

Import Health Standard for Vehicles, Machinery & Tyres

GUIDANCE DOCUMENT

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

Foreword

MAF Biosecurity New Zealand (MAFBNZ), a division of the Ministry of Agriculture and Forestry (MAF), is the lead agency in New Zealand's biosecurity system. It is responsible for enforcing the provisions of the Biosecurity Act 1993, including preventing the importation of unwanted pests and diseases, and for controlling, managing or eradicating them should they arrive.

This guidance document has been issued to accompany the MAF Standard, *Import Health Standard for Vehicles, Machinery and Tyres - VEHICLE.ALL* (the "standard"). **It is not a legally binding document** and, although it can be read independently of the standard, it should be read in conjunction with it to ensure that all matters relating to meeting the requirements of the standard are fully understood.

Review & Amendment

This guidance document is subject to review and amendment at any time to ensure that it continues to meet its purpose. Reviews and amendments will be notified to stakeholders and published on the MAFBNZ website.

MAFBNZ is committed to ensuring that guidance and advice is sought and considered from affected stakeholders prior to amendments being finalized.

All stakeholders are responsible for ensuring that the most recent version of the guidance document is used.

Contact Details

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

Operational Standards and Facilities Group – Imported Health Standard for Vehicles, Machinery and Tyres
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For all matters relating to implementation and operation of this guidance document in respect to meeting the requirements of the standard, including inspections, audits, treatments and MAF's offshore programme, please contact your local MAF office¹ or phone 0800 22 20 16.

For information on approval of equivalent systems or other related queries please contact the Cargo Directorate of MAFBNZ through the office below:

MAFBNZ Cargo Directorate – Imported Health Standard for Vehicles, Machinery and Tyres

Fax: +64 4 894 0776

¹ <http://www.biosecurity.govt.nz/biosec/org/structure/clearance>

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Quick Guide to Vehicle/Machinery Clearance at the Border

The information below is a quick guide for importers to enable and facilitate imports of vehicles/machinery into New Zealand at minimal cost and time in order to get biosecurity clearance at the border. Further details are found within specific sections of the guidance document.

1. **Talk to MAFBNZ** before vehicles/machinery are imported – MAF assistance prior to import will help minimise delays.
2. **Clean vehicles/machinery offshore** – we don't want biosecurity risk organisms in New Zealand.
3. If they're not new vehicles/machinery, **aim at getting them looking as new as possible**-cleaned inside and out, washed, vacuumed, rubbish removed.
4. Ensure that any **cleaning system** used is proven to effectively and consistently **meet the contaminant threshold levels** (Appendix 2) – talk to MAFBNZ about approved cleaning systems.
5. **Get documented evidence** of the **MAF Chief Technical Officer (CTO)-approved cleaning system** you're using. This tells MAFBNZ that any inspection and/or decontamination treatment is probably not necessary – facilitating biosecurity clearance.
6. **Containerised used vehicle parts and used tyres must be decontaminated** (e.g., fumigated).
7. **Don't put any uncleared goods in a cleared vehicle** – it's not a cargo container!
8. **Provide the required documentation** for identifying each vehicle/unit of machinery to MAFBNZ.

General Information

1. Introduction

This guidance document accompanies the *MAF Import Health Standard for Vehicles, Machinery and Tyres - VEHICLE.ALL* (the “standard”). It provides importers and other affected stakeholders of vehicles/machinery/vehicle parts/tyres² (shortened to “vehicles/machinery” for the purposes of this guidance document) with explanatory information, options and expectations to assist them in meeting the requirements of the standard and what actions MAFBNZ will undertake to verify compliance. It also outlines the accepted processes and procedures that supply chain parties and MAFBNZ inspectors should follow to control, manage or eradicate biosecurity risk organisms and contamination associated with vehicles/machinery in the absence of CTO-approved equivalent measures. In effect, it answers such questions as:

