



# Vessel Biosecurity Quarterly

## Message from the Editors

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Welcome to the 14th edition, of *Vessel Biosecurity Quarterly*, a newsletter from Biosecurity NZ that discusses the biosecurity risk management of international vessels.

We are halfway through 2025, and with this concludes the summer cruise season. Biosecurity NZ would like to thank the cruise industry for their commitment and efforts in proactively managing vessel biosecurity risk.

We would also like to thank the wider shipping industry for continuing to provide valuable insights that have, and will, continue to be used to improve Biosecurity NZ's practices. The shipping industry, our importers and exporters play a key role in ensuring trade in New Zealand runs smoothly while managing vessel related biosecurity risk.

This edition includes pre-arrival form updates, reminder about arriving outside a place of first arrival, and more.

**To find past editions of the Vessel Biosecurity Quarterly newsletter, please visit the MPI [website](#). Please feel free to pass on this newsletter to anyone who may be interested. If this has been forwarded to you and you would like to subscribe, click [here](#).**

## Minimum reporting requirements now enforced – a reminder

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This is a reminder minimum reporting requirements for vessel biofouling inspections came into force on 13th April 2025 after an 18-month lead in period. The requirements can be found in Schedules 2 and 3 of the Craft Risk management standard Vessels.

Biosecurity NZ held a webinar for the shipping industry, providing details about the minimum reporting requirements and how to comply. If you were unable to attend or would like some further information please email [standards@mpi.govt.nz](mailto:standards@mpi.govt.nz).

## Arriving outside a Place of First Arrival – a reminder

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Vessel operators should ensure their vessel arrives at an [approved place of first arrival](#) (PoFA) for their vessel and cargo type. This is because PoFAs have the necessary facilities and arrangements in place to ensure the biosecurity risks of the vessel and cargo can be sufficiently managed.

Vessels can only arrive outside a PoFA if there is an emergency, or if the vessel operator has applied for and received prior approval from MPI. You will need to complete an application form if you are intending to arrive at a port other than an approved place of first arrival, and applications should be submitted at least 10 working days before your arrival. Well supported reasons should be included in the application for why the vessel wants to arrive the specified location, as applications based on convenience will likely be declined.

Find out more about arriving outside a Place of First Arrival on our [website](#).



# Craft Risk Management Standard for Vessels – The Figures

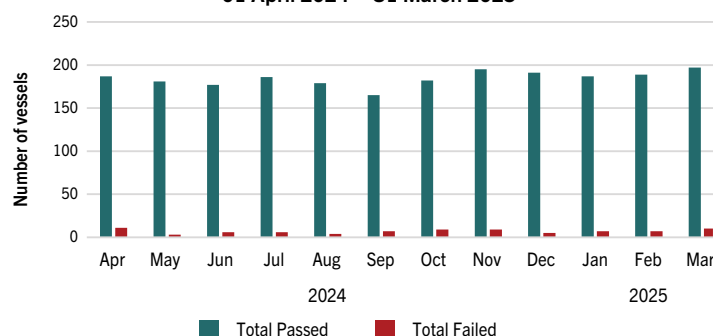
## Biofouling assessment

Vessels visiting New Zealand are on an assessment schedule. Biofouling assessments can be triggered by:

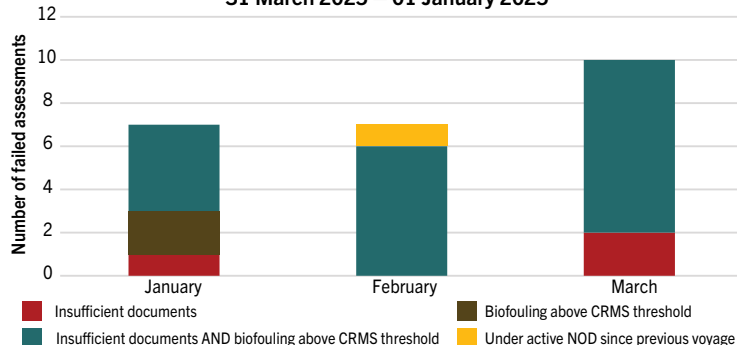
- time elapsed since last assessment;
- increase in risk level e.g. long lay-ups since previous assessment;
- vessel's first arrival to New Zealand;
- receipt of new documents;
- vessels returning with active Notice of Direction (NOD), or previous assessment failures, are reassessed on return.

