



# Requirements for Vessels Arriving in New Zealand

*Consultation draft*

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## APPROVAL

MAF, in accordance with the Biosecurity Act 1993, approves this Biosecurity New Zealand Standard - *Requirements for Vessels Arriving in New Zealand*.

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**Director/Chief Technical Officer**  
Border Standards  
MAF Biosecurity New Zealand

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**Date**

*Draft*

## FOREWORD

MAF Biosecurity New Zealand, a division of the Ministry of Agriculture and Forestry (MAF), is the lead agency in New Zealand's biosecurity system. It is responsible for preventing the importation of unwanted pests and diseases and for controlling, managing or eradicating them should they arrive.

The Biosecurity Standards Group develops import health standards, operational and border standards and associated mechanisms, including border specifications and approval/audit of service providers and facilities.

This standard - *Requirements for Vessels Arriving in New Zealand*, is a MAF Standard prepared by the Biosecurity New Zealand (Biosecurity Standards Group). Comment on a draft Standard is sought before a final version is adopted and approved by MAF.

This version cancels and replaces the previous version (Standard BMG-STD-VESCL - *Draft Requirements for Vessel Clearance*).

Among other changes, this version introduces the concept of dispensation from inspection for low risk vessels.

## REVIEW AND AMENDMENT

This MAF Biosecurity New Zealand Standard is subject to review and amendment at any time to ensure that it continues to meet current needs.

Reviews and amendments, in the form of new versions, will be notified to users of this Standard.

Users are responsible for ensuring that the most recent version of this Standard is used.

This Standard is accessible on:

<http://www.biosecurity.govt.nz>

## CONTACT PERSON

The persons responsible for all matters relating to the operation of this Standard are the MAF Quarantine Service officers at the intended port of arrival. The contact list of these is available on:

[www.maf.govt.nz/quarantine/contact/index.htm](http://www.maf.govt.nz/quarantine/contact/index.htm)

For general enquiries, the contact phone (24 hours, 7 days/week) is: (09) 256 8547.

The person responsible for all matters relating to the review and amendment of this Standard is a senior adviser within the Operational Standards Team of MAF Biosecurity New Zealand. This person can be contacted through the office below:

**Operational Standards Team  
Biosecurity Standards Group  
MAF Biosecurity New Zealand  
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**WELLINGTON**

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## INTRODUCTION

Vessels arriving in New Zealand from origins outside New Zealand territorial waters have the potential to be vectors for exotic pests, disease agents and unwanted organisms. This Standard was developed to meet the requirements of the Biosecurity Act 1993 in regards to setting minimal biosecurity specifications for vessels arriving in New Zealand.

Under the Biosecurity Act 1993, the person in charge of a vessel must give notice of arrival and prevent uncleared goods leaving the vessel without written authorisation from an inspector. The Act requires the person in charge to obey every reasonable direction given by an inspector as to movement of the vessel, unloading or discharge of risk goods, disembarking crew or passengers and any necessary measures to retain risk goods on board or prevent them being imported.

The Act requires the person in charge of the vessel to deliver, within required times, a report and declaration, with supporting documents as may be required, and to answer all questions relating to the vessel or its cargo, passengers, stores, or voyage.

DRAFT

## 1. SCOPE

This MAF Biosecurity New Zealand Standard is intended for masters and owners of vessels, ships agents and inspectors and specifies the minimum biosecurity requirements for vessels arriving in New Zealand, including the:

- information required before arrival
- management of biosecurity risks associated with vessels, including
  - vessel structure
  - water capable of harbouring pests and diseases, including ballast water
  - deck areas and holds
  - dunnage (not landed as part of the cargo)
  - foodstuffs
  - refuse
  - animals or plants in board
- clearance of passengers and crew

The scope of this document does not include the biosecurity requirements for the clearance of imported cargo into New Zealand. These can be found in the relevant import health standards on:

[www.biosecurity.govt.nz](http://www.biosecurity.govt.nz)

## 2. REFERENCES

The following normative documents contain provisions which, through reference in this text, constitute provisions of this Standard. For dated references, only the edition cited applies. For undated references, the latest edition of the referenced document (including any amendments) applies.

