



Import Health Standard

Vehicles, Machinery and Parts

VMP

[Document Date]

Draft

TITLE

Import Health Standard: Vehicles, Machinery and Parts

COMMENCEMENT

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

REVOCATION

This import health standard revokes and replaces the *Import Health Standard: Vehicles, Machinery and Parts*, which came into force on 11 August 2021, 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 24A of the Biosecurity Act 1993 and incorporates amendments made in accordance with section 24B(1)(a) of that Act.

Dated at Wellington, [Document Date]

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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.

Who should read this?

This Import Health Standard should be read by importers of all new and used vehicles, machinery and parts, from all countries. Those involved with the importation, shipment and 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 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. 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

Refer to [Schedule 5](#) for the amendment record for this IHS.

Other information

Guidance

The information contained within a border throughout this document is for guidance and is not part of the statutory requirements. 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 [Import Health Standard: Sea Containers from All Countries](#).

Air containers

Air containers carrying vehicles, machinery and parts must comply with the requirements of the [Import Health Standard: Air Containers from All Countries](#).

Treatment of vehicles, machinery and parts

Treatments required by this IHS must comply with the treatment specifications of [Treatment Requirement: Approved Biosecurity Treatments](#).

Wood packaging and other restricted packaging material

All wood packaging associated with importing vehicles, machinery and parts must comply with the requirements of the [Import Health Standard: Wood Packaging Material from All Countries](#).

Used equipment associated with animals or water

Used equipment associated with terrestrial and aquatic animals must comply with the requirements of the [Import Health Standard: Used Equipment Associated with Animals or Water](#).

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 excluded under *Schedule 1: Part B*

1.2 Incorporation by reference

- (1) The following documents are incorporated by reference under section 142M of the Act.
 - a) The following International Standards for Phytosanitary Measures (ISPMs) published by the International Plant Protection Convention.
 - i) ISPM 4. Requirements for the establishment of pest free areas.
 - ii) ISPM 10. Requirements for the establishment of pest free places of production and pest free production sites.
 - iii) ISPM 14. The use of integrated measures in a systems approach for pest risk management.
 - iv) ISPM 24. Guidelines for the determination and recognition of equivalence of phytosanitary measures.
 - v) ISPM 41. International movement of used vehicles, machinery and equipment.

These standards are found at <https://www.ippc.int/en/core-activities/standards-setting/ispm/>.

- b) MPI [*Treatment Requirement: Approved Biosecurity Treatments*](#) (MPI-ABTRT).
- (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.

Guidance

- Incorporation by reference means that standards, guidelines or lists are incorporated into the IHS and they form part of the requirements

1.3 Definitions

- (1) Terms used in this Standard 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:
<https://www.legislation.govt.nz/act/public/1993/0095/latest/whole.html>
- (2) Definitions of terms used in this Standard are set out in *Schedule 1* of this document.

1.4 General import conditions

- (1) All consignments must be clean and free of biosecurity contaminants and regulated pests on arrival in New Zealand in accordance with the biosecurity contamination thresholds listed in *Schedule 4* of this IHS.
- (2) Before arrival, importers must ensure that all relevant requirements set out in this IHS are met and they must provide MPI with the following information:
 - 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;
 - d) Loading ports (airports or seaports) used during the journey from the country of export to New Zealand including ports used for transshipping;
 - e) Shipment details: vessel, voyage number, container number (if relevant) and date of loading;
 - f) The number and type of each item;
 - g) Make, model and date of manufacturer (applicable to vehicles/machinery only); and Unique identity information, such as a vehicle identification number (this generally applies to entire/whole vehicles/machinery only).

Guidance

- Without thorough cleaning, used items imported under this standard are very unlikely to be free of biosecurity contaminants and regulated pests on arrival in New Zealand.
- Items are considered "used" if they have left the standard manufacturing, logistics or sales supply chain for use, field testing or demonstration.
- Items that arrive in New Zealand with pooled water are considered contaminated (see *Schedule 4*).
- Specific guidance about on-arrival verification that MPI carries out before biosecurity clearance is given can be found on MPI's webpage: [Steps to importing vehicles, machinery or parts](#).

1.5 Additional documentation

- (1) All documentation that is required under *section 1.5* to accompany vehicles, machinery and parts must, unless otherwise stated, be in English or have an English translation that is clear and legible.
- (2) Where required by the IHS, the consignment must have documentation specified in, and meets the requirements, of clauses *1.5.1* to *1.5.6*.

1.5.1 Evidence of MPI-approved system

- (1) Where required by this IHS, evidence of an MPI-approved system must confirm that vehicles, machinery and parts have been managed by an MPI-approved system.

1.5.2 Manufacturer's declaration

- (2) Where required by the IHS, a manufacturer's declaration must confirm that eligible new items (e.g. new smaller vehicles, new machinery, non-fully enclosed trailer, new parts and new tyres) meet the relevant exclusion criteria as specified in *2.1.2(3)*, *2.2(5)*, *2.4.3(3)* and *2.6.3(3)*.

