Freshwater Basin Harbour Rules (Rules)

1. APPLICATION

1.1 These Rules shall apply to any User of the Harbour and supplement the Licences. By entering the Harbour, the User accepts these Rules.

1.2 Appendix 1 outlines a map of the area covered by these Rules.

1.3 MSTL Harbour Control has responsibility for safe harbour management which is from the outer markers as indicated on Appendix 2.

2. ENFORCEMENT

2.1 All Users of the Harbour are bound by and must strictly comply with these Rules. Users must ensure that all of their agents, contractors, employees and invitees at all times strictly comply with these Rules.

2.2 Failure to comply with these Rules is a breach of the User's obligations under Licence, and may lead to termination of Licence.

2.3 Users must also abide by the Environment Southland Navigational Safey Bylaws 2009 (revised 2015).

3. THE HARBOUR

3.1 The Harbour comes under direct control of MST (ES Resource Consent Number 203680).

3.2 In addition to complying at all times with the Rules, Users must comply with and obey the instructions of the Harbour Controller responsible for vessel operations within the Harbour. This includes instruction as to vessel arrival and departure time, and the use of radio communications. This obligation does not alleviate the requirement of the Skipper of the User's vessel to comply with Maritime New Zealand regulations.

3.3 Harbour Control shall control the movement of vessels within the outer markers and between the hours of 8am and 5pm.

3.4 When Harbour Control is not in attendance, the Skipper of the User's vessel must ensure:

(a) correct VHF radio procedures are followed as per Appendix 3 of these Rules and User's MTOP,

(b) this includes establishing contact by calling 'all stations'

(c) departure and arrival announcements are made (inbound vessels calling from the 'Penguin Tree' to advise of their location and to advise 'all stations');

(d) the speed of vessels when manoeuvring, departing or entering the Harbour must not exceed 5 knots, provided that if windy or rough weather conditions exist, the Skipper may manoeuvre at an appropriate speed to maintain safe control of the vessel;

(e) vessels manoeuvring for departure in the Harbour have right of way as per the Southland Regional Council Navigational Safety Bylaws 2009;

(f) the User shall have a MTOP which records these procedures for vessels operating within the Harbour or using MST's facilities within the Harbour.

3.5 Cruise ship tenders, commercial and recreational fishing boats, kayaking, swimming and scuba diving are forbidden within the confines of MST Harbour, for reasons of safety, unless with the express permission of MST's Harbour Controller.

3.6 Subject to suitable weather and tide conditions, the vessels listed below shall be permitted to pass each other in the area between the mid and outer markers, or beyond, provided that they first announce their intentions on VHF Channel 14 and gain the concurrence of the other vessel:

Incoming/Outgoing Vessel	Outgoing/Incoming Vessel
Milford Adventurer	Mitre Peak I
Sinbad	Mitre Peak II
Te Namu	Lady Bowen
Takiwai	Lady Stirling
Tawaki	Milford Explorer

3.7 Except with the prior written agreement of MST, only Users who hold Licences for dedicated berths in the Harbour are permitted to use the refuelling, sullage discharge and water facilities within the Harbour.

Operating Schedule

3.8 Users must submit to Harbour Control its Summer (October to April inclusive) and Winter (May to September inclusive) operating timetables by 1 March (summer) and 1 November (winter) each year respectively. Once MST establishes the Summer/Winter operating schedules Users will be bound to these operating schedules unless MST agrees that requested changes can be accommodated.

3.9 Any vessel unable to meet its authorised departure time as per the relevant operating schedule and Harbour Control authorisation will be required to await a departure slot as advised by the Harbour Controller.

Procedures

3.10 Each User acknowledges and agrees that:

(a) Subject to the Harbour Controller's overriding authority, vessels manoeuvring for departure in the Harbour have right of way over vessels approaching the Harbour to berth;

(b) The Harbour Controller shall have sole discretion over right of way procedures on vessels that do not depart or arrive the Harbour at their scheduled departure time or arrival time;

(c) Each specific vessel movement will be judged by the Harbour Controller on its implications for other vessel operators and be carried out in a safe, fair and objective manner;

(d) No vessel shall either proceed into, or let go, and attempt to sail from the Harbour until being given clearance to do so by the Harbour Controller;

(e) Once a vessel has requested permission from Harbour Control to depart from its berth, no more passengers are permitted to be loaded onto the vessel; This is to reduce the risk of injury due to passengers rushing to board a vessel that has been deemed to have departed by Harbour Control;

(f) There is to be no loading or unloading of passengers from Berth 13. Berth 13 is an emergency maintenance berth and is only to be used as such. Contractor and crew access to vessels at Berth 13 is permitted;

(g) On occasion Harbour Control will be required to make berths available for emergency use, and if required request vessels be moved and;

(h) A monthly reporting structure is in place for MST management to be able to review and respond to any issues arising due to incorrect procedures being adhered to.