- Biosecurity Act 1993
- MAF Import Health Standard for Ships' Ballast Water from All Countries  
<http://www.biosecurity.govt.nz/imports/non-organic/standards/ballastwater.htm>
- MAF Import Health Standard - Wood Packaging Material from All Countries  
<http://www.biosecurity.govt.nz/imports/forests/standards/non-viable-forest-produce/wood-packaging.htm>
- MAF Import Health Standard for the Importation of Cats and Dogs into New Zealand on Yachts from Australia  
<http://www.biosecurity.govt.nz/imports/animals/standards/domyacic.aus.htm>
- MAF Import Health Standard for the Importation of Cats and Dogs into New Zealand on Yachts from Specific Countries  
<http://www.biosecurity.govt.nz/imports/animals/standards/domyacic.spe.htm>

- MAF Biosecurity New Zealand Standard for Importation into New Zealand of Stored Plant Products Intended for Human Consumption  
<http://www.biosecurity.govt.nz/imports/plants/standards/bnz-npp-human.htm>
- MAF Import Health Standard for Specified Foods for Human Consumption Containing Animal Products  
<http://www.biosecurity.govt.nz/imports/animals/standards/ediproic.all.htm>
- MAF Biosecurity New Zealand Standard for Importation and Clearance of Fresh Fruit and Vegetables into New Zealand  
<http://www.biosecurity.govt.nz/imports/plants/standards/152-02.pdf>
- Arrangement on Asian Gypsy Moth between MAF and the Russian Federation's Federal Service for Veterinary and Phytosanitary Surveillance (now Russia Centre of Forest Health and All Russia Research Centre of Plant Quarantine)
- International Maritime Organisation – latest guidelines for the control and management of ships' ballast water to minimize the transfer of harmful aquatic organisms and pathogens - Resolution A.868(20) to be replaced by guidelines under the Convention for the Management of Ships Ballast Water and Sediment.
- ISPM 15 - Wood Packaging Material Certification Scheme  
<http://www.biosecurity.govt.nz/exports/forests/wood-packaging-certification-scheme.htm>

### 3. ACRONYMS

IMO	International Maritime Organisation
ISPM	International Standard for Phytosanitary Measures
MAF	Ministry of Agriculture and Forestry

### 4. TERMS & DEFINITIONS

#### **arrival**

- (a) In relation to a craft, includes the arrival of the craft, whether lawfully or unlawfully, in New Zealand from a point outside New Zealand whether or not the craft lands at, hovers above, berths, moors, anchors, or stops at, or otherwise arrives at any place within New Zealand; and
- (b) In relation to a person, means the entry of the person by any means, whether lawfully or unlawfully, into New Zealand from a point outside New Zealand; and arriving and arrived have corresponding meanings.

#### **biosecurity**

exclusion, eradication, and effective management of risks posed by pests and diseases to the economy, environment and human health.

#### **biosecurity clearance**

A clearance under section 26 of the Biosecurity Act 1993 for the entry of goods into New Zealand (Explanatory Note: Goods given a Biosecurity Clearance by an Inspector are released to the importer without restriction).

**biosecurity direction**

Written or oral authority from an inspector, given under Part 3 of the Biosecurity Act 1993, as to movement of craft, the discharge of risk goods and passengers, securing risk goods aboard, treatment of risk goods, movement of uncleared goods from a transitional facility or biosecurity control area to another transitional facility, containment facility or biosecurity control area, or to exportation of those goods from New Zealand.

**contamination**

Unwanted presence in a commodity, storage place, vessel or sea-container, of any material (including a regulated organism) that may pose a biosecurity risk.

**import health standard**

A document issued under section 22 of the Biosecurity Act 1993. (Explanatory Note: an IHS specifies the requirements to be met for the effective management of risks associated with the importation of risk goods before those goods may be imported, moved from a biosecurity control area or a transitional facility, or given a biosecurity clearance).

**inspector**

Means a person who is appointed an inspector under section 103 of the Biosecurity Act 1993. (Explanatory Note: An inspector is appointed to undertake administering and enforcing the provisions of the Biosecurity Act and the new organism provisions of the Hazardous Substances and new Organisms Act 1996).

**masters declaration**

A report containing particulars verified by master's signature, in relation to a vessel required to be delivered on arrival or 48 hours prior.