1.5.3 Ballast system declaration

- (1) Where required by the IHS, a ballast system declaration must confirm whether a used watercraft has a water ballast system or not as specified in *2.2(2)* and indicate the chosen ballast system treatment option.

1.5.4 Cleaning declaration

- (1) Where required by the IHS, a cleaning declaration must confirm internal and external cleaning of used outdoor or targeted machinery, or vehicle and machinery parts. The cleaning date, physical address where the cleaning took place, the name and signature of the person doing or supervising the cleaning must be included. As specified in 2.4.2(1)b) and 2.5.2(1)b).

1.5.5 Treatment certificate

- (1) Where required by the IHS, a treatment certificate must confirm vehicles, machinery and parts were treated in accordance with MPI-ABTRT, when required in *Part 2*. The treatment certificate must include all information as specified in *Schedule 2*.

1.5.6 Evidence when *Schedule 3* clause 2 applies

- (1) Where required by the IHS, evidence must confirm the goods were sealed in a fully enclosed container before 1 September and exported before 1 October.

Guidance

- A manufacturer's declaration, a ballast system declaration, and a cleaning declaration template can be found on [MPI's webpage: Forms and templates for importing vehicles, machinery or parts.](#)
- The seal number and a date-stamped photograph of sealing are sufficient evidence to satisfy the evidence for consignments under BMSB management (*Schedule 3*, clause 2) documentation requirements.

1.6 Transshipping through New Zealand

- (1) All vehicles, machinery and parts transshipped through New Zealand via sea freight without biosecurity clearance, must comply with the following:
- a) Breakbulk and consignments in a non-fully enclosed container must:
 - i) Be clean and free of biosecurity contaminants and regulated pests on arrival in New Zealand; AND
 - ii) Meet the commodity specific requirements in *Part 2*.
 - b) Consignments in a fully enclosed container must remain in the unopened container while in New Zealand.

Part 2: Commodity-specific requirements for imports as sea freight

- (1) Consignments imported as sea freight must comply with the general requirements set out in *Part 1* of this IHS and the commodity-specific requirements set out in this part.
- (2) Consignments exported from countries listed in *Schedule 3* on or after 1 September and arriving in New Zealand on or before the 30 April must comply with BMSB management requirements as specified in *Part 2* and *Part 3* of this IHS.
- (3) Consignments transhipped through countries listed in *Schedule 3* on or after 1 September and arriving in New Zealand on or before 30 April must comply with BMSB management requirements as specified in *Part 2* and *Part 3* of this IHS OR meet the conditions specified in *Schedule 3: Part B*.

Guidance

- Information on the following can be found on the MPI website:
 - [MPI-approved system](#)
 - [MPI-approved offshore treatment provider](#)

2.1 Land vehicles

Guidance

- Refer to *Schedule 1: Part B* for a definition of land vehicles and some exclusions.

2.1.1 Used land vehicles

- (1) Used land vehicles must meet the general requirements outlined in *Part 1*.
- (2) If exported from **Japan**, passenger vehicles, trucks, buses, campervans or caravans must be managed by an MPI-approved system **year-round**.
- (3) When **Schedule 3 BMSB management** applies, used land vehicles must be EITHER:
 - a) Managed by an MPI-approved system; AND
 - b) For all used passenger vehicles, trucks, buses, campervans and caravans, the system must use a treatment in accordance with MPI-ABTRT before arrival in New Zealand;**OR**
 - c) Treated in accordance with MPI-ABTRT before arrival, by an MPI-approved offshore treatment provider, and meet the applicable post-treatment requirements of *Part 3*.

Guidance

- Passenger vehicles are designed for road use, have at least four wheels and have less than nine seating positions. This includes cars, vans, utes and some shuttles.
- A detailed resource on cleaning used vehicles can be found on the MPI website: [Guidance for cleaning used vehicles](#)
- 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.
- As per *section 1.5*, a treatment certificate is required as proof of treatment.

2.1.2 New land vehicles

- (1) New land vehicles must meet the general requirements outlined in *Part 1*.

- (2) When **Schedule 3 BMSB management** applies, new land vehicles must be EITHER:
- a) Managed by an MPI-approved system that is approved to manage BMSB risk;
- OR**
- b) Treated in accordance with MPI-ABTRT before arrival, by an MPI-approved offshore treatment provider, and meet the applicable post-treatment requirements of *Part 3*.
- (3) New land vehicles are not required to meet clause (2), if all the following apply:
- a) They are small vehicle types, OR non-fully enclosed trailer; AND
 - b) They are not exported from Italy; AND
 - c) They have been continuously stored indoors after manufacture, OR have only been exposed to short periods of outdoor storage, for loading or movement purposes not exceeding 4 hours, before being loaded into a fully enclosed FAK or FCL; AND
 - d) A manufacturer's declaration is completed and submitted to MPI, declaring that the matters in a), b), c) apply, prior to the arrival in New Zealand.

