

DOC SailGP Operations Plan

16-19 March 2023

1. Purpose

To manage 1) a dolphin strike event associated with SailGP and 2) visitor safety and behaviour on Otamahua.

Your **safety** and vessel safety is the first priority

Partnership: The management of any incident will be done in partnership with Ngāti Wheke. DOC and Ngāti Wheke will lead different aspects of a strike incident. For example:

- Both vessels may help in the recovery, but the DOC vessel will lead with support and spotting from the Ngāti Wheke vessel. Vessels to only enter the racecourse after 'safety all clear' from SailGP and yachts are off there foils.
- If a dolphin is recovered (alive or dead) then it will be transported to [REDACTED] s.9(2)(g)(ii). The dolphin is a taonga species and is also evidence for a potential prosecution.
- Ngāti Wheke will lead the respective Tikanga (DOC to support)
- If necessary, DOC will carry out any euthanasia – public and media excluded.
- Any further Tikanga will be carried out by Ngāti Wheke before DOC carries out its measurements and transports the dolphin to Massey University for a necropsy.

2. Roles & responsibilities

Ngāti Wheke contacts

- [REDACTED] s.9(2)(a)
- [REDACTED]
- [REDACTED]
- [REDACTED]

Liaison with race organisation – based in the race control room, Scout Hall, Naval Point

- Andy Thompson [REDACTED] s.9(2)(a)
- [REDACTED] s.9(2)(a)

Communications – based in the race green zone at Navel Point)

- Michael Hayward [REDACTED] s.9(2)(a) – Team lead
- Abby Lawrence [REDACTED] s.9(2)(a) – Decision support, comms support and iwi liaison

Kahukura operations and dolphin recovery – based on the water adjacent to the race course

- Tom MacTavish [REDACTED] s.9(2)(a) – Skipper and team lead
- Craig Alexander [REDACTED] s.9(2)(a) Comms and recovery, firearms and euthanasia

- Alison Evans (skipper & crew)
- Ngāti Wheke representatives (alternating):
 - s.9(2)(a)
 - s.9(2)(a)

Compliance operations – based on Kahukura - Compliance plan in place

- Marlous Hejjs – s.9(2)(a) Compliance
- Graeme Scott s.9(2)(a) - Compliance

Island Operations – visitor management and visitor safety (Thursday morning to the Island)

- Murray Lane s.9(2)(a) - Team Lead
- Tony Adern s.9(2)(a) – support

Marine advice

- Mike Ogle - Marine Tech Advisor s.9(2)(a)
- Darren Foxwell – Marine Tech Advisor s.9(2)(a)
- Lydia Uddstrom – Vet s.9(2)(a)

Dolphin Transportation

- Chris Reich s.9(2)(a)

3. Access

Access to Lyttelton is controlled and limited. Car parking is at a premium. Car-pooling into and out of Lyttelton will be necessary for all and special passes are necessary. Be in tidy DOC Green uniform and be in DOC badged vehicles. Only one car is allowed into the Green Zone. Carparking for the marina is controlled by the marina.

Rapaki parking: Ngāti wheke have roped off an area for us to park our vehicle and or boat trailer if need be. This is right at the end of the road down on the grass by the church. NB: They will be closing Rapaki drive at the top but we will be able to get through.

Carpooling:

Two vehicles are to be travelling over, the ute LMS, and a marked compliance vehicle. Both vehicles will meet at Rapaki, where the compliance vehicle will be parked, and LMS will shuttle the team into Lyttelton in two trips.

- Current plan is for Graeme to pick up Marlous on the way to Rapaki in the Compliance car.
- Abby, Tom, will head over in LMS.
- TBC which car will pick up Michael/Craig due to different start times.

- Andy is also to be picked up on Thursday Morning, and dropped back on Sunday evening.

Addresses for pick up:

- s.9(2)(a)

Chris Reich will be on call and responsible for picking up a dolphin from s.9(2)(g)(ii) and getting it to the airport to Massey University.