Vessel and Personnel Requirements

3.11 Each User must ensure that:

(a) Its vessels are seaworthy, capable of making way under their own power, pass any safety inspection required by MST or at law and are otherwise in a good state or repair; outside of the vessels maintenance periods (either scheduled of unplanned).

(b) If its vessel experiences unplanned maintenance or scheduled maintenance that causes the vessel to become non-operational, Harbour Control is notified as soon as possible with the specific details of the maintenance required and the plan to return the vessel to an operational status;

(c) All vessels when moored at a berth are adequately secured with fittings and mooring lines of suitable strength, design and condition, having regard to the nature of the vessel, the berth and conditions in the Harbour at the time;

(d) Propellers must be at rest if any other vessels are manoeuvring, berthing or departing their berths;

(e) The harbour allows for vessels with a draft no deeper than 2.5 meters. Vessels underway and making way in Freshwater Basin Harbour shall at all times maintain an under-keel clearance (UKC) of 10% their draft. Additionally, vessels should remain afloat at all times while in their berth pockets.

(f) The vessel and all of the User's activities in the Harbour comply with all applicable laws and regulatory requirements and any guidelines, codes of practice or other instructions or directions issued by any regulatory or territorial authority having jurisdiction over the User and/or the Harbour; and

(g) It must always have a trained and available skipper on site in Milford Sound in case of emergency or for the purposes of moving the vessel at the request of Harbour Control for safety or emergency prevention or response purposes.

4. AUTOMATIC IDENTIFICATION SYSTEM (AIS)

All Users that hold Licences must have a working VHF based AIS transmitting system installed on board each vessel. This system has been implemented to provide Harbour Control with a visual safety aid to assist them in their duties.

5. BERTH USE RESTRICTIONS

No User shall:

(a) Operate any vessel in the Harbour at a speed greater than 5 knots, except in windy or rough weather conditions in which case the Skipper may manoeuvre at an appropriate speed to maintain safe control of the vessel;

(b) Operate any vessel outside the marked navigation channels, or otherwise operate or moor in a manner that causes or risks damage to property or distress, danger, obstacle or inconvenience to MST, other Users or any other person;

(c) Leave anywhere in the Harbour or on MST's property anything that restricts the safe passage of pedestrians, this includes trolleys, or otherwise causes a danger, obstacle or inconvenience to MST, other Users or any other person, nor store anything within the Harbour or MST's property without MSTs prior written consent; or

(d) Erect any structure (including any signage) within the Harbour or on MST's property nor attach any item to any piles, piers or walkways without MST's prior written consent.

(e) All gates onto the Wharves are to remain closed unless loading or unloading vessels.

6. REFUELLING

Each User must have a standard operating procedure and/or safe refuelling checklist that vessel crews shall follow when taking on fuel in the Harbour that take account of the following:

a) refuelling in the Harbour is a high-risk activity and requires active supervision of the Skipper;
b) refuelling a vessel must be undertaken by a trained crew member, trained in the user's refuelling practices;
c) when refuelling, the User's trained crew member must be present at all times until completion of the process;
d) refuelling shall be carried out preferably at the end of each operating day;
e) spills can occur from points remote from the filling point. Frequent checks shall be made of the vessel's deck, the wharf and water for signs of a spill;
f) absorbent material shall be readily available onboard and in case of a spill shall be quickly applied; and
g) all oil spills shall be reported immediately to Environment Southland and MST by the party identifying the issue, or by the party that has knowingly caused the oil spill.

