



Risk Management Proposal

Amendment to the Import Health Standard for Vehicles, Machinery and Parts

Prepared for public consultation
By the Treatments and Inanimate Pathways Group
Plants and Plants Directorate.

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1 Information on the Consultation Process for the Amendment to the Import Health Standard for Vehicles, Machinery and Parts

1.1 PURPOSE

The purpose of this document is to:

- provide relevant background information about the Import Health Standard for Vehicles, Machinery and Parts (the Standard);
- clarify the proposed amendments to the requirements for the Standard; and
- provide the rationale for the proposed Standard amendments and how they manage risk; and to
- seek feedback on the proposed amendments to the Standard's import requirements.

1.2 BACKGROUND

Background information on the Standard

The Standard was last amended and issued on 19 July 2019 and then re-issued on 18 October 2019 without additional requirement changes (guidance content only). The Standard is issued under section 24A of the Biosecurity Act (1993) to manage the biosecurity risks associated with the importation of vehicles, machinery and parts into New Zealand. The Standard applies to any vehicle, machinery or part (including tyres and targeted wire cables and ropes used with vehicles and machinery) imported into New Zealand from any country.

1.3 TIMING AND CONSULTATION

The proposed Import Health Standard for Vehicles, Machinery and Parts was released for consultation on **14 May 2020** and will remain open for consultation until **17 July 2020**. The Standard is planned for finalisation in late July or early August 2020 and planned to come into effect at the same time to provide sufficient time for stakeholders to understand changes before the BMSB risk season begins on 1 September 2020.

1.4 BACKGROUND AND CONTEXT TO CONSULTATION

International regulation of risk goods

The World Trade Organisation and Sanitary and Phytosanitary (SPS) Agreements set in place rules that protect each country's sovereign right to take the measures necessary to protect the life or health of its people, animals, and plants while at the same time facilitating trade. It embodies and promotes the use of science-based risk assessments to manage the risks associated with the international movement of goods. "The SPS Agreement will continue to guide how New Zealand sets standards and makes decisions related to biosecurity. In particular, it will be important to maintain the standards of transparency and scientific rigour required by the SPS Agreement, and to make decisions as quickly as possible. This will encourage other countries to comply with the rules of the SPS Agreement, and also demonstrate that New Zealand's strict controls are justified to countries that challenge them." Balance in Trade [online reference ISBN 978-0-478-33881-2].

1.5 GUIDANCE MATERIAL

MPI is moving towards making guidance material available on the MPI website, and as such, has not provided a specific guidance document for the consultation of the proposed Standard. The current guidance document for importing vehicles, machinery and parts will remain available until the amended Standard is issued, after which all guidance material will be available on the MPI website. Crucial guidance linked to import requirements remains in guidance boxes within the Standard.

2 Biosecurity Risks Associated with Vehicles, Machinery and Parts

2.1 OVERALL BIOSECURITY RISKS OF IMPORT PATHWAY

The biosecurity risks associated with the importation of vehicles and machinery are documented in [Import Risk Analysis: Vehicle and Machinery, MAF, 2007](#).

2.2 BROWN MARMORATED STINK BUG

Brown Marmorated Stink Bug (*Halyomorpha halys*), or BMSB, is a temperate or subtropical species of stink bug native to Asia (China, Japan, Korea and Taiwan) and is closely associated with vehicles, machinery and parts from risk countries. BMSB is a plant feeding insect that feeds on the leaves and fruits of field crops and trees (including domestic, horticultural, and native trees), as well as production forestry tree species.

BMSB is not present in New Zealand and is considered one of New Zealand's most significant regulated pests that requires management that is irrespective of country of origin (MPI 2012, 2018, 2019). The risk BMSB poses to New Zealand is detailed in the following MPI documents:

1. [Pest Risk Assessment of *Halyomorpha halys* \(Brown Marmorated Stink Bug\)](#). 2012. Ministry for Primary Industries, New Zealand
2. [Technical Review: Proposed Treatments for BMSB \(*Halyomorpha halys* \(Stal\); Pentatomidae\)](#). Version 1.2 February 2018. Ministry for Primary Industries, New Zealand
3. Technical Advice: Supplement to Pest Risk Assessment of *Halyomorpha halys* (Brown marmorated stink bug). Version July 2018. Ministry for Primary Industries, New Zealand.
4. [Burne, 2019, Pest Risk Assessment: *Halyomorpha halys* \(Brown marmorated stink bug\)](#). Version 1, June 2019. Ministry for Primary Industries, New Zealand (referred to hereon in as 2019 BMSB PRA)

These risk documents outline the scientific justification for the management of BMSB across several pathways, detail how MPI established the BMSB risk period (1 September until 30 April of any year), measures and treatment specifications. While these details will not be repeated in this document, they are the underpinning justification for managing BMSB across the vehicle, machinery and parts pathway.