1. *How do I interpret the standard so that I can get my vehicle/machinery cleared at the border?*
2. *What does “clean” mean in practical and measurable terms?*
3. *What processes and procedures can I use to ensure vehicles/machinery are clean?*
4. *Who approves such processes and procedures and what are the minimum criteria that have to be met?*
5. *What will happen to vehicles/machinery that are not clean?*
6. *How will processes and procedures for cleaning vehicles/machinery be evaluated overall to ensure that the overall outcome of the standard is being effectively and efficiently met?*

2. Failure to Meet Biosecurity Requirements - Non Compliance

Vehicles/machinery that do not meet the requirements of the standard will not be given biosecurity clearance and will be directed³ for further action (e.g., decontamination) as considered appropriate to manage the biosecurity risks and meet the requirements of the standard. Deliberate non-compliance with the requirements of the standard, or negligence leading to non-compliance, may lead to increased intervention or prosecution of liable parties under the Biosecurity Act 1993.

3. Biosecurity Outcome

In accord with the *Imported Vehicles and Machinery Segment Strategy*⁴, the desired outcome of the standard is that biosecurity risk organisms associated with vehicles/machinery are prevented from crossing New Zealand’s border and establishing. Such establishment could adversely impact the environment, economy or health and safety of people and communities.

To achieve this outcome, biosecurity contaminants associated with vehicles/machinery need to be managed effectively and efficiently and in ways that do not unnecessarily impede trade and tourism.

² While specifically listed in the title of the standard, “vehicle parts and tyres” are included in the definition of “machinery.”

³ As per section 122 of the Biosecurity Act 1993

⁴ [MAF Biosecurity New Zealand Segment Strategy for Vehicles and Machinery](#)  (934 KB)

4. Meeting Biosecurity Requirements

4.1 General

The standard requires that **all vehicles/machinery/vehicle parts/tyres imported into New Zealand are clean**. The aim of undertaking any action to clean vehicles/machinery is to ensure that biosecurity risk organisms are not present.

To achieve this requirement, vehicles/machinery must be cleaned internally and externally, especially including those areas not readily accessible to physical inspection. This necessitates biosecurity interventions additional to physical inspection to ensure the requirement is met. In order to meet the requirement of “clean”, refer to section 4.2 below.

4.2 Contaminant Threshold Levels

While ensuring that **biosecurity risk organisms are not present** is a target, MAFBNZ acknowledges that achieving this presents practical difficulties and challenges in measurement and logistics. For this reason, clean vehicles/machinery are defined as those where the level of biosecurity contaminants is reduced to **at least** the **contaminant threshold levels** listed in Appendix 2. The threshold levels are the maximum levels of particular biosecurity contaminants permitted on/in each vehicle or unit of machinery. The validity of these levels will be kept under review and MAFBNZ reserves the right to change them at any time through amendments to this guidance document.

Notably, high risk contaminants have a contaminant threshold of zero, meaning that vehicles/machinery will not receive biosecurity clearance if these are found. Intervention measures must focus on ensuring that high risk contaminants are not present.

Clean vehicles/machinery should be managed in such a way to ensure that recontamination does not occur prior to presentation for biosecurity clearance.

4.3 Equivalence

There are a variety of means by which importers can ensure that vehicles/machinery are clean. To ensure that any method, system or process used to achieve cleanliness is validated as such, it must be approved by MAFBNZ prior to being used on vehicles/machinery imported into New Zealand.

Any person or organisation may request MAFBNZ to approve a method, system or process etc that can be shown to achieve the biosecurity requirements of the standard. The process and criteria for such equivalence applications, as per section 7, are available by contacting MAFBNZ Cargo Directorate – Imported Health Standard for Vehicles, Machinery and Tyres (see contact details).

4.4 Information

In order to verify that biosecurity requirements have been met for each vehicle/unit of machinery, the following documentation is needed by MAFBNZ. This documentation must accompany all vehicles/units of machinery arriving in New Zealand either via an electronic import entry to the New Zealand Customs Service or by sending information to MAFBNZ directly (please phone 0800 22 20 16 or contact your local MAF office¹ directly for operational details relating to documentation provision).