7. FUEL SPILLAGE/ENIVRONMENTAL CONTAMINATION

7.1 If an oil spill or other environmental contamination occurs or is detected in the Harbour, the User that caused or detected the spill or contamination must:

(a) report the incident **immediately** to the Environment Southland 24 Hour Pollution Hotline (03 211 5225, or 0800 768 845);

(b) as soon as possible notify MST's Harbour Controller and use their best endeavours to notify other Harbour Users of the fuel spill or other environmental contamination;

(c) enter it in the vessel's logbook;

(d) immediately take all reasonable steps to mitigate that spill or contamination. This includes, without limitation:

- preventing further spillage or contamination into the Harbour;
- containing what is spilt or the contamination e.g. on the vessel or contain in a small area using oil boom, or ropes etc, where appropriate; and
- cleaning up spilt oil or contamination using absorbent materials and dispose of contaminated material appropriately.

7.2 Failure to report an oil spill is an offence under section 227 of the Maritime Transport Act 1994 and the Resource Management Act 1991 and a breach of any Licence held by the User.

7.3 Under no circumstances shall dispersant be applied to any oil spill in the Harbour unless prior written permission is given by the Environment Southland Regional On-Scene Commander, or his designated appointee.

7.4 MST holds some Fuel Spill Emergency Equipment at the Harbour. Access is available 24 hours per day, 7 days per week. Users must:

(a) familiarise themselves with the location of the nearest oil spill equipment and its proper use; and

(b) the user is required to conduct regular pollution/spills training as per MNZ rules and the users MTOP training and drill requirements. When the user conducts training on pollution and spills, they are required to include wharf based assets, including the harbour boom and spill kits. If a user is unsure of the location of spill kits/booms and the procedures for use, the user is required to engage with Harbour Control to understand these. Any changes to pollution prevention assets or procedures will be communicated to all users via Harbour Control.

7.5 The costs of replacing any MST Fuel Spill Emergency Equipment used will be recovered from the User that caused the fuel spill or other contamination in the Harbour, as determined by MST in its sole discretion.

7.6 Neither MST nor the Harbour Controller are liable for any fuel spill

or other contamination in the Harbour caused by a User and each User indemnifies MST from and against any loss, damage, costs (including legal costs on a solicitor-client basis) or penalties suffered by MST as a consequence of a fuel spill or other contamination caused by that User.

7.7 Neither MST nor the Harbour Controller are responsible for receiving or administering correspondence, reporting to or liaising with Environment Southland or any other regulatory authority having jurisdiction over the Harbour in relation to a fuel spill or other contamination in the Harbour caused by a User.

8. ENVIRONMENTAL AND BIOSECURITY

8.1 No User shall pollute or permit the pollution of the Harbour or the surrounding environment. In particular no person shall discharge or dispose of any sewage, rubbish, oil, fuel or other material or contaminant into the Harbour or into its surrounding environment.

8.2 Users must co-operate and comply with any requirements of any relevant authorities having jurisdiction over the Harbour responsible for surveillance, surveys and control of unwanted or risk organisms.

8.3 MST may, in its sole discretion, exclude from the Harbour any vessel or equipment which is known to bear unwanted or risk organisms until satisfactory evidence is produced to the Harbour Controller that appropriate treatment has been completed.

9. SEWAGE DISPOSAL

9.1 All sewage from vessels operating from the Harbour should be held in fitted tanks until it can be safely discharged ashore at MST collection and treatment facilities.

9.2 All operators must ensure compliance with Maritime New Zealand regulations and rules. There may be times when discharge to the land-based system is unavailable due to issues with MST reticulation, pump systems or treatment, in which case each user must use its own discretion for best alternative solution and report the consequences of such an event to MST.

9.3 Users must ensure that there is no discharge of contaminants and hydrocarbon-based cleansers or used oil and other vessel operating fluids into the sullage lines and shore-based holding tanks or the Harbour. These substances can disable the community treatment plant network and any costs incurred as a result of the discharge of these substances will be recovered from the User(s) that have caused damage by breach of this Rule.

9.4 Appendix 4 details Permitted Discharge Characteristics. Appendix 5 details Prohibited Characteristics.

10. HEALTH AND SAFETY IS PARAMOUNT

10.1 Each User agrees and undertakes to ensure so far as is reasonably practicable the health and safety of all workers and other persons whose activities are influenced or directed by that User and to undertake all activities in strict compliance with MSTs health, safety, security and environmental directions, instructions, policies and procedures and all applicable laws.

10.2 Each User shall immediately notify MST:

(a) of any personal injury or property damage, or any incident exposing any person to a serious risk to their health or safety, caused by the vessel or by any act or omission of the User or its invitees, agents and employees (in addition to complying with any applicable law or legal requirement); or

(b) if it identifies any actual or potential health and safety hazard at the Harbour, whether due to that User's activities or not.

