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Biosecurity New Zealand
Ministry for Primary Industries
Manatū Ahu Matua

Vessel Biosecurity Quarterly

Message from the Editor

Welcome to the seventh edition of Vessel Biosecurity Quarterly, a newsletter from Biosecurity NZ which discusses the management of international vessel related biosecurity risk.

We are well past the half-way mark of 2023. Biosecurity NZ is in full preparation for the summer and the arrival of cruise vessels, recreational vessels, and high volumes of passengers.

Biosecurity NZ would like to thank you for your continued commitment to manage biosecurity risks by taking proactive steps and your continual engagement and insight. The shipping industry and our importers and exporters play a key role in ensuring trade in New Zealand runs smoothly while managing vessel related biosecurity risk.

This edition includes reminders for vessel biosecurity requirements, yachts and cruise updates, information on high-risk pests impacting vessels, biofouling news from the International Maritime Organisation (IMO), and more.

To find past editions of the Vessel Biosecurity Quarterly newsletter, please visit the MPI website.

Please feel free to pass on this newsletter to anyone and everyone who may be interested. If this has been forwarded to you and you would like to subscribe, click here or contact us at Standards@mpi.govt.nz.

Craft Risk Management Standard and Supporting Documents Update

Following the processing of public submissions on both the proposed Craft Risk Management Standard for Vessels (the Standard) and the Operational Code: Vessel Biofouling Inspection Provider Approval Scheme (Approval Scheme), Biosecurity NZ has been working to finalise the documents.

In the meantime, please continue to keep an eye out for updates and notifications regarding the Standard and Approval Scheme. Following the issuing of both documents, Biosecurity NZ intends to strengthen our engagement with industry to ensure upcoming changes are well understood and prepared for. This will likely include resources, infographics and webinars.

If you have any ideas on what engagement and resources you might like to see over the course of 2023, please reach out to us at Standards@mpi.govt.nz. Input from our stakeholders is important to us for ensuring we provide clear and useful information.

Reminder for inspection reports

Biosecurity NZ sees a large variation in the quality of vessel biofouling inspection reports. Many vessel biofouling inspection providers are familiar with providing inspections for operational purposes only and can miss key areas of vessels that Biosecurity NZ need to see to effectively assess biofouling risk.

Ensure your report:

- provides clear, time and date stamped photographs of a representative sample of the hull and all niche areas.
- breaks down larger niche areas (e.g. the rudder and sea chests) and that you have sufficient photographs of each area.
- makes it clear which photographs are pre and post clean.
- provides videos and supplementary photos when required.
- uses level of fouling (LOF) or % cover to indicate severity of fouling (as the use of "light", "moderate" and "severe" can vary from company to company or even diver to diver).
    - also lists the percentage cover of each organism type found in each area.
- lists all the general groups of organisms found on vessels (e.g. barnacles, tubeworms, bryozoans, filamentous algae, slime layer, mussels, oysters, hydroids, tunicates, sponges, anemones, crabs, snails etc.).

To find more information for diving service providers visit the MPI webpage.

Private recreational vessels

Information update for yachts

In September, a representative from the Invasive Species Team alongside a Biosecurity officer from Border Clearance Services attended two Yacht regattas in the South Pacific. These were the Musket Cove Regatta near Nadi, Fiji and the Vava'u Blue Water Festival in Vava'u, Tonga.

With many recreational yachts predicted to visit New Zealand in the 2023/24 summer season, Biosecurity NZ took the opportunity to attend and provide information about vessel requirements and the clearance process when arriving in New Zealand. The staff attending gave presentations and were on hand to answer questions from the yachties that were attending.

Termites on yachts

Upon arriving in New Zealand, international yachts are inspected for biosecurity risks, including termites. Most termite species eat grass, soil or fungi, but there are a number of species that eat wood and can cause serious damage to timber in service and timber products, and are considered to be of high biosecurity risk to New Zealand. New Zealand has six species of termites, of which none are significant pests.

