



# Import Health Standard

## Vehicles, Machinery and Equipment

Final Draft

VEHICLE-ALL

[Document Date]

## **TITLE**

Import Health Standard: Vehicles, Machinery and Equipment

## **COMMENCEMENT**

This Import Health Standard comes into force on [Effective Date]

## **REVOCATION**

This Import Health Standard revokes and replaces: the Standard for Vehicles, Machinery and Tyres issued on the 25<sup>th</sup> of August 2017.

## **ISSUING AUTHORITY**

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

Dated at Wellington this ... day of .....

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(acting under delegated authority of the Director-General)

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## Introduction

This introduction is not part of the import health standard (IHS), but is intended to indicate its general effect.

## Purpose

The purpose of this IHS is to set out the requirements that must be met when importing vehicles, machinery and equipment (VME) into New Zealand (NZ) to manage the biosecurity risks associated with them.

## Background

Imported risk goods have the potential to introduce pests and unwanted organisms into NZ. VME are risk goods because pests and unwanted organisms may be associated with them when they arrive in NZ. The Biosecurity Act 1993 (the Act) prescribes requirements for the exclusion, eradication and effective management of pests and unwanted organisms in NZ. These organisms have the potential to cause harm to natural and physical resources and human health in NZ. MPI is responsible for enforcing the provisions of the Biosecurity Act 1993.

Under the Act, an IHS may be issued that sets out the requirements that must be met when importing risk goods in order to manage the risks associated with their importation including the risk from incidentally imported organisms. This IHS outlines the minimum requirements that must be met when importing VME into NZ to obtain biosecurity clearance

## Who should read this?

All importers of VME entering NZ (from any country) must be familiar with this IHS.

## Why is this important?

- (1) Importers must take all reasonable steps to ensure that imported VME comply with this IHS (section 16B of the Act).
- (2) VME that do not comply with this IHS may be destroyed, reshipped to origin or treated (if possible).
- (3) The importer will be liable for all relevant associated expenses.

## Equivalence

While it is expected that all imported VME meet the requirements of this IHS, MPI will consider equivalence requests. A Chief Technical Officer (CTO) may issue guidelines or give directions on measures different to those in the standard to effectively manage biosecurity risks under section 27(1)(d)(iii) of the Act. Goods that comply with those guidelines or directions may be provided with biosecurity clearance.

## Document History

No.	Version Date	Section Changed	Change(s) Description
1.0	13/10/2009	N/A	N/A
1.1	23/12/2014	Section 4.3	Additional treatment information supplementary to Section 4.3
2	25 August 2017	Section 4.4	Urgent addition of Section 4.4

## Other information

### Guidance

Guidance for this IHS is provided in the *Guidance Document to the IHS for Vehicles, Machinery and Equipment* <http://www.mpi.govt.nz/importing/other/vehicles-and-machinery/>. It provides more information about importing VME. It is advisable to seek assistance from MPI if you are unclear on any part of the IHS prior to undertaking any activities relating to the importation of VME.

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

### Containers

Containers of cargo must be managed as per the IHS – *Sea Containers from all countries*.  
<https://www.mpi.govt.nz/document-vault/1984>

### Wood Packaging and other Restricted Packaging Material

All wood packaging must be managed as per the IHS - *Wood Packaging Material from All Countries*.  
<http://www.mpi.govt.nz/importing/forest-products/wood-packaging/>. Other contaminated packaging must be secured, segregated and managed as per this IHS. Contact MPI if you are unclear about the management of such material.

### Costs

Inspections and other functions undertaken by MPI pertaining to importing VME will be charged for as per the current Biosecurity (Costs) Regulations.

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## Part 1: General requirements

### 1.1 Application

- (1) This IHS applies to all vehicles and machinery and equipment (VME) as defined in Schedule 1, Definitions that are imported into NZ from any country.