11. CONTRACTORS AND SERVICE PROVIDERS

Each User will ensure that any contractor or service provider engaged by that User who wishes to access a vessel at the Wharves to provide any of the following services:

(a) repairs or maintenance that involves divers;
(b) hot works;

must let the Harbour Controller know in writing via email of their plans.

12. UNAUTHORISED USE

Unauthorised use of the Harbour is trespass. Without limiting any other right or remedy MST may have at law, MST may impose a charge for unauthorised use of the Harbour calculated based on MST's prevailing daily berth rental fee plus any additional amounts MST requires to recover its costs (including without limitation, legal and other enforcement costs).

MST may move or remove any unauthorised vessel from the Harbour and may enter on the vessel for that purpose. MST has a lien over any vessel or other property located at the Harbour and Wharves for all amounts payable under these Rules on the terms set out in MST's standard Casual Berth Rental Agreements.

13. VARIATION TO RULES

MST may vary these Rules from time to time and such variations shall be effective upon MST distributing via email to the operators.

14. INTERPRETATION

14.1 In these Rules, unless the context requires otherwise:

(a) COP means the Code of Practice developed by MST (with others) in accordance with the Southland Regional Council Navigation Safety Bylaws 2009 (revised 2015);

(b) Harbour means Freshwater Basin, Milford Sound;

(c) Licence means a Berth Licence Agreement and/or Casual Berth Licence Agreement between MST and a User;

(d) MST means Milford Sound Tourism Limited;

(e) MTOP means the User's Maritime Transport Operating Plans;

(f) User means any person or entity operating a Vessel within the Harbour;

(g) Vessel means every description of boat or craft used in navigation, whether or not it has any means of propulsion; and includes:

i. a barge, lighter, or other like vessel;

ii. a hovercraft or other thing deriving full or partial support in the atmosphere from the reaction of air against the surface of the water over which it operates;

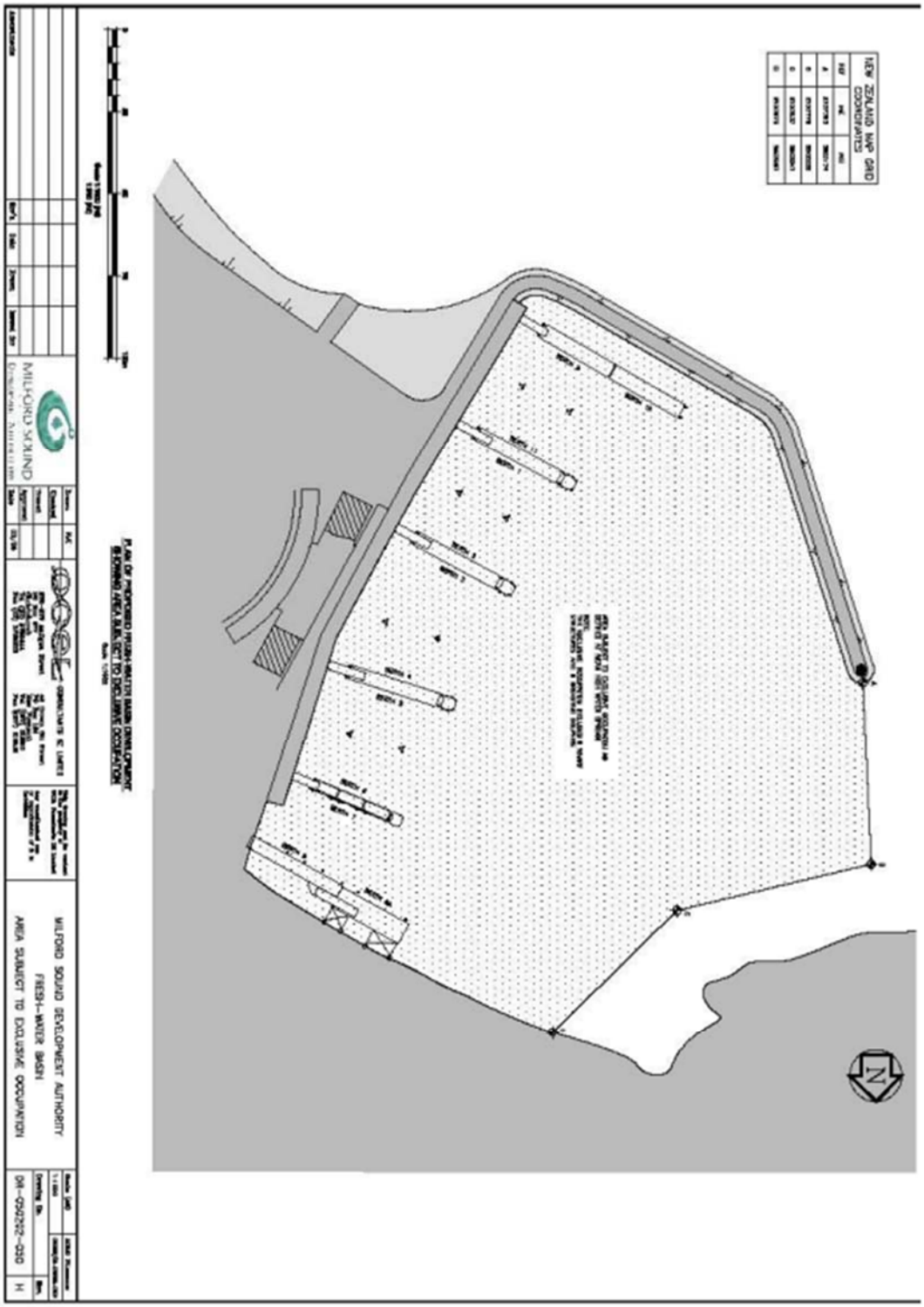
iii. a submarine or other submersible; and

