

Cruise Vessel Biosecurity

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Overview

Biosecurity New Zealand

Tiakitanga Pūtaiao Aotearoa

- General Vessel Biosecurity
- Summary of 2023/24 season
- Looking forward to 2024/25 and the future
- Questions



Biosecurity Risk

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Why do we have requirements in place?

Biosecurity risk threatens New Zealand's environmental, economic, social and cultural values. They are costly and difficult to manage so limiting chance of arrival is key.

A vessel can arrive to New Zealand with two kinds of biosecurity risk – biofouling and above water (topside).



Vessel Requirements

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Found in the Craft Risk Management Standard *Vessels*

Short-stay vessels



- Visits for 28 days or less
- Only visits Ports of First Arrival

E.g. Container vessels, bulk carriers

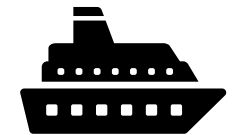
Long-stay vessels



- Visits for 29 days or more
- Visits an area or areas not approved as a Port of First Arrival

E.g. Yachts

Cruise vessels



- Commercial vessel used primarily for the purpose of tourism and carrying fare-paying passengers.



Vessel Requirements

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Found in the Craft Risk Management Standard *Vessels*

Short-stay

1. Vessel must meet short-stay biofouling thresholds through continual maintenance using best practice.
2. No risk goods can leave the vessel. Everything must be contained on board unless it receives biosecurity clearance.

Short-stay biofouling thresholds – At a glance:

- 1% coverage allowed on flat hull areas
- 5% coverage allowed in niche areas

-Fouling may only consist of early-stage organisms:
Barnacles, Algae, Tubeworms, Bryozoans.

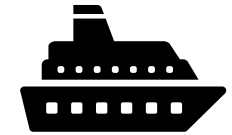
Long-stay

1. Vessel must submit evidence <30 days old showing compliance with the long-stay biofouling thresholds.
2. Risk goods must be removed from the vessel or receive full biosecurity clearance.

Long-stay biofouling thresholds – At a glance:

- Only a slime layer and gooseneck barnacles allowed

Cruise vessels



- Commercial vessel used primarily for the purpose of tourism and carrying fare-paying passengers.

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Cruise Vessel Requirements

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Cruise Vessels are managed under a special set of requirements

Because of the large number of passengers and goods on board and their unusual itineraries, the vast majority of cruise vessels would need to meet long-stay requirements...



Cruise Vessel Requirements

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...But meeting long-stay is not feasible for most cruise vessels. Due to this we have added a category specifically for cruise vessels that provides the following options:

1. The vessel complies with long-stay requirements
- or**
2. The vessel operates under an MPI Approved System to manage topside and biofouling risk



Cruise Vessel Requirements

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MPI Approved System for Cruise Vessels – Application



[This form is a request for approval to operate under clause 2 (c) of the Craft Risk Management standard vessel (CRMS vessel). The form contains proposed measures for managing vessel-related biosecurity risks to an acceptable level.]

Part 1: Applicant Details

Name of applicant:	
Principal cruise line name:	
Subsidiary cruise lines:	
Email:	
Phone number:	
Name of operator if different to above:	
Email:	
Phone number:	

Part 2: Approval Request Details

Requested approval duration:	Start:	End:
Date of first vessel arrival in New Zealand:		
Vessels to be included: (Please also complete Appendix 1 for each vessel)	Category 1:	
	Category 2:	
	Category 3:	
Reason for requesting approval:		

MPI Approved System for Cruise Vessels – Application



Part 3: Biosecurity Management

1a. Explain how you will manage biofouling risk. If you have multiple categories of vessels, list measures for each category.

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1b. What documents will you be providing to show your biofouling management?

- ☐ Biofouling Management Plan ☐ Current Antifouling Certificate
☐ Biofouling Record Book ☐ Hull inspection report
☐ Other (please specify):

2a. Explain how you will manage topside risk. If you have multiple categories of vessels, list measures for each category.

Click or tap here to enter text.

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2b. What documents will you be providing to show your topside management?

- ☐ Biosecurity Manual (*Required for the Recognised Cruise Line Programme)
☐ Other (please specify):

standards@mpi.govt.nz

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Cruise Vessel Requirements

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As part of their MPI Approved System, many cruise operators will submit a recent underwater inspection report as one of their biosecurity risk management measures

Usually, the inspection reports must show that all hull and niche areas meet the short-stay thresholds.



