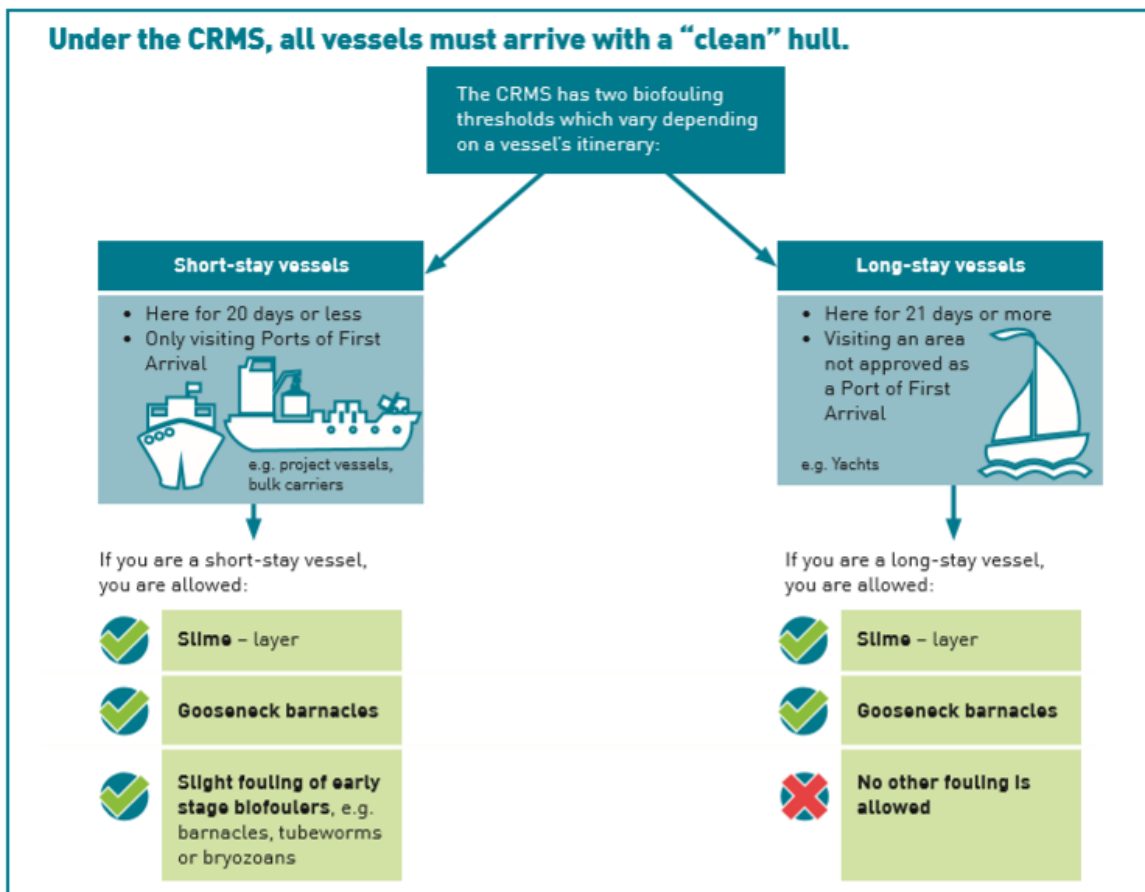




Information for Owners and Operators of Superyachts: The Craft Risk Management Standard (CRMS) for Biofouling on International Vessels Mandatory beginning May 2018

The “Clean Hull” Requirements

After May 2018, all vessels must arrive in New Zealand Territory with a “clean hull”. The definition of a clean hull varies according to a vessel’s itinerary. Most superyachts will fall into the long-stay category, which are those staying for 21 days or longer, or wanting to visit areas not approved as Places of First Arrival (places that aren’t approved ports, such as Milford Sound). The requirements are stricter for long-stay vessels, and the only biofouling these vessels may have on their hull and niche areas is a slime layer and gooseneck barnacles.



