Ministry for Primary Industries
Manatū Ahu Matua

Craft Risk Management Standard

Vessels

CRMS Vessels

13 October 2023

Excludes biosecurity risks managed by:

International Convention for the Control and Management of Ships' Ballast Water and Sediments

Please refer to this document for further details.

Issued under the Biosecurity Act 1993

Te Kāwanatanga o Aotearoa
New Zealand Government

TITLE

Craft Risk Management Standard: Vessels

COMMENCEMENT

This Craft Risk Management Standard comes into force on 13 October 2023

Except for Clause 1.4(5)(d) of the Craft Risk Management Standard which comes into force on 18 months from the issuance of this standard.

REVOCATION

This Craft Risk Management Standard revokes and replaces the Craft Risk Management Standard: *Vessels*, issued on 16 October 2018, and Craft Risk Management Standard: Biofouling on Vessels Arriving to New Zealand, issued on 15 November 2018.

ISSUING AUTHORITY

This Craft Risk Management Standard is issued by the Director-General under section 24G of the Biosecurity Act 1993.

Dated at Wellington this 29 September 2023

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Introduction

This introduction is not part of the standard but is intended to indicate its general effect.

Purpose

The purpose of this standard is to specify the requirements needed to manage the biosecurity risks associated with vessels entering New Zealand territorial waters. It does not apply to the ballast water risks associated with a vessel.

Background

Vessels entering New Zealand territory have the potential to be vectors of exotic pests, disease agents and unwanted organisms.

The Biosecurity Act 1993 (the Act) prescribes requirements for the exclusion, eradication and effective management of pests and unwanted organisms in New Zealand. These organisms have the potential to cause harm to natural and physical resources and human health in New Zealand. The Ministry for Primary Industries (MPI) is responsible for enforcing the provisions of the Act.

This Craft Risk Management Standard (CRMS) is developed under the Act. It specifies the biosecurity risk management and information requirements that must be met when vessels enter New Zealand territory. Upon arrival, verification that these requirements have been met may be carried out (verification may include inspections).

Who should read this?

Operators and persons in charge of vessels should read this CRMS if:

- the vessels are based in New Zealand and voyage in and out of the country;
- the vessels originate outside and arrive into New Zealand territorial waters as occasional or regular visitors; or
- are operators of ports approved as places of first arrival.

Why is this important?

In accordance with section 24J of the Act, the operator or person in charge of a vessel must take all reasonable steps to comply with this standard. If the operator or person in charge of the vessel does not comply with this standard, an inspector or authorised person may issue a compliance order requiring compliance.

Section 154C of the Act provides that the person against whom a compliance order is made must -

(a) comply with the order; and

(b) do so within the period stated in the order, if a period is stated; and

(c) pay all the costs and expenses of complying with the order, unless the order states otherwise.

Section 154N(11) of the Act states that a person who fails to comply with a compliance order commits an offence. Every person who commits an offence against this section is liable on conviction, in the case of an individual, to imprisonment for a term not exceeding three months, a fine not exceeding NZ$50,000, or both: and in the case of a corporation, to a fine not exceeding NZ$100,000.

The operator or person in charge of any vessel that has risk goods on board may receive a direction from an inspector under the Act to take steps to manage those risk goods on board the vessel and, if these steps are not taken, the vessel may be directed to leave New Zealand territory.

Deliberate non-compliance with the requirements of this standard or negligence leading to non-compliance may lead to increased intervention regimes (e.g. inspections or audits).

Equivalence

An operator may submit a craft risk management plan for approval by the Director-General under section 24K of the Act proposing alternative ways of managing the risks that this standard relates to. The Director-General will only approve a plan if satisfied that the alternatives proposed enable risks to be managed to at least the same extent as they are managed under this standard.

Costs

The costs to the New Zealand Government associated with implementing the requirements of this standard will be recovered as specified by the Biosecurity (Costs) Regulations 2010.

Document history

No.	Version Date	Section Changed	Change Description
1.0	20 July 2017	N/A	N/A
2.0	16 October 2018	Threshold	Moved biofouling thresholds to a schedule.
3.0	13 October 2023	All sections	Incorporation of biofouling requirements from the CRMS-Biofoul into the appropriate sections of the standard (which has led to numbering changes), changes to vessel categories, addition of minimum reporting requirements into the information requirements, amendment to the Asian Gypsy Moth requirements, including name change and change to risk periods and areas, and updates to the definitions and thresholds.

