



Guidance Document to the CRMS for Vessels

CRMS Vessels GD

20 July 2017

Excludes Biofouling and Ballast Waters requirements

Title

Guidance Document: Guidance Document to the CRMS for Vessels

About this document

This guidance document has been issued to accompany the MPI Standard, Craft Risk Management Standard for Vessels (the "CRMS"). It is not a legally binding document and it should be read in conjunction with it to ensure that all matters relating to meeting the requirements of the CRMS are fully understood.

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1 Purpose

This guidance document provides information to help operators and persons in charge of vessels to meet the requirements of the Craft Risk Management Standard for Vessels.

2 Background

This document is guidance information only and is not legally binding. It gives fit for purpose advice on effective and efficient ways to meet the CRMS.

3 Definitions

For definitions please refer to schedule 1 of the CRMS.

Acronyms

Act	Biosecurity Act, 1993.
AGM	Asian Gypsy Moth
MPI	Ministry for Primary Industries
NZT	New Zealand Territory
POFA	Place of First Arrival

MPI Officers are persons approved as inspectors under the Biosecurity Act 1993.

4 Quick guide for vessels entering New Zealand territory (NZT) and arriving at a New Zealand port

The information below is a quick guide for vessel operators or person in charge of vessels to enable the entry of vessels into NZT and subsequent arrival at a port and meet New Zealand's biosecurity requirements with minimal expense and time. Further details are found within specific sections of the guidance document.

- (1) Check that you have identified the section/s of the CRMS that relate to your intended stay in NZT.
- (2) Talk to MPI before departing for NZT – MPI assistance prior to departure can help minimise delays and costs on arrival.
- (3) If your vessel has been to China, Far East Russia, Japan or Korea during their spring or summer within the past 12 months, the CRMS requires that you obtain a certificate of freedom of AGM for your vessel - this will significantly reduce arrival delays and costs.
- (4) Ensure that the port you wish to arrive at is an approved place of first arrival (POFA) that can receive your type of vessel and any associated cargo or risk goods on-board that you wish to discharge.
- (5) Fill out and submit the Advance Notice of Arrival and Master's Declaration forms to MPI at least 48 hours prior to entry into NZT.
- (6) The forms will require you to indicate whether you are staying for more than 20 days in NZT and/ or wish to visit places that are not approved as a POFA. If this is the case, MPI needs to be satisfied that any risk goods are removed from the vessel or treated so that they do not pose a threat to New Zealand's biosecurity. We will process your vessel on arrival and if risk goods have been managed in accordance with the requirements, MPI will issue a compliance certificate before you can continue on your journey in NZT.
- (7) Before you enter NZT ensure there is no, or minimal standing water on-deck; all trash or waste is removed from on-deck and it is securely stored, and all food or galley produce is also securely stored - we don't want biosecurity pests in NZ.
- (8) Report immediately to MPI any evidence of pests being present such as damage, insect eggs, grass or webbing. This can help minimise delays on arrival.
- (9) Follow any entry or arrival directions given by MPI.
- (10) Travel directly to the first port of arrival that you noted in the "Advance Notice of Arrival" form, unless otherwise directed by MPI.
- (11) Do not throw anything over board while travelling in NZT.
- (12) Once at a POFA, you can remove all trash and waste, and other items or risk goods from your vessel via the ports approved system.

Go to MPI's website to check all other standards and legislation you need to comply with before entering NZ - this will minimise delays.

5 General Information

5.1 Introduction

This guidance document accompanies the MPI Craft Risk Management Standard for Vessels - (the "CRMS") and also provides other useful information or links to other requirements that may be relevant for the vessels.

It provides agents, operators and persons in charge of vessels entering NZT and other affected stakeholders with information about requirements, options for compliance and outlines MPI's approach to verify compliance with the requirements of the CRMS and the Act more generally.

5.2 Failure to meet biosecurity requirements - non compliance

Vessels entering into NZT that do not meet the requirements of the CRMS are likely to face further action (for example, detailed inspections, decontamination or removal of risk goods) as considered appropriate to manage the risks associated with the vessel.

The Act sets out inspectors' powers to ensure that risk goods on vessels are managed to that prevent their introduction into New Zealand, including directing the management of risk goods and taking enforcement action where necessary.

Please note that the CRMS does not cover vessels that are imported as cargo as they are covered by the [IHS for Importing Vehicles, Machinery and Tyres from All Countries](#).

