



Craft Risk Management Standard Recommendations for Cruise Vessels

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Growing and Protecting New Zealand



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What is Biofouling?

- **Biofouling** is the accumulation of organisms growing on the wetted surfaces of a vessel
 - Allows for the spread of aquatic organisms outside of their natural range
 - The most common pathway of introduction for harmful marine organisms into New Zealand
 - Introduced marine organisms can pose a significant risk to the marine environment
 - Increases drag and decreases fuel efficiency of vessels, leading to higher costs of operation and increased carbon emissions

Biofouling and Cruise Vessels

- Managing biofouling is particularly important for cruise vessels, which tend to visit pristine areas of high ecological significance.
 - Introduced species can have a detrimental impact on the natural ecosystem
- For example, the invasive alga *Undaria* has been introduced to Fiordland
 - *Undaria* threatens the natural biodiversity of this area of high ecological significance
 - Response to *Undaria* invasion is costly and resource-intensive

Managing Biofouling for Cruise Vessels

- The Ministry for Primary Industries (**MPI**), the Department of Conservation (**DOC**), and Environment Southland (**ES**) all have requirements regarding biofouling on cruise vessels visiting areas of high ecological significance
- DOC Requirements can be found [here](#)
- ES Requirements can be found [here](#)
- MPI's requirements are included in the **Craft Risk Management Standard**

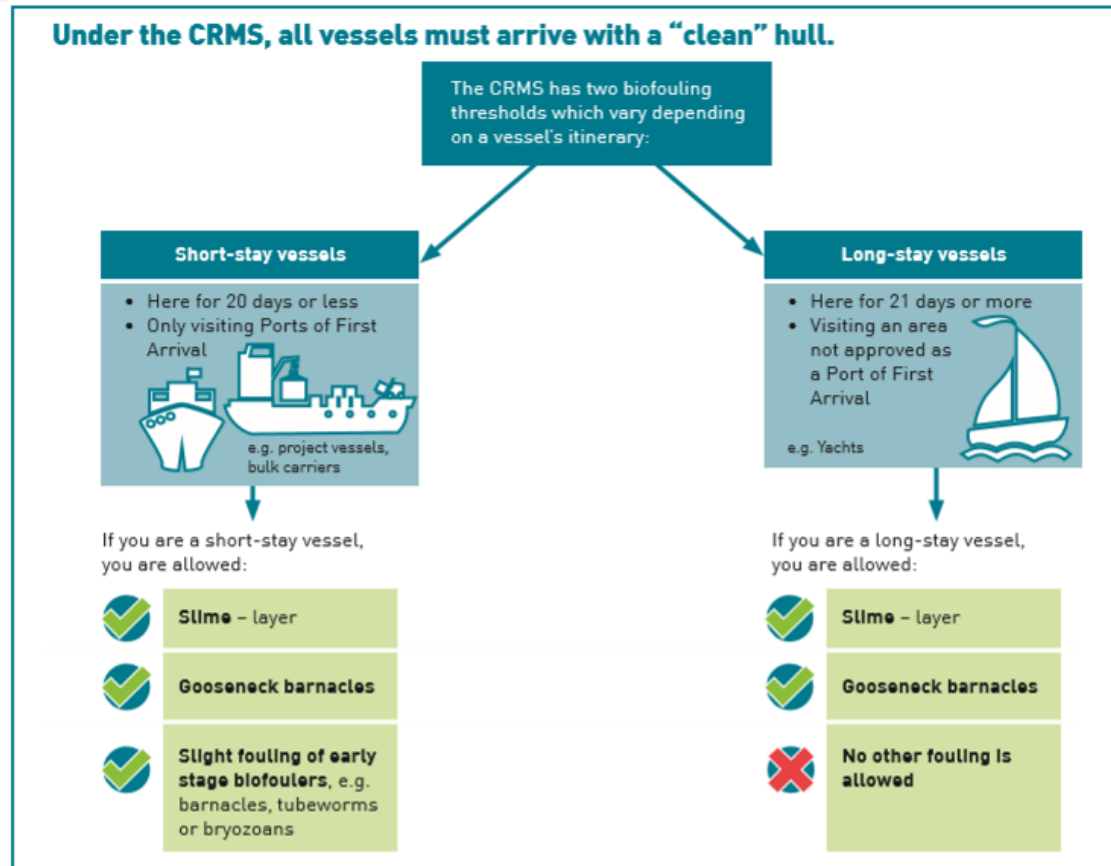
The Craft Risk Management Standard (CRMS)