iv. a seaplane while it is on the surface of the water; and

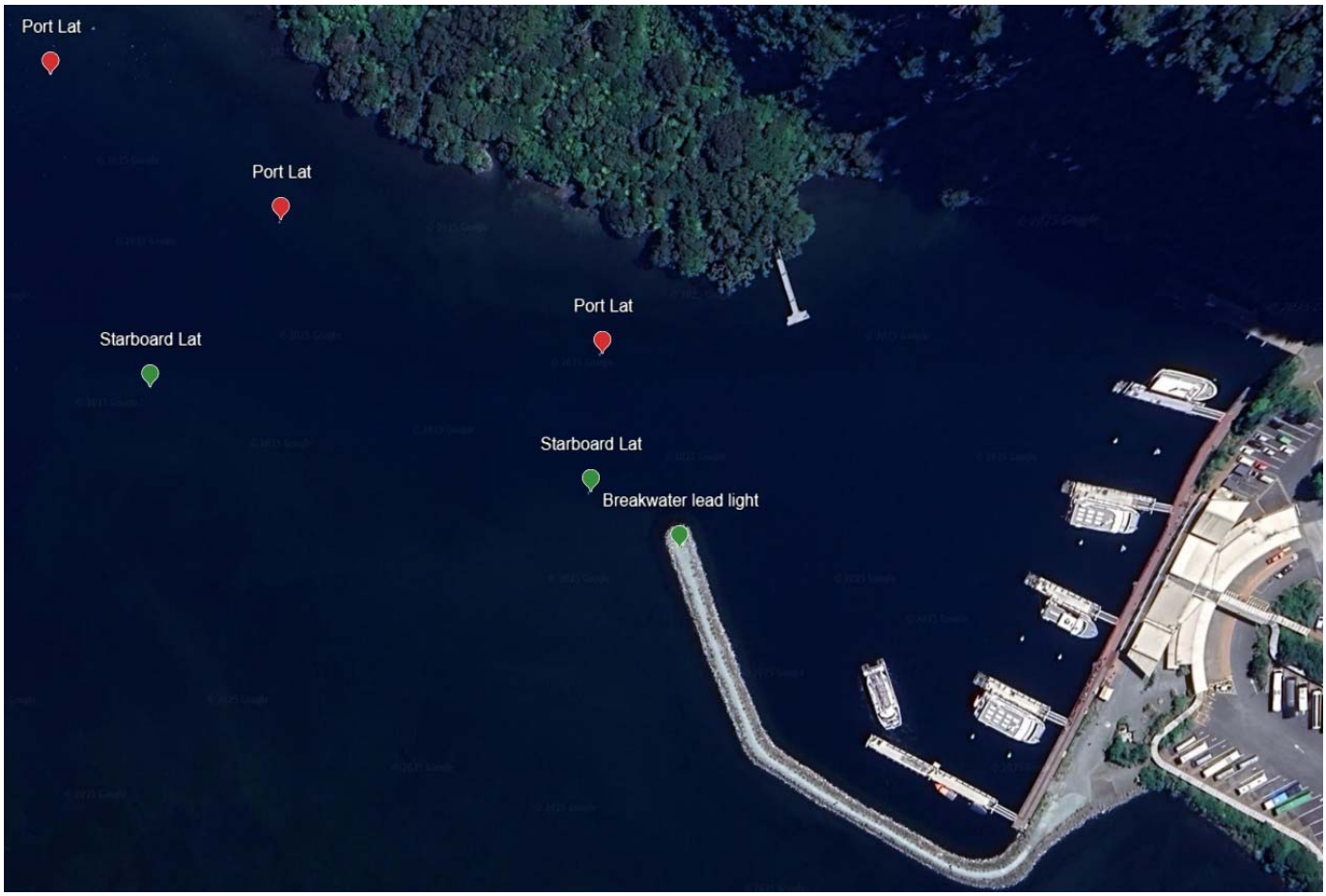
(h) Wharf or Wharves means the wharf or wharves in the Harbour owned and operated by MST.