5.3 Purpose of the CRMS

The CRMS sets out MPI's minimum requirements so that operators and persons in charge of vessels can understand in what manner they can prevent the introduction of above waters risk goods and minimise entry and arrival delays and costs.

6 What you need to know or do before you depart for New Zealand?

6.1 General

The CRMS requires the operator, or person in charge, of any vessel that enters NZT to take all reasonable and practicable steps to make sure that the vessel is "free of regulated pests and substantially free of biosecurity contamination".

Pre-departure inspection, decontamination and certification is mandatory for vessels that have visited AGM source countries during a risk period to ensure that a vessel is free of AGM when it enters NZT.

Where the operator or person in charge of an arriving vessel may not be able to meet all the requirements, they should contact the MPI office at the port of intended arrival as soon as possible to discuss options.

6.1.1 Information required by MPI

The CRMS requires the operator, or person in charge of, any vessel arriving in NZT to inform MPI of details of the vessel and its voyage, including: intended place and time of first arrival, whether a certificate of freedom of AGM has been obtained prior to entry into NZT, the intended stay in NZT, and if risk goods are to be kept on-board the vessel.

This information is to be provided to MPI at least 48 hours prior to entry into NZT and can be provided to MPI via a third party such as the agent for an operator or the operator of the intended place of first arrival (POFA).

The information is provided to MPI by completing the following forms:

- Advanced Notice of arrival;
- Master's Declaration.

There is other information that the operator, or person in charge, of a vessel is required to submit to MPI and there are other requirements relating to vessels and cargo that must be met. Please refer to MPI's website for further information. Other standards you may need to check include (but are not limited to):

- CRMS Vessel Biofouling;
- IHS Wood Packaging Material;
- IHS Ballast Water;
- IHS Sea Containers;
- IHS Vehicles, Machinery, and Tyres;
- IHS Specific Foods for Human Consumption Containing Animal Products;
- IHS Importation and Clearance of Fresh Fruit and Vegetables into New Zealand; and
- IHS Cats and Dogs.

There are also requirements of other government departments that will need to be met, please refer to their websites for their requirements.

6.2 Substantially Clean

The CRMS requires operators, or persons in charge of, any vessel entering NZT to ensure that the vessel is as clean as practicable before the vessel enters NZT. Keeping vessels as clean and hygienic as possible plays a major role in reducing the potential for vessels to harbour regulated pests and biosecurity contamination. Examples of the steps that could be taken to keep the vessel clean include:

- (1) Removing standing water eliminates or reduces the presence of disease carrying mosquitos;
- (2) Removing trash, rubbish or garbage from the deck reduces possible locations for insects like moths to lay eggs or other insects to feed, hide, or build nests;
- (3) Removing dirt or soil reduces the possible location for insects, mites and spiders to hide or lay eggs and reduces the presence of weed seeds and regulated microbial organisms; and
- (4) Conducting an effective on-board pest management programme helps reduce the presence of rodents, spiders, ants, termites and other pest-type organisms on the vessel.

6.3 Regulated Pests and Biosecurity Contamination

MPI acknowledges that minimising the presence of unwanted organisms poses practical difficulties and challenges given the large number of organisms that could be present on a vessel and their different behaviours. For this reason, MPI has established requirements that recognise the aim to clean vessels before arriving in NZT by managing animal material and products, plant material, soil, standing water, trash and waste as much as possible. These materials are potential habitats for regulated pests.

All live pest sightings or evidence of pests (including insect egg masses or insect damaged wood) on-board any vessel on-route to New Zealand are to be reported to MPI prior to, and on arrival in New Zealand.

6.3.1 Asian Gypsy Moth (AGM)

AGM is of particular concern to MPI. If AGM were to establish in New Zealand this would have a significant negative impact on the environment and economy. These moths are known to lay eggs in masses on vessel superstructures in certain areas and survive for prolonged periods. Hatching AGM caterpillars can travel long distances in order to find food (for example, floating off the vessel on a silk thread to the vegetation surrounding the port).

The CRMS requires that all vessels that enter NZT and arrive at New Zealand ports are free of all life stages of AGM. For vessels that have visited risk areas in their risk period within the last 12 months, MPI requires a pre-departure day time inspection and a valid certificate of freedom from AGM issued by a recognised inspection body listed on our website. MPI requires a certificate of freedom to be based on an inspection conducted during day light hours on the same day as departure and showing the time and date of the inspection.

