



ATA RANGI

Sustainability Report 2023





CONTENTS

4 — ABOUT ATA RANGI

Key Stakeholders
The Vessel
Operating Environment

12 — MANA WHAKAHAERE | GOVERNANCE

Vessel Management
Compliance
Health and Safety
10-year Capital Expenditure Project
Interview: Josh Loader, Barnaby Newton, Courtney Robertson
Governance Goals for 2023

20 — TE TANGATA | PEOPLE AND CULTURE

Decent Work and Employment
Recruitment
Supporting Local Communities
Interview: Barnaby Newton | Pacific Island Donations
People and Culture Goals for 2023

26 — TE TAIAO | ENVIRONMENT

Toitū Envirocare Assessment
Emissions Reduction Planning
Beach Clean-ups
Sustainable Fishing Practices
Code of Approach for Marine Mammals
Conservation Advocacy
Pollution Management
Interview: Live Ocean CEO Sally Paterson
Environment Goals for 2023

36 — SUMMARY OF 2023 SUSTAINABILITY GOALS



This report gives an overview of the key environmental, social and governance sustainability issues involved in the operation of Ata Rangi, a luxury charter sport-fishing and sightseeing vessel based in New Zealand.

The report is intended to identify the areas in which the business is succeeding in operating in a sustainable way, as well as those areas where additional information is needed for fair assessment, and those areas where sustainable operation could be improved, along with goals to improve specific practices or achieve specific outcomes during the coming 12 months.

Ata Rangi is a business operated on behalf of the owners by Cooper and Company, which has a long-standing commitment to sustainable operation and development.

KEY STAKEHOLDERS

TE TAIAO, IN PARTICULAR TE MOANA

In accordance with tikanga Māori, the land, water and air are acknowledged as holding a right to their own continued existence and integrity.

NORTHLAND COMMUNITY

The local community where the vessel anchors, and where the team members live.

PACIFIC ISLANDS COMMUNITY

The residents of the islands visited during charter trips to the islands.

PETER COOPER Co-owner
JOHN BAYLEY Co-owner
STEVE GABRIEL Co-owner

COOPER AND COMPANY

The management company for Ata Rangi.

ATA RANGI CREW

The team that works on the vessel.

ATA RANGI CHARTER GUESTS

The clients who enjoy the vessel's services.

THE VESSEL

Ata Rangi (a Māori phrase meaning, 'dawn sky' or 'new beginning') is an 82-foot, single-hull, three-level Viking 82 luxury vessel, equipped for game-fishing, fishing and guest-hosting, including overnight accommodation. Built in 2013, it sleeps six guests in three double cabins overnight, and is surveyed for up to 24 guests for a day charter.

It is operated as a charter vessel for most weeks of the year, with external charter bookings when owners are not using it. Two weeks are usually spent out of the water per year for maintenance. The boat is operated by four full-time crew – one captain, one chef/steward, one deckhand and one engineer. Additional part-time crew are hired on a casual basis, either to assist as stewards on

charters where there is a high number of guests (typically day cruises in Auckland) or for cleaning and re-provisioning when there is a fast turnaround between charters.

In a normal year of operation, Ata Rangi is based out of Opua in the Bay of Islands, New Zealand, spending most of the summer and autumn in the Northland region, followed by a maintenance period in New Zealand's winter month of June, before transiting to the Pacific Islands (mainly Fiji and Tonga) for July through to mid-October. A short maintenance period in late November is followed by a pre-Christmas charter season in Auckland, and then a return to the Bay of Islands before Christmas for the summer.



OPERATING ENVIRONMENT: NEW ZEALAND'S BLUE ECONOMY

Ata Rangi operates within New Zealand's marine environment. Increasingly, businesses operating within this environment are said to be part of the 'blue economy', particularly when consideration is being given to how the business impacts on the environment.

The vessel operates under regulations and standards set by the New Zealand Maritime Authority (which in turn operates under the broader international maritime system and regulatory context led by the International Maritime Organisation).

The New Zealand Maritime Authority has three core goals for the blue economy:

- **Safe | He Haumarū | People and Operations:** Supporting physical, social and economic wellbeing through safe maritime operations.