Guidance

- Small vehicle types include motorcycles, go-karts, scooters, snowmobiles and tricycles.
- A non-fully enclosed trailer has 5 sides or less. For example, the trailer bed has 4 sides but no roof.
- A manufacturer's declaration template can be found on MPI's webpage: [Forms and templates for importing vehicles, machinery or parts](#).
- As per *section 1.5*, a treatment certificate is required as proof of treatment.

2.2 Watercraft

Guidance

- Refer to *Schedule 1: Part B* for a definition of watercraft and some exclusions.
- This section applies to all watercraft not arriving in New Zealand under their own power (for example, if they are exported as cargo on another transporting vessel).
- As part of the information that must be provided by importers under *section 1.4*, the importer must declare whether the watercraft is new or used. Watercraft are considered "used" if they have left the standard manufacturing logistics and sales supply chain for usage, field testing, demonstration or other purposes.

- (1) Watercraft must meet the general requirements outlined in *Part 1*.
- (2) For used watercraft, a declaration must be provided confirming whether the watercraft has a water ballast system.
- (3) If the used watercraft has a water ballast system, one of the following conditions must be met:
- a) The ballast system must be treated before OR on arrival, in accordance with MPI-ABTRT. Treatments must be carried out by:
 - i) An MPI-approved treatment provider, OR
 - ii) A treatment provider approved by a competent authority in the exporting country;
- OR**
- b) Evidence must be provided that the ballast system includes an integrated treatment system.
- OR**
- c) The ballast system consists of ballast bags, and these have been removed before export.
- (4) When **Schedule 3 BMSB management** applies, watercraft (new and used) must be EITHER:

- a) Managed by an MPI-approved system that has been approved to manage BMSB risk;

OR

- b) Treated in accordance with MPI-ABTRT before arrival by an MPI-approved offshore treatment provider, and meet the applicable post-treatment requirements of *Part 3*;

OR

- c) Treated (externally and internally) by fogging or spraying with a residual insecticide in accordance with MPI-ABTRT, with the following conditions:
- i) The first application must occur before arrival in New Zealand; AND
 - ii) The applicable post-treatment requirements of *Part 3* must be met; AND
 - iii) 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
 - iv) The application must be repeated upon arrival in New Zealand:
 - 1) In the container, if space allows for opening of compartments and spray can be applied to all areas; OR
 - 2) At time of unpacking from a fully enclosed sea container; OR
 - 3) Within 24 hours if arriving as break-bulk or in a non-fully enclosed container.

- (5) New jet skis and sea scooters are not required to meet 2.2(4), if all of the following apply:

- a) Export is not from Italy; AND
- b) They have been stored indoors continuously after manufacture or have only been exposed to 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

- An MPI-approved treatment may not be suitable for some craft types and may cause damage. Please confirm if the MPI-approved treatment is suitable for your craft type, such as checking with the treatment supplier or manufacturer to see what treatment is appropriate for your craft.
- Residual insecticide treatment may be carried out by anyone who can treat in accordance with the requirements listed above and the treatment certification requirements in section *Schedule 2*.
- A manufacturer's document confirming the treatment system's presence and functionality is sufficient evidence to meet the requirement of 2.2(3)b).
- Importers of residually treated watercraft can expect MPI to carry out an MPI inspection within 48 hours of the on-arrival treatment application.
- A ballast system declaration template and a manufacturer's declaration template can be found on MPI's webpage: [Forms and Templates for importing vehicles, machinery or parts](#).
- As per section 1.5, a treatment certificate is required as proof of treatment.

2.3 Aircraft

Guidance

- Refer to *Schedule 1: Part B* for a definition of aircraft and some exclusions.
- This section applies to all aircraft not arriving in New Zealand under their own power (for example, if they are exported as cargo on another transporting vessel).
- Aircraft that are partially dismantled for shipping are not considered parts.

- (1) Aircraft must meet the general requirements in *Part 1*.
- (2) When **Schedule 3 BMSB management** applies, aircraft must be EITHER:

- a) Managed by an MPI-approved system that has been approved to manage BMSB risk;
- OR**
- b) Treated in accordance with MPI-ABTRT before arrival by an MPI-approved offshore treatment provider, and meet the applicable post-treatment requirements of section *Part 3*;
- OR**
- c) Treated (externally and internally) by fogging or spraying with a residual insecticide in accordance with MPI-ABTRT, with the following conditions:
- i) The first application must occur before arrival in New Zealand; AND
 - ii) The applicable post-treatment requirements of *Part 3* must be met; AND
 - iii) 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
 - iv) The application must be repeated upon arrival in New Zealand:
 - 1) In the container, if space allows for opening of compartments and spray can be applied to all areas; OR
 - 2) At time of unpacking from a fully enclosed sea container; OR
 - 3) Within 24 hours if arriving as break-bulk or in a non-fully enclosed container.