On arrival in New Zealand, MPI will check any certificate of freedom from AGM and verify that a vessel is AGM free, which may include an inspection. Vessels without certification are considered to pose a greater biosecurity risk than certified vessels because the required AGM risk mitigation measures have not been applied. Vessels that have visited a risk area during the risk period but do not carry a valid certificate of freedom from AGM, are likely to be subject to more intensive inspection and other directions from MPI than vessels that carry a valid certificate of freedom. This is likely to cause delays and result in an operator or person in charge of a vessel incurring additional costs.

Where an inspection cannot be conducted during the day light hours of the day of departure or the vessel leaves port at night after a day time inspection, MPI will base its risk assessment of the vessel on other risk factors such as crew conducting on-route risk inspections and removal of any AGM found.

6.3.2 Other pests

Although the CRMS does not specifically require measures for pests other than AGM, the CRMS does require all vessels that enter NZT and arrive at a New Zealand port to be free of regulated pests.

The reason the CRMS does not list any specific measures in relation to other organisms is due to the infrequency that they are found in or on vessels. Organisms that are infrequently or randomly found in, or on

vessels remain a concern for MPI. However, there is insufficient evidence or understanding of a direct association with vessels that would warrant specific requirements. For example, Giant African Snails have been found on vessels arriving in New Zealand ports. However, they have been found relatively infrequently and they are mostly found associated with cargo or sea containers on the vessel.

Regulated pests or evidence thereof (biosecurity contamination) that crew, operators and persons in charge should be on the lookout for and report to MPI include:

- Animals; including cats, dogs, birds, fish and rodents (faeces, fur)
- Ants (ant trails, nests)
- Bees and wasps (hives, nests and dead pests in traps if present)
- Geckos
- Infested/contaminated food stuffs
- Mosquitoes (larvae in standing water)
- Moths; including both European and Asian Gypsy Moths (egg masses or pupa)
- Stink Bugs; particularly the Brown Marmorated Stink Bug (BMSB) (odour, aggregations of live BMSB or dead individuals)
- Snails, including the Giant African Snail (slime trails)
- Snakes;
- Termites (sawdust or damaged wood)

If a regulated pest is reported to MPI or found in, or on a vessel, MPI will direct the operator or, person in charge of the vessel to take appropriate action to treat the risk (including where necessary, using an MPI-approved treatment provider). This action will depend on the organisms found, its location and the risk level that it presents. Please refer to Verification of Compliance section below for more information and MPI's Treatment Schedule for approved treatments.

6.4 Securing risk goods

The CRMS requires that all risk goods are either secured on-board or removed from the vessel at a port approved as a POFA. This requirement ensures that no risk goods leave the vessel during its stay within NZT, except via an MPI - approved process at a POFA. The approved processes at a POFA can contain, dispose of, handle or treat risk goods, minimising the potential for the introduction of harmful organisms into New Zealand, such as fruit flies and BMSB. An example of risk management is the disposal of waste via an MPI-approved process at the POFA.

Risk goods are items or materials that may harbour hitchhiker species that are considered to pose a biosecurity risk to New Zealand. Examples of risk goods include (but are not limited to) animal products, containers, food, food waste, objects that contain or have contained food, plant products (including house plants in cabins, coconut fibre, peat, straw) and wooden objects (and related materials such as bark).

6.4.1 Short stay vessels

Generally, the biosecurity risk posed by risk goods (including food, food related material) on vessels that are in NZT for no more than 20 days and only visit approved ports of first arrival is considered to be low enough that it is not necessary to require removal or disposal of risk goods at first port of arrival.

The CRMS requires the operator or person in charge to inform MPI through the Advance Notice of Arrival and Master's Declaration if the vessel will stay for 20 days or less and will retain certain risk goods on-board. Any risk goods that are to remain on-board need to be secured on-board the vessel.

7 What will happen when you get to New Zealand?

Operators or persons in charge of vessels will interact with MPI when:

- Providing MPI with pre-arrival information and receiving MPI directions (approval into port etc) prior to, or shortly after entering NZT;
- Being met by MPI Officers at the port or location (for vessels working off-shore) of arrival; and in some cases
- Being met by MPI Officers off-shore for inspection or treatment in addition to being meet at port (this happens rarely for high risk vessels when the risk cannot be contained in port).

