



Vessel Biosecurity Quarterly

Message from the editors

Welcome to the 12th and final 2024 edition of *Vessel Biosecurity Quarterly*, a newsletter from Biosecurity NZ that discusses the biosecurity risk management of international vessels.

New Zealand is embracing the summer after the long 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.

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 reminders for recreational and cruise vessels, changes in pre-arrival documents, reminders for vessel biosecurity requirements, information about Caulerpa, 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.

MPI Pre-Arrival Documentation for Commercial Vessels

MPI has refined our pre-arrival documentation for commercial vessels to update the questions and reduce the number of documents required. The Biosecurity Pre-Arrival Report is now available to use. The form is available to download from our [website](#). This will replace the previously required Master's Declaration and Biofouling and Ballast Water Declaration.

From 1 May 2025, it will be mandatory to supply a Biosecurity Pre-Arrival Report and the old documentation will no longer be accepted. A Pre-Arrival Report must be submitted to MPI at least 48 hours prior to arrival of the vessel in New Zealand Territorial Waters.

There will be no change to how the form is submitted to MPI and the Advance Notice of Arrival (ANOA) will still be required. The Pre-Arrival Report can be submitted together with the ANOA to apicustodian@customs.govt.nz, or directly to vessels@mpi.govt.nz.

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 the biofouling of the vessel is being managed. Additional evidence such as a dive report may be requested by MPI.
- **Part 3: Ballast Water** – this part asks questions about how the ballast water is being managed onboard. This information may be shared with Maritime New Zealand, who have responsibility to ensure New Zealand is complying with the IMO Ballast Water Management Convention, as implemented by 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.

For more information about the Pre-Arrival Report please see this [fact sheet](#).

Cruise requirements

The 2024/2025 cruise season officially kicked off in October and we are seeing a steady flow of arrivals onto our shores. Cruise vessels have the option to operate under an MPI-approved system, which also includes measures for managing topside risk such as food stores, organic waste, passenger personal belongings etc. Cruise vessels are subject to onshore verifications 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.

In addition to that, commercial craft (carrying 20 or more passengers, excluding crew) are required to actively present audio or audiovisual biosecurity information to their passengers during port disembarkation while in New Zealand. You can find more guidance about this requirement [here](#).

Overall, cruise ships visiting New Zealand this season are doing well so far in meeting the biofouling requirements. 20 vessels have arrived out of 45 vessels that are expected for the season. Of the 20 cruise vessels that have arrived in New Zealand so far, 18 entered compliant with the requirements.

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

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" requirement. 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). The biofouling thresholds 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
- 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.

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. Anchors 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.

Top-side risks

The long-stay top-side requirements of the standard 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 spp.](#)) 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.

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 nine locations – Te Rāwhiti Inlet in the Bay of Islands, Waiheke Island, Kawau Island, Aotea Great Barrier Island,, Rakino Island, Mokohinau Islands, Fantail Bay on the Coromandel Peninsula, Ahuahu Great Mercury Island and Omaha Cove/Leigh Harbour.

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

For this reason, there have been legal controls placed by Biosecurity NZ and rāhui placed by local Iwi 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.



Craft Risk Management Standard for Vessels – The Figures

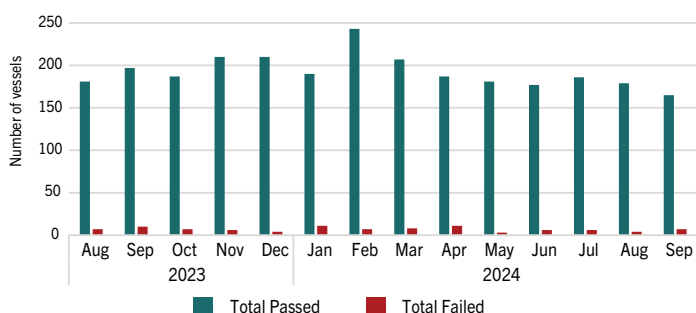
Biofouling assessment

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:

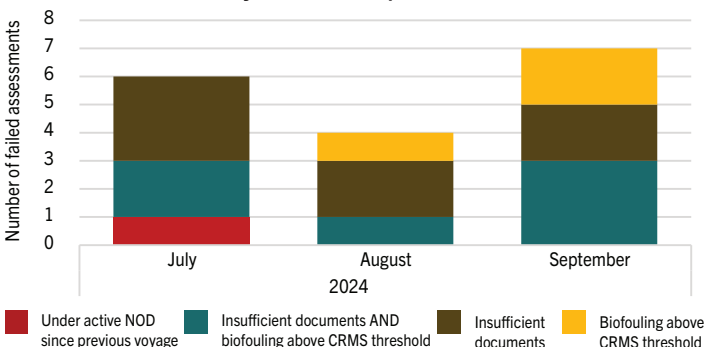
- time elapsed since last assessment;
- increase in risk level e.g. long lay-ups since previous assessment;
- vessel's first arrival to New Zealand;
- receipt of new documents;
- vessels returning with active Notice of Direction (NOD), or previous assessment failures, are reassessed on return.