Guidance

- An MPI-approved treatment may not be suitable for some craft types and may cause damage. Please confirm if the MPI-approved treatment is suitable for your craft type, such as checking with the treatment supplier or chemical manufacturer to see what treatment is appropriate for your craft.
- Residual insecticide treatment may be carried out by anyone who can treat in accordance with the requirements listed above and the treatment certification requirements outlined in *Schedule 2*.
- MPI may inspect residually treated aircraft (new or used) within 48 hours of on-arrival treatment.
- As per *section 1.5*, a treatment certificate is required as proof of treatment.

2.4 Machinery

Guidance

- See *Schedule 1: Part B* for definitions of indoor or non-targeted machinery (*section 2.4.1*) and used outdoor or targeted indoor machinery (*section 2.4.2*).
- *Sections 2.4.1* and *2.4.2* only refer to used machinery; for all new machinery see *section 2.4.3*.
- An entire/whole vehicle or machine taken apart for transport (and intended for reassembly upon arrival) is still classed as an 'entire/whole' vehicle or machine (not parts).

2.4.1 Used indoor or non-targeted machinery

- (1) Used indoor or non-target machinery must meet the general requirements in *Part 1*.
- (2) If exported from **Italy** AND **Schedule 3 BMSB management** applies, used indoor or non-target machinery must be EITHER:
- a) Managed by an MPI-approved system that has been approved to manage BMSB risk;
- OR**
- b) Treated in accordance with MPI-ABTRT before arrival, by an MPI-approved offshore treatment provider, and meet the applicable post-treatment requirements of *Part 3*.

2.4.2 Used outdoor or targeted machinery

- (3) Used outdoor or targeted machinery must meet the general requirements in *Part 1*, and be EITHER:

- a) Managed by an MPI-approved system;
 - OR**
 - b) Attested as clean at the time of cleaning, with the cleaning declaration submitted to MPI before the used machinery arrives in New Zealand.
- (4) When **Schedule 3 BMSB management** applies, used outdoor or targeted machinery must be treated in accordance with MPI-ABTRT before arrival in New Zealand. If used outdoor or targeted machinery is not imported under an MPI-approved system, the machinery must also:
- a) Be treated by an MPI-approved offshore treatment provider; AND
 - b) Meet the relevant post-treatment requirements in *Part 3*.

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 detailed resource on cleaning used machinery can be found on the MPI website: [Guidance for cleaning outdoor or targeted machinery](#).
- A cleaning declaration template can be found on MPI's webpage: [Forms and templates for importing vehicles, machinery or parts](#).
- An individual can complete the cleaning and cleaning declaration instead of a professional cleaning company/service as long as the individual can remove all biosecurity contaminants and regulated pests.
- As per *section 1.5*, a treatment certificate is required as proof of treatment.

2.4.3 New machinery

- (1) New machinery must meet the general requirements in *Part 1*.
- (2) When **Schedule 3 BMSB management** applies, new machinery must be EITHER:
- a) Managed by an MPI-approved system that has been approved to manage BMSB risk;
 - OR**
 - b) Treated in accordance with MPI-ABTRT before arrival by an MPI-approved offshore treatment provider; and meet the applicable post-treatment requirements in *Part 3*.
- (3) New machinery are not required to meet 2.4.3(2) if all of the following apply:
- a) They are not exported from Italy; AND
 - b) They are non-drivable; AND
 - c) They have 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) A manufacturer's declaration is completed and submitted to MPI, declaring that the matters in a), b), and c) apply, prior to arrival in New Zealand.
- (4) A manufacturer's declaration is not required for the following new machinery types:
- a) Home or office electronics or appliances
 - b) Medical, laboratory, pharmaceutical or x-ray imaging machinery
 - c) Indoor cooling or heating units
 - d) Indoor industrial machines for food production or processing
 - e) Indoor textile and tool cutting machines
 - f) Handheld garden machinery and handheld power tools
 - g) Indoor robotic machinery

h) Indoor gym machinery

Guidance

- A manufacturer's declaration template can be found on MPI's webpage: [Forms and templates for importing vehicles, machinery or parts](#).
- A drivable machine is one where a person controls the propulsion and direction of the machine, by sitting or standing on the machine or otherwise operating it (including remotely). Machines that are pushed or pulled by a person are not classed as drivable machines.
- As per *section 1.5*, a treatment certificate is required as proof of treatment.

2.5 Vehicle and machinery parts

Guidance

- Refer to *Schedule 1: Part B* for a definition of vehicle and machinery parts and some exclusions.
- Used tyres not on rims or wheels and all new tyres for vehicles and machinery are classified as tyres under *section 2.6* of this IHS (not parts).
- This section includes parts from, or for, all vehicle types (including all land vehicles, aircraft and watercraft) and machinery.