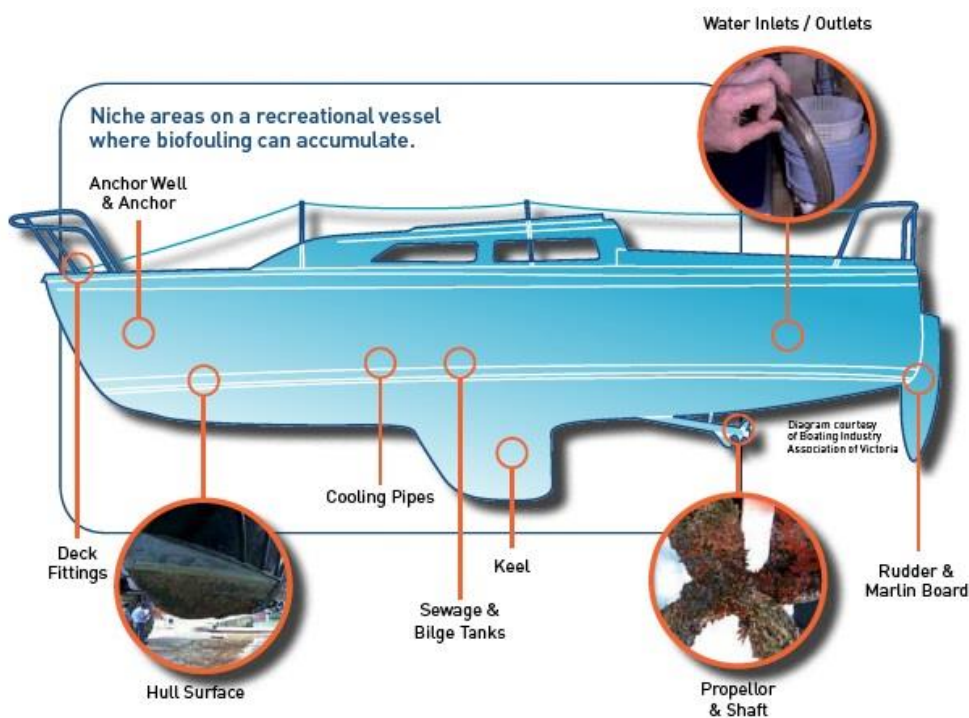
There are several ways a vessel can meet the requirements:

- Clean/treat the hull less than 30 days prior to arrival to New Zealand Territory – **Recommended for long-stay vessels**
- Clean/treat the hull within 24 hours of arrival to New Zealand Territory. Proof of booking must be provided to MPI prior to, or on arrival.
- Maintain a clean hull through best practice maintenance. The International Maritime Organisation website for guidelines on best practice maintenance can be found [here](#).
- Through the development of a Craft Risk Management Plan.

Considerations for Superyachts

MPI generally encourages vessels to meet the long stay threshold by cleaning 30 days prior to arrival. However, due to their size and schedules, superyachts may struggle to meet the requirements in this fashion. Therefore, maintaining a clean hull through best practice maintenance may be the best option for many superyachts planning to visit New Zealand.

Best practice maintenance may include developing and maintaining a Biofouling Management Plan (BFMP) and a Biofouling Record Book (BFRB), and ensuring that antifouling coatings are applied properly and are within their service life when entering New Zealand. In addition, vessel operators should treat or dose pipework and sea chests regularly in order to remove biofouling, and pay special attention to biofouling maintenance in niche areas. Before departing for New Zealand, vessels are encouraged to perform an in-water inspection, particularly of niche areas, followed by a cleaning if fouling is discovered.



Vessel diagram provided by the Department of Agriculture and Water Resources

manage the associated biosecurity risk. This may include directions to haul out and clean the vessel, or, if cleaning is not possible, directions to leave New Zealand. **Any expenses associated with compulsory cleaning or disruptions to a vessel's schedule must be met by the vessel owner or operator.**

Why we are taking action

Aquatic organisms are able to spread outside their natural ranges through transfer as vessel biofouling (the accumulation of the growth of organisms on the wetted surfaces of a vessel). Harmful marine organisms most commonly arrive in New Zealand through this pathway. Once here, some species can pose a significant risk to our marine environment.

The Craft Risk Management Standard for Biofouling manages this risk, and sets out MPI's minimum requirements so that persons in charge of vessels can prevent the introduction of harmful organisms through vessel biofouling. Complying with the standard will also minimise entry and arrival delays and costs for the vessel.

Here to help

Compliance is encouraged as early as possible. MPI staff are available throughout the lead-in period to discuss compliance for your vessels and to answer questions about the requirements. For initial contact send an email through to standards@mpi.govt.nz and we will be able to assist you with your query. Visit the [MPI website](#) for more information on the biofouling requirements and how best to comply.

Evidence Requirements

Evidence must be made available to MPI providing proof the vessel has a clean hull. This may include anti-fouling documentation, date-stamped photographs from a recent in-water inspection or clean, and receipts or records from any hull maintenance work. Visit the [MPI website](#) for more information on how best to comply and evidence requirements.

What will happen if a vessel is non-compliant?

After May 2018, a vessel which does not meet the "clean hull" threshold for its length of stay and itinerary will face action to