INTERTANKO

TWENTY 19

Guide to New Zealand's Biofouling and Ballast Water Requirements

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Background

Members' experiences with New Zealand's biofouling regulations (Craft Risk Management Standard – CRMS) were up for discussion at the September 2018 meeting of INTERTANKO's Environmental Committee. It was noted that the New Zealand Ministry of Primary Industries (MPI) has issued Notices of Direction to vessels informing them to stay outside New Zealand territorial waters until their hulls are cleaned; this being despite the fact that there are no cleaning facilities in New Zealand. As a result of this, the Environmental Committee supported the need to open a dialogue with the New Zealand authorities on the issue and, following the INTERTANKO Secretariat's engagement with New Zealand's MPI, the latter provided relevant information that Members should take note of and which has been included in this Guide.

In addition, Members trading to New Zealand are encouraged to review the following links to key resources on the MPI website to better understand New Zealand's biofouling requirements:

1. *General information for commercial vessels*
https://bit.ly/2TxlODS

2. *Craft Risk Management Standard*
https://www.biosecurity.govt.nz/dmsdocument/11668/send

We would like to thank the MPI, especially Ms Trecia Smith, Principal Adviser, Biosecurity and Animal Welfare Policy, for providing the information contained in this Guide.

A. Key points relating to the CRMS

1. Vessels are sorted into two different categories based on their intended stay period in New Zealand.

- Short-stay vessels – those staying in New Zealand for less than 21 days, and only visiting approved ports of first arrival.
- Long-stay vessels – those staying 21 days or longer, or visiting areas not approved as ports of first arrival.

Comments

Most commercial vessels will fall under the Short-stay vessel category. Do note that Long-stay vessels must adhere to stricter requirements.

2. Requirements for Short-stay vessels:

- Vessel must arrive in New Zealand with a "clean hull"
    i. "clean hull" refers to no biofouling of live organisms being present other than that within the thresholds in Appendix 2 of the CRMS

3. Acceptable measures for meeting the CRMS

- One of the following measures must be applied prior to arrival in New Zealand's territorial waters. Proof of this must be provided to the MPI in advance.
    i. Cleaning before visit to New Zealand or immediately upon arrival in a facility or by a system approved by MPI
        - Biofouling must be removed from all parts of the hull and niche areas through cleaning that is carried out less than 30 days before arrival to New Zealand or within 24 hrs after arrival

Comments

- *Members should note that facilities in New Zealand are limited, as haul out/dry docking is the only approved treatment at the moment. It is only available for smaller vessels with a length of up to 120 metres, as large dry docks do not exist in NZ. Haul out facilities for smaller vessels are available at Opua (Northland), Tauranga, and Lyttelton.*
- *For larger vessels (with a length of more than 120m), New Zealand encourages proactive biofouling management, as larger vessels cannot be cleaned in New Zealand. A 180m dry dock at Devonport is seeking approval to operate as a transitional facility (a formally approved place that can receive vessels with biosecurity risks). If required, this dry dock can be used as a contingency transitional facility with the necessary approvals from MPI in advance of entering New Zealand.*
- *Currently there are no areas where in-water cleaning is allowed in New Zealand.*

ii. Continual maintenance using best practices such as those within the IMO biofouling guidelines, including the application of appropriate coatings; operation of marine growth prevention systems on sea-chests; and in-water inspections with biofouling removal as required

Comments
Continual maintenance involves ongoing management of biofouling, including:

- *Applying an anti-fouling coating ("AFC") to the hull and niche areas of the vessel. It is important to choose an AFC that matches the operational profile of the vessel.*
- *Monitoring the performance of the vessel and performing in-water inspections and cleaning when performance begins to decline.*
- *Operating within the specifications of the AFC.*
- *Proactive grooming of the slime layer*
    - *cleaning the slime layer often will prevent larger organisms from settling and will allow the AFC to be more effective.*
- *Having contingency plans such as in-water inspections and in-water cleaning when the vessel falls out of its operational profile or the paint is damaged. Repairs to the coating should be applied if the AFC is damaged, even if it is to a minor extent.*
- *Renewing AFCs within their specified service life.*
- *Treating pipework and sea chests or using marine growth preventive systems (MGPS) to minimise biofouling growth.*

iii. Application of Approved Biosecurity Treatments (as approved by MPI and as listed on their website).

Comment:
Currently there are no approved treatments, apart from hauling out at an approved facility.

4. MPI requires information from vessels to be sent 48 hours prior to entry to New Zealand and the following information must be held on the vessel

- Prior to Arrival

i. Intended length of stay and intended places to be visited

ii. Whether the vessel has spent any extended periods of a stationary nature in a single location

iii. Age of the antifouling coating, including when it was applied and when it expires

iiiv. If the vessel is coming to undergo biofouling cleaning on arrival, any formal arrangement for cleaning or treatment that they have undertaken

v. Measures that have been or will be used to meet the requirements of the standard, or

vi. Whether the operator or person in charge has developed an MPI-approved Craft Risk Management Plan (**https://www.biosecurity.govt.nz/dmsdocument/28134/send**) to meet the required Standard

Comment
Craft Risk Management Plan
Such a plan can be developed if a vessel operator cannot meet the CRMS biofouling requirements by one of the three required measures accepted by the MPI (refer to section on acceptable measures above). The Plan must achieve the desired effect of MPI's biofouling requirements (clean hull thresholds) but may use a different method to do so. The Plan must outline the ways the risk will be managed, and be submitted to MPI for approval in advance of entering New Zealand waters.

