

# Bulletin

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## **Australian Biofouling Management Requirements Ver.2**

Australian Department of Agriculture, Fisheries and Forestry (hereinafter, 'the administration' ) recently published Australian Biofouling Management Requirements Version 2 (hereinafter, 'the Requirements Ver.2' ). This bulletin will serve as an update to the previous bulletin No. 80 based on Version 2, and provide some technical tips for ship operators avoiding problems when establishing their respective Biofouling Management Plans (BFMP) and Biofouling record books (BFRB) .

### **Mandatory Pre-arrival Reporting Requirements**

The operator of a vessel is obligated to accurately report how biofouling has been managed prior to arriving in Australian territorial seas in accordance with section 193 of the Biosecurity Act. This information must be reported through the department' s Maritime and Aircraft Reporting System (MARS) and provided at least 12 hours, but no earlier than 96 hours, before the vessel

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is estimated to arrive at its first port in Australian territory.

Vessel operators are required to report if they can demonstrate compliance with one of the following 3 proactive biofouling management options:

1. implementation of an effective biofouling management plan and record book
  - Biofouling management plan (BFMP) and Biofouling record book (BFRB) shall meet the minimum standards set out in Appendix A of the Requirements Ver.2.
2. vessel cleaned of all biofouling within 30 days prior to arriving in Australian territory
  - cleaning report shall meet the minimum standard set out in Appendix B.
  - supporting photographs and/or video shall meet the minimum standard set out in Appendix B.
3. implementation of an alternative biofouling management method pre-approved by the department.

If you report that the vessel has an alternative biofouling management method, it must be preapproved by the department and the following documents must be available on request:

- department issued written approval, specific to the vessel and voyage
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- any required documents as specified in the department issued approval.

Approval of the alternative biofouling management method must be obtained from the department prior to arrival to meet the requirements of proactive biofouling management option 3. Please refer to page 3 of the Requirements Ver.2 for how to obtain pre-approval.

Vessel operators are eligible for less intervention for biofouling if they report compliance with one of the 3 proactive biofouling management options. The department uses information in MARS to target vessel interventions and assess biosecurity risks associated with vessel biofouling. Biosecurity officers may conduct a vessel inspection on arrival at an Australian port to assess and manage potential biosecurity risks.

### **In-water Cleaning or Treatment in Australian**

Vessel operators are required to report if they intend to in-water clean in Australian waters and to update their pre-arrival report if that intention changes. The approval process to conduct in-water cleaning or treatment in Australian is complex. The application process varies between jurisdictions and can involve multiple government agencies and port authorities who

consider the biosecurity risks and impacts the activity will have on the environment.

To request permission to clean your vessel in Australian state or territory waters, contact the relevant authorities. It is important you give authorities sufficient time to consider your request before your proposed cleaning activity. Some Australian state and territory governments have separate legislation relating to the removal and disposal of biofouling. Ensure you check with the relevant state and territories. See [Biofouling in Australia](#) for contacts or more information.

### **Non-commercial Vessels**

Non-commercial vessels arriving in Australian territorial seas will have the option to submit a non-commercial vessel pre-arrival report (NCV PAR). If the non-commercial vessel operator submits an NCV PAR, questions relating to the biofouling management practices on the vessel must be answered. Biosecurity officers will continue to assess the level of biosecurity risk associated with biofouling on arrival and may take necessary actions to address these risks. For more information relating to non-commercial vessels arriving in Australia see [Biofouling in Australia](#).

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## **Verification on Arrival**

The department conducts verification inspections to ensure proactive biofouling management options recorded in the pre-arrival report have been implemented. Biosecurity officers may ask questions and inspect documents to confirm the effectiveness of the management practices. If the department determines that the vessel's biofouling has been managed in accordance with these requirements, a further detailed biofouling assessment will be conducted. This will require vessel operators to provide information on biofouling management actions for biosecurity officers to assess the biofouling related biosecurity risk the vessel presents.

The department may also conduct inspections of vessels' submerged hull and niche areas to inform assessments of whether the vessel presents an unacceptable biosecurity risk associated with biofouling.

## **Tips for establishing a Biofouling Management Plan (BFMP) and a Biofouling record book (BFRB)**

The administration gives in Appendix A, the minimum standards that define the necessary information to be included in the biofouling management plan and record book to ensure the vessel operator can demonstrate proactive

management of biofouling for its whole in-service period (i.e. period of time between successive dry dockings), while in Appendix B, the minimum standards that define the necessary information to be included in cleaning report. It is recommended that the biofouling management plan and record book are tailored for your vessel, including additional information as required.

CCS Australia reminds the ship operators to note the followings in establishing BFMP and BFRB:

1. Inspection Schedule

Planned inspections of all hull and niche areas carried out according to fixed intervals must be described. The BFMP must contain:

- hull and niche area to be inspected (e.g. areas with no AFS)
- inspection schedule (e.g. inspection within 12 months)
- management actions (e.g. inspection more frequently).

2. Description of hull and niche areas where biofouling is most likely to accumulate

The BFMP must list all hull and niche areas specific to the vessel where biofouling is most likely to accumulate, including the quantity of the areas where relevant (e.g. sea chest x 10).

3. Description of the anti-fouling systems (AFS) shall not omit:

- operating profiles which are suitable for the AFC including speed and periods of activity and inactivity
- recommended regime for repairs, maintenance and/or renewal

to receive the AFC optimal performance.

4. The maintenance, inspection, repairs, damage and abnormalities of the following shipboard items shall be recorded in BFRB:
  - a. Biofouling Management Plan (BFMP)
  - b. Anti-fouling Coating (AFC)
  - c. Marine Growth Prevention System (MGPS)

It is highly recommended that ship operators carefully read the Requirements Ver.2 to conform the 'Mandatory Pre-arrival Reporting Requirements' , as set out by the administration; tailor made the biofouling management plan(s) and record book(s) for your specific vessels as per the minimum standards, as set out in Appendix A; and meet the minimum requirements for the cleaning report to be submitted, as set out in Appendix B.

**CCS Australia Office**  
**February 16, 2024**

**Announcement:**

1. Intention is to assist and ensure owners to understand and well prepared, ensuring all updated requirements from AMSA can be met
2. For more information, please visit AMSA website at [www.amsa.gov.au](http://www.amsa.gov.au) and CCS website at [www.ccs.org.cn](http://www.ccs.org.cn)
3. The information contained does not and cannot supersede any AMSA or related governing parties requirements as well