



Vessel Biosecurity Quarterly

Message from the editors

Welcome to the eighth and final 2023 edition of *Vessel Biosecurity Quarterly*, a newsletter from Biosecurity NZ which discusses the management of international vessel related biosecurity risk.

New Zealand is shaking off winter and Biosecurity NZ is in full swing for another summer season. Biosecurity NZ is ready for the arrival of cruise and recreation vessels and is looking forward to welcoming visitors arriving to our beautiful shores.

Biosecurity NZ has recently issued the revised craft risk management standard for vessels ([CRMS Vessels](#)). We note the delay in issuing this standard and would like to thank you for your support in this process.

This edition includes information on the changes and new requirements under the revised standard, reminders for recreational and cruise vessels, tips for vessels preparing to meet biosecurity requirements over the coming season, and more.

Biosecurity NZ wishes you all a happy and safe holiday season.

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

Proactive Biofouling Assessments

Biosecurity NZ has been glad to see vessel operators taking proactive action and sending us their biofouling documentation weeks or months in advance of their arrival to New Zealand. They do this to determine whether their vessel will require biofouling management before arrival. This has a great outcome for New Zealand's biosecurity and means operators can avoid delays down the track.

While we are glad to see vessels utilising this service and value the importance of proactive behaviour, this should be viewed as a confirmation rather than a vetting service. We encourage vessel operators to conduct their own assessment and take the necessary biofouling management actions before proactively submitting biofouling documentation for a compliance assessment.

Our [Biofouling Management webpage](#) contains a "[self-assessment tool](#)", and a "[dive inspection template](#)" which are helpful resources for vessels preparing for a New Zealand voyage.

When sending biofouling documentation for assessment please ensure that:

- the vessel is confirmed for a New Zealand voyage;
- an ETA is given along with the documentation;

- the following documents are submitted together:
 - current antifouling certificate;
 - biofouling management plan;
 - biofouling record book; and
- the most recent inspection report of the hull and all niche areas (see our dive inspection template above for a list of areas).

Our Vessel Target Evaluators may request further confirmation of intended arrival and will prioritise clearance of imminent arrivals over proactive submissions. Biosecurity NZ need everyone's help to ensure our team can process vessels in a timely manner.

Craft Risk Management Standard and Supporting Documents Update

In October Biosecurity NZ issued the new craft risk management standard for vessels ([CRMS Vessels](#)).

The new standard combines the requirements from the craft risk management standard *Biofouling on Vessels Arriving to New Zealand* (2018) and the craft risk management standard *Vessels* (2018). The requirements have been reviewed and updated to ensure they remain fit for purpose.

Biosecurity NZ acknowledge there were some delays in issuing the standard and the final issue date was not within the initial timeframe. Biosecurity NZ would like to express our gratitude for your support in this process. Public input is a crucial part of the development process, and we were glad to receive submissions and interest from a large representation of stakeholders, both domestic and international.

Here are some of the key changes in the new standard:

- new minimum reporting requirements for vessel biofouling inspections;
- the number of days a short-stay vessel can stay in New Zealand has increased to 28 days;
- a new clause for cruise vessel management;
- changes to risk periods for species of the *Lymantria* complex to align with changes to international regulations;
- simplification of the allowable biofouling thresholds.

For more information on the changes, [see our website](#).

At this stage the [operational code: Vessel Biofouling Inspection Provider Scheme](#) was not issued with the standard, as some operational aspects of this scheme are still being assessed. This does not impact the operation of the new standard.

Following issuing of the standard, Biosecurity NZ ran two workshops to industry at the end of November. These workshops aimed to communicate the changes and to make sure industry is well

prepared for them. Online resources and webpages will be updated to reflect those changes.

If you missed the workshops, resources will be uploaded to our website in upcoming weeks. We can also arrange meetings with anyone who wants to learn more!

If you have any questions about the standard or would like to discuss how to manage your vessel, please email standards@mpi.govt.nz

Cruise requirements

The 2023/2024 cruise season officially kicked off in October and we are seeing a steady flow of arrivals onto our shores. The new [craft risk management standard Vessels](#) was published on 13 October 2023 and includes a specific section for cruise vessels. In most circumstances, cruise vessels were not able to meet the short or long-stay requirements due to unusual operational profiles, so a clause specifically for cruise vessels was added.

