

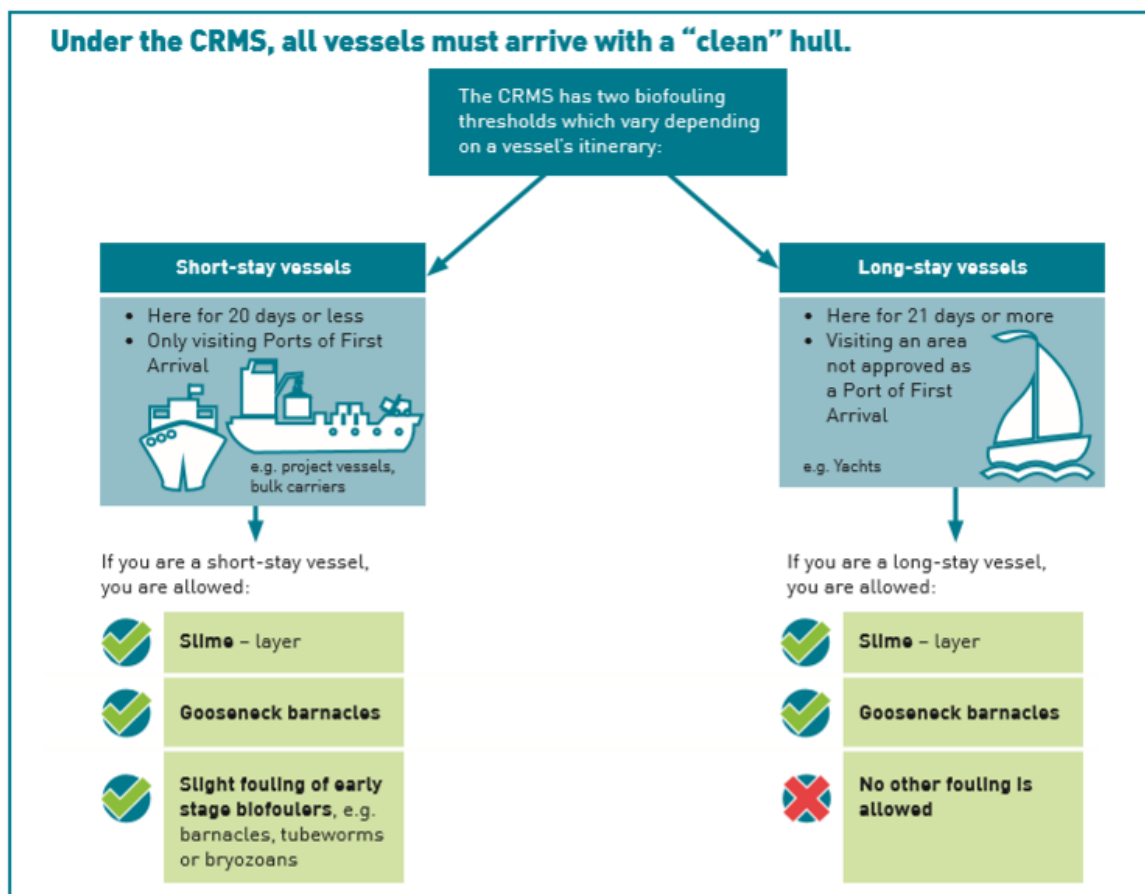


## Information for Owners and Operators of Commercial Vessels: The Craft Risk Management Standard (CRMS) for Biofouling on International Vessels

Mandatory beginning May 2018

### The “Clean Hull” Requirements

After May 2018, all vessels must arrive in New Zealand Territory with a “clean hull”. The definition of a clean hull varies according to a vessel’s itinerary, and applies to all hull and niche areas of a vessel. Most commercial vessels will fall into the short-stay category, which are those staying for fewer than 21 days, and only visiting approved Ports of First Arrival. Short-stay vessels are allowed a slime layer, gooseneck barnacles, and small amounts (<5% cover) of incidental fouling upon arrival into New Zealand.



