CLEAN BELOW?
GOOD TO GO

Consultation results

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

Brought to you by

Northland Regional Council

Auckland Council

Waikato Regional Council

Bay of Plenty Regional Council Toi Moana

with support from

Biosecurity New Zealand
Ministry for Primary Industries
Manatū Ahu Matua

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1 Executive summary

Background

This report summarises the views of 370 submitters on the discussion document '*Better ways to stop marine pests?'*. The report has been prepared by the Top of the North (TON) Marine Biosecurity Partnership and is intended to provide an overview of the preferences of submitters in relation to questions posed.

The report summarises the overall preferences of submitters and examines the differences between regions (Northland, Auckland, Waikato, Bay of Plenty, and elsewhere in New Zealand or overseas) and according to boat ownership. It also outlines key themes identified in submitter comments and highlights points made by majority groups and notable submitters. It is not intended to be a comprehensive presentation of all points made by submitters.

Feedback was collected via an online survey hosted on Bionet.nz as well as in hardcopies made available from a range of places including regional council offices, iwi workshops, marinas, and boat clubs (See Appendix Table 4 for a full summary of the publicity and engagement activities each region, Biosecurity New Zealand, and DOC conducted to publicise and attract submissions). Email submissions were also accepted.

Summary of feedback

1. Which is your preferred option for managing marine pests, and why?

   The preferred option was Option 3 (go even further and make rules for other pathways too; 37%), followed by Option 2 (lead the way with consistent rules for clean hulls; 30%), 'none of the above' (20%), and finally Option 1 (the status quo; 13%).

   The majority of submitters (60%) were boat owners and, overall, their most commonly selected preference was Option 2 (31%) whereas the vast majority of submitters who do not own a boat that lives in the water selected Option 3 (60%).

2. If hull-fouling rules were developed, which option do you think is best, and why?

   The preferred option for hull-fouling rules was Option 1 (clean hull at all times; 42%), followed by Option 2 (clean hull required only when moving; 24%), 'none of the above'; 19%), and finally Option 3 (clean hull required only when moving to specially identified places; 15%).

   Overall, boat owners were not polarised on this issue, with relatively equal numbers of submitters choosing each of the four options. Specifically, boat owners preferred 'none of the above' (29%), Option 1 (27%), Option 2 (24%), and Option 3 (20%), whereas the vast majority of submitters (65%) who do not own a boat selected Option 1.

Themes

There were nine key themes that were identified during the analysis of submitters comments, based on the questions posed in the discussion document. These were: 1) The importance of protecting marine environments; 2) Practicality and compliance issues; 3) Regional differences require local management; 4) Managing other pathways is also important (not just vessel hull biofouling); 5) The

practicality of current tools (e.g., the effectiveness of anti-fouling, a lack of haul-out facilities, and in-water cleaning rules); 6) The allocation and distribution of costs (e.g., international/commercial vessels and ballast water issues); 7) The need for a national pathways plan; 8) Pests having already established; and 9) Exemptions are needed for stationary vessels.

Key messages

Overall, there was a clear call for greater action to address marine pests across the TON regions from both the individuals and the agencies that responded, some of which represent considerable numbers of marine users. In addition, there is likely to be benefit in implementing a consistent approach across the regions because issues around practicality and the ease or difficulty of compliance were of high importance to many submitters.

Results also indicate there is a significant percentage of submitters who support some form of control on hull-fouling, although this is notably more muted in Northland than the other regions with 33% either opposed to hull-fouling rules or seeking further detail about their implementation.

The differences in submitter responses and comments seen in Northland compared with the other TON regions likely reflect both a higher level of boat ownership and the recent introduction of the Northland Marine Pest Pathway Plan with an associated charging regime. While it seems clear that further engagement with boat owners is required, it is encouraging that many already support the introduction of new hull-fouling rules and desire consistency in these rules across the regions.

2 Introduction

2.1 The Top of the North Marine Biosecurity Partnership

For several years, Auckland Council, Gisborne District Council, Northland, Bay of Plenty Toi Moana, Waikato, and Hawkes Bay Regional Councils alongside Biosecurity New Zealand (part of the Ministry for Primary Industries) have worked together to prevent the spread of marine pests in New Zealand's northernmost regions. Together these organisations have formed the Top of the North (TON) Marine Biosecurity Partnership.

The four northernmost regions are home to the largest boating populations in the country and there is extensive vessel movement (recreational and commercial) throughout. However, the rules and management approaches for marine pests currently vary between the TON councils:

- Northland Regional Council has had marine pest-led rules in place since 2010 and recently introduced pathway rules requiring a clean hull when entering the region or moving from place to place. The pest-led rules are implemented through a surveillance programme which inspects more than 2000 hulls each year. The pathways plan rules are yet to be fully implemented, however the pathways approach is a proactive way to manage the impacts of marine pests rather than a reactive measure of managing pests once they are already established.
- Auckland Council has risk-based rules in the Unitary Plan to manage the spread of harmful and invasive organisms, which include marine pests, via fouled hulls.
- Waikato Regional Council currently has no marine pests or pathway plan rules in place 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, and currently has small-scale management programmes for *Sabella* and *Styela*.

2.2 Public Consultation and Engagement process

A key area of focus for the TON Partnership is the management of risk pathways that have the potential to introduce or spread marine pest populations in the TON regions, and throughout New Zealand. Feedback on the discussion document *'Better ways to stop marine pests?'* was gathered to help the TON Partnership understand people's views on how to prevent the spread of marine pests. To explore whether inter-regional hull-fouling rules could be a better way forward, a public consultation was run to assess answers to the following questions:

1) Which is your preferred option for managing marine pests, and why?

- 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.

- 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.

- Option 3 – 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.

- None of the above

2) If hull-fouling rules were developed, which option do you think is best, and why?

- 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.

- 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.

- 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.

- None of the above

See Appendix (Table 4) for a summary of the publicity and engagement activities each region, MPI, and DOC conducted to publicise and attract submissions.

The feedback received on the *'Better ways to stop marine pests?'* has been collated and is presented in this report. This information will be used to help the relevant agencies decide whether to formally proceed with developing shared rules within the Northland, Auckland, Waikato, and Bay of Plenty regions. If new rules were proposed, these would need to follow the public consultation and decision-making processes set out in the Biosecurity Act 1993. This would include consideration of implementation, including roles and responsibilities, where costs should lie, and how these should be funded.

3 Methodology

3.1 Survey collection

Feedback was collected via an online survey hosted on Bionet.nz as well as in hardcopies distributed to:

- Regional council offices
- Iwi workshops
- Marinas
- Harbour master offices
- Haul-out facilities
- Boat clubs
- Boat ramps
- Community groups
- Mooring holders
- Hutchwilco New Zealand Boat Show

Email submissions were also accepted. All email submissions which did not answer the questions posed in the survey, and all paper surveys that were incomplete, were recorded and

comments were included in qualitative analyses. See Appendix Table 4 for a full summary of the publicity and engagement activities each region, Biosecurity New Zealand, and DOC conducted to publicise and attract submissions.

3.2 Analysis

Quantitative data are presented as counts and percentages, in total and per region, as well as according to boat ownership. Qualitative data from submitters' comments were categorised and quantified according to common themes identified and a general discussion of key points from submitter's comments is included.

4 Results

4.1 Number of responses

Overall, 370 responses were received; 341 submitters completed the survey and responded to the main questions, and an additional 29 submitters responded but did not provide an answer to one or both of the main survey questions. These additional submitters responded via email or by sending incomplete paper surveys and their comments are included in the report (Table 1).

Table 1. Number of submitters from each key region and the percentage of those from each region who owned a boat.

Survey completed	Number of submitters	Boat ownership
Northland	120	89 (74%)
Auckland	123	70 (57%)
Waikato	22	12 (55%)
Bay of Plenty	49	23 (47%)
Elsewhere in NZ	22	10 (45%)
Overseas	1	1 (100%)
No region given	4	–
Incomplete submissions		
No region given	29	–
Total responses considered	**370**	–

4.2 Submitter types

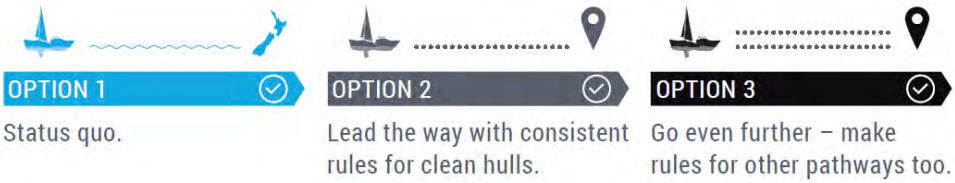
Submitters mainly included individuals from across New Zealand but also a range of notable organisations including maritime/boating interest groups (Aquaculture New Zealand, the New Zealand Defence Force (NZDF), Far North Holdings Limited, Coromandel Marine Farmers Association (CoroMFA), New Zealand Marina Operators Association, New Zealand Federation of Commercial Fisherman, Sanford Limited, New Zealand Marine Industry Association, Russell Mooring Owners and Ratepayers, Bay of Islands Maritime Park Incorporated Society), Iwi (Te Kawerau Iwi Tribal Authority, Te Rūnanga o Ngāti Whātua), Regional and District Councils (Greater Wellington Regional Council, Thames-Coromandel District Council, Waikato Regional Council Coromandel Catchment Committee), conservation groups/societies (New Zealand Marine Sciences Society, Royal Forest and Bird Protection Society of New Zealand Inc.).

4.3 Key themes identified in submitter comments

There were nine key themes identified during the analysis of submitter comments, based on the questions posed in the discussion document:

1. The importance of protecting marine environments
2. Practicality and compliance issues
3. Regional differences require local management
4. Managing other pathways is also important (not just vessel hull biofouling)
5. The practicality of current tools, including:
    - The effectiveness of anti-fouling
    - A lack of haul-out facilities
    - In-water cleaning rules
6. The allocation and distribution of costs, including:
    - International/commercial vessels
    - Ballast water
7. The need for a national pathway plan
8. Pests having already established
9. Exemptions for stationary vessels (relevant to Question 2 only)

5 Question 1: Which is your preferred option for managing marine pests, and why?



- Or ⟶ None of the above

5.1 Overall feedback

Of the 341 submitters who completed the survey and responded to this question: 44 (13%) agreed with Option 1; 102 (30%) agreed with Option 2; 126 (37%) agreed with Option 3; and 69 (20 %) agreed with 'none of the above' (Figure 1). Eight of the additional 29 submitters who did not provide direct answers to the survey questions preferred Option 2, three preferred Options 1 and 3, respectively, and one preferred 'none of the above'. Preferences of the remaining additional submitters were not clear from their comments.