- 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,
- MAFBNZ confirmation that cleaning has been carried out in accord with a CTO-approved system/process to meet or exceed contaminant threshold levels, whether cleaning has been carried out offshore or onshore (i.e., CTO approved certification – if applicable), and
- For new vehicles, new machinery and new tyres, information must be made available to MAFBNZ by the importer describing/showing that the manufacturing system is sufficient to meet threshold levels and that these goods have been stored (including the length of time) and transported to the ship/aircraft in such a way to ensure the risks of biosecurity hazard contamination have been mitigated between manufacture and export.

NOTES:

1. In the case of the MAFBNZ CarShips programme, shipping companies should provide evidence of clearance type to MAFBNZ via manifest into the CarShips database.
2. For tyres, importers should be able to provide description of tyres including number of units, on-rims, or new tyres only (no used off-rim tyres accepted offshore in association with used vehicles).
3. As part of its clearance process, MAFBNZ may provide information to, or require information on behalf of, other agencies⁵.

4.5 Cargo Transported in Vehicles/Machinery

Vehicles/machinery that have been inspected offshore must not be used as cargo space (including boot space) for uncleared risk goods that may require treatment, such as personal effects or used tyres (not on rims or partially deflated). Spare tyres on rims that are considered part of a vehicle may be carried.

4.6 Approved Inspection & Treatment Interventions

4.6.1 General

There are a number of biosecurity interventions already approved by MAF CTO that can be used to meet the requirements of the standard. These include fumigation and heat treatment, as described in the [MAF Standard BNZ-STD-ABTRT: *Approved Biosecurity Treatments for Risk Goods Directed for Treatment*](#), as well as some equivalence systems approved to specific service providers. It is essential that all approved biosecurity interventions are applied in a manner that ensures they are effective for vehicles/machinery – the MAFBNZ approval process requires documented proof of effectiveness when approving individual providers and interventions.

⁵ MAFBNZ carries out structural inspection on vehicles that will be registered to be used on the road on behalf of the [New Zealand Transport Authority \(NZTA\)](#)



4.6.2 *New Vehicles & New Machinery (including new tyres)*

MAFBNZ will consider how the biosecurity interventions used in the manufacturing supply chain mitigate biosecurity contamination. If MAFBNZ surveillance confirms that the interventions effectively mitigate biosecurity contamination, new vehicles/machinery determined to be of negligible biosecurity risk by an inspector will be granted biosecurity clearance.

NOTE: If there is evidence that new vehicles/machinery (including new tyres) have been contaminated during transit, they will be managed as per section 4.9.4. If the contamination is a result of deficiencies in the biosecurity management of the manufacturing/export supply chain, importers will need to provide evidence that management has been modified to effectively mitigate any further biosecurity contamination.

4.6.3 *Used Vehicles/Machinery*

Where required, approved inspection and treatment intervention options for used vehicles/machinery for export to New Zealand may be undertaken prior to shipping from the final port of export, i.e., pre-shipment. This needs to be completed not more than 10 days prior to shipping from the port of export otherwise it will be subject to an approved pre-export inspection.

Alternatively, approved inspection and treatment interventions for used vehicles/machinery may be undertaken on arrival in New Zealand.

4.7 Vehicles/Machinery with Higher Biosecurity Risks - Biosecurity Interventions

4.7.1 *Vehicles/Machinery Requiring Fumigation or Other Decontamination Treatment*

Because of the increased biosecurity risks associated with some vehicles/machinery, the biosecurity interventions needed to ensure the requirements of the standard are met are limited. Consequently, such vehicles/machinery require fumigation, or other CTO-approved decontamination treatment, to manage these risks. As per the standard, the following categories of vehicles/machinery **must** be fumigated (or treated by other CTO-approved means⁷) prior to receiving biosecurity clearance:

- Containerized used vehicle parts, including those imported for dismantling, and
- Used tyres (deflated or not on rims) (see **NOTE**).

NOTE: If fumigation of used tyres has been carried out offshore, they need to be appropriately secured within an enclosed area (e.g., a sea freight container or an impervious cover, etc) to prevent recontamination prior to shipping.

