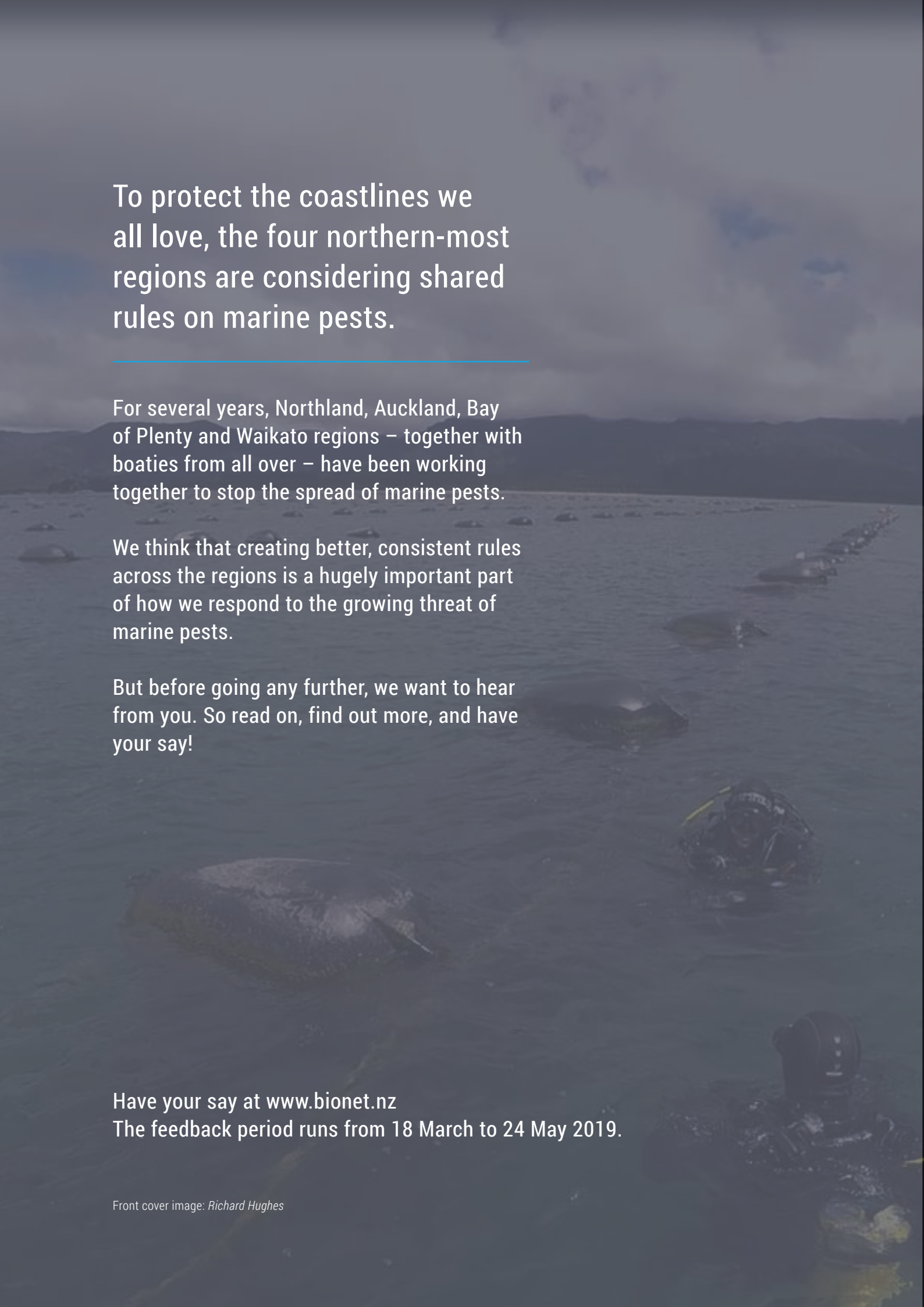
CLEAN BELOW?
GOOD TO GO

Better ways to stop marine pests?
Ētahi tikanga pai atu mō te ārai orotā ō te moana?

We want to hear from you!
Mauria mai o whakaaro!



To protect the coastlines we all love, the four northern-most regions are considering shared rules on marine pests.

For several years, Northland, Auckland, Bay of Plenty and Waikato regions – together with boaties from all over – have been working together to stop the spread of marine pests.

We think that creating better, consistent rules across the regions is a hugely important part of how we respond to the growing threat of marine pests.

But before going any further, we want to hear from you. So read on, find out more, and have your say!

Have your say at www.bionet.nz
The feedback period runs from 18 March to 24 May 2019.

Front cover image: *Richard Hughes*

What's the problem?
He aha te rarurarau?

