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Biofouling- Minimising niche areas on new build designs

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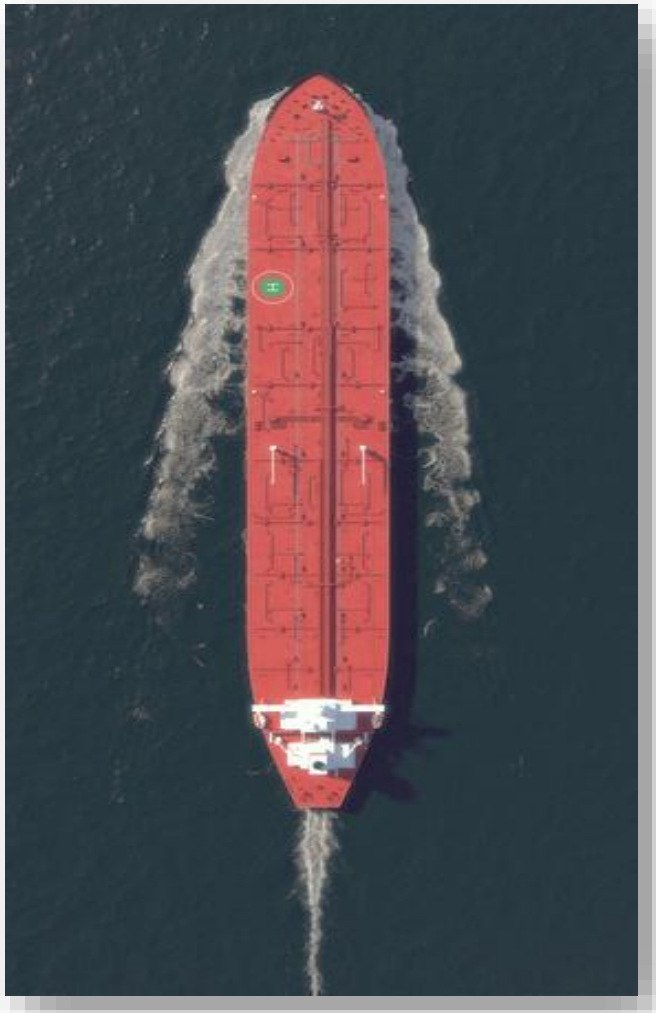

Concerns

- New Zealand: All vessels arriving in New Zealand will need to have a clean hull.
  - 'Clean' = having no more biofouling than a slime layer coating of marine growth on the hull and submerged niche areas (e.g. sea chests, bow thrusters, seawater systems, and propeller shafts)

- Netherlands: based on information collected through their survey and interviews, it seems likely that both the hull areas and niche areas of ships currently pose a risk in terms of the transfer of (non-native) invasive species and that current measures do not adequately reduce this risk, especially for the niche areas.

- Industry's observations: Fouling loads tend to be greater on some niche areas than on the general hull surfaces.
  - We also now are beginning to see different coatings used for certain niche areas than on the hull

- difficulty in inspecting and treating biofouling in niche areas
  - safety issue
    - difficult and dangerous to access niche areas in-water.

Concerns

- limited ability to access niche areas of vessels for treatment or inspection of biofouling means niche areas often remain uncleaned during normal in-water cleaning operations, and in some circumstances are not cleaned during dry docking.

- vessels increasingly undertaking in-water inspections and experiencing safety issues when trying to access niche areas on hulls.
  - removal of access hatches, covers or gratings is a hazardous activity underwater.
  - Vessels increasingly cleaning offshore and in open waters, causing an additional safety concern for the divers undertaking these inspections.

- Quality of antifouling paint need to be improved
  - Introduce new and innovative Marine Growth Prevention Systems (MGPS) to concentrate on the niche areas which are the big concern

- to save on costs, some ship yards do not apply the antifouling paint on the hull area between the scantling draft and light ballast draft.
  - Justification given: area will remain out of the water and any fouling will eventually die, when vessel is in light ballast
  - Issue: the remnants of the fouling that had built up on this area had been attracting attention from national and regional inspections for fouling.

Thank you

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