4. Start times

	Time	Staff	Location	
Thursday	0730 hours	Tom and Alison	Naval Point Marina	Boat checks and prep
	0830 hours	Marlous, Craig, Graeme, Kahukura NW rep.	Rapaki boat ramp	Kahukura to pick up crew.
	0830 hours	Andy, Abby, s.9(2)(a) Michael	SailGP Base – Scout Hall	
	0130 hours	Kahukura to meet Kaiwaka	Out from Naval Point	
Friday	0100 hours	Tom, Alison	Naval Point Marina	Boat checks, prep, shuttling Andy from Otamahua
	0110hours	Marlous, Craig, Graeme, Kahukura NW rep.	Rapaki boat ramp	Kahukura to pick up crew
	0110 hours	Andy, Abby, Michael, s.9(2)(a)	SailGP Base Scout Hall	
Saturday	0120 hours	Tom, Alison	Naval Point Marina	Boat checks, prep, shuttling Andy from Otamahua
	0130hours	Marlous, Craig, Graeme, Kahukura NW rep.	Rapaki boat ramp	Kahukura to pick up crew
	0130 hours	Andy, Abby, Michael, s.9(2)(a)	SailGP Base Scout Hall	
Sunday	0120 hours	Tom, Alison	Naval Point Marina	Boat checks, prep, shuttling Andy from Otamahua

		0130 hours	Andy, Abby, Michael, s.9(2)(a)	SailGP Base Scout Hall
	0110hours	Marlous, Craig, Graeme, Kahukura NW rep.	Rapaki boat ramp	
	0110 hours	Andy, Abby, Michael, s.9(2)(a)	SailGP Base Scout Hall	

5. Communications

- Cell phone, (these could get overloaded as per issues several weeks ago in Christchurch)
- Channel 13 on DOC radios (this is our secure, reliable link)
- Robin Smith will be one of the observers and will pass on any required updates to us via Channel 13
- A radio for communicating with other race vessels if there is an incident will be provided to Kahukura from SailGP.
- Kaiwaka will also have a DOC radio for communications.

6. Scenario ... a strike occurs and we have an injured or deceased dolphin

Follow the 'collective operational response' on the page below. The priority is 1 safety, 2 recovery of the mammal and humane treatment while observing tikanga, 3 compliance, 4 media and comms, 5 race organisers. (*Hector's Dolphin Recovery Plan attached at the end of this document.*)

1. Andy will be DOC IC, will liaise with race organisers, and s.9(2)(a) /Ngāti Wheke.
2. Andy to get the all clear from race organisers to Tom and will help get Kahukura to the marine mammal. Comms is to be through Channel 13 and the race radio.
3. s.9(2)(a) will be communicating to Kaiwaka.
4. Tom will lead recovery operations on Kahukura (if possible) once the all clear is given to enter the course (from Andy) safely and all race boats are off the foils. Kaiwaka and crew to support recovery operations as per attached recovery plan.
5. Craig will assist Tom and also carry out the recovery, treat the dolphin with dignity, but also ensure it is secure on Kahukura out of sight from the public. Marlous and Alison will also assist. If necessary, advice will be sought from DOC technical advisors/vet.
6. The Ngāti Wheke representative onboard Kaiwaka will carry out any necessary immediate tikanga on board. Marlous and Graeme to carry out any immediate compliance work also.
7. Andy to inform Jo as Operations Director
8. Kahukura and Kaiwaka travel s.9(2)(g)(ii) where further tikanga from Ngāti Wheke will take place and the dolphin is unloaded.

9. If euthanasia is necessary, it will be carried out by Craig (1), Tom (2) or Muz (3) with advice from the DOC marine team (Craig). Police will be contacted each morning via 105 (Craig).
10. Euthanasia, if necessary, at secure location s(2)(g)(h) (after appropriate tikanga is observed) with support from Tom and Rūnanga.
11. Compliance team to gather evidence and measurements then depart for Race HQ (if racing has been stopped). Graeme and Marlous will commence the investigation as per compliance plan. If racing starts up again they will aim to be back on Kahukura.
12. Chris Reich to collect dolphin and transport to airport. Massey University is already informed.
13. Abby will lead on-going liaison with Ngāti Wheke, support Andy at race HQ and help Michael with comms from the communications plan.
14. Michael will lead media communications with our pre-planned messaging.
15. Once a dolphin is collected it may be necessary to get Kahukura and Kaiwaka back on the water depending on the decision by SailGP.

Excerpt from email on potential timings...

“These are some very tricky questions Tom. I understand the pressure you will be under to deliver a successful event. Our role is different and the answers below (in blue) reflect our legal responsibilities and desire to see Hector's Dolphin populations thriving .

From a SailGP perspective, it seems we should plan for the shortest window in any strike scenario to be around 30 mins to the completion of mammal recovery and assessment?

As we have said, 30-40 minutes is our minimum estimate for a MM recovery, where it is easily located and recovered. This does not include transporting this mammal to a location where it will be assessed, euthanised, and appropriate tikanga observed. This will be a serious situation, as the mitigation measures in the plan may not be working at this point. And so we may have little or no confidence that we can avoid another strike. Our compliance processes will also start at this point because a marine mammal has become injured to the point it needs to be euthanised or it has died.

