

# Draft guidance document in support of the Import Health Standard for Vessel biofouling

MAF Biosecurity New Zealand

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This document is intended as guidance to the Import Health Standard for Vessel biofouling. It outlines the minimum levels of hull maintenance that a facility (vessel maintenance provider) and operator (vessel owner/master) should follow. Facilities and operators may either follow examples as provided in this guidance document, or develop systems tailored for their operations that are equivalent to the measures described, to meet the same level of biosecurity outcome. Equivalent measures must be approved by MAFBNZ prior to use.





## Disclaimer

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This publication is also available on the MAF Biosecurity New Zealand website at [www.biosecurity.govt.nz](http://www.biosecurity.govt.nz).

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This guidance document provides information, direction as to the expectations, and the options to meet the Import Health Standard for Vessel Biofouling. This document is not legally binding.

## Review and amendment

This guidance document is subject to review and amendment to ensure that it continues to meet biosecurity objectives. Reviews and amendments will be notified to stakeholders via the MAFBNZ website, and sent to subscribers of the appropriate email distribution list. To subscribe see <http://www.biosecurity.govt.nz/lists/>

Users should ensure that the most recent version of this guidance document is referred to.

Amendment No.	Date	Reference

This document is accessible online at [www.biosecurity.govt.nz/regs/ships](http://www.biosecurity.govt.nz/regs/ships)

## Contact details

For all matters relating to the interpretation, review and amendment of this guidance document, or approval of equivalent systems, contact the Operations and Facilities Group on the details below:

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For all matters relating to implementation and operation of this guidance document with respect to meeting the requirements of the Standard, including inspections, audits, treatments and MAFBNZ's offshore programme, please contact your local MAFBNZ office ([www.biosecurity.govt.nz/biosec/org/structure/clearance](http://www.biosecurity.govt.nz/biosec/org/structure/clearance))

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# 1 Introduction

This guidance document is intended to accompany the *Import Health Standard for Vessel Biofouling* (hereafter known as the Standard). This document should be read in conjunction with the Standard to ensure that all matters relating to the meeting of requirements are fully understood. The draft Standard can be found at:

<http://www.biosecurity.govt.nz/files/biosec/consult/draft-bnz-std-biofoul.pdf>

This document has been developed as a guide to assist in meeting the requirements of the Standard and to facilitate biosecurity clearance at the border for owners/operators of vessels entering New Zealand waters.

## 2 Biosecurity outcome

The desired outcome of the Standard is: **“minimising the likelihood of risk organisms being introduced as biofouling into New Zealand’s territorial waters.”**

To achieve this outcome, vessel biofouling needs to be managed effectively and efficiently.

## 3 Biosecurity requirements

The Standard requires that **“the hull of any vessel arriving into New Zealand is clean.”** It is expected the vessel owner/operator will endeavour to maintain all areas of the hull clean of any visible biofouling apart from a slime layer.

### 3.1 Meeting biosecurity requirements

Compliance with the biosecurity requirements may be achieved by taking adequate preventative actions such as the regular application of an appropriate antifouling system and a maintenance regime to prevent the build-up of fouling organisms. In addition, a marine growth prevention system can be used to control biofouling in niche areas such as sea chests.

### 3.2 Clearance process

Evidence of appropriate biofouling management will aid inspection and reduce possible delays on arrival in New Zealand.
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In order for MAFBNZ to assess whether hull maintenance has been adequate for the vessel type and voyage history, the following documentation should be provided:

- A Biofouling Declaration sent, either electronically or by hardcopy, to a MAF office at a Place of First Arrival<sup>1</sup> (POFA) at least 48 hours before arrival in New Zealand waters ([www.biosecurity.govt.nz/regs/ships/ports-first-arrival](http://www.biosecurity.govt.nz/regs/ships/ports-first-arrival)). The current biofouling declaration form can be found at (link to be enabled on adoption of IHS – currently demonstrated below in Annex C).
- Customs Advance Notice of Arrival with voyage memo or other record of voyage since leaving home port.

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<sup>1</sup> Place of First Arrival designated for vessels to first port in New Zealand under s.37 of the Biosecurity Act 1993.

Note that recreational vessels may send this information from their last port before sailing to New Zealand or declarations provided at the POFA would be accepted.

The biofouling declaration includes:

- details of the previous dry-docking/haul-out;
- details of the last antifouling system application;
- details of the last hull cleaning and/or maintenance activity, including of niche areas;
- details of the vessel voyage history including periods when the vessel was laid up/inactive;
- date and location of any dive surveys (survey results, any action and resurvey results after any cleaning);
- details of any marine growth prevention systems in operation.

The declaration will assist inspectors in assessing which vessels may require closer scrutiny, including physical inspection of the hull. If a non-compliant level of biofouling is detected, required intervention will be decided on a case by case basis.