It is important to note that a failed assessment does not mean a vessel will be denied entry into New Zealand. Biosecurity NZ's response will always be in proportion to the biofouling risk of the vessel. There are many steps you can take to increase the likelihood of passing your assessments. Email [standards@mpi.govt.nz](mailto:standards@mpi.govt.nz) for advice or have a look at the [previous issues](#) of this newsletter for tips.

**Total Vessels Passed vs Total Vessels Failed**  
01 April 2024 – 31 March 2025



**Reasons for Biofouling Assessment Failures**  
31 March 2025 – 01 January 2025



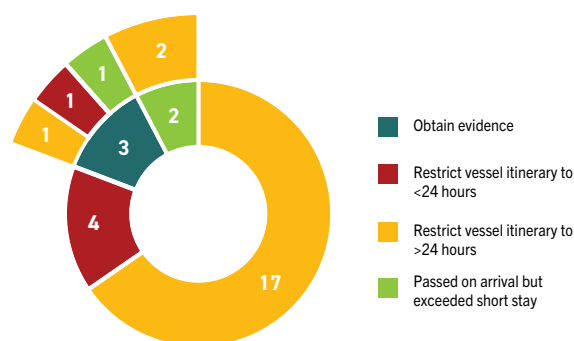
## Compliance actions

A NOD is issued by Biosecurity NZ when a vessel fails to show compliance with the standard. NODs list the compliance actions a vessel must follow to manage the biofouling risk that they pose to New Zealand. These will always be in proportion to the risk the vessel poses. For instance:

- lower risk vessels may be allowed to complete their declared itinerary and required to manage their biofouling before their next voyage;
- high risk vessels may be directed to leave NZ within 24 hours;
- in circumstances where the risk is unclear, a vessel may be directed to undertake a hull inspection.

Between 1 January – 31 March 2025, 24 vessels did not meet CRMS requirements on arrival. This is a slight decrease from the previous quarter. MPI appreciates the effort being made by the shipping industry and we hope to see the number of NODs continue to decrease in 2025. If you would like any assistance, please feel free to contact us at [standards@mpi.govt.nz](mailto:standards@mpi.govt.nz).

**NODs issued between 01 January 2025 – 31 March 2025 (by compliance measure)**





# Lymantria (spongy moth) Complex Requirements – Reminder

## Lymantria complex certificate of freedom and best practice

The standard *Vessels* ([CRMS Vessels](#)) requires that inspections for the *Lymantria* complex be carried out in daylight hours, and that the vessel departs the risk area on the same calendar day that the certificate of freedom is issued.

If unanticipated delays occur, it is best to conduct a new inspection (in daylight) before the vessel departs the risk area or at the next location where a certificate can be issued. If this is not possible then the crew should carefully inspect the vessel while underway. Any suspected *Lymantria* complex moths, egg masses, or caterpillars should be contained, recorded and reported to MPI while undergoing clearance on arrival to New Zealand.

Vessels arriving in New Zealand without a certificate of freedom:

- must remain at least 4 nautical miles off the nearest NZ coast or island if anchoring prior to arrival;
- arrive during daylight hours for an on-arrival inspection by MPI (inspection charges apply);
- may not commence cargo operations until the inspection has been completed by MPI, to ensure health and safety, and so that the vessel can be managed appropriately should high risk pests be found.

You can find information about *Lymantria* complex, including imagery, which can be used to educate crew on how to spot *Lymantria* moths, egg masses, and caterpillars on our [MPI spongy moth webpage](#).



Lymantria moths

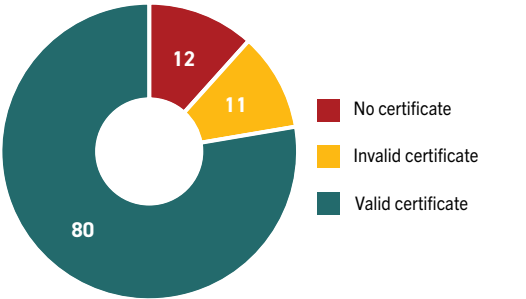
## Species of the Lymantria complex risk areas and periods

