Ministry for Primary Industries
Manatū Ahu Matua

Import Health Standard

Vehicles, Machinery and Parts 2026

VMP.IHS

10 November 2026

Issued under the Biosecurity Act 1993

Te Kāwanatanga o Aotearoa
New Zealand Government

Title

Import Health Standard: Vehicles, Machinery and Parts 2026

Commencement

This standard comes into force on 3 May 2027

Revocation

This standard revokes and replaces all prior versions of and amendments to:

a) *Import Health Standard: Vehicles, Machinery and Parts* issued on 11 August 2021

Issuing Authority

This standard is made under section 24A of the Biosecurity Act 1993 by the Director-General of the Ministry for Primary Industries in accordance with sections 24B and 166A of that Act.

Made at Wellington on 10 November 2026

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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 standard?

This IHS 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

Guidance boxes are included within this import health standard for explanatory purposes. The guidance included in these boxes is for information only and has no legal effect. Further guidance can be found on the MPI website: Importing vehicles, machinery, and parts. 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.

This information below is not an exhaustive list of compliance requirements and it is the importer's responsibility to be familiar with and comply with all New Zealand laws.

Import health standards

Other relevant IHSs must also be complied with before biosecurity clearance will be issued. These may include the following:

a) Sea containers carrying vehicles, machinery and parts must comply with the requirements of the *Import Health Standard: Sea Containers from All Countries*.
b) Air containers carrying vehicles, machinery and parts must comply with the requirements of the *Import Health Standard: Air Containers from All Countries*.
c) 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*.
d) 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/ispms/.

b) The 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 the standards, guideline or lists incorporated under clauses 1.2(1) and (2) above has legal effect as part of this IHS.

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) For the purposes of this IHS, terms used that are defined in the Act have the meanings set out there. The Act is available at: https://www.legislation.govt.nz/act/public/1993/0095/latest/whole.html

(2) See Schedule 1 for additional definitions that apply.

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.

(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 export;
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
h) Unique identity information, such as a vehicle identification number (this generally applies to entire/whole vehicles/machinery only).

Guidance

- Cleaning guides can be found on the MPI website under 'What you need to do': Steps to importing vehicles, machinery or parts
- 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 that arrive in New Zealand with pooled water are considered contaminated (see Schedule 4). This includes water ballast systems of used watercraft that do not have a treatment certificate.
- Specific guidance about on-arrival verification that MPI carries out before biosecurity clearance is given on the MPI website: Steps to importing vehicles, machinery or parts.

1.5 Additional documentation

(1) Where any of the following documentation is required by Part 2 and Part 4 of this IHS, the documentation must meet the relevant documentation requirements of sections 1.5.1 to 1.5.6.

(2) All documentation that is required by this clause 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.

Guidance

- A manufacturer's declaration, ballast system declaration, and cleaning declaration template can be found on the MPI website: Forms and templates for importing vehicles, machinery or parts.

1.5.1 Evidence of an MPI-approved system

(1) When vehicles, machinery and parts are managed by an MPI-approved system, evidence must be provided to confirm as such when required in Parts 2 and 4.

1.5.2 Manufacturer's declaration

(1) A manufacturer's declaration must confirm that eligible new items meet the relevant exclusion criteria when required in Part 2.

Guidance

- Eligible new items include new smaller vehicles, new machinery, non-fully enclosed trailer, new parts and new tyres.

1.5.3 Ballast system declaration

(1) The ballast system declaration must confirm whether a watercraft is new or used. For used watercraft, it must be stated if a water ballast system is present, and if so, indicate the chosen ballast system treatment option.

1.5.4 Cleaning declaration

(1) The cleaning declaration must:

a) Confirm internal and external cleaning of used outdoor or targeted machinery, or vehicle and machinery parts has been completed,
b) Include the cleaning date and the physical address where the cleaning took place, and
c) Be signed by the person doing or supervising the cleaning.

1.5.5 Treatment certificate

(1) A treatment certificate must accompany the consignment whenever a treatment is required before on arrival in Parts 2 and 4.