New Zealand's wealth of coastline and rich, diverse marine life is very much part of who we are. The sea is in our hearts.

As the movement of boats increases, so too does the risk of marine pests spreading and threatening our incredible coastal playground, kai moana, underwater life, tourism and aquaculture industries and more.

For vessels coming from overseas, there are national rules in place (under the Craft Risk Management Standard, as managed by Ministry for Primary Industries) to minimise the risk of new pest species arriving. But for vessels moving around within our coastal waters – mostly our own vessels – rules to prevent pests spreading to new places vary from region to region.

A consistent approach across the regions would be simpler, more effective and make it easier to understand the rules.

Our four northern-most regional councils (Northland, Auckland, Waikato and Bay of Plenty Toi Moana) are also home to the biggest boating populations in the country. We're exploring whether inter-regional hull-fouling rules could be a better way forward – and we need to hear what you think.

When considering the issues raised in this document, we'd be interested in your feedback on how the costs of marine pest management should be met.

Image Credit: *Poor Knights, Irene Middleton*

What are the options?
He aha etahi ara?

Rules just for hull fouling? Include other pathways too?
Or continue with the current approach?
Which option do you think is best – and why?

A 'pathway' means the way pests are transported from one place to another.

OPTION 1

Status quo.

Continue our combined efforts and work towards a collaborative national pathway approach. In the meantime each region keeps its own rules or policies for managing marine pests.

Pros

- Each region decides what approach is appropriate for their region.
- National rules may be developed in future creating consistency.

Cons

- Risk of marine pests spreading remains same in the near future.
- Inconsistent rules between regions may create confusion.

OPTION 2

Lead the way with consistent rules for clean hulls.

Develop consistent rules on managing hull-fouling across the four biggest boating regions – Northland, Auckland, Waikato, and Bay of Plenty.

Pros

- Reduced risk of marine pest spread.
- Reduced cost in the long run – it's cheaper to keep pests out than deal with them when they move to a new place.
- Good systems in place to deal with new pest arrivals.
- Easier for public and marine industries to understand.
- Could provide the model for a national 'pathway' approach.

Cons

- Cost of hull surveillance programme in regions that don't already have one.
- Cost to boat owners to keep hulls clean.
- Still inconsistent with rest of New Zealand.

OPTION 3

Go even further – make rules for other pathways too.

Along with rules for hull-fouling, develop rules for other pathways like ballast water, aquaculture, bilge water and marine equipment.

Pros

- Addresses all the main risk pathways for marine invaders.

Cons

- Increased costs of implementation.
- Increased costs to commercial shipping, aquaculture and will require extensive changes to practices.
- Likely to take many years before new rules can be implemented.

What could the rules look like?

Me pēhea te hanga o ngā ritenga?

If clean hull rules were to be developed, there are a few different options. Which do you think is best? Are there any other good options?

OPTION 1

Clean hull required at all times.

All vessel hulls required to have no more than a slime layer and/or barnacles at all times.

Pros

- Easy to understand.
- Exceptions could be applied to vessels which don't move.
- Doesn't require a vessel identification system.

Cons

- Rule will require compliance and monitoring by agencies.
- Cannot eliminate risk of marine pest transfer.

OPTION 2

Clean hull required only when moving.

No more than a slime layer and/or barnacles permitted when moving from one harbour/place to another. This rule is already in place for Northland.

Pros

- Easier to achieve than Option 1.

Cons

- Harder to enforce.
- Requires a vessel identification system.
- Requires mapping to identify the boundaries of the movement zones.
- Harder for the public to understand.

OPTION 3

Clean hull required only when moving to specially identified places.

No more than a slime layer and/or barnacles permitted when moving to specially identified high value places.

Pros

- Surveillance programmes can target 'high value places'.

Cons

- Only protects those special places identified, other areas will still be at risk.
- High value places will need to be identified and categorised based on economic, environment and cultural values.

Tell us what you think – head to www.bionet.nz

Why focus on boat hulls?
He aha ai tatou e arotahi ana ki ngā tākere waka?

Marine pests, particularly in their juvenile stages, can hide in amongst other hull-fouling, making them hard to detect. Fouled boat hulls can also act as a magnet for some marine pests by providing additional surface for them to settle on.

Unfortunately, it also makes it easy to accidentally transfer marine pests from one place to another on your boat hull if it hasn't been effectively cleaned.

New legislation now allows councils to manage 'pathways' if they choose to – that is, the way pests are transported from one place to another.

In the marine environment, the 'pathway' really means boats, as movement of hull-fouled boats is the single biggest risk for marine pest transfer.

It's not just about stopping the spread of pests that are already here and keeping them out of places like our world-class marine reserve at the Poor Knights in Northland.

It's also about putting good systems in place in case new, worse marine pest species slip through the cracks and reach our shores.

