



Information for Owners and Operators of Superyachts: The Craft Risk Management Standard (CRMS) for Vessels

The “Clean Hull” Requirements

All vessels must arrive in New Zealand Territory with a “clean hull”. The definition of a clean hull depends on a vessel’s itinerary. Most superyachts will fall into the long-stay vessel category. Long-stay vessels are those staying for 29 days or longer, or wanting to visit areas not approved as **Places of First Arrival**. The requirements are stricter for long-stay vessels, and the only biofouling allowed on these vessels is a slime layer and gooseneck barnacles.

Meeting the requirements:

Below are the acceptable measures for ensuring a clean hull:

- » Inspect and if required, clean the hull less than 30 days prior to arrival to New Zealand Territory – **Recommended**

for long-stay vessels.

- » Clean out of water within 24 hours of arrival to New Zealand Territory, at an MPI-approved haul out facility. Proof of booking must be provided to MPI prior to, or on arrival.
- » Continual maintenance of the hull using best practise. The International Maritime Organisation website for guidelines on best practice maintenance can be found **here**. **Note this is acceptable for short-stay vessels only.**
- » Treatment on arrival using an MPI approved treatment.

If vessels are unable to meet the **CRMS** requirements using the above measures, it can manage biofouling through other measures by developing a Craft Risk Management Plan. For more information email **standards@mpi.govt.nz**

Clean hull thresholds under CRMS:

Short-stay vessels



- Visiting for 28 days or less
- Only visiting Ports of First Arrival

E.g. Project vessels, bulk carriers

- ✓ Slime – layer
- ✓ Gooseneck Barnacles
- ✓ Slight fouling of early stage biofoulers e.g. barnacles, tubeworms or bryozoan

Long-stay vessels



- Visiting for 29 days or more
- Visiting an area or areas not approved as a Port of First Arrival

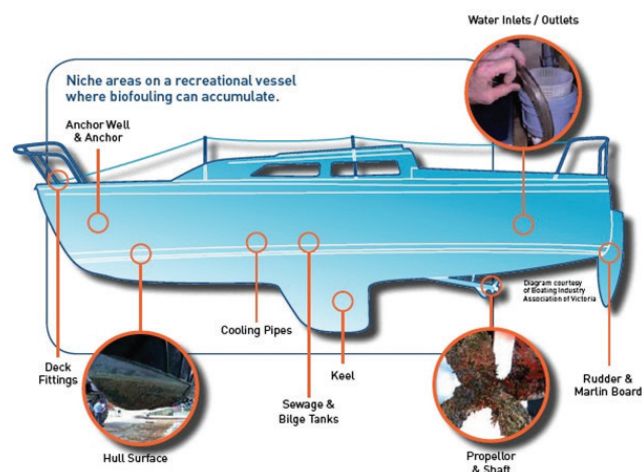
E.g. Yachts

- ✓ Slime – layer
- ✓ Gooseneck Barnacles
- ✗ No other fouling is allowed

Considerations for Superyachts

Superyachts can meet the long stay threshold by cleaning 30 days prior to arrival.

Before departing for New Zealand, vessels should perform an in-water inspection, particularly of niche areas, followed by a cleaning if fouling is discovered. Niche areas are important in biofouling maintenance, as they are more likely to accumulate biofouling. Niche areas are those areas that stick out from or are set back from the flat hull surfaces, and include, but are not limited to, those in the figure below.



Vessel diagram provided by the Department of Agriculture and Water Resources

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.

In-water inspection/cleaning reports need to meet the requirements of Schedule 2 and 3 of the **CRMS Vessels**.

Visit the MPI **website** for more information on how best to comply and evidence requirements.

What will happen if a vessel is non-compliant?

Vessels that do not meet the "clean hull" threshold for its length of stay and itinerary will face action to manage the associated biosecurity risk. This may include restricting itineraries, direction 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 do we require a clean hull?

Harmful marine organisms most commonly arrive in New Zealand through vessel biofouling. These species can pose a significant risk to our marine environment.

The **Craft Risk Management Standard for Vessels** manages this risk, and sets out MPI's minimum requirements of vessels to manage biofouling. Complying with the standard will also minimise entry and arrival delays and costs for the vessel. Complying with the standard will also minimise delays and costs for the vessel.

Here to help

Planning a New Zealand arrival should begin as early as possible. For advice on how your vessel can be compliant email standards@mpi.govt.nz. More information on biofouling management can also be found on the **MPI website**.