3 Non-regulatory changes made to the Standard

3.1 STANDARD LAYOUT CHANGE

MPI has introduced significant regulatory change within the vehicles, machinery and parts pathway over recent years in response to the continual spread of BMSB, and the continuously changing risk of other contaminating pests associated with the movement of these high risk commodities. There is now significantly more risk management requirements for importers to comply with when compared to five years ago. Furthermore, some requirements are more complex in nature due to the specific targeting of different countries and risk periods (at particular times of the year). Therefore, due to these recent regulatory changes and in response to feedback received from industry stakeholders, MPI is required to further improve usability for the reader by improving the layout of the Standard accordingly.

The most significant change to the proposed draft Standard stems from basing the layout of the Standard around the commodity (risk goods) being imported. The specific parts of the current Standard that relate to “used commodity types” (Part 3) and BMSB management (Part 4), have been changed/removed. In the proposed Standard, six commodity types are now split into “new” and “used” in most situations, which represents the difference in risk associated with commodities that have been used/driven in comparison to new commodities which have been manufactured and stored only. The commodity types are then further split into sections relating to when and where BMSB management is required and /or how the commodities are exported to New Zealand.

Furthermore, most sections of the proposed Standard have undergone some degree of rewording and/or reformatting for the purpose of improvement. However the intent of the requirements have not changed unless specified in this document.

3.2 EXPANDED COMMODITY LISTS FOR SPECIFIC COMMODITY TYPES

MPI has received many queries from stakeholders regarding BMSB management for the less common or non-standard types of vehicles and machinery. In response, MPI has attempted to include as many of the less common types of vehicles and machinery under the specific commodity lists as possible including those that are excluded from the Standard. It is however not possible to list every type of vehicle, machine and part in existence, and therefore importers are encouraged to contact MPI for assistance regarding any non-listed commodity types. MPI will take no responsibility for non-compliant management where the importer did not contact MPI for clarification, where it is required.

3.3 CLARIFICATION OF TREATMENT REQUIREMENTS FOR USED PARTS

The treatment requirements for used parts remain complex due to numerous factors. There are considerations around seasonal BMSB requirements, where and when treatment is required and the method of exportation which is linked to MPI verification. Furthermore, there are two fumigation treatment rates that are applicable to used parts at particular times of the year targeting different pests such as:

- a. Brown Marmorated Stink Bug (*Halyomorpha halys*)
- b. Asian gypsy moth (*Lymantria sp*)
- c. Black widow / Red Back spiders (*Latrodectus sp*)

To capture these considerations and clearly communicate the treatment requirements to the reader, the proposed Standard first divides used parts by the type of exportation used (for example, as a full container load/FCL, break-bulk or as freight-of-all-kinds/FAK) and then states BMSB management requirements secondly. To assist with this

complex situation the applicable treatment code has been added to a guidance box to help ensure the correct treatment rate is used.

3.4 CHANGES MADE TO THE ON ARRIVAL REQUIREMENTS SECTION FOR VEHICLES, MACHINERY AND PARTS

Section 2.4 (On arrival Requirements) of the current Standard has been removed and guidance content has been amalgamated into section 2.2 of the proposed Standard (Clearance Requirements). MPI is not proposing any changes to the way in which vehicles, machinery and parts are routinely verified on arrival. The current Standard includes a requirement that importers must make goods available within a defined time frame (2.4 (1) a and b). This requirement has been removed in the proposed Standard and replaced as guidance. This is due to the requirement not being an import requirement under section 24 of the Biosecurity Act (the Act). Verification is part of inspector powers under the Section 30A (1) of the Act in which the importer has to make the goods available on arrival for verification activity at MPI's discretion. The requirement has been reworded into guidance to ensure that importers are still made aware of what time frames to expect regarding MPI on-arrival verification and this will remain on the BACC issued to the importer at the point of document screening. An example of the drafted guidance is as per section 2.2 guidance box below:

Specific guidance regarding on-arrival verification of compliance carried out by MPI before biosecurity clearance

- MPI may verify any vehicles, machinery and parts on arrival in New Zealand.
- Any verification activity will be directed via the BACC issued by MPI.
- Importers of used vehicles, used outdoor or targeted machinery and used parts (including tyres) should expect an on-arrival compliance verification inspection (external and internal). However any new or used vehicles, machinery and parts may be verified on arrival at the discretion of MPI. Any vehicle, machine or parts managed under an MPI-Approved System or cleaned and/or treated before arrival may also be subject to verification inspection on arrival.
- Importers can expect MPI to carry out any verification activity within 12 hours of being unloaded from the vessel if shipped as break-bulk or in a non-fully sealed container; or within 12 hours of being unloaded at a Transitional Facility.
- Containerised vehicles, machinery and parts awaiting an MPI inspection (if directed) at a Transitional Facility can be removed from the exporting container, if they are stored securely in an insect-proof manner up until 12 hours before the verification inspection takes place.
- For the purpose of MPI verification inspection, risk goods that arrive on a flat-rack or in a non-sealed container are considered break-bulk and will likely be inspected within 12 hours of unloading from the vessel, and not at a Transitional Facility.
- MPI Inspectors may require importers to fully or partially dismantle specific vehicles or machinery and leave them dismantled during shipping to confirm that high-risk areas are free of biosecurity contaminants. Dismantling as much as possible is recommended for all vehicles and machinery.
- If the inspection reveals a biosecurity contamination issue, MPI may require risk goods to be treated (if possible), reshipped or destroyed.

3.5 REMOVAL OF A SPECIFIC SECTION RELATING TO REQUIREMENTS FOR VEHICLES, MACHINERY AND PARTS ARRIVING IN NEW ZEALAND AS AIR FREIGHT

MPI is not proposing any changes to the import requirements of the Standard for vehicles, machinery and parts that arrive in New Zealand as air freight. As part of the layout improvements made to the Standard, the requirements for vehicles, machinery and parts arriving as air freight, which differ from that of those arriving as sea freight, have been incorporated into section 2.2 as below, replacing the need for section 2.6 of the current Standard.

MPI continues to monitor this pathway for non-compliance and will implement measures if there is enough justification.

2.2 Biosecurity clearance requirements for vehicles, machinery and parts

- (1) All vehicles, machinery and parts that arrive in New Zealand must:
- a) 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](#) or this IHS; and
 - b) If the vehicles, machinery and parts arrive in New Zealand as sea freight, they must comply with all applicable requirements in Parts 2 – 9 of this IHS; and
 - c) If the vehicles, machinery and parts arrive in New Zealand as air freight, they must comply with the requirements in clause 2.1(1) and 2.2 (1) a) only.

4 Changes to measures in the Standard

	Proposed changes	Relevant section of Standard
4.1	Removal of labelling requirements associated with before-arrival treatment or system management of vehicles, machinery and parts.	Section 2.2 of the current Standard
4.2	Minor changes to the residual insecticide treatment option available to importers of aircraft and watercraft	Certification change: Section 2.1 of the current and proposed Standard. Requirement change: Section 4.4 of the current Standard and Section 4.1 of the proposed Standard
4.3	BMSB management exclusions removed for all new vehicle types	Section 4.1 of the current Standard. Section 3.2 of proposed Standard
4.4	Removal of mandatory system management for some vehicle types exported from Japan	Section 4.1.1 of the current Standard. Section 3.1 of proposed Standard.
4.5	Mandatory submission of manufacturer's declaration when exclusion criteria applies	Sections 5.3, 6.3 and 7.2 of the proposed Standard.
4.6	Removal of the 21 day maximum time period allowed between treatment and exportation of vehicles, machinery and parts in a fully enclosed container, when treated before arrival.	Sections 6.2.1, 7.1.1 and 9.1.2 of the proposed Standard.
4.7	Moldova, Portugal and the Ukraine added as BMSB risk countries (Schedule 3)	Schedule 3 of the current and proposed Standard.