### 3.3 Offshore and pre-arranged onshore treatment

Border clearance without a biofouling inspection may be given to vessels that have undergone treatment of the hull under the following conditions:

- an official clean hull certificate has been issued by an accredited provider to show treatment shortly before to arrival to New Zealand; and
- voyage to New Zealand since issuance of the certificate is by a direct route with no significant delays or lay-up periods.

Alternatively, for yachts or small ships, hull treatment at MAFBNZ approved Transitional Facilities may be undertaken on arrival in New Zealand. Such treatments must be undertaken, or the vessel removed from the sea, at the POFA in New Zealand as soon as practicable (that is, within 24 hours of arrival). On providing documentation to show a booking for the above, inspection of biofouling on arrival will not be required. Vessel inspection following treatment will be required before a Biosecurity Authority/Clearance Certificate (BACC) can be issued and the vessel allowed to be re-floated.

Facilities for hull cleaning on arrival are approved under the standard, General Transitional Facilities for Uncleared Goods: (link to be enabled on adoption of IHS)

A list of approved facilities and accredited offshore providers is given at the following web link: (link to be enabled on adoption of IHS). Information for facility operators interested in becoming a Transitional facility or offshore provider is available at:

<http://www.biosecurity.govt.nz/files/biosec/consult/draft-bnz-std-biofoul-requirements.pdf>

### 3.4 Specific guidelines

As a specific vessel type becomes subject to enforcement, guidance specific to that vessel type will be included in this document to assist compliance.

To date, inspection and treatment processes have been established for the following categories:

Recreational vessels ([Annex A](#))

Note: Vessels transported on/within other craft (e.g. yachts shipped on board a commercial transporter, rigs on board travel lifts) must meet the MAFBNZ Standard VEHICLE-ALL: *Import Health Standard for Vehicles and Machinery 2009* ([www.biosecurity.govt.nz/imports/non-organic/standards/vehicle-all.htm](http://www.biosecurity.govt.nz/imports/non-organic/standards/vehicle-all.htm))

### 3.5 Equivalent treatment

Any approved measures that achieve the Standard's biosecurity outcome may be used.

If a vessel owner/operator wishes to use an alternative method, system or process to achieve the Standard that is not described in this guidance document, they should ensure that it is approved by MAFBNZ prior to being used. Approval will require trials, testing, validation or other such scientific/analytical-based means to show that the intervention(s) can reliably treat vessel hulls to meet the outcome of the Standard.

Any person or organisation may request MAFBNZ to approve a method, system or process provided that it can be shown to achieve the biosecurity outcome of the Standard. The process and criteria for such equivalence applications are available by contacting MAFBNZ's Operational Standards and Facility Group directly: [standards@maf.govt.nz](mailto:standards@maf.govt.nz).

## 4 Actions to be undertaken by MAFBNZ for non-compliance

A vessel that does not meet the requirements of the Standard will not be given biosecurity clearance and will be directed for further action as considered appropriate to manage the biosecurity risks.

Management actions may involve:

- Direction to be decontaminated in a MAFBNZ approved Transitional Facility for Hull Cleaning (for recreational vessels or small ships) or by in-water cleaning by a specified method.
- Prohibition to enter territorial sea.
- Direction to leave New Zealand's jurisdiction within a specified time.
- Direction to not visit certain areas in New Zealand.

Such management actions will be developed in liaison with the operator or owner and will take into account vessel itinerary and feasibility.

## 5 Costs

There is no charge for routine biofouling clearance of vessels. Other inspection activities may be cost recovered pursuant to the Biosecurity Costs Regulations 2006 as may be amended from time to time, or any regulation that replace those regulations.

If a vessel is non-compliant and requires treatment, this is entirely at the risk and expense of the owner/operator. Treatment is not carried out on behalf of MAFBNZ and is a private arrangement between the treatment supplier and the vessel owner/operator. Whilst MAFBNZ will ensure that only suitably skilled treatment suppliers are approved as operators of Transitional Facilities in New Zealand, it accepts no responsibility for any failure by the treatment supplier within their contract for treatment services with the vessel owner/operator.

## 6 Other requirements

Where other requirements exist under the Biosecurity Act or other legislation, the IHS does not override those requirements.

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## 7 Terms and definitions

The following terms and definitions are used in this guidance document.

### **antifouling system**

A coating, paint, surface treatment, surface or device that is used on a vessel to control or prevent attachment of unwanted organisms.

### **biofouling**

The undesirable accumulation of aquatic organisms including micro-organisms, plants and animals on surfaces and structures immersed in or exposed to the aquatic environment.

### **BACC**

Biosecurity Authority/Clearance Certificate issued by MAFBNZ that provides either biosecurity clearance or direction for further action.