**place**

Includes any building, conveyance, craft, land, or structure, and the bed and waters of the sea and any canal, lake, pond, river, or stream.

**plant**

Living organisms of the kingdom Plantae including plant parts, seeds and germplasm.

**port**

Includes an anchorage, harbour, and wharf.

**risk goods**

Means any organism, organic material, or other thing, or substance, that (by reason of its nature, origin, or other relevant factors) it is reasonable to suspect constitutes, harbours, or contains an organism that may: (a) cause unwanted harm to natural and physical resources or human health in New Zealand; or (b) interfere with the diagnosis, management or treatment, in New Zealand, of pests or unwanted organisms.

**treatment**

Removal, destruction and /or sterilisation of contaminants within a secure environment and includes fumigation, washing, dipping and dusting.

**vessel**

(Has the same definition as **ship** under the Maritime Transport Act 1994)

Means every description of boat or craft used in navigation, whether or not it has any means of propulsion; and includes:

- (a) a barge, lighter, or other like vessel
- (b) a hovercraft or other thing deriving full or partial support in the atmosphere from the reaction of air against the surface of the water over which it operates

- (c) a submarine or other submersible

### **yacht**

A vessel that has the primary role of recreation (i.e. not intended for commercial use or hire, regardless of length or tonnage).

## **5. ARRIVAL OF VESSELS**

### **5.1. ARRIVAL PERMITTED ONLY AT SPECIFIED PORTS**

All vessels arriving in New Zealand from origins outside New Zealand territory can only do so at ports approved<sup>1</sup> as places of first arrival for that class of vessel, unless approval has been granted for a non-approved port. Advance notice of arrival should be sent to the MAF office at the port of arrival at least 48 hours before arrival. The vessel must proceed directly to that port. Appendix 1 lists all ports approved as 'places of first arrival'.

Approval to arrive at non-approved ports may be granted, on reasonable grounds, through application on the appropriate form, available from the MAF contact given in the Contacts section. Applications will be processed according to MAF Biosecurity New Zealand policy and must be submitted for processing at least one month prior to arrival to allow for consultation with other agencies. The cost for inspectors clearing goods, passengers and crew at non-approved ports will be fully cost-recovered.

In emergency situations, or *force majeure*, a vessel may arrive in any place without need for permission. In these situations, the nearest MAF port office should be contacted.

### **5.2. VESSEL STATUS IN NEW ZEALAND**

After arrival in New Zealand, vessels are classified as either coastwise or cleared:

#### **5.1.1 Coastwise Vessels**

Vessels that do not receive biosecurity clearance and remain under biosecurity surveillance while in New Zealand territorial waters are classified as coastwise vessels.

Coastwise vessels are permitted to visit ports approved as places of first arrival only<sup>2</sup>, subsequent to the port of arrival. An inspector may board the vessel at any port in New Zealand.

For some cruise ships it may be possible to have the vessel cleared of risk goods and have all passengers and crew cleared for entry into New Zealand (see below) so that the vessel can cruise in New Zealand as if a domestic vessel. However for a cruise ship that cannot be fully cleared, operators wishing their vessels to visit other places than Appendix 1 ports must apply for approval to add these places to their itinerary through the process in 5.1. Vessels would then remain within the coastwise category.

#### **5.1.2 Cleared Vessels**

Vessels that receive biosecurity clearance, and are no longer under biosecurity surveillance while in New Zealand territorial waters, are classified as cleared vessels.

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<sup>1</sup> Pursuant to section 37 of the Biosecurity Act 1993

<sup>2</sup> Appendix 1

The following vessels are **required** to become cleared vessels at the place of first arrival:

- vessels cruising New Zealand waters and visiting places that are not places of first arrival<sup>2</sup> (but see above for alternative for cruise ships wishing to visit other places).
- vessels that will remain in New Zealand for more than one year.

In addition, the vessel master may **choose** for the vessel to become cleared by meeting the following requirements:

- all stores and plants have received biosecurity clearance or been removed for destruction
- all cargo, whether landed or remaining aboard, has received biosecurity clearance
- all animals have been removed to a quarantine facility or reshipped or destroyed or received biosecurity clearance (refer section 6.8). A yacht with a secured<sup>3</sup> animal aboard remains under MAF surveillance and is not a cleared vessel
- all passengers and crew have been processed for entry into New Zealand
- any risk goods (including any potential pests or diseases carried directly on the vessel structure or in retained water on board) have either been removed from the vessel, destroyed, treated, disposed of appropriately or have received biosecurity clearance.