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2023/24 Cruise Season Summary

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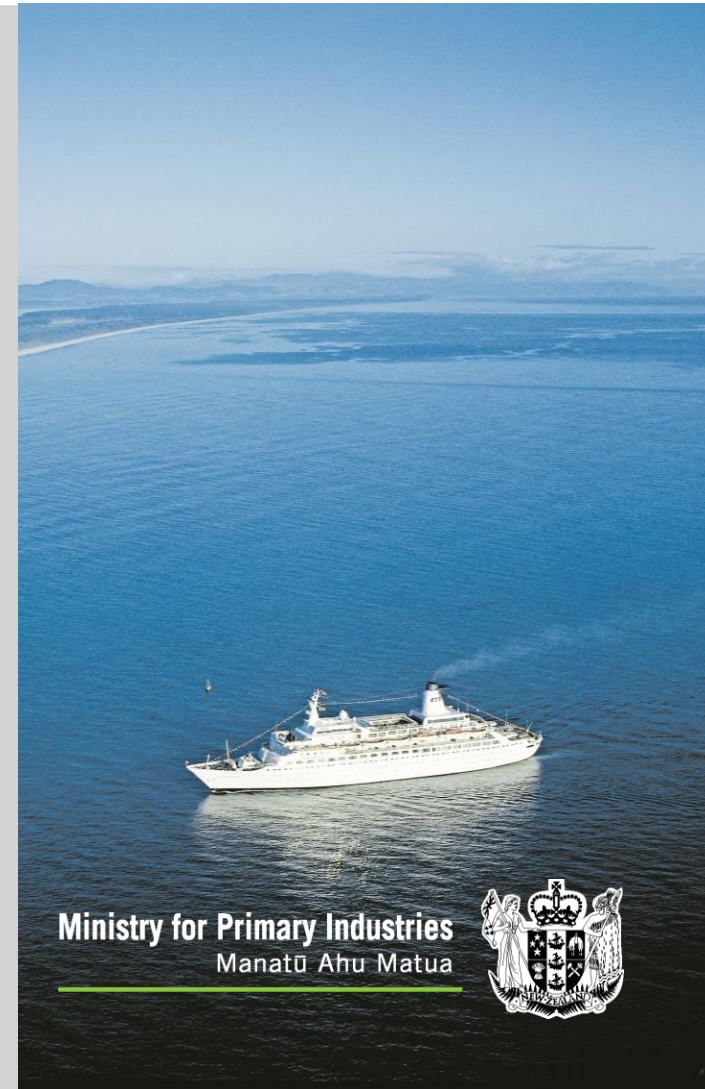
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2023/24 was the first season that cruise lines were able to operate under the MPI Approved System format.

Overall biosecurity compliance for the cruise season was high.

The itineraries of only two vessels out of 54 were disrupted due to biosecurity non-compliance. Of those two:

- One vessel cancelled one voyage due to biofouling but returned fully compliant during the season
- One vessel missed one stop due to topside risk



