk management measures will need to be in place for MPI to agree to an alternative transshipping agreement. See the application form for further guidance.

9.2.2 All vehicles, machinery, parts and tyres transshipped in a fully enclosed container through a country listed under Schedule 3 BMSB management on or after 1 September and arriving in New Zealand on or before 30 April

(1) Subject to 9.2.2 (2), all vehicles, machinery, parts and tyres being transshipped in a fully enclosed container, (FCL or FAK) through a country listed under Schedule 3 BMSB management on or after 1 September and arriving in New Zealand on or before 30 April must remain in the unopened container while in the Schedule 3 country.

(2) If the requirements of 9.2.2 (1) are not met, the vehicles, machinery, parts or tyres must be retreated in accordance with the treatment requirements for that commodity type listed under Parts 3–7 of this IHS.

Schedule 1 – Definitions and Exclusions to this IHS

Part A: 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.

Air freight: Risk or non-risk goods exported/imported as cargo aboard an aircraft.

Arrive: In relation to all risk goods managed by this IHS, to reach land within New Zealand territory (New Zealand) after a flight or voyage originating outside of New Zealand.

BACC: Biosecurity Authority/Clearance Certificate

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

Biosecurity contaminant(s): Any organic material, thing or substance that (because of its nature, origin or other relevant factor) may contain a regulated pest (or parts thereof). The organic material/thing/substance is not intended for biosecurity clearance under the Act.

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

Brown marmorated stink bug (BMSB): *Halyomorpha halys*

Clean: Free of all material (biosecurity contaminant(s) and any other forms of contamination such as rubbish, and other inorganic material that is not part of the risk goods managed by this standard.

Exportation: The movement of risk or non-risk goods from an exporting country to New Zealand. Exportation commences at the point where they are loaded onto a craft in the exporting country and ends when the goods arrive in New Zealand.

FAK (freight of all kinds) container: A sea container that includes individual consignments for multiple importers; may include different types of goods. A less-than-container-load (LCL) consignment is part of the contents of an FAK container.

FCL (full container load) container: A sea container that includes a consignment for a single importer.

Fully enclosed container: A container that is fully enclosable, secure and provides complete protection of goods from biosecurity contamination during exportation (for example, a six-sided, metal sea container).

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

Inspection: An inspection by an MPI Inspector to detect the presence of biosecurity contaminants and regulated pests, in accordance with the Act and ISPM 23.

MPI-approved offshore treatment provider: A treatment provider that is jointly approved by MPI and the Department of Agriculture and Water Resources in Australia to perform approved BMSB treatments and is listed as part of the Offshore BMSB Treatment Provider Scheme.

MPI-approved treatment provider: A New Zealand-based treatment provider that is approved by MPI to treat goods in New Zealand.

MPI-approved system: A management system approved by a chief technical officer that ensures vehicles, machinery and parts and any associated packaging are free of biosecurity contaminants and regulated pests. Specific system types approved under this IHS include:

a) MPI-Approved New Vehicle and Machinery System – a system under which new vehicles and/or machinery are managed (and can also include vehicle and machinery parts and tyres)

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

New (status): Has not left the standard manufacturing logistics supply chain for use, testing, demonstration or other purposes.

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

Non-Schedule 3 country: Any country not listed in Schedule 3 of this document.

NPPO: national plant protection organisation

On-arrival treatment: Treatment carried out when risk goods arrive in New Zealand in accordance with the BACC direction.

Packaging: Any packing or packaging material that is associated with vehicles or machinery (such as cardboard, wood, foam plastic, foam rubber, paper, plastic cling-film and plastic shrink wrap).

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

Regulated pest(s)*:*

a) Any regulated pest, quarantine pest, or regulated non-quarantine pest as defined by 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 that may interfere with the diagnosis, management, or treatment, in New Zealand, of pests or unwanted organisms.

Schedule 3 country: Any country listed under Schedule 3 BMSB management.

Sealed (container): The closing of container doors ensuring that the doors' rubber seals (if applicable) are intact and goods are protected from the outside environment.

Seal: A sealing device that prevents the container doors from being opened and has a unique identification number.

Sea freight: Risk or non-risk goods exported/imported as cargo aboard a vessel.

Segregated: Kept separate using chemical, distance, physical or other 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 or different vessel or craft.

Transitional Facility (TF):

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

Used (status): Has left the standard manufacturing logistics supply chain for use, testing, demonstration or other purposes.

Part B: Specific Commodity Definitions and Exclusions

Guidance

- Definitions specific to commodity types are listed below, along with some exclusions.
- If unclear about anything to do with a particular commodity type, including inclusions and exclusions, please email standards@mpi.govt.nz for clarification.