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 August 2023 – 30 September 2024



Reasons for Biofouling Assessment Failures
01 July 2024 – 30 September 2024



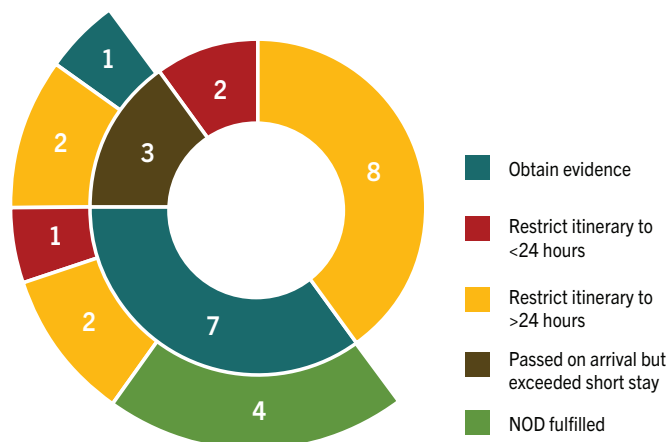
Compliance actions

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 NZ within 24 hours;
- in circumstances where the risk is unclear, a vessel may be directed to undertake a hull inspection.

Between 1 July – 30 September 2024, 17 vessels did not meet CRMS requirements on arrival. This is a reduction from 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 be low. If you would like any assistance, please feel free to contact us at standards@mpi.govt.nz.

Compliance measures for failed vessels
01 July 2024 – 30 September 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 69 (1 January - 30 September 2024)

Lymantria Complex

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 NZ coast or island if anchoring prior to arrival;
- arrive during daylight hours for an on-arrival inspection by MPI (inspection charges apply);
- may not commence cargo operations 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 spongy moth webpage](#)



Lymantria moths

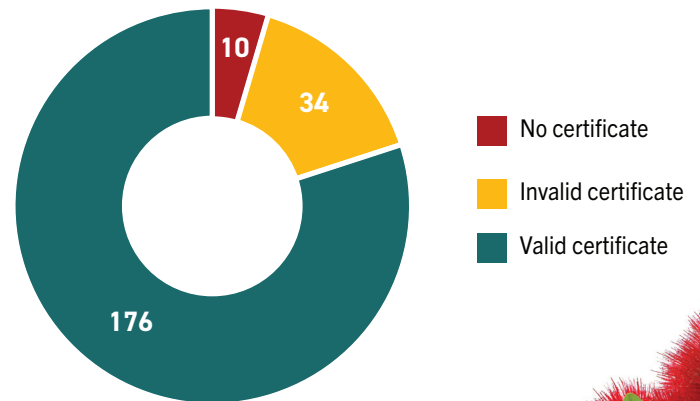
Lymantria complex risk areas and periods

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 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 prefecture of Okinawa	May 25 to June 30

Lymantria: The Figures

80% of vessels that required a certificate of freedom arrived with a valid certificate between 1 July and 30 September 2024. This is an increase in compliance from the percentages seen in previous quarter.

Vessels arriving from *Lymantria* complex risk areas inside risk periods
01 July 2024 – 30 September 2024



3rd GloFouling R&D Forum and Exhibition

Biosecurity NZ participated in the 3rd IMO GloFouling R&D Forum on biofouling prevention and management held in Busan, the Republic of Korea, in early November. The forum brought together over 250 participants across the maritime sector to explore innovations, strategies and policies for managing biofouling.

A Biosecurity NZ representative presented on New Zealand's biofouling regulation in the policy section and attended panel discussions alongside representatives from California, Norway, ISO standards, and others. Panellists discussed the 2023 IMO Biofouling Guidelines, and the definition of clean hull under the New Zealand biofouling standard, highlighting efforts to balance effective biofouling control with environmental protection.

Biosecurity NZ will continue to be part of international discussions and contribute to future development in biofouling management.



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