APPENDIX 1 – MAP

Appendix 1
Location map of exclusive occupation area



APPENDIX 2 – Navigational Markers



1. VHF Radio Procedures

1. All vessels involved in tourist operations on Milford Sound are to maintain listening watch on Channel 14 within the harbour limit and from the 'Penguin Tree'.

2. Channel 14 is for in-harbour (and associated related activity) only. All vessels will be required to stand by on Channel 14 whilst manoeuvring or preparing to manoeuvre in the harbour area. The harbour area will be 200 metres to seaward of channel markers.

   This requirement applies to visiting cruise and other ships that may be using the harbour to offload or take on passengers either directly or via tender vessels.

3. All vessels ready for departure (departure cleared by appropriate office). Vessel to announce departure on Channel 14 as follows:
   i.e. "Harbour Control
   This is (name of vessel)
   (Name of vessel) requests permission to depart No 3 berth"

   The vessel is to be cleared to leave the harbour by Harbour Control. If Harbour Control is unmanned, then the outgoing vessel should advise all stations.

4. Vessels on final approach to harbour operational area to set VHF radio sets on Channel 14 only.
   Contact is to be made with appropriate base on Channel 14
   i.e. "Harbour Control
   This is (name of vessel)
   (Name of vessel) is entering harbour area"

   Vessel to be cleared to enter the harbour by Harbour Control. If Harbour Control is unmanned, then the incoming vessel should advise all stations.

   NOTE: All inbound vessels shall call Harbour Control from the 'Penguin Tree' to advise their location and assist with best practice for departing vessels. Time allocated for travel between Penguin Tree and Freshwater Basin wharves is approx 5-10 minutes.

5. If vessels intend travelling the fiord anti-clockwise, they should advise all other vessels on Channel 14
   i.e. "All stations, all stations, all stations
   This is (name of vessel)
   Please be advised we are travelling the fiord anti-clockwise
   (Name of vessel) out"

2. Emergency Procedures

1. Channel 16 is the Emergency Channel and should be restricted to that use.

2. In any emergency (including aircraft), a Pan Pan or Mayday message should be relayed on Channel 16.

3. All subsequent communication relating to that emergency should remain on Channel 16 to ensure there is no interference from normal harbour and fiord operations.

APPENDIX 4 – PERMITTED DISCHARGE CHARACTERISTICS

SCHEDULE 1A
PERMITTED DISCHARGE CHARACTERISTICS

1A.1 Introduction

1A.1.1
The nature and levels of the Characteristics of any Trade Waste discharged to the WWA system shall comply at all times with the following requirements, except where the nature and levels of such Characteristics are varied by the WWA as part of an Approval to discharge a Trade Waste.

NOTE – It is very important to refer to the Guideline tables for background reasons for Contaminant concentrations.

1A.1.2
The WWA shall take into consideration the combined effects of Trade Waste discharges and may make any modifications to the following acceptable Characteristics for individual discharges the WWA believes are appropriate.

1A.1.3
An additional column in tables 1A.1, 1A.2 and 1A.3 for Mass Limits may be added as required.

1A.1.4
The nature and levels of any Characteristic may be varied to meet any new resource Consents or other legal requirements imposed on the WWA, refer to 3.9 of the bylaw.