Commodity Definition and Inclusions	**Commodity Exclusions** The requirements of this IHS do not apply to any commodities listed as excluded below.
Land vehicles (Part 3)	
A vehicle that is a mobile conveyance used for the purpose of transporting persons or cargo and designed to be predominately used on land. Land vehicles can be motorised or designed to be pulled by another vehicle. Land vehicles include but are not limited to: • Passenger vehicles * [1] • Trucks [1] • Buses [1] • Caravans [1] • Campervans [1] • Tricycles [2] • Go-karts [2] • Motorcycles [2] • Scooters [2] • Snowmobiles [2] • Army/defence vehicles (with wheels) • Amphibious vehicle • ATVs and quad bikes • Golf carts • Hagglunds • Side-by-side racers • Trailers including horse floats • Trains and train carriages * = Passenger vehicles are vehicles that are intended for road use, have at least 4 wheels and have less than 9 seating positions, such as cars, vans, utes and some shuttles. [1] = links to section 3.1: USED vehicle types that must be managed by an MPI-approved system year-round if exported from Japan; and if managed by an MPI-approved system in a Schedule 3 country (including Japan), must undergo MPI-approved treatment for BMSB during the BMSB risk season [2] = links to section 3.2.1 (2): Small vehicle types that if NEW may be eligible for BMSB management exclusions during the BMSB season, in accordance with the criteria in this IHS	Excludes new and used: • Electric and manual pedal bicycles or tricycles • Children's motorised vehicles • Standing scooters or segways (electric or non-electric) • Perambulators (prams) or pushchairs • Wheelchairs • Wheelbarrows or trolleys

Commodity Definition and Inclusions	Commodity Exclusions The requirements of this IHS do not apply to any commodities listed as excluded below.
Aircraft and watercraft (Part 4)	
A vehicle that is a mobile conveyance used for the purpose to transport persons or cargo and designed to be used predominately on water or in the air. Aircraft and watercraft can be motorised or designed to be pulled by another vehicle type. Aircraft and watercraft include but are not limited to: • Amphibious vehicles • Gliders • Helicopters • Hot air balloons • Hovercrafts • Jet skis [1] • Motorised boats • Planes • Spacecraft • Sea scooters [1] • Trailers that are exported attached to watercraft or aircraft (considered part of the craft) • Yachts (sailboats) • Zeppelins (airships) [1] = links to section 4.1.1 (2): NEW jet skis and sea scooters may be eligible for exclusion to BMSB management during the BMSB season.	Excludes new and used: • Inflatable, plastic or fibreglass kayaks, canoes • Children's sailboats • Dinghies and inflatable boats that are free of all internal compartments • Parachutes or parasailing devices • Surfboards and paddle boards
Machinery (Part 5)	
Any mechanical device that modifies or transmits energy for performing a task. The device may be drawn, fixed in position, pushed, pulled or self-propelled, electric or non-electric. **5.1 Used indoor or non-targeted machinery definition:** Used indoor machinery that is not used with or around biosecurity contaminants (and therefore, are non-targeted) and meets all the following criteria: (1) is not drivable in the intended state of use (not in a dismantled state); and (2) has never been exposed to biosecurity contamination such as animal material, plant material (including seeds) or soil; and (3) has never been used or stored outdoors; and (4) is exported in a fully enclosed FCL or FAK container. If machinery does not meet the above criteria, it falls under section 5.2. Used handheld garden machinery or handheld power tools are additionally included as indoor or non-targeted machinery, providing (4) is met. **5.2 Used outdoor or targeted machinery definition:** Machinery that is used or stored outdoors and/or is deemed to be of high biosecurity risk	

Commodity Definition and Inclusions	**Commodity Exclusions** The requirements of this IHS do not apply to any commodities listed as excluded below.
due to being used with/around biosecurity contaminants (and therefore, is targeted) including but not limited to: • Concrete mixing machinery • Construction and roading machinery • Cranes • Farming machinery • Forklifts • Fruit-picking or harvesting machinery • Food-processing machinery used to process animal material or plant material (including seeds) • Ground compactors • Generators • Indoor/outdoor grain-processing machinery • Lifts (including boom, people and scissor) • Logging machinery • Planting machinery • Ride-on lawnmowers • Seed-drilling machinery • Ski lift or gondola machinery • Straddle carriers • Tracked machines (bulldozers, excavators, tractors) • Tracked army/defence machinery) • Tunnelling machinery • Water-pumping machinery	
Parts from or for a vehicle or machine (Part 6)	
Parts or components that are for or will make up a vehicle (including land vehicles, aircraft and watercraft) or machine, include but are not limited to: • Booms or frames • Chassis • Doors and panels • Engines/motors • Exhaust systems • Grabbers, claws, scoops and buckets • Seats • Suspension and braking units • Tracks • Tyres if on rims or wheels • Wheels and mags • Wings	Excludes new and used: • Parts from or for children's toy vehicles and machinery

