

# Marine Non-Native Species Risk Reduction Guidance

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#### Objectives:

- Raising awareness of marine NNS with stakeholders
- •Work with stakeholders developing guidance to reduce the risk of introduction and spread

Pathways Advisory Groups

Recreational boating and water use

Commercial shipping and industry

Aquaculture

**Fisheries** 



- Marine Alien Champions –
   North Wales
- Biosecurity Planning Guidance
- Biosecurity Planning Training
- Shellfish aquaculture guidance/leaflet
- Marina operators and boat owners – in-water cleaning advice
- Ireland environmental management



GUIDANCE FOR PRODUCING SITE AND OPERATION-BASED PLANS FOR PREVENTING THE INTRODUCTION OF NON-NATIVE SPECIES

Final Version: 21 January 2014



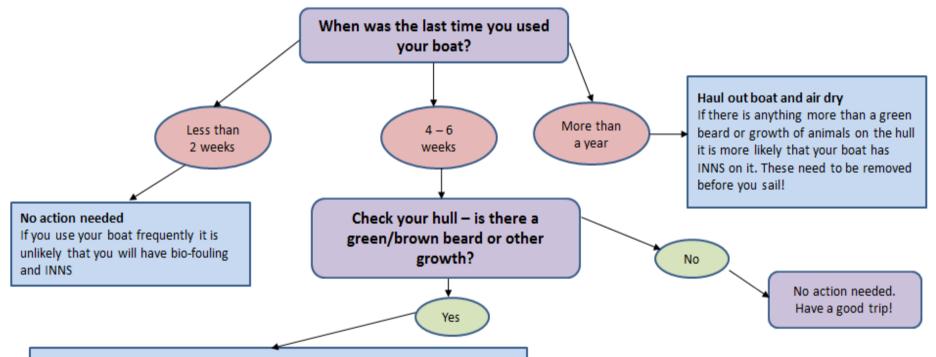


#### Use your boat!

- It is best practice to haul out and antifoul your boat annually to prevent bio-fouling.
- The more you use your boat the less likely species will accumulate and the more effective your antifoul will be.
- Try to use your boat at least every 2 weeks over summer/growing season. Even if you are
  just visiting your boat take it for a short run away from your berth or mooring.

#### Before you leave

If you haven't frequently used your boat you may have accumulated bio-fouling which could include invasive non-native species (INNS).



#### Do some cleaning

- BEST OPTION: From your dinghy, use a sponge to clean as much material off as you can. If possible collect this into a bucket or bag for disposal on land.
- ALTERNATIVE: From the pontoon or from your boat, use a long handled brush to clean off material

#### Visitors: Remember

It is better to remove any potential INNS in situ at your home harbour before transferring them somewhere else