1A.2 Physical characteristics

1A.2.1 *Flow*
(a) The 24 hour flow volume shall be less than 5 m^3.

(b) The maximum instantaneous flow rate shall be less than 2.0 L/s.

1A.2.2 *Temperature*
The temperature shall not exceed 40 °C.

1A.2.3 *Solids*
(a) Non-faecal gross solids shall have a maximum dimension which shall not exceed 15 mm.

(b) The suspended solids content of any Trade Waste shall have a Maximum Concentration which shall not exceed 2000 g/m^3. For Significant Industry this may be reduced to 600 g/m^3.

(c) The settleable solids content of any Trade Waste shall not exceed 50 mL/L.

(d) The total dissolved solids concentration in any Trade Waste shall be subject to the Approval of the WWA having regard to the volume of the waste to be discharged, and the suitability of the drainage system and the treatment plant to accept such waste.

(e) Fibrous, woven, or sheet film or any other materials which may adversely interfere with the free flow of Sewage in the drainage system or treatment plant shall not be present.

1A.2.4 *Oil and grease*
(a) There shall be no free or floating layer.

(b) A Trade Waste with mineral oil, fat or grease unavoidably emulsified, which in the opinion of the WWA is not biodegradable shall not exceed 200 g/m^3 as petroleum ether extractable matter when the emulsion is stable at a temperature of 15 °C and when the emulsion is in contact with and diluted by a factor of 10 by raw Sewage, throughout the range of pH 6.0 to pH 10.0.

(c) A Trade Waste with oil, fat or grease unavoidably emulsified, which in the opinion of the WWA is biodegradable shall not exceed 500 g/m^3 when the emulsion is stable at a temperature of 15 °C and when the emulsion is in contact with and diluted by a factor of 10 by raw Sewage throughout the range of pH 4.5 to pH 10.0.

(d) Emulsified oil, fat or grease shall not exceed 100 g/m^3 as petroleum ether extractable matter when the emulsion is unstable at a temperature of 15 °C and when the emulsion is in contact with and diluted by a factor of 10 by raw Sewage throughout the range of pH 4.5 to pH 10.0.

1A.2.5 *Solvents and other organic liquids*
There shall be no free layer (whether floating or settled) of solvents or organic liquids.

1A.2.6 *Emulsions of paint, latex, adhesive, rubber, plastic*
(a) Where such emulsions are not treatable these may be discharged into the Sewer subject to the total suspended solids not exceeding 1000 g/m^3 or the concentration agreed with the WWA.

(b) The WWA may determine that the need exists for Pre-treatment of such emulsions if they consider that Trade Waste containing emulsions unreasonably interferes with the operation of the WWA treatment plant e.g. reduces % UVT (ultra violet transmission).

(c) Such emulsions of both treatable and non-treatable types, shall be discharged to the Sewer only at a concentration and pH range that prevents coagulation and blockage at the mixing zone in the public Sewer.

1A.2.7 *Radioactivity*
Radioactivity levels shall not exceed National Radiation Laboratory Guidelines.

1A.2.8 *Colour*
No waste shall have colour or colouring substance that causes the discharge to be coloured to the extent that it impairs wastewater treatment processes or compromises the treated Sewage discharge Consent.

1A.3 Chemical characteristics

1A.3.1 *pH value*
The pH shall be between 6.0 and 10.0 at all times.

1A.3.2 *Organic strength*

1A.3.2.1
The Biochemical Oxygen Demand (BOD_5) of any waste may require to be restricted where the capacity for receiving and treating BOD_5 is limited. A BOD_5 restriction may be related to Mass Limits.

Where there is no WWA treatment system for organic removal the BOD_5 shall not exceed 1000 g/m^3. For Significant Industry this may be reduced to 600 g/m^3.

NOTE – For biological process inhibiting compounds see table 5 in the *Guidelines for Sewerage Systems: Acceptance of Trade Wastes* (industrial waste) 12.

1A.3.3 *Maximum concentrations*
The Maximum Concentrations permissible for the chemical Characteristics of an acceptable discharge are set out in table 1A.1, table 1A.2 and table 1A.3.