Other requirements of the Act

Arrival

In accordance with section 17 of the Act, if possible and practicable to do so, a vessel must arrive in New Zealand at either:

a) a place of first arrival that has been approved by the Director-General as suitable for the vessel type and the purpose for which it is arriving; or
b) a place for which special approval has been granted by the Director-General for a specified vessel to arrive, or for vessels to arrive for a specified purpose, under section 37A of the Act.

Risk goods

In accordance with sections 18, 19 and 33 of the Act, no risk goods are permitted to be removed from a vessel without the permission of an inspector.

Where risk goods are present on a vessel that arrived from overseas, the person in charge of the vessel must follow every reasonable direction given by an inspector including to relocate the vessel or to manage the risk goods.

Other relevant requirements for vessels include:

a) *The International Convention for the Control and Management of Ships' Ballast Water and Sediments*; and
b) Various import health standards managing the risks of goods imported for clearance.

This standard is intended to work in conjunction with other import health standards and sections of the Act to manage goods not mentioned in the following requirements. The standard should not be seen to override these.

Guidance
Examples of goods managed by other sections of the Act or under another IHS:

- Passengers, crew and their personal effects
- Containers and general cargo

Other information

Further guidance for this Craft Risk Management Standard is available on the Ministry for Primary Industries website. Please check the website or contact MPI for guidance if you are unsure about anything in the standard prior to entering or while the vessel is in New Zealand territory.

This document is not intended to be a complete summary of the obligations of operators or persons in charge of vessels under the Biosecurity Act 1993.

Part 1: General requirements

1.1 Application

(1) This standard applies to:

a) All vessels that enter New Zealand territory after a voyage outside of New Zealand's territory. It does not apply to vessels that are passing through New Zealand territory on innocent or transit passage as defined in the *United Nations Convention on Law of the Sea*.

Guidance

- Nothing in this standard affects the responsibility of an operator or person in charge of a vessel to meet the requirements of other enactments or regulations including those relating to the safety of the vessel, crew and passengers.
- Ballast water is managed under the *International Convention for the Control and Management of Ships' Ballast Water and Sediments*.
- 'Voyage' is defined in Schedule 1.

1.2 Definitions

(1) Definitions of terms used in this standard are set out in Schedule 1.

(2) Terms used in this standard that are defined in the Act have the meanings set out in the Act unless a different meaning is given in Schedule 1.

1.3 Incorporation of material by reference

(1) The following documents are incorporated by reference:

a) IMO guidelines, the 2023 Guidelines for the Control and Management of Ships' Biofouling to Minimize the Transfer of Invasive Aquatic Species (Resolution MEPC. 378(80)).
b) Approved Biosecurity Treatments MPI-STD-ABTRT.

(2) Under section 142O(3) of the Biosecurity Act, it is declared that section 142O(1) does not apply. That is, a notice under section 142O(2) of the Act is not required to be published before material, that amends or replaces any material incorporated by reference, has legal effect as part of the documents in (1) above.

1.4 Required information

(1) An operator, or person in charge, of a vessel must ensure that the information in clauses (2), (3) and (4) below is received by MPI at least 48 hours prior to the vessel's entry into New Zealand territory. The information listed in clause (5) must be held onboard and presented to MPI if requested by an inspector.

(2) Vessel details:

a) vessel name and IMO number;
b) voyage number, if the vessel has one;
c) vessel's registration number, if the vessel has one;
d) radio call sign;
e) vessel contact details;
f) vessel type

g) country and port of registration, if registered;
h) name of the person in charge on board the vessel;
i) name of the owner or charterer of the vessel;
j) any previous names of the vessel; and
k) agent's name and contact details, if applicable.

(3) Voyage details:

a) estimated time of arrival (ETA) in New Zealand territory;
b) ETA at place of first arrival in New Zealand;
c) intended length of time in New Zealand territory;
d) list of all the ports of call in New Zealand, with ETAs and estimated time of departures (ETDs) for each port after place of first arrival, if applicable;
e) previous overseas ports and dates of calls for past 12 months;
f) next overseas port after leaving New Zealand territory;
g) any cargo onboard;
h) any goods for landing by the crew and private equipment or belongings intended to be used ashore, if applicable;
i) details of live animals kept on board as pets, if applicable;
j) details of, and signs of, any pests on board;
k) species of the *Lymantria* complex risk information: any risk areas visited in the 12 months immediately preceding the vessel's intended date for entry into New Zealand territory if that visit occurred during a risk period, any certificate showing freedom from species of the *Lymantria* complex held (showing time and date of inspection);
l) whether or not the vessel has carried livestock, live farmed fish, or bulk grain in the previous 3 months;
m) whether or not the vessel undertakes regular pest management;
n) whether or not the vessel has a garbage management plan;
o) whether or not the vessel has any wood packaging or dunnage on board; and
p) whether or not the vessel has any meat and fresh produce on board that is not of New Zealand origin.