2.5.1 Used parts from or for indoor or non-targeted machinery

- (1) Used parts from or for indoor or non-targeted machinery must meet the general requirements in *Part 1*.
- (2) When exported from **Italy** AND **Schedule 3 BMSB management** applies, used parts from indoor or non-targeted machinery must be EITHER:
 - a) Managed by an MPI-approved system that has been approved to manage BMSB risk;**OR**
 - b) Treated in accordance with MPI-ABTRT before arrival, by an MPI-approved offshore treatment provider, and meet the applicable post-treatment requirements of *section Part 3*.

2.5.2 Used parts from or for a vehicle, outdoor or targeted machinery

- (1) Used parts from or for a vehicle, outdoor or targeted machinery must meet the general requirements in *Part 1*, and be EITHER:
 - a) Managed by an MPI-approved system;**OR**
 - b) Attested as clean at the time of cleaning, with the cleaning declaration submitted to MPI before the used parts arrive in New Zealand.
- (2) When **Schedule 3 BMSB management applies**, used parts from or for a vehicle, outdoor or targeted machinery must be treated in accordance with MPI-ABTRT before arrival in New Zealand AND if not imported under an MPI-approved system the following must also be met:
 - a) Treatment must be conducted by an MPI-approved offshore treatment provider; AND
 - b) Applicable post-treatment requirements of *Part 3* must be met.

Guidance

- A cleaning declaration template can be found on MPI's webpage: [Forms and templates for importing vehicles, machinery or parts](#).
- One cleaning declaration is required per consignment of parts.

- Cleaning and the declaration 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.
- 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.
- As per *section 1.5*, a treatment certificate is required as proof of treatment.

2.5.3 New parts for a vehicle or machine

- (1) New parts must meet the general requirements in [Part 1](#).
- (2) When **Schedule 3 BMSB management** applies, new parts must be EITHER:
 - a) Managed by an MPI-approved system that has been approved to manage BMSB risk;**OR**
 - b) Treated in accordance with MPI-ABTRT before arrival by an MPI-approved offshore treatment provider; and meet the applicable post-treatment requirements in *Part 3*.
- (3) New parts are not required to meet 2.5.3(2) if all of the following apply:
 - a) They are not exported from Italy; AND
 - b) They 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), b) apply, prior to arrival in New Zealand.
- (4) A manufacturer's declaration is not required if the new parts are for the following 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
 - viii) Indoor gym machinery

Guidance

- A manufacturer's declaration template can be found on MPI's webpage: [Forms and templates for importing vehicles, machinery or parts](#).
- As per *section 1.5*, a treatment certificate is required as proof of treatment.

2.6 Tyres

2.6.1 Used tyres exported in a fully enclosed container

- (1) Used tyres exported in a fully enclosed container must meet the general requirements in *Part 1* and be treated **before OR on arrival** as below:

Requirements for before arrival treatment:

- (2) Be treated in accordance with MPI-ABTRT by:
 - a) An MPI-approved offshore treatment provider;

OR

- b) A treatment provider approved by a competent authority in the exporting country.
- (3) If treated before being loaded into a fully enclosed container, the following must occur:
- a) Be treated and then segregated from untreated cargo.
 - b) Be protected from exposure to water.
 - c) Be loaded into the fully enclosed FCL or FAK container within 24 hours of treatment.
 - d) The container doors must then be closed, and vents sealed.
 - e) The doors must remain closed, unless to load other goods into an FAK container, before reclosing the doors immediately.
- (4) If treated after being loaded into the fully enclosed container, the following must occur:
- a) Be treated with the container doors closed and the container vents sealed.
 - b) The doors must remain closed, unless to load other goods into an FAK container, before reclosing the doors immediately.

Requirements for on arrival treatment:

- (5) Be treated in accordance with MPI-ABTRT by an MPI-approved treatment provider within 12 hours of unloading from the vessel.
- (6) 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, and the container doors must remain closed.
 - b) Used tyres must be treated in accordance with MPI-ABTRT by an MPI-approved treatment provider within 48 hours.

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

- (1) Used tyres exported as a break bulk consignment or in a non-fully enclosed container must meet the general requirements in *Part 1* and be treated before arrival in accordance with MPI-ABTRT by:
- a) An MPI-approved offshore treatment provider;
- OR**
- b) A treatment provider approved by a competent authority in the exporting country.
- (2) Once treated the following must occur:
- a) Be segregated from untreated cargo before exportation; AND
 - b) Be protected from exposure to water; AND
 - c) Be exported within 24 hours of treatment.

Guidance

- A detailed resource on cleaning used tyres can be found on the MPI website [Guidance for cleaning used tyres](#).
- As per *section 1.5*, a treatment certificate is required as proof of treatment.

2.6.3 New tyres

- (1) New tyres must meet the general requirements outlined in *Part 1*.
- (2) When **Schedule 3 BMSB management** applies, new tyres must be EITHER:
- a) Managed by an MPI-approved system that has been approved to manage BMSB risk;
- OR**
- b) Treated in accordance with MPI-ABTRT before arrival by an [MPI-approved offshore treatment provider](#), and meet the applicable post-treatment requirements of *Part 3*.