Cleared vessels will receive written notification of biosecurity clearance.

### 5.3. INFORMATION REQUIREMENTS BEFORE ARRIVAL

At least 48 hours before arrival at the first port to be visited in New Zealand, the vessel master must provide MAF with the following pre-arrival documentation:

- Advanced Notice of Arrival
- Masters Declaration
- Ballast Water Declaration (where required by the MAF Import Health Standard for Ships' Ballast Water)

The current required arrival forms and declarations can be found on:

[www.quarantine.govt.nz](http://www.quarantine.govt.nz)

Completed documentation can either be sent by email or fax to the MAF office at the intended port of first arrival:

[www.maf.govt.nz/quarantine/contact/index.htm](http://www.maf.govt.nz/quarantine/contact/index.htm)

### 5.4. PROCEDURE FOR VESSELS ARRIVING IN NEW ZEALAND

MAF will use the pre-arrival documentation to assess all vessels and will advise masters before arrival, either directly or through the agent, on the biosecurity actions to be employed upon arrival. This may include inspection, audit or inspection dispensation.

An inspector may inspect the vessel on arrival for the presence of risk goods and/or verify the information given in the pre-arrival documentation. Specific biosecurity risk area requirements of the vessel are addressed in section 6. If the vessel complies with the requirements of this Standard, written permission will be granted to visit any ports listed as places of first arrival.

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<sup>3</sup> 'Secured' includes any measures an inspector elects to use to ensure the animal remains on board the vessel and may include taking a bond.

Vessels failing to comply with requirements may be given biosecurity direction in order to achieve compliance. If contamination is found, such as an insect infestation, masters may be given the choice of either treating the contamination or sending specimens for identification. Masters are liable for all costs associated with these choices. In some situations, treatment will be directed immediately.

Compliance with the requirements of section 6 will expedite the clearance process. A good compliance history may facilitate the granting of inspection dispensation (section 5.5.).

Ballast water discharge permission will usually be given, if appropriate, before arrival. Compliance with ballast water requirements (section 6.6) will be assessed using the ballast water declaration information.

Vessels that have visited Russian ports, indicated as high risk for Asian gypsy moth, should have been inspected by the Russian Centre of Plant Quarantine, or the equivalent authority of other countries party to arrangements with Russia on Asian Gypsy Moth, and should hold a Certificate of Freedom from Asian gypsy moth under the Arrangement on Asian Gypsy Moth between MAF and the Russian Federation's Federal Service for Veterinary and Phytosanitary Surveillance<sup>4</sup>. If the vessel does not have this certification it will not be allowed to enter port directly. High risk ports, the high risk season and procedures for vessels with no certification are given in Appendix 2.

## 5.5. INSPECTION DISPENSATION

Vessels with a clear record of compliance with the requirements of this Standard, over three consecutive visits, may be assessed as low risk and will subsequently be eligible for dispensation from inspection under this Standard while in New Zealand territorial waters. The assessment will consider record of compliance with this Standard in relation to the vessel and crew, likely risks associated with the vessel type, type of cargo carried and countries visited.

Eligible vessels may however still be selected for a random audit inspection or may be subject to inspection if an alert is received due to a current pest or disease risk from a previous port.

## 6. SPECIFIC BIOSECURITY RISK AREA REQUIREMENTS

### 6.1. FOODSTUFFS

No foodstuffs are to be landed from a vessel arriving from overseas unless they:

- are permitted to do so by an inspector, **and**
- are being transferred to another vessel under the supervision of an inspector, or
- are held ashore in a transitional facility, or
- are removed for disposal as refuse (section 6.2), or
- have received biosecurity clearance.

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<sup>4</sup> MAF will use its discretion in accepting certificates issued by other countries in similar arrangements

## 6.2. REFUSE

Galley and food waste must either be contained on the vessel:

- within in a leak-proof compartment (includes the product of any galley grinder), or
- in receptacles that are inaccessible to birds, insects and vermin.

Refuse may only be landed via a MAF-authorised system. Refuse disposal is available at every approved port<sup>2</sup> for vessels. Suitable receptacles are usually provided by the port companies or their contractors for refuse that will be landed at the port.

