



Biofouling survey of commercial vessels arriving in New Zealand – Frequently asked questions

Biosecurity New Zealand will soon start a new round of vessel biofouling surveys to enhance our risk profiling at the border. The surveys are to be conducted over the next two years, and will consist of paperwork surveys to gather information about biofouling management practices, and physical hull surveys.

When will the survey begin?

Dive surveys are expected to begin in August 2020. Vessels will be selected using information on port websites of upcoming arrivals, and using MPI's pre-arrival information. Vessels will be notified by Cawthron that they have been selected and sent the online questionnaire prior to their arrival.

Is a copy of the questionnaire that will be sent to selected vessels to complete available to view?

An overview of the questionnaire and its content will be available to view on MPI's website.

Will the survey replace MPI's usual vessel assessment prior to arrival?

The survey does not replace normal requirements or pre-arrival processes. Vessels participating in the survey will still be required to submit normal documentation for assessment.

Is this applicable to all New Zealand ports?

All commercial vessels arriving to any port in New Zealand will be eligible for selection to participate in the survey. This will help ensure a representative sample of all commercial vessel types is obtained.

What types of vessels will be surveyed?

The surveyed vessels will be randomly selected from a broad range of cargo vessels, including tankers, bulk carriers, and container ships.

Will all vessels arriving in New Zealand be subject to a dive inspection?

Not all vessels arriving into New Zealand will be surveyed. A representative sample of around 40 to 50 vessels will

be chosen over the two year programme. Notification of selection will be provided prior to arrival in New Zealand.

Will dive inspections be at anchorage or alongside?

Alongside, with the vessel berthed securely. No dive inspections will occur at anchorage.

What submerged areas will the dive survey include?

The dive survey will include the hull as well as niche areas such as sea chests, propellers, sea inlet pipes and outlets and hull appendages such as dry docking support strips, bow and stern thrusters, bilge keels and rudder hinges.

What will happen if the dive inspection reveals extensive fouling?

If a vessel that is surveyed is found to be non-compliant, then normal processes for non-compliant vessels will follow. Note this does not mean a vessel will be directed to leave NZT. MPI has a range of actions to deal with non-compliance including education, or restrictions to itinerary. As only a small number of vessels will be surveyed over two years, we do not expect the survey to cause a spike in non-compliance rates.

How will the survey of biofouling of 40 cargo vessels help in pinpointing potential risks brought by the commercial vessels visiting New Zealand?

The survey aims to build a profile of vessels that are most likely to be contaminated with foreign marine species. This will allow us to identify risk factors that influence biofouling growth and to gain information to be used to decide which vessels to verify further.