4.1 REMOVAL OF LABELLING REQUIREMENTS ASSOCIATED WITH TREATING VEHICLES, MACHINERY AND PARTS BEFORE ARRIVAL OR WITH SYSTEM MANAGEMENT.

Section 2.2 of the current Standard has been removed from the proposed Standard. The proposed Standard does not state any labelling requirements for vehicles, machinery and parts that have undergone a treatment before arrival or that have been managed by an MPI Approved System. MPI no longer believes it is necessary to require labelling under these circumstances as the treatment certificate will include all the necessary treatment details when vehicles, machinery and parts are treated without system management. If vehicles, machinery and parts are managed by a system, the approval documentation will include all relevant information including any treatment details carried out as part of that system.

4.2 MINOR CHANGES TO THE RESIDUAL INSECTICIDE BMSB TREATMENT OPTION AVAILABLE TO THE IMPORTERS OF AIRCRAFT AND WATERCRAFT

The residual insecticide treatment option used for BMSB management that is allowed for aircraft and watercraft importation, is not a part of the DAWE/MPI Offshore BMSB Treatment Provider Scheme. Currently, the offshore and onshore application of the residual insecticide treatment can be carried out by any treatment provider (approved or non-approved) or the importer or other individual providing the correct chemicals are used, the treatment procedure of the Standard is complied with and a compliant treatment certificate is submitted to MPI.

MPI does not propose removal or change to this requirement due to the risk considerations associated with where and how aircraft and watercraft are used, stored and manufactured as well as the ongoing safety and damage considerations linked to the treatment of aircraft and watercraft using fumigation or heat. MPI is however proposing three minor changes to better manage the associated BMSB risk and improve the importer's understanding of the residual insecticide treatment option.

- 1) The details required for a residual insecticide treatment certificate have been altered slightly under Section 2.1(2) d of the proposed Standard as per below, for the purpose of clarifying exactly what is required to be on a residual treatment certificate.

- d) A Treatment Certificate that confirms that the goods were treated with an MPI Approved Treatment listed in Approved Biosecurity Treatments. The Treatment Certificate must include all of the following:
- i) Treatment Provider's letterhead including name and physical address, **except where an individual carries out residual treatment instead of a treatment provider.**
 - ii) Certificate and registration number, **except where an individual carries out residual treatment instead of a registered treatment provider.**

And

- x) A declaration that the Treatment Provider has met all of the requirements specified in Approved Biosecurity Treatments **and in the case of residual treatment, a declaration that the treatment application requirements in accordance with section 4.1.1 (1) – Option C of this IHS has been met.**

- 2) A maximum time frame of 48 hours in which MPI must carry out an MPI inspection, following the on-arrival residual insecticide treatment, has been added as a proposed requirement. MPI inspection has typically occurred within this time frame, however it has been made a proposed requirement to provide a small amount of additional risk management for BMSB and also to provide the importer with a time frame regarding clearance of their aircraft or watercraft. The MPI inspection required, in conjunction with this treatment option, is for the specific purpose of additional BMSB risk management and is not an MPI verification activity to ensure the overall outcome of the Standard is met. However this MPI inspection requirement will additionally verify that the aircraft or watercraft also complies with the overall outcome of the Standard.
- 3) Guidance has been added under section 4.1.1 – Option C to ensure the importer understands who is able to carry out the before-arrival and on-arrival residual insecticide treatment. This is not a requirement change from the current Standard and is a clarification only.

Guidance

- Residual insecticide treatment (Option C) may be carried out by any individual who is able to treat in accordance with the requirements listed above and is able to comply with the treatment certification requirements in section 2.1(2) d.

4.3 BMSB MANAGEMENT EXCLUSIONS REMOVED FOR ALL NEW VEHICLE TYPES

The removal of BMSB exclusions for certain types of new, smaller sized vehicle types is proposed to strengthen BMSB risk management.

Under the current Standard, a variety of new, and smaller sized vehicle types (including ATVs, golf carts, motorcycles, motor scooters, quad bikes and side by side racers/vehicles) are excluded from BMSB management if they are stored indoors after manufacture and then exported in a fully enclosed container. Where exclusion criteria is met, the importer can complete a declaration to assist quicker processing during MPI document screening although this is not a mandatory requirement.