(4) Biofouling information required prior to arrival:

a) whether the vessel has spent any extended periods mainly stationary in a single location; and
b) if the vessel is coming in to undergo biofouling cleaning on arrival, any arrangement for cleaning or treatment and whether they will be undertaken upon arrival (within 24 hours); and
c) the measure listed in clause 1.5(3) that will be applied to the vessels in order to meet the requirements of this standard; or
d) whether the operator or person in charge operates the vessel under an MPI-approved craft risk management plan as an alternative to meeting the requirements of the standard.

(5) The following information (if relevant) must be held on the vessel and provided to MPI prior to arrival in an appropriate form, if requested:

a) information on the antifouling regime and any marine growth prevention systems used;
b) whether the vessel is applying the IMO Biofouling Guidelines, including employing a biofouling management plan showing the hull maintenance and inspection regime and records of biofouling management kept;
c) if the vessel operates on an antifouling regime, the latest International Antifouling System Certificate or International Antifouling System Declaration; and
d) the latest vessel biofouling inspection report (either conducted on land or in water) that meets the criteria in and is obtained in accordance with the process in Schedules 2 and 3.

Guidance

- Where the IMO has templates available, we recommend you use them for ease of compliance.
- The following information relating to the information requirements can be found on the MPI website:

(1) The required forms on which to provide the above information.
(2) A list of MPI-approved biofouling inspection providers will be available on our website.
(3) The resource document *Vessel biofouling inspections.* This contains Schedule 2 and 3 and includes guidance and resources relating to hull biofouling inspection requirements.
(4) The IMO biofouling guidelines, the *2023 Guidelines for the Control and Management of Ships' Biofouling to Minimize the Transfer of Invasive Aquatic Species.*

1.5 Risk management

(1) The operator or person in charge of any vessel must take all reasonable and practicable steps to ensure that when the vessel enters New Zealand territory, it is free of regulated pests and substantially free of biosecurity contamination.

(2) The operator or person in charge of any vessel must also ensure that when the vessel enters New Zealand territory, it has a 'clean hull' as per the thresholds set out in Schedule 4. To do so, the operator or person in charge must use one of the acceptable measures set out 1.5(3).

Guidance

- Part 2 separates vessels into short-stay, long-stay and cruise vessel categories. The 'clean hull' thresholds depend on the vessel's length of stay and itinerary.
- If it is required in Part 3, the operator will have to obtain a certificate of freedom from species of the *Lymantria* complex before the vessel enters New Zealand territory.

Acceptable measures for ensuring a vessel has a 'clean hull'

(3) Operators or the person in charge of a vessel must provide evidence for one of the following options to show compliance with Schedule 4.

a) **Continual maintenance using best practice**: This includes application of antifouling coatings, operation of marine growth prevention systems and in-water inspections with biofouling removal as required. This measure is suitable for short-stay vessels only.
b) **Clean before arrival:** Inspect and if required, remove all biofouling found from all parts of the hull, including niche areas, less than 30 days before arrival to New Zealand.
c) **Clean out of water on arrival:** Have a booking at a MPI approved haul-out facility to remove biofouling and enter this facility within 24 hours of arrival to New Zealand. Once in the facility, all biofouling from all parts of the hull, including niche areas are removed.
d) **Treat on arrival:** All available approved treatments are listed in *Approved Biosecurity Treatments* (MPI-STD-ABTRT). This excludes the removal of biofouling in an approved haul-out facility.

Guidance

- Following the IMO Biofouling Guidelines is an example of best practice.

Guidance

- The document *Approved Biosecurity Treatments* (MPI-STD-ABTRT) will be updated to include treatments once they are approved by MPI.
- As an alternative to the acceptable measures above, an operator or person in charge of a vessel may submit a craft risk management plan for MPI approval, under section 24K of the Act, which includes steps that will be taken to reduce risk to the equivalent degree as meeting the requirements of this standard. Information can be found on the MPI website.

(4) While a vessel is within New Zealand territory, the operator or person in charge of the vessel must ensure that:

a) no risk goods (including food and garbage) are discharged overboard or otherwise leave the vessel other than for disposal by an approved system or for biosecurity clearance at a place of first arrival; and
b) all biosecurity contamination and other risk goods are secured on the vessel; and
c) no removal of biofouling from an international vessel is undertaken in New Zealand territory other than through use of an MPI-approved haul-out facility or MPI approved treatment.

