



Vehicles, Machinery and Tyres

VEHICLE.ALL

19 February 2018

Please Note: This document is the Import Health Standard from 25 August 2017 that has been re-formatted.

It also includes requirements for used vehicles and machinery from Japan enforced from 19 February 2018. Risk goods shipped prior to 19 February 2018 are excluded from these requirements but are subject to treatment and inspection on arrival in NZ. Please refer to Part 3 of the document for details.

It also includes Guidance on CTO Directions for Vehicles, Machinery and Tyres from Italy and the USA. Please refer to Part 3 of the document for details.

TITLE

Import Health Standard: Vehicles, Machinery and Tyres

COMMENCEMENT

This Import Health Standard comes into force on 19 February 2018.

REVOCATION

This Import Health Standard revokes and replaces: the Import Health Standard for Vehicles, Machinery and Tyres issued on the 25 January 2018.

ISSUING AUTHORITY

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

Dated at Wellington this 19th day of February 2018

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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 vehicles, machinery and tyres are imported into NZ to manage the biosecurity risks associated with them.

Background

Imported risk goods have the potential to introduce pests and unwanted organisms into NZ. Vehicles, machinery and tyres 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 vehicles, machinery and tyres into NZ to obtain biosecurity clearance.

Who should read this?

All importers vehicles, machinery and tyres 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 vehicles, machinery and tyres comply with this IHS (section 16B of the Act).
- (2) Vehicles, machinery and tyres 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 vehicles, machinery and tyres 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 Change	Change(s) Description
1	December 2014	4.3	New measures for "new and used vehicles and machinery" from the United States of America have been issued.
2	August 2017	4.4	New measures for "new and used vehicles and machinery" from Italy have been issued.
3	January 2018	All sections	Re-format entire document.

4.	February 2018	3.3	New measures for used vehicles and machinery from Japan have been issued.
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Other information

Guidance

Guidance for this IHS is provided in the *Guidance Document in support of the IHS for vehicles, machinery or tyres* at <http://www.mpi.govt.nz/importing/other/vehicles-and-machinery/>. It provides more information about importing vehicles, machinery or tyres. 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 vehicles, machinery or tyres.

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”.

Costs

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

Part 1: General requirements

1.1 Application

- (1) This IHS applies to vehicles, machinery and tyres that are imported into NZ from any country.

1.2 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>

Part 2: Requirements for Vehicles, Machinery and Tyres

2.1 Information that must be provided for the importation of vehicles, machinery and tyres

- (1) All vehicles, machinery and tyres must be accompanied by CTO-approved documentation stating the following information:
 - a) Identification (e.g., vehicle identification number (VIN)).
 - b) Make and model (applies to whole vehicles and units of machinery only).
 - c) Manifest of inner cargo, including number and type of tyres (if applicable).
 - d) Name of consignor, name of consignee and consignee's full address.
 - e) New vehicle, new machinery and new tyre information must be made available to MPI by the importer describing/showing that the risks of biosecurity contamination have been mitigated between manufacture and export.
 - f) Port of origin.
 - g) Shipment details, including container number (if applicable).

Guidance

This information will be assessed by MPI to determine the regulatory interest of vehicles, machinery and tyres and subsequent actions that may occur. Consignments with absent or incomplete information will be considered to be of high regulatory interest and are likely to receive more MPI intervention.

2.2 Biosecurity requirements for vehicles, machinery and tyres

- (1) All vehicles, machinery and tyres imported into NZ must be clean, internally and externally.

Part 3: Specific Biosecurity Requirements for Vehicles, Machinery and Tyres

3.1 Categories of vehicles, machinery and tyres that must be fumigated (or treated by other CTO-approved means) prior to receiving biosecurity clearance.

- (1) Used vehicle parts (containerised), including those imported for dismantling.
- (2) Used tyres (deflated or not on rims).

3.2 Equipment that must be heat treated (or treated by other CTO-approved means) prior to receiving biosecurity clearance.