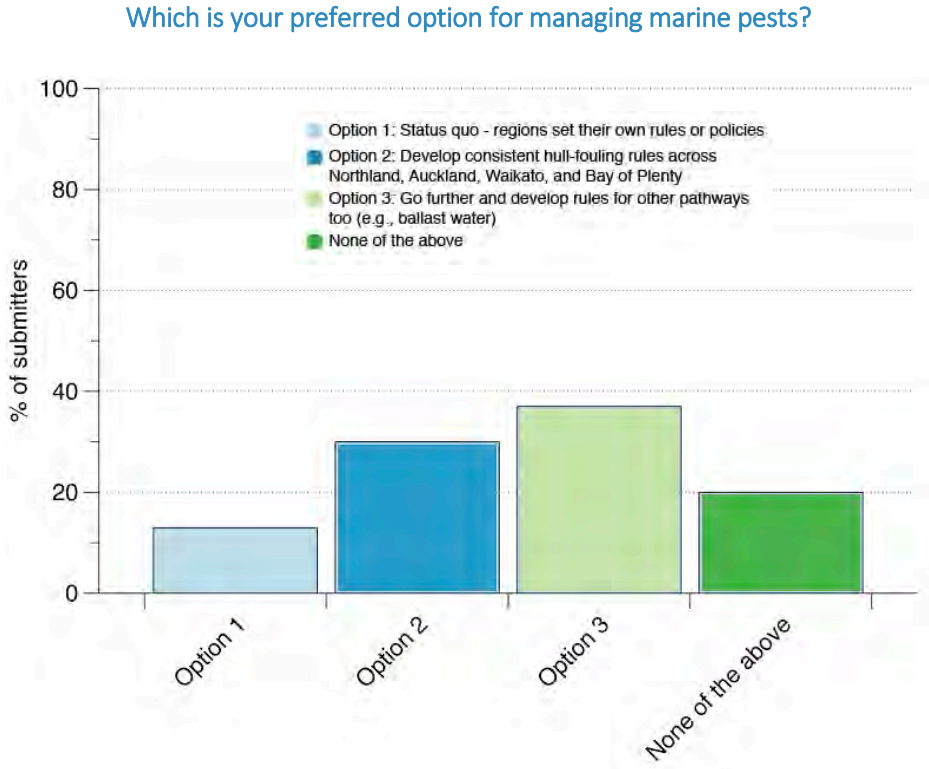


Figure 1. Submitter responses to the question: What is your preferred option for managing marine pests, and why? The total number of submitters was 341.

5.2 Feedback according to region

There were regional differences, with the preferences of Northland submitters being notably different to the other TON regions. In particular, only 16% of Northland submitters chose Option 2 compared with 39%, 46%, and 47% of submitters from Auckland, Waikato, and Bay of Plenty, respectively. In contrast, 37% of Northland submitters chose 'none of the above' compared with only 8–9% of those from the other TON regions (Figure 2). In addition, 64% of submitters from elsewhere in New Zealand selected Option 3 (22 submitters). The total number of submitters who responded to this question was 314 (a number of submitters either did not complete the question or were from elsewhere in NZ, overseas, or did not identify a region).

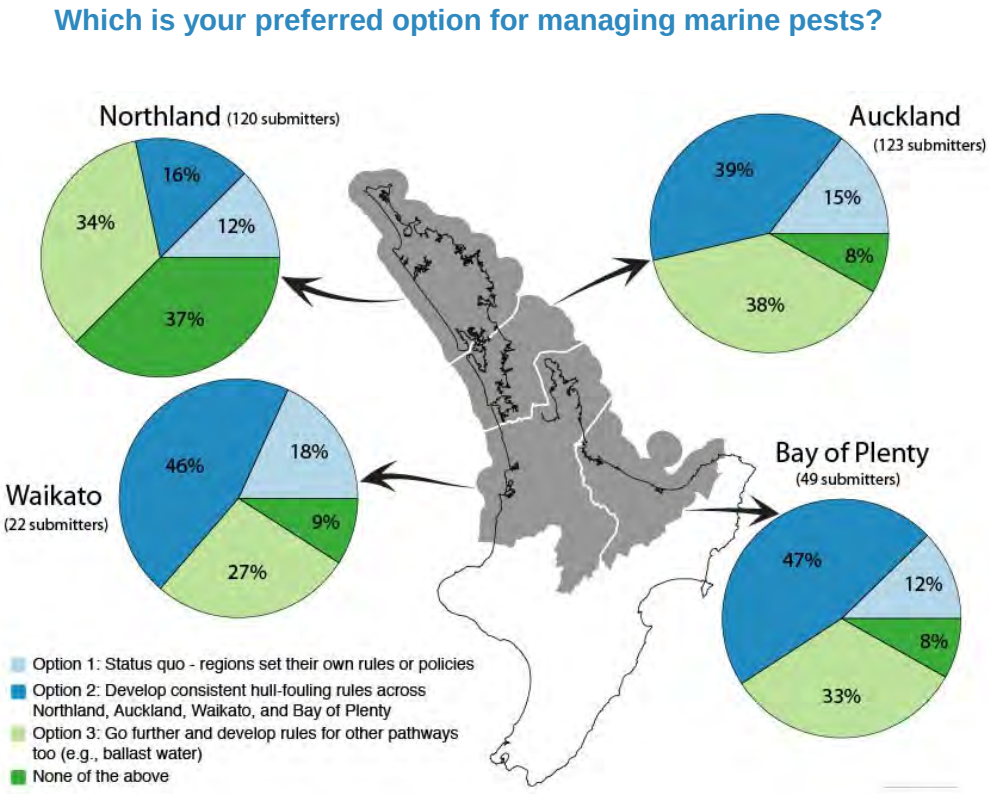


Figure 2. Preferred options for managing marine pests by region.

5.3 Feedback according to boat ownership

In total, 331 of the 341 submitters responded to the question of whether or not they owned/co-owned a boat that lives in the water. The majority (205, 60%) were boat owners, and most kept their boats in Northland (82 submitters) and Auckland (57 submitters). Overall, the most commonly selected preference by boat owners was Option 2 (64, 31%), followed by 'none of the above' (61, 30%) and Option 3 (46, 22%), whereas the vast majority of submitters who do not own a boat that lives in the water preferred Option 3 (76, 60%) (Figure 3). There were also regional differences in the preferences of boat owners, as shown in Figure 4. Most notably, boat owners in Northland were more likely to prefer 'none of the above' whereas the majority of those from the other TON regions preferred Option 2. All submitters who do not own a boat showed similar preferences across the regions.

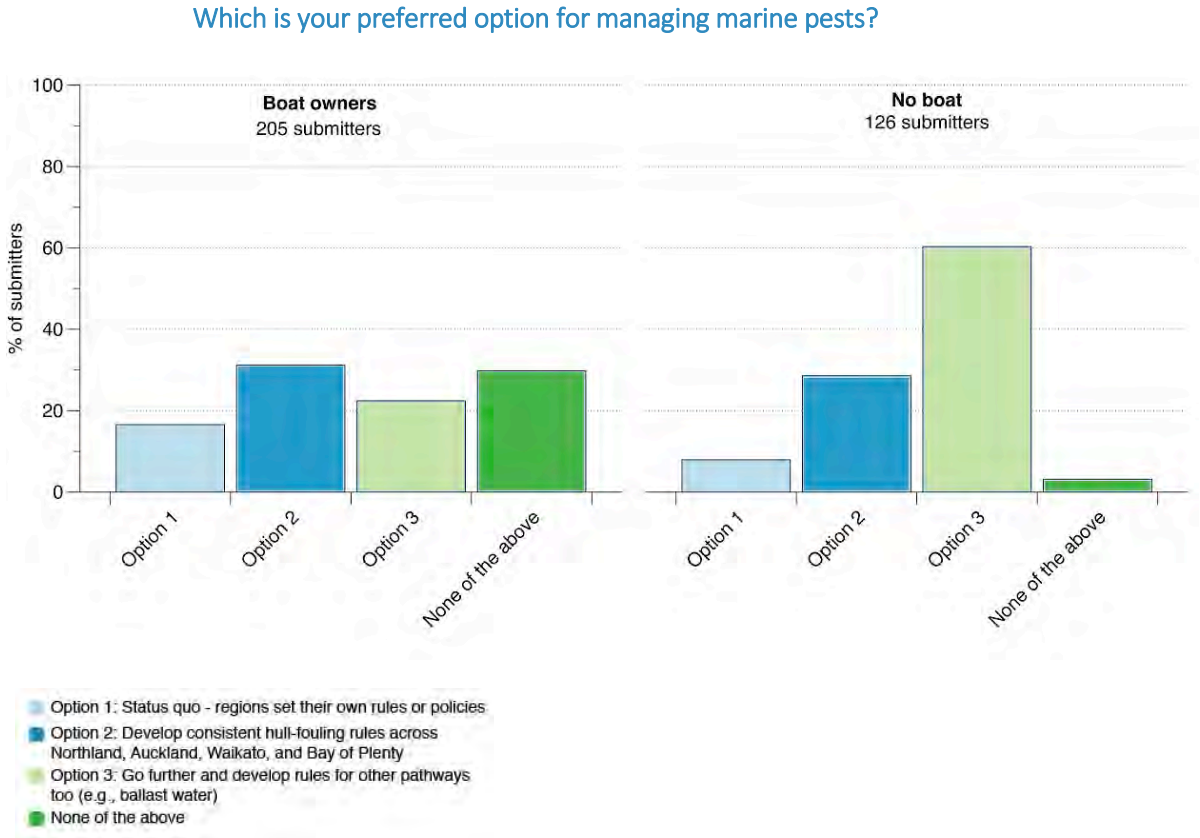


Figure 3. Preferred option for managing marine pests, according to boat ownership.