The proposed removal of these exclusions means that BMSB management will be required for all new vehicle types exported from a Schedule 3 country during the BMSB season. The existing BMSB management requirements will be applied and will remain unchanged as Option 1: MPI Approved System Management or Option 2: Before-Arrival Treatment by an MPI Approved BMSB Offshore Treatment Provider.

Removal of exclusions across all new vehicle type has been proposed for the following reasons:

- a. New vehicle types, even those smaller in size have some structural complexity making them a possible hiding place for aggregations of BMSB when manufactured or stored in a Schedule 3 country. The structural complexity makes it difficult for the manufacturer/exporter to inspect before shipping and for MPI Inspectors to verify that the vehicles are free of BMSB using on-arrival inspection methods.
- b. No vehicle types are guaranteed to be exclusively manufactured and stored indoors. Even when vehicles are manufactured and stored indoors, the warehouses are often large with many entrances and exits and are often situated in semi-rural areas and therefore, still pose a risk of BMSB contamination. In addition, there may be no pest control programmes or systems.

- c. Under the current Standard, and with the changes proposed in the revised Standard, drivable machines designed for outdoor use cannot be excluded from BMSB management due to the considerations outlined in a. and b. as above. MPI proposes that requirements for new vehicle types are made consistent as possible with BMSB exclusion criteria for new machinery based on equivalent risk considerations.

The manufacturing supply chains of these smaller types of vehicle are likely to include indoor storage and exportation in fully enclosed containers which does reduce the BMSB risk. Where this occurs and upon applying, manufacturing supply chains can be approved as MPI Approved Systems without stringent risk management measures being requested by MPI. In preparation for the proposed change, MPI has developed a second new vehicle/machinery system application form for these types of supply chains to ensure a simple and relatively quick approval process for both the manufacturer and MPI (see [Schedule 2](#) for this application form). This application form will be made available to manufacturers/importers for use over the next few months whether the proposed changes to the vehicle exclusion criteria are accepted or not. This is because there is currently a need for it now with some manufacturers of larger vehicles and machinery which use indoor storage and export to New Zealand in fully enclosed containers.

4.4 REMOVAL OF MANDATORY YEAR ROUND SYSTEM MANAGEMENT FOR SOME USED VEHICLE TYPES EXPORTED FROM JAPAN

MPI is proposing removal of the year round mandatory system management requirement for some (generally smaller) types of used vehicles exported from Japan. This is primarily due to risk management considerations that differ to that of larger used vehicle types which are typically imported in larger volumes from Japan. To enable this change, the larger and higher volume used vehicles are now defined in the proposed Standard as passenger vehicles (such as cars and vans), trucks, buses, campervans and caravans which are specifically stated under section 3.1 requirements instead of stating 'all used vehicles'.

In February 2018, via an emergency amendment to the existing Standard, it became a requirement that all used vehicle types from Japan had to be managed by an MPI Approved System at all times of the year. This emergency change was targeted at reducing BMSB risk with the high volume of vehicles exported from Japan while more targeted BMSB measures were implemented. At this time it was also MPI's future plan to require used vehicles from Japan to be managed under system management year round for the purpose of addressing the risk of many types of contaminants and the high export volume from Japan. In August 2018 targeted measures to address specific BMSB risk were introduced and included mandatory use of an MPI Approved Treatment during the BMSB season as part of system management.

Other used vehicle types which arrive from Japan in much smaller volume are currently included with mandatory year round system management which MPI no longer believes to be necessary for managing the risk associated with these vehicle types. Additionally, MPI propose alignment with the BMSB risk management options offered to all other Schedule 3 countries which are BMSB treatment or MPI Approved System management during the BMSB season. Outside of the season the requirement will be that these other used vehicle types must be clean and free of contamination and regulated pests which is an outcome that can be achieved by an individual importer or an MPI Approved System.

Removal of mandatory system management for some (generally smaller) types of used vehicles exported from Japan at all times of the year has been proposed for the following reasons:

- a. To align BMSB management measures equally and consistently across all Schedule 3 countries.
- b. The export volume of these used vehicle types is typically small meaning less port space is needed compared to the export volume of larger passenger vehicles, trucks, buses, campervans and caravans.