Appreciate that it will vary contextually but would it be fair to assume that if there is a mammal injury (rather than death), it is more likely that racing will be able to resume on that day?

This is a decision for Sail GP. But please note the above comments, injury or death is a potential offence. If a mammal has been struck and wounded, and we are unable to recover it within an hour, we will most probably accept that we will be unable to recover it. (Unless someone is actively tracking the mammal). In this case the marine mammal could still die at a later time and be recovered from a beach. Whether racing could resume will depend on the circumstances. For example: confidence in the mitigation measures will depend on whether they have failed early on, or how many dolphins are still present on, or near the course.

Do you anticipate any mammal scenario that may cause the whole event to be advised to be cancelled from DoC / THoNW ?

We cannot speak for Ngāti Wheke. One dead marine mammal or one severely injured marine mammal with other mammals still present, probably tells us the mitigation measures are not working. And one wounded or dead marine mammal is one too many. It's unlikely DOC would support any further racing if there is a wounded or deceased marine mammal and the mitigation measures aren't working. The decision to race is a SailGP's decision.

The other scenario could be when marine mammals are present on the course, and won't clear the course.

7. Visitor safety and behaviour, 17-19 March, Otamahua

Ensure people on the Island are aware of the risk of falling off cliffs if anyone is watching the race from the Island itself (note there is an observer on the Island – please assist them if required).

Regularly check people are well back from the cliffs and lay tape if necessary.

Ensure people follow the normal rules around rubbish, dogs, fires, boats, hut use, camping etc

8. Public and the media

The public: It's possible there could be protesters at the event and people could approach DOC asking "why have we allowed this event to take place when we know dolphins would be at risk". It's possible people will ask these questions while filming staff at the same time.

All staff are to be polite and professional. There are three messages you can discuss then politely withdraw to let people know we have work to do. Any further queries from anyone can be redirected to Andy Thompson via email athompson@doc.govt.nz.

The key messages are:

1. DOC does not have the power to prevent or approve yacht racing events
2. Our chief concern is the welfare of the dolphins that call Whakaraupo home
3. Our role in the event has been to 1) work with SailGP to develop the best possible mitigation measures to avoid a situation where a dolphin has been struck; 2 to follow up on any incident from a compliance perspective.

The media: No discussion with the media please (and you may get some pressure). If there is a strike there could be significant filming and interest in what we are doing. Remain professional at all times – even if there is not a strike. All media is to be directed to the DOC media team via media@doc.govt.nz and all media enquiries will be responded to by Michael and Andy with support from Abby as per the communications plan.

9. Training, racing plans & start times for DOC staff

Wednesday

Walk through Wednesday 15 Mar 2023 · 01:00 – 03:00 1.30pm - 3.30pm Scout Hall Navel Point (Marlous, Graeme, Andy, Abby, Craig, Michael).

Tom and Alison transport Kahukura to the site, launch and get familiar with the waters and berth.

Thursday

Tony and Murray will travel to Otamahua.

DOC dolphin recovery drill. Arrive at 8.30 at Rapaki boat ramp (Skippers to arrive earlier and get the boat ready). This will involve a practice recovery (Tom is team leader). Marlous has volunteered to be the dolphin. Comms will be checked with Race HQ (Andy and Abby).

DOC and Ngāti Wheke will start their drill at 10:30am to practice recovery and search patterns and practice comms.

There will be a race shut down drill and practice for this scenario in the afternoon at 1500 hours.

There may be one yacht on the water operating (assuming with fixes from Sydney). This will give us a chance to look and learn how these vessels move. Thursday is also a good day for us to run through our plans (again), check comms and the locations where we will need to operate and get the vessel secured at the marina. Thursday is also when observers will be practicing. We need to be on call for a strike incident. Kahukura and DOC staff to be in position by 9am

Friday. From mid-day. Full practice with 9 yachts. Risk of incident high. We need to be ready to respond immediately to a strike incident. Less pressure over timeframes. We can take our time with a recovery etc. Kahukura and DOC staff to be in position by 11am.

Saturday and Sunday – Race days. Risk of incident high. We need to be ready to respond immediately to a strike incident. Maui 63 drone operating with early morning flights handing information over to the observers. Andy has done contact details. Assume everything we do is being filmed or photographed. 3 x 17min races with a 12 min window in between each race. Racing starts around 1500hrs. Kahukura and DOC staff to be in position by 1pm.