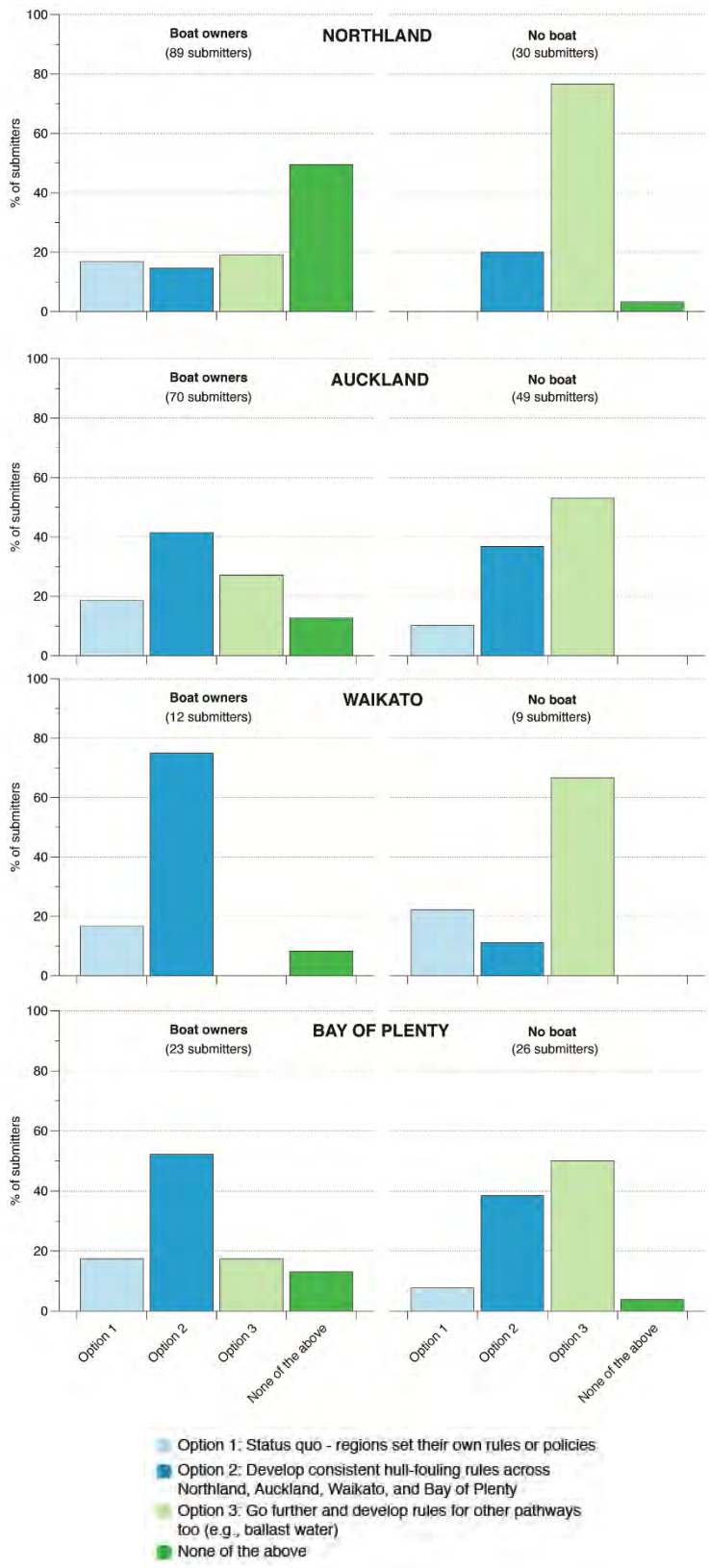


Figure 4. Regional feedback according to boat ownership in response to the question: What is your preferred option for managing marine pests, and why?

5.4 Summary of comments explaining preferred Option

Overall, 258 submitters (76%) provided a comment with their answer to Q1 (96 from Northland, 82 from Auckland, 14 from Waikato, 41 from Bay of Plenty, 21 from elsewhere in New Zealand and 1 from overseas (Table 2). In addition, there were relevant comments from the majority of the 29 submitters who did not complete the survey. Similar themes were addressed in comments across all options; however, the same theme could be presented either in general support of, or in general opposition to, the new rules initiative depending on the option selected. For example, several submitters who selected Option 3 and 'none of the above' cited concern regarding international vessels and ballast water. The former submitters were more likely to suggest the need for as robust rules as possible across all pathways, while the latter were more likely to suggest no rules were worthwhile at all, least of all regional hull-fouling rules, because they felt marine biosecurity was impossible to control.

Table 2. Total number of submitter comments in relation to the question: Which is your preferred option for managing marine pests, and why? from each of the four northernmost Top of the North (TON) regions according to the key themes identified.

	Submitter comments relating to key themes					
Theme	Northland	Auckland	Waikato	Bay of Plenty	Elsewhere in NZ	Overseas
Practicality and compliance	20	31	4	24	4	0
Marine protection important	4	11	2	3	3	0
Regional differences	4	4	0	2	1	0
All pathways are important	8	6	1	1	5	0
Distribution of costs						
International/commercial vessels	24	4	1	3	2	0
Ballast water	9	7	0	3	1	1
No practical tools						
Anti-fouling ineffective	9	1	1	1	0	0
Haul-out facilities	5	1	0	0	0	0
In-water cleaning	2	0	0	0	0	0
Pests already established	7	5	1	2	0	0
National plan required	16	7	1	1	5	0
Total number of submitters	120	123	22	49	22	1
Total number of comments made	96	82	14	41	21	1

Option 1: Status quo – regions set their own rules or policies

Of the 44 submitters who preferred Option 1, 28 made a comment. The Thames-Coromandel District Council (TCDC) cited the need for a National Pathways Plan, and the New Zealand Defence Force (NZDF) commented that decisions about pathway rules should be made at a national level:

> *"NZDF supports Option 1, which proposes to continue combined efforts and work towards a collaborative national pathway approach, yet in the meantime allow each region to keep its own rules or policies for managing marine pests. Although NZDF agrees that consistent*

pathway rules across the country would create certainty for vessel operators, such decisions should be made at a national level following detailed consideration of the practicalities of their implementation for larger vessels with unique operating profiles. The approach would also need to consider the possible effects on the RNZN fleet, so that the operational capability of the NZDF is not restricted."

"TCDC submits that marine biosecurity is of such critical significance to New Zealand that as a matter of urgency, central government, working collaboratively with regional councils and other key stakeholders, should lead the development of a national pathway approach for coastal waters."

The majority of the comments relating to Option 1 highlighted regional differences in pest species (9 comments), the importance of international and/or commercial vessels as a vector of invasive species (5 comments), and that pests are already established, particularly on marinas and permanent structures (5 comments). For example, a private submitter from the Bay of Plenty suggested "*the one rule fits all denies local situations*", and two other submitters thought that "*the spread of pests across all regions is inevitable*" and "*the resident boating public are the injured parties through lack of border controls*."

Option 2: Develop consistent hull-fouling rules across Northland, Auckland, Waikato and Bay of Plenty

Of the 102 submitters who chose Option 2, 68 made a comment. The majority who commented (52) suggested this was the best option because it would be the most practical and would achieve the greatest level of compliance. For example, an individual submitter from Northland suggested:

"Consistent rules make compliance and enforcement easier for all parties. The issues are the same throughout the regions."

Key stakeholders that supported Option 2 included Aquaculture New Zealand, the New Zealand Marine Industry Association and the Coromandel Marine Farmers Association. Aquaculture New Zealand commented:

"Acknowledging the risks of spreading organisms between operational regions, the aquaculture industry is developing biosecurity standards for the salmon, mussel, and oyster industries that will set rules for the pathways that are within its control, particularly between Operational Regions (e.g. Top of the North; Top of the South, Banks Peninsula, Southland etc.). Given that aquaculture is setting its own biosecurity standards, it seems appropriate that other pathways in the marine environment have consistent rules and standards applied."

Similarly, the Coromandel Marine Farmers Association commented:

"Given that marine Biosecurity is desirable and important, our CoroMFA supports; Firstly, that there be consistent hull-fouling rules as per Option 2, and which appears to be the key risk pathway. Secondly, that there be further consideration and consultation re the Option 3 matters of "rules for other pathways" in the marine environment."

Peter Busfield, Executive Director of the NZ Marine Industry Association, was also supportive of Option 2 and commented:

"We like the concept of the 4 noted regions working together to have one set of rules for vessels in each of and moving to and from each region. We do wish to make sure that any rules are fair, practical, easily understood and easy to comply with by boat owners."

In addition, Thomas Malcolm, of Auckland, cited the need for a National Pathways Plan, commenting:

"Having run a workshop for Auckland Council with Mana whenua from the area, there was a strong sense that something needed to be done. Option 2 was the bottom line for the majority of the people present, but some wanted option 3. I feel that some of the mana whenua will not have time to make a submission. That being said, I would like to see ToN develop the IRMPPP based on option 2 whilst holding MPI accountable for their lack of national direction."

Option 3: Go further and develop rules for other pathways too (e.g., ballast water)

The largest proportion of submitters (126, 37%) selected Option 3 and 94 also made a comment. Overall, the most common themes identified in these comments were practicality and compliance (28 comments), followed by the importance of marine protection (21 comments), all pathways are important (20 comments), ballast water (9 comments) and international/commercial vessels (8 comments) as vectors of pest species, and that a national pathway approach is required (7 comments).

There was a high level of support for this option by the notable individuals and organisations who submitted. For example, the New Zealand Marine Sciences Society (NZMSS) supported Option 3, highlighting the importance of all pest pathways:

"We do not believe option 2 will be effective as it does not consider all pathways (e.g. aquaculture). In the management of marine pests it is important to consider all of the ways in which pests can enter and be spread within New Zealand. Pathway management should not just concentrate on vessel hulls. The transport of invasive species in ship ballast water and through movement of aquaculture infrastructure (vessels, buoys, harvesting and processing equipment) has been widely demonstrated. Furthermore, structures within harbours, ports and marinas, such as buoys, pontoons, moorings, platforms, walls and boat traffic, are known to harbour and spread a range of marine pests. These aspects therefore all need to be included in pathway management."

Similarly, an individual submitter from Nelson suggested:

"The most prudent approach is to fill all gaps in pathway management as much as resources allow. This will take longer to implement than other options, and involve stakeholder consultation to optimize strategies and management tools without unnecessary impact on user groups. But significant gaps in vector management can (is likely to) undermine progress made on other pathways. The cost of implementation should diminish over time as a culture of pathway management is ingrained. This approach is the most comprehensive long-term management vision, which can be developed and implemented over time in a step-wise approach as resources allow."