Therefore MPI does not need to consider before-arrival verification in Japan to ensure there remains sufficient space on New Zealand ports.

- c. Due to the smaller size, these used vehicle types are highly likely to arrive in fully enclosed containers where any potential, but unlikely risk can be contained and treated on arrival, if necessary.
- d. Cleaning these used vehicle types to meet the outcome of the Standard is generally less difficult than cleaning a larger vehicle type (passenger vehicles, trucks, buses, campervans and caravan), and is therefore achievable by individual importers. Contamination data for these other types of used vehicles (from all countries including Japan prior to February 2018) indicates that individual importers are able to meet the outcome of the Standard without using a MPI Approved System.
- e. Some importers of these used vehicles types in Japan cannot meet the mandatory MPI Approved System management requirement, especially those importing used motorcycles and scooters. This is often the case when motorcycles or scooters are distributed and imported by different parties making the ability for the New Zealand importer to arrange an MPI Approved System in Japan, very difficult.

Additionally, there is little benefit for existing MPI Approved Used Vehicle Systems in Japan to assist as it involves management of another site (the supplier's premises) for little financial gain. Unlike larger vehicles, motorcycles and scooters can't easily be driven or trucked to an existing system's management site. Significant work goes into loading and securing motorcycles and scooters inside a container and the supplier needs to be involved in the process which cannot happen if another MPI Approved System operator has to manage the export process.

- f. The small export volume involved with these used vehicles types is not conducive with the effort and cost of the application and maintaining an MPI Approved System for used vehicles. It is also not MPI's priority to approve and maintain the system approval when export volume is very low.

4.5 MANDATORY SUBMISSION OF MANUFACTURER'S DECLARATION WHEN EXCLUSION CRITERIA APPLIES

MPI is proposing to make the manufacturer's declaration a mandatory requirement for new machinery, new parts and new tyres that meet the applicable exclusion criteria, instead of it being optional under the Standard.

The proposed removal of BMSB management exclusions for all types of new vehicles (as discussed in section 4.3 of this document) will mean that only low risk, new machinery, new parts and new tyres will be eligible for meeting the BMSB exclusion criteria. The exclusion criteria will remain as is, in that these low risk goods must be stored indoors and then be exported in a fully enclosed container. The manufacturer's declaration which was released by MPI in October 2019 has been well received by agents, importers and manufacturers. It has also helped to reduce delays at the point of MPI document screening and better refine the targeting of risk goods.

The proposed manufacturer's declaration has been modified (see [Schedule 1](#)) to include the 'non-drivable' and 'intended for indoor use only' as exclusion criteria for new machinery.

MPI has received repeated questions around who can fill out the manufacturer's declaration. To provide clarity, guidance has been provided of the form that states both agents and distributors are able to complete the declaration (in addition to manufacturers) providing they know the risk management aspects required for exclusion are in place. MPI will randomly check that new machinery, parts and tyres have been manufactured and stored in accordance with the declaration. MPI may take further verification or compliance action at that time,

and in the future if there is evidence that a declaration is false or incorrect. MPI may also remove a manufacturer's ability to use the exclusion offered under the Standard for the same reasons.

4.6 REMOVAL OF THE 21 DAY MAXIMUM TIME PERIOD ALLOWED BETWEEN TREATMENT AND EXPORTATION OF VEHICLES, MACHINERY AND PARTS IN A FULLY ENCLOSED CONTAINER.

Under the proposed Standard the maximum time period of 21 days allowed between treatment of vehicles, machinery and parts (including tyres) and exportation in a fully enclosed container, has been removed. This has been removed from the post treatment requirements aimed at reducing BMSB recontamination (section 9.1.) and also the post treatment requirements linked to treating used tyres (section 7.1) and used parts (section 6.2) before arrival in new Zealand.

MPI no longer believe that a time frame is required between closing of a fully enclosed container with the treated vehicles, machinery and parts inside, and the exportation of that container, as other post treatment requirements of the Standard manage the risk sufficiently. The related requirements that remain in the proposed Standard for the purpose of managing the risk between treatment and exportation in a fully enclosed container include:

- closing of the container after treatment has occurred within the container or after loading of the vehicles, machinery and parts into the container following treatment outside of the container, and
- keeping the container closed, and
- sealing of the container vents in the case of used tyres (for the targeted risk management of mosquitos).

