Issue 11 | September 2024

Biosecurity New Zealand
Ministry for Primary Industries
Manatū Ahu Matua

Vessel Biosecurity Quarterly

Message from the editors

Welcome to the 11th edition of *Vessel Biosecurity Quarterly*, a newsletter from Biosecurity NZ which discusses the biosecurity risk management of international vessels.

We are well into the second half of 2024. Biosecurity NZ is in full preparation for the summer and the arrival of cruise vessels, recreational vessels, and high volumes of passengers.

We would like to thank the wider shipping industry for continuing to provide valuable insight that has and will continue to be used to improve Biosecurity NZ's practices. 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 yacht and cruise updates, changes in pre-arrival documents, reminders for vessel biosecurity requirements, information about the requirements around Brown Marmorated Stink Bug (BMSB) season, 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.

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 FAQ sheet, 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 needs everyone's help to ensure our team can process vessels in a timely manner.

Pre-Arrival Documentation

Biosecurity NZ is currently in the process of updating our pre-arrival documentation for commercial vessels. We will be reaching out to shipping agents to test and give feedback on the design and content of the form before it is released for use.

The Biosecurity Pre-Arrival Report (PAR) will replace the previously required Master's Declaration and Biofouling and Ballast Water Declaration. The new form aims to improve and simplify the required documents.

The Biosecurity Pre-Arrival Report is made up of 4 parts:

- **Part 1: Biosecurity** – this part asks questions to help identify any biosecurity risks on the top side of the vessel. This includes questions about refuse or garbage management, pest management and live animals or plants onboard.
- **Part 2: Biofouling** – this part asks questions about how biofouling of the vessel is being managed. Additional evidence such as reports may be requested by Biosecurity NZ.
- **Part 3: Ballast Water** – this part asks questions about how ballast water is being managed onboard. This information may be shared with Maritime New Zealand, who has the responsibility of ensuring New Zealand is complying with the IMO Ballast Water Management Convention, as implemented by the Marine Protection Rules Part 300.
- **Part 4: Ballast Water Declaration** – this part is only required if the vessel intends to discharge ballast water inside New Zealand Territorial Waters, or the vessel requests/requires Full Biosecurity Clearance.

We expect the form to be available for use in October, but it will not be mandatory for the first 6 months. During this time, we will welcome any further feedback.

There will be no change to how the form is submitted to MPI, by submitting the form with Advance Notice of Arrival to apicustodian@customs.govt.nz, or by emailing vessels@mpi.govt.nz.

Private Recreational Vessels

Information update for yachts

In September, a representative from the Approvals & Advice 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 2024/25 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.

For more information about the biofouling requirements for yachts and recreational vessels, please visit our website.

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 exotic species that eat wood and and can cause serious damage to timber. The latter are considered to be of high biosecurity risk.

Termites are 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 warrants a closer inspection.

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 signs of termites. 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 Preparation for 2024/25 Summer Season

Preparations for the upcoming 2024/25 cruise season are underway. Biosecurity NZ ran a webinar for cruise operators in mid-August. We had a good turn out with some operators new to visiting New Zealand and others returning following visits last season.

The webinar focused on providing information for the upcoming season. Biosecurity NZ gave a presentation on how cruise vessels should prepare for the season as well as information on how to operate as an MPI Approved System. The webinar also included the introduction of the new MPI-Approved System application form and accompanying guidance sheet, which provides information on how to fill out the application form.

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

If you are a cruise operator intending to visit New Zealand in the 2024/25 summer season and have not yet been in contact with us, then please email us at Standards@mpi.govt.nz

Craft Risk Management Standard for Vessels – The Figures

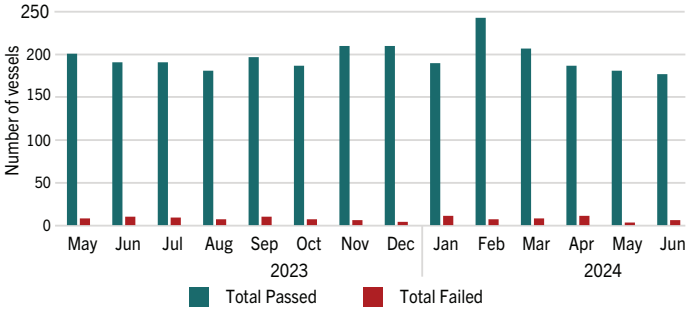
Biofouling assessment

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:

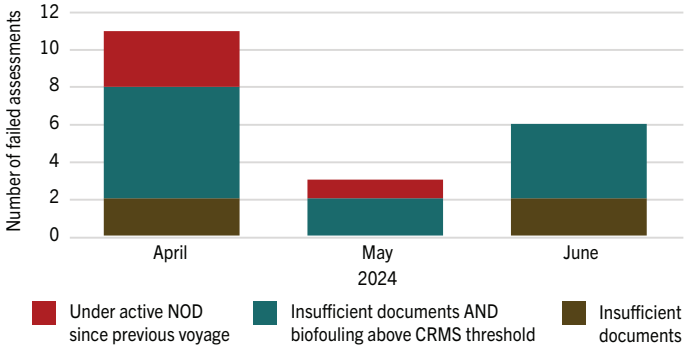
- vessel's first arrival to New Zealand;
- increase in risk level e.g. long lay-ups since previous assessment;
- time elapsed since last assessment;
- receipt of new documents;
- vessels returning with active Notice of Direction (NOD), or previous assessment failures, are reassessed on return.