Termites are cryptic and difficult to discover during an inspection of a yacht. Signs of termite activity can include holes in timber, frass/sawdust like material, mud tunnels, or discarded termite wings. Biosecurity officers examine all wooden structures visually, as well as by tapping in case it sounds hollow, and warrant a closer inspection.

Risk species for vessels include:

West Indian drywood termite (*Cryptotermes brevis* and other *Cryptotermes* species) which is present in the Americas, Africa, Australia, and some Pacific Islands.

Western drywood termite (*Incistermes minor* and *Incisitermes snyderi*) which is present in the USA (including Hawaii), Mexico, China, Japan, and some Pacific Islands.

Subterranean termites (*Coptotermes formosanus, Coptotermes acinaciformis*, and other *Coptotermes* species) which are present in Asia, USA (including Hawaii), and some Pacific Islands.

Drywood termites are very likely to occur on yachts where they can infest dry timber and form small colonies, from which they receive all their moisture and food requirements. Subterranean termites are occasionally found on yachts; however they require a constant moisture source through rain or plumbing. They are more obvious and form large colonies with mud tunnels to forage for food from various timber.

Because exotic termites pose a high risk to New Zealand, when a yacht is found to have exotic termites on board, Biosecurity NZ will require the yacht to undergo treatment to ensure that these exotic termites are eradicated. Owners of recreational vessels sailing to New Zealand should be on the lookout for symptoms of termites which can include holes in timber, frass (i.e. debris produced by insects), mud tunnels, or discarded termite wings. If these or any other hitchhiking pests like ants are observed onboard, point out any concerns to our Biosecurity officers on arrival so the risk can be managed before full clearance is given.

If you want to know more, feel free to contact us at: Standards@mpi.govt.nz.

Cruise updates

Preparations for the upcoming 2023/24 cruise season are underway

Biosecurity NZ has finished running workshops with cruise operators. We had a large turn out with some operators new to visiting New Zealand and others returning following visits last season.

The workshops focused on providing information for the upcoming season. Biosecurity NZ gave a presentation on how vessels should prepare for the season, including how documentation should be filled out.

Following the workshops, operators are now getting their documentation and plans ready to submit for approval. Biosecurity NZ are looking forward to working with cruise operators over the upcoming season.

If you are a cruise operator intending to visit New Zealand in the 2023/24 summer season and have not yet been in contact with us, then please email us at Standards@mpi.govt.nz.

Last season cruise

The upcoming cruise season follows an eventful season of 2022/23 that saw itinerary interruptions for several vessels. In a few cases, cruise ships were unable to visit environmentally sensitive areas like Fiordland due to biofouling. The issue attracted worldwide media attention, which helped raise the issue of biofouling as a biosecurity risk.

Multiple factors contributed to vessels failing the biofouling assessments and to vessels being placed on restricted itineraries.

- vessels had long layups during the pandemic (stationary periods promote biofouling accumulation).
- the maritime border reopened at short notice very close to the beginning of the cruise season.
- high levels of cruise staff turnover during and after the pandemic, and the loss of more experienced cruise staff that were knowledgeable in New Zealand's biosecurity requirements.
- after three years of stasis, dry dock facilities and other service providers were in short supply or had lost staff or experience.
- changes in weather made in-water cleaning more difficult than in previous years, as well as more stringent in-water requirements in previously used in-water locations.

However, Biosecurity NZ very much commend the cruise industry for its compliance efforts. The majority of visiting vessels (32 of 43) met biofouling regulations. Those that weren't, worked with us to address failings, and some were able to complete their full itineraries.

Because of the long pause between seasons during the pandemic, Biosecurity NZ engaged heavily with cruise lines before, during and after the 2022/23 season to ensure operators and service providers were aware of their biofouling and other biosecurity requirements. A similar engagement approach is already underway in the lead-up to the 2023/24 season. Last month Biosecurity NZ ran an online workshop for new or returning cruise operators, providing information on how to operate under alternative measures (soon be known as an MPI Approved System), as well as the Recognised Cruise Line Programme (RCLP), that covers the topside (above water) management of biosecurity risk, and more.