- **Secure | He Whita | Ports and Ships:** Protecting people, goods and New Zealand's social and economic interests.

- **Clean | He Mā | Seas and Waterways:** Playing our part in protecting and preserving the marine environment by minimising harmful emissions and discharges from ships. These form a solid basis for assessing how well Ata Rangi is playing its part in being a good operator within New Zealand's 'blue economy'.

According to *Our Marine Environment 2022*, a three-yearly report produced by the Ministry for the Environment and Stats NZ, New Zealand has one of the largest exclusive economic zones in the world, making it central to the country's economy, wellbeing, recreation and sense of national identity.

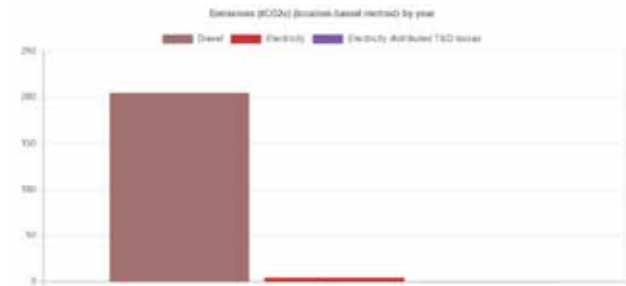
The extensive size of New Zealand's EEZ, the continuous nature and challenging accessibility of much of the ocean, and a wide range of pressures from climate change, pollution, international fishing and other influences make it challenging to understand the marine environment and how the blue economy should best operate.

In the 2022/23 summer, the highest sea surface temperatures on record were recorded in the north and west of both islands of New Zealand. This is the third record-breaking marine heatwave in six years.

GOALS 2022

ENVIRONMENT	STATUS
To establish a regular one-day ocean clean-up project targeting Bay of Island beaches that are difficult for most people to access.	The Ata Rangi crew and members of The Hotel Britomart team undertook a clean-up on an island beach in the Hauraki Gulf in December 2022.
To improve storage systems for the most frequently used dry goods in order to buy more in bulk.	A new storage system was created in the current space to make more room for bulk dry goods.
To reorganise the onboard rubbish and recycling system including the onboard bins to enable more to be recycled and more efficient sorting once back in dock.	A new system has been implemented with additional bins purchased to increase the separation of recyclable items
To consult with ocean preservation charities Live Ocean Foundation and Sustainable Coastlines to explore ways in which we can work more closely with the organisations to support marine health.	We engaged with Live Ocean through Jono Ridler's Swim for the Gulf campaign, where we helped raise awareness of the event by giving all Cooper and Company teams the opportunity to engage with an activity related to the swim.

PEOPLE AND CULTURE	STATUS
To review the range of best-practice social sustainability certifications and accreditations within New Zealand, apply for certifications where deemed beneficial and identify potential areas for improvement, with or without certification.	<p>We have reviewed a number of the certifications available and implemented changes where deemed necessary.</p> <p>The wellbeing of the crew is determined to a large degree by their working and living conditions on board. We have installed new cabinetry in the crew cabin (which had no storage) to improve the experience for the two crew that share the cabin. Crew cabin mattresses in both cabins have also been replaced in order to provide better quality sleep for the crew.</p>

GOVERNANCE	STATUS
To investigate a potential carbon emissions assessment for Ata Rangi with an organisation like Toitū Envirocare.	We had a carbon emissions assessment completed by Toitū Envirocare.
Pending results of investigation for a carbon emissions assessment and approval of doing an assessment, research potential mitigation strategies for off-setting emissions.	<p>The base year for Ata Rangi's carbon emissions assessment is 1 April 2021 – 31 March 2022.</p> <p>The total carbon-equivalent emissions have been certified at 211 tCO₂e</p> <p>Scope 1: Diesel 205 tCO₂e Scope 2: Electricity (on the wharf) 5 tCO₂e</p>  <p>As this was the base year for Ata Rangi's Toitū Carbonreduce assessment, no reductions plan was required. A plan will be required for future years.</p>
To develop a sustainability policy for materials used and recycled when upgrading or repairing the vessel.	A policy was created and circulated to team members.
To develop a sustainability policy that we seek to acquire parts and equipment that are recyclable at the end of their life.	A policy was created and circulated to team members.
To formalise current practices around cruising speeds for different activities as policy in order to achieve best available economy for the activity and maintain lowest emissions.	A policy was created and circulated to team members.