7.1 What happens on entry into NZT?

Upon entry or shortly thereafter, MPI will have assessed the information provided to MPI (Advance Notice of Arrival, and Master's Declaration) by the agent, operator or, person in charge of the vessel and determined the level of MPI verification required.

If the information is incomplete MPI will communicate with the agent, operator or, person in charge of any vessels to ensure the required information is provided.

7.1.1 What will MPI do to verify freedom of AGM?

If the vessel has visited a port within a AGM risk area during a risk period within the last 12 month preceding entry into NZT, the vessel is required to undergo inspection and have all life stages of AGM removed by a recognised inspection body and be issued with a valid certificate of freedom prior to entering NZT.

Upon entry into NZT, MPI will assess the validity of the certificate, and provide direction accordingly. If no certificate is provided, MPI will consider the risks posed by the vessel and may give directions for the vessel's arrival based on other AGM risk factors (for example which port the vessel should go to). If MPI considers there is a high risk, MPI may instruct the operator or person in charge to remain 4 nautical miles offshore so that MPI Officers can conduct a specific pest full inspection of the vessel.

7.1.2 Risk goods

As mentioned in section 5.5, the CRMS requires that all risk goods on board to be secured during the vessel's entire voyage within NZT. This is especially important when the vessel first arrives in NZT and is travelling towards the first port of arrival.

It is prohibited to discharge waste or goods over-board at any time, except food waste that has been ground and can pass through a screen no larger than 25mm and discharged from a moving vessel more than 3 nautical miles from the coast.

This requirement is intended to ensure that NZT remains free of harmful organisms and that risk goods are only disposed of through an approved process in a place that is able to contain or handle, treat or dispose of the risk goods and prevent the introduction of harmful organisms into New Zealand.

7.1.3 Approved place of first arrival (POFA) – Seaports (ports)

In order to effectively minimise the introduction of harmful organisms into New Zealand, the Act requires any craft (in this case vessels) arriving in New Zealand to do so at one of the ports approved to receive vessels from other countries and risk goods. These ports have processes in place that can manage the presence of harmful organisms. A list of these approved ports can be found on [MPI's website](#).

Please note that not all approved ports can receive all types of vessels or risk goods. Please refer to MPI's website to ensure that the port of intended arrival can receive your type of vessel and risk goods.

In cases of emergency or if it is not safe to arrive at a port approved as a POFA, the operator or person in charge is required to notify MPI as soon as possible. Once MPI have been notified, the vessel will receive direction from MPI and arrangements will be made for MPI to meet the vessel. Directions may come via a third party such as the operator of a port or another New Zealand government agency. For information on arrivals at places not approved as a POFA refer to MPI website.

7.2 What happens on arrival for all vessels?

Upon arrival at the port of first arrival, MPI will have decided on the level of verification and have communicated to the operator or person in charge of the vessel, or their agent if increased verification is necessary. Verification ranges from confirming information requirements (for example, AGM certification) to decontamination of the vessel.

7.2.1 What will MPI do to verify the accuracy of the information provided to MPI?

Upon arrival, all information provided to MPI will be verified. Verification will be through conversations with the operator or, person in charge and conducting verification inspections. This can include checking that the information provided in the advance notice of arrival, and the Master's Declaration is correct, inspecting risk goods on-board, and studying the vessel's voyage history and checking if there has been any evidence or sighting of pests on-board during the voyage to New Zealand.

7.2.2 What will MPI do to verify freedom from AGM?

The CRMS requires that all vessels (including both short- and long-stay vessels) are free from AGM. MPI will assess the risks associated with the vessel and will take action to ensure that the vessel is AGM free. This may consist of one or more of the following:

- (1) Low Risk Vessels: For vessels that carry a valid certificate of freedom of AGM, MPI verification will generally be minimal, for example confirming certificate status (as valid) in pre-arrival information.
- (2) Medium Risk Vessels: Where MPI has not been provided with a valid certificate of freedom of AGM for a vessel (although the vessel may carry one) or other risk factors exist such as a low number egg masses are found and acceptable on-route mitigation measures were conducted by crew, MPI verification may consist of confirming certificate is valid in pre-arrival information and a general inspection. In other cases the vessel will be subject to an escalated risk inspection.
- (3) High Risk Vessels: For vessels that do not carry a valid certificate of freedom from AGM and no acceptable on-route mitigation measures have been undertaken or many egg masses have been found on-route by crew, MPI is likely to conduct a pest specific full inspection.