(5) Clause 4 does not apply to a vessel that has received written confirmation from an inspector in accordance with part 2.2(2).

Guidance

- In addition to food and garbage, the risk goods managed by 1.5(4)(a) includes any cargo, packaging and equipment used overboard (i.e. fishing equipment or aquaculture equipment). It does not include vessel safety equipment such as the anchor.
- The following are examples of regulated pests and biosecurity contamination that are managed by this standard:
    - domestic waste and the vacuum waste from cabin, deck, hold and other internal areas
    - animals, plants and parts of animals or plants (for example, fruit, house plants, floral arrangements, animal and plant waste)
    - soil
    - standing water
    - spillage from previous cargo in the hold
    - pests and their material such as nests, or egg masses
    - marine species (for example, bryozoans, algae, bivalves, sponges, tunicates, barnacles and tubeworms)
- Examples of goods that are not risk goods for the purposes of 1.5(4)(a):
    - food waste that meets the criteria set out in Regulation 4 (Discharge of garbage outside special areas) of MARPOL Annex V – *The International Convention for the Prevention of Pollution from Ships, Rules*
    - garbage that has been segregated from any risk goods (for example recycling) and has been approved by an inspector as being free of regulated pests and biosecurity contamination
- Keeping the vessel as clean as practicable (for example free of garbage, standing waters, soil and plant material, spilt cargo, rodents, mosquitoes, termites, and other pests) is an efficient way of keeping the vessel substantially free of biosecurity contamination.
- These requirements apply to all vessels while they are within New Zealand territory until they leave New Zealand territory or the operator or person in charge has obtained written confirmation from an MPI inspector that the vessel complies with part 2.2.

Part 2: Specific requirements

2.1 Short-stay vessels

(1) This part applies to all vessels that enter New Zealand territory where the operator or person in charge of a vessel has given notice under part 1.4 that the vessel will:

a) only visit ports designated as places of first arrival with travel via the most direct route practical; and
b) remain in New Zealand territory for a maximum voyage of 28 consecutive days from time of entry into New Zealand territory; and
c) arrive in New Zealand with a 'clean hull'. A hull is considered to be a 'clean hull' when no biofouling of live organisms is present other than those within the thresholds in Table 1 of Schedule 4.

Guidance

- If after arrival an operator or person in charge of a vessel wants to extend a vessel's stay past 28 days or visit places that are not places of first arrival, they must contact MPI as soon as possible and make arrangements for the vessel to meet the requirements for long-stay vessels.
- All short-stay vessels are subject to 1.5(4) at all times. This includes all equipment used overboard and personal belongings until they have been issued clearance under the Biosecurity Act 1993.

2.2 Long-stay vessels and other vessels

(1) This part applies if an operator or person in charge of a vessel gives notice under part 1.4 that the vessel will:

a) remain in New Zealand territory for 29 consecutive days or longer; or
b) visit areas other than places of first arrival.

(2) The operator or person in charge of the vessel must obtain written confirmation from an inspector at a place of first arrival that the vessel meets the requirements in section 2.2(2)(a), 2.2(2)(b) and 2.2(2)(c). This must be done before the vessel leaves the place of first arrival or otherwise within 28 consecutive days of entering New Zealand territory.

a) The vessel is free of regulated pests and biosecurity contamination.
b) Any risk goods have either:

i) been removed from the vessel through an approved process; or
ii) received biosecurity clearance under the Act.

c) The vessel has a 'clean hull'. That is, no biofouling of live organisms is present other than those within the thresholds in Table 2 of Schedule 4.

Guidance

- Generally, risk goods that are not intended for clearance should be removed from the vessel in accordance with the process that has been established at the relevant port of first arrival. An inspector may decide that garbage for recycling or disposal segregated from any risk goods (for example waste cardboard or glass for recycling) is not a risk good because it does not present any biosecurity risk, and therefore does not need to be removed via an approved process at a place of first arrival.
- The intention is that short-stay vessels will remain under biosecurity monitoring while in New Zealand territory as some risk goods may be kept on board. Verification that short-stay vessels continue to comply with the requirements of this standard may involve inspections during their stay within New Zealand territory.
- Long-stay and other vessels that have received written confirmation from an inspector under part 2.2(2) are free to remain in and can travel around New Zealand indefinitely without further biosecurity monitoring related to this CRMS. If risk goods are later discovered on one of these vessels, MPI still has powers under the Act to ensure the risk of these goods are managed.
- Please note - some ecologically important areas are managed by other agencies (such as Department of Conservation or Regional Councils) and may require further documentation before visiting i.e. Fiordland, Kermadec Islands and Subantarctic Islands.