Biosecurity NZ is asking cruise lines to submit biofouling documentation as early as possible. This will help providing early notification of any cleaning requirements, avoiding voyage delays and itinerary interruptions.

Biofouling compliance by the numbers 2022/23 cruise season

- 43 cruise ships visited New Zealand, completing 120 voyages.
- 32 vessels (74%) were compliant with biofouling regulations before they arrived and completed their itineraries as planned.
- 11 vessels (25.6%) were not compliant and were issued with notices of direction for failing biofouling assessments.
- 3 of the non-compliant vessels chose to clean their hulls and subsequently completed their itineraries.
- 8 vessels (18.6%) were directed to manage their biofouling risk through restricted itineraries.

For more information about cruise vessels and passenger vessels biosecurity requirements please visit our website.

Craft Risk Management Standard for biofouling – The Figures

Please note that the biofouling statistics and graphs in this issue have been altered to align with the beginning of the month as we are transitioning to monthly reporting to make the figures more accessible to stakeholders. Statistics in this issue run from 1 April – 30 June.

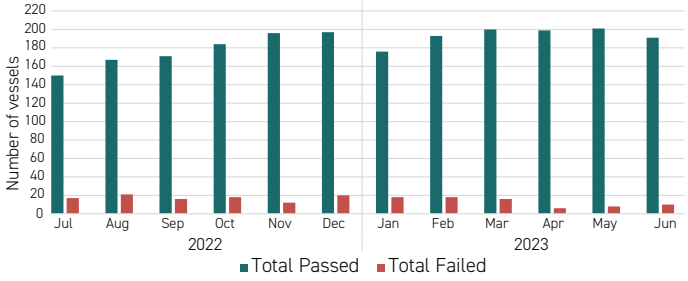
Biofouling Assessment

Biofouling documentation assessment commenced in 2018, after a four-year lead in period of the Craft Risk Management Standard for biofouling. Following this, vessels visiting New Zealand were moved onto an assessment schedule. Biofouling assessments are triggered by:

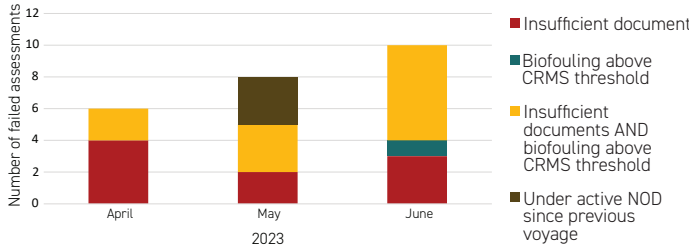
- time elapsed since last assessment.
- increase in risk level e.g. long lay-ups since previous assessment.
- vessel's first arrival to New Zealand.
- internal assessment after the receipt of new paperwork.
- vessels returning with active Notice of Direction (NOD), or previous assessment failures are reassessed on return.

It is important to be aware that a failed assessment does not mean a vessel will be denied entry into New Zealand. Biosecurity NZ's response will always be in proportion to the biofouling risk of the vessel. There are many steps you can take to increase the likelihood of passing your assessment. Email Standards@mpi.govt.nz for advice or have a look at the previous issues of this newsletter for tips.

