Ministry for Primary Industries
Manatū Ahu Matua

The Craft Risk Management Standard for Biofouling

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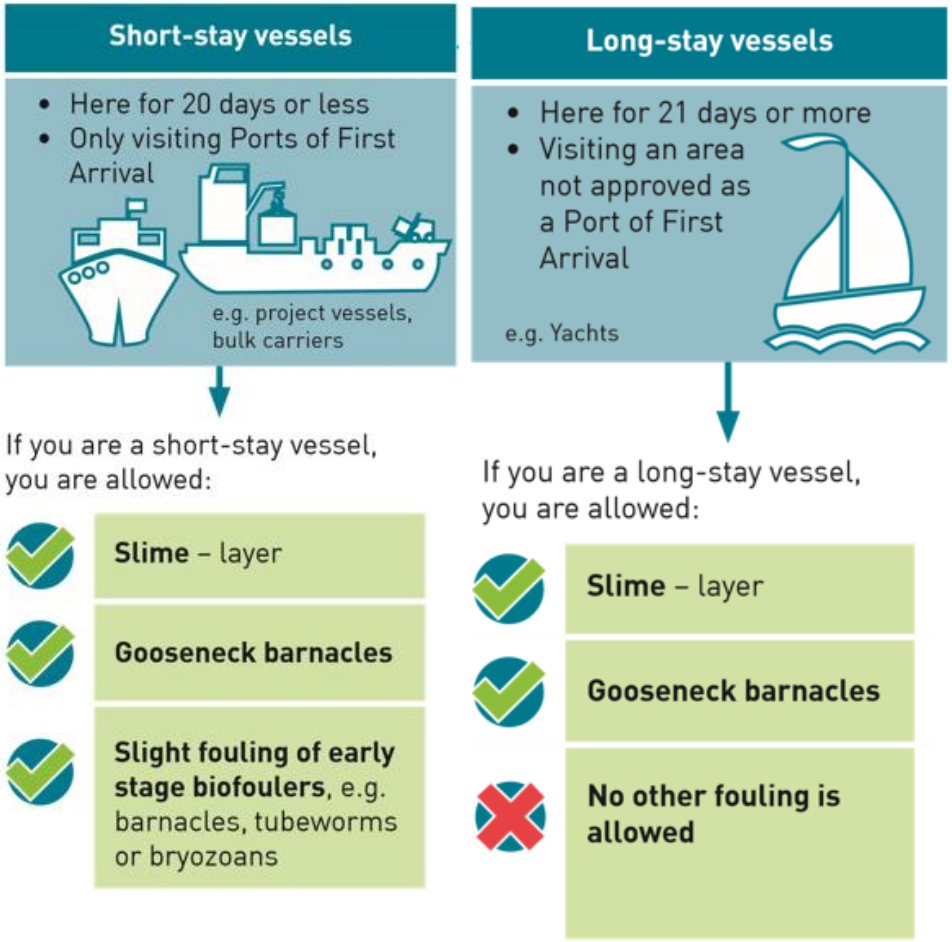
The Craft Risk Management Standard for Biofouling

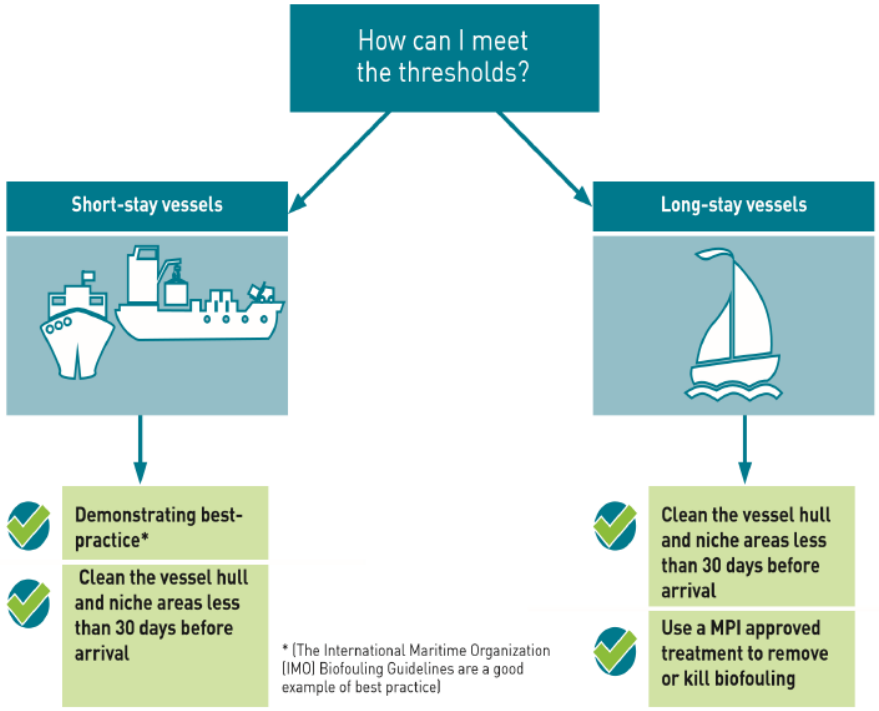
- Intent
  - to reduce risk of biofouling by requiring operators to take out preventative measures to manage their before they arrive into NZ.
  - Compliance can be achieved by using one of three measures to meet the standard
    - The “clean hull thresholds” will be used to verify one of these measures has been used
  - Applies to all vessels arriving into New Zealand, from May 2018



