

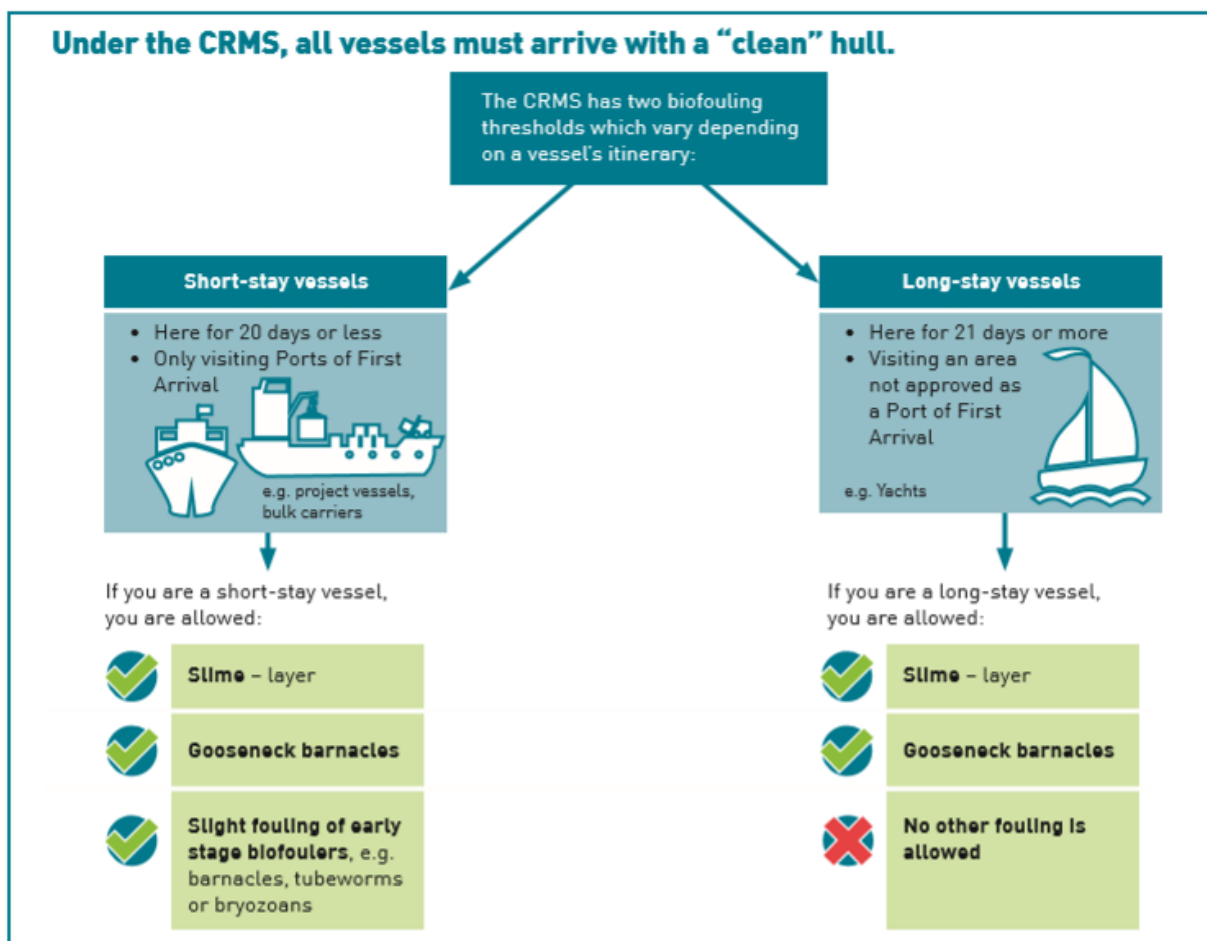


# The Craft Risk Management Standard for Biofouling on international vessels (the CRMS)

This standard will become mandatory in May 2018 which is less than one year away

## The “clean hull” requirement

After May 2018, all vessels must arrive in New Zealand with a “clean hull”. The definition of a clean hull varies according to a vessel's itinerary. Most cruise vessels will fall into the long-stay category, which are those staying for 21 days or longer, or wanting to visit areas not approved as Places of First Arrival (places that aren't approved ports, such as Milford Sound). The requirements are stricter for long-stay vessels and the only biofouling these vessels may have is a slime layer and gooseneck barnacles.





## There are several ways a vessel can meet the requirements

- clean/treat the hull less than 30 days prior to arrival to New Zealand Territory
- clean/treat the hull within 24 hours of arrival to New Zealand Territory
- maintain a clean hull through best practice maintenance. The International Maritime Organisation website for guidelines on best practice maintenance can be found [here](#).
- through the development of a **Craft Risk Management Plan** – MPI is encouraging cruise vessels to **operate under an approved Craft Risk Management Plan**

## About Craft Risk Management Plans

A Craft Risk Management Plan is where the operator or person in charge of a vessel proposes to meet the clean hull threshold with requirements that are equivalent to, but different from, those

We are generally encouraging vessels to meet the long stay threshold by cleaning 30 days prior to arrival. However, due to the schedules which many cruise vessels operate to, they may struggle to do this. Much of the cruise line industry has demonstrated good best practice management of biofouling and should be able to meet the clean hull requirements with current hull maintenance practices and some additional grooming, either before they depart for the season, or during port visits on their planned route.

MPI would like to work with the cruise line industry to discuss the development of Craft Risk Management Plans.

## Evidence requirements

Evidence must be made available to MPI that provides proof the vessel has a clean hull. This may include anti-fouling documentation, date-stamped photographs from a recent in-water inspection or clean, and receipts or records from any hull maintenance work. Visit the MPI [website](#) for more information on how best to comply and evidence requirements.

## What will happen if a vessel is non-compliant?

After May 2018, a vessel which does not meet the “clean hull” threshold for its length of stay and itinerary will face action to manage the associated biosecurity risk. For cruise vessels this may include restricted itinerary or revoked approval to visit certain ports (i.e. Milford Sound, or other locations that aren’t approved as ports).

Any expenses associated with compulsory cleaning, or disruptions to a vessels schedule, must be met by the vessel owner or operator.



## Why we are taking action

Aquatic organisms are able to spread outside their natural ranges through transfer as vessel biofouling (the accumulation of the growth of organisms on the wetted surfaces of a vessel). Harmful marine organisms most commonly arrive in New Zealand through this pathway. Once here, some species can pose a significant risk to our marine environment. This is particularly important for cruise vessels which visit pristine areas of high ecological significance.

The Craft Risk Management Standard for Biofouling manages this risk, and sets out MPI's minimum requirements so that persons in charge of vessels can prevent the introduction of harmful organisms through vessel biofouling. Complying with the standard will also minimise entry and arrival delays and costs for the vessel.

## New Zealand is not acting alone

Other IMO Member States bordering the Pacific Ocean are also moving towards similar requirements (e.g. California and Australia). To ensure shipping can comply with all jurisdictions through the same actions, Member States are aligning with the IMO guidelines as much as possible.

## Here to help

Compliance is encouraged as early as possible. MPI staff are available throughout the lead-in period to discuss compliance for your vessels and to answer questions about the requirements. For initial contact send an email through to: [standards@mpi.govt.nz](mailto:standards@mpi.govt.nz) and we will be able to assist you with your query.

Visit the [MPI website](#) MPI website for more information on the biofouling requirements and how best to comply.