



# Proposal for a **Fiordland Marine Pathway Plan**

With its breathtaking scenery and pristine waters, Fiordland is one of New Zealand's most unique and nationally significant areas – ecologically and economically. It is vital we protect it.

**T**he underwater world is as spectacular as the land above, and marine pests pose one of the biggest threats to this unique area. The impact of a marine pest establishing could be significant, jeopardising both the economic and ecological wellbeing of Fiordland.

This proposal to implement a Fiordland Marine Pathway Plan is the first of its kind in New Zealand and is a huge step towards protecting and securing the future of this precious area.

The Fiordland Marine Pathway Plan aims to greatly reduce the risk of marine pests being carried in on local and visiting vessels. Vessels of all types and sizes can provide a pathway for marine pests, which can attach to boats and gear, and in pockets of residual seawater and bilge water. Keeping these areas clean means the pests are unable to attach, there is no pathway, and Fiordland is protected.

The pathway approach is designed to work with the existing regional pest management plan by preventing marine pests from reaching Fiordland in the first place, rather than

responding after a pest has arrived and established.

The plan establishes clean vessel standards that vessels entering Fiordland must meet, and proposes a Fiordland Clean Vessel Pass to ensure vessel owners/operators understand and adhere to the standards.

The plan has been developed and will be implemented by a partnership group including Environment Southland, Fiordland Marine Guardians, Ministry for Primary Industries, Department of Conservation and Ngāi Tahu.

# What are the risks to Fiordland?

**M**arine pests often spread rapidly, smothering or excluding native species. They would have a serious environmental impact on the fragile marine ecosystem in Fiordland. Pests such as seaweeds, fan worms, sea squirts, crabs and sea stars compete directly for food and space with existing species and can dominate the native flora and fauna.

Fiordland's precious beauty would be put in jeopardy by these pests, and trying to manage or remove them once they are established is extremely challenging and very costly. *Undaria pinnatifida* is a marine pest seaweed and a good example of a pest that has been introduced and now requires expensive, ongoing management.

A number of major commercial fisheries operate in the Fiordland area and, along with the huge tourism industry, are crucial to the economic wellbeing of the region. The establishment of marine pests would have a significant economic impact.

## ► What would the plan mean for boaties?

If you intend to visit Fiordland, regardless of the size of your vessel, you will need to comply with the proposed rules for clean vessels, clean gear and residual seawater. You can ensure that you understand the risks and the ways you can minimise these by applying for a Fiordland Clean Vessel Pass.

## ► What about cruise ships?

Cruise ship companies must sign a Deed of Agreement with Environment Southland to visit Fiordland, or seek resource consent. It is proposed that the Deed of Agreement is amended to require cruise ships to meet the clean vessel standards. This could be done by requiring the cruise

ship owner/ operator to hold a Biofouling Management Plan based on International Marine Organisation Guidelines (the equivalent of the clean vessel standards). Cruise ships that are operating under the Deed of Agreement would not be expected to hold a Clean Vessel Pass.



## Proposed rules

### ► Rule 1

The owner or person in charge of a craft, be it a fishing vessel, trailer boat, or other vessel of any size, must ensure the craft complies with the following clean vessel, gear and residual seawater standards when entering the Fiordland Marine Area (FMA):

**Clean vessel standard:** The hull and niche areas have no more than a slime layer and goose barnacles.

**Clean gear standard:** All marine gear and equipment on the craft is visibly clean, free of fouling, free of sediment, and preferably dry.

**Residual seawater standard:** All on-board residual seawater has been treated or is visibly clean and free of sediment.

### ► Rule 2

The owner or person in charge of a craft in the FMA must keep records of the actions taken to meet the clean vessel, gear and residual water standards in Rule 1 of this plan, and must provide those records to an authorised person on request.

### ► Rule 3

Rules 1 and 2 do not apply to craft entering the FMA in an emergency. For the purposes of this rule, an emergency arises when the craft enters the FMA because of an emergency relating to:

- the safety of the craft; and/or
- the health or safety of any person on the craft.

# Fiordland Clean Vessel Pass

A Clean Vessel Pass is one of the best ways to ensure all vessel operators/owners entering the FMA are aware of the clean vessel standards and their obligations. Any vessel without a pass would be considered to be high risk and may require inspection to ensure it complies with the rules.



