



Update – MPI Pre-Arrival Documentation for Commercial Vessels

Are you an operator intending to bring a commercial vessel to New Zealand?

If you are the operator of a commercial vessel intending to arrive in New Zealand, you have a responsibility to comply with New Zealand's Biosecurity Act 1993 and the Craft Risk Management Standard – Vessels. Under New Zealand law all commercial vessels intending to arrive in New Zealand Territorial Waters need to provide information to the Ministry for Primary Industries at least 48 hours before arriving.

So, what's changing?

MPI has refined our pre-arrival documentation for commercial vessels to update the questions and reduce the number of documents required.

From 31 October 2024, the **Biosecurity Pre-Arrival Report (PAR)** will be available to use. This will replace the previously required **Master's Declaration and Biofouling and Ballast Water Declaration**. From 1 May 2025, it will be mandatory to supply a Biosecurity Pre-Arrival Report and the old documentation will no longer be accepted.

A PAR must be submitted to MPI at least 48 hours prior to arrival of the vessel in New Zealand Territorial Waters.

There will be no change to how the form is submitted to MPI and the Advance Notice of Arrival (ANOA) will still be required. The PAR can be submitted together with the ANOA to apicustodian@customs.govt.nz, or directly to vessels@mpi.govt.nz.

The Biosecurity Pre-Arrival Report is made up of 4 parts:

Part 1: Biosecurity – this part asks questions to help identify any biosecurity risks on the top side of the vessel. This includes questions about refuse or garbage management, pest management, and live animals or plants onboard.

Part 2: Biofouling – this part asks questions about how the biofouling of the vessel is being managed. Additional evidence such as a dive report may be requested by MPI.

Part 3: Ballast Water – this part asks questions about how the ballast water is being managed onboard. This information

may be shared with Maritime New Zealand who have responsibility to ensure New Zealand is complying with the IMO Ballast Water Management Convention, as implemented by Marine Protection Rules Part 300.

Part 4: Ballast Water Declaration – this part is on a separate form and is only required if the vessel intends to discharge ballast water inside New Zealand Territorial Waters, or the vessel requests/requires Full Biosecurity Clearance.

How does MPI use this information?

The answers to your questions provide MPI with an understanding of what biosecurity risks, if any, are onboard. MPI will commence a biosecurity risk assessment, ask you for additional evidence if required, and then prepare for your arrival. Any biosecurity directions or restrictions will be emailed to you.

Key messages:

- » Operators of commercial vessels are required to submit a Biosecurity Pre-Arrival Report to MPI at least 48 hours prior to arrival in New Zealand Territorial Waters.
- » The Biosecurity Pre-Arrival Report will be available to use from 31 October 2024.
- » The Biosecurity Pre-Arrival Report will be mandatory from 1 May 2025.
- » Inform MPI of any change in circumstances by emailing vessels@mpi.govt.nz
- » Want to know more? Visit the MPI vessels webpage – [Ships and boats border clearance](#).

Thank you for helping keep New Zealand safe!

Frequently Asked Questions

Do I still need to submit a Masters Declaration?

No, as of 31 October 2024 the Biosecurity Pre-Arrival Report has replaced the previous MPI Masters Declaration. You must submit a Biosecurity Pre-Arrival Report at least 48 hours prior to arrival in New Zealand.

Do I still need to submit a Biofouling and Ballast Water Declaration?

No, as of 31 October 2024 the biosecurity Pre-Arrival Report has replaced the previous MPI Biofouling and Ballast Water Declaration. You must submit a Biosecurity Pre-Arrival Report at least 48 hours prior to arrival in New Zealand.

Why does the Advanced Notice of Arrival still refer to a Masters Declaration and Biofouling and Ballast Water Declaration?

New Zealand Customs Service are in the process of updating the Advance Notice of Arrival to reflect these changes, we expect these changes to take place in early 2025.

Will I have an opportunity to provide feedback?

Please email vessels@mpi.govt.nz if you have any feedback or wish to trial the documents before 31 October 2024. These forms will be regularly reviewed so any feedback is welcome and will be considered. There will also be a webinar to answer any questions prior to the final release, the dates will be available on the MPI website.

Why is Part 4 on a separate form?

Part 4 is on a separate form to avoid delays in submitting Parts 1-3 to MPI. Vessels wanting to discharge ballast or full biosecurity clearance may want to make final ballast water exchanges while travelling to New Zealand. Having Part 4 separate allows it to be submitted closer to arrival in New Zealand Territorial Waters without delaying Parts 1-3.