- (3) New tyres are not required to meet 2.6.3(2), if all the following apply:
- They are not exported from Italy; AND
 - They have been stored indoors continuously after manufacture, or have only been exposed to 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
 - 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 can be found on MPI's webpage: [Forms and templates for importing vehicles, machinery or parts](#).
- As per *section 1.5*, a treatment certificate is required as proof of treatment.

2.7 Wires, Cables and Ropes used with Land Vehicles and Machinery

- (1) This only applies to used wires and cables that are attached or have been attached to land vehicles or machinery and have been used for agricultural, horticultural or forestry purposes.

2.7.1 Used wires, cables and ropes

- (1) Used wires, cables and ropes must meet the general requirements in *Part 1* and be treated before arrival in accordance with MPI-ABTRT by:
- An MPI-approved offshore treatment provider;
- OR**
- A treatment provider approved by a competent authority in the exporting country.
- (2) Used wires, cables and ropes must be wrapped or sealed in an insect-proof packaging immediately after treatment.

Guidance

- As per *section 1.5*, a treatment certificate is required as proof of treatment.

Part 3: Post-treatment BMSB requirements when not managed by an MPI-approved system

- (1) All commodities treated for BMSB in country listed in *Schedule 3* and not managed by an MPI-approved system, must meet the following applicable requirements.

3.1 When exported as break-bulk or in a non-fully enclosed container

- (1) If not treated at the export port, one of the following must apply:
- a) Be moved directly to the export port within 6 hours of treatment;
- OR**
- b) Be wrapped or sealed in an insect-proof packaging immediately after treatment and moved directly to the export port within 24 hours;
- OR**
- c) Be sprayed thoroughly with a residual insecticide immediately after treatment and moved directly to the export port within 24 hours.
- (2) Once the treated goods arrive at the export port, or if treated at the export port, they 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.

Guidance

- An approved alternative agreement can be made with MPI in writing at least 30 days before treatment. Email Standards@mpi.govt.nz to discuss this. See the [application form](#) for further guidance.
- Residual insecticides for spraying risk goods are outlined in MPI-ABTRT (List for aircraft and watercraft).

3.2 When exported in a fully enclosed container (FCL or FAK)

- (1) If treated before loading into the container:
- a) Treated goods must be segregated from untreated risk goods or other possible sources of BMSB contamination, AND
 - b) Must be loaded and the container doors closed within 120 hours of treatment, AND
 - c) Containers must not be reopened before export, unless it is necessary to load more goods into a FAK container (must be closed again immediately).
- (2) If treated after being loading into the container:
- a) Container doors must be closed, and vents sealed during treatment, AND
 - b) Container must not be reopened before export, unless it is necessary to load more goods into a FAK container (must be closed again immediately).

Guidance

- Vehicles, machinery, parts and new tyres that are treated in a country listed in *Schedule 3* should be loaded into a secured container as quickly as possible.

- MPI recommends placing only treated or non-risk goods into a FAK container to avoid delays at the border.

Draft

Part 4: Commodity specific requirements for imports as airfreight

- (1) Consignments imported as air freight must comply with the general requirements outlined in *Part 1*.

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 which requirements apply.

4.1 Used Watercraft

- (1) A declaration must be provided confirming whether the used watercraft has a water ballast system.
- (2) If the used watercraft has a water ballast system, one of the following conditions must be met:
- a) The ballast system must be treated before OR on arrival, in accordance with MPI-ABTRT. Treatments must be carried out by:
 - i) An MPI-approved treatment provider;
 - OR**
 - ii) A treatment provider approved by a competent authority in the exporting country;
 - OR**
 - b) Evidence must be provided that the ballast system includes an integrated treatment system;
 - OR**
 - c) The ballast system consists of ballast bags, and these have been removed before export.

Guidance

- Refer to *Schedule 1: Part B* for a definition of watercraft and some exclusions.
- As part of the information that must be provided by importers under *section 1.4* the importer must declare whether the watercraft is new or used. Watercraft are considered “used” if they have left the standard manufacturing logistics and sales supply chain for usage, field testing, demonstration or other purposes.
- A ballast system declaration template and a manufacturer’s declaration template can be found on MPI’s webpage: [Forms and Templates for importing vehicles, machinery or parts](#).
- An MPI-approved treatment may not be suitable for some craft types and may cause damage. Please confirm if the MPI-approved treatment is suitable for your craft type, such as checking with the treatment supplier or manufacturer to see what treatment is appropriate for your craft.
- A manufacturer’s document of confirming the treatment system’s presence and functionality is sufficient evidence to meet the requirement of 4.1(2)b).

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.

BACC

Biosecurity Authority/Clearance Certificate.

