



# ADVICE TO SHIPPING: NEW ZEALAND'S NEW BIOFOULING REQUIREMENTS

## REQUIREMENTS HAVE BEEN RELEASED AND WILL BECOME MANDATORY IN 2018

The New Zealand government has released new biosecurity requirements for all incoming vessels. These require vessels to have a clean hull when arriving to New Zealand. For most vessels 'clean' means no biofouling apart from a slime layer, but for fast turnaround vessels, that only visit the official ports of arrival, allowance is given for a slight amount of biofouling.

The requirements come into force after four years (in May 2018). This will allow time, where needed, for shipping to come into compliance.

Most commercial shipping should be able to obtain clearance into New Zealand, in regard to biofouling, by following current best practice in biofouling management and carrying evidence of this on board for possible verification by border inspectors.

The IMO (International Maritime Organisation) (2011) Guidelines for the Control and Management of Ships' Biofouling to Minimize the Transfer of Invasive Aquatic Species contains examples of current best practice. Following these will be considered as compliance with New Zealand's requirements. The guidelines include that vessels should have a vessel-specific biofouling management plan (particularly including a hull maintenance programme), documentation, inspections and antifouling systems, a record of actions under the plan, and, where relevant, design and construction to reduce areas prone to biofouling growth.

New Zealand's Ministry for Primary Industries (MPI) staff will be available throughout the lead-in period to discuss compliance options for your vessels and to answer questions about the requirements. Voluntary compliance is encouraged as early as possible. MPI encourages vessel operators to

be aware of the biofouling state of the hull, including appendages and niches, by undertaking frequent inspections and obtaining photo evidence through divers or remotely-operated cameras.

Vessels allowed slime-only biofouling may need to provide a recent 'clean' inspection report.

## INTERNATIONAL ALIGNMENT

Other governments are also moving towards similar requirements. New Zealand has aligned its requirements with other jurisdictions and the IMO as much as possible to ensure shipping can comply with all parties through the same actions such as:

- » Using the appropriate anti-fouling, foul-release or frequently cleanable coatings to suit the vessel and its operational profile and maintaining these coatings – repairing any wear or damage.
- » Re-applying after the interval recommended for the specific coatings and for the vessel operational profile (note this interval should be reviewed if vessel has changed its operations from those expected).
- » Ensuring there are suitable marine growth prevention systems (MGPSs) in all niche areas such as sea chests, and they are operating to the optimal level.
- » Commissioning in-water inspections of each hull area for state of coatings and biofouling state. Inspections should be at set dates during the 'between dry-docking interval' but can take advantage of hull inspections for other reasons.
- » If biofouling is in excess of the acceptable threshold it should be removed using a method compliant with local rules for this activity.

## PREFERABLY PLAN ALL THE ACTIONS IN A

## BIOFOULING MANAGEMENT PLAN (BMP)

Train crew to undertake operations according to the BMP and keep records of the actions taken. Also retain documentation on board such as the anti-fouling certificate and details of the coatings (type, application dates and details, hull areas where applied) and of the MGPSs operation and maintenance.

New Zealand is involved with the monitoring of the uptake of the IMO Guidelines and in a research programme to further understand best biofouling management practice with a view to improving the guidelines in future.

Later this year (2014) New Zealand will start to require information from arriving vessels about their biofouling management practice, the vessels operations and the monitoring of the hull state. This will assist the IMO and also ensure MPI is aware of the voluntary compliance rate with New Zealand's requirements.

## DETAILS OF NEW ZEALAND'S BIOFOULING REQUIREMENTS

The requirements have been released as a Craft Risk Management Standard (CRMS) under New Zealand's Biosecurity Act (1993) as follows:

### The CRMS for Biofouling on Vessels Arriving to New Zealand

Vessels are dealt with under two categories.

1. 'Long-stay vessels' means those vessels intending to remain in New Zealand for 21 days or longer, or those vessels intending to visit areas other than those designated under the New Zealand Biosecurity Act as 'Places of First Arrival'.
2. 'Short-stay vessels' means those vessels intending to

remain in New Zealand for 20 days or less and to only visit places designated under section 37 of the Act as 'Places of First Arrival'.

Thresholds for allowable biofouling are specified for each vessel category and for specified hull areas.

There are three measures that may be used for meeting the thresholds:

- a) Cleaning before visit to New Zealand, (or immediately on arrival in a facility or by a system, approved by MPI). All biofouling must be removed from all parts of the hull and this must be carried out less than 30 days before arrival to New Zealand or within 24 hours after time of arrival.
- b) Continual Maintenance using best practice including: application of appropriate antifoul coatings; operation of marine growth prevention systems on sea-chests; and in-water inspections with biofouling removal as required. Following the IMO Biofouling Guidelines is recognised as an example of best practice
- c) Application of Approved Treatments. Treatments are approved and listed under the Approved Biosecurity Treatments on the MPI website.

As an alternative to the acceptable measures above, a vessel operator may submit a Craft Risk Management Plan for MPI approval, which includes steps that will be taken to reduce risk to the equivalent degree as meeting the requirements of this Standard.

## BIOFOULING THRESHOLDS TABLES

### 1. BIOFOULING THRESHOLD FOR LONG-STAY VESSELS

HULL PART	ALLOWABLE BIOFOULING
All hull surfaces	Slime layer, goose barnacles

### 2. BIOFOULING THRESHOLD FOR SHORT-STAY VESSELS

HULL PART	ALLOWABLE BIOFOULING
Wind and water line	Green algae growth of unrestricted cover and no more than 50mm in frond, filament or beard length.  Brown and red algal growth of no more than 4mm in length.  Incidental (maximum of 1 percent) coverage of one organism type of either tubeworms, bryozoans or barnacles, occurring as: » isolated individuals or small clusters; and » a single species, or what appears to be the same species.

## HULL PART

## ALLOWABLE BIOFOULING

### Main hull area

Algal growth occurring as:

- » no more than 4mm in length; and
- » continuous strips and/or patches of no more than 50mm in width.

Incidental (maximum of 1 percent) coverage of one organism type of either tubeworms, bryozoans or barnacles, occurring as:

- » isolated individuals or small clusters that have no algal overgrowth; and
- » a single species, or what appears to be the same species.

### Niche areas

Algal growth occurring as:

- » no more than 4mm in length; and
- » continuous strips and/or patches of no more than 50mm in width.

Scattered (maximum of 5 percent) coverage of one organism type of either tubeworms, bryozoans or barnacles, occurring as:

- » widely spaced individuals and/or infrequent, patchy clusters that have no algal overgrowth; and
- » a single species, or what appears to be the same species.

Incidental (maximum of 1 percent) coverage of a second organism type of either tubeworms, bryozoans or barnacles, occurring as:

- » isolated individuals or small clusters that have no algal overgrowth; and
- » a single species, or what appears to be the same species.

