

Extracts relevant to the environmental impact of tourism in New Zealand from the document “Marine narrative – the marine domain, MfE’s aspirations and how we’re going to get there”

The following paragraphs were extracted from a Ministry for the Environment internal document because they were deemed relevant to the environmental impact of tourism in New Zealand. The original document is a working document, for internal purposes only and does not represent Government Policy. All extracts are direct quotes.

Extracts:

From Section 1.0: *Purpose and Key messages*

“The purpose of this narrative is to provide a brief overview of the marine domain and the Ministry’s aspirations for what we think the marine domain needs to look like for a prosperous and livable New Zealand, and to link these desired outcomes with the marine team’s priorities and work programme.”

From Section 2.2: *Information about the marine environment*

“As New Zealand’s population has increased, and technology has advanced, pressures on inshore coastal areas such as Kaipara Harbour and the Hauraki Gulf have also increased. These pressures come from a range of activities e.g. recreational fishing and boating, tourism, dairy farming, aquaculture and coastal habitation. Although these areas of intense use may be relatively well described, we do not necessarily know enough about the cumulative effects of activities or how to manage them. It is important that we improve our understanding of cumulative effects and adjust our management practices accordingly.”

From Section 2.5: *Pressures on the marine environment*

“Sea-based activities such as transport and tourism also contribute to marine pollution. There are both marine and cross-domain effects from these activities, such as sewage and air pollution in harbours from cruise ships. Given the increasing focus on marine tourism in New Zealand (e.g. 77 cruise ships are scheduled to visit Wellington harbour over the 2015/16 summer), it is important that we understand the effects of tourism activities in our territorial sea and exclusive economic zone. Our limited understanding of the impacts means it is difficult to know whether we need to regulate these activities. For example, New Zealand has not signed up to either Annex 4 or 6 of MARPOL (which regulate sewage and air pollution from ships), and a better understanding of impacts may lead us to advocate for becoming a signatory”.

From Section 3.2: *Incentives and challenges for management of the marine domain*

“In 2002, marine tourism provided over \$50million to the NZ economy. In 2013 in Kaikoura, 1 in 8 jobs is supported by the tourism industry, which is focused around the marine environment.”