Mana Whakahaere

Governance

Ata Rangi operates in a sphere that requires compliance with marine legislation across several territories, including New Zealand, Fiji, Tonga, the Cook Islands and Tahiti.

The business is reliant on the performance of a single capital asset – the boat – so having a good system of technical management is essential to ensure the economic sustainability of the business.

VESSEL MANAGEMENT

Ata Rangi's daily operations are undertaken by a crew of four – skipper Barnaby Newton, engineer Josh Loader, deckhand Roderick McKerchar and chef/steward Chelsea-Mae Wheeler.

Oversight and management of Ata Rangi's operations, including sustainability, rests with Sarah Hull, Director of Sustainability and Brand at Cooper and Company, with Debbie Jones (Executive Assistant to the CEO) assisting on compliance.

Accounting is managed by Courtney Robertson under the supervision of Melanie Barber (Chief Financial Officer, Cooper and Company) and Matthew Cockram (Chief Executive Officer, Cooper and Company).

Cooper and Company report quarterly to the Ata Rangi board, consisting of the three owners of the vessel: Peter Cooper, John Bayley and Steve Gabriel.

COMPLIANCE

Ata Rangi holds up-to-date certificates of operational compliance for the vessel for New Zealand and offshore passage.

HEALTH AND SAFETY

Maintaining high health and safety standards is important to Ata Rangi. There were no significant health and safety incidents for Ata Rangi crew or guests in the 2022/23 year. Covid-19 continued to affect operations in New Zealand during the 2022/23 year, including crew members, but not to a significant degree.

Deckhand Roderick McKerchar received his Skipper Restricted Limits Certificate of Competency endorsement for vessels under 500 GT (gross tonnage), while new chef/steward Chelsea-Mae completed her Standards of Training, Certification and Watchkeeping (STCW) ticket in May 2023, which covers personal survival techniques, fire prevention and firefighting, first aid, personal safety and social responsibility.

10-YEAR REFIT PROJECT

This year, the Ata Rangi team started scoping work on a significant refit project to address repair, maintenance and upgrade work that has fallen due or will fall due within the next couple of years. This is the first major refit and capital expenditure project scheduled since the vessel's launch in 2013.

Consolidating all these jobs into a single yard period allows the vessel to be brought up to a higher standard of operation for coming years, including potential efficiency improvements, increases the vessel's appeal to the owners and charter clients and minimises loss of potential charters through unscheduled maintenance time, contributing to improved financial sustainability. In addition, investment in these areas maintains the certified value of the vessel for continued financial sustainability.

The anticipated maintenance period will be from May to September 2024, meaning the vessel's regular trip to the Pacific Islands will not be scheduled for the 2024 year.



INTERVIEW

Josh Loader, engineer, Barnaby Newton, skipper, and Courtney Robertson, accountant, on the 2024 vessel upgrade project



MELINDA WILLIAMS: You're planning a significant 'yard period' for Ata Rangī next year. What's the reason behind it?

JOSH LOADER: We're bringing the boat back up to the standard that it was, say, six years ago. A boat like Ata Rangī, which is 10 years old, inherently has wear and tear on it and a few things need to be redone, replaced, serviced and updated.

BARNABY NEWTON: The majority of it will be the paint job. The boat was originally gel coat rather than paint. Over time, it gets porous and that's when you see boats fade and go that off-white colour. After a while you can't polish it back any more.

MW: Is the repaint mainly about appearance or is there a risk to hull integrity if the painted surface isn't kept up?

BN: It's mainly about appearance but it's also about the upkeep becoming harder over time. With gel coat, we're cutting a layer back when we polish it, and applying a layer of wax. When it's painted, you're starting from a nice layer and you just have to apply wax to it, rather than abrasive compounds. So the upkeep is easier.

MW: How long do you anticipate the boat will be out of the water for?

