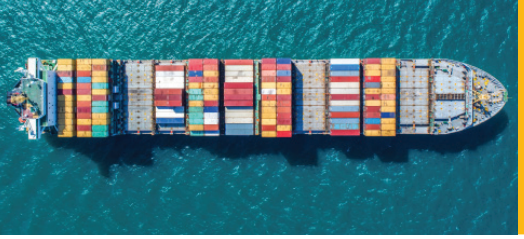


Information for Owners and Operators of Commercial Vessels: The Craft Risk Management Standard (CRMS) for Vessels

The "Clean Hull" Requirements

All vessels must arrive in New Zealand Territory with a "clean hull". The definition of a clean hull depends on a vessel's itinerary and length of stay. Most commercial vessels will fall into the short-stay vessel category, which are those staying for fewer than 28 days and only visiting approved **Places of First Arrival**. Short-stay vessels are allowed a slime layer, gooseneck barnacles, and small amounts of incidental fouling on their hull (<1% coverage) and niche areas (<5% coverage) upon arrival into New Zealand.

How vessels can meet the clean hull requirements:

Below are the acceptable measures for ensuring a clean hull:

» Maintain a clean hull through best practice maintenance. The International Maritime Organisation website for guidelines on best practice maintenance can be found **here**. **This is recommended for short-stay vessels.**

» Inspect and if needed, clean 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 at an MPI approved haul-out facility must be provided to MPI prior to, or on arrival. A list of MPI approved haul-out facility can be found on the **MPI website**.

» Treat on arrival with an MPI-approved treatment by an approved provider.

If vessels are unable to meet requirements by using the above measures they can apply to operate under Craft Risk Management Plan, which details how the vessel will manage biofouling using different measures. For more information or advice on this email **standards@mpi.govt.nz**

Clean hull thresholds under CRMS:

Short-stay vessels	Long-stay vessels
	
• Visiting for 28 days or less • Only visiting Ports of First Arrival E.g. Project vessels, bulk carriers	• Visiting for 29 days or more • Visiting an area or areas not approved as a Port of First Arrival E.g. Yachts
✓ **Slime** – layer ✓ **Gooseneck Barnacles** ✓ **Slight fouling of early stage biofoulers** e.g. barnacles, tubeworms or bryozoan	✓ **Slime** – layer ✓ **Gooseneck Barnacles** × **No other fouling is allowed**

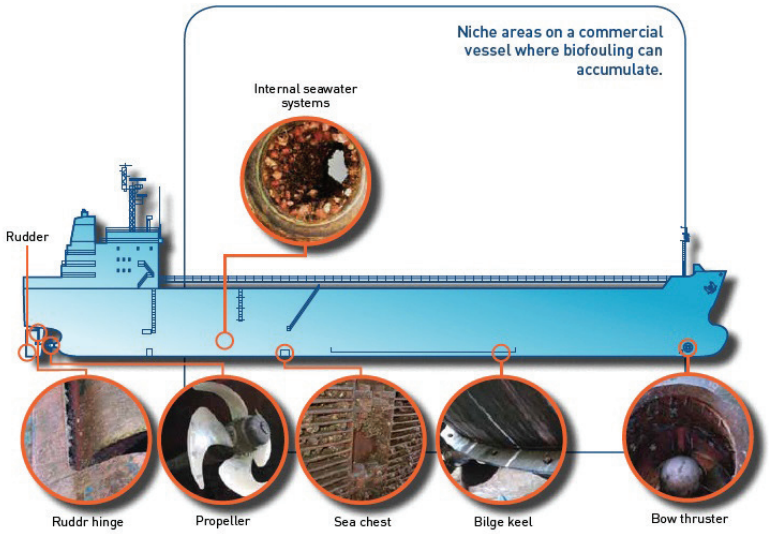
Considerations for Commercial Vessels

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:

- 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.
- Proper use of Marine Growth Prevention Systems (MGPS).
- 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 important in biofouling maintenance, as they are more likely to accumulate biofouling. Niche areas are those areas that stick out from or are set back from the flat hull surfaces, and include, but are not limited to, those in the figure below. For short-stay vessels to meet the requirements of the CRMS, biofouling in niche areas must be managed to <5% coverage (flat hull surfaces must be managed to <1% coverage). Therefore, it is important to include regular niche area biofouling management in your vessel's maintenance plans, and to carry evidence on your vessel 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?

If a vessel does not meet the "clean hull" threshold for its length of stay and itinerary, it 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. Currently, approved options for managing biofouling in New Zealand are limited, as haul out/dry docking is the only approved treatment. This is only available for smaller vessels, as large dry docks do not exist in New Zealand.

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

Why do we require a clean hull?

Harmful marine organisms most commonly arrive in New Zealand through as vessel biofouling. These species can pose a significant risk to our marine environment. The **Craft Risk Management Standard for Vessels** manages this risk, and sets out MPI's minimum requirements of vessels to manage biofouling. Complying with the standard will also minimise entry and arrival delays and costs for the vessel.

Here to help

Planning a New Zealand arrival should begin as early as possible.For advice on how your vessel can be compliant email **standards@mpi.govt.nz**. More information on biofouling management can also be found on the **MPI website**.