If fumigation has **not** been carried out offshore:

- Sea freight containers of used tyres are to be fumigated within 48 hours of discharge at the port of entry in New Zealand in a manner ensuring that any mobile organisms present do not escape during the fumigation process. If fumigation cannot be carried within 48 hours, the container must be sealed (including vents and any damaged areas permitting insect egress) and treated with a knockdown insecticide while awaiting fumigation.
- Uncontainerised used tyres need to be appropriately secured within an enclosed area (e.g., a sea freight container, an impervious cover, or a room etc) immediately upon discharge and treated with a knockdown insecticide. Fumigation must be carried out within 48 hours of arrival.

As per the standard, used wire ropes attached to used agricultural, forestry and horticultural machinery **must** be heat-treated (or treated by other CTO-approved means⁷) prior to receiving biosecurity clearance.

4.7.2 Vehicles/Machinery Potentially Requiring Fumigation or Other Decontamination Treatment

Apart from vehicles/machinery identified above (4.7.1) definitely requiring a decontamination treatment, other vehicles/machinery are an increased biosecurity risk when found to be contaminated. Decisions on whether such treatment is required will be made by MAFBNZ on a case-by-case basis. As a general guide, the types of vehicles/machinery include the following.

- Used agricultural, forestry and horticultural machinery,
- Used wire ropes attached to vehicles/machinery (apart from used agricultural, forestry and horticultural machinery) and found to be contaminated (see above and **NOTE 2**),
- Vehicles/machinery showing evidence of holding pools of water or being partially or fully submerged in water (e.g., presence of water tide marks, biofouling), excluding traces of water remaining as a by-product of a CTO-approved cleaning process,
- New vehicles/machinery that have become contaminated during transit, and
- Any other vehicle/unit of machinery that, by its very nature, use, source, history or other such factor, has been determined by an inspector to require treatment (e.g., garbage trucks, used vehicles from the United States of America⁶).

NOTES:

1. Some vehicles/machinery are especially large and complex and may require extensive dismantling in order to effect specific biosecurity measures. MAFBNZ should be consulted in such cases to avoid unnecessary costs and the option of sending inspectors to overseas ports to supervise the implementation of such measures should be considered.
2. Used wire ropes should be detached from vehicles/machinery for decontamination and may require unrolling to remove contaminant debris.

As discussed in section 4.3, MAFBNZ will consider any non-MAF CTO approved biosecurity intervention for equivalence.

MAFBNZ should be consulted prior to import if there are doubts over whether vehicles/machinery are a higher biosecurity risk and require a specific decontamination treatment.

4.8 MAFBNZ Actions in the Absence of CTO-Approved Biosecurity Interventions

Where biosecurity interventions are not CTO-approved, MAFBNZ will implement one of two intervention options (described below) in order to meet the requirements of the standard. The difference between the options is essentially confirmation of presence of concealed contaminants through the use of a videoscope. If the videoscope confirms presence of concealed contaminants, these need to be removed/inactivated in an approved manner. This may involve heat treatment or fumigation depending on the nature of the contamination. In some cases, localised removal or other measure may be employed. The costs of Option 1 are not as fixed as those for Option 2.

⁶ Due to the high incidence of black widow spiders (*Latrodectus* spp.) present in and on these vehicles.

Option 1:

- **Physically inspected for the presence of visible contaminants.**
- **Inspected using a videoscope for the presence of concealed contaminants.**
- **If contaminants are detected, then remove/inactivate concealed contaminants in an approved manner⁷.**

Option 2:

- **Physically inspected for the presence of visible contaminants.**
- **Heat treated or fumigated in an approved manner to remove/inactivate concealed contaminants.**

NOTE: Importers should provide MAFBNZ directions as to their preferred option.