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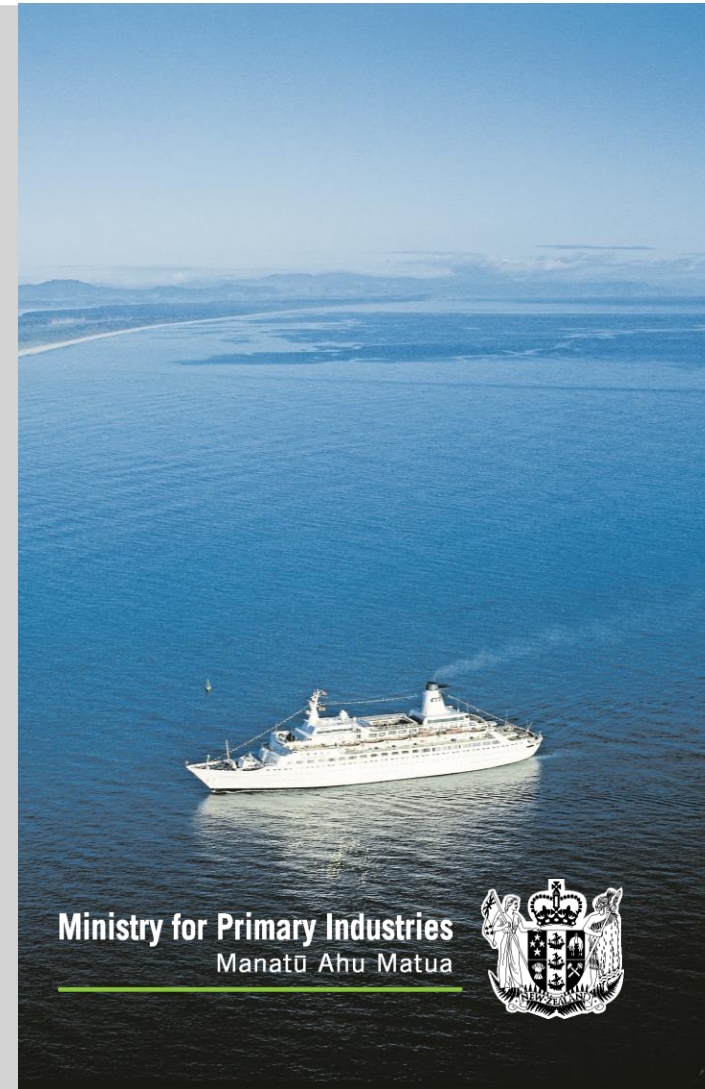
2023/24 Cruise Season Summary

Biosecurity New Zealand

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MPI worked closely with cruise operators in order to help them understand and meet New Zealand's biosecurity requirements.

MPI were pleased with the efforts of the cruise operators and the results of last season.



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Looking forward

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Minimum Evidence Requirements for Vessel Biofouling Inspection

- Introduced alongside the October 2023 version of CRMS-Vessels.
- Lead in period of 18 months – to be enforced April 2025.
- Outlines requirements for vessel biofouling inspections.
- For example: evidence must be of adequate quality, have adequate lighting, multiple images and a video must be taken of each area.
- Reporting should be provided inside a PDF.
- A list of vessel areas that should be covered is also provided in the requirements.

Looking forward

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Cruise Operator Engagement

Throughout the off season MPI has continued to engage with cruise operators in preparation for the upcoming season.

The level engagement is beginning to ramp up with the season now approaching.



Looking forward

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Future Proofing

In-water cleaning being available in New Zealand would aid greatly in biofouling management processes. However:

In-water cleaning is a complex and a long-term issue

- We need to ensure that New Zealand's environment remains protected
- 5+ New Zealand agencies with interest and legislations related to the subject
 - Biosecurity is only one part of In-Water Cleaning (Chemical, H&S)



Looking forward

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Future Proofing

In-water cleaning in New Zealand

- MPI continue to work on the issue
- Need a technology that can sufficiently capture all cleaning discharge that occurs throughout the cleaning process

MPI is

- Meeting with dive companies
- Meeting with technology developers
- Working with ports and vessel operators
- Working with the IMO on the subject



Looking forward

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IMO Guidelines for In-water cleaning

MPI participated in the discussions at the IMO Sub-Committee on Pollution Prevention & Response (PPR) earlier this year, on developing in-water cleaning guidance.

MPI is an integral part of the correspondence group and contributes to the development of the Guidance.

Target completion year of early 2025.



Looking forward

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In-water cleaning in New Zealand

In water cleaning will be a long-term issue.

This highlights the importance of proactive management of biofouling.

- Regularly undertake biofouling maintenance
- Avoid letting biofouling establish and develop into hard biofouling



Looking forward

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DAFF (Department of Agriculture, Fisheries and Forestry) (AUS)



- We work closely with our Australian counterparts on biofouling
- Require slightly different things but we meet often and aim to work our requirements together as best possible.

Summary

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- The 23/24 season using the new clause for Cruise Vessels was a success
- The majority of vessels visiting in 23/24 season were compliant
- We continue to work with the cruise industry as we move toward the 24/25 season
- We continue to work on in-water cleaning solutions

Questions?

**DO NOT BRING THESE ITEMS
INTO NEW ZEALAND**



**DECLARE, DISPOSE
OR LEAVE ON
THE BOAT**

You must declare all food, animal products and plants on arrival.