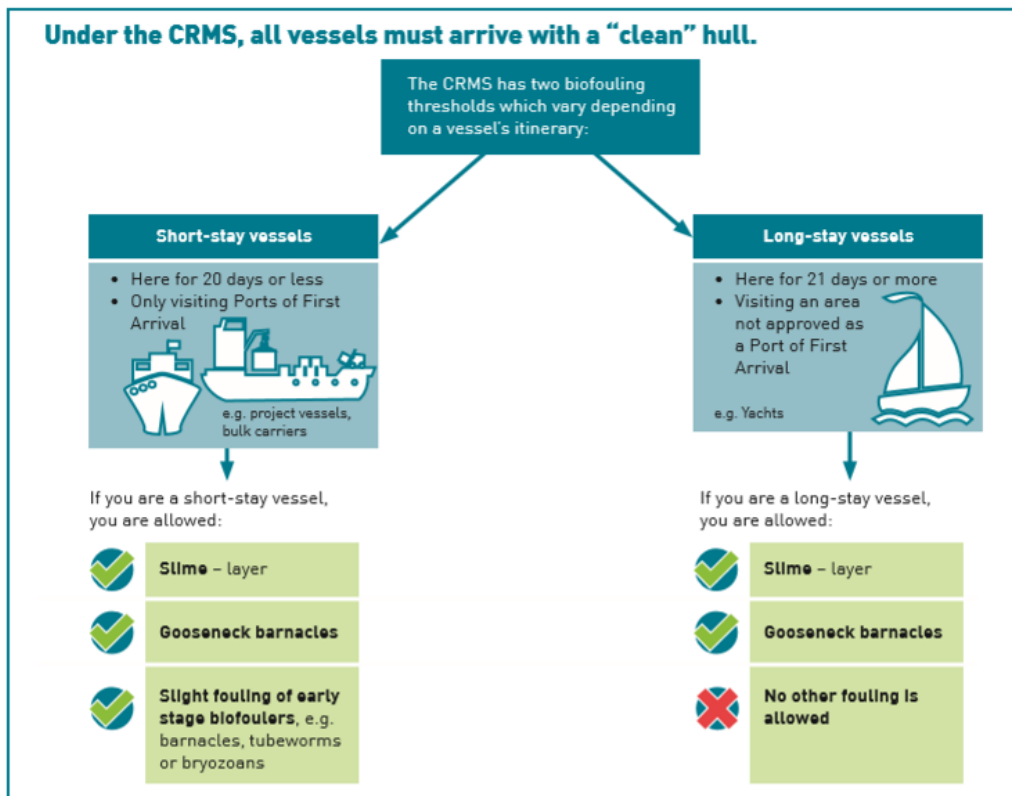




Information for Owners and Operators of Work Vessels: The Craft Risk Management Standard (CRMS) for Biofouling on International Vessels Mandatory beginning May 2018

The “Clean Hull” Requirements

After May 2018, all vessels must arrive in New Zealand 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. Work vessels may fall under either category, depending on their intended stay and destination(s) in New Zealand. Depending on the operating profile of your work vessel, there are different recommendations for compliance under the standard.



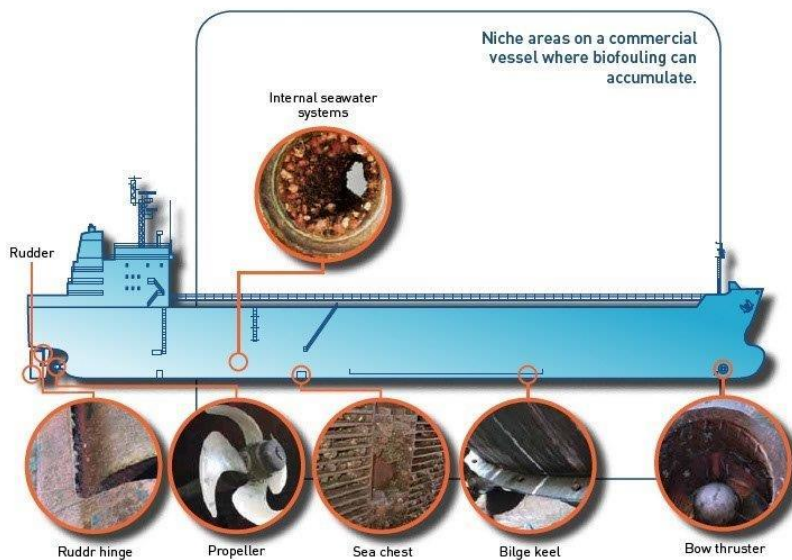
There are several ways a vessel can meet the requirements:

- Clean/treat the hull less than 30 days prior to arrival to a New Zealand Port-**Recommended for long stay vessels, vessels that have been stationary for an extended period of time or vessels coming to NZ permanently.**
- Maintain a clean hull through best practice maintenance.-**Recommended for short stay vessels that have not been stationary.** 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 within 24 hours of arrival to New Zealand Territory at an MPI Approved Transitional Facility or by a MPI Approved Treatment Provider. Proof of booking must be provided to MPI prior to, or on arrival.
- Through the development of a Craft Risk Management Plan

Considerations for Work Vessels

Work vessels are generally vessels that move at a slow pace and are stationary for periods of time. Types of work vessels include: tugs, barges, dredges, research vessels and heavy lift vessels, among others. MPI encourages short-stay vessels to meet the standard through best practice maintenance, and only advises cleaning before arrival for long-stay vessels. However, for slow moving vessels or those that have recently been stationary for more than a few days, a full clean may be necessary to meet the short-stay threshold, as biofouling accumulates quickly when vessels are idle. If you are bringing a vessel from overseas to be based in New Zealand, you must provide evidence that you have thoroughly cleaned and (ideally) re-antifouled the entire vessel. Vessel operators should be sure to choose an appropriate antifouling coating suited to the vessel's operating profile, as some coatings are more appropriate for slow moving vessels.

Pay strong attention to niche areas during biofouling maintenance or cleaning. 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. Vessels will need to provide evidence that all niche areas (including internal areas like sea chests and pipework) have been appropriately managed for biofouling upon arrival to New Zealand. If you are unsure what you need to do to clean your vessel, contact MPI as far in advance of your arrival as possible.



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 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. **Any expenses associated with**

compulsory cleaning or disruptions to a vessel's 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.

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 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/>