4.9 Importing Contaminated Vehicles/Machinery

4.9.1 *Management of Risk Offshore*

MAFBNZ strongly recommends that importers undertake biosecurity interventions offshore to reduce the likelihood of biosecurity contaminants, particularly high-impact risk organisms, entering New Zealand. Offshore intervention will also assist in avoiding delays and costs on arrival. To reduce the likelihood of recontamination, such activity must be completed not more than 10 days prior to shipping from the port of export otherwise vehicles/machinery will be subject to a pre-export MAF inspection.

4.9.2 *Offshore/Onshore Biosecurity Interventions*

Where required, approved biosecurity intervention options for used vehicles/machinery for export to New Zealand may be undertaken prior to shipping from the final port of export, i.e., pre-shipment. This needs to be completed not more than 10 days prior to shipping from the port of export otherwise vehicles/machinery will be subject to an approved pre-export inspection on arrival in New Zealand.

Alternatively, approved biosecurity interventions may be undertaken on arrival in New Zealand.

While vehicles/machinery cannot receive biosecurity clearance until they enter New Zealand, confirmation of cleanliness can be provided to MAFBNZ prior to shipping by approval of biosecurity intervention processes and systems and MAFBNZ-documented verification of assessment and audit or following implementation of MAFBNZ actions (section 4.8).

4.9.3 *Shipping of Contaminated Vehicles/Machinery*

Importing vehicles/machinery **known** to be contaminated, particularly with mobile organisms (e.g., ants) presents increased biosecurity risks and shipping of such vehicles/machinery is therefore actively discouraged. If decontamination of vehicles/machinery found to harbour biosecurity contaminants prior to shipping is not possible, they should be shipped in a CTO-approved manner to prevent cross-contamination with other cargo and managed on arrival in New Zealand, as per section 4.8.

⁷ [MAF Standard BNZ-STD-ABTRT: Approved Biosecurity Treatments for Risk Goods Directed for Treatment](#).

4.9.4 Management of Vehicles/Machinery Suspected/Known to be Contaminated On-Arrival in New Zealand

All vehicles/machinery imported into New Zealand is to be landed at ports that have suitable decontamination/cleaning facilities approved as transitional facilities to the MAF standard [BNZ-STD-TFGEN: Standard for General Transitional Facilities for Uncleared Goods](#).

Vehicles/machinery known to be contaminated prior to shipping or have since found to be contaminated, either prior to discharge or following the inspection above, will be managed by MAFBNZ in a manner appropriate to the level and type of contamination. Management may involve:

- Direction to be decontaminated in an approved manner,
- Prohibition of discharge, particularly where contamination is observed aboard the vessel, or
- Direction to be reshipped to a port outside New Zealand's jurisdiction.

Uncleared vehicles/machinery landed in New Zealand must have an external inspection carried out within 12 hours of discharge at the port of entry, or within 12 hours of being devanned from a sea container.

Decontamination should be carried out at a transitional facility approved to [BNZ-STD-TFGEN: Standard for General Transitional Facilities for Uncleared Goods](#) using a CTO-approved method. Transportation to the transitional facility needs to be carried out in a manner, as directed by an inspector, which mitigates the escape of any biosecurity contaminants. Such vehicles/machinery may be given biosecurity clearance and released from a decontamination transitional facility by an inspector on an individual basis after re-inspection or as part of an approved biosecurity intervention system.

5. Management of Uncleared Vehicles/Machinery - Treatment Responsibility

Contaminated goods are imported at the importers risk. If pre-clearance decontamination is required, this is entirely at the importers risk and expense in all respects. Decontamination is not carried out on behalf of MAFBNZ but is a private arrangement between the treatment supplier and the importer. Whilst MAFBNZ will ensure that only suitably-qualified treatment suppliers are available in New Zealand, it accepts no responsibility for any failure by the treatment supplier in its contract for decontamination services with the importer.

6. Costs

The costs to MAFBNZ in performing functions relating to the importation of vehicles/machinery are paid in accordance with the Biosecurity Act 1993 and any regulations made under that Act, including all costs associated with documentation, transport, storage, inspection, treatment, re-export and obtaining a biosecurity clearance.