Furthermore, an extended period of time where vehicles, machinery and parts are kept secured in a fully enclosed container between treatment and exportation, may further reduce any possible risk of pests that have survived treatment, by increasing the chance of mortality in an environment where food and water is not available.

4.7 MOLDOVA, PORTUGAL AND UKRAINE ADDED AS BMSB RISK COUNTRIES (SCHEDULE 3)

MPI and the DAWE propose jointly adding Moldova, Portugal and Ukraine to the list of BMSB risk countries (referred to in the Standard as Schedule 3 countries) for the following reasons:

- Proximity to other European BMSB risk countries and a lack of biosecurity border restrictions between other European risk countries; and
- No formal government reporting of BMSB populations in these countries; and
- Further predicted BMSB spread into other non-native countries; and
- A climate that is suitable for the establishment of BMSB.

Specific justification for adding these countries:

Ukraine: A published paper from the Institute of Plant Protection in Ukraine (Skrypyk , N. (2019)) lists BMSB as a quarantine pest that was first detected in Ukraine in 2018.

Moldova: The Directorate of Plant Protections and Health in Moldova has reported the presence of BMSB and a small amount of damage to agricultural crops in 2019 (www.ansa.gov.md/ro). Additionally 19 tonnes of

grapes infested with BMSB were prevented from entering into Russia from Moldova in late 2019 (<http://infomarket.md/>), which further suggests the presence of the pest in Moldova.

Portugal: MPI is not aware of any formal reporting of BMSB in Portugal, however the close proximity to Spain where BMSB has established significant populations and the ideal climate, especially in the North of Portugal, are considerable sufficient risk factors for inclusion as a Schedule 3 country.

MPI consideration of other non-regulated countries regarding BMSB risk

MPI will continue to closely monitor vehicles, machinery and parts appropriately from countries where BMSB is a native pest (China, Korea and Taiwan). While there have been some BMSB detections across a range of commodities from these countries, detections have not been at the level that justifies MPI implementing BMSB management requirements on the vehicle, machinery and parts pathway. Additionally, in these native BMSB countries there are native competitors and predators, and there is less risk of significant population growth as is seen when BMSB invades other countries outside of its home range.

MPI will also continue to appropriately monitor vehicles, machinery and parts from other non-native countries to determine possible BMSB spread. Non-native countries are likely to experience much higher populations of BMSB over time due to lack of native competitors and predators, and the large, increasing population in Italy is an example of this. MPI will continue to closely monitor the United Kingdom (UK) due to closeness of other Schedule 3 countries and because some UK ports such as Southampton are also used as major export hubs for exporting targeted goods from Schedule 3 countries to New Zealand and Australia.

References:

1. Skrypnyk , N. (2019). Brown-harlequin bug (Halyomorpha halys Stål.). *Quarantine and Plant Protection*, (7-8), 1-4. <https://doi.org/10.36495/2312-0614.2019.7-8.1-4>
2. <https://translate.google.com/translate?hl=en&sl=ro&u=http://www.ansa.gov.md/ro/comunicate/aten%25C8%259Bie-plo%25C5%259Fni%25C5%25A3a-marmorat%25C4%2583-asiatic%25C4%2583-halyomorpha-halys&prev=search>
3. http://infomarket.md/en/agriculture/About_40_tons_of_plums_and_grapes_from_Moldova_were_not_allowed_into_Russia

SCHEDULE 1: MANUFACTURER'S DECLARATION FOR BMSB MANAGEMENT EXCLUSIONS**Manufacturer's Declaration for New Machinery, Parts and Tyres Exported to New Zealand during the Brown Marmorated Stink Bug (BMSB) Season from a Schedule 3 Country**

Note: An agent or distributor may complete this form if the criteria (as below) has been confirmed with the manufacturer as being correct at all times.

This declaration form relates to new machinery, new parts and new tyres exported from a Schedule 3 country during the BMSB season and of which are captured by the [Import Health Standard for Vehicles, Machinery and Parts \(the Standard\)](#).

This form must be completed and submitted to MPI prior to the commodities arriving if these have not been managed for BMSB due to meeting the exclusion criteria stated in the relevant section of the Standard.