Ballast bag

A component of a water ballast system designed to be filled with water, made from a flexible material (i.e. polyethylene, vinyl).

Ballast tank

A component of a water ballast system designed to be filled with water, made from inflexible material (i.e. stainless steel).

Ballast treatment system

An integrated treatment system installed in some watercraft designed to inactivate or remove aquatic organisms from ballast water.

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.

Drivable

A drivable machine is one where a person controls the propulsion and direction of the machine, by sitting or standing on the machine or otherwise operating it (including remotely). Machines that are pushed or pulled by a person are not classed as drivable machines.

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).

Fully enclosed trailer

A trailer with six sides (for example, where the trailer bed has four walls and a roof).

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 approved by the offshore competent authority, or part of the Department of Agriculture, Fisheries and Forestry AusTreat pre-border biosecurity 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, field 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-fully enclosed trailer

A trailer with 5 sides or less (for example, where the trailer bed has 4 walls but no roof).

Non-schedule 3 country

Any country not listed under *Schedule 3* BMSB management.

On-arrival treatment

Treatment carried out when risk goods arrive in New Zealand in accordance with the BACC direction.

Official New Zealand Pest Register (ONZPR)

The searchable database of pests regulated in New Zealand, including general information about each pest as well as specific details for importers and exporters, available at <https://onzpr.mpi.govt.nz/>.

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 pest identified as regulated in ONZPR.

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.

Used (status)

Has left the standard manufacturing logistics supply chain for use, field testing, demonstration or other purposes.

Water ballast system

A system on a watercraft made up of one or more tanks and/or bags that hold water, used to provide ballast for stability.

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.

Table 1: Specific commodity definitions and exclusions

Commodity definition and inclusions	Commodity exclusions The requirements of this IHS do not apply to any commodities listed as excluded below.
Land vehicles (<i>Section 2.1</i>) 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 • Non-fully enclosed trailers ² • Army/defence vehicles (with wheels) • Amphibious vehicle • All-Terrain Vehicles and quad bikes • Golf carts • Hagglunds • Open-wheel formula race cars • Side-by-side racers • Enclosed trailers • Trains and train carriages * Passenger vehicles are vehicles that are intended for road or track use, have at least 4 wheels and have less than 9 seating positions, such as cars, closed-wheel race cars, vans, utes and some shuttles. ¹ <u>USED</u> vehicles of this type 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 2.1.2 (3): Small vehicle types, including non-fully enclosed trailers, that if <u>NEW</u> 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 <u>pedal</u> bicycles or tricycles • Children's motorised vehicles • Standing scooters or segways (electric or non-electric) • Perambulators (prams) or pushchairs • Wheelchairs • Wheelbarrows or trolleys

Watercraft (Section 2.2)	
A vehicle that is a mobile conveyance used for the purpose to transport persons or cargo and designed to be used predominately on water. Watercraft can be motorised or designed to be pulled by another vehicle type. Watercraft include but are not limited to: • Amphibious vehicles • Hovercrafts • Jet skis ¹ • Motorised boats • Sea scooters ¹ • Trailers that are exported attached to watercraft (considered part of the craft) • Yachts (sailboats) ¹ <u>NEW</u> 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 • Surfboards and paddle boards
Aircraft (Section 2.3)	
A vehicle that is a mobile conveyance used for the purpose to transport persons or cargo and designed to be used predominately in the air. Aircraft can be motorised or designed to be pulled by another vehicle type. Aircraft include but are not limited to: • Gliders • Helicopters • Hot air balloons • Planes • Spacecraft • Zeppelins (airships)	Excludes new and used: • Parachutes or parasailing devices
Machinery (Section 2.4)	
Any mechanical device that modifies or transmits energy for performing a task. The device may be towed, fixed in position, pushed, pulled or self-propelled, electric or non-electric. 2.4.1 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: (a) Is not drivable in the intended state of use (not in a dismantled state); AND (b) Has never been exposed to biosecurity contamination such as animal material, plant material (including seeds) or soil; and (c) Has never been used or stored outdoors; AND (d) Is exported in a fully enclosed FCL or FAK container. If machinery does not meet the above criteria, it falls under <i>section 2.4.2</i>. Used <u>handheld</u> garden machinery or <u>handheld</u> power tools are additionally included as indoor or non-targeted machinery, providing (d) is met.	

2.4.2 Used outdoor or targeted indoor machinery definition:

Machinery that is used or stored outdoors and/or is deemed to be of high biosecurity risk 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 (Section 2.5)

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

Tyres (Section 2.6)

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 or machine.

Excludes new and used:

- Tyres from or for children's toy vehicles or machines

Wire cables or ropes (Section 2.7)	
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.	