### 1.2 Incorporation by reference

- (1) The following documents are incorporated by reference under section 142M of the Biosecurity Act 1983. International Plant Protection Convention, *International Standards for Phytosanitary Measures* –
  - a) *ISPM 4 - Requirements for the establishment of pest free areas.*
  - b) *ISPM 10 - Requirements for the establishment of pest free places of production and pest free production sites.*
  - c) *ISPM 14 - The use of integrated measures in a systems approach for pest risk management.*
  - d) *ISPM 41 - International movement of used vehicles, machinery and equipment.*These standards may be found at: <https://www.ippc.int/en/core-activities/standards-setting/ispms/>
- (2) The following MPI standards are incorporated by reference under section 142M of the Biosecurity Act 1993: *MPI Approved Biosecurity Treatments - MPI-STD-ABTRT*. This standard may be found at: <http://mpi.govt.nz/document-vault/1555>.
- (3) 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 1 of this document.
- (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 1. The Act is available at: <http://www.legislation.govt.nz/act/public/1993/0095/latest/whole.html>

### 1.4 Implementation arrangements for this standard

- (1) This IHS will be implemented in two stages.
  - Part 3.4.2 comes into force from the date of issue of this IHS.
  - The rest of the IHS comes into force after 6 months of the date of issue (X Month 2018).

## Part 2: Biosecurity requirements for all VME

### 2.1 Information that must be provided for the importation of all VME

- (1) Importers of all VME must provide MPI with the following documented information upon arrival in NZ:
- a) Consignor name and name of consignee (including the consignee's contact details).
  - b) Country/port of origin information.
  - c) Evidence describing how VME were managed in the export country to meet the requirements of this IHS as required under Part 3. This must specify use of (1). A pest-free area; or (2). Place of production; or (3). An MPI-approved system or (4). Certifying that an *MPI Approved Biosecurity Treatment* was conducted.
  - d) Evidence that used vehicles/machinery associated with agricultural, forestry or horticultural activities have been cleaned externally and internally (and involving disassembly) in the country of origin before arrival in NZ by providing a cleaning certificate.
  - e) Make and model information (applies to entire/whole vehicles/machinery only).
  - f) Shipment information including sea container number and date of loading.
  - g) The number and type of VME, and any spare equipment (where applicable).
  - h) Uniquely identify Information (such as a vehicle identification number - VIN).
  - i) Whether the VME are new or used.

#### Guidance

1. Where there are various options for management of VME, importers are recommended to advise MPI of the option chosen in advance of arrival so appropriate MPI intervention or verification can be arranged based on the documentation provided. Examples of acceptable documentation include verifiable cleaning certificates, documentation from a regulatory agency, manufacturer's export system documentation, or treatment certificates.
2. Failure to provide information in a timely manner may lead to delays in receiving MPI biosecurity clearance for imported consignments of new or used vehicles/machinery from MPI or unloading refused or re-shipped elsewhere.

### 2.2 Requirement for freedom from biosecurity contaminants and regulated pests

- (1) **All new or used VME must be free from biosecurity contaminants and regulated pests** (externally and internally) as per the threshold levels listed for them in Schedule 2 (Table 1) and must comply with applicable requirements in Part 3 of this IHS to obtain biosecurity clearance. This includes all packing and packaging material associated with VME.
- (2) Importers of used VME from all countries must make arrangements with an MPI Inspector for an external inspection which must be conducted within 12 hours of completion of discharge from the vessel, or within 12 hours of being unloaded from a sea container. This does not apply where the vehicles or machinery are imported in accordance with an MPI-approved system.

#### Guidance

1. Schedule 2 (Table 1) holds criteria that determines if imported VME are considered free from biosecurity contaminants and regulated pests. If the quantity of a biosecurity contaminant or regulated pest is at, or below the threshold specified then it is unlikely to present a biosecurity risk.
2. New VME (including vehicle and machinery equipment) are subject to Clause 2.2.1 and may be inspected by an MPI Inspector. MPI may request extra information for new VME if there are concerns regarding biosecurity risk.

## Part 3: Additional requirements for specified types of VME and specified regulated pests

### Guidance

The information specified in Part 3 provides additional detail to the more general requirements specified in Part 2. Part 3 requirements manage risks associated with some, but not all of the biosecurity contaminants and regulated pests listed in Schedule 2 (Table 1). An MPI Inspector must be satisfied that requirements specified in Part 2 and 3 are met before granting biosecurity clearance for VME.

### 3.1 Used agricultural, forestry and horticultural vehicles, machinery and used wire cables from all countries

#### Used agricultural, forestry and horticultural vehicles and machinery (including vehicles and machinery intended for use as equipment parts):

- (1) That have been used in connection with agricultural, forestry or horticultural activities must be thoroughly cleaned (externally and internally) before arrival in NZ. Importers must provide a cleaning certificate stating that such items have been thoroughly cleaned (externally and internally) and that these items have been disassembled for cleaning.