- Information to be held on vessel and to be provided to MPI if requested:

  i. Information on any antifouling regime and MGPSs used

  ii. How the IMO Biofouling Guidelines are applied

  iii. If applicable to the vessel, latest International Antifouling System Certificate or International Antifouling System Declaration

  iv. Date and reporting from the latest hull biofouling inspection

  v. Biofouling management plan and record book

5. MPI's assessment approach

- Compliance assessment will be based on documentation sent to MPI prior to the vessel's arrival. MPI will ask to see evidence that biofouling is managed appropriately, which may include:
  - Biofouling Management Plan and record book
  - dates and reports of dry docking
  - current antifouling certificates
  - vessel operational history (including whether it moves around often or sits in place for extended periods of time)
  - evidence of independent inspections and ongoing maintenance (such as cleaning or treatment) by suitably qualified people.

Comments
- *The biofouling management records: Proactive management of biofouling means regular in-water inspections and cleaning, especially in the niche areas. It is not sufficient to show that continual maintenance is in place just by checking the sea strainers and/or systems used to prevent corrosion. The Biofouling Management Plan should be vessel-specific. It should provide an outline on specific strategies and timeframes for biofouling maintenance procedures to be carried out for the vessel. MPI's guidance on developing a Biofouling Management Plan can be accessed at* **https://bit.ly/2DZ3wpM**

Comments cont...

- *The underwater inspection report: MPI encourages vessel operators to conduct regular inspections of the underwater surfaces of their vessels to ensure biofouling is being managed. In-water inspections should be used to assess biofouling development, and for assessments as to whether in-water cleaning is required. In-water cleaning and treatments are important tools for reducing the biosecurity risks during the in-service period of vessels. In-water cleaning or treatments can be applied proactively (this is preferred) or reactively.*
  - *Proactive in-water cleaning or treatment, also known as hull grooming, is used to reduce the accumulation of microfouling (slime) on the vessel as part of biofouling management programme. Hull grooming is considered a best practice for ongoing hull maintenance to manage biofouling at the slime layer stage to optimise vessel operational efficiency, and to prevent the accumulation of any further biofouling.*
  - *MPI's guidance on what is considered non-compliant fouling can be accessed at:* ***https://bit.ly/2DYq8qe***

- *The AFC is the most important system to prevent biofouling accumulation. Areas of damage will rapidly re-foul and increase the biofouling risk of your vessel. In-water repair should be applied where antifouling system damage has occurred, even if the area of damage is relatively minor.*
- *Members should note that the MPI has placed heavy emphasis on niche area maintenance. Please refer to the following factsheet for commercial vessels. (****https://bit.ly/2Gbqnk0****)*

6. Non-compliance

- If vessels are suspected of exceeding the biofouling thresholds, MPI will request further proof of biofouling management.
- Vessels that cannot prove they are compliant with the standard may be subject to a dive inspection in New Zealand.
- If vessels are found to be non-compliant, they will be directed to either manage the biosecurity risk or to leave New Zealand.

7. Non-compliance: High-risk vessel

- If a vessel suspects that it might be high risk, MPI encourages the vessel to seek guidance as soon as possible so they can ensure any risk is properly managed without causing unnecessary costs or delays.
- When a vessel is assessed as being a high risk, the Master will be informed and MPI will advise a course of action depending on the risk and itinerary. In a worst-case scenario, if the biofouling risk is too high then MPI may direct the vessel to leave or not enter New Zealand waters.

Further information

Further information can be found in the following document: *Frequently Asked Questions about the CRMS* (**https://www.biosecurity.govt.nz/dmsdocument/27444-craft-risk-management-standard-faqs**).

The following guides also provide a useful reference to assist with preparing a visit to New Zealand and making the necessary preparations to avoid delays:

- *Guidance for self-assessing vessel risk*
  https://bit.ly/2MUo5pZ
- *Guidance Document for the CRMS Biofouling*
  https://bit.ly/2MToZTL

Additional information may also be found in INTERTANKO's *Guide to Modern Antifouling Systems and Biofouling Management* that can be accessed via **https://bit.ly/2TwFNCu**

B. Ballast water

For ballast water, the MPI advised that the IMO contingency measures set out in BWM.2/Circ.62 would be considered in situations where a vessel is unable to manage its ballast water as required. New Zealand has also identified an area off the North Island's east coast that can be used for ballast exchange, if the usual methods are unavailable. As with biofouling, if you are experiencing problems please advise MPI as soon as possible in order to avoid delays.

Members are encouraged to use INTERTANKO's *Ballast Water Contingency Measures for Tankers* guidance which can be accessed via **https://bit.ly/2SAwUe2**

Help is also available via email for questions regarding:

- the CRMS, or for details of emergency suppliers – **standards@mpi.govt.nz**
- bringing a vessel to New Zealand – **vessels@mpi.govt.nz**

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