Draft

Schedule 2 – Treatment certificate information

- (1) The treatment certificate must include the following information:
- a) Treatment provider's name and physical address;
 - b) Treatment provider's letterhead except where a residual insecticide treatment is carried out by an individual instead of a treatment provider;
 - c) Certificate and registration number, except where a residual insecticide treatment is carried out by an individual instead of a registered treatment provider;
 - d) Description of the consignment, including quantity of items;
 - e) Name and address of exporter;
 - f) Name and address of importer;
 - g) Date upon which treatment was completed;
 - h) Signature of the treatment provider;
 - i) Address where the treatment occurred;
 - j) Treatment details specified in MPI-ABTRT, including, where applicable, the type of treatment and products used, achieved treatment rate, temperature, exposure time period, end-point readings;
 - k) A declaration from the treatment provider attesting that the requirements specified in MPI-ABTRT have been met and in the case of residual insecticide treatment, a declaration that the treatment application requirements are in accordance with *section 2.2(4)c* and *2.3(2)c*, of this standard.

Draft

Schedule 3 – Brown Marmorated Stink Bug (BMSB) management

Part A: When exported from a Schedule 3 country

- (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 120 hours before being loaded in that country, on or after 1 September; AND
 - c) Arrive in New Zealand on or 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

- The seal number and a date-stamped photograph of sealing are sufficient evidence for *Schedule 3 Part A(2)*.

Table 2: 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	Uzbekistan

Part B: Transshipping through a Schedule 3 country

Guidance

- This section applies to commodities that are exported from a non-Schedule 3 country but are transshipped through a *Schedule 3* country during BMSB season, before arriving in New Zealand.

- (1) All commodities transshipped through a country listed in Table 2 of this *Schedule* on or after 1 September and arriving in New Zealand on or before the 30 April must meet the following requirements:

Transshipped as break-bulk

- (2) The consignment must:
 - a) Be segregated from untreated risk goods or other possible sources of BMSB contamination; AND
 - b) Spend no more than 120 hours in a country listed in Table 2 of this *Schedule*.
- (3) If these conditions are not met, the goods must be retreated before arriving in New Zealand in accordance with the relevant requirements listed under *Part 2* of this IHS.

Transshipped in a fully enclosed container (FCL or FAK)

- (4) The container must remain closed while in a country listed in Table 2 of this *Schedule*.
- (5) If the container is opened, the goods must be re-treated before arriving in New Zealand in accordance with the requirements listed under *Part 2* of this IHS.

Guidance

- An approved alternative transshipping agreement can be made with MPI in writing at least 30 days before the transshipping takes place. Email Standards@mpi.govt.nz to discuss this. See the [application form](#) for further guidance.

Schedule 4 – 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.

Table 3: Thresholds for biosecurity contaminants

Type	Contaminant	Threshold Permitted Per Unit
Animals	Live animals such as amphibians, arthropods, birds, crustaceans, mammals, molluscs, reptiles	Nil tolerance (always a pest) *. <i>Note: Dead arthropods, including dead insects, mites and spiders, are not contaminants.</i>
	Animal products or byproducts such as blood, bones, carcasses, excretions, feathers, fibre, meat, bee products etc.	Nil tolerance (always a contaminant) *. <i>Note: Manufactured feather items are not considered contaminants.</i>
Aquatic	Water (pooled or standing)	Nil tolerance (always a contaminant) <i>Note: does not apply to the ballast systems of used watercraft that are accompanied with treatment certificate</i>
Micro-organisms	Fungi embedded/systemic in the vehicle, machine or part	Nil tolerance (always seen as a contaminant) *. <i>Note: Surface fungi (mildew) is not a contaminant if it can be wiped off.</i>
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) *. <i>Note: Burnt, dried, scorched pieces of material that are present in or on exhaust systems and radiators are not contaminants.</i>
	Small pieces of loose dead or dry plant material such as bark, fruit pieces, leaves, sawdust or twigs	5 or fewer pieces More than 5 pieces are actionable contaminants for MPI*. <i>Note: Burnt, dried, scorched pieces of material that are present in or on exhaust systems and radiators are not contaminants.</i>
	Pine needles	Nil tolerance (always a contaminant) *
Soil	Clumps or loose soil (may contain microorganisms)	20 grams More than 20 grams is a contaminant. <i>Note: Road film (fine dust or soil particles) that is free of organic material and present as a thin covering is not a contaminant.</i>

* Unless officially identified to not be a regulated species.

Schedule 5 – Document history

Version Date	Section 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 Brown Marmorated Stink Bug 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
XX/XX/2025	All	- Reformatting of the Standard - Addition of Uzbekistan as a Schedule 3 (BMSB risk) country - Addition of treatment requirement for the water ballast systems of used watercraft - Removal of treatment requirement outside of BMSB season for used parts from vehicles, outdoor or targeted indoor machinery exported as a full container load - Addition of a cleaning certification requirement for used parts from vehicles, outdoor or targeted indoor machinery - Addition of new non-fully enclosed trailers to the commodities that can use a manufacturer's declaration to be excluded from BMSB requirements - Addition of post-treatment requirements for used wires, cables and ropes