7. Performance Measurement of Biosecurity Interventions

7.1 Approval

Biosecurity interventions should be approved by a MAF CTO prior to being used. Approval will require trials, testing, validation or other such science/analytical -based means, to show that the intervention(s) can reliably clean vehicles/machinery to or below threshold levels (Appendix 2) in order to meet the requirements of the standard.

7.2 Assessment & Audit

The type of biosecurity intervention(s) employed will determine the most appropriate assessment and audit regime used by MAFBNZ to determine and monitor effectiveness. This may include system and outcome-based audits, physical inspection, use of videoscope technology, partial dismantling or other such means. Factors that will be taken into account include:

- the degree of risk,
- vehicle/machinery type and source,
- accessibility of surfaces or compartments,
- whether the vehicle/machinery is new or used,
- reliability, robustness and proven effectiveness of the intervention type,
- confidence in the delivery of interventions,
- compliance history of stakeholders providing interventions, and
- any other factors deemed relevant.

Audit regimes will be designed to provide the level of confidence and assurance that threshold levels are consistently being met. MAFBNZ will be transparent about the design, operation and implementation of assessment and audit regimes prior to implementation in order to provide clarity around expectations and costs and to consider relevant viewpoints towards achieving biosecurity objectives. A baseline level of audit and assessment can be expected, contingent with consistently being able to meet or exceed threshold levels.

7.3 Review of Assessment & Audit Regimes

The results of ongoing performance measurement of biosecurity management at all levels (see section 7.4 below) may impact future levels of assessment and audit. Levels will be increased if thresholds are not consistently being met or there are sufficient non-compliances with this standard to warrant such action. This may include increased audit frequency, inspection and/or treatment activities as well as suspension or revocation of an approval.

Reviews of assessment and audit regimes, and intended changes to those regimes, will be discussed with affected parties prior to implementation in order to provide clarity around expectations and costs and to consider relevant viewpoints towards achieving biosecurity objectives.

7.4 Performance Measurement

Performance measurement will operate at three levels to determine how well the following is being achieved:

- All vehicles and units of machinery are clean, using contaminant threshold levels.

- Biosecurity intervention systems (including cleaning methodologies, decontamination treatments and manufacturing supply chain systems etc), consistently and reliably meet the threshold levels and are operated in a way that continues to do so. This particularly applies for live organisms hidden within the structure of vehicles/machinery and not normally detectable through visual inspection.
- Biosecurity objectives are being met across the entire segment.

8. References

The following documents contain provisions which, through reference in this text, constitute requirements of the standard or provide information and guidance only. For dated references, the latest version of these publications applies.

- Biosecurity Act 1993
- Biosecurity (Costs) Regulations 2006
- MAF Import Risk Analysis – Vehicles and Machinery 2007
- MAF Standard BNZ-STD-ABTRT: *Approved Biosecurity Treatments for Risk Goods Directed for Treatment 2008*
- MAF Standard BNZ-STD-TFGEN: *General Transitional Facilities for Uncleared Goods 2008*
- MAF Standard VEHICLE-ALL: *Import Health Standard for Vehicles and Machinery 2009*
- MAFBNZ Imported Vehicles and Machinery Segment Strategy 2009

Appendix 1 – Terms & Definitions

The following terms and definitions are used in this guidance document.

NOTE: This standard refers to “contaminant” in the general context of animate or inanimate objects **NOT** normally associated with vehicles and machinery and which may or may not be biosecurity risks. Accordingly, “decontamination” is used to describe the removal of contaminants or the inactivation of those which are biosecurity risks.

audit

A systematic and documented process for obtaining and evaluating evidence objectively to determine the extent to which specific criteria are fulfilled.

biosecurity contaminant (= risk good)

Means any organism, organic material, or other thing, or substance, that (by reason of its nature, origin, or other relevant factors) it is reasonable to suspect constitutes, harbours, or contains an organism that may:

- a) Cause unwanted harm to natural and physical resources or human health in New Zealand;
or
- (b) Interfere with the diagnosis, management, or treatment, in New Zealand, of pests or unwanted organisms.

biosecurity risk organisms

Live organisms that are risk goods.

contaminant threshold level

The maximum level of contamination permitted for a particular biosecurity contaminant.

equivalence (ISPM No. 24, 2005)

The situation where, for a specified pest risk, different sanitary and phytosanitary measures achieve the same level of protection.