JL: It'll be May, June, July, August, recommissioning through September and hopefully operational again by October. Usually our annual yard period would be two weeks to a month, whereas we're looking at four months or so this time. It gives us an opportunity to take some more time and get some niggly items done, and also move some other items forward that we might have been going to do in the next couple of years. They are all quite small jobs but they come together to make up quite a busy period. We can bring them all in together and get to a clean slate.

MW: Will the whole four months be spent at the shipyard?

JL: There'll be two segments to the operation; the out-of-water access when we're in the yard, and the recommissioning. After we come out of the yard, there's no doubt going to be some unforeseen issues after everything's been shut down for that long and new stuff has been put into the boat, so there will be some time where we get

everything operational once we're back in the water.

MW: You mentioned painting will be the biggest element of the refit, but what are the other key elements?

BN: We're still working through that at this stage. We've got a pretty comprehensive list building. Like, pulling all the skin fittings off the boat – these are all the holes in the boat for the raw-water plumbing that goes over the side. That's not a five-minute job. They're all sealed in and have to be broken free by getting them punched out. That alone could take a couple of weeks. This is also a requirement for our 2024 survey. Then you've got other things like air-conditioning compressors, air handlers for all the AC units on the boat. Refrigeration units, IT elements, tech elements that are now 10 years old and pretty dated. The navigation suite is fine, we've been keeping that up to date.

MW: Will all the work be done by the shipyard or will you be working with a range of different service providers?

BN: That's hard to say, as we haven't even



lined up half of the work yet. We've got a list forming but we haven't started lining up contractors yet. But as for where we will be based, Superyacht Coatings in Tauranga have built a giant shed that can take superyachts, and that will be a good area under cover through winter where we'll have boatbuilders, engineers, electricians, etc, coming in. There's also interior work to be done, so there's some design work to be looked at first. But we've started discussions around how the project management gets done. It will be about discussing what we want to have done while the boat is out of the water and creating a project plan working in with the painters' timeline.

MW: Is the choice of providers in New Zealand fairly limited?

BN: Absolutely. We had a very good reputation but that's faded out over the last 10 years as all the big superyacht builders shut down. A lot of the top guys that worked on all the shipyards have gone overseas. It's the same across the board.

MW: How do sustainability considerations play into your decision-making process? Do you take the sustainability of your service providers into consideration?

BN: We do try to recycle what we can, like batteries and materials. Any materials that can't be recycled will be sold or donated as scrap metal. We'll sell any appliances that are in a decent state but due for replacement, like the oven and washing machine, as well as any bedding, although that's harder as it is custom-sized. In regard to suppliers, as I said, the options are quite limited these days. We do know that at the shipyard, when they wash the boats down, a lot of that water is cleaned and recycled, but as we get into the capital expenditure project, we will be asking suppliers what their sustainability practices are. It doesn't mean that we will necessarily have a lot of choice about the suppliers we use or the components we need, but it's good practice to ask the question.

MW: What sort of improved performance or benefits will come out of the refit?

JL: It will get us ahead of a point where if we didn't do it, we could run into unforeseen problems like having a breakdown and then having to cancel charters. Or worse, a breakdown happens during a trip and you're stranded. Or the

air-conditioning goes while you're in the islands, and then you'll have a miserable trip. You follow best practice to avoid these things happening.

BN: We don't know how long an air-conditioning condenser is going to last for, but after 10 years and 65-70,000 hours of seawater running through it, it'd be good practice to replace it during a big refit. It's not uncommon at all for a lot of superyachts our size to have a full refit every five years. We've gone 10 years. It's a hard one as far as the sustainability side goes because it doesn't need replacing. But it's futureproofing. With some electrical items we're replacing, there may also now be more efficient models available than our 10-year-old ones.

MW: Are there safety issues or regulations around the standards that moving parts must be kept to if you operate as a charter vessel?

BN: Yes, we have a survey every year and an out-of-water survey every two years. And then a five-year hull inspection, where Maritime New Zealand surveyors come and tap your hull to make sure there's no softness or any osmosis. They pull your shafts out and crack test them, check your bearings and make sure there's no play in them. So there absolutely is from that side, but they don't care if the carpet is ratty or your air-conditioning breaks.

MW: Courtney, you're undertaking the accounting for the project. You already work on the regular accounting processes for Ata Rangi. How will this project be different?