(2) The treatment certificate must:

a) Confirm vehicles, machinery and parts were treated in accordance with MPI-ABTRT, when required in Parts 2 and 4; and
b) Include all information as specified in Schedule 2.

Guidance
- The seal number and a date-stamped photograph of sealing are sufficient to satisfy the evidence for consignments under BMSB management (Schedule 3, Part A, clause 2).

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) Break-bulk 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 Part 2.

(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 transshipped 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 3B.

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.

2.1 Land vehicles

Guidance

- An entire/whole vehicle dismantled for transport (and intended for reassembly upon arrival) is still classed as an 'entire/whole' vehicle (not parts).
- Refer to Schedule 1, Part B for a definition of land vehicles and some exclusions.
- Information on the following can be found on the MPI website:
  - MPI-approved system
  - MPI-approved offshore treatment provider

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 management applies**, used land vehicles must be EITHER:

a) Managed by an MPI-approved system;

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.

Guidance

- For all used passenger vehicles, trucks, buses, campervans and caravans Schedule 3 management applies, the system must use a treatment in accordance with MPI-ABTRT before arrival in New Zealand.
- 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.

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 in Part 3.

(3) New land vehicles are not required to meet clause 2.1.2(2) if all the following apply:

a) They are small vehicle types, or non-fully enclosed trailers;
b) They are not exported from Italy;
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 container (freight of all kinds (FAK) or full container load (FCL)); and
d) A manufacturer's declaration is completed and submitted to MPI, declaring that the matters in 2.1.2(3)a), 2.1.2(3) b), and 2.1.2(3)c) apply, prior to the arrival in New Zealand.

Guidance

- Refer to Schedule 1, Part A for a definition of non-fully enclosed trailer and Schedule 1, Part B for examples of small vehicle types.

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).
- Watercraft are considered to be used that have been operated in water, field tested, used for demonstrations, or have left the standard manufacturing process for any purpose.

(1) Watercraft must meet the general requirements outlined in Part 1.

(2) **New** watercraft must be:

a) Accompanied by a ballast system declaration which meets the requirements of section 1.5.3; or
b) Managed by an MPI-approved system.

(3) **Used** watercraft must be accompanied by a ballast system declaration which meets the requirements of section 1.5.3.

(4) Used watercraft with a water ballast system must meet one of the following requirements:

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 the national plant protection organisation (NPPO) in the exporting country.

OR

b) All ballast bags and ballast tanks have been removed from the ballast system before export to New Zealand;

OR

c) The watercraft must not be used in water for 60 days, beginning on the date of shipping. If the watercraft arrives in New Zealand before the 60-day period has been completed:

i) The watercraft must be held in a transitional facility approved to the *Facility Standard: Transitional Facilities for General Uncleared Risk Goods* for the remainder of the 60 days before the watercraft can be eligible for biosecurity clearance; and
ii) The importer must arrange for the watercraft to be held in an appropriate transitional facility and must notify MPI of the facility's location when completing the ballast declaration form.

(5) 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 in Part 3;

OR

c) Treated in accordance with MPI-ABTRT by fogging or spraying (externally and internally) with a residual insecticide with the following conditions:

i) The first application must occur before arrival in New Zealand;
ii) The applicable post-treatment requirements in Part 3 must be met;
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;
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.

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

a) Export is not from Italy;
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 2.2(6)a) and 2.2(6)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.
- As of the time this IHS was issued, there are limited providers for used watercraft. The importer is responsible for sourcing an approved provider.
- 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 Schedule 2.
- Biosecurity clearance is required from the MPI Inspector before the watercraft can leave the transitional facility after being out of water for 60 days.

2.3 Aircraft

Guidance

- Schedule 1, Part B has 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 in 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;
ii) The applicable post-treatment requirements in Part 3 must be met;
iii) All compartments 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;
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.

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).
- An entire/whole machine dismantled for transport (and intended for reassembly upon arrival) is still classed as an ‘entire/whole’ 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 in Part 3.

2.4.2 Used outdoor or targeted machinery

(1) 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) Accompanied by a cleaning declaration attesting that the parts are clean and that meets the requirements of section 1.5.4.