How to comply: ongoing management of your vessel

Operators must use preventative measures and maintain a clean hull before they arrive into NZ.

1. Cleaning the vessel hull less than 30 days before arrival in New Zealand or within 24 hours of arrival
2. Continual maintenance using best practice
3. Applying MPI-approved treatments to the hull.



Vessels that cannot use one of these options may develop a Craft Risk Management Plan to be approved by MPI.

How to comply with the biofouling standard: commercial vessels

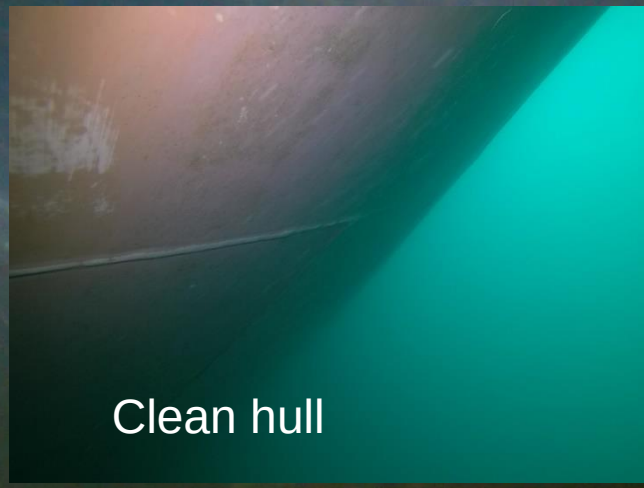
Short stay vessels	Long stay vessels	
Is your vessel a commercial vessel on a regular schedule and only visiting approved ports? 	Is your vessel a commercial vessel on a regular schedule but also visiting places that are not ports? 	Is your vessel a NZ based domestic vessel that occasionally or regularly leaves the NZT? 
i.e. Bulk carriers, roll-on-roll-off, container vessels, oil and gas tankers, livestock carriers and general cargo vessels.	i.e. Cruise vessels	i.e. NZ based fishing vessels, NZ Defence, ferries, NZ research vessels
✓ Continual maintenance using best practice	✓ Continual maintenance using best practice, <u>and</u> ✓ MPI approved Craft Risk Management Plan	

How to comply with the biofouling standard: non-trading vessels

<table>
<tr><td colspan="4">Long stay vessels</td></tr>
<tr><td>Is your vessel coming to work on a research project or survey?
  </td><td>Is your vessel coming for a long period of time to travel around the country?
  </td><td>Is your vessel coming to work on a long term project or be based here permanently?
  </td><td>Are you bringing your vessel to New Zealand for refit, repair or application of new antifouling system coating?
  </td></tr>
<tr><td>Research vessels, cable ships, heavy lift vessels</td><td>Yachts, super yachts, tall ships</td><td>Tugs, barges and dredges, fishing and aquaculture vessels, cable ships, heavy lift vessels.</td><td>Overseas fishing vessels, superyachts, etc.</td></tr>
<tr><td colspan="3">✓ Clean before arrival</td><td>✓ Clean within 24 hours of arrival at an MPI approved Transitional Facility</td></tr>
</table>

What is best practice?

- Applying appropriate antifouling system(s) to the hull and niche areas
- Monitoring vessel performance
- Operating within the specifications of the antifouling system coating
- Proactive grooming of the slime layer
- Having **contingency plans** for when your vessel falls out of its operational profile
- Renewing antifouling coatings within the specified service life
- Carrying records



Clean hull

Fouled niche areas

Photo credit: Diving Services Ltd.

How to show your vessel complies

- Carry documentation- this will help prove the vessel is clean

- Acceptable documentation:
  - **Antifouling certificates, including information on type of AFC applied and if it is applied to niche areas**
  - **Reports from a recent hull and niche area inspection, with photos**
  - **Reports from the most recent cleaning of the hull and niche areas, with photos**
  - **Records of contingency planning**
  - **Biofouling management plan and record book**

✓If you carry these forms of documentation, then it is less likely MPI will need to carry out physical verification of a vessel's hull (such as costly dive inspections or delays because MPI is following up with the agent or Master).