CR: Basically my role will just change in that on a big project, people like to be able to track the budget in real time and make sure that if we need to go over budget it's being flagged early on, that I'm giving the most up-to-date information to make really useful decisions and we do that by having an accounting system that's set up to track projects. It's something that I've done before with other entities but it's new for Ata Rangi.

It'll be working with Barnaby and Josh to code things in a way where we can track our spending accurately and so that Sarah can liaise with the owners and keep them up to date on the project and assure them that we're asking for what

we need on a timely basis and we're not over-committing funds.

MW: Do you operate any kind of sinking fund for this kind of long-term maintenance?

CR: We do budget for it, but we don't have a sinking fund like we do for Cooper and Company's buildings at Britomart. We charge our tenants a sinking fund amount and pull that for any big R&M that needs to happen. But we don't do that for Ata Rangi, as the only ones who contribute are the owners and they only want to do that when it's required. But we do set budgets that we adhere to as much as possible. If we've had a really amazing month with more charters than anticipated and more money in our bank account, it means I may not need to request funds from the owners as early as I might have.



MANA WHAKAHAERE | GOVERNANCE GOALS FOR 2023

— To set up the winter 2024 refit project with the systems and processes to ensure the vessel refit project maintains financial sustainability throughout the project. This will include having the right team made up of Ata Rangi crew, Cooper and Company team and experienced contractors.

— To request details of sustainability practices or policies from each service and product provider involved in the vessel refit in order to understand and improve sustainable outcomes during the project.



Te Tangata

People & Culture

Ata Rangi is a small private operation, with four full-time crew, who typically host from 6-25 guests at a time on charters. Our primary objectives around social sustainability are to ensure we provide a safe, healthy, rewarding and secure workplace for our team members in line with the Sustainable Development Goal of 'Decent Work and Employment', a safe, healthy and rewarding experience for our guests, and to show respect and economic support for the local coastal communities we interact with.

DECENT WORK AND EMPLOYMENT

Ata Rangi's four full-time crew are paid at a good market rate, well above the Living Wage standard. Due to the nature of charter vessel work, periods of work can sometimes extend beyond a standard working week. When this occurs, the leave days expected in the course of normal full-time work are calculated and supplied to the crew as lieu days, a practice that is fairer than the industry standard.

All crew members on Ata Rangi are able to privately access mental health and wellbeing support via the Employee Assistance Programme, at the cost of the company.

RECRUITMENT

Recruitment in the maritime industry has been heavily impacted by COVID-19, with skilled workers unable to move freely between countries for large blocks of the 2020-22 years, due to border controls. This has resulted in workers leaving the industry, which has limited the pool of experienced workers available.

SUPPORTING LOCAL COMMUNITIES

As a luxury charter vessel, Ata Rangi typically serves a socially advantaged community of guests, while interacting with less socially advantaged communities, particularly in the Pacific Islands. The crew endeavour to be mindful of this disparity, and to find ways to contribute to and support the communities they operate alongside.

Examples of this include donating waste oil from Ata Rangi and its tender to local communities, where it can be used in chain saws, lawn mowers or to keep dust down on roads. Before departing New Zealand, the crew stock up on items to give to out-of-reach villages.

When visiting Pacific communities, guests and Ata Rangi's owners often go ashore to eat at local restaurants, bars, or visit markets to purchase locally made crafts and other items.



INTERVIEW

Barnaby Newton, skipper

Ata Rangi's skipper talks about how the crew shows community care during Pacific Island trips.

MELINDA WILLIAMS: When will you be heading off on this year's trip to the Pacific Islands?

BARNABY NEWTON: We'll be leaving around the end of June, early July, and staying until mid-October. Next year we'll miss the trip as we proceed with the capital expenditure project, so that has been part of the decision for the owners.

MW: What kind of items do you take with you to donate to Pacific Island communities during your time there?

BN: Recycled clothing is a big one – we always ask around before we go up, and it's really appreciated. When you rock up to some of the villages and they're all in raggedy, holey clothes, you always feel pretty good giving them a big bag of decent clothes. We take rugby balls, soccer balls, books, stationery – pens and pencils for the kids. They seem to like what we take.