## Proposed bilge water code of practice

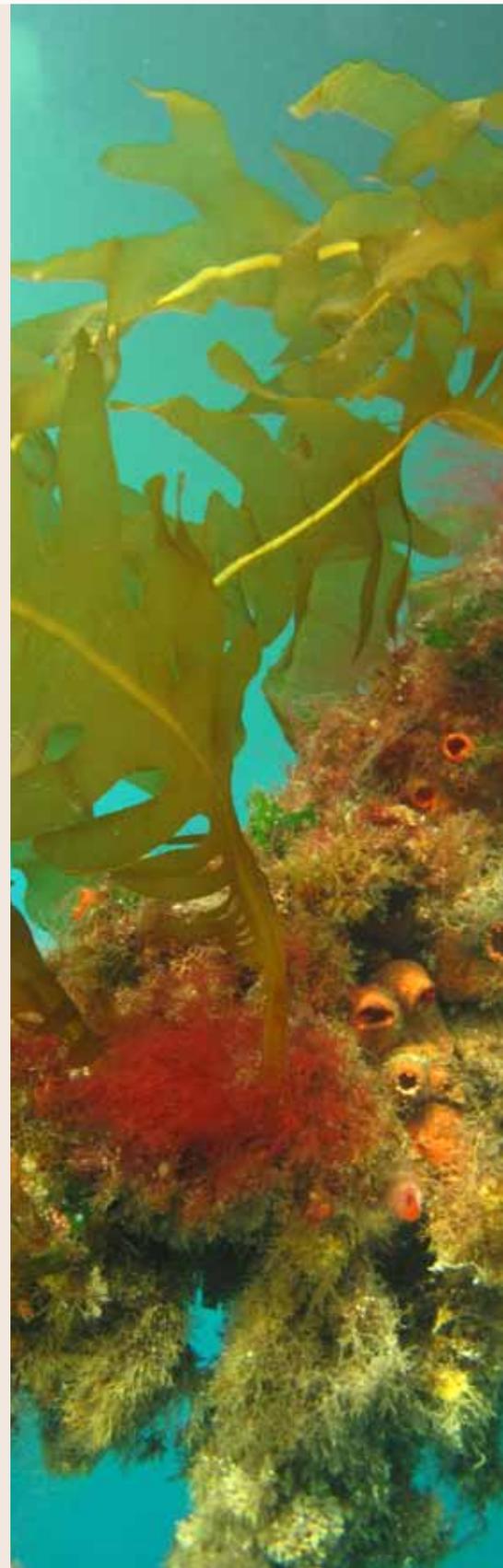
► Prior to entering the FMA, bilge water must either be pumped into purpose-built collection tanks for disposal on land or discharged overboard in accordance with current marine pollution regulations.

► Within the FMA bilge water must either be discharged into the same water body (fiord) as it originated from, or be subjected to chemical treatment options and discharged in accordance with health and safety and marine pollution regulations.

## ► About the pass

1. The pass would be specific to a vessel and, once issued, must be carried on that vessel at all times.
2. Applications for a pass could be made via website, email, fax or letter.
3. A pass would be issued after the applicant has provided all the required information and declared that he/she understands the standards and that the vessel will meet the clean vessel, gear and residual seawater standards, and conform to the proposed bilge water code of practice on each entry into the FMA.
4. The pass will be valid for one year, meaning a vessel could leave and re-enter over the course of the year without applying for a new pass, but the vessel must meet the clean vessel requirements on every trip. Vessels may still be subject to random inspections.
5. Vessel owners/operators would be reminded when the pass needs to be renewed.

► *Undaria pinnatifida* is an example of a marine pest that has been introduced into Fiordland and requires costly management.



# Have your say

It's important that you tell us what you think about the Proposal for a Fiordland Marine Pathway Plan.

Many of the regular users of the FMA believe that a plan is a good idea but do you agree? Do we need a plan? Are the proposed rules the best way to manage the risk of marine pests?

## ▶ Next steps

You are invited to make a submission on the proposal for a plan. If you wish to be heard in support of your submission, please indicate this clearly in your submission.

Submissions will be analysed and presented to Council for consideration, with a formal hearing if required. Once Council is satisfied that the issues raised during consultation have been considered, the Council will prepare a written report on the plan. The report will set out the Council's decision on the plan and the reasons for accepting or rejecting the submissions.

Once any appeals are resolved or if there are no appeals, the plan may then be implemented.

## Making a submission

You can read the full proposal online at [www.es.govt.nz](http://www.es.govt.nz) or give us a call on 0800 76 88 45 and we can send you a copy.

Making a submission is easy. There are several ways to do this:

**Online:** [www.es.govt.nz](http://www.es.govt.nz)

**Email:** [service@es.govt.nz](mailto:service@es.govt.nz)

**Fax:** 03 211 5252

**Mail:** Private Bag 90116, Invercargill 9840

**Deliver:** Cnr North Road and Price Street, Waikiwi, Invercargill

**Submissions close at 5.00pm on 13 May 2016.**

The proposal for a Fiordland Marine Pathway Plan has been developed and will be implemented by a partnership group including:



Ministry for Primary Industries  
Manatū Ahu Matua