What is a good in-water inspection report?

- Thorough, clear reports that include photos and/or video of the hull and niche areas

Preferred ✓	Not preferred ×
Quantitative assessments of biofouling cover (i.e. estimates of percent cover)	Qualitative descriptions of biofouling cover (i.e. “typical”, “moderate”, “light”, etc.)
Photos or video evidence of biofouling cover	Written description of biofouling cover
All hull and niche areas specified and documented in report	Only flat hull surfaces or a subset of niche areas specified and documented in report
Coverage of biofouling organisms present reported	Organism type of biofouling organisms present reported
All organism types included as biofouling cover (including soft bodied organisms such as sea squirts, bryozoans, hydroids, etc.)	Only hard fouling organisms included as biofouling cover
Clearly indicates whether fouling levels detailed in report (i.e. photos, video) refer to levels before or after cleaning has taken place.	No indication whether fouling levels detailed in report refer to levels before or after cleaning has taken place.

How will MPI assess compliance?

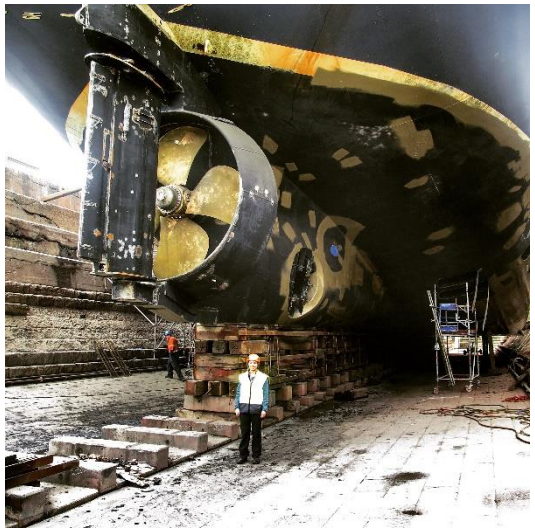
1. Risk profiling vessels using Advance Notice of Arrival

2. Questioning and verifying documentation on arrival

    1. Documentation will need to show one of the three measures has been used prior to arrival

3. Medium & high risk vessels will receive higher rates of intervention

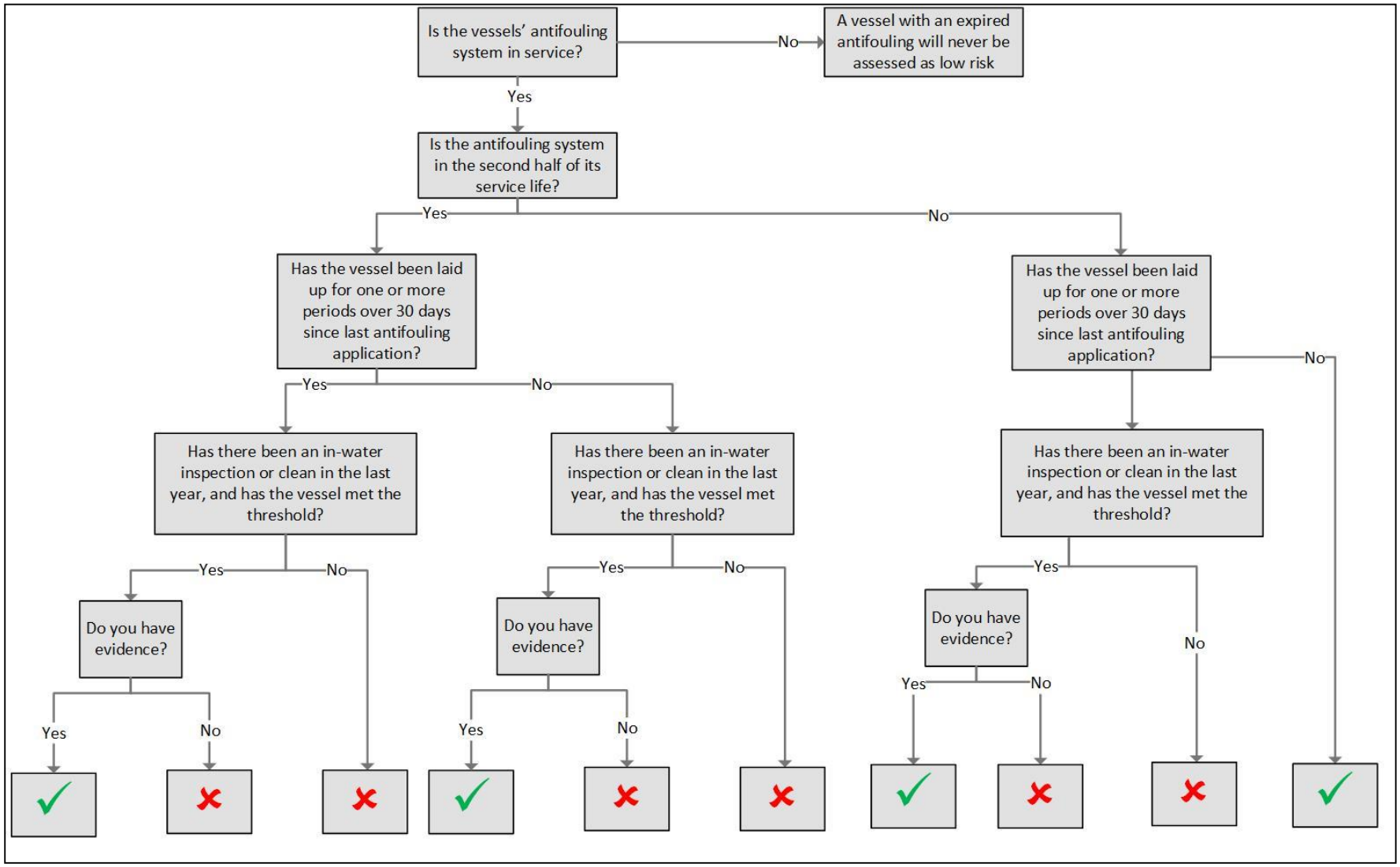
4. If a vessel cannot provide evidence they meet the standard, physical verification (i.e. dive inspection), may be required