| Risk Area            | Requirements apply where visited any ports  | Specific Risk Period   |
|----------------------|---|------------------------|
| Russian Far East     | South of 60° North and West of 147° longitude [excluding those ports on the Kamchatka Peninsula]  | June 15 to October 15  |
| China                | North of latitude of 31° 15' N  | June 1 to September 30 |
| Republic of Korea    | In all areas  | June 1 to September 30 |
| Japan – Northern     | In prefectures of Hokkaido, Aomori, Iwate, Miyagi, Fukushima, Akita, Tamagata   | June 15 to October 15  |
| Japan – Central      | In prefectures of Niigata, Toyama, Ishikawa, Fukui, Ibaraki, Chiba, Tokyo, Kanagawa, Shizuoka, Aichi, Mie   | June 1 September 30    |
| Japan – Southern     | In prefectures of Wakayama, Osaka, Kyoto, Hyogo, Tottori, Shimane, Okayama, Hiroshima, Yamaguchi, Kagawa, Tokushima, Ehime, Kochi, Fukuoka, Oita, Saga, Nagasaki, Miyazaki, Kumamoto, Kagoshima | May 15 to August 31    |
| Japan – Far Southern | In prefecture of Okinawa  | May 25 to June 30      |

## Lymantria: The figures

percent of vessels that required a certificate of freedom arrived with a valid certificate between 1 January – 31 March 2025. This remains in line with the percentages seen in the last quarter.

Vessels arriving from FSMC risk areas inside risk periods (1/01/2025-31/03/2025)



## Pre-Arrival forms for Commercial Vessels have changed

From 31 October 2024, the Biosecurity Pre-Arrival Report (PAR) replaced the Master's Declaration and the Biofouling and Ballast Water Declaration forms.

Thank you for using the new forms over the last 6 months and during the initial testing phase. Your feedback has been greatly appreciated!

Use of the PAR became mandatory on 1 May 2025 and the old documentation is no longer accepted.

The updated forms are now available on the MPI website under the section: [Arrival process steps for vessels](#). Please replace any outdated copies with the "May 2025" version. This update includes a clarification on the ballast water contingency measures question, as previous wording led to frequent misreporting and unnecessary follow-ups.

Based on feedback we received, we have also developed a [guidance document](#) to assist with answering questions on Parts 1-3 and to explain how to complete Part 4 using various ballast water scenarios.

We welcome any further feedback or questions. Please send them to [vessels@mpi.govt.nz](mailto:vessels@mpi.govt.nz)



## Private Recreational Vessels arriving in New Zealand

As the yacht season approaches, MPI encourages you to submit evidence showing compliance in advance to [vessels@mpi.govt.nz](mailto:vessels@mpi.govt.nz). Early submissions can help resolve potential issues, minimizing delays and costs on arrival.

Most yachts and recreational vessels arriving in New Zealand will fall under the "long stay" vessel category under the standard ([CRMS Vessels](#)). Long stay vessels are those that are staying in New Zealand for 29 days or more, or those wanting to visit places not approved as a [Place of First Arrival](#) (e.g. Fiordland). The biofouling thresholds for long-stay vessels allow for a slime layer and gooseneck barnacles only.

If you are the operator of a recreational vessel coming to New Zealand, you will need show that you meet long-stay requirements, by providing proof one of the following:

- **Clean before arriving in New Zealand.** Conduct a thorough inspection and remove all biofouling from the hull and niche areas less than 30 days before arriving in New Zealand.
- **Haul out within 24 hours of arrival.** Have a confirmed booking at an approved facility to conduct a hull clean (we recommend this be planned well in advance of arrival). Proof of booking will need to be shown to MPI prior to, or on arrival.

It is good practice to keep thorough records of your vessel's cleaning and antifouling history in one place, such as in a logbook. Records should include:

- Antifouling records such as invoices, certificates, photos.
- Receipts, photos from the last dry dock or haul-out facility.
- Reports from a recent hull and niche area inspection and/or cleaning with photos.

Find out more about biofouling requirements for your recreational vessel to New Zealand [here](#).

## Coming up

### 2025/26 cruise season preparations have started

Biosecurity NZ will be having the usual pre-season webinar for cruise operators before the start of the next cruise season. Details of the webinar will be available soon. If you have any questions or want to ensure you will receive the information when it is available, please email [standards@mpi.govt.nz](mailto:standards@mpi.govt.nz).

### Newsletter survey

We are doing a survey to ensure the newsletter is still providing industry with the right topics and level of information. You can complete the survey and share your thoughts [here](#). Survey will close on 1 August 2025.