An inspector will direct refuse to be disposed of ashore, at the vessel masters expense, if it is not adequately contained on the vessel.

## 6.3. OTHER WASTE

Other waste includes non-galley or food wastes, such as sweepings from the hold or engine room. Permission from MAF is required before landing other wastes. It must be taken to a MAF-authorized landfill and disposed of by a MAF-authorized method. The waste may be inspected for pests prior to departure from the port area and subject to treatments if any pests are found.

If ballast tanks sediments are to be landed from the vessel they must also be taken to a MAF authorised landfill area that ensures no material enters any water course or the sea.

For dunnage disposal see 6.5.

## 6.4. HOLDS AND DECKS

MAF encourages vessel masters to maintain clean and tidy holds and decks to help reduce the presence of contaminants, such as insects, spiders, mosquito larvae and moth egg masses and to dispose of materials that harbour such contaminants. Any contaminant infestations such as ant and bee colonies detected by the crew should be notified to an inspector.

Areas that could retain water and providing a breeding environment for mosquitoes, should be minimised or managed to reduce water retention, e.g. drain holes should be cut in tyre fenders.

Contaminants or contaminated matter from previous cargos, such as grain, livestock (including their excrement, straw and feed), or used machinery (including soil) must be disposed of appropriately.

Decks and holds subject to offloading in New Zealand may be inspected. Any contamination found will be managed to ensure that it does not come ashore (e.g. treatment or containment of contaminants); or that it comes ashore under contained conditions for treatment or destruction.

Vessel masters may be requested to apply preventative treatments or measures to reduce the risk of transfer of contaminants, such as mosquito or ants ashore.

From time to time, MAF may assess whether yachts present a risk of carrying certain pest species. Yachts assessed as presenting a risk will have appropriate actions taken by inspectors to test and possibly treat for pest species.

## 6.5. DUNNAGE

MAF permission is required before any dunnage is landed. Dunnage may be subject to inspection, either in the holds or storage areas or as cargo is landed.

All dunnage on vessels must meet the requirements of the MAF Import Health Standard - *Wood Packaging Material from All Countries* (section 2), including:

- composed of timber that has been treated by an approved treatment
- marked or certified - ISPM 15 certification meets this requirement.

Dunnage not meeting the above Standard requirements will be treated or destroyed, with full costs recovered from the vessel master.

Contaminated dunnage found on board may be directed by an inspector to be treated or secured in the hold or locker for the duration of the vessel's stay in New Zealand territorial waters. For it to be landed, it must be treated as appropriate for the infestation, in accordance with the above Standard. Full cost recovery applies.

## 6.6. BALLAST WATER

Vessels must comply with the Import Health Standard for *Ships' Ballast Water from All Countries* (section 2) with respect to ballast water loaded in the coastal waters<sup>5</sup> of any country other than New Zealand and which they intend to discharge in New Zealand territorial waters. For most vessels needing to discharge ballast in New Zealand, this will involve exchange of ballast water in all tanks intended for discharge. Exchange must be with ocean water at least 200 nautical miles from any coast and in water over 200m deep. The only other alternatives are:

- refrain from discharge in New Zealand, or
- use a MAF-approved treatment, such as chemical, heat or irradiation.

All information relating to the exchange or treatment, prior to arrival in New Zealand, of ballast water intended for discharge must be submitted in the Ballast Water Declaration and included in the pre-arrival documentation (section 5.3).

An inspector will give permission for the discharge of ballast water before arrival if the Ballast Water Declaration shows that the vessel has met the requirements of the above import health standard. If the requirements have not been met, a direction **not to discharge** ballast water in New Zealand will be given.

A vessel may apply for an exemption from the requirements if there is a threat to the safety of the vessel and people aboard or if the vessel design means it is incapable of ballast exchange.

An inspection may be carried out to verify the information given in the Ballast Water Declaration. The vessel's ballast water management log should be in the IMO format (see 7.2) to facilitate the inspection process. Ballast water samples may be taken during inspection.

Refer to section 6.3 for requirements for the discharge of ballast tank sediment and section 7.2 on vessel procedures and record keeping.