Cruise vessels now have the option to operate under an MPI-approved system. This system replaces the Craft Risk Management Plan that was in place last season but works in a similar way. It also includes measures for managing topside risk.

Most cruise vessels manage biofouling risk through a combination of measures including obtaining underwater inspection reports,

creating biofouling management plans and record books, and obtaining valid antifouling certificates.

Along with the new standard, Biosecurity NZ have also introduced new legislation that requires commercial craft (carrying 20 or more passengers, excluding crew), to actively present audio or audio-visual biosecurity information to their passengers during port disembarkation while in New Zealand. You can find more guidance about this requirement [here](#).

The 2023/2024 cruise season marked the first season with the Recognised Cruise Line Programme (RCLP). The program is the management of top-side biosecurity risks on cruise vessels such as food stores, organic waste, passenger personal belongings etc. This program is part of the above mentioned MPI-approved system. As part of the program, cruise vessels are subject to onshore verification to ensure that vessel operating procedures are effectively being carried out on board. This will ensure passengers arriving to enjoy New Zealand's summer months are doing so without bringing biosecurity risk ashore.

Cruise vessels wanting to visit New Zealand should submit their approved system applications well in advance of their first intended arrival and are also encouraged to engage with MPI early for advice on this process. For more information about the requirements for cruise vessels please visit the MPI [website](#).

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



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 July – 30 September.

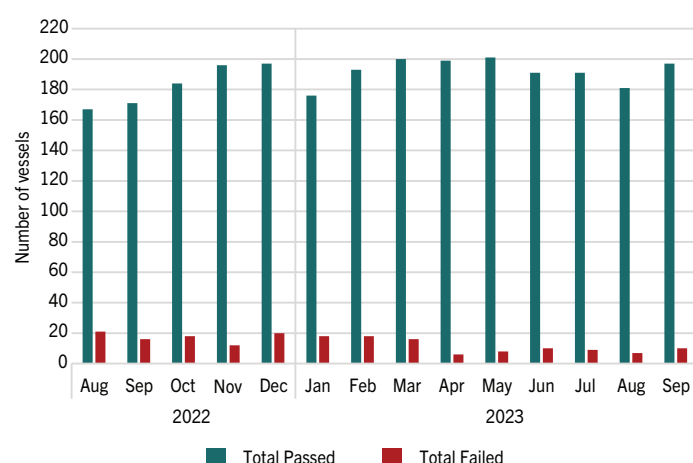
Biofouling Assessment

Biofouling documentation assessment commenced in 2018, after a four-year lead in period. Following this, vessels visiting New Zealand were moved onto an assessment schedule. Biofouling assessments are triggered by:

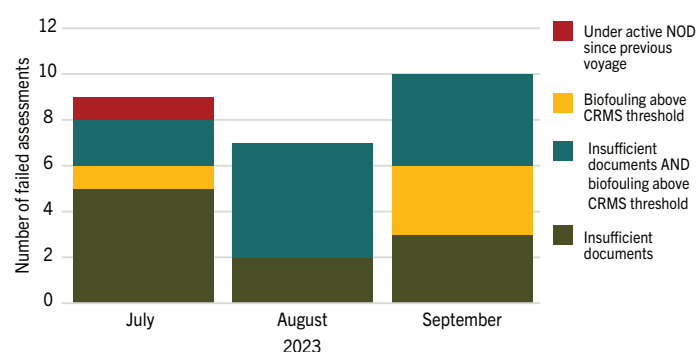
- time elapsed since last assessment;
- increase in risk level e.g. long lay-ups since previous assessment;
- vessel's first arrival to New Zealand;
- internal assessment after the receipt of new paperwork;
- vessels returning with active Notice of Direction (NOD), or previous assessment failures, are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

It's 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 August 2022 – 30 September 2023