### **biosecurity risk organism**

A live organism that is a “risk good” (as that term is defined in section 2 of the Biosecurity Act 1993).

### **clean**

A vessel on which there are no visible aquatic organisms on the hull, including niche areas, except as a slime layer.

### **equivalence**

The use of different biosecurity risk management interventions to achieve the same or better outcome(s).

### **hull**

The immersed surfaces of a vessel including appendages, pontoons, internal sea-water systems, niche areas; except ballast tanks.

### **inspector**

An inspector appointed under section 103 of the Biosecurity Act, 1993.

### **niche area**

Areas of a vessel hull which are more susceptible to biofouling due to different hydrodynamic forces, susceptibility to antifouling system wear or damage or unable to be protected by an antifouling system. For example, sea chests, bow thrusters, propeller shafts, inlet gratings, dry dock support strips.

### **physical inspection**

Visual inspection of a vessel hull which may include, but is not limited to, above surface inspection and/or the use of under water cameras or SCUBA divers.

### **recreational vessel**

A vessel that has the primary role of recreation (that is, not intended for commercial use or hire, regardless of length or tonnage).

**slime layer**

A layer of microscopic organisms, such as bacteria and diatoms, and the slimy substances that they produce

**territorial sea**

For New Zealand this is the sea within 12 nautical miles of the seaward side of the baseline of the territorial sea (see section 3 of the Territorial Sea, Contiguous Zone and Exclusive Economic Zone Act, 1977 for definition of New Zealand baseline).

**vessel**

Means every description of boat or other craft used in water navigation, whether or not it has any means of propulsion; also includes: a barge, lighter, hovercraft or floating drilling rig.

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# ANNEX A: Requirements, inspection and intervention process for specific vessel types – Recreational vessels

## Pre-arrival/Arrival documentation

Recreational vessels arriving in New Zealand are required to complete a Masters Declaration ([www.biosecurity.govt.nz/files/enter/ships/masters-declaration-full-clearance.doc](http://www.biosecurity.govt.nz/files/enter/ships/masters-declaration-full-clearance.doc)) and the Advance Notice of Arrival (Small Craft) which includes the name of the originating port and subsequent ports visited on the voyage to New Zealand

([www.customs.govt.nz/NR/rdonlyres/C781FBA2-893A-4F40-B613-A3A4D5577528/0/nzcs340.pdf](http://www.customs.govt.nz/NR/rdonlyres/C781FBA2-893A-4F40-B613-A3A4D5577528/0/nzcs340.pdf)).

Recreational vessels that are not equipped to send the forms electronically may send this information from their last port before sailing to New Zealand or present it on arrival at a POFA.

The owner/operator should complete the Biofouling Declaration or otherwise present the required details including:

- date of the previous dry-docking/haul out for application of antifouling;
- details of the antifouling system used;
- details of any dive inspection and/or interim cleaning of the hull, including niche areas;
- recent voyage history of the vessel, such as periods of time when the vessel was laid up/inactive (for >3 months).

Evidence should be available to show the vessel has an antifouling system that was last applied within the manufacturer's specified effective life for the number of coatings applied. Acceptable evidence of antifouling system application may include:

- record of the antifouling system applied including brand names, types, who applied/installed them (that is, owner, contractor or slipway/marina) and the projected period of efficacy;
- signed dated declaration by a commercial boat maintenance operator referring to the vessel by name;
- photographic evidence of the vessel on the hard stand during the application of antifouling system that is either dated automatically by the camera or has date verified by signature on reverse side by a Justice of the Peace within a week of application.

Acceptable evidence of cleaning may include:

- photographic evidence of the vessel being cleaned that is either dated automatically by the camera or has date verified by signature on reverse side by a Justice of the Peace within a week of cleaning;
- entry in the logbook. See example of a biofouling maintenance logbook similar to that produced by the Australian Quarantine and Inspection Service (AQIS) below.

Acceptable evidence of voyage history may include:

- A completed vessel log book that includes:
  - dates and locations to show time spent in destinations;
  - dates of any hull inspection (that is, diver survey) and maintenance actions including results of inspections

- dates and locations of any long lay up periods.

## **On arrival**

Recreational vessels must arrive at a POFA approved under the Act for the arrival of recreational vessels. The inspector meeting the vessel on arrival will consider the documentation and, if they suspect the vessel may not meet the requirement for a clean hull, will undertake a physical inspection. This may entail use of an underwater camera, divers or inspection of hauled-out vessel.

## **Action on non-compliant vessels**

If a recreational vessel does not meet the Standard, the inspector will direct the vessel to be treated at a MAFBNZ approved Transitional Facility for Hull Cleaning (within 24 hours). The vessel will receive a Biosecurity Authority/Clearance Certificate (BACC) if the hull is clean when re-inspected.