(2) 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.
- 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.

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;
b) They are non-drivable;
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 2.4.3(2)a), 2.4.3(2)b), and 2.4.3(2)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

- Refer to Schedule 1, Part B for a definition of drivable.

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 in 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) Each consignments of parts accompanied by a cleaning declaration attesting that the parts are clean and that meets the requirements of section 1.5.4.

(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 in Part 3 must be met.

Guidance

- 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.

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;
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;
c) A manufacturer's declaration is completed and submitted to MPI, declaring that the matters in 2.5.3(3)a) and 2.5.3(3)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:

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

2.6 Tyres

2.6.1 Used tyres exported in a <u>fully enclosed container</u>

(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.

<u>Requirements for before arrival treatment:</u>

(2) Be treated in accordance with MPI-ABTRT by:

a) An MPI-approved offshore treatment provider;

OR

b) A treatment provider approved by the national plant protection organisation (NPPO) 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 container 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 the NPPO in the exporting country.

(2) Once treated the following must occur:

a) Be segregated from untreated cargo before export;
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.

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 clause 2.6.3(2), if all the following apply:

a) They are not exported from Italy;
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 2.6.3(3)a) and 2.6.3(3)b) apply, prior to the arrival in New Zealand.

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:

a) An MPI-approved offshore treatment provider;

OR

b) A treatment provider approved by the NPPO in the exporting country.

(2) Used wires, cables and ropes must be wrapped or sealed in an insect-proof packaging immediately after treatment.

Guidance

- It is acceptable to wrap the entire length or the exposed coil surface of the used wires, cables and ropes immediately after treatment.

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

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

3.1 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;
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 loaded into the container:

a) Container doors must be closed, and container 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

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

3.2 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 in accordance MPI-ABTRT 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 segregated from untreated risk goods or other sources of possible BMSB contamination; and
b) Be exported to New Zealand or moved to a non-Schedule 3 country within 120 hours of treatment.

Guidance

- An approved alternative agreement can be made with MPI in writing, using the application form, at least 30 days before treatment. Email standards@mpi.govt.nz for further guidance or to discuss this option.

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 Watercraft (airfreight)

(1) **New** watercraft must be:

a) Accompanied by a ballast system declaration which meets the requirements of section 1.5.3; or
b) Managed by an MPI-approved system.

(2) **Used** watercraft must be accompanied by a ballast system declaration which meets the requirements of section 1.5.3.

(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) All ballast bags and ballast tanks have been removed from the ballast system before export to New Zealand;

OR

c) The watercraft must not be used in water for 60 days, beginning on the date of shipping. If the watercraft arrives in New Zealand before the 60-day period has been completed:

i) The watercraft must be held in a transitional facility approved to the *Facility Standard: Transitional Facilities for General Uncleared Risk Goods* for the remainder of the 60 days before the watercraft can be eligible for biosecurity clearance; and
ii) The importer must arrange for the watercraft to be held in an appropriate transitional facility and must notify MPI of the facility's location when completing the ballast declaration form.

Guidance

- Refer to Schedule 1, Part B for a definition of watercraft and some exclusions.
- 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.
- As of the time this IHS was issued, there are limited treatment providers for used watercraft. The importer is responsible for sourcing an approved provider.
- Biosecurity clearance is required from the MPI Inspector before the watercraft can leave the transitional facility after being out of water for 60 days.

Schedule 1: Definitions of, and exclusions to, this IHS

Part A: General definitions

Air freight
Risk or non-risk goods exported/imported as cargo aboard an aircraft.

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

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

Before-arrival treatment
Treatment that is carried out before the risk goods arrive in New Zealand can be performed in any country or during export 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 of a regulated pest). The organic material/thing/substance is not intended for biosecurity clearance under the Act.

Break-bulk
A form of export 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 contaminants, 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.

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 export (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
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.

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 process 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 export.

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 Biosecurity Authority/Clearance Certificate (BACC) direction.

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).

Passenger vehicle
A vehicle that is intended for road or track use, has at least 4 wheels and has less than 9 seating positions, such as cars, closed-wheel race cars, vans, utes and some shuttles.