2.3 Cruise vessels

(1) The operator or person in charge of a cruise vessel must ensure that the cruise vessel either:

a) complies with long-stay requirements set out in Clause 2.2; or
b) operates under an MPI-approved system to manage topside and biofouling risk.

Guidance

- Clause 2.3 is not suitable for chartered yachts. For more information on yachts, visit the MPI website.
- Cruise vessels with specific itineraries may be able to achieve biofouling compliance using short-stay biofouling measures however, this would be incorporated into an MPI-approved system for the whole vessel's biosecurity management.
- Due to the high volumes of risk goods found on board cruise vessels (i.e. food, plants, personal effects), using short-stay measures to manage topside risk is not an appropriate method for proving compliance.

Part 3: Additional requirements for specific regulated pests

3.1 *Lymantria* complex (formerly referred to as Asian gypsy moth (AGM))

(1) The operator, or person in charge of a vessel, must ensure that the vessel is free of species of the *Lymantria* complex when it enters New Zealand territory.

(2) If the vessel has visited a risk area during the 12 months immediately preceding the vessel's entry into New Zealand territory and that visit took place during a risk period for the risk area (Schedule 5), then the operator or person in charge of the vessel must ensure that the vessel does not enter New Zealand territory unless they have obtained a valid certificate of freedom from species of the *Lymantria* complex.

(3) If the vessel has visited more than one risk area during the 12 months immediately preceding the vessel's entry into New Zealand territory and these visits took place within the corresponding risk period for the areas visited, a valid certificate of freedom from species of the *Lymantria* complex is required following the most recent risk area visited in the relevant risk period.

(4) A valid certificate of freedom from species of the *Lymantria* complex must be issued by an MPI-recognised inspection body and must certify that:

a) the vessel was inspected by an MPI-recognised inspection body during the daylight hours on the same calendar day as vessel departure; and
b) the vessel is free of species of the *Lymantria* complex.

Guidance

- Species of the *Lymantria* complex are also commonly referred to as the flighted spongy moth complex.
- The MPI-recognised inspection bodies are listed on MPI's website.
- Any vessel without a valid certificate of freedom from species of the *Lymantria* complex may be inspected to check that it is free from all life stages of species of the *Lymantria* complex. The vessel may be required to arrive at specific ports, or at a location at least 4 nautical miles from land for the inspection. The operator will be responsible for the cost of inspection and any treatment of egg mass removal directed by the inspector.
- Schedule 5 provides details of the species of the *Lymantria* complex, risk areas and risk periods.

Schedule 1: Definitions

This schedule sets out the definitions of terms used within this CRMS. Unless a term has a specific definition listed below, then the meaning should be taken to be the same as that found in section 2 of the Biosecurity Act 1993.

Algal growth means growth of algae that is visible to the naked eye. Algae may be either single-celled filamentous forms or multi-celled macroalgae (seaweed) species and includes coralline algae.

Approved process means a process approved as part of the approval of a place of first arrival under section 37 of the Act.

Biofouling means the accumulation of aquatic organisms such as micro-organisms, plants, and animals on surfaces and structures immersed in or exposed to the aquatic environment.

Biosecurity contaminant means any organic material, other thing or substance that (by reasons of its nature, origin or other relevant factor) it is reasonable to suspect harbours or contains a regulated pest (or parts thereof) and where such material, other thing or substance is not intended for biosecurity clearance under the Act. For the purposes of this Standard, the following are examples of biosecurity contamination that are managed by this Standard:

a) domestic waste and the vacuum waste from cabin, deck, hold and other internal areas;
b) animals and plants and parts thereof (for example, fruit, house plants, floral arrangements, animal and plant waste);
c) soil
d) standing water;
e) spillage from previous cargo in the hold;
f) pest material such as nests or egg masses and;
g) live biofouling species (for example: bryozoans, algae, bivalves, sponges, tunicates, barnacles and tubeworms).

Cruise vessel means a commercial vessel used primarily for the purpose of tourism and carrying fare-paying passengers. This does not include chartered yachts.

Goose barnacles (or stalked barnacles or gooseneck barnacles) typically have a long stalked neck with a white pointed shell at the tip. They are ubiquitous foulers of tropical, subtropical and temperate seas, with a wide oceanic distribution that includes attachment to driftwood, floating debris and vessel hulls, as well as whales or turtles.

Hull means the immersed (including occasionally immersed) surfaces of a vessel including the following three parts. The definition of hull includes pontoons.