In addition, the Greater Wellington Regional Council *"strongly supports development of the comprehensive national marine pathway management plan"*, as does the Royal Forest and Bird Protection Society of New Zealand Inc.:

"We support the inclusion of pathways into an inter-regional pest management approach, either under a National Pest Pathway Plan or through a coordinated approach to developing and implementing Regional Pest Pathway Plans. We want a pathway plan(s) that is proactive, sets requirements for Councils to designate harbours and popular anchorages as discrete 'places' (as per the Northland RPMP) in order to control the introduction and spread of marine pests and to protect our significant indigenous marine biodiversity. We agree with the consultation documents that there is a risk that councils will delay action while considering this approach. We have already seen evidence of this in Auckland where their recently adopted regional pest plan refers to a possible inter-regional pathway plan as a reason for not including pathway management at this time in that plan. This means that the Ministry for Primary Industries needs to be very clear in pursuing an inter-regional approach that this should not delay current responsibilities of councils which can be addressed under a regional pest plan in the interim. MPI needs to move faster, too often we have seen delays and inaction which result in the spread of pests and disease. Whatever option is adopted we consider that Councils need to have responsibility for implementing and enforcing rules and that the pathway management plan be completed by the end of 2020."

Tame teRangi, on behalf of Te Rūnanga o Ngāti Whātua, commented:

"The arrival of invasive marine-pests in any of the waterways is deemed culturally inappropriate. The significance of iconic places across the extent of the Ngāti Whātua tribal rohe also carries the upper-most obligation to ensure the environmental integrity of those areas including the marine environment. [This] submission states that the classification of managing invasive marine pests be assigned the highest of priorities with strict enforceable penalties for any such breaches of unwonted disregard. That such prohibition be applied to any public marine place including those waterways where wild-catch wild-harvest activities occur."

Several individuals from places in New Zealand outside the TON regions also commented on the importance of a national plan. For example, a submitter from Nelson commented:

"Considering that the Marlborough Sounds has such a significant percentage of NZ coast it should be one of the areas on the survey. Being a 'lifetime boatie' I am only too willing to help but it needs help from all sides - not just from the 'easy victims'."

With regards to practicality and compliance, five independent submitters all supported Option 3 with a replicated submission, stating their reasons as:

"1) Boats move readily between regions, especially from Auckland and Waikato to Northland. It is logical that there be consistent rules for hull fouling between regions; and 2) It is more cost-effective if the same message is promoted in the four regions as many boat-owners will not know about, or refer to, the different regional marine biosecurity plans."

Comments that related to international and/or commercial vessels usually highlighted concern over the distribution of costs. For example, an individual submitter from Nelson suggested:

"We cannot ignore foreign shipping or NZ Based commercial fishing vessels The recreational boating community always gets the short end of the stick."

None of the above

All but one of the 69 submitters who chose 'none of the above' also provided a comment as to why they preferred this option. The majority of comments related to the importance of international and/or commercial vessels (22 comments) as vectors of pest species, the need for a national pathways approach (20 comments), ballast water (10 comments), the ineffectiveness of anti-fouling paint (10 comments), and the feeling that pests were already established, particularly on permanent structures and marinas (9 comments).

Just under 20% (13 submitters) were comments according to a template document distributed by the Russell Mooring Owners & Ratepayers group. These submitters felt that:

> *"Councils impose considerable compliance costs on recreational boaties who by and large care for the marine environment, and yet boaties' efforts are stymied by the lack of rules on the commercial sector. New Zealand should have consistent domestic rules across the country that apply to both commercial and recreational vessels for methods that mitigate the biosecurity risk aspects of their vessels and gear."*

Submitters who were concerned about ballast water generally felt the risks from this pathway, and others, overruled any posed by domestic boat travel. For example, an individual submitter from Northland commented:

> *"Without including ballast water in the regulations there is no sense in doing anything. And even including ballast water is simply delaying (at great cost) the inevitable. Perhaps allowing more toxic bottom paint is a more economical and effective way to slow the spread of undesirable organisms. Punishing yachts when the marine pests are moving by other means is not only unfair but pointless. If you are serious about controlling marine pests you must consider all pathways including natural within the ocean."*

Several submitters mentioned the ineffectiveness of current anti-fouling options, and suggested superior alternatives, or highlighted the lack of other practical tools such as cleaning grids. For example, an individual submitter from Northland asked:

> "*Where have all the cleaning grids gone? Don't expect clean hulls if you deny boat owners affordable access to cleaning facilities*."

Those who mentioned anti-fouling paints almost unanimously cited their ineffectiveness, for example:

> *"The rules on hull fouling are frustrating, the effective paint additives have been removed, then boat owners are required to somehow have clean hulls (barnacles excluded)."*

However, a number of submitters also suggested implementing alternative solutions, such as:

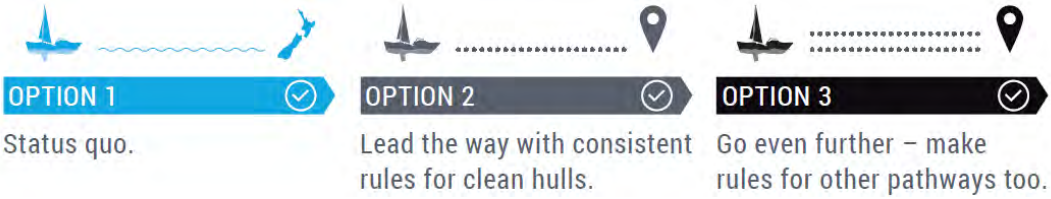
> *"Need[s] some lateral thinking. Antifouling paint is poisonous, expensive, short-term only. I was owner of the scow Alma (75ft) in 1980's, we moved her into "fresh water" in the Waima river, to kill teredo worm and all marine pests, worked well. Fresh water canals/basins, should be a part of all marina developments. (Think Marsden Cove (inland canal development), Hatea River)."*

Many of these submitters expressed a desire to protect the environment and comply with council to control marine pests, however they believe any plans should be ratepayer funded. The incursion of the

Sabella was central to many comments, particularly those that felt pests were already established. For example, an individual submitter from Northland suggested:

> "*What's the point? They are here to stay, perfect example is Marsden Cove stopped trying to get rid of the fan worm, was too hard and expensive. It will be everywhere in a few years no matter what is done. Stop burdening the boat owners with a solution that won't stop the outcome*."

6 Question 2: If hull-fouling rules were developed, which option do you think is best, and why?



- Or ⟶ None of the above

6.1 Overall feedback

Overall, 341 submitters completed the survey and responded to this question: 144 (42%) agreed with Option 1; 80 (24%) agreed with Option 2; 51 (15%) agreed with Option 3; and 66 (19%) agreed with 'none of the above' (Figure 5). In addition, two of the 29 additional submitters (who did not answer the survey questions directly) provided clear feedback in accordance with a preference for Option 1, while the remaining comments from this cohort did not provide a clear answer.

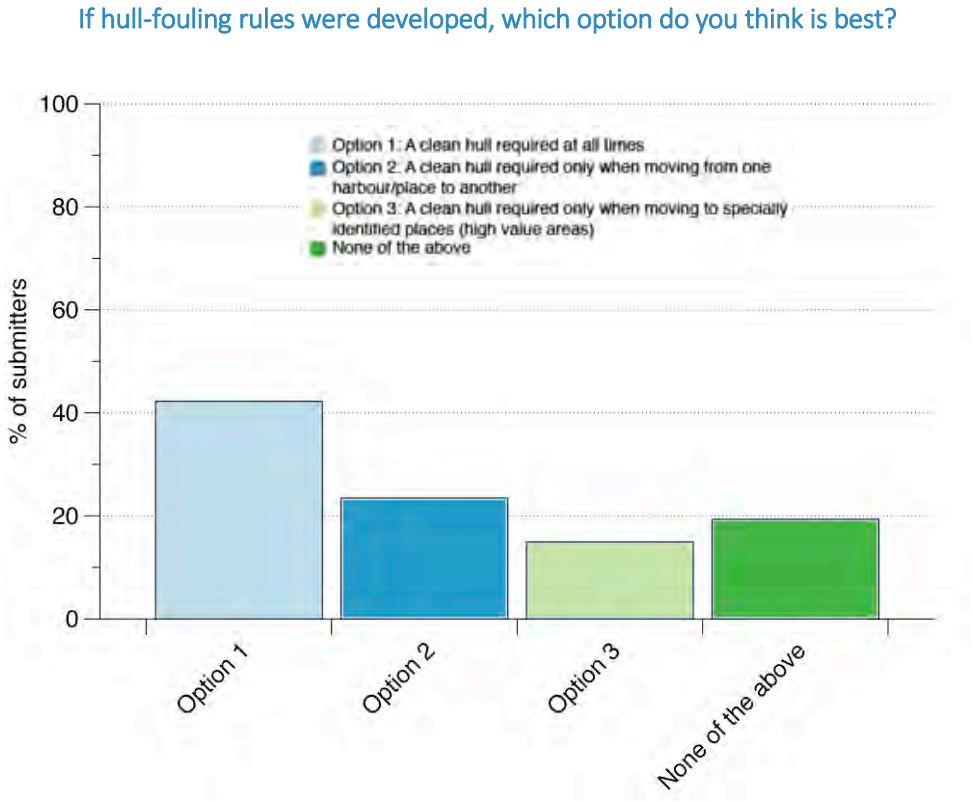


Figure 5. Submitter responses to the question: If hull-fouling rules were developed, which option do you think is best and why? The total number of submitters was 341.

6.2 Feedback according to region

As was the case for Question 1 detailed above, the preferences of Northland submitters were notably different to the other regions. Specifically, while only 8–14% of submitters from Auckland, Waikato, and Bay of Plenty chose 'none of the above', the greatest proportion of Northland submitters (33%) selected this option. Instead, the vast majority of submitters from these former regions selected Options 1, 2, or 3 (Figure 6). The 22 submitters from elsewhere in NZ, and one from overseas, who answered this survey question selected Option 1 (9 submitters), Option 2 (8 submitters), Option 3 (1 submitter) and 'none of the above' (5 submitters).