## The need for Biosecurity Planning



Responsible for this operation? Pathways

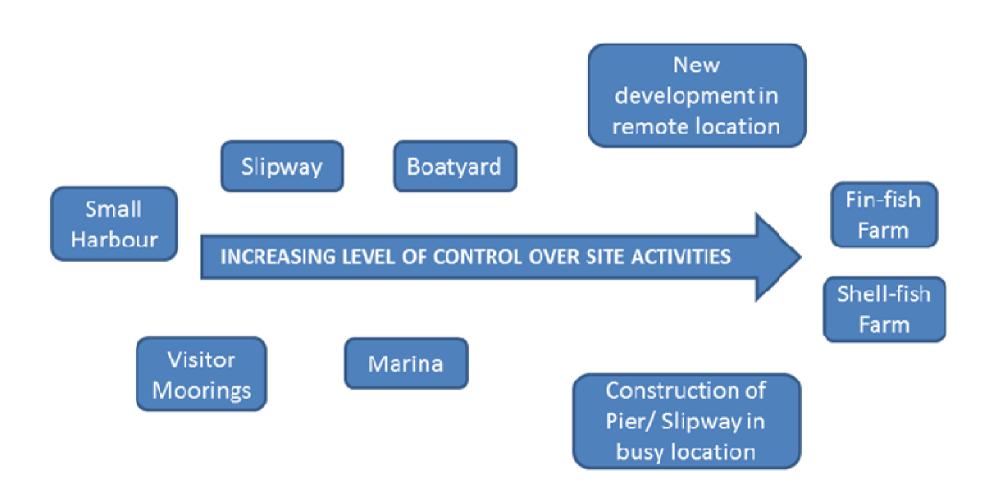


## Developing the guidance

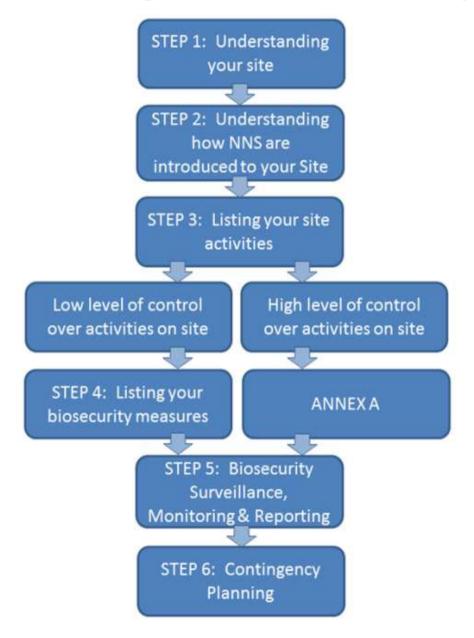
SITE CHARACTERISTICS



# Marine Biosecurity planning and spectrum of control



## Producing a biosecurity plan



# Biosecurity planning in practice





### Biosec

- Site evaluat
  - Salinity, t
- Vector evaluation
  - Boats : O
  - Type of B
  - Pontoons
- Critical Con
  - CCP 1: O
  - CCP 2: Ja



# Action plan based on risk

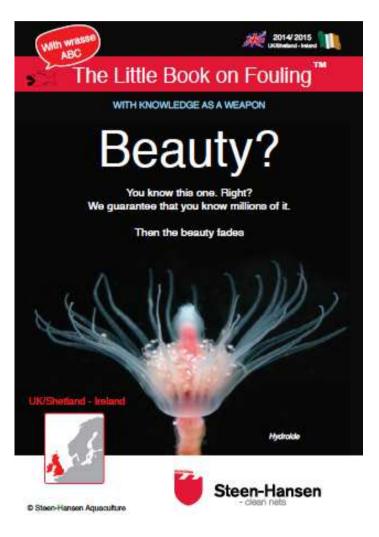
Rank	Description	Visual estimate of biofouling cover
0	No visible fouling. Hull entirely clean, no biofilm <sup>a</sup> on visible submerged parts of the hull.	Nil
1	Slime fouling only. Submerged hull areas partially or entirely covered in biofilm, but absence of any plants or animals.	Nil
2	Light fouling. Hull covered in biofilm and 1–2 very small patches of one type of plant or animal.	1–5 % of visible submerged surfaces
3	Considerable fouling. Presence of biofilm, and fouling still patchy, but clearly visible and comprised of either one or more types of plant and/or animal.	6–15 % of visible submerged surfaces
4	Extensive fouling. Presence of biofilm and abundant fouling assemblages consisting of more than one type of plant or animal.	16–40 % of visible submerged surfaces
5	Very heavy fouling. Many different types of plant and/ or animal covering most of visible hull surfaces.	41–100 % of visible submerged surfaces

### Lessons Learnt

- Much easier than they thought!
- Identifying critical control points was essential.
- Needs to be done in time to write into contracts (pontoons a potential weak point).
- Early communications with participants was useful and well received.



## Next steps for SRSL



 Raising awareness of biosecurity planning

 Producing biosecurity guidance for different sectors e.g. Lochnell Oysters



#### **General lessons learnt:**

- •Proportionate to the risk simple, low cost and effective
- •Incentives need clear evidence on impact and risks
- Key messages need to be consistent
- A consistent approach needed across different sectors

#### Potential barriers to implementation/next steps:

- •Support on INNS issues contact phone numbers
- •Simple accessible information on species risk and location
- Measures still just voluntary
- •Issues on clarity of approach to different species
- •Why should species be reported? Communication and effectiveness on response to new arrivals