- **Hull area**
  The immersed surfaces of a vessel excluding niche areas and wind/water line
- **Niche areas**
  Areas on a vessel hull that are more susceptible to biofouling due to different hydrodynamic forces, susceptibility to coating system wear or damage, or being inadequately, or not, painted, e.g., sea chests, bow thrusters, propeller shafts, inlet gratings, dry-dock support strips, etc., including appendages
- **Wind and water line**
  The area of the hull that is subject to alternating immersion due to a vessel's movement or loading conditions (also known in shipping as the boot-top)

IMO means the International Maritime Organization, a United Nations specialised agency, which is responsible for the safety and security of shipping and the prevention of marine and atmospheric pollution by ships.

***Lymantria* complex** means all life stages of the following species of *Lymantria*: *Lymantria dispar asiatica, Lymantria dispar japonica, Lymantria umbrosa, Lymantria albescens* and *Lymantria postalba.* Species of the *Lymantria* complex are commonly referred to as flighted spongy moths (formerly Asian gypsy moth).

***Lymantria* complex risk area** means a country or an area of a country that a vessel may have visited where contamination with species of the *Lymantria* complex is likely to occur and listed in columns 1 and 2 of Schedule 5.

***Lymantria* complex risk period** means the period in respect to a risk area when a visiting vessel is likely to become contaminated with species of the *Lymantria* complex due to it being the time for flight and egg laying by the female adults; and listed in column 3 of Schedule 5.

MPI-approved system means a management system approved by a chief technical officer that ensures vessels are free of biosecurity contaminants and regulated pests. Specific system types approved under this CRMS include the MPI-approved System for cruise vessels to manage topside and biofouling risk.

New Zealand territory means the land and the waters enclosed by the outer limits of the territorial sea (out to 12nm), where territorial sea has the meaning given to it in section 3 of the Territorial Sea, Contiguous Zone, and Exclusive Economic Zone Act 1977.

Non-indigenous species means organisms that are not native to New Zealand.

Pest means any organism found on a vessel arriving in New Zealand. Pests can be species commonly found in holds, cabin and galleys of a vessel, these species may or may not be regulated pests, and are considered a general indicator of the overall hygiene of the vessel.

Place of first arrival means a seaport that has been approved under section 37 of the Act as a place of first arrival for vessels and risk goods.

Regulated pest means (a) any regulated pest, quarantine pest, or regulated non-quarantine pest as those terms are defined in the International Plant Protection Convention; and (b) exotic diseases, infections and infestations listed by the World Organisation for Animal Health; and (c) any organism that that may cause unwanted harm to natural and physical resources or human health in New Zealand; or may interfere with the diagnosis, management, or treatment, in New Zealand, of pests or unwanted organisms.

Secured means prevented from leaving or being removed from the vessel, including being removed by birds or vermin or prevented from releasing organisms that may establish in New Zealand. Appropriate methods of securing risk goods include the cook preventing access to prohibited food items; garbage being kept in a leak-proof, vermin-proof, insect-proof and bird-proof container or room; contaminated dunnage being kept inside a locker.

Slime layer means a layer of microscopic organisms, such as bacteria and diatoms, and the slimy substances that they produce.

Vessel or seacraft means a subset of 'craft' as defined by the Act and means every description of boat or other craft used in water navigation, whether or not it has any means of propulsion. It includes a barge, lighter, hovercraft or floating drilling rig. It does not include aircraft.

Voyage means a single journey where a craft intends to arrive in New Zealand, after having entered another country's territorial waters and/or having spent a prolonged period in international waters. These vessels are also required to submit Advanced Notice of Arrival (ANOA) documents.

Schedule 2: Minimum evidence requirements for vessel biofouling inspections

General requirements

(1) The vessel operator, or person in charge of a vessel, must ensure that:

a) a vessel biofouling inspection provider, prior to any inspection, is provided with copies of the vessel schematics indicating niche area locations and docking plan (i.e. placement of dry-docking blocks); or

b) if for any reason the documents above cannot be obtained or are invalid, the vessel operator must discuss the arrangement with the vessel biofouling inspection provider to clarify presence or absence and general locations of niche areas. A record of either of the above must be kept; and

c) the vessel biofouling inspection meets the "capturing evidence" requirements below (Schedule 2 clause (2) through to Schedule 2 clause (8)); and

d) when the inspection is completed, the vessel biofouling inspection report must meet the "reporting" requirements (Schedule 2 clause (9) and (10)) as part of this schedule.