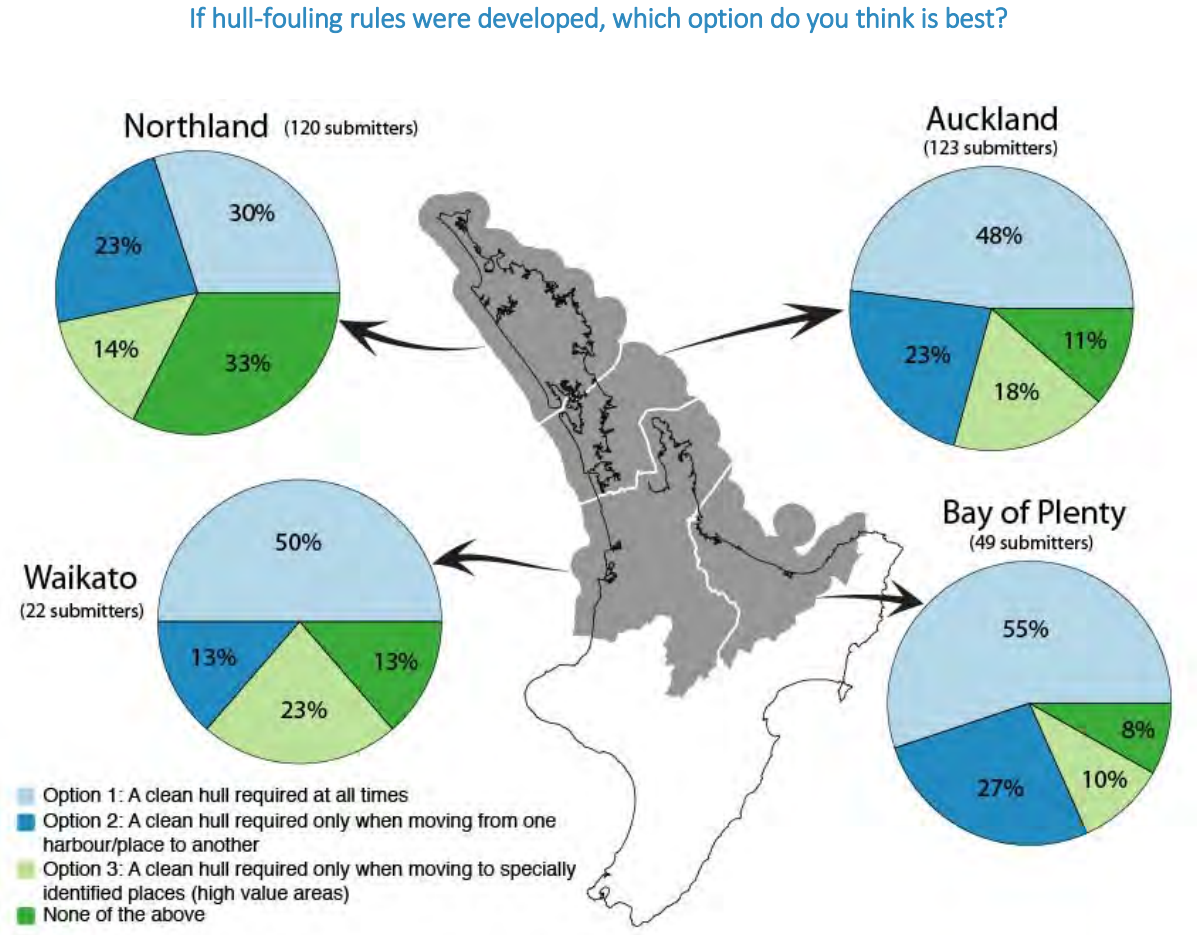


Figure 6. Preferred option for hull-fouling rules by region.

6.3 Feedback according to boat ownership

Overall, the most commonly selected preference by boat owners was 'none of the above' (60, 29%), followed by Option 1 (56, 27%), Option 2 (49, 24%), and Option 3 (40, 20%), whereas the vast majority of submitters (82, 65%) who do not own a boat selected Option 1 (Figure 7).

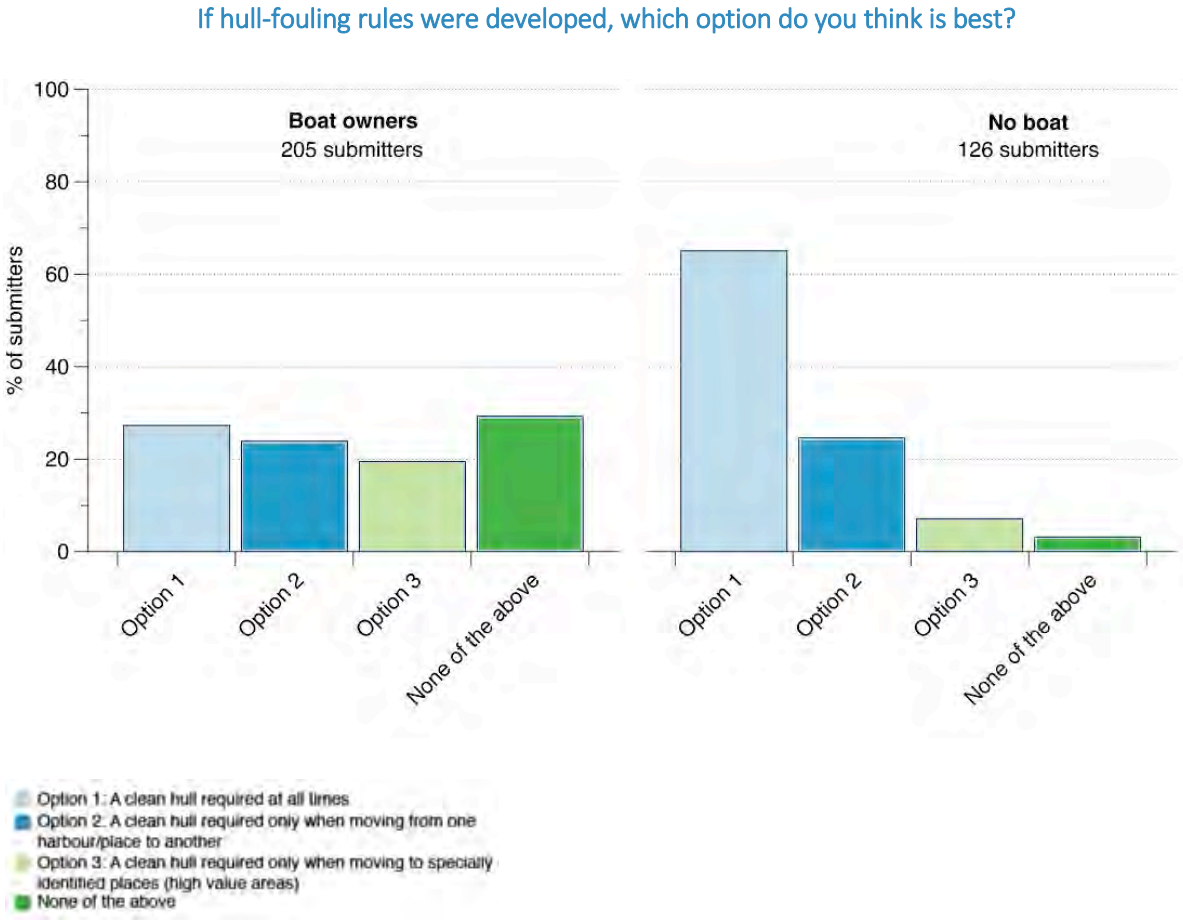


Figure 7. Survey feedback according to boat ownership in response to the question: If hull-fouling rules were developed, which option do you think is best and why?

Notable regional differences included Northland boat owners showing a clear preference for 'none of the above' while boat owners from Waikato favoured Option 3. In contrast, boat owners from Auckland and the Bay of Plenty had less clear preferences between the options but overall the majority selected Option 1 (Figure 8).

If hull-fouling rules were developed, which option do you think is best?

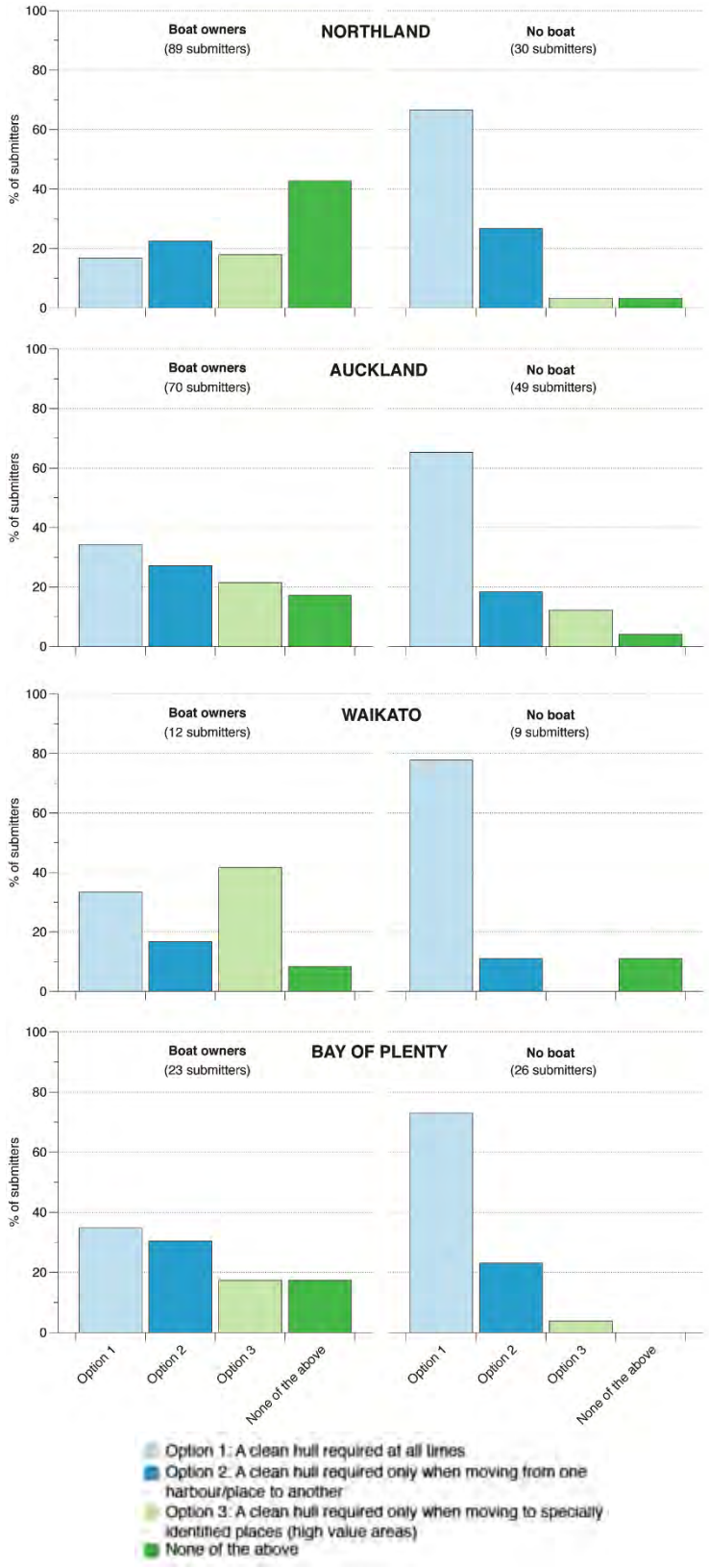


Figure 8. Regional feedback according to boat ownership in response to the question: If hull-fouling rules were developed, which option do you think is best and why?