Together with vessel owners and the wider marine industry, we now have an opportunity to better safeguard our precious coastline, now and for future generations.

What about other pathways?
Pēhea ētahi atu tikanga?

Unfortunately, some marine pest species have invaded parts of our coastal marine area in recent years, arriving as hitchhikers on boat hulls or in the ballast water of international sea-going vessels. Nowadays, vessels coming from overseas must meet national rules to minimise the risk of new pest species arriving. However, we need to deal with some of the problem marine pests that have already become established to stop them from spreading further.

Research tells us that fouling on boat hulls is by far the biggest risk for transferring marine pests, though there are other ways these pests hitch-hike around.

Aquaculture-related movement of marine pests will be covered by a proposed national standard. This standard will require aquaculture farms to manage their biosecurity risks, and can be found on the Ministry for the Environment's website.

For ballast water, incoming international vessel risk is managed by the Ministry for Primary Industries. However, there are currently no regulations to manage the transfer of ballast water from one region to another.

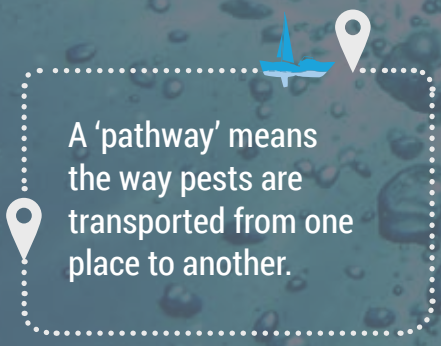
There is also a risk of marine pests being moved within fishing gear (including crab pots and dredges), residual water in cooling systems, bilge water and the movement of structures in the coastal marine area.

However, these risks are minimal compared to biofouling on vessel hulls – managing this will cover off the majority of the risks we face.

What's the current situation?
He aha te āhua ināianei?

The four northern-most regional councils, with support from Biosecurity New Zealand (a business unit of MPI), have been collaborating closely in recent years to build awareness of marine pests and help boaties understand the actions they can take to reduce the spread.

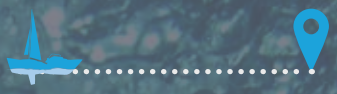
However, the rules and management approaches for marine pests vary from region to region.



A 'pathway' means the way pests are transported from one place to another.

You can find out more about these councils' marine pest rules at www.marinepests.nz

Northland Regional Council



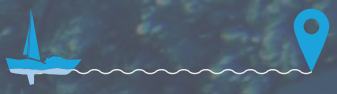
Recently introduced 'pathway' rules requiring a clean hull when entering the region or moving from place to place – the first region in New Zealand to do so.

Northland's rules are implemented through a surveillance programme which inspects more than 2000 hulls a year. The pathways plan approach is a proactive way to managing the impacts of marine pests rather than a reactive measure of managing pests once they are established.

Auckland Council

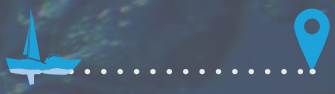
Has risk-based rules in the Unitary Plan to manage the spread of harmful and invasive organisms via fouled hulls.

Waikato Regional Council



Currently has no pathway plan rules but is active in managing the impacts and risks of marine pest species.

Bay of Plenty Regional Council



Has pathway-style rules in the Proposed Regional Pest Management Plan. Currently has Small-Scale Management Programmes for Sabella and Styela.

Biosecurity New Zealand

Ensures vessels crossing New Zealand's border have clean hulls and meet ballast water requirements. Manages the national marine high risk site surveillance programme in ports and marinas. Works with councils to respond to significant marine pests and build regional biosecurity capability, in line with the Biosecurity 2025 vision. Provides an overall leadership role for managing marine pests in New Zealand. Supports marine research programmes and initiatives.

The Department of Conservation also supports the development of a more consistent approach that better protects our marine environment.

Where to from here?
Mai konei ki hea?

This document is intended for informal consultation to help the four regional councils understand people's views on how to prevent the spread of marine pests.

We'll collate all feedback received and use this to help inform the shape of pathways management within the four regions.

If new rules were to be proposed, agencies would also need to consider implementation implications such as roles and responsibilities, where costs should lie and how these should be funded.

Have your say
Tuku kōrero mai

Which option for marine pest rules do you think is best? If clean hull rules were developed, what do you think those rules should look like?

We're keen to hear what you think!

You can jump online and have your say at www.bionet.nz

The feedback period runs from 18 March to 24 May 2019.

Thanks for being part of the conversation and doing your bit to care for our precious marine environment.

Photo credit: *Poor Knights,* Seacology NZ

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Te Kaunihera ā rohe o Te Taitokerau

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Ko Tātou This Is Us
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