What will happen if a vessel is non-compliant?

1. MPI will first request any further proof of biofouling management.
2. Vessels that cannot prove they are compliant may be subject to a dive inspection in New Zealand.
3. Non-compliant vessels will be directed to either manage the biosecurity risk or to leave New Zealand.
   - Currently, approved options for managing biofouling in New Zealand are limited
4. Any biofouling management or costs due to delays for non-compliant vessels will be at the vessel's expense.

Is your vessel high risk?



What to do if your vessel is assessed as medium or high risk

If you got a ✖ then your vessel might be assessed as medium or high risk of carrying biofouling. This does not mean that the vessel will be denied entry or face compliance action, it means that your vessel has high risk "indicators."

To reduce the risk rating, make sure you carry:

- **Antifouling certificates, including information on antifouling system coating (AFC) application date, type of AFC applied and if it is applied to niche areas:** application or installation of antifouling systems is the main way to manage biofouling accumulation on a vessel. The antifouling system(s) should be selected based on a vessel's operational profile, and be applied across the entire hull and niche areas. Some niche areas might need a different type of antifouling system applied or installed

- **Reports from a recent hull and niche area inspection, with photos:** In-water inspections should be conducted whenever the vessel falls out of its usual operational profile. Make sure you monitor the performance of your vessel and perform in-water inspections and cleaning when performance begins to decline.

- **Reports from the most recent cleaning of the hull and niche areas, with photos:** In-water cleaning and treatment are important tools for reducing the biosecurity risks during the in-service period of vessels. Proactive in-water cleaning or treatment (cleaning of the slime layer) is considered best practice for ongoing hull maintenance.

- **Records of contingency planning:** having contingency plans (such as in-water inspections and in-water cleaning) for when a vessel falls out of its usual operational profile or the paint is damaged (repair should be applied if the antifouling system is damaged, even if it is minor)

- **Biofouling management plan and record book:** record keeping is extremely important to be able to show MPI that your vessel is not high risk. We will be using records and evidence of best practice to verify if a vessel complies with the standard.

Who owns the risk?

Charter party agreements

Example:

Under a Voyage Charter:

NEW ZEALAND BIOFOULING CLAUSE

Owners acknowledge they are familiar with biofouling rules and requirements currently in force and/or due to be enforced in the territory of New Zealand. Owners further warrant that any vessel nominated under this charter party will not pose a biofouling risk that may prompt local authorities to act against the vessel including issuing directions to deny entry or order the vessel to leave New Zealand waters.

Any claim, loss, damage (including delay) or expense of whatsoever nature and howsoever arising resulting from a breach of this clause will be exclusively for Owners' account.

MPI can help you prepare

- develop codes of practice to help shipping comply with the new requirements
- develop an MPI-approved Craft Risk Management Plan for your vessel
- check if your biofouling practices and record keeping are sufficient to comply
- get advice on acceptable hull preparation, cleaning, treatment and inspection.
- Develop clauses in charter party agreements to manage risk

Photo credit: Diving Services Ltd.

Interim thresholds

- **Interim period**
  - Can take action on severely fouled vessels

- **What is severely fouled?**
  - 40% cover of tube worms, barnacles or any other species over a continuous area
  - Or a high risk organism

  - From May 2018 clean hull rules will apply