Regulated pest(s)
A pest identified as regulated in the Official New Zealand Pest Register (ONZPR), a searchable database of pests regulated in New Zealand (available at https://onzpr.mpi.govt.nz/).

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.

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 been used, field tested, used for demonstrations or has left the standard manufacturing process for any purpose.

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

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, email standards@mpi.govt.nz for clarification.

Table 1: Specific commodity definitions and exclusions

Commodity definition and inclusions	Commodities excluded from the IHS requirements
Land vehicles (Section 2.1)	
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 * Refer to Schedule 1, Part A for a definition of passenger vehicle [1] USED 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 NEW 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 pedal 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] NEW 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 section 2.4.2. Used handheld garden machinery or handheld 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.	Excludes new and used: • Tyres from or for children's toy vehicles or machines

• **New Tyres:** Any tyre, not on rims or wheels, to be used on a drivable vehicle of machine.	
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.	

Schedule 2: Treatment certificate

(1) The treatment certificate, where required by this IHS, must include the following:

a) Certificate and registration number, except where a residual insecticide treatment is carried out by an individual instead of a registered treatment provider.
b) Description and quantity of the items in the consignment, which matches with official or commercial documents (such as a bill of lading).
c) Name and address of exporter.
d) Name and address of importer.
e) Treatment provider's name and physical address.
f) Date upon which treatment was completed.
g) Signature of the treatment provider.
h) Address where the treatment occurred.
i) Confirmation of the treatment details specified in MPI-ABTRT, including, where applicable, the type of treatment and products used, achieved treatment rate, temperature, exposure time period, and end-point readings.
j) 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 clauses 2.2(5)c) and 2.3(2)c) of this standard.
k) Be prepared on the treatment provider's letterhead except where a residual insecticide treatment is carried out by an individual instead of a treatment provider.

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 and arrive in New Zealand on or before 30 April; 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 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, clause 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	Moldova	Turkey
Czechia	Montenegro	Ukraine
France	Netherlands	USA (excludes Alaska and Hawaii)
Georgia	North Macedonia	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

The table below defines the criteria that imported vehicles, machinery and parts (includes tyres, wire cables and ropes) 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)* *Note: Dead arthropods, including dead insects, mites and spiders, are not contaminants.*
	Animal products or byproducts such as blood, bones, carcasses, excretions, feathers, fibre, meat, bee products etc.	**Nil tolerance** (always a contaminant)* *Note: Manufactured feather items are not considered contaminants.*
Aquatic	Water (pooled or standing)	**Nil tolerance** (always a contaminant) *Note: does not apply to the ballast systems of used watercraft that are accompanied with treatment certificate*
Micro-organisms	Fungi embedded/systemic in the vehicle, machine or part	**Nil tolerance** (always seen as a contaminant)* *Note: Surface fungi (mildew) is not a contaminant if it can be wiped off.*
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)* *Note: Burnt, dried, scorched pieces of material that are present in or on exhaust systems and radiators are not contaminants.*
	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* *Note: Burnt, dried, scorched pieces of material that are present in or on exhaust systems and radiators are not contaminants.*
	Pine needles	**Nil tolerance** (always a contaminant)*
Soil	Clumps or loose soil (may contain microorganisms)	**20 grams** More than 20 grams is a contaminant. *Note: Road film (fine dust or soil particles) that is free of organic material and present as a thin covering is not a contaminant.*

* Unless officially identified to not be a regulated species.

Schedule 5: Document history

The information contained in this schedule is for guidance and is not part of the statutory requirements.

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 export 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
10/11/2026	All	• Reformatting • Addition of Uzbekistan as a Schedule 3 (BMSB risk) country • Addition of treatment requirements 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 declaration 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

Explanatory Note

This note is not part of the import health standard but is intended to indicate its general effect.

Consistency Accountability Statement

Import Health Standard: Vehicles, Machinery and Parts 2026 - Consistency Accountability Statement and Summary of Underpinning Analysis

Information about publication of standard

This standard is published on the MPI website at Secondary legislation | MPI.

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