Information for Owners and Operators of Work Vessels: 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 and length of stay. The allowable biofouling threshold is different for long-stay vessel (staying 29 days or longer, or visiting places not approved as **places of first arrival**), or short-stay vessel (staying 28 days or less, and only visiting place of first arrival). Work vessels may fall under either category, depending on their intended stay and destination(s) in New Zealand. How your vessel can comply with the **CRMS** requirements will depend on the operating profile of your vessel.

How vessels can meet the clean hull requirements:

Below are the acceptable measures for ensuring a clean hull:

» Inspect and if needed, clean the hull less than 30 days prior to arrival to New Zealand Territory. **This is recommended for long stay vessels, vessels that have been stationary for an extended period of time, or vessels coming to NZ permanently.**

» Maintain a clean hull through best practice maintenance. The International Maritime Organisation website for guidelines on best practice maintenance can be found **here**. **This is recommended for short stay vessels that have not been stationary.**

» Clean/treat the hull within 24 hours of arrival to New Zealand Territory. Proof of booking at an MPI approved haul-out facility must be provided to MPI prior to, or on arrival. A list of MPI approved haul-out facility can be found on the **MPI website**.

» Treat on arrival with an MPI-approved treatment by an approved provider.

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	Long-stay vessels
	
• Visiting for 28 days or less • Only visiting Ports of First Arrival E.g. Project vessels, bulk carriers	• 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** ✓ **Slight fouling of early stage biofoulers** e.g. barnacles, tubeworms or bryozoan	✓ **Slime** – layer ✓ **Gooseneck Barnacles** × **No other fouling is allowed**

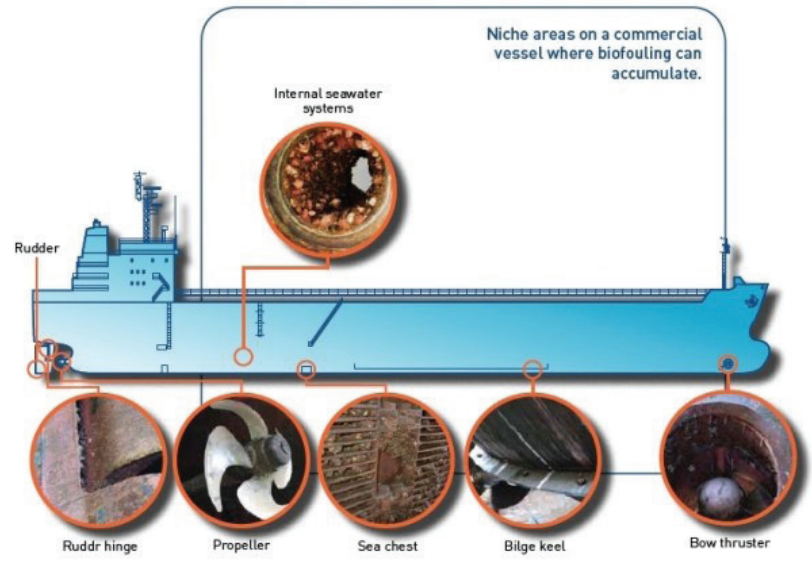
Considerations for Work Vessels

Work vessels are generally vessels that move at a slow pace and are commonly stationary for long periods of time. Types of work vessels include: tugs, barges, dredges, research vessels and heavy lift vessels, among others.

MPI encourages short-stay vessels to meet the standard through best practice maintenance. for slow moving vessels or vessels that have recently been stationary for more than a few days, a full clean may be necessary to meet the short-stay threshold. This is because biofouling accumulates quickly when vessels are idle. Please ensure you complete inspection with enough time to address any biofouling found

If you are bringing a vessel from overseas to be based in New Zealand, you must provide evidence that you have thoroughly cleaned the entire vessel. Vessel operators should also be sure to choose an appropriate antifouling coating suited to the vessel's operating profile, as some coatings are more appropriate for slow moving vessels.

Pay extra attention to niche areas during biofouling maintenance or cleaning. 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. Niche areas are important in biofouling maintenance, as they are more likely to accumulate biofouling. Vessels will need to provide evidence that all niche areas (including internal areas like sea chests and pipework) have been appropriately managed for biofouling upon arrival to New Zealand. **If you are unsure what you need to do to clean your vessel, contact MPI as far in advance of your arrival as possible.**



Vessel diagram provided by the Department of Agriculture and Water Resources

Evidence Requirements

Evidence must be made available to MPI providing proof that all hull and niche areas are clean. This may include detailed biofouling record books, antifouling documentation, date-stamped photographs from a recent haul out or in-water clean, and receipts or records from any hull maintenance work.

If providing a vessel inspection biofouling report as part of clean hull evidence, it must meet the requirements of Schedule 2 and 3 of the new **CRMS**.

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

What will happen if a vessel is noncompliant?

If a vessel does not meet the "clean hull" threshold for its length of stay and itinerary, it will face action to manage the associated biosecurity risk. This may inlcude restricted itineraries, directions to haul out and clean the vessel, or, if cleaning is not possible, directions to leave New Zealand. Currently, approved options for managing biofouling in New Zealand are limited, as haul out/dry docking is the only approved treatment. This is only available for **smaller vessels**, as large dry docks do not exist in 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 as 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.

Here to help

Planning a New Zealand arrival should begin as early as possible. For biofouling management advice or information on operating as an MPI approved system, email **standards@mpi.govt.nz**. More information on biofouling management can also be found on the **MPI website**.