Table 1A.1 – General chemical characteristics

(Mass limits may be imposed, refer to 4.2)

Characteristic	Maximum concentration (g/m^3)
MBAS (Methylene blue active substances)	500
Ammonia (measured as N) – free ammonia – ammonium salts	 50 200
Kjeldahl nitrogen	150
Total phosphorus (as P)	50
Sulphate (measured as SO_4)	500 1500 (with good mixing)
Sulphite (measured as SO_2)	15
Sulphide – as H_2S on acidification	5
Chlorine (measured as Cl_2) – free chlorine – hypochlorite	 3 30
Dissolved aluminium	100
Dissolved iron	100
Boron (as B)	25
Bromine (as Br_2)	5
Fluoride (as F)	30
Cyanide – weak acid dissociable (as CN)	5

Table 1A.2 – Heavy metals

(Mass limits may be imposed, refer to 4.2)

Metal	Maximum concentration (g/m^3)	Metal	Maximum concentration (g/m^3)
Antimony	10	Manganese	20
Arsenic	5	Mercury	0.05
Barium	10	Molybdenum	10
Beryllium	0.005	Nickel	10
Cadmium	0.5	Selenium	10
Chromium	5	Silver	2
Cobalt	10	Thallium	10
Copper	10	Tin	20
Lead	10	Zinc	10

Table 1A.3 – Organic compounds and pesticides

(Mass limits may be imposed, refer to 4.2)

Compound	Maximum concentration (g/m^3)
Formaldehyde (as HCHO)	50
Phenolic compounds (as phenols) excluding chlorinated phenols	50
Chlorinated phenols	0.02
Petroleum hydrocarbons	30
Halogenated aliphatic compounds	1
Monocyclic aromatic hydrocarbons	5
Polycyclic (or polynuclear) aromatic hydrocarbons (PAHs)	0.05
Halogenated aromatic hydrocarbons (HAHs)	0.002
Polychlorinated biphenyls (PCBs)	0.002
Polybrominated biphenyls (PBBs)	0.002 each
Pesticides (general) (includes insecticides, herbicides, fungicides and excludes organophosphate, organochlorine and any pesticides not registered for use in New Zealand)	0.2 in total
Organophosphate pesticides	0.1

APPENDIX 5 – PROHIBITED DISCHARGE CHARACTERISTICS

SCHEDULE 1B
PROHIBITED CHARACTERISTICS

1B.1 Introduction
This schedule defines Prohibited Trade Wastes.

1B.2 Prohibited characteristics

1B.2.1
Any discharge has prohibited Characteristics if it has any solid liquid or gaseous matters or any combination or mixture of such matters which by themselves or in combination with any other matters will immediately or in the course of time:

(a) Interfere with the free flow of Sewage in the Sewerage System;

(b) Damage any part of the Sewerage System;

(c) In any way, directly or indirectly, cause the quality of the treated Sewage or residual Biosolids and other solids from any Sewage treatment plant in the catchment to which the waste was discharged to breach the conditions of a Consent issued under the Resource Management Act, or water right, permit or other governing legislation;

(d) Prejudice the occupational health and safety risks faced by sewerage workers;

(e) After treatment be toxic to fish, animals or plant life in the receiving waters;

(f) Cause malodorous gases or substances to form which are of a nature or sufficient quantity to create a public nuisance; or

(g) Have a colour or colouring substance that causes the discharge from any Sewage treatment plant to receiving waters to be coloured.

1B.2.2
A discharge has prohibited Characteristics if it has any characteristic which exceeds the concentration or other limits specified in Schedule 1A unless specifically Approved for that particular Consent.

1B.2.3
A discharge has a prohibited Characteristic if it has any amount of:

(a) Harmful solids, including dry solid wastes and materials which combine with water to form a cemented mass;

(b) Liquid, solid or gas which could be flammable or explosive in the wastes, including oil, fuel, solvents (except as allowed for in Schedule 1A), calcium carbide, and any other material which is capable of giving rise to fire or explosion hazards either spontaneously or in combination with Sewage;

(c) Asbestos;

(d) The following organo-metal compounds:

Tin (as tributyl and other organotin compounds);

(e) Any organochlorine pesticides;

(f) Genetic wastes, as follows:

All wastes that contain or are likely to contain material from a genetically modified organism that is not in accordance with an approval under the Hazardous Substances and New Organisms Act. The material concerned may be from Premises where the genetic modification of any organism is conducted or where a genetically modified organism is processed;

(g) Any health care waste prohibited for discharge to a Sewerage System by NZS 4304 or any pathological or histological wastes; or

(h) Radioactivity levels in excess of the National Radiation Laboratory Guidelines.