6.4 Summary of comments explaining preferred Option

In total, 232 (68%) submitters provided an answer to why they preferred their chosen option, and approximately half of the additional 29 submitters also provided relevant comments.

Option 1: A clean hull required at all times

The majority of submitters preferred Option 1 (144, 42%), with 92 providing comments. Two thirds of these comments related to practicality and compliance (60 comments). Other themes were the importance of marine protection (15 comments), and issues around practical tools, e.g., a lack of haul-out facilities (6 comments) and ineffective anti-fouling paints (5 comments).

Amongst the majority of submitters that cited practicality and compliance in support of the option of enforcing a clean hull at all times were NZMSS and the Greater Wellington Regional Council, the latter also commenting on the need for a national pathways approach:

> *"Northland require a clean hull, we suggest the other three regions match this – if it is a standard that is working in one area, it should be successful when applied to the whole region. It is also the least confusing rule, with no exceptions, and on that basis is likely to be the easiest option to carry out surveillance activities for, bearing in mind that funding must be available to police it. Again, the marine biosecurity will only truly benefit if a national marine pathway management plan is in place."*

In addition to supporting the development of a national plan, NZMSS suggested clarification on the definition of a 'clean hull' citing concern over the allowance of 'barnacles':

> *"Option 1 is clearly the best option in terms of clarity, compliance, enforcement and minimising the spread of invasive marine species. The other options will be less effective as they are considerably more difficult from a compliance and enforcement perspective. From a practical perspective Option 1 could be implemented by issuing boats that are fouled with a notice that means they cannot be used or moved until they have been cleaned. This will mean that boats are not being used do not incur a fine, but prevent movement of that boat until it is cleaned. This will be more effective than Option 2 as it means boats can be inspected within ports and marinas. Option 3, which only requires clean hulls in high value areas, is highly problematic and not a practical solution due to the highly dispersive nature of marine species and high connectivity in the marine environment. NZMSS believes it is important to clarify the rules regarding a standard for a 'clean' hull'. It appears that these have changed recently and we encourage the development of a standard that is fit for purpose. It should therefore include specific information on all of the types of organisms likely to foul boats. Slime is a very vague term and a more precise definition is needed. Furthermore, we are concerned that "barnacles" are generally incorporated in the allowable clean hull standard as (a) there are numerous species and (b) they provide a complex surface for other biofouling species to be associated with them, providing increased opportunity for marine pests to settle. NZMSS believes a comprehensive 'clean' hull standard needs to be developed that is easy to use and allows regulators to assess the level of biofouling on a vessel. The efficacy of implementing an inter-regional pathway management plan is currently unknown so monitoring will be essential to evaluating the uptake of the rules and assessing the effectiveness of the plan in preventing the introduction and spread of marine pests."*

The Royal Forest and Bird Protection Society of New Zealand Inc. expressed similar questions/concerns as NZMSS above:

> *"Clean hull requirements need to be in place at all times to ensure that boating does not contribute to an increase in marine pests where they already exist or the introduction of marine pests into areas where they are currently not established. However it is not clear at what level of slime cover or barnacle infestation cleaning is required. Even at low levels there can be an unacceptable risk of spreading pests to new areas/harbours and to our high value areas."*

Three submitters using a shared template also highlighted concerns over exemptions for boats not moving for long periods and the ineffectiveness of anti-fouling paints:

> *"There needs to be an easy way to apply for an exemption if a boat is not being moved for two months or longer (e.g. on-line form addressing dates, place of mooring (including mooring number or marina berth), owner details, boat name and type, New Zealand contact details if different, time period for exemption up to a maximum). There needs to be careful consideration as to what constitutes a "clean hull" especially for boats in the Opua-lower Waikare-Veronica Channel area. Pacific oysters and barnacles grow very quickly in this area and there are abundant sources of local oyster spat. Boats moored in this locality and hauled and antifouled in December 2018, had extensive and rapid barnacle regrowth and some oyster regrowth after less than six weeks. From then the hulls have required significant in-water cleaning approximately every four weeks. It seems that irrespective of the hull material and the antifouling paint used, the application of new anti-fouling paint has not made much difference to the hull fouling rates in this location."*

In contrast to the above comments, other submitters suggested that though option 1 was their preferred choice, they thought it may not be the most practical option, e.g., an individual submitter from Auckland commented that option 1 was:

> *"… obviously the best, however impractical."*

Several submitters who selected Option 1 also mentioned a desire to protect the marine environment. For example, a Northland resident commented:

> "*The weight of recreational values should not outweigh the importance of water quality and the marine environment.*"

Option 2: A clean hull required only when moving from one harbour/place to another

Following Option 1, the next highest number of submitters chose Option 2 (80 submitters, 24%), with 53 of these providing comments. Themes were identified in much the same pattern as for Option 1, with the greatest proportion relating to practicality and compliance (25 comments), followed by a lack of practical tools (haul-out facilities [5 comments] and ineffective anti-fouling paint [2 comments]), and international and/or commercial vessels as a vector for pests (4 comments).

Several submitters noted this seemed much more affordable than Option 1 for boat owners, which would result in higher compliance. For example, the following three comments were provided by individual submitters from across different regions:

"This will be much more affordable for boaties which will hopefully result in higher uptake and compliance."

"Easier to enforce (but this does need to be enforced to work, particularly at entry point with right of refusal for entry) and simpler to understand for boaties. Does not penalize so much boaties while they are not going anywhere and deals with inconsistency between requiring boaties to maintain a clean hull whilst moored in places (e.g., marinas) with existing extensive biofouling and NIS."

"Pro-active vector management (option 2) promotes a clean hull culture; addresses the compounding effects of pest spread among marinas (and high-value sites); focuses on biofouling associated with moving vessels (the core problem); and provides flexibility to address biofouling (any time at home marinas or at the point of pre-departure [for boaters] and at arrival [for managers]). Adopting a pathway management plan that reduces 'export', as well as 'import', of pests provides the strongest basis for minimizing pest spread."

Option 3: A clean hull required only when moving to specifically identified places (high value areas)

Of the 51 submitters who preferred Option 3, 27 comments were provided. These mostly related to practicality and compliance (7 comments), lack of haul-out facilities (3 comments), and the feeling that pests were already well established in the environment (3 comments).

Notable submitters who agreed with Option 3 and cited practicality issues included the NZDF and Tom Hollings, Executive Officer of the Coromandel Marine Farmers Association.

NZDF commented:

"This option is the most pragmatic and achievable. It ensures that rules are developed having regard to the different marine environments of the specific regions, and gives the RNZN comfort that ships can return to their home port at DNB without having to be cleaned off-shore (which is not a preferred option by MPI)."

The Coromandel Marine Farmers Association felt:

"Having clean hulls when moving between regions is valuable and it is planned to very soon be incorporated into Aquaculture industry biosecurity standards. That concept is likewise seen as valuable for all northern coastal vessels. We suggest the need is to identify and minimise the higher risk movements and that moving around nearby is not per se the issue but rather the issue is as per option 3, moving from where (define) to where (define)."

Those submitters concerned about practical tools for keeping hulls clean most commonly mentioned prohibitive costs and accessibility. For example, two individual submitters from Auckland and Waikato respectively commented:

"It is difficult to get a lift out even in Auckland at short notice as well as expensive to get a hull cleaned may be as often as monthly."

"I agree with action needing to be taken, I also feel the affected areas and councils must take practical steps to ensure relatively easy access to haulout facilities to allow boat owners the opportunity to keep their boat hulls clean and regularly anti fouled."

Finally, the feeling that pests are already established in the marine environment concerned several submitters who made points such as:

> *"Marine pests of the type this discussion is subject to are already established in many Marinas, infrastructure structures and vessel bottoms in Auckland and Northland. The cost of compliance if a blanket regulation was enacted will be excessive. New Zealand is very under supplied with marine service industries and locations that can cope with the implications of the suggested requirements for continual clean bottom. Particularly larger craft in excess of 100 tonne."*

None of the above

The majority of respondents who selected 'none of the above' also provided a comment (60 comments made by 66 submitters). More than a third of these cited a lack of practical tools (including the ineffectiveness of current anti-fouling paint options [23 comments] and lack of haul-out facilities [13 comments]), and another third (21 comments) questioned the fairness of targeting small boat owners, specifically mentioning international and/or commercial vessels and ballast water as important vectors of pest species. The incursion of the *Sabella* was also central to many of these comments, with 11 submitters stating that pests were already well established. Only 6 comments related to practicality and compliance, in contrast to the majority of comments made in support of each of the previous options.