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

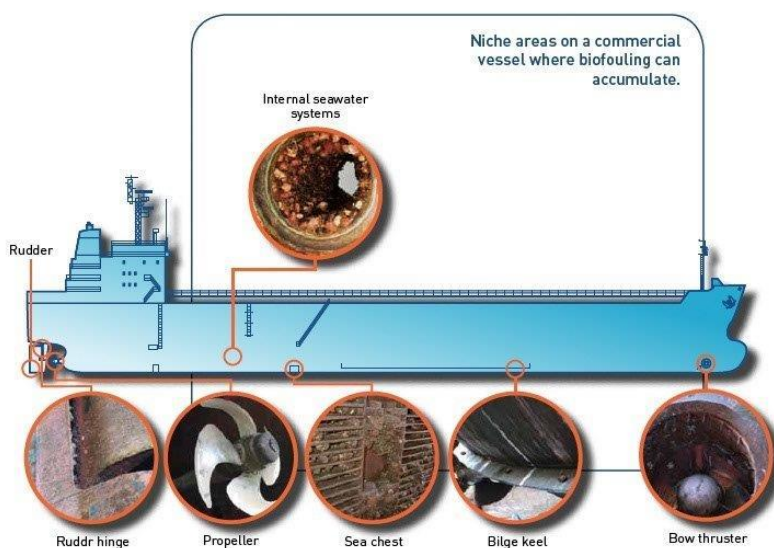
- **Recommended for commercial vessels:** Maintain a clean hull through best practice maintenance. The International Maritime Organisation website for guidelines on best practice maintenance can be found here: <http://www.imo.org/en/OurWork/Environment/Biofouling/Documents/RESOLUTION%20MEPC.207%5b62%5d.pdf>
- 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. Proof of booking must be provided to MPI prior to, or on arrival.
- Through the development of a Craft Risk Management Plan



## Considerations for Commercial Vessels

As most commercial vessels will fall under the short-stay category, MPI suggests meeting the biofouling requirements by continual maintenance of the hull *and niche areas* using best practices. Best practice maintenance can include, but is not limited to: the development and maintenance of a Biofouling Management Plan and Record Book, maintenance of a current and damage-free antifouling coating, preventative grooming of the slime layer, regular inspections and niche area maintenance between dry docking, the proper use of Marine Growth Prevention Systems (MGPS), and the development of contingency plans for if the vessel falls out of its operational profile. Good record keeping of all maintenance activities is the best way to prove compliance with the CRMS.

Niche areas are those areas on a vessel that protrude or are recessed from the flat hull surfaces, and include, but are not limited to, those in the figure below. They are of particular importance for biofouling maintenance, as biofouling tends to accumulate in these areas. In order for short-stay vessels to meet the standard, biofouling in niche areas must be managed to <5% cover (flat hull surfaces must be managed to <1% cover). Therefore, it is important to include regular niche area management in your vessel's maintenance plans, and to carry evidence that this maintenance has taken place.



Vessel diagram provided by the Department of Agriculture and Water Resources

## Evidence Requirements

Evidence must be made available to MPI providing proof that all hull and niche areas are clean. This may include detailed biofouling record books, anti-fouling documentation, date-stamped photographs from a recent haul out or in-water 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. This may include directions to haul out and clean the vessel, or, if cleaning is not possible, directions to leave New Zealand. There are limited management options for larger vessels in New Zealand, so it is

important to meet the standard through continual hull maintenance and good recordkeeping in order to avoid delays. **Any expenses associated with compulsory cleaning or disruptions to a vessel's schedule must be met by the vessel owner or operator.**

## We all have a role to play

Importers and exporters that hire vessels should look at asking an owners or operators how they manage biofouling before they charter it. Add in clauses to your agreements to make sure they take responsibility. If a vessel is held up this will impact your cargo and its delivery time.

## 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. 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.

## 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 for more information on the biofouling requirements and how best to comply: <http://www.mpi.govt.nz/importing/border-clearance/vessels/arrival-process-steps/biofouling/biofouling-management/>