



6 November 2015

Submission on the “Risk Management Proposal – Review and amendment of the Import Health Standard for Vehicles, Machinery and Tyres”

Background

1. The New Zealand Forest Owners Association (FOA) is the representative membership body for the commercial plantation forest growing industry.
2. FOA members are responsible for the management of approximately 1.2 million hectares of New Zealand's plantation forests and over 80% of the annual harvest.
3. FOA is submitting on behalf of its membership nationally.

Submission

A: Brown Marmorated Stink Bug

4. While this pest is not regarded as a plantation forestry pest, the FOA recognises that it is a serious biosecurity threat to the economy and lifestyle of New Zealand.
5. The FOA encourages the Ministry for Primary Industries (MPI) to put all practicable steps in place to ensure that BMSB does not establish in New Zealand.
6. In this regard, the FOA encourages MPI to work closely with New Zealand's horticultural and arable crop sectors to ensure that effective standards are put in place to treat imported vehicles arriving from known BMSB sources.

B: Used Vehicle Shipped as Break Bulk from Japan

7. The FOA supports the proposed amendment that all used vehicles shipped as break bulk from Japan should require processing through offshore MPI approved systems.

C: Used Agricultural, Forestry and Horticultural Vehicles and Machinery

8. The FOA supports the two amendments:
 - a. That all used agricultural, forestry and horticultural vehicles and machinery, from all countries, must be thoroughly cleaned prior to export offshore.
 - b. The proposed requirement will need to be supported by evidence showing that offshore cleaning meets MPI's requirements.

Rationale

9. The forestry industry has experienced several situations where pathogens, in particular, have caused significant damage to plantation forests and the most likely source of the pathogen has been from used forestry machinery – for example, *Phytophthora pluvialis*, *Neonectria fuckeliana* (to name two).
10. Therefore, we strongly support steps to reduce risk from this pathway and would like to have discussions with MPI officials on what more could be done, including the opportunity for industry representatives to examine used machinery on arrival.

Yours sincerely



David Rhodes
Chief Executive