This information is displayed visually in Appendix 1 - Table of AGM Risk Assessment and Inspection Type. Note that this is given as an indication of MPI's response. MPI will assess the risks posed by a particular vessel and take whatever action that it considers appropriate in the circumstances.

Vessels may be subject to a general inspection for biosecurity reasons other than AGM. These vessels may also be selected for a random compliance inspection, please refer to section 10 for further details on verification inspections.

7.2.3 What will MPI do to verify freedom of other regulated pests or biosecurity contamination

MPI may undertake one of the following methods to verify on-board freedom from regulated pests and biosecurity contamination:

- (1) Low Risk Vessels: For vessels that have been assessed as presenting a low risk based on the information received by MPI and any historical compliance history, MPI verification will generally be minimal, for example verifying pre-arrival information is accurate.
- (2) Medium Risk Vessels: For vessels that have been assessed as presenting a medium risk based on the information received by MPI and any historical compliance history, MPI verification may consist of confirming pre-arrival information and a general inspection. In other cases the vessel will be subject to an escalated risk inspection.
- (3) High Risk Vessels: For vessels that have been assessed as presenting a high risk based on the information received by MPI and any historical compliance history, MPI verification generally involves pest specific full inspection.

Where an operator or person in charge of a vessel has reported evidence or the presence of a regulated pest prior to arrival, the level of verification and need for treatment will depend on the pest detected and possible level of infestation.

Note that this is given as an indication of MPI's response. MPI will assess the risks posed by a particular vessel and take whatever action that it considers appropriate in the circumstances.

Vessels may be subject to a general inspection for other biosecurity reasons. Vessels may also be selected for a random compliance inspection, please refer to section 10 for further details on verification inspections.

8 What happens to Short-Stay Vessels on arrival?

A large number of vessels that arrive in NZT have a short turn-around time before they leave NZT, these are referred to as "short stay vessels" and these vessels stay within NZT 20 days or less and only visit MPI POFAs.

8.1 Risk goods

In order for MPI to be satisfied that the risk goods will not present the potential for regulated pests to enter New Zealand, risk goods are required to be appropriately secured on board. For example, cargo on deck or in the hold, processed food in packaging (stored on-board in secure cupboards, fridges or freezers) and waste within sealed bins are considered to present a lower biosecurity risk if stored in this manner. As part of the ability to retain risk goods on-board, MPI may direct how risk goods are to be stored on-board.

If an MPI Officer has concerns about risk goods on board, the officer may give directions for the management of the risk goods.

All short stay vessels remain under biosecurity monitoring during their entire stay within NZT. This means that MPI may seek to re-verify that the risk goods on the vessel continue to be secured appropriately. In some cases this may involve an inspection(s) of the risk goods.

8.2 Ports that can be visited

The CRMS restricts the locations that all short stay vessels may visit to POFAs because the risk goods (including food stores, risk goods (cargo) not destined for New Zealand, trash or waste) that remain on-board. The CRMS requires all short stay vessels to visit only ports approved as a POFA as these ports have approved processes to manage risk goods (with facilities to destroy, store or treat them).

8.3 Becoming a long stay vessel

Where an operator or person in charge of vessel wishes to extend the vessel's stay 21 days or longer, or visit places that are not POFAs, they must contact MPI as soon as possible and make arrangements to meet the requirements of long stay vessels, as outlined in section 9 below.

9 What happens to Long Stay Vessel on arrival?

Vessels that enter NZT and intend to visit a port or places that are not approved places of first arrival or stay for more 21 days or longer are required by the CRMS to obtain a written certificate of compliance from MPI. Once the certificate of compliance has been obtained, the vessel is considered a “cleared vessel” and is able to move freely within NZT. A certificate of compliance will only be issued if all risk goods (including regulated pests and biosecurity contaminants as well as food and waste items) have been removed from the vessel or cleared under the Act (which may include treatment). Such ports have approved processes in place to manage any biosecurity risks.

Upon arrival at the POFA, the operator or, person in charge is required to remove all risk goods from the vessel, this includes all animal material or products, food products, plant material, trash and waste.

