
BIOFOULING REGULATIONS – MANDATORY IMPLEMENTATION STARTS

Following the September 8, 2017, entry into force of the International Maritime Organization (IMO) Ballast Water Management Convention, IMO Member States, government bodies and industry stakeholders are increasing their focus on the control of invasive aquatic species spread through biofouling on ships. Biofouling is defined as the accumulation of marine growth on surfaces and structures immersed in or exposed to the aquatic environment.

To address this issue, the IMO at MEPC 62 reviewed and approved guidelines for the control and management of ships' biofouling. The guidelines were adopted on July 15, 2011, by Resolution MEPC.207(62) and MEPC.1/Circ.792 and are applicable to all ship types of 300 gross tonnage and above.

IMO member states regularly review and update their requirements and enforcement regimes. The state of California and New Zealand have gone beyond the IMO guidelines, publishing specific requirements for their respective jurisdictions.



CALIFORNIA

On April 20, 2017, the California State Lands Commission approved Article 4.8, Biofouling Management Regulations, to minimize the transport of nonindigenous species from vessels arriving at California ports. The regulation also was approved by California's Office of Administrative Law.

As a result, the following requirements will be effective after a vessel's first regularly scheduled dry dock after January 1, 2018, or upon delivery on or after January 1, 2018:

- Development and maintenance of a Biofouling Management Plan

- Development and maintenance of a Biofouling Record Book
- Mandatory biofouling management of the vessel's wetted surfaces
- Mandatory biofouling management for vessels that undergo an extended residency period (i.e., remain in the same location for 45 or more days)

NEW ZEALAND

Beginning May 1, 2018, all commercial and recreational vessels arriving in New Zealand will need to meet the 'clean hull' threshold as defined in the Craft Risk Management Standard (CRMS), which is based on the IMO guidelines.

From May 2018, vessels must arrive in New Zealand with a 'clean hull'. This means:

- Vessels staying up to 20 days and only visiting designated ports (places of first arrival) will be allowed a limited amount of biofouling (slime layer, goose barnacles and up to 5 percent cover of early biofouling, depending on the area fouled)
- Vessels staying longer than 20 days or visiting places that are not places of first arrival will only be allowed a slime layer and goose barnacles

In the interim, the New Zealand Ministry for Primary Industries can take action on vessels that pose a severe biofouling risk.

FOR COMPLIANCE

Vessel owners and operators should adopt measures for the implementation, monitoring and maintenance of a Biofouling Management System. Relevant records should be kept and be readily available as evidence of an active Biofouling Management Plan. The documented procedures and records can be independent or integrated into the vessel's existing operational manual and planned maintenance system.

ABS SUPPORT

ABS is able to provide support in the following areas:

- **Development of the Biofouling Management Plan.** In doing so, we

will confirm that the appropriate template is followed, that all information as required by the IMO Regulations and local jurisdictions is provided and that the plan accurately describes the antifouling systems, operational practices or treatments used, including those for niche areas.

- **Guidance on selecting the appropriate anti-fouling coating for new construction projects** based on a careful evaluation of the vessel's type, initial design parameters, intended service and operational profile
- **Evaluation of planned maintenance schemes** to determine the impact that dry-docking intervals and in-water

cleaning practices may have on the coating

- **Assessment on the suitability and lifespan of applied coatings and fouling control systems** considering the vessel's operational profile, trading routes, frequency of port calls and the effect of potential prolonged inactivity. A vessel performance management system that demonstrates the relationship between vessel speed, delivered power and fuel consumption can accurately quantify performance degradation associated with biofouling and provide decision support for planning of future cleaning and other maintenance activities.



For additional information, please contact us at environmentalperformance@eagle.org.



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