Notable submitters who selected this option were not necessarily opposed to new rules, but tended to request clarification on the possible new rules or provide practical ideas on how they saw the rules being enforced. For example, Chris Galbraith, of the New Zealand Marina Operators Association, commented:

> *"We would like to discuss options but need to be clear on how structure/facility owners are affected by the rules that would be decided for vessels and how these would be policed and who would pay the costs of enforcement."*

Sanford Limited commented:

> *"Sanford supports the concept of a yearly clean hull pass that is issued to all boats both commercial and recreational prior to summer similar to a warrant of fitness. It is important that the certificate is easy to obtain and keep updated - for example the certificate can be stored on a smart phone and linked to the name of the boat. Not carrying a certificate could be subject to minor infringement notices, that escalate in penalty and consequence for repeated non-compliance. The aim of the programme should be to improve boat owner awareness and encourage responsibility. Sanford also supports the clean hull pass being part of a wider pest management awareness education programme and voluntary compliance."*

Aquaculture New Zealand highlighted the importance of all pathways:

> *"Given that aquaculture is setting its own biosecurity standards, it seems appropriate that other pathways in the marine environment have similar rules and standards applied. As such AQNZ would support the development of a rule that ensured clean hull requirements on movements between operational regions and look forward to further consideration and consultation on the development of such a rule. One option would be to develop a 'clean vessel pass' for all watercraft that are anchoring in areas of special significance (or moving*

between operational regions). The pass would be kept on the boat and renewed each year (e.g. between August-December). It could be free for recreational boats, and for commercial ones they would need to have it certified by a registered dive company. Not carrying it would result in an infringement notice with more serious penalties on repeated non-compliance."

Finally, the TCDC commented on the need for a national pathways plan:

"TCDC does not have a view on which of these options is the best approach, Rather, it considers that central government, in collaboration with regional councils and other stakeholders should lead the development of a consistent national rule framework for coastal waters that includes rules, standards, management systems and timeframes for implementation across various pathways. This approach needs to be fully integrated with the frameworks for managing international vessels and aquaculture-related movement of marine pests if effective biosecurity is to be achieved."

The submitters who highlighted practicality and compliance were all highly concerned that any new rules would be unpractical and unachievable. For example, a resident of Northland commented:

"How could you possibly achieve any of these options without astronomical costs? It seems to me the process is almost self limiting."

In addition, approximately half of the comments (12) relating to the lack of practical tools and concern over international and/or commercial vessels were based off a template document distributed by the Russell Mooring Owners & Ratepayers group. The individuals from this group stated:

"My preferred option is that boat owners should be required to ensure their vessel is antifouled and maintained according to manufacturer's specifications and provide evidence to a regional council when requested, such as copies of invoices etc. The cost to boat owners of meeting the unachievable standard, if it meant they had to antifoul their vessels at a shorter interval than recommended by the manufacturer, would be prohibitive. It would also be a waste of boat owners' money because councils are proposing no rules to cover other pathways."

7 Conclusion

Overall, 370 responses were received; 341 submitters completed the survey and responded to the main questions, and an additional 29 submitters responded (by email or a hardcopy version of the survey) but did not provide an answer to one or both of the survey questions.

There were nine key themes that were identified during the analysis of submitters comments, based on the questions posed in the discussion document. These were: 1) Marine protection is important; 2) Practicality and compliance; 3) Regional differences; 4) All pathways are important; 5) No practical tools (including sub-themes of the effectiveness of anti-fouling, a lack of haul-out facilities, and in-water cleaning rules); 6) Distribution of costs (including sub-themes of international/commercial vessels and ballast water); 7) National Plan needed; 8) Pests already established; and 9) Stationary vessels.

Of the 341 submitters who completed the survey, the preferred option for managing marine pests was Option 3 (go even further and make rules for other pathways too) for 126 submitters (37%), followed by Option 2 (lead the way with consistent rules for clean hull) for 102 submitters (30%), 'none of the

above' for 69 submitters (20%), and finally Option 1 (the status quo) for 44 submitters (13%). There were some regional differences, with the preferences of Northland submitters being notably different to the other regions. Only 16% of Northland submitters preferring Option 2 compared with 39%, 46% and 47% of submitters from Auckland, Waikato, and Bay of Plenty, respectively. In contrast, 37% of Northland submitters chose 'none of the above' compared with only 8–9% of those from the other TON regions. The majority of submitters (205, 60%) were boat owners, and overall, their most commonly selected preference was Option 2 (64, 31%), followed by 'none of the above' (61, 30%) and Option 3 (46, 22%), whereas the vast majority of submitters who do not own a boat that lives in the water selected Option 3 (76, 60%).

The preferred option for hull-fouling rules, if they are to be developed, was Option 1 (clean hull at all times) for 144 submitters (42%), Option 2 (clean hull required only when moving) for 80 submitters (24%), 'none of the above' for 66 submitters (19%), and finally Option 3 (clean hull required only when moving to specially identified places) for 51 submitters. Again, the preferences of Northland submitters were notably different to the other regions. Specifically, while only 8–14% of submitters from Auckland, Waikato, and Bay of Plenty chose 'none of the above', the greatest proportion of Northland submitters (33%) selected this option. Overall, boat owners were not polarised on this issue, with relatively equal numbers of submitters choosing each of the four options. Specifically, boat owners preferred 'none of the above' (29%), Option 1 (27%), Option 2 (24%), and Option 3 (20%), whereas the vast majority of submitters (65%) who do not own a boat selected Option 1.

Key messages

Overall, there was a clear call for greater action to address marine pests across the TON regions from both the individuals and the agencies that responded, some of which represent considerable numbers of marine users. In addition, there is likely to be benefit in implementing a consistent approach across the regions because issues around practicality and the ease of compliance were of high importance to many submitters.

Results also indicate there is a significant percentage of submitters who support some form of control on hull-fouling, although this is notably more muted in Northland than the other regions with 33% either opposed to hull-fouling rules or seeking further detail about their implementation.

The differences in submitter responses and comments seen in Northland compared with the other TON regions likely reflect both a higher level of boat ownership and the recent introduction of the Northland Marine Pest Pathway Plan with an associated charging regime. While it seems clear that further engagement with boat owners is required, it is encouraging that many already support the introduction of new hull-fouling rules and desire consistency in these rules across the regions.

8 Appendix A – List of submitters

Table 3. Full names and organisations* of submitters grouped according to their main region of residence.

*Not all listed organisations are officially represented by the listed individual and these must therefore be taken as private submissions.

NORTHLAND

Full name	Organisation
Steve Sinclair	S.V.Crazyhorse
Irene Middleton	Ramboll New Zealand
Robert Powell	
Nigel Brown	
Lorinda Robinson	
Scott Gavin	
Donna Marie Buck	
Nico Sieling	
Mark Huggins	
Max Haag	
David Dalziel	
Don Barker	
Antony Lydiard	
Tim Bingham	
Anonymous	
Geoff Cunningham	
Gary Tettelbach	
Mariao Hohaia	
Bridget Marsh	
Matthew	
Richard Israel	Northland Sea Kayaking
James McGlone	Outward Bound Fishing
Guy Carnaby	
Jack Hamilton	
Gregory Hayes	NZ Federation of Commerceial Fisherman
Michael Paul Bowker	
Isabel Krauss	
Amanda Griffin	
Carl Mather	
Tony Milicich	
Bruce Cartwriht	
Tim Workman	
B J Chetham	Patuharakeke
Antje Muller	
Gary Brian Reti	
Hori Puturangi Mahanga	
Gillian Durham	
John Durham	
Jeanette Harris	

Klaus-Peter Kurz	Russell Mooring Owners & Ratepayers
Warwick Goldstone	
Guy Wilson	
Anonymous	
Peter Williams	Kerikeri Cruising Club
Gary John Underwood	Russell Boat Club NZ
Richard Duley	
Neil Forrester	
David and Avril Warren	
Wayne Monk	
Pip Todd	
Lucy Bilyard	
Warwick Petty	
Tai Petersen	
Clive Nothling	
Anne Walker	
Allan Luckman	
Ross Wagener	
John Buck	
Kevin Philpott	
Graham Gallaghan	Northland Fish and Game
Charles Stephen Western	Kingfisher Yacht Charters
Brian Candy	
Jim Ashby	
Margaret Bishop	
Samara Nicholas	Experiencing Marine Reserves
Steve Croft	
John Grant	
Kim Borgstrom	
Lance Dent	
Donald Beillingham	
William Harold Moloney	
John Fugler	
Philip Lissaman	
Bruce Taylor	
Chris Galbraith	Far North Holdings Limited
Victor Claud Holloway	
Arnold Maunsell	Nga Hapu ki Waitangi
A W Newton	
Peter Boyd	
Karl Fuller	
Garth Craig	
Dean Wright	
Michael John McGlynn	
Jan Henry	Fish Forever
Alan Martienssen	
Rolf Mueller-Glodde	
Kelly Mabee	
Gareth Doull	

Scarlett Bodnar	
Anna Clarke	
Cynthia Matthews	
Pete Richards	
Ben Tombs	
Robert Van pierce	
Rowan Tautari	Te Whakapiko hapu
Ali Judd	
Anne Russell	
Bruce William Mauchline	
Sarah Granich	
David Tiller	
Rene De Vries	
Kerry Payne	
Robyn Parker	
John Martin	Sail South Pacific
F D Godbert	Fish Forever
Stephen Rush	Te Runanga o Whaingaroa
Rodney Dey	
Michael Ludbrook	
Doug Buchan	
Anthony Paul Dunlop	
Vibeke Wright	Marsden Maritime Holdings Ltd
Claire Braiden	
Ian Blackwell	
Caitlin Gray	
K Crosbley	
Ron Cousins	
John Booth	
Hilton Ward	
Victoria Froude	Bay of Islands Maritime Park Incorporated Society
Nicholas Wells	
Judy McHardy	Bushmans friend. LTD

AUCKLAND

Full name	Organisation
Keith Ingram	
Matt Paulin	Neptunes Gear Ltd
Murray Arthur	
Mels Barton	
Shaun Lee	
Brittany Mathis	
Dean	
Michael Backhurst	
Wayne Radford	RnR Charters Ltd
Stephanie Railey	RnR Charters Ltd
H K	
Carina Sim-Smith	
Colin Graham Swabey	