Once the operator or person in charge has removed all risk goods, MPI will inspect the vessel to ensure that it is free from risk goods. Where an operator or person in charge of a vessel opts to have risk goods cleared, rather than removed from the vessel, MPI will inspect the goods and where the goods required treatment before clearance is issued MPI will require documentation to show that treatment has been carried out appropriately and may in some cases re-inspect to ensure the actions have been completed.

Where the MPI Officer is satisfied that all risk goods have been removed or cleared, the MPI Officer will provide written confirmation of this. This provides permission for the vessel operator to move their vessel freely within NZT.

If the vessel leaves NZT and then returns to NZT, the operator or person in charge will need to comply with the requirements of the CRMS. The level of MPI verification for returning vessels will be determined on a case-by-case basis. Operators or persons in charge of vessels that routinely re-enter NZT and wish to travel freely within NZT should consider seeking approval for an approved Craft Risk Management Plan (CRMP) to reduce arrival delays and costs.

All operators or, persons in charge of vessels that intend to become long stay vessels are required to obtain written certificate of compliance within 20 days of first arriving in New Zealand. An operator or, person in charge who does not obtain written confirmation of compliance from an inspector within 20 days of arriving in New Zealand may be directed by MPI to leave NZT.

10 Verification of Compliance

Based on information that MPI obtains from vessel operators (including Advance Notice of Arrival and Master's Declaration) as well as any historical data, MPI will complete a vessel risk assessment. This assessment will determine what MPI will do to verify compliance with the CRMS. Where elevated verification is required, MPI will communicate this to the agent, operator or person in charge and outline the level of verification prior to, or shortly after entry into NZT and provide any direction necessary.

Verification may include:

- requesting further information;
- questioning the operator, person in charge or crew;
- requesting risk goods to be secured;
- determining whether any acceptable mitigates measures have been conducted on-route by the crew (for example on-route AGM inspection/removal);
- conducting in-wharf inspections; or
- conducting an inspection 4 nautical miles off the shore.

The following three inspections are those that can be typically expected for MPI verification:

- (1) General inspections are for low risk vessels. MPI Officers verify general biosecurity compliance (for example, general biosecurity concerns such as secured galley products/stored food, or waste for removal via an approved system). These inspections are routine and generally do not delay the unloading of the vessel for biosecurity reasons.
- (2) Escalated risk inspections are for medium risk vessels. MPI Officers verify general biosecurity requirements and that the vessel is free of identified risk (highlighted in an assessment). These inspections are more detailed than general inspections but not as intensive as a pest specific full inspection. These inspections will take longer than a general inspection and are conducted in approved ports.
- (3) Pest specific full inspections are generally conducted on vessels that are considered high risk, for example, the vessel meets the criteria for pre-departure AGM inspection and certification and these requirements have not be met. MPI Officers will verify that vessels are free of specific regulated pests, such as AGM, by undertaking a very thorough inspection, causing delays and costs. These inspections are generally conducted in a POFA, but when the risk assessment indicates that the risk cannot be safely contained in-port, they may be conducted 4 nautical miles off the New Zealand coast. Where MPI requires one of these inspections, MPI will liaise with the agent, operator or person in charge of the vessel to ensure that any delays are kept to a minimum.

Disclaimer:

Where an MPI Officer on a vessel suspects on reasonable grounds or discovers that the vessel poses a higher risk than the risk assessment identified, then the MPI Officer may direct the vessel operator to take further action to ensure that the risk is managed appropriately. This may involve an escalation of the inspection conducted, off-shore pest specific full inspection and biosecurity treatment, removal of the contamination or specific treatment.

These inspection types should be seen as a representative of the majority of verification inspections MPI conducts on vessels, however circumstances may exist where MPI needs to conduct verification that does not fall within these typical types.

10.1 Random compliance inspections

MPI Officers may also undertake random compliance inspections of a small number of low and medium risk vessels to ensure that they comply with the requirements of the CRMS. This is in addition to risk based verification inspections. Compliance inspections can be a pest specific full inspection to ensure that the vessel is free of regulated pests. For example, this could be verifying that a vessel with a valid certificate of freedom of AGM is free of the pest. Where a vessel has been selected for a compliance inspection, MPI will liaise with the agent, operator or person in charge of the vessel to ensure that any delays are kept to a minimum.

