Guide to intertidal and anti-fouling of vessel hulls in Tasman and Nelson

CAPTURE ALL WASTES
NO DISCHARGING CONTAMINANTS

Introduction

This Guide covers cleaning of vessels out of the water between tides.

From a biosecurity perspective, removal of hull fouling from vessels is desirable in reducing the risk of spread of harmful organisms in the marine environment.

However, where this is done outside approved facilities, there is risk of release of toxins and of harmful organisms into the marine environment.

People who undertake such work in an irresponsible way risk breaking the law and can face big penalties.

These guidelines describe minimal impact practices for non-commercial intertidal hull cleaning in Tasman and Nelson. They do not constitute legal guidance and could not be used as a defence against offences under the Resource Management Act or Biosecurity Act.

Discharge of contaminants into the marine environment is not permitted in Nelson or Tasman without a resource consent. Discharge of contaminants is covered by the Resource Management Plan of each council and by relevant Acts of Parliament. The Council staff can advise on particular requirements in their area.

Your Council strongly encourages you to use shore-based facilities for anti-fouling coating maintenance whenever possible.

Note that the foreshore and seabed may be managed by port companies or may have a private owner. These may have their own rules.

Principles

The following principles summarise guidelines issued by the Ministry for Primary Industries for all of New Zealand:

1. We need to stop marine pests hitchhiking but not pollute the sea in the process.
2. Managing fouling on vessels and movable structures helps operators as well as the environment.
3. It is preferable to stop fouling getting onto vessels and movable structures than to be constantly cleaning them.
4. Avoid release of toxic chemicals and invasive aquatic species into the environment.
5. The removal of vessels and movable structures from the water for cleaning and maintenance should, where practicable, be used in preference to in-water operations[1].

[1] Anti-fouling and In-water Cleaning Guidelines These guidelines are intended to replace the ANZECC Code of Practice for Anti-fouling and In-Water Hull Cleaning and Maintenance, 1997 (the ANZECC Code of Practice). current 14 October 2011 ISBN Online: 978-0-478-38744-5 ISSN Online: 2230-2816

Good cleaning practice

The cleaning of vessels in approved facilities on land is always preferable to intertidal cleaning on beaches or grids.

Where that is not possible the following guideline should be followed:

1. Pressure water-blasting and abrasive grit blasting should not be conducted in the intertidal environment.
2. Wherever feasible, mechanical or manual buffing and scraping should be used, as solid wastes are less likely to escape and more likely to be retained for disposal. These processes should be carried out wet to reduce the potential for aerial distribution of wastes.
3. All waste and debris should be collected using tarpaulins or drop-sheets and by avoiding work during windy conditions. Removal of coatings by wet sanding or scraping is preferred to chemical paint stripping as it creates less toxic waste material. The use of a heat gun can make coating removal easier on some surfaces. If chemical paint strippers must be used, consider soy-based or water-based products that are less hazardous. In all cases it is recommended that manufacturer's instructions are sought to determine the safest and most appropriate method for removing coatings.
4. Any removed material or liquid should not be allowed to enter the intertidal environment.
5. All residues, solid coatings, liquid or any other form of waste, including removed biological material and used product containers should be collected and stored for disposal in line with the requirements of the relevant authority.
6. Anti-fouling coatings should not be incinerated as this may generate toxic fumes, smoke and gases.

Application of anti-fouling

1. Spray application should not be used in the inter-tidal environment as spray drift in inevitable under these conditions and will result in the release of toxic material to the marine environment.
2. The entire area for the work should be covered with waterproof material with raised edges to act as a bund so no toxic material can be lost.
3. Preparation and mixing of anti-fouling coatings must never be carried out in intertidal areas.
4. Spills should be cleaned up using absorbent material and any residues should be allowed to dry rather than being washed into the intertidal environment.
5. Any excess coating, empty coating and thinner containers and other material contaminated with primer, anti-corrosive or anti-fouling coatings should be disposed of as controlled waste. Empty coating and thinner containers should be allowed to air dry in a well-ventilated area prior to this. Coatings should not be allowed to enter the intertidal environment.
6. Operations should be conducted so there is no run-off water.
7. Contaminants such as coatings, pesticides, thinners, oils, detergents, paint strippers, etc. should be stored outside the intertidal environment in accordance with Material Safety Data Sheets.

8. Relevant information on handling of, or exposure to coatings, thinners and other materials used during the application process should be obtained from the product label, the manufacturers' websites (e.g. Material Safety Data Sheets) or the retailer, and adhered to at all times.

9. The recommended drying time of the primer and anti-fouling coatings must be observed to achieve optimal adhesion and coating performance. Premature over-coating or submersion will compromise coating adhesion and/or anti-fouling and anti-corrosion performance.

10. No application should be done in temperatures less than 15 degrees as the drying time for immersion will be exceeded for most paint formulations at the point the tide returns.

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