#### Used wire cables attached to agricultural, forestry and horticultural vehicles and machinery:

- (2) That are attached to used items that have been used in connection with agricultural, forestry or horticultural activities must be heat treated as per *MPI Approved Biosecurity Treatments*. Importers must provide a treatment certificate stating that used wire cables have been heat treated as per *MPI Approved Biosecurity Treatments*.

### Guidance

1. MPI considers all field tested agricultural, forestry and horticultural vehicles or machinery to be used. Importers should advise MPI on arrival where they have been field tested.
2. On arrival MPI must be able to verify cleanliness of these items. In preparation for verification inspection, MPI recommends that specialised agricultural, forestry and horticultural items are dismantled as much as possible and panels and plates are left off or attached loosely in position prior to export. This will avoid extra cost and time involved if MPI requires dismantling and re-inspection.

### 3.2 Used vehicle equipment from all countries

- (1) Containerised consignments of used vehicle equipment from all countries imported by sea (including entire/whole used vehicles imported for disassembly and for use as equipment parts) must be treated using a relevant treatment specified in *MPI Approved Biosecurity Treatments*.
- (2) Non-containerised used vehicle equipment imported by air freight or as break-bulk consignments from all countries (including entire/whole used vehicles imported for disassembly and for use as equipment parts) must comply with Part 2.1 of this IHS and may inspected and treated where required on arrival.

### Guidance

1. If equipment parts cannot be inspected appropriately on arrival they may be directed for treatment as per *MPI Approved Biosecurity Treatments*.
2. If the used vehicle or machinery equipment parts have been used for agricultural, forestry and horticultural use they must meet the requirements of Part 3.1.



### 3.3 Used tyres that are deflated or not on rims from all countries

- (1) Used tyres (of any type) imported from any country that are deflated or not on rims must be treated as per *MPI Approved Biosecurity Treatments* and in accordance with 3.3 (2), (3) or (4) as below.
- (2) Where used tyres are treated before arrival in NZ, they must be secured immediately following treatment in a way that ensures that they remain free of biosecurity contamination (for example, in a clean and secure sea container). Importers must also ensure that the tyres remain secure during transit to NZ.
- (3) Where used tyres remain untreated before arrival in NZ, and arrive in a sea container, they must either be:
  - a) Treated as per *MPI Approved Biosecurity Treatments* within 12 hours of discharge from the craft/vessel at the place of first arrival in NZ.
  - or
  - b) If treatment of the used tyres is not possible within 12 hours of discharge, the sea container must be sealed and must be immediately treated externally (including any damaged areas, door seals and vents) with a dual-action insecticide to ensure that any live regulated pests cannot escape. The used tyres must then be treated within 48 hours of arrival as per *MPI Approved Biosecurity Treatments* at the port of arrival or at a suitable transitional facility.
- (4) Used tyres that remain untreated before arrival in NZ, and do not arrive in a sea container must be:
  - a) Secured after discharge from the craft or vessel so that any potential biosecurity contaminant or regulated pest is contained (for example, held inside a sealed sea container). They must be externally treated immediately with a dual-action insecticide so live regulated pests cannot escape.
  - and
  - b) Treated as per *MPI Approved Biosecurity Treatments* within 48 hours of arrival at the place of first arrival or at a suitable transitional facility.

#### Guidance

1. Dual-action insecticides that have both knockdown and residual action are acceptable. A table of residual and knock-down active ingredients and the amount that is required of each is available on the MPI website: <https://www.mpi.govt.nz/importing/border-clearance/transitional-and-containment-facilities/treatment-suppliers/>

### 3.4 Requirements for management of specific regulated pests

#### 3.4.1 Management of Asian Gypsy Moth – AGM (*Lymantria dispar*) associated with used cars and trucks from Japan

- (1) No commercial or private consignments of used cars and trucks (either break-bulk or containerised) may be imported from Japan unless the consignment has been managed in accordance with an MPI-approved system.
- (2) Evidence must be provided to MPI that used cars and trucks have passed the requirements specified in specific MPI-approved systems.

#### Guidance

1. Risk management under Part 3.4.1 is primarily for AGM (but also includes risk from other biosecurity contaminants and regulated pests).
2. System approval is granted when the proposed system is seen as being effective in managing the biosecurity risks associated with the cars and trucks and ensuring they meet the requirements of this IHS. A CTO may decline,

suspend or revoke approval if they consider that a system is not, or is no longer, effective at ensuring that the vehicles meet the IHS requirements on arrival in NZ.