NOTE: As applied to biosecurity risk management, this definition means the use of different biosecurity risk management interventions to achieve the same or better outcome(s).

landed

Discharged at port of entry.

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. Includes:

- forestry, agricultural and horticultural equipment, such as logging equipment, portable sawmills, balers, ploughs, tedders, rollers, discers, fruit-pickers, wool scouring plants, pesticide sprayers and cranes.
- construction, building, and production equipment, such as concrete mixers, elevators, escalators, generators and road construction equipment.
- components of vehicles/machinery, such as engines, chassis, suspension units and tyres.

- used research and diagnostic equipment, such as centrifuges, biohazard cabinets, air processing and extraction equipment, stomachers and fumehoods.
- equipment used to house and/or process plants and plant products.
- any item of equipment that an inspector deems machinery as defined for the purposes of this standard, such as ferris wheels or wind turbines.

new vehicle/machinery

Any vehicle/unit of machinery which is NOT:

- a used vehicle/unit of machinery and does not contain used structures, systems, components or equipment, or
- a custom-built vehicle/unit of machinery.

physical inspection

Visual inspection using eyesight alone under appropriate viewing conditions.

used vehicle/machinery

Any vehicle/unit of machinery which has been:

- supplied to the consumer market and sold,
- used for demonstration, testing, training or courtesy purposes, or
- previously registered or licensed.

vehicle

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

- 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),
- non-motorised and/or self-propelled vehicles imported **as cargo** such as cable cars, trailers, caravans, vessels and aircraft, and
- damaged vehicles imported for repair or dismantling.

But excludes:

- 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.

vessel

Craft or other artificial device used, or capable of being used, as a means of transportation on/in water such as ships, boats, barges, lighters, yachts, jet-skis, hovercraft, and submarines.

Appendix 2 – Contaminant Threshold Levels

The following threshold levels are the maximum levels of contamination permitted on/in each vehicle or unit of machinery. The validity of these levels will be kept under review and MAFBNZ reserves the right to change them at any time through amendments to this guidance document.

Table 1 - Contaminant Threshold Levels

Contaminant Type ¹	Per Vehicle/Unit of Machinery
Dead arthropods (excludes bees)	presence permitted
Dead bees	none
Road film ²	presence permitted
Plant material ³ /soil not detectable through visual inspection	presence permitted
Sand/other material free of plant residues or other organic materials	presence permitted
Fungi in rotten decks	restricted ⁴
Seeds - in air filters	restricted ⁴
- not in air filters (except below),	none
- associated with radiator/exhaust	presence permitted
Soil	20 grams
Dead desiccated plant material	5 units
Pine needles	none
Animal products/by-products ⁵	none
Water	none ⁶
Green or fresh plant material	none
Live animals ⁷	none

1. Located anywhere in/on the vehicle/unit of machinery including contained structures.
2. Finely-textured particles of dust or particles free of organic material that may be deposited on or under a vehicle/unit of machinery as a thin film by air currents or from use on hard surfaced roads.
3. Includes fruit, leaves, twigs, bark, sawdust.
4. Based on the risk analysis⁸, presence may be permitted but is restricted where other risk factors may need to be taken into consideration (e.g., gross contamination), a risk decision warrants further consultation within MAFBNZ.
5. Includes blood, bones, fibre, meat, secretions, excretions, etc, but excludes moderate amounts of pet fur trapped in upholstery.
6. Except for traces of water remaining as a by-product of a CTO-approved cleaning process.
7. Includes arthropods, mammals, birds, reptiles, amphibians, molluscs etc.

⁸ <http://www.biosecurity.govt.nz/files/biosec/consult/risk-analysis-vehicle-machinery.pdf>