Guidance

- The following information relating to the vessel biofouling inspection requirements can be found on the MPI website:
  - The resource document *Vessel biofouling inspections* also contains minimum evidence requirements and required inspection locations (Schedule 2 and 3 of this standard) and includes additional guidance and resources relating to hull biofouling inspection requirements.
  - Resources for vessel biofouling inspection providers.
- The purpose of the inspection is not to estimate the abundance of individual species on the vessel (e.g. biomass, or numbers of individuals) but to provide evidence of the extent of fouling so MPI can determine whether it meets the "clean hull" definition.
- Providing quantitative reporting on the level of fouling on the hull does not mean the vessel complies or does not comply with this standard, but it may help MPI assess photo and video evidence.
- The in-water vessel biofouling inspection may include, but is not limited to:
  - the vessel hull inspection provider undertaking a physical survey using underwater breathing apparatus (i.e. SCUBA or surface supply systems); or
  - the vessel hull inspection provider directing an underwater remotely operated vehicle (UROV).

Capturing evidence

(2) The evidence captured must be high-quality digital video footage and still photos of all locations on the hull listed in Schedule 3, regardless of the presence or absence of biofouling. High-quality means a level that allows the viewer to identify biofouling to broad taxonomic groups (e.g. barnacles, tube worms, macroalgae).

(3) Three photos and one video must be taken, no more than 0.5m from the hull, of each location listed in Schedule 3, except for the locations listed under "miscellaneous" where one photograph and one video is required for each location.

(4) The digital cameras used for gathering the evidence must be capable of time and date stamping footage or photos (i.e. the correct date and time at which the photos were taken must be on the photos), or alternatively the time and date must be saved as properties associated with the file.

(5) Each image or video must be labelled to identify the image's location in relation to the hull during the inspection, e.g. labels on a quadrat frame.

(6) Each video must be taken at a speed slow enough for the camera to operate in low-light conditions without blurring images in individual frames.

(7) in low-visibility environments the vessel hull inspector must use adequate lighting and take additional photographs and footage of targeted areas to negate impacts on the quality of evidence.

(8) All reasonable attempts must be taken to access and survey all submerged and relevant topside areas as thoroughly as possible.

(9) Any locations on the hull that are listed in Schedule 3 but were not surveyed must be identified in the report as per the reporting requirements below, along with the reason they were not inspected.

Guidance

- The areas listed in Schedule 3 under "miscellaneous" are small in size, and so one photo and one video of each location is acceptable.
- If an area listed in Schedule 3 was not inspected due to concerns relating to human health and safety or risk of damage to equipment, then it is advisable to collect evidence to support the reason the area was not inspected e.g. correspondence or signed statement from the vessel operator.
- If an area in Schedule 3 is not present on the hull, it is recommended that evidence of this is in the report.

Reporting

(10) The vessel operator, or person in charge of a vessel, must provide MPI with the following when required, unless otherwise instructed by an MPI inspector:

a) A report in portable document format (PDF) that includes the following:

i) A signed and completed vessel checklist and reporting form (see guidance below) containing the following information:

- Date and location of inspection, vessel name, IMO number, vessel type, inspection personnel, weather conditions, water visibility, number of images supplied, and number of videos supplied
- A list of each required location (Schedule 3) with the following information accompanying each location:
  - Confirmation of required evidence being gathered
  - Range (minimum and maximum) of biofouling scores and description of the scoring system used.
  - Description of broad taxonomic groups present (e.g. barnacles, tube worms, macroalgae).

ii) A minimum of one representative image of each required location (Schedule 3) that are of a size and quality which enables the viewer to identify biofouling to broad taxonomic groups (e.g. barnacles, tube worms, macroalgae). The representative image for each area must show the maximum level of fouling.

(11) The vessel operator, or person in charge of a vessel, must also make the following available to MPI if requested:

a) all video footage of each location in Schedule 3 that are clearly filed and labelled; and
b) inspection plan outlining key locations identified for hull and niche areas, crew members consulted, and any other documents acquired for the planning process, e.g. vessel schematics, docking plan and internal seawater system schematics.

Guidance

The resource document *Vessel Biofouling Inspections* contains Schedules 2 and 3 along with supplementary guidance and resources, including a template vessel checklist and reporting form and a biofouling scoring system.

This standard describes the minimum level of reporting that MPI needs to make an accurate assessment of a vessel's biofouling, but it is up to the vessel biofouling inspection provider and vessel operator to decide on whether to provide additional reporting.

Inspecting a vessel that has a notice of direction (NOD) with MPI directing it to be inspected:

This guidance is only for vessel biofouling inspection providers in New Zealand. If you are asked to inspect a vessel by its operator or captain because a NOD has been issued for further evidence to be provided to MPI within a set timeframe, this means MPI needs prompt and direct reporting. In this situation, the vessel has not complied with other requirements in the craft risk management standard *Vessels*. Under a NOD, there is usually a tight deadline for the inspection, and so the reporting requirements in Part 4.3 above might not apply.

