

What will happen on arrival?

MPI will use a vessel's pre-arrival information (e.g. Advanced Notice of Arrival, Voyage Memo, Biofouling and Ballast Water Declaration and Master's Declaration) to determine the biosecurity risks associated with a vessel. If the vessel is at a higher risk of biofouling, MPI may request records of biofouling maintenance or hull cleaning. Vessels which cannot produce these records, and are assessed as having a high risk of biofouling, may undergo a dive inspection.

What will happen when biofouling is over the allowable threshold?

If unacceptable biofouling is found, the associated risk must be removed from the water within 24 hours. This may mean:

- **The vessel will be hauled-out and cleaned.** This option depends on the availability of an approved facility within the area of arrival. This option is not available for large vessels (such as commercial cargo or cruise ships) because New Zealand has no haul-out facilities which can accommodate their size.
- **The vessel will be cleaned or treated in-water.** If the biofouling is restricted to one or a few particular hull areas that can be cleaned in-water by removal (with capture of the growth) or treatment, this method can be used.

Any cleaning or treatment costs must be met by the vessel owner. When cleaning or treatment has been carried out to the satisfaction of MPI, the vessel will be issued a biosecurity clearance and can continue its journey in New Zealand.

If none of these options are available, the vessel will be directed to leave New Zealand within 24 hours.

Incentives to follow best practice

There are many other benefits to proper hull maintenance and use of appropriate antifouling systems. Well managed ships will also experience decreased fuel consumption and associated costs; decreased CO2 emissions; decreased costs associated with more frequent and ongoing maintenance, and increased vessel stability during transit and increased crew safety.



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GUIDANCE FOR COMMERCIAL VESSELS

New Zealand's new biofouling requirements: The Craft Risk Management Standard

New rules setting the maximum allowable levels of biofouling on vessels arriving in New Zealand will be enforced from May 2018.

ABOUT THE REQUIREMENTS

Why we are taking action

Foreign marine species most commonly arrive in New Zealand waters on international vessels as biofouling (the growth on underwater surfaces of vessels). Once established here, some species can have severe economic impacts and damage New Zealand's marine environment.

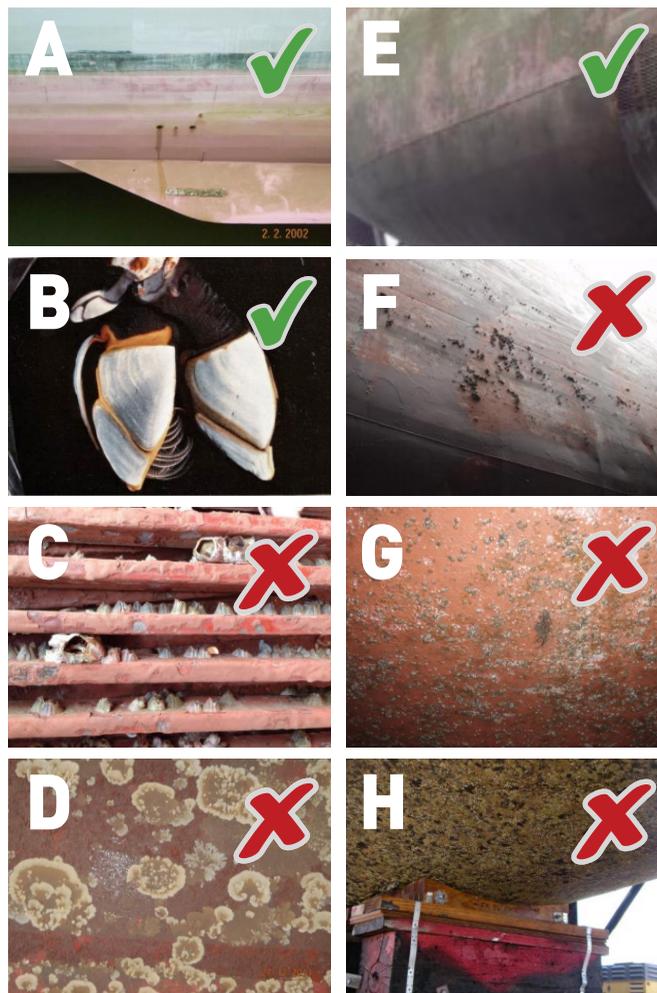
What will be required?

After May 2018, all vessels must arrive in New Zealand with a "clean hull". The requirements for a clean hull vary according to a vessel's itinerary:

Short-stay vessels are here for 20 days or less, and typically travel at moderate to high speeds (such as commercial cargo, bulk carriers and some cruise vessels). The "clean hull" allowance for a short stay vessel is a slime layer, gooseneck barnacles and slight fouling of early stage biofouling (e.g. barnacles, tubeworms or bryozoans) on the hull and in the niche areas.

Long-stay vessels are those staying for 21 days or longer, or wanting to visit areas not approved as places of first arrival. The requirements are stricter for long-stay vessels and the only biofouling these vessels may have is a slime layer and gooseneck barnacles.

Prior to May 2018, MPI is engaging with vessel operators to ensure they understand the requirements and is encouraging them to use this time to establish best practise management. MPI also continues to take action on vessels which pose a severe biofouling risk.



The only fouling a long-stay vessel may have is a slime layer (A) and gooseneck barnacles (B). Any other species, such as the acorn barnacle (C), or bryozoans (D), are not allowed. The images on the right show a slime layer (E) which would meet the new requirements, and moderate (F) extensive (G) and very heavy (H) levels of fouling which would not meet the new requirements.

(Images: John A Lewis, ES Link Services Pty Ltd).

HOW TO MEET THE REQUIREMENTS

Clean your hull

There are several ways you can meet the "clean hull" requirements:

- **Maintain a clean hull through continual maintenance.** The International Maritime Organization's Biofouling Guidelines provide a good example of best practice and recommend: the application of an appropriate antifouling coating system; antifouling niche areas; operation of marine growth prevention systems on sea-chests; and in-water inspections with biofouling removal as required, particularly after long periods stationary; or
- **clean or treat the hull and niche areas by removing or killing all biofouling** (this must be carried out less than 30 days before arrival in New Zealand, or within 24 hours of arrival). Cleaning should be done by an approved supplier of vessel cleaning services and any treatment must be approved by MPI before use, email standards@mpi.govt.nz.

There is also an option to meet the thresholds under a customised Craft Risk Management Plan, which is specially developed for vessels that may need different options to manage biofouling. For advice on this, email standards@mpi.govt.nz.

Keep records

Masters/operators should keep a record of the vessel's biofouling maintenance (e.g. a current antifouling coating certificate, results of a recent in-water inspection) or evidence that the vessel has been cleaned or treated less than 30 days before arrival in New Zealand. If arrangements have been made for the vessel to be cleaned within 24 hours of arrival, evidence of this arrangement must be available to MPI. For more information on the records to keep, visit the MPI website <https://www.mpi.govt.nz/importing/border-clearance/vessels/biofouling-management/>