Commodity Definition and Inclusions	**Commodity Exclusions** The requirements of this IHS do not apply to any commodities listed as excluded below.
Tyres (Part 7)	
A rubber attachment applied to a vehicle or machine wheel to permit movement. • **Used Tyres**: Any type of used tyres, not on rims or wheels and that have been used on a drivable vehicle or machine. • **New Tyres:** Any tyre, not on rims or wheels, to be used on a drivable vehicle of machine.	Excludes new and used: • Tyres from or for children's toy vehicles or machines
Wire cables or ropes (Part 8)	
Wire cables or ropes that are attached or have been attached to vehicles or machinery and have been used for agricultural, horticultural or forestry purposes.	

Schedule 2 – Thresholds for Biosecurity Contaminants and Regulated Pests

Guidance

The following table defines the criteria that imported vehicles, machinery and parts (includes tyres) must meet to be 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.

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** (always a pest) *. *Note: Dead arthropods, including dead insects, mites and spiders, are not contaminants.*
	Animal products or byproducts such as blood, bones, carcasses, excretions, feathers, fibre, meat, etc.	**Nil tolerance** (always a contaminant) *
Aquatic	Water (pooled or standing)	**Nil tolerance** (always a contaminant)
Micro-organisms	Fungi that is embedded/systemic in the vehicle, machine or part	**Nil tolerance** (always seen as a contaminant) * *Note: Surface fungi (mildew) is not a contaminant if it can be wiped off.*
Plants	Fresh/green plant material and flowers	**Nil tolerance** (always a contaminant) *
	Fruit (whole) and seeds (including cones with seeds, dried seeds and fruit with seeds)	**Nil tolerance** (always a contaminant) * *Note: Burnt, dried, scorched seeds that are present in or on exhaust systems and radiators are not 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 actionable contaminants for MPI*. *Note: Burnt, dried, scorched pieces of material that are present in or on exhaust systems and radiators are not contaminants.*
	Pine needles	**Nil tolerance** (always a contaminant).
Soil	Clumps or loose soil (may contain microorganisms)	**20 grams** More than 20 grams is a contaminant. *Note: Road film (fine dust or soil particles) that is free of organic material and present as a thin covering is not a contaminant.*

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

Schedule 3 – BMSB Management

(1) In accordance with requirements in various sections of this IHS, vehicles (land vehicles, aircraft and watercraft), machinery, parts and new tyres are captured by BMSB management when they:

a) are exported from a country listed below, on or after 1 September; OR
b) are used, moved to or stored in a country listed below for more than 5 days before being loaded in that country, on or after 1 September; AND
c) they arrive in New Zealand on or before 30 April.

Guidance: See section 9.2 for transshipping vehicles, machinery, parts or tyres through a country listed below, on or after 1 September and arrives in New Zealand before 30 April.

(2) Vehicles, machinery, parts and new tyres that are sealed in a fully enclosed container before 1 September and exported before 1 October of the same year are excluded from all BMSB management requirements if evidence of the container sealing date is provided before arrival in New Zealand.

Guidance: See section 2.1 (2) e) for information about evidence of container sealing applicable to (2) above.

BMSB risk countries		
Albania	Germany	Poland
Andorra	Greece	Portugal
Armenia	Hungary	Romania
Austria	Italy *	Russia
Azerbaijan	Japan *	Serbia
Belgium	Kazakhstan	Slovakia
Bosnia and Herzegovina	Kosovo	Slovenia
Bulgaria	Liechtenstein	Spain
Canada	Luxemburg	Switzerland
Croatia	Republic of North Macedonia	Turkey
Czechia	Moldova	Ukraine
France	Montenegro	USA (excludes Alaska and Hawaii)
Georgia	Netherlands	

* Italy is a Schedule 3 country with large populations of BMSB and increased associated risk. 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 Asian gypsy moths (*Lymantria dispar*), yellow spotted stink bugs (*Erthesina fullo*) and polished green stinkbugs (*Glaucias subpunctatus* polished green stink bugs (*Glaucias subpunctatus*) under this IHS.