- (1) Used wire ropes attached to agricultural, forestry and horticultural vehicles/machinery.

Guidance

Note: CTO- approved treatment details may be found in the MPI Technical Standard – *Approved Biosecurity Treatments for Risk Goods (MPI-STD-ABTRT)* located at:
<http://www.mpi.govt.nz/law-and-policy/requirements/transitional-facilities-standards/>

3.3 Used vehicles and machinery sourced and shipped from Japan for the management of Asian Gypsy Moth (AGM), Brown Marmorated Stink Bug (BMSB) and Yellow Spotted Stink Bug (YSSB).

- (1) All used cars and trucks from Japan must be managed through an MPI-approved system.
- (2) All used machinery and non-standard vehicles (such as buses, dump-trucks and motor homes) must be cleaned and must be certified as being cleaned by an MPI-approved cleaning provider. The requirement excludes motorised bicycles, motorbikes and quad bikes.

3.4 Vehicles and machinery sourced and shipped from Italy or the United States of America (USA) for the management of Brown Marmorated Stink Bug (BMSB).

Please Note: The following CTO Direction requirements (20160067, 20160077, 20170038, and 20180001) apply to all vehicles, machinery and tyres from Italy and the USA; and are additional and differ from the measures specified below under 3.3.1 and 3.3.2.

MPI has issued CTO directions (20160067, 20160077, 20170038, and 20180001) pursuant to section 27(1) (d)(iii) of the Act approving a treatment and conditions for "new and used vehicles and machinery" from Italy and the USA as follows:

- Treatment in Italy or the USA with Sulfuryl fluoride 16g/m³@ 10°C or greater for 12 hours with a 50% end point reading has been approved. This treatment rate is a minimum and any Sulfuryl fluoride treatment that is undertaken with a higher chemical rate, temperature or hours is acceptable.
- Fully sealed containers may be treated in Italy or the USA up to 21 days prior to shipping.
- Consignments in sealed containers that originate in a non-BMSB country and are subsequently trans-shipped through either Italy or the USA are not required to be treated.
- Break-bulk cargo (includes flat racks, open sided or open top and soft top containers) of vehicles and machinery not from Italy or the USA but are trans-shipped through Italy or the USA do not require treatment but must:
 - have remained on the port of export and any subsequent transit port for no more than 120 hours; and
 - be segregated from all untreated high risk BMSB cargo at all times.
- Break-bulk cargo (includes flat racks, open sided or open top and soft top containers) of vehicles and machinery from Italy or the USA must be treated prior to packing or shipment and must remain segregated from untreated high risk BMSB cargo at all times or be actioned appropriately (ranging from treatment on arrival through to discharge refusal).
- All sealed containerised vehicles and machinery from Italy and the USA must be treated within 72 hours of discharge; either at the port of arrival or containers can be moved to a Transitional Facility capable of fumigating.
- All approved treatments specified under IHS VEHICLE.ALL for the USA have a maximum post treatment storage period of 96 hours before shipment to NZ except for the States of California, Oregon and Washington where 144 hours is allowed.
- For consignments shipped from the state of Alaska, USA, treatment for the BMSB is not required as it is known not to occur. This also applies to Alaskan cargo trans-shipped through other USA ports, as long as the cargo does not leave the port.
- MPI will consider alternative measures for sensitive cargo depending on the particular BMSB risk posed but each consignment will be risk assessed and may be treated with another method or inspected or both.
 - A lower rate of Methyl bromide e.g. 16g/m³ for 12 hours at 10°C+ with an end point reading of 50% to achieve a minimum of 140g.hr m³concentration time product.
 - Insecticide fogging such as Bifenthrin or Permethrin e.g. aircraft hold sprays such as Arundee MAC fogging spray or Callington 1-Shot into the container – not to be used for food
 - Enhanced visual inspection – consider using an agitating spray

Note: These changes will be fully incorporated into this IHS in the near future as part of the review currently underway.

3.4.1 Requirements for all vehicles and machinery sourced and shipped from Italy from the 1st of September to the 30th of April of any year.