- The **Craft Risk Management Standard** manages the risk posed by biofouling, and sets out MPI's minimum requirements for compliance.
- The CRMS requires that all vessels entering New Zealand have a “**clean hull**” upon arrival
 - Definition of “clean hull” depends on vessel itinerary
- The CRMS goes into effect in **May 2018**

Vessel Itineraries

- Short-Stay Vessels
 - Those vessels that intend to stay in New Zealand for 20 days or less, and to only visit approved Places of First Arrival (PoFA)
- Long-Stay Vessels
 - Those vessels intending to stay in New Zealand for 21 days or greater, or to visit areas not approved as Places of First Arrival
 - **Most cruise vessels will be identified as long-stay vessels due to longer voyages in New Zealand and/or plans to visit pristine areas not designated as Places of First Arrival (e.g. Milford Sound).**

Clean Hull Threshold



- Long-stay vessels will only be allowed a slime layer and gooseneck barnacles on their hull

Consequences of non-compliance

- After May 2018, a vessel which does not meet the “clean hull” threshold for its length of stay and itinerary will face action to manage the associated biosecurity risk.
- For cruise vessels this may include restricted itinerary or revoked approval to visit certain ports (i.e. Milford Sound, or other locations that aren’t approved as ports).
- **Any expenses associated with compulsory cleaning or disruptions to a vessel’s schedule, must be met by the vessel owner or operator.**

How to Comply

- There are several ways a vessel can meet the requirements:
 - Clean/treat the hull less than 30 days prior to arrival in New Zealand Territory (Recommended for long-stay vessels)
 - Clean/treat the hull within 24 hours of arrival into New Zealand Territory
 - Maintain a clean hull through best practice maintenance (as outlined by the International Maritime Organisation; Recommended for short-stay vessels)
 - Through the development of a **Craft Risk Management Plan**
- **MPI is encouraging cruise vessels to operate under an approved Craft Risk Management Plan**

Craft Risk Management Plans

- Under certain circumstances, a vessel operator may not be able to meet the biofouling requirements by following best practices, cleaning before arrival, or using an approved treatment.
- In these cases, the operator can develop a **Craft Risk Management Plan (CRMP)**
 - The plan must meet the desired effect of MPI's biofouling requirements (i.e. "clean hull") but may use a different method to do so.

Craft Risk Management Plans (CRMP)

- A Craft Risk Management Plan is a proposal by the operator or person in charge of a vessel to meet the clean hull threshold with requirements that are equivalent to, but different from, those outlined in the CRMS.
- Much of the cruise line industry have demonstrated good best practice management of biofouling
 - Should be able to meet the clean hull requirements with current hull maintenance practices and some additional grooming
- **MPI would like to work with the cruise industry to discuss the development of Craft Risk Management Plans.**

Why CRMP for cruise vessels?

- MPI recognizes that it may not be feasible for cruise vessels to be cleaned 30 days prior to every arrival to New Zealand (the recommended course of action for most long-stay vessels).
- In lieu of meeting the standard this way, cruise vessels may choose to develop a **CRMP** that outlines alternative ways they will manage fouling.
 - **For example:** A CRMP may say a cruise vessel will clean every season before they depart, and keep a detailed Biofouling Management Plan and Record Book

CRMPs for Cruise Vessels

- MPI is open to working with cruise operators to approve CRMPs to avoid disruption to planned schedules and/or restrictions on non-PoFA visits.
- CRMPs can be approved on a vessel-by-vessel basis, or at the organisation or industry level.
- For queries and advice relating to developing a CRMP, please contact standards@mpi.govt.nz