In this situation, follow the instructions from the MPI inspector. The MPI inspector may require:

a) the photos captured as specified in this schedule

b) the signed and completed vessel checklist and reporting form as per this schedule presented in a clear format

c) video footage and CCTV recordings

Schedule 3: Required locations for vessel biofouling inspections

Stern		Midship		Miscellaneous
Port	**Starboard**	**Port**	**Starboard**	Starboard anodes
Hull wind/water line	Hull wind/water line	Hull wind/water line	Hull wind/ water line	Port anodes
Hull vertical deep	Hull vertical deep	Hull vertical deep	Hull vertical deep	Stern anodes
Hull flat bottom	Hull flat bottom	Hull flat bottom	Hull flat bottom	Earthing plates
Dry-docking blocks	Dry-docking blocks	Dry-docking blocks	Dry-docking blocks	Echo sounder transducers
Sea chests, internal	Sea chests, internal	Sea chests, internal	Sea chests, internal	Speed log fairings
Sea chests' gratings	Sea chests' gratings	Sea chests' gratings	Sea chests' gratings	Port pipework/discharge pipes
Upper	**Lower**	Bilge keel	Bilge keel	Stbd. pipework/discharge pipes
Rudder trailing edge	Rudder trailing edge	**Bow**		**Specific to vessel type**
Rudder leading edge	Rudder leading edge	**Port**	**Starboard**	Moon pool
Rudder vertical hinge/post gap	Rudder vertical hinge/post gap	Hull wind/water line	Hull wind/water line	Port stabilisers
Rudder port flat side	Rudder port flat side	Hull vertical deep	Hull vertical deep	Starboard stabilisers
Rudder stbd. flat side	Rudder stbd. flat side	Hull flat bottom	Hull flat bottom	Port lateral thrusters
Rope guard, external	Rope guard, external	Dry-docking blocks	Dry-docking blocks	Starboard lateral thrusters
Rope guard, internal	Rope guard, internal	Sea chests, internal	Sea chests, internal	Stern roller
Rudder top	Rudder bottom	Sea chests' gratings	Sea chests' gratings	Box cooler chest gratings
Stern tube	Stern arch	Bow thruster grating	Bow thruster grating	Box cooler chest internal
Rudder stock		Bow thruster tunnel	Bow thruster tunnel	
Rudder post/pintle		Bow thruster blades		
Rudder horizontal hinge/post gap		Bow thruster boss cone		
Propeller blades – forward side		Bow thruster rope guard, external		
Propeller blades – aft side		Bow thruster rope guard, internal		
Propeller boss		Bulbous bow - upper		
Propeller shaft		Bulbous bow - lower		

Guidance
This schedule and supplementary resources, such as a vessel checklist and reporting form with the required inspection locations of the hull, can also be found in the resource document *Vessel Biofouling Inspections*.

Schedule 4: Biofouling thresholds

Table 1: Biofouling threshold for short-stay vessels

Hull part	Allowable biofouling
All hull surfaces	Slime layer Goose barnacles
Wind and water line	Green algae growth of unrestricted cover, no more than 50 mm in frond, filament or beard length Brown and red algal growth no more than 4 mm in length Incidental (maximum of 1%) coverage of tubeworms, bryozoans and/or barnacles, occurring as isolated individuals or small clusters
Hull area	Algal growth occurring as: • no more than 4 mm in length; and • continuous strips and/or patches of no more than 50 mm in width Incidental (maximum of 1%) coverage of tubeworms, bryozoans and/or barnacles, occurring as isolated individuals or small clusters that have no algal overgrowth
Niche areas	Algal growth occurring as: • no more than 4 mm in length; and • continuous strips and/or patches of no more than 50 mm in width Scattered (maximum of 5%) coverage of tubeworms, bryozoans and/or barnacles, occurring as widely spaced individuals and/or infrequent, patchy clusters that have no algal overgrowth

Table 2: Biofouling threshold for long-stay vessels

Hull part	Allowable biofouling
All hull surfaces	Slime layer Goose barnacles

Schedule 5: *Lymantria* complex* risk areas and risk periods

* Formerly commonly referred to as Asian gypsy moth (AGM), now commonly referred to as the flighted spongy moth complex (FSMC).

Risk area	Requirements apply where vessel visited any of these ports	Specified risk period
Russian Far East	south of 60° north and west of 147° longitude (excluding 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 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