



## Import Health Standard for Vehicles, Machinery and Tyres

Short Name: VEHICLE-ALL

**New Measures for “new and used vehicles and machinery” from the United States have been issued.**  
**Refer to clause 4.3.**

MPI has issued a CTO direction pursuant to section 27(1) (d)(iii) approving a new treatment for “new and used vehicles and machinery” from the United States as follows:

Treatment with sulfuryl fluoride 32g/m<sup>3</sup>@21-25°C for 24 hours, 40g/m<sup>3</sup>@16-20°C for 24 hours within 72 hours of shipment

Or

Treatment with sulfuryl fluoride 16g/m<sup>3</sup>@ 10°C or greater for 12 hours with a 50% end point reading with a maximum post treatment storage period of 96 hours before shipment

Refer to CTO direction for more details: <http://www.mpi.govt.nz/importing/other/vehicles-and-machinery/>

Note: These changes will be incorporated into the IHS as part of the review currently underway.

V1.1 Issued 23 December 2014

First Issued October 2009

Issued by the Ministry for Primary Industries  
PO Box 2526  
Wellington 6011  
New Zealand

Importers are strongly advised to familiarise themselves with this IHS and the associated guidance document and to seek MPI guidance if they are unclear on any part, prior to undertaking any activities relating to the importation of vehicles, machinery or tyres.

## Issuing Authority

This *Import Health Standard (IHS) for Vehicles, Machinery and Tyres (VEHICLE.ALL)* is issued under section 24A of the Biosecurity Act 1993 (the Act).

This IHS revokes and replaces the following IHS:

- *Import Health Standard for Vehicles, Machinery and Tyres (VEHICLE.ALL)* issued 13 October 2009

Dated at Wellington this \_\_\_\_\_ day of \_\_\_\_\_ 2014.

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Director, Plants, Food and Environment  
Regulation and Assurance  
Ministry for Primary Industries  
(Issued under delegated authority)  
Version number: 1.1

For all matters relating to the interpretation, review and amendment of this IHS, please contact:

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Import Health Standard for Vehicles, Machinery and Tyres  
Ministry for Primary Industries  
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New Zealand

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For all matters relating to the operation of this IHS, including inspections, audits and treatments, please contact your local MPI office.

This IHS is accessible on:

<http://www.biosecurity.govt.nz/imports/non-organic/standards/vehicle-all.htm>

# THE STANDARD

## 1. Introduction

In accordance with section 22 of the Biosecurity Act 1993, this import health standard specifies the requirements to be met for the effective management of risks associated with the importation of vehicles/machinery/tyres before they may be imported, moved from a biosecurity control area or a transitional facility, or given a biosecurity clearance.

Vehicles/machinery/tyres that do not comply with the requirements of this standard will be decontaminated by a Chief Technical Officer (CTO)-approved means prior to release or may be reshipped or destroyed

A biosecurity clearance, pursuant to section 26 of the Biosecurity Act 1993, will be issued when vehicles/machinery/tyres meet all the requirements of this import health standard.

## 2. Biosecurity Requirements

**All vehicles/machinery/tyres imported into New Zealand must be clean, internally and externally.**

## 3. Information

All vehicles, machinery and tyres must be accompanied by CTO-approved documentation stating the following information:

- Identification (e.g., vehicle identification number (VIN));
- Make and model (applies to whole vehicles and units of machinery only);
- Port of origin;
- Shipment details, including container number (if applicable);
- Manifest of inner cargo, including number and type of tyres (if applicable);
- Name of consignor, name of consignee and consignee's full address;
- For new vehicles, new machinery and new tyres, information must be made available to MPI by the importer describing/showing that the risks of biosecurity contamination have been mitigated between manufacture and export.

## 4. Specific Requirements

4.1 The following categories of vehicles/machinery must be fumigated<sup>1</sup> (or treated by other CTO-approved means) prior to receiving biosecurity clearance:

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

4.2 Used wire ropes attached to agricultural, forestry and horticultural vehicles/machinery must be heat treated<sup>1</sup> (or treated by other CTO-approved means) prior to receiving biosecurity clearance.

<sup>1</sup> <http://www.biosecurity.govt.nz/files/regs/stds/bnz-std-abtrt.pdf>

4.3 This clause applies to all vehicles and machinery sourced and shipped from the United States.

### **Sea freight**

All new and used vehicles and machinery imported via sea freight must be:

1. Treated with:
  - a. heat (60°C / 20 minutes in the coldest location on the vehicle); or
  - b. methyl bromide (48gm/24hrs/10-15°C or 40gm/24hr/16-21°C)and
  - c. break bulk cargo must be treated no more than 48 hours prior to shipment;
  - d. containerised cargo must be treated either prior to shipment, or within 24 hours on arrival at the port of discharge.

OR

2. Managed through an MPI-approved system.

### **Airfreight**

3. All new and used vehicles and machinery imported via air do not require treatment as outlined in clauses 4.3(1) and (2), but will be risk assessed and may be treated or inspected or both;

NOTE: The accompanying guidance document provides explanatory information to assist importers in meeting the requirements of this import health standard.
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## Terms & Definitions

The following terms and definitions apply to this standard. Other terms used are as per the Biosecurity Act 1993.

### **Biosecurity risk organism**

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

### **Clean**

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

### **Equivalent system**

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

### **Machinery**

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

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

### **Vehicle**

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

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

But excluding:

- non-motorised bicycles imported as general cargo or personal effects; and
- non-road vehicles not requiring registration from New Zealand transport authorities such as skateboards, non-motorised scooters, and wheelchairs.