## **Cruising New Zealand waters**

Recreational vessels are asked to retain the BACC on board for possible checking by inspectors at any time during their New Zealand itinerary. There is no restriction on the areas the recreational vessel can sail once it has received clearance unless:

- an inspector has issued a BACC with specific restrictions; or
- an incursion of a marine pest results in a response involving restrictions on vessel traffic; or
- the area has special protection status such as Fiordland, the Kermadec Islands and the Sub Antarctic Islands, where additional consent may be required (which may include further hull inspection).

## ANNEX B: Example yacht biofouling maintenance logbook

Keeping a logbook similar to this will assist with the verification of the application of anti-fouling paint and any biofouling maintenance work performed on your vessel.

Vessel		Date / /20	Arrival Port
Record the details of the last slip and clean and/or anti-fouling paint application on your vessel prior to arrival in New Zealand.			
Slipping and cleaning	Slipping / Cleaning Port/place Date / /20	Note:~ Careening to remove biofouling is not an acceptable practise, as it encourages greater marine growth and waste material cannot be managed in a controlled manner.	
	Do you intend to slip and clean your vessel in New Zealand? YES <input type="checkbox"/> NO <input type="checkbox"/>	If YES - where and when Port/place Date / /20	
Anti-fouling paint application details	Anti-fouling application Date / /20	Who applied the anti-fouling? Vessel's owner/crew <input type="checkbox"/> Slipway <input type="checkbox"/> Haul out facility <input type="checkbox"/>	
	Where was the anti-fouling applied? Name of Slipway Facility <span style="float:right">Port</span>		
	Manufacturer's name	Brand name	Recommended lifespan (months)
Please Note:~ Invoices or receipts for the use of a slipway or haul out facility and anti-fouling paint should be retained and shown to an Quarantine Officer to verify your maintenance program and work undertaken on the vessel.			
Port residency prior to arrival in New Zealand  Note:~ passports may be checked by quarantine to verify port residency time.	Longest time in port (days, weeks or months)  Port  Country	Ports and countries visited in the past 12 months (e.g. Port Vila-Vanuatu)	
Detail any maintenance work carried out on the vessel in the spaces provided below.			
<b>Deck inspection</b> – Detail what inspections or cleaning was performed on the ancillary gear (e.g. inspected and cleaned anchor, chain and rope).			

**Internal seawater systems inspection** – Detail what inspections or cleaning was performed on the internal seawater systems (e.g. inspected and cleaned engine sea strainer).

**Hull inspection** - Detail what inspections or cleaning was performed on the hull (e.g. inspected and polished prop) - also please specify inspection method (e.g. snorkel).

Inspection technique    Snorkel     Hooker     SCUBA     Removed from water   
Beached

**Comments: Provide any other addition information relating** to the inspection or cleaning undertaken on a particular section of your vessel.

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## ANNEX C: Draft biofouling declaration

If your vessel regularly visits New Zealand (has visited in the last 12 months), resubmission of this form is only required when there has been a change to the information.

Vessel Name		
Estimated Date of Arrival*		
Port of Arrival*		
Do you intend to clean the hull of the vessel in New Zealand? If YES, state when and where a booking has been secured:  (Link to be inserted for list of MAF approved facilities where cleaning under the NZ biofouling standard can be carried out if prearranged)	Yes/ No    Date:	Port or Position and company:
Do you hold a certificate showing the hull has been cleaned recently by an accredited offshore provider? If yes give details.	Yes/ No	Details:
Date of last dry docking when total antifouling coating applied (or date of launch if not yet been dry docked).	Date:	
Date of any dry docking since this for partial repair of coating. Give details of repair work.	Date:	
If the vessel has been laid up for more than 3 months since the last hull cleaning and re-application of antifouling state the dates and place.	Date:	Country Location (port or lat/long)
For full coating give details of the coating manufacturer or company and product name and for the particular submerged parts of the vessel where applied:		
Vessel part (Hull sides, Hull bottom, Sea chests, Rudder, Thrusters etc.)	Antifouling coating MANUFACTURER	Commercial name of PRODUCT
Were the sea chests opened and cleaned	Yes/ No	

\* This information will be sourced from other arrival documents to avoid double data submission, but is included in this draft for discussion purposes.

during the last dry docking?	
Give details of the most recent in-water inspection and/or cleaning.	Date
	Parts inspected
	Finding/Action
Does the vessel operate any 'marine growth protection systems'. If yes give details.	Yes/ No Details:
Average vessel speed (knots).	
Average time spent in port or at anchor at recent destinations (hours or days).	
Note: Voyage history: Ensure you have completed details of last 20 ports required as part of the Advance Notice of Arrival	

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