Jonathan Cole	Hobsonville Marina
Mike Ure	
John Snashall	
K W Salmon	K W Salmon
Neil K Williams	
Michael McKeown	
Martin Baker	
Keren Spong	
Catherine Lea	
Brett Green	
Kimberley Margaret	
Edwin Ainley	
Zoe Annys Allan	
Alienor Izri	
Christopher John Field	
C Hawkins	
Roderick Vickery	
Edward (Ted) Marcus Bosch	yachtclub
Neville Mace	
Pani Gleeson	Nga Maunga Whakahii o Kaipara (Ngati Whatua o Kaipara)
Scott Lomas	Te Kawerau Iwi Tribal Authority
Scott Trask	Western Computers
Andy Winter	
Simon Briscoe	
Boud Hammelburg	Weiti Boating Club
John Wicks	
Antony Barker	
Anonymous	
Dennis George	
Nerine Walbran	
Anonymous	
Chris Hamblin	
Christopher Hood	
Laura Richardson	
Malcolm Woolmore	Tainui
Bob Hessey	
Maria Heer	Waiheke High School
Taryn Wilks	Sustainable Aotea
Thomas Malcolm	Puna Consultants Ltd
Chad Thompson	
David Melrose	David Melrose Design Marine Ltd.
Evert B Metz	
Allen Moore	
richard hart	
Ann Franich	
Anonymous	
Lucy Underwood	
Grant Brown	Sandspit Marina Society
Hugh O'Reilly	
Justin Hamilton	

Mike Leyland	
D Dolbel	
John Ellingham	
John Welsford	Engineering and Marine Design Ltd
Shaun Holmes	
Shane Wright	UoA
Dan Breen	AUT
Neil Bramley	
Sharron Todd	
James Thompson Hudson	
Anonymous	
Simon Adamson	
James	
Joe Nowak	Marathon Products Ltd
Graeme Haszard	
Anonymous	
Marea Gorter	
Iain Newton	
Lyn Happy	
Wayne Blair	
Kat Garrett	
Pieter deBruis	
Jerome Pretorius	
Bryan Connell	Riko Boat Charters
Simba Mtakwa	
Mila Mionnet	
Quentin Allan	AUT
Danny Brown	
Ben Skelton	
Terry McCarthy	
Matthew Macdonald	
David Charles Smith Roberts	
Arielle Rae Aguilar	
Patrick O'Meara	Tamaki Estuary Protection Society Inc
Darren Knott	
Andrew Wardman	
Kim McNamara	
Aamon Chetty	Isthmus
Elizabeth Norquay	
Helen Gregan	
Steve Davies	
Brian Feldtman	
James Andrews	Ngati Paoa
Warren Edwin Crook	
Nick Beveridge	Royal Forest and Bird Protection Society of New Zealand Incorporated
Tina Paye	
Peter Crane	
Tony Simpson	

Tayla-Paris Tabrum	
Jenny Dare	
Peter Sharps	
Zack Fell	
Poi Teei	
Glenn Aguitar	Unitec
David Hollingsworth	Marina Consultants Ltd
Chris Galbraith	NZMOA
Kevin Pugh	
Marcus Cameron	Tonkin+Taylor
Ian Duncan	
New Zealand Defence Force	New Zealand Defence Force
Alison Undorf-Lay	Sanford Limited

WAIKATO

Full name	Organisation
Chris pevreal	
Glenn Clough	Marine Protection Solutions
Anonymous	
Joe Kuizinas	
Lionel Gibbs	
Mitch Pascoe	
Guy Banhidi	Dive Revive Ltd
John Sanford	Waikato Regional Council Coromandel Catchment Committee
Mitchell Edwards	Thames Sailing Club
Anne Stewart Ball	Nil
Elizabeth M Young	
Bruce McKenzie	
David Munday	Whitianga Marina Society Inc
Brian Gilliland	TYPBC
Alison Denton	
Peter Abrahamson	Whitianga Canal Management Ltd
Paula Thompson	Ngati Paoa
Messina Waitaci	
Luke Turner	
Dr Kate James	
Leslie Vyfhuis	Thames-Coromandel District Councill
Tom Hollings, Exec. Officer	Coromandel Marine Farmers Association

BAY OF PLENTY

Full name	Organisation
William Dyck	
Bill Faulkner	
Gregg Marchant	Ocean Protection Foundation
Helen Coatsworth	
Peter Goad	
Murray John McAlonan	

Andy Price	
Murray Grainger	
Sam Dunlop	
Russ Hawkins	Fat Boy Charters Ltd
Reuben Fraser	Bay of Plenty Regional Council
Keith Taylor	Carson Taylor Co Ltd
Philippa Judith Howcroft	
Te Peara Webster	All Iwi
Richard James (Chair)	Tauranga Forest and Bird
Kate Graeme	
Sunny Peeters	
Karan Alten	
Cara Venter	PVT
Andrew Knowles	
Peter Hughes	
Roger John Rushton	TYPBC
Adam yates	
Ramon Carter	
Graeme burton	
Bruce Goodwin	
Anna Barnes	
Geoff Inwood	
Talbot Munro	
Christopher Noel Battershill	University of Waikato
Rex Fairweather	Self employed
Kevin B Johnson	Florida Tech/University of Waikato
Paul Mitchell	
Peter Vitasovich	Whakatohea Mussels (Opotiki) Ltd.
John Wilson	Whakatohea Mussels (Opotiki) Ltd.
Tracey Blackwell	
Carl Smith	
Doug Esterman	
Gun Caundle	
Bill van der Vlerk	
Ray Findlay	
Nick Wrinch	Kensington Gardens
Tracy Scherer	Seahorse Equipment Ltd.
Jo Robertson	
Tony Arnold	Tauranga Bridge Marina
John Gray	
Julie Bailey	
John Crisp	
Sam Weiss	
Phil Wardale	Tauranga City Council

ELSEWHERE IN NEW ZEALAND

Name	Organisation/iwi
James Higgins	Sanford
Peter Lawless	The Lawless Edge Ltd
Jeannine Fischer	
Chris Woods	NIWA

David Webb	Marlborough District Council
Craig Nasey	
David Owen	
Jono Underwood	Marlborough District Council
Rob Greenaway	
Viki Moore	
Bruce polkinghorne	
Richard Morris	
Paul Wilson	
David John Clark	
Alice McNatty	Hawke's Bay Regional Council
Alex Halliwell	Student, Victoria University of Wellington
Davor Bejakovich	Greater Wellington Regional Council
Lu Maultsaid	
Graham Sullivan	Environment Canterbury
Ian Davidson	Cawthron
New Zealand Marine Sciences Society	
Dave Taylor	Aquaculture New Zealand

OVERSEAS/REGION NOT GIVEN

Full name	Organisation/Iwi
Nigel Fox	
Omer Aksoy	
Juliane Chetham	Patuharakeke Te Iwi Trust Board
Klaus Kurz	
Adrian Pettit	
Hugh Rihari	
Mere Kepa	
Colin Summers	
Fritz Scharnweber	
Toni Lloyd	
Pete McNabb	
Ray Chaprieu	
Sabbir	
Daniel Ross	
Lee Cahill	
Duke George	
Ashneha	
David Collins	
Toni Stevenson	
Anthony Good	
Steven Farrar	
Peter Lord	
Akioti Rishal Lal	
Bill Maxwell	
Malcalm Kidd	

Tony Cox	
Peter Busfield	Executive Director, NZ Marine Industry Association
Nigel Tutt	
Tame teRangi	For and on behalf of Te Rūnanga o Ngāti Whātua
Sandra Barber	
Peter Charles Rolfe	
U Schmutzler	
Vic Campbell	
Denise Campbell	
John Booth	

9 Appendix B – Engagement summary

Table 4. Summary of publicity and engagement activities each region, Biosecurity New Zealand, and DOC conducted to publicise and attract submissions.

Stakeholder	Date(s)
Email	
MPI national stakeholder list	• 18/03/2019
Marine biosecurity partnerships (Fiordland and TOS)	• 18/03/2019
Internal MPI to all MPI marine experts	• 18/03/2019 • 4/04/2019
Internal DOC to all marine and biosecurity staff	• 2/05/2019
Auckland Council stakeholder email list	• 15/03/2019 • 24/05/2019
Mahurangi Harbour marine farmer email list	• 16/04/2019
Auckland Council iwi representative list	• 19/03/2019
Northland mooring register list + Northland Regional Council iwi and stakeholder list + Northland territorial authorities	• 20/03/2019 • 7/05/2019
Waikato marine stakeholder and iwi email list	• April
Bay of Plenty Regional Council Toi Moana to Tame Malcom	
Media release	
Auckland Council website	• 19/03/2019
Northland Regional Council website	• 18/03/2019
Bay of Plenty Regional Council Toi Moana website	• 21/03/2019
Waikato Regional Council website	• 18/03/2019
Printed Material	
Discussion documents and pamphlets distributed at all Auckland high-use boat ramps and marinas through an extensive outreach programme	• Throughout consultation
Discussion documents and pamphlets distributed to all Northland marinas, some boating/fishing clubs and haul outs	• Throughout consultation
Discussion documents and pamphlets distributed to all Northland Regional Council offices, posters at key sites	• Throughout consultation
Discussion documents and pamphlets distributed to Waikato mooring holders, community groups and industry	• During April

Available from all Waikato Harbour Masters and Waikato Regional Council reception	• Throughout consultation
Public Event	
Orewa Community Centre (Auckland)	• 17/04/2019
Westhaven Marina (Auckland)	• 18/04/2019
Buckland and Eastern beaches Memorial Hall (Auckland)	• 10/04/2019
Henderson Council Chamber (Auckland)	• 2/05/2019
Bay of Plenty Regional Council Toi Moana hosted public drop-in workshops	• 29 April and 1 May – Tauranga • 30 April – Whakatane • 2 May - Rotorua
Hutchwilco boatshow stand, Auckland	• 16–19 May
Social Media	
Biosecurity New Zealand Facebook page and Ko Tatou "This is Us"	• 19/03/2019
Northland Regional Council Facebook page	• 12 April + reminders: • 19, 29 April • 15, 23 May
Waikato Regional Council Facebook page	• 19/03/2019
Bay of Plenty Regional Council Toi Moana Facebook page	• 14/05/2019
Auckland Council Biodiversity Facebook page	
Sailword Facebook page	
Westhaven Marina Facebook Page	
Webpage	
Sailworld.com	• 17/04/2019
bionet.com with links to further information	• Throughout consultation
Other	
Auckland	• 2/04/2019
Auckland Council iwi hui	
Bay of Plenty Regional Council Toi Moana Key Stakeholder workshop	• 14/05/2019
Waikato iwi	
Waikato territorial authorities	• April