Reasons for Biofouling Assessment Failures 01 July 2023 – 30 September 2023



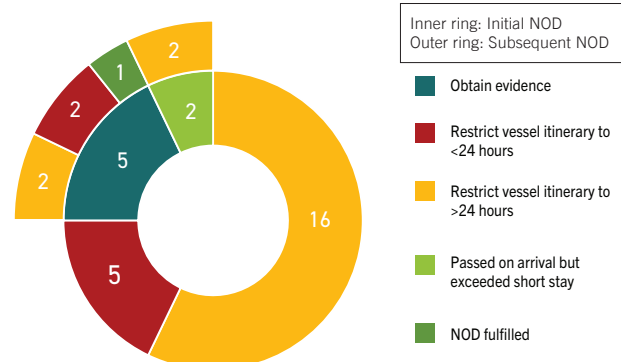
Compliance Actions

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;
- higher risk vessels may be directed to leave New Zealand 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 slight increase in the number of NODs issued this quarter compared to the last quarter. MPI appreciates the effort being made by the shipping industry during the past year and we hope to see the number of NODs continue to decrease in 2024 as well. If you would like any assistance, please feel free to contact us at: standards@mpi.govt.nz.

NODs issued between 01 July 2023 – 30 September 2023 (by compliance measure)



You may notice the layout of this graph has been altered since last edition. This new format better breaks down Notices of Direction, where more than one is issued to a vessel during a single voyage. The outer ring refers to subsequent Notices of Direction issued as a result of a dive inspection on arrival or the vessel exceeding the short-stay limit.

The total number of NODs issued since 2020 is **527** (up to 30/09/23)

Lymantria complex seasonal reminders

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 standard ([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 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.

Vessels arriving in New Zealand without a certificate of freedom:

- must remain at least 4 nautical miles away from nearest New Zealand coast or island if anchoring prior to arrival;
- arrive during daylight hours for an on-arrival inspection by MPI (inspection charges apply);
- cargo operations may not commence until the inspection has been completed by MPI to ensure health and safety and that vessel can be managed appropriately should high risk pests be found.

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 Lymantria webpage](#).



Lymantria moths

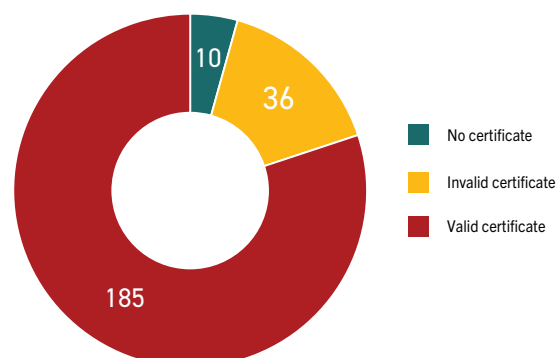
Species of the *Lymantria* complex risk areas and periods for 2023 season

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, Yamagata	June 15 to October 30
Japan – Central	In prefectures of Niigata, Toyama, Ishikawa, Fukui, Ibaraki, Chiba, Tokyo, Kanagawa, Shizuoka, Aichi, Mie	June 1 to 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: The Figures

80 percent of vessels that required a certificate of freedom arrived with a valid certificate in 2023 (as of 30/09/23). This remains in line with the percentages seen in previous quarters.

Vessels arriving from *Lymantria* complex risk areas inside risk periods 01 July 2023 – 30 September 2023



New Zealand's requirements for private recreational vessels

Biofouling

As required by the standard ([CRMS:Vessels](#)), most internationally arriving recreational vessels will have to comply with the "long-stay" category. This includes those that are staying for over 28 days, or wanting to visit areas not approved as [Places of First Arrival](#) (e.g. Fiordland or Bay of Islands). The strict requirements for long-stay vessels allow for only a slime layer and gooseneck barnacles on the hull and niche areas.

If you are the operator of a recreational vessel coming to New Zealand, you can prove you meet New Zealand's long-stay requirements by providing evidence of either:

- cleaning the hull less than 30 days prior to arrival to New Zealand Territory (NZT); or
- intention to haul-out within 24 hours of arrival to NZT at an [approved facility](#) to conduct a hull clean (we recommend this be planned well in advance of arrival). Proof of booking must be provided to MPI prior to, or on arrival.