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<sup>5</sup> 'Coastal waters' means waters within 200 nautical miles of land

## 6.7. HULL FOULING

Although New Zealand has no specific regulations on hull fouling as a risk for transferring marine pest organisms, good hull maintenance is encouraged. Vessel hulls, including recesses around rudders and water intake/outlets (sea-chests), should be kept free from excessive growth of seaweed, barnacles, shellfish and other encrusting marine life. Antifouling coatings should be in good condition and renewed before the expiry of the paint manufacturers' recommended replacement period.

An inspector may direct specific action be taken for a vessel that is considered to pose a severe biosecurity risk due to the marine life carried on its hull.

## 6.8. ANIMALS KEPT ABOARD VESSELS

### 6.8.1. General

In general, no animals, apart from those covered in an import health standard (see the two import health standards for cats and dogs on yachts referenced in section 2) and meeting the requirements therein, will be permitted to come ashore in New Zealand or to remain aboard a vessel in New Zealand territorial waters. However, exemptions may be granted for keeping an animal on board where an application for exemption has been made to MAF Biosecurity New Zealand and the person in charge has agreed to comply with any conditions made after a risk assessment. This may include containment, payment of a bond or specific health requirements.

As most animals, including birds, are unlikely to be assessed as eligible to enter New Zealand or its territorial waters, any application for an exemption should be made as early as possible while planning a voyage to New Zealand preferably before bringing the animal on to the vessel. The MAF Biosecurity New Zealand contact is:

**Animal Imports Team  
Biosecurity Standards**

**Phone:** 04 894 0240  
**Fax:** 04 894 0662  
**Email:** [imports@maf.govt.nz](mailto:imports@maf.govt.nz)

Before arrival, a vessel master is required to declare to MAF the presence of an animal that is being deliberately kept on board. Other animals that have accidentally come on board should be reported as contaminants and may be destroyed unless an exemption is sought and granted.

### 6.8.2. Aquarium Fish

Aquarium fish do not require an exemption but may be required by an inspector to be secured on board.

### 6.8.3. Dogs and Cats

Dogs and cats can be imported into New Zealand if all requirements of the appropriate import health standard are met (see section 2 for link to import health standard). Certain health requirements must be met prior to arrival in New Zealand and departure from the country of origin. Points to note:

- Following the rabies vaccination, serology testing must be completed at least six months, but no more than one year, prior to the importation of an animal.

- A period in a quarantine facility is required for all dogs and cats except those that meet the requirements in the Import Health Standard for Cats and Dogs on Yachts from Australia (section 2).

All dogs and cats must be secured below decks upon arrival. They must remain secured aboard (usually at the port of arrival) while in New Zealand unless cleared for importation or transferred to a quarantine facility. Weekly inspections will be carried out. These are cost recovered by MAF at an hourly rate. A bond of up to \$NZ10,000 may also be collected.

The inspector may require a vessel with an animal aboard to moor offshore and only allow it to berth at a marina once the rabies vaccination has been completed and the animal has passed the serology tests required in the import health standard.

## **6.9. PLANTS**

No plants or parts of plants are permitted to be landed in New Zealand unless as legally imported cargo. Any dead plants and any waste material from plants to be landed must be disposed of through the MAF approved refuse system.

## **6.10. PASSENGERS AND CREW**

All passengers and crew must complete the arrival declaration in English, indicating any risk goods they intend to land in New Zealand. Those permanently disembarking a vessel in New Zealand must present themselves to an inspector prior to or on disembarkation. All, or some of the passenger's luggage, may be inspected. For any disembarkation in New Zealand inspectors may be present to check that no risk goods are landed without biosecurity clearance.

# **7. OTHER MATTERS**

## **7.1. INSPECTION AT ANY PLACE OF ARRIVAL**

An inspector may inspect any coastwise vessels at any port, including the first port of arrival, and any subsequent ports visited in New Zealand.

Any passengers and/or crew wishing to land at other ports will be processed as above in 6.10.

## **7.2. PROCEDURES AND RECORDING OF INFORMATION**

Every vessel should carry and implement a ballast water management plan specific to the vessel and keep ballast management records in the format given in the IMO guidelines (see IMO guidelines in section 2).