- (1) Sea freight - All new and used vehicles and machinery imported via sea freight must be managed as follows:
 - a) Break-bulk cargo must be managed through an MPI-approved system.
or
 - b) Break-bulk cargo must be treated at the port of export to NZ.
or
 - c) Containerised cargo (including components, equipment and parts) must be treated at the port of export or on arrival in NZ.

- (2) Treatment specifications are as follows, and treatment for all vehicles and machinery must be conducted within 120 hours of departure from the port of export or treatment for containerised items may be conducted within 24 hours of arrival at the place of first arrival in NZ:
- a) Heat treatment at 60°C for 10 minutes for items weighing less than 3,000 kg.
or
 - b) Heat treatment at 60°C for 20 minutes for items weighing more than 3,000 kg.
or
 - c) Methyl bromide fumigation at 48 g/m³ for 24 hours at 10-15°C.
or
 - d) Methyl bromide fumigation at 40 g/m³ for 24 hours at 15-21°C.
or
 - e) Sulfuryl fluoride fumigation at 16g/m³ for 12 hours with a minimum dose reading of 8g/m³ at a temperature of 10°C or greater to achieve a CT of 144 g.h/m³.
- (3) Airfreight: All new and used vehicles and machinery imported via air freight from Italy do not require treatment as outlined as above, but will be risk assessed and may be treated or inspected or both.

3.4.2 Requirements for all vehicles and machinery sourced and shipped from the USA.

- (1) Sea freight: All new and used vehicles and machinery imported via sea freight must be:
- a) Treated with:
 - i) Heat treatment at 60°C for 20 minutes in the coldest location in the vehicle/machine.
or
 - ii) Methyl bromide fumigation at 48 g/m³ for 24 hours at 10-15°C.
or
 - iii) Methyl bromide fumigation at 40 g/m³ for 24 hours at 16-21°C.
and
 - iv) break-bulk cargo must be treated no more than 48 hours prior to shipment.
and
 - v) Containerised cargo must be treated either prior to shipment, or within 24 hours on arrival at the NZ port of discharge.
 - or
 - b) Managed through an MPI-approved system.
- (2) Airfreight: All new and used vehicles and machinery imported via air from the USA do not require treatment as outlined above but will be risk assessed and may be inspected, treated or both.

Guidance

The accompanying guidance document provides explanatory information to assist importers in meeting the requirements of this import health standard.

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 risk organism: A live organism that is a (risk good' (as that term is defined in the Biosecurity Act 1993).

Clean: Free from biosecurity risk organisms, and organic material and other contaminating substance that, if present, it would by reason of its nature, origin, or other factors, be reasonable to suspect constitutes, harbours or contains a biosecurity risk organism.

Equivalent system: Any system of interventions approved by a CTO that is equivalent to a specific requirement(s) of this IHS.

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

- forestry, agricultural and horticultural equipment, such as logging equipment, vehicles with tracks, portable sawmills, balers, ploughs, tedders, wood chippers and mulchers, rollers, discers, fruit-pickers, wool scouring plants, pesticide sprayers and cranes, drilling rigs, as well as equipment/machinery used to house and/or process plants and plant products or animal and animal products;
- components of vehicles/machinery, such as engines, chassis, filters, suspension units and tyres, tracks, holding tanks and compartments;
- construction, building, and production equipment, such as concrete mixers, elevators, escalators, generators and road construction equipment;
- used research and diagnostic equipment, such as centrifuges, biohazard cabinets, air processing and extraction equipment, filters, stomachers and fume hoods, water samplers, waste disposals; and
- any item of equipment that an inspector deems is machinery as defined for the purposes of this standard, such as ferris wheels, wind turbines and merry go-rounds.

Vehicle: A conveyance that is used to transport people, objects or substances, including:

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

But excluding:

- non-motorised bicycles imported as general cargo or personal effects; and
- non-road vehicles not requiring registration from NZ Transport Authorities such as skateboards, non-motorised scooters, and wheelchairs.