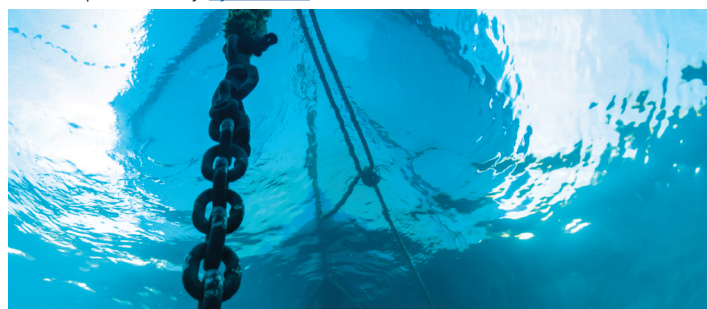
It is good practice to keep thorough records of your vessel's cleaning and antifouling history in one place, such as in a logbook. Records should include:

- an antifouling certificate;
- reports from a recent hull and niche area inspection and/or cleaning, with photos; and
- a receipt from the last dry docking or haul-out facility.

Anchor and anchor wells are a source of biosecurity risk as they can transport marine organisms, such as invasive algae species like caulerpa, which can have detrimental impacts on New Zealand's marine environments. Vessel owners should be vigilant when hauling in their anchor prior to departing for New Zealand and remove any debris snagged on the anchor, chain, or line.

Top-side risks

The long-stay requirements of the standard ([CRMS:Vessels](#)) will also apply to most international recreational vessels. The standard requires all vessels that enter NZT to be free of regulated pests. This includes ants, termites, stink bugs (particularly the [Brown Marmorated Stink Bug \(BMSB\)](#)), contaminated food, mosquitoes, moths (particularly [Lymantria](#)) etc.



Owners of recreational vessels sailing to New Zealand should be on the lookout for hitchhiking pests onboard and point out any concerns to our Quarantine Officers on arrival so the risk can be managed before full clearance is given.

Caulerpa outbreak in New Zealand

Biosecurity NZ is asking recreational vessel owners planning voyages to the upper North Island this summer to help prevent the spread of two exotic caulerpa seaweed species, *Caulerpa brachypus* and *Caulerpa parvifolia* (exotic caulerpa).

These invasive seaweeds are found in bays in five locations – Te Rāwhiti Inlet in the Bay of Islands, Waiheke Island, Kawau Island, Aotea Great Barrier Island and Ahuahu Great Mercury Island.

Exotic caulerpa can spread rapidly as fragments on ocean currents, potentially crowding out and outcompeting local marine species. The main means of travel over greater distances is by small pieces becoming entangled in vessel anchors and anchor chains, as well as on fishing and diving equipment.

Over the two years since caulerpa was first found at Aotea, Biosecurity NZ and partners including mana whenua and local government, have been working to understand the pest and possible control options, while taking actions to contain it.

For this reason, there have been legal controls placed by Biosecurity NZ and rāhui placed by local Māori to restrict certain marine activities such as anchoring and fishing in some affected areas. You can see the areas under these controls and the requirements in place [here](#).

Vessel operators boating anywhere in New Zealand, but particularly in the upper North Island, are asked to be vigilant and check anchors and equipment for any seaweed attached before moving location.

If seaweed is snared, remove it, bag it or contain it securely if you can, and dispose of it to a rubbish bin back on shore. If this is not possible, return the seaweed to the waters it came from. It is important that this debris is not introduced, even accidentally, to other waters. Doing this will help ensure that any so far undetected exotic caulerpa populations outside of known and controlled areas are not accidentally spread further.

If you think you may have found exotic caulerpa outside of the [known areas](#), please take photographs, note the location (GIS coordinates are great) and contact Biosecurity NZ on 0800 80 99 66 or by completing a reporting form at [report.mpi.govt.nz](#). More information, including detailed maps, can be found on our [caulerpa webpage](#) on the MPI website.

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