3. The criteria and process for MPI-approved systems for cars and trucks are available on the MPI website, "MPI Approval and Review of Vehicle Clearance Systems". Refer to: <http://www.mpi.govt.nz/importing/other/vehicles-and-machinery/> - Go to: Quick Links - Vehicle Systems.

4. For the purpose of this IHS, see Schedule 1 – "Definitions" for a description of car classes and trucks that must be managed through MPI-approved systems.

5. Importers may also apply for an MPI-approved system in relation to buses or other passenger vehicles with greater than 10 seats, and other cargo vehicles with oversized or different characteristics. (a) All non-standard vehicles such as buses, dump trucks, specialised trucks (such as for sewerage work or trash collection) and oversized trucks (> 12 metric tonnes excluding the trailer) must be clean and meet the requirements of Part 2.2 (1). (b) For trucks or machinery used for agriculture, forestry and horticulture must be cleaned and certified as per Part 3.1. (c) Non-standard vehicles that are not covered by MPI-approved systems will be inspected on arrival in NZ and treated where required before being provided with biosecurity clearance.

6. If prospective system operators and importers believe that they cannot meet MPI's system requirements under 3.4.1 they should contact MPI for discussion of equivalence options (See 'Equivalence' in the IHS 'Introduction' section).

### 3.4.2 Management of Brown Marmorated Stinkbug - BMSB (*Halyomorpha halys*) on imported items

- (1) All consignments of targeted VME (whether break-bulk or containerised consignments or new or used) must be managed due to the risk posed by BMSB and other biosecurity contaminants and regulated pests; and comply with 3.4.2 (3), (4) and (5) as applicable.
- (2) Targeted VME consignments are those that originate or depart from the countries listed in Schedule 3 of this IHS on, or between the dates of 1st of September and the 30th April of any year.
- (3) Targeted VME consignments must meet at least one of the following requirements:
  - a) Sourced from a pest free area that is free from BMSB (see Part 1.2 (1)).
  - or
  - b) Sourced from a pest free place of production that has been managed during pre-production, production and post-production phases according to appropriate procedures, and no BMSB were detected in the area or associated with the new or used items (see Part 1.2 (1)).
  - or
  - c) Managed through a MPI-approved system.
  - or
  - d) Break-bulk consignments (excluding aircraft) must be treated as per *MPI Approved Biosecurity Treatments* in the country of origin within a period of 120 hours prior to shipment.
  - or
  - e) Containerised VME (excluding aircraft) must be treated as per *MPI Approved Biosecurity Treatments* prior to shipment or on arrival in NZ at the place of first arrival or at a transitional facility.
- (4) Aircraft (break-bulk or containerised) must be treated (externally and internally) by fogging with an effective insecticide approved by an MPI CTO. All internal compartments where BMSB may hide must be opened before treatment. Insecticide treatment must first occur in the country of origin before shipping to NZ, and then be repeated upon arrival in NZ.
- (5) All targeted VME consignments must also be:
  - a) Kept effectively separated from all untreated materials or cargo, and protected to prevent possible contamination with biosecurity contaminants and regulated pests including BMSB prior to shipping.

and

- b) Transported in a manner that ensures that all items remain free of BMSB and other biosecurity contaminants and regulated pests.
- (6) Importers must provide MPI with documented evidence that the one of the options chosen above have been conducted

**Guidance**

1. An MPI CTO will grant approval when a proposed system is seen as being effective in managing vehicles and machinery and/or other relevant items, ensuring that they meet the requirements of this standard.
2. Importers may want to have vehicles or machinery that are included in FAK or LCL sea containers treated prior to shipping, so as not to require treatment of the whole sea container on arrival in NZ.

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## Schedule 1 – Definitions

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

**Biosecurity contaminant(s):** Any organic material, thing or substance that (by reasons of its nature, origin or other relevant factor) it is reasonable to suspect harbours or contains a regulated pest (or parts thereof) and where such organic material/thing/substance is not intended for biosecurity clearance under the Act.

**Break-bulk consignments:** Consignments of vehicles, machinery or equipment (including tyres) that are stowed on, or below deck on vessels or in holds; and are not containerised (held inside a 6-sided sea container). Consignments held in flat rack, open-sided or open-topped containers are considered to be break-bulk consignments.

**Containerised consignments:** Consignments of vehicles, machinery or equipment (including tyres) that are held inside a 6-sided sea container. Note: Containers must meet the requirements of *MPI Import Health Standard for Sea Containers – SEACO*.