10.2 Craft Risk Management Plans (CRMP)

A CRMP is where the operator or person in charge of a vessel proposes to meet the desired effect of the CRMS with requirements that are equivalent to, but different from, those specified in the CRMS. The operator or person in charge can submit a CRMP to MPI for approval. Please contact MPI directly for any further information.

Appendix 1: AGM Generic Risk Assessment and Inspection Types

The table below summarises the generic procedures a vessel operator can anticipate on entering NZT after visiting a foreign port within a AGM risk area during periods of AGM activity (risk period) - refer the Schedule 1 of the standard for details on risk area and risk period.

If	And	And	And	Then
AGM vessel inspection performed	Certificate valid			General inspection for non-AGM risks
	Certificated valid	A small number of suspected AGM specimens detected	Any AGM threat has been mitigated and all risk have been removed	General inspection or escalated risk inspection
			There is concern for additional unknown egg masses on vessel, too many to survey, or out of reach	Escalated risk inspection or pest specific full inspection
	Certification not valid			Escalated risk inspection or specific pest full inspection
		A small number of suspected AGM specimens detected		Pest specific full inspection
No AGM vessel inspection performed	No certificate			Pest specific full inspection

Appendix 2: An overview of MPI's standards relating to arriving vessels

There are several standards or sections of the Act that directly relate to entry of vessels into New Zealand territory (NZT) and subsequent arrival at a New Zealand port. While the text of this document relates specifically to the requirements of the Craft Risk Management Standard (CRMS) Vessels, this appendix provides an overview for operators of the other directly related standards and Act requirements for completeness. In doing so, it shows how all the relevant standards and Act requirements link and manage the entire vessel pathway.

This appendix should not be read as an extensive guide on MPI's arrival requirements of vessels, for specific details relating to the information in the overview please refer to the Act and the relevant standards. For further guidance, refer to webpages on MPI's website.

Standard and Act requirements

- (1) The entry of vessels into NZT and subsequent arrival at a New Zealand port are managed by the following:
 - a) CRMS Vessels
 - b) CRMS for Biofouling (voluntary until 2018)
 - c) Import Health Standard (IHS) Ballast Water
 - d) The Biosecurity Act 1993 (particularly Part 3 *Importation of Risk Goods*, Part 6 *Administrative Provisions*, Part 8 *Enforcement, Offences and Penalties* and Part 8A *Exclusive Economic Zone*)
- (2) Any goods on-board are managed by the following:
 - a) IHS Sea Containers
 - b) IHS Wood Packaging Material
 - c) IHS Specified Foods for Human Consumption Containing Animal Products;
 - d) IHS Importation and Clearance of Fresh Fruit and Vegetables into New Zealand;
 - e) IHS Cats and Dogs
 - f) Any IHS relating to cargo to be discharged: including (but not limited to):
 - i) IHS Vehicles, Machinery, and Tyres
 - ii) IHS Inorganic Risk Materials
- (3) Where vessels can arrive, discharge cargo and where persons can disembark are managed by the following:
 - a) Standard for Places of First Arrival
 - b) Transitional Facility Standards
 - c) The Biosecurity Act 1993 (particularly Part 3 *Importation of Risk Goods*, Part 6 *Administrative Provisions*, Part 8 *Enforcement, Offences and Penalties* and Part 8A *Exclusive Economic Zone*).

Pre-departure treatment:

Check the IHS for the goods that are to be discharged in New Zealand, some goods (particularly plant and animal products, and used vehicles) have importation requirements that must be undertaken prior to departure for New Zealand.

While these requirements are generally the responsibility of the importer, there may be some situations where they apply to the operator of the vessel (for example the food stores in the vessel's galley, ISPM 15 certification of wooden dunnage).

In addition to the AGM requirements of the CRMS for Vessel outlined in the text of this document, there are also pre departure biofouling requirements in the CRMS Biofouling (voluntary until 2018), which MPI encourages vessel operators to consider before departing for New Zealand.

Pre-arrival information requirements:

- CRMS Vessels
- CRMS for Biofouling (voluntary until 2018)
- Import Health Standard (IHS) Ballast Water
- IHS Sea Containers
- Any IHS relating to cargo to be discharged – including any wooden dunnage, domestic plants or pets. While these requirements are generally the responsibility of the importer, there may be some situations where they apply to the operator of the vessel (for example the food stores in the vessel's galley or any domestic house plants or pets on a vessel).