

Summary of Current Management Frameworks for Vessel Fouling. Various regulations, proposed management actions, recommendations, guidelines, and codes of practice aimed towards preventing NIS introductions through fouling are summarized below. (Excerpt from California State Lands *Commission Final Report on Commercial Vessel Fouling in California*)

Country/State /Port	Management Strategy	Details
U.S. Federal California	Embedded in ballast water regulation Embedded in ballast water statute	Rinse anchor chains and anchors at place of origin Remove fouling from hull, piping and tanks on a regular basis. Dispose wastes in accordance with local, state, and federal law.
Hawaii	Information Framework Targeting High Risk Vessels (Proposed)	Pro-active measures: Education/outreach, vessel arrival monitoring, evaluation for high-risk arrivals (See Figure VI.1.) Re-active measures: Rapid response/investigation of high risk event Post-event measures: Long term regulations for high-risk events <ul style="list-style-type: none"> • Limit time in port • Vessel quarantine • Out of water cleaning
New Zealand	Survey (On Ballast Water Declaration Form) Voluntary Codes of Practice (Fishing Industry)	1. When and where was the vessel last dry-docked and cleaned? 2. Has the vessel been laid-up for 3 months or more since it was last dry-docked and cleaned? If YES, state when and where. (Also requests start and end date laid up) 3. Do you intend to clean the hull of the vessel in New Zealand? If YES, state when and where Chartered foreign owned or sourced fishing vessels must be substantially free from plant or animal growth prior to entering New Zealand's EEZ. If no assurance, vessel inspected and cleaned before departure. Otherwise inspected in NZ and if necessary, fouling removed so no foreign organisms enter the marine environment

Country/State /Port	Management Strategy	Details
Australia	Prohibition (States/Territories/ Ports)	States& territories prohibit in-water cleaning. Many require containment and disposal regulations of fouling debris removed during out-of-water cleaning.
	Regulation (Vessels less than 25 m)	Keep ancillary gear and internal seawater systems clean of marine pests and growths, and Before departing your last port for Australia... <ul style="list-style-type: none"> ○ Clean hull within one month before arrival OR ○ Apply antifouling paint within one year before arrival OR ○ Book vessel for slipping and cleaning within one week of arrival (cleaning should be in a shipway where material removed can be collected and disposed of away from the sea)
Australia and New Zealand Environmental Conservation Council (ANZECC)	Codes of Practice	In-water hull cleaning prohibited, except under extraordinary circumstances. Sea-chests, sea suction grids, other hull apertures may be allowed under permit, if debris not allowed to pass to water column or sea bed. Polishing propellers may be allowed under permit.
Merchant Classification Societies	Requirements (Applies to majority of merchant fleet)	Dry dock requirements vary somewhat depending on classification society. Generally: <ul style="list-style-type: none"> ○ Dry dock every 5 years. Cleaning and painting is usually conducted, but is at the discretion of the company. ○ Interim in-water cleanings: Periodicity at the discretion of the company. Typically dependent on results of fuel consumption tests.