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

**Machine/machinery:** Any mechanical device that modifies or transmits energy to assist or improve in the performance of work. The device may be drawn, fixed in position, pushed or self-propelled, and includes vehicle or machinery equipment (as above). Any packaging or packing that is associated with machinery (such as cardboard, foam plastic, foam rubber, paper, plastic cling-film and plastic shrink wrap) must be clean.

### Guidance

Machinery includes agricultural, forestry, horticultural, industrial and scientific equipment. This may include but is not limited to: equipment for baling, building/construction (cranes, elevators and escalators), concrete mixing, disking, fruit-picking, hay tedding, logging, ploughing, pesticide spraying, plant growing and processing, power generation, production gear, rolling, sawmilling, used diagnostic, industrial processing, laboratory or research equipment (such as air processors and extractors, biohazard cabinets, centrifuges, fume hoods, stomachers) and wool scouring.

**MPI-approved system:** A system that a CTO approves that ensures that vehicles, machinery and associated packaging are free of biosecurity contaminants and live regulated pests. The system must include all of the following:

- (1) A description of the steps taken to ensure that this outcome is met.
- (2) The persons responsible for taking those steps.
- (3) The keeping of records to demonstrate that the process has been followed.
- (4) Sufficient opportunity for MPI to conduct initial and ongoing verification of the process.
- (5) Evidence that any corrective action required by MPI has been conducted.
- (6) Payment of MPI costs in assessing and verifying the process.

Refer to: <http://www.mpi.govt.nz/importing/other/vehicles-and-machinery/> - Go to: Quick Links - Vehicle Systems.

**Regulated pest(s):** (a). any regulated pest, quarantine pest, regulated non-quarantine pest as those terms are defined in the International Plant Protection Convention; and (b). exotic diseases, infections and infestations as listed by the World Organisation for Animal Health, and (c). any organism that that may cause unwanted harm to natural and physical resources or human health in NZ; or may interfere with the diagnosis, management, or treatment, in NZ, of pests or unwanted organisms.

**Used machinery/vehicles** are those items previously used for any purpose (commercially or non-commercially) including use for courtesy, demonstration, field testing or other testing or training.

**Vehicle:** A vehicle is a mobile conveyance or machine that transports cargo or people. Any packaging or packing that is associated with vehicles (such as cardboard, foam plastic, foam rubber, paper, plastic cling-film and plastic shrink wrap) must be clean.

#### Guidance

1. The most common type of vehicle imported into NZ are cars. Cars are motor vehicles that have at least three or four wheels and the gross vehicle mass usually exceeds one tonne. These are defined in the following 3 classes:
  - (a). **Forward Control Passenger Cars** (such as vans or 4-wheel drive vans) that have no more than 10 seats (including the driving position); and the centre of the steering wheel is in the forward quarter of the total vehicle length.
  - (b). **Off-Road Passenger Cars** (such as all-wheel/four-wheel drive, sports utility or utility vehicles) that have no more than 10 seats (including the driving position); and are designed with special features for off road operation.
  - (c). **Standard On-Road Passenger Cars** (such as all-wheel or two-wheel drive sedans, station wagons or utility vehicles) that have no more than 10 seats (including the driving position).
2. The next most common type of vehicle imported for carrying goods, materials, or personnel are trucks (primarily for use on roads). These can be variable in size and include light trucks larger, heavier vehicles that can consist of a single self-propelled unit or may consist of a trailer vehicle hauled by a powerful tractor unit. Oversized trucks are those that exceed 12 metric tonnes (excluding the trailer).

**Vehicle/machinery imported as equipment parts:** Any vehicle or machinery that has been intentionally imported for the purpose of being used for equipment parts; and are significantly dis-assembled or incapacitated (so they may not be driven or work as originally intended) having equipment removed or being chopped in half.

#### Guidance

1. Vehicles may be used in connection with agricultural, horticultural, forestry or other transportation activities. Vehicles include the following items that are transported to NZ and do not arrive in NZ under their own power: aircraft (such as aeroplanes, gliders, helicopters), motor vehicles (electric or liquid fuelled, such as buses, cars, forklifts, front-end loaders, golf carts, motorcycles, motor scooters, quad bikes, straddle carriers, traction engines, tractors, trucks), rail vehicles (such as locomotives, railcars, rail jiggers, trains, trams), ride-on mowers, tracked vehicles (continuous tracks such as armoured fighting vehicles, bulldozers, excavators, snowmobiles, tractors), wagons, watercraft (such as boats, ships, yachts) and spacecraft.
2. Vehicles (or machinery) that have simply had their wheels or other equipment removed and can be driven on re-attaching the wheels or operated as intended on re-attachment of the equipment are regarded as viable vehicles or machinery and must meet the requirements of relevant Parts of this IHS.