Total Vessels Passed vs Total Vessels Failed
01 July 2022 - 30 June 2023



Reasons for Biofouling Assessment Failures
01 April 2023 - 30 June 2023



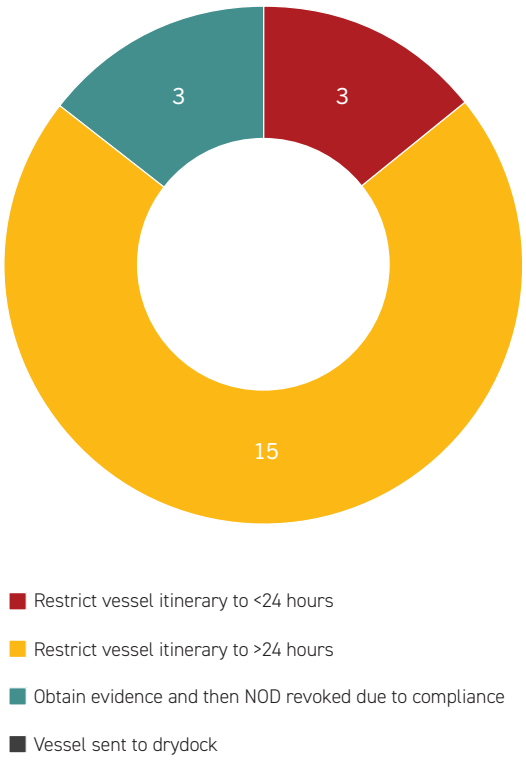
Compliance Actions

A NOD is issued by Biosecurity NZ when a vessel fails to show compliance with the Standard. NODs list the compliance actions a vessel must follow to manage the biofouling risk that they pose to New Zealand. These will always be in proportion to the risk the vessel poses. For instance:

- lower risk vessels may be allowed to complete their declared itinerary.
- high risk vessels may be directed to leave NZ in less than 24 hours.
- in circumstances where the risk is unclear, a vessel may be directed to undertake a hull inspection.

There has been a decrease in the number of NODs issued in the current quarter compared to the previous quarter. This is great to see. MPI appreciates the effort being made by the shipping industry during the last quarter and we hope to see it continue through the rest of the year. If you would like any assistance, please feel free to contact us at: Standards@mpi.govt.nz.

NODs issued between 01 April 2023 – 30 June 2023 (by compliance measure)



The total number of NODs issued since 2020 is 499 (up to 30/06/23)

Lymantria complex seasonal reminders

Note: The *Lymantria* complex or Flighted Spongy Moth Complex (FSMC) was formerly known as Asian Gypsy Moth (AGM) prior to February 2023. More information on the name change can be found here.

Updated risk periods

The 2023 *Lymantria* complex risk season started 15 May. The updated requirements for *Lymantria* complex have been updated to reflect changes to the flight seasons in risk areas and mirror those of the United States of America and Canada. The new requirements involve an extension of some risk period and merging of some risk areas. As of May, certificates of freedom must be provided by vessels visiting risk areas inside the updates risk periods. Please visit our the MPI hitchhiker pest webpage for more information.

Species of the *Lymantria* complex risk areas and periods for 2023 season

Risk Area	Requirements apply where visited any ports	Specific Risk Period
Russian Far East	South of 60 North and West of 147 longitude [excluding those ports on the Kamchatka Peninsula]	June 15 to October 15
China	North of latitude of 31 15' N	June 1 to September 30
Republic of Korea	In all areas	June 1 to September 30
Japan - Northern	In prefectures of Hokkaido, Aomori, Iwate, Miyagi, Fukushima, Akita, Tamagata	June 15 to October 30
Japan - Central	In prefectures of Niigate, Toyama, Ishikawa, Fukui, Ibaraki, Chiba, Tokyo, Kanagawa, Shizuoka, Aichi, Mie	June 1 September 30
Japan - Southern	In prefectures of Wakayama, Osaka, Kyoto, Hyogo, Tottori, Shimane, Okayama, Hiroshima, Yamaguchi, Kagawa, Tokushima, Ehime, Kochi, Fukuoka, Oita, Saga, Nagasaki, Miyazaki, Kumamoto, Kagoshima	May 15 to August 31
Japan - Far Southern	In prefectures of Okinawa	May 25 to June 30

Lymantria complex certificate of freedom and best practice

MPI would like to remind vessel operators of best practice for certificates of freedom of *Lymantria* complex. The Craft Risk Management Standard for Vessels (*CRMS:Vessels*) requires that inspections be carried out in daylight hours, and that the vessel departs the risk area on the same calendar day that the certificate of freedom was issued.