## **7.3. COST RECOVERY**

There is no charge for routine clearance of vessels, crews and passengers at places of first arrival. Other inspection activities may be cost recovered pursuant to the Biosecurity Costs Regulations 2006 as may be amended from time to time, or any regulation that replace those regulations.

# APPENDIX 1

## Ports Approved as Places of First Arrival under the Biosecurity Act 1993

Auckland  
Bluff (and Tiwai Point)  
Dunedin (and Port Chalmers)  
Gisborne  
Lyttelton  
Napier  
Nelson  
New Plymouth  
Onehunga  
Opua (yachts only)  
Picton  
Tauranga (Mount Maunganui)  
Taharoa  
Timaru  
Wellington  
Whangarei (and Marsden Point)

Note: Westport is listed in the Biosecurity Act 1993 as a Place of First Arrival but it no longer has facilities and arrangements in place for biosecurity clearance of vessels.

## APPENDIX 2

### Asian Gypsy Moth Risk Vessels

Vessels which have been in a Russian Far East port within the last 12 months are required to have a **Certificate of Freedom from Asian Gypsy Moth** if they have visited any port on the Pacific coast ports of Russia south of 60 degrees latitude and west of 147 degrees longitude (excluding those ports on the Kamachatka Peninsula), during the previous flight season –that is between the dates of 18 July – 16 September. See Table 1 for ports in the above region.

Table 1. Russian ports - sources of Asian gypsy moth

<ul style="list-style-type: none"> <li>• Alexandrovsk</li> <li>• Amgu</li> <li>• Anuchino</li> <li>• Artem</li> <li>• Ayan</li> <li>• Chumikan</li> <li>• Datta</li> <li>• De Kastri</li> <li>• Dunay</li> <li>• Great Shantar Island</li> <li>• Grossevichi</li> <li>• Innotkent'yevskiy</li> <li>• Ilinisky</li> <li>• Kamemka</li> <li>• Kastri</li> <li>• Kholmok</li> <li>• Korsakov</li> <li>• Krasnogorsk</li> <li>• Kuuznetsovo</li> <li>• Lazarev</li> <li>• Lesogorsk</li> <li>• Makarov</li> </ul>	<ul style="list-style-type: none"> <li>• Makarevsky</li> <li>• Moskalvo</li> <li>• Nadhodka</li> <li>• Nel'ma</li> <li>• Nemuy</li> <li>• Nevelsk</li> <li>• Nikolayevsk</li> <li>• Nogliki</li> <li>• Nyvrova</li> <li>• Ol'ga</li> <li>• Okha</li> <li>• Okhotsk</li> <li>• Peter the Great Bay</li> <li>• Pilevo</li> <li>• Plastun</li> <li>• Poronaysk</li> <li>• Pos'yet</li> <li>• Prebobrazhenie</li> <li>• Rudnaya Pristan</li> <li>• Samarga</li> <li>• Slavyanka</li> </ul>	<ul style="list-style-type: none"> <li>• Shakhtersk</li> <li>• Sovetskaya Gavan</li> <li>• St Ioni</li> <li>• Sudzukhe</li> <li>• Svetlaya</li> <li>• Taraika Bay</li> <li>• Tetyukhe</li> <li>• Terney</li> <li>• Tomapi</li> <li>• Tugur</li> <li>• Ulegorsk</li> <li>• Ulya</li> <li>• Valentin</li> <li>• Vanino</li> <li>• Velikaya Kema</li> <li>• Veselyy Yar</li> <li>• Vladivostok</li> <li>• Vostochny</li> <li>• Vostochnyy</li> <li>• Zubrino</li> </ul>
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Vessels fitting these criteria that do not have a certificate must contact MAF and arrange for inspection. MAF will decide the time and place convenient to their inspection team. This may be at the Ports of Auckland, Lyttelton or Marsden Point, at least 8 hours before sunset, or at a time and place convenient to MAF at least 8 km offshore. Cargo discharge cannot commence until the inspection is complete. Inspection will be fully cost recovered.

Vessels found to be infested with Asian Gypsy Moth will be subjected to treatment. If it is determined that the treatment would not adequately address the risk, the vessel may be ordered to move outside New Zealand territorial waters.

Vessels from other Asian ports may be considered a risk and inspected for Asian Gypsy Moth. Crew should remain alert for any moth egg masses on the superstructure and remove them as soon as they are found.

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