The following items are not considered as vehicles for the purposes of this IHS:

- Agricultural machinery (pedestrian-controlled and are not propelled by mechanical power).
- Bicycles (non-motorised), electric bicycles and push-scooters (excluding electric motorcycles).
- Hand-trolleys or wheelbarrows.
- Lawnmowers (pedestrian-controlled, excluding motorised ride-on mowers).
- Perambulators (prams) or pushchairs.
- Shopping or sporting trundlers (excluding those propelled by mechanical power).
- Skateboards, in-line skates, or roller skates.
- Wheelchairs (hand powered only and excluding those propelled by electrical or other power).

## Schedule 2 – Biosecurity Contaminants and Regulated Pests

Table 1: Biosecurity Contaminant and Regulated Pest Thresholds

Type	Contaminant Type	Threshold Permitted
<b>Animals</b>	Live animals such as amphibians, arthropods, birds, crustaceans, mammals, molluscs, reptiles.	Nil tolerance = zero (always seen as a pest)*. <i>Note: Dead arthropods including dead insects, mites and spiders are not seen as contaminants.</i>
	Animal products or by-products such as blood, bones, carcasses, excretions, feathers, fibre, meat, secretions.	Nil tolerance = zero (always seen as a contaminant)*.
<b>Aquatic</b>	Water (pooled or standing).	Nil tolerance = zero (always seen as a contaminant). <i>Note: Traces of water remaining after approved treatments are not seen as a contaminant.</i>
<b>Micro-organisms</b>	Fungi that is embedded/systemic in the vehicle, machine or tyre.	Nil tolerance = zero (always seen as a contaminant)*. <i>Note: Surface fungi (mildew) is not considered as a contaminant if it can be wiped off the vehicle, machine or tyre.</i>
<b>Plants</b>	Fresh/green plant material and flowers.	Nil tolerance = zero (always seen as a contaminant)*.
	Fruit (whole) and seeds (including cones with seeds, dried seeds and fruit with seeds).	Nil tolerance = zero (always seen as a contaminant)*. <i>Note: Burnt, dried, scorched seeds that are present in or on exhaust systems and radiators are not seen as contaminants.</i>
	Small pieces of loose dead or dry plant material such as bark, fruit pieces, leaves, sawdust or twigs.	More than 5 pieces are seen as actionable contaminants by MPI*. <i>Note: Burnt, dried, scorched pieces of material that are present in or on exhaust systems and radiators are not seen as contaminants.</i>
	Pine needles	Nil tolerance = zero (always seen as a contaminant).
<b>Soil</b>	Clumps or loose soil may contain micro-organisms.	More than 20 grams is seen as a contaminant. <i>Note: Road film (fine dust or soil particles) that is free of organic material and found as a thin covering, is not seen as a contaminant.</i>

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

### Guidance

Table 1 (as above) is subject to periodic review. Clearance of vehicles and machinery imported into NZ will only be granted when MPI is satisfied that a vehicle, machine or tyre is free from biosecurity contaminants. This is usually assessed by one or more of the following methods:

- Inspection by an MPI Inspector.
- Verifiable documentation that confirms that cleaning or an approved treatment has been applied.
- Verifiable documentation that confirms that the vehicle, machinery or tyre has been processed in accordance with an MPI-approved system.

Note: All vehicles and machinery, including new vehicles and machinery, may be inspected by MPI on arrival to verify that they comply with this IHS. Grossly contaminated vehicles, machinery or will be stopped from being discharged from the craft/vessel and may be directed for reshipment. MPI Inspectors may also require importers to fully or partially dismantle specific vehicles or machines to confirm that high-risk areas are free of biosecurity contaminants.

## Schedule 3 – Brown Marmorated Stink Bug Countries

MPI lists the following countries for specific management of BMSB under Section 3.5 - Additional Requirements for Specific Regulated Pests. Note: This table is subject to periodic change.

Country	Notes
Austria	
Bulgaria	
France	
Georgia	
Germany	
Greece	
Hungary	
Italy	
Liechtenstein	
Romania	
Russia	
Serbia	
Spain	
Slovenia	
Switzerland	
United States of America	This excludes the States of Alaska and Hawaii.