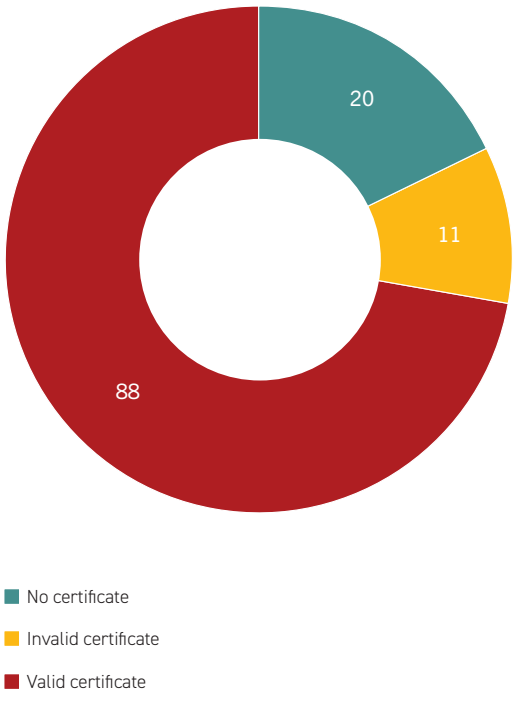
If unanticipated delays occur, it is best to conduct a new inspection (in daylight) before the vessel departs the risk area or at the next location where certificates can be issued. If this is not possible, for example if the vessel ends up departing at 01:00am the following calendar day directly for New Zealand, then the crew should carefully inspect the vessel while underway. Any suspected moths, egg masses, or caterpillars found should be contained and recorded. Report any suspected or confirmed *Lymantria* complex finds to MPI while undergoing clearance on arrival to New Zealand.

You can find information about *Lymantria* complex, including imagery, which can be used to educate crew on how to spot *Lymantria* moths, egg masses, and caterpillars on our MPI spongy moth webpage.

Lymantria: The Figures

72% of vessels that required a certificate of freedom arrived with a valid certificate in 2023 (as of 30/06/23). This remains in line with the percentages seen in previous quarters.

Vessels arriving from *Lymantria* complex risk areas inside risk periods (01 April 2023 - 30 June 2023)



Biofouling and the International Maritime Organization

Revision of the International Maritime Organization Biofouling Guidelines

In July 2023, The Marine Environment Protection Committee (MEPC 80) adopted the revised *Guidelines for the Control and Management of Ships' Biofouling to Minimize the Transfer of Invasive Aquatic Species* (Resolution MEPC.378(80)).

The 2023 Guidelines expand on and update the content of the previous version, with a view to strengthening them and increasing their uptake. Chapter 7 in the 2011 Guidelines (Biofouling Risk Profile and Monitoring of Risk Parameters) has been removed, and a new chapter 7 was added (Contingency-Action Plans). This chapter provides information about biofouling risk parameters and how to monitor them to identify an increased risk of biofouling accumulation. This chapter also includes proactive actions to lower the risk of biofouling accumulation, corrective actions, and maintenance. Additionally, the updated guidelines include example forms for the Biofouling Management Plan (BFMP) and Biofouling Record Book (BRFB).

The Committee also agreed to develop guidance on in-water cleaning at a future session with a target year of completion in 2025. Biosecurity NZ will continue to contribute to the future development of the in-water cleaning guidance and will continue to offer our advice and expertise as we launch our own standard relating to biofouling inspection reports.

Pacific regional task force meeting

In July 2023, New Zealand participated in the Pacific regional task force meeting in Fiji, organised by the IMO-GloFouling partnership. Pacific Island countries wish to up lift their efforts to improve biofouling management, to reduce introductions of invasive aquatic in their region.

The task force meeting brought together representatives from Fiji, Cook Islands, Nauru, the Republic of Marshall Islands, Samoa, Tuvalu, Vanuatu and New Zealand, in order to develop a regional strategy and action plan for the Pacific region on biofouling prevention and management to support a harmonized implementation of IMO's Biofouling Guidelines.

This meeting provided a good start for discussions and understanding current regional effort and changes. The regional biofouling management, and the strategy will continue to be developed by the Pacific countries.

Do you have any suggestions for improvements or a topic you would like us to include in our next issue?

Would you like a meeting to discuss how best to meet the standards?

Drop us an email at Standards@ mpi. govt.nz