MPI may make enquires with the manufacturer around storage conditions if given reason to suspect that the commodities have not been stored indoors as per this declaration or any other exclusion criteria declared is questionable. MPI may also take further verification or compliance action at the time and in the future where there is evidence that the declaration is false or incorrect and may remove that manufacturer's ability to use the exclusion offered under the Standard.

The BMSB season includes risk goods departing on or after the 1st of September and arriving into New Zealand on or before the 30th of April of any year.

BMSB Management Declaration:

I (*name of declarant*) on behalf of (*manufacturing or distributing company or representing agency*) declare that these risk goods have met the following criteria:

(Please pick the applicable commodity type(s)).

New Parts for a Vehicle or Machine (Section 6.3.)

1. New parts (as listed below) have only been stored indoors between the manufacturing process and exportation to New Zealand.	Y/N
2. New parts have been exported in a fully enclosed FCL or FAK container.	Y/N

New Machinery (Section 5.3)

1. New machinery as listed below have only been stored indoors between the manufacturing process and exportation to New Zealand.	Y/N
2. New machinery has been exported in a fully enclosed FCL or FAK container.	Y/N

3. New machinery is non-drivable and not intended for outdoor usage.	Y/N
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New Tyres (Section 7.2)

1. New Tyres as listed below have only been stored indoors between the manufacturing process and final exportation to New Zealand.	Y/N
2. New Tyres have been exported in a fully enclosed FCL or FAK container.	Y/N

Please complete if applicable:

Commercial Invoice Number(s)	Description of Goods	Total Number of Packages

Risk goods have been loaded into Container Number(s): (for FCL only)	
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Name of Declarant: _____

Signature of Declarant: _____

Position in the company: _____

Date: _____

Notes:

- 1) This is a template produced by MPI. MPI will accept other declaration forms modified by a company or importing agency providing the same applicable exclusion criteria features on the declaration.
- 2) Please see the [Import Health Standard for Vehicles, Machinery and Parts](#) for clarifications to the content or definitions of terms/words used on this form.

SCHEDULE 2: MPI APPROVED SYSTEM APPLICATION FORM

**MPI Approved System Application for Vehicles,
Machinery and Parts**

Note: This form is to be used for system applications where the manufacturing supply chain includes only indoor storage between manufacturing and exportation and when risk goods are exported to New Zealand in a fully enclosed container.

As part of this application, please provide MPI with:

- A satellite image (such as from Google Earth) of the manufacturing and indoor storage facilities including the landscape at least 2kms around the manufacturing/storage site(s); and
- A minimum of 6 photos showing the inside and outside of the indoor storage facilities; and
- Please complete the following questions in order for MPI to assess the risk of the manufacturing supply chain regarding BMSB and approved as a MPI Approved System.

<p>1. State the exact addresses where the vehicles, machinery or parts bound for New Zealand are manufactured and stored:</p> <p>Manufacturing location(s):</p> <p>Storage locations(s) if applicable:</p>
<p>2. Are the manufacturing and indoor storage facility(s) fully sealable from the outside environment (including pests)?</p>
<p>3. Are the manufacturing and indoor storage facility(s) fully closed at night? Or do they operate continuously at all times of the day and night.</p>

4. Is there currently a pest monitoring/control programme carried out at the manufacturing and/or indoor storage facility(s)? Please explain.

5. How many days are the goods stored at the manufacturing facilities after manufacturing before loading into the fully enclosed container?

OR

If they are transferred to another storage facility, how many additional days are they stored there before being loaded into a container for export?

6. Are goods ever loaded into a fully enclosed container which contains, or will contain goods from other manufacturers or exporters?

7. Will the container(s) carrying your goods ever be transhipped through another country on the way to New Zealand?

If yes what country(s) will this occur in and will the container remain unopened during that time?

8. Does your company carry out or oversee the goods being loaded into the container? If not please specify the third party that carries this out.

9. Please explain any current risk management process or procedures that are carried out at the premises to help prevent biosecurity contamination such as BMSB.

Please note, MPI will not deny a system based on a lack of current risk management recorded on this form. MPI will request appropriate risk management measures for approval after reviewing this application and an assessment of the risk has been made. Any already existing procedures will be taken into consideration when MPI request risk management measures.