10. References:

Appendix - Collective Operational Response

Appendix - Dolphin Recovery Plan

Communications Plan

[docCM - SailGP Marine Mammal Management Plan – DOC comms approach and messages](#)

Compliance Plan (confidential)

Mahaanui Boat Safety Plan - 2022-23

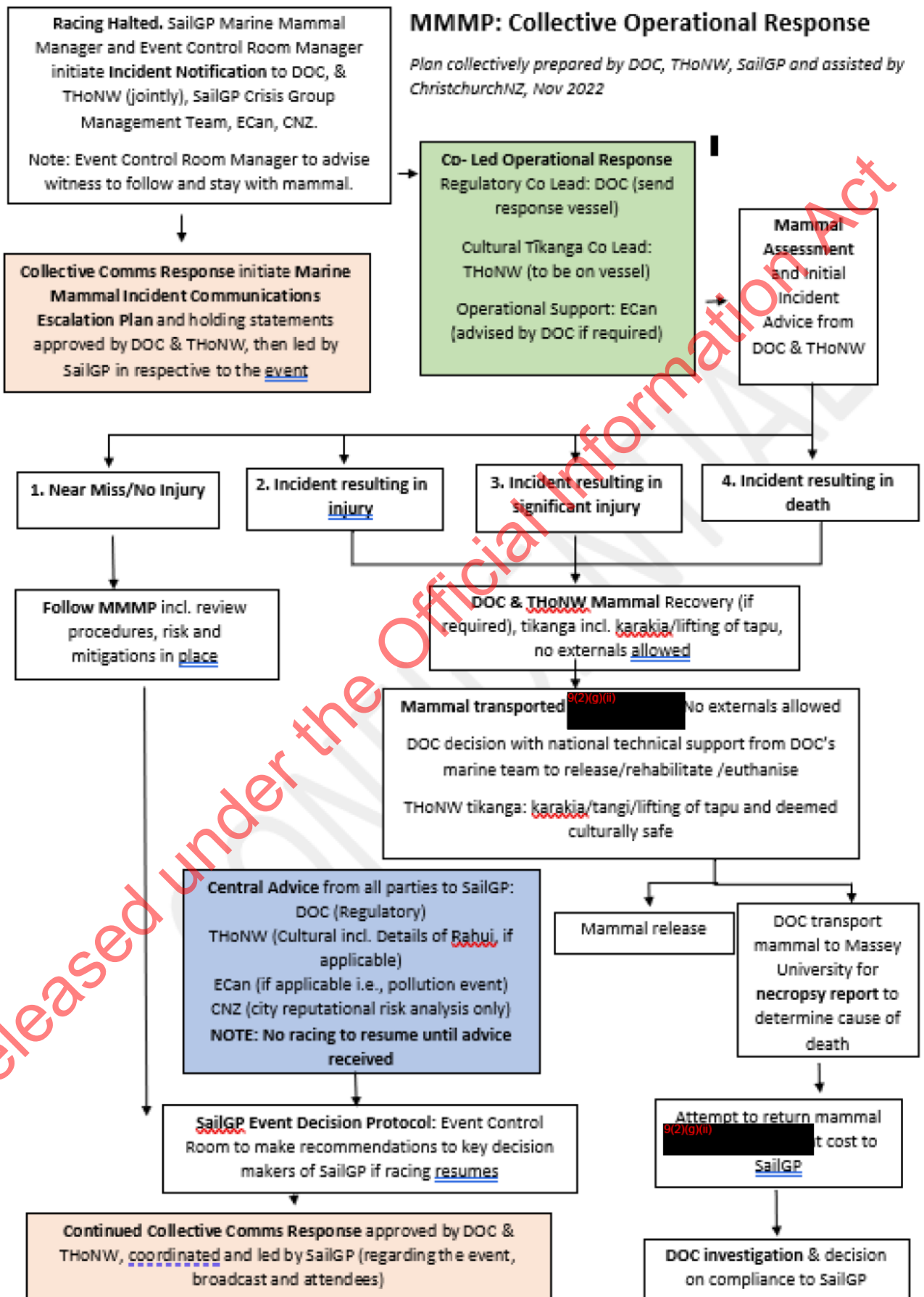
<https://doccm.doc.govt.nz/cwxv4/wcc/faces/wccdoc?dDocName=DOC-7288679>

Mahaanui Firearms Safety Plan - 2022-23

<https://doccm.doc.govt.nz/cwxv4/wcc/faces/wccdoc?dDocName=DOC-7288680>

Mahaanui Wildlife Safety Plan - 2022-23

<https://doccm.doc.govt.nz/cwxv4/wcc/faces/wccdoc?dDocName=DOC-7288678>



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