It is important to note 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 assessments. 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 May 2023 – 30 June 2024



Reasons for Biofouling Assessment Failures
01 April 2024 – 30 June 2024



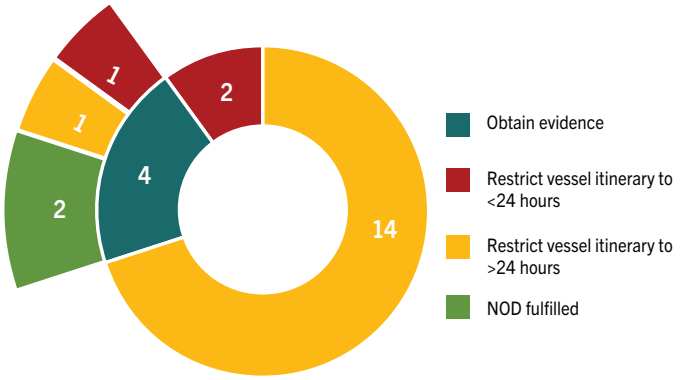
Compliance actions

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 and required to manage their biofouling before their next voyage;
- high risk vessels may be directed to leave New Zealand within 24 hours;
- in circumstances where the risk is unclear, a vessel may be directed to undertake a hull inspection.

Between 1 April and 30 June 2024, 20 vessels did not meet CRMS requirements on arrival. This is a reduction from last quarter. Biosecurity NZ appreciates the effort being made by the shipping industry during the past year and we hope to see the number of NODs continue to be low for the rest of 2024. If you would like any assistance, please feel free to contact us at: standards@mpi.govt.nz.

Compliance measures for failed vessels
01 April – 30 June 2024



This graph breaks down on arrival Notices of Direction (inner ring) and provides detail into compliance following dive inspections, as well as directions issued when a vessel exceeds the short stay limit (outer ring).

The total number of vessels issued a NOD in 2024 is 49 (1 January – 30 June 2024)

Lymantria Complex

Lymantria Complex Certificate of Freedom and Best Practice

The season for *Lymantria* has started and Biosecurity NZ would like to remind vessel operators of best practice for certificates of freedom of *Lymantria* complex. The standard 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, 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 Biosecurity NZ 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 NZ coast or island if anchoring prior to arrival;
- arrive during daylight hours for an on-arrival inspection by Biosecurity NZ (inspection charges apply);
- may not commence cargo operations until the inspection has been completed by Biosecurity NZ 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 spongy moth webpage.

Lymantria moths

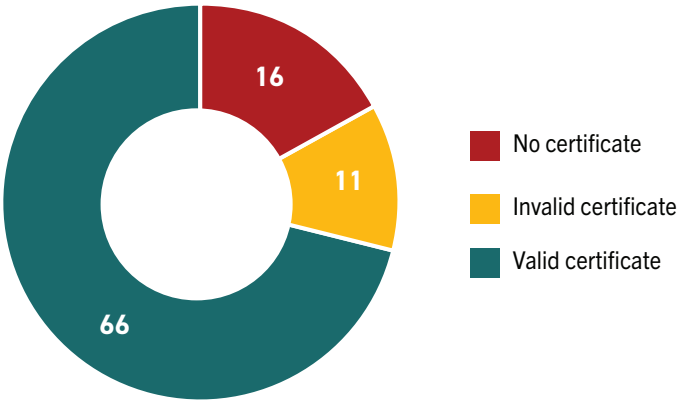
Species of the *Lymantria* complex risk areas and periods

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 15
Japan – Central	In prefectures of Niigata, 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 prefecture of Okinawa	May 25 to June 30

Lymantria: The Figures

71% of vessels that required a certificate of freedom arrived with a valid certificate between 1 April and 30 June 2024. This is a decrease in compliance from the percentages seen in previous quarter.

Vessels arriving from *Lymantria* complex risk areas inside risk periods 01 April – 30 June 2024



Brown Marmorated Stink Bug (BMSB) Season Has Begun

The Brown marmorated stink bug (BMSB) season started 1 September and will continue until 30 April 2025. BMSB is a serious pest for agriculture and horticulture, that feeds on more than 300 plant species. It is native to Asia and has spread throughout North America and Europe. This pest is not currently established in New Zealand, however, there have been interceptions of it at our border.

Biosecurity NZ has measures in place to protect our agriculture. The BMSB management measures apply to:

- new and used vehicles, machinery, and parts exported from BMSB-risk countries during the BMSB-risk season.
- sea containers and their cargo exported from Italy during the BMSB-risk season.

To help reduce the chance of BMSB contaminating your goods before they are exported, you can reduce storage times in a BMSB risk country especially if they are outside, and keep goods segregated by distance or by using chemicals.

To make sure BMSB management measures are working, Biosecurity NZ inspects specific goods arriving from BMSB-risk countries throughout the season. If you are planning to import a consignment of goods from a risk county into New Zealand or have any other questions, please email bmsb@mpi.govt.nz.

If you see BMSB on imported goods, report them to a quarantine officer and Biosecurity NZ's Pest and Disease Hotline – 0800 80 99 66.

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

Protecting New Zealand's Boating Paradise

Biosecurity NZ is working with regional councils, regional partnerships, the Department of Conservation and others, to launch a new marine biosecurity campaign for boaties operating in New Zealand. The Protect Our Paradise campaign aims to inspire and help recreational boaties to stop spread of invasive marine pests and protect the incredible marine spaces we all enjoy.

The campaign explains there are three types of marine biosecurity for boaties:

- all boats should check and clean off gear and anchor before moving during a trip;
- trailer boats should be cleaned at home after a trip; and
- moored boat owners should keep the hull clean and maintain antifouling.

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