MW: Are the same sort of things always in short supply?

BN: The stationery definitely is. Reading glasses for the elderly in the village, that's also something that's always in short supply. The other stuff is just a gift, a koha. Every time we drop anchor in a bay, we go in and do a sevusevu and we give the donations as part of that.

MW: What's a sevusevu?

BN: It's a local protocol that is expected whenever you visit a new anchorage that you haven't been to before. The first thing you do when you drop anchor, is go ashore to meet the chief and do a sevusevu. A sevusevu is a small ceremony where the chief welcomes you to the village and grants permission for us to anchor in their bay. It's customary for us to gift the chief a bundle of kava roots at the sevusevu. Then we give our gifts and if we've got any extra fish, we always give that too.

MW: The items that they're short of, is the key issue that they're too expensive for individuals in the communities or can they just not get enough of the items there due to supply chain issues?

BN: It's supply difficulties, really. For some of the villages on the outer islands, it can be up to a two week sailing from anywhere. For example, the Lau group of islands, I think the supply barge comes twice a month and that's a big trip for them. The people at the villages send wood carvings back and maybe one person to sell them at the markets, and the teenagers also go to high school, where they board. So accessibility is probably the answer.

MW: Do you ever work with any specific organisations to supply goods to needy communities in the Pacific Islands, like the Red Cross?

BN: No, we just make the donations directly on our own, through the chiefs of each village.

MW: Do you engage in any other sustainability-related activities when you're in the islands?

BN: When we're up there and walking around a bay, yeah, of course we'll clean up. We'll pick up what we see and take it back to the boat. I think a lack of education around the handling of rubbish is an issue in a lot of Pacific Islands. Sadly, it's common to see a lot of trash on the beaches in some areas. If you think about it, their existence for many generations was living off the land and sea, where everything you consumed was biodegradable, so it was common to just throw your scraps away. Nowadays they consume a lot of packaged food items, but unfortunately they still have the same mindset of throwing scraps away.



TE TANGATA | PEOPLE AND CULTURE GOALS FOR 2023

- To set up the new payroll system in such a manner that it can be used as a management tool and real-time calculations on crew lieu days can be seen during the rostering process, in order to reduce lieu days and increase rest days for crew for a better work/life balance.
- To hold at least one beach clean-up through the year, carried out by crew and other members of the wider Cooper and Company team as appropriate.



Te Taiao

The Environment

New Zealand's marine environment confronts a range of human-caused challenges.

Climate change-related acidification and marine warming, overfishing, commercial fishing bycatch, seabed destruction, ocean pollution from oil spills, liquid waste from boats, industrial and agricultural pollutants and waste (especially plastic) from vessels and land all impact on the purity and functioning of the marine environment and the blue economy that relies on it.

TOITŪ CARBONREDUCE

In 2022, Ata Rangi's team submitted data for the business's first greenhouse gas emissions assessment to Toitū Envirocare, New Zealand's leading carbon assessment and accreditation agency. The 'base year' period was April 1 2021 to March 31 2022, a representatively 'average' year, with 70 commercial charter trips booked.

The assessment returned total annual emissions of 211t CO₂e, with the vast majority coming from the use of fossil fuel diesel (205.06t CO₂e). A further 4.52t CO₂e came from electricity use, with 1.14t coming from electricity transfer losses and waste from the vessel and office sent to landfill.

For comparison, this total is slightly lower than the 215t CO₂e of carbon emissions generated by The Hotel Britomart (with 104 guest rooms operating at an average 80 percent capacity) over the course of the same year.

As Ata Rangi's recent Toitū Carbonreduce assessment was for the base year, no reduction plan was required. In future years, a reduction plan will be required.

EMISSIONS REDUCTION PLANNING

The heavy weighting of fuel as Ata Rangi's key emissions factor makes reducing real emissions challenging. Fuel use is foundational to the vessel's operation, with increased business performance necessarily linked with increased fuel use. Ata Rangi's crew already adheres to best practice around boat speeds and maintenance to optimise this use, so it is unlikely significant further savings can be made here.

Transport emissions reductions are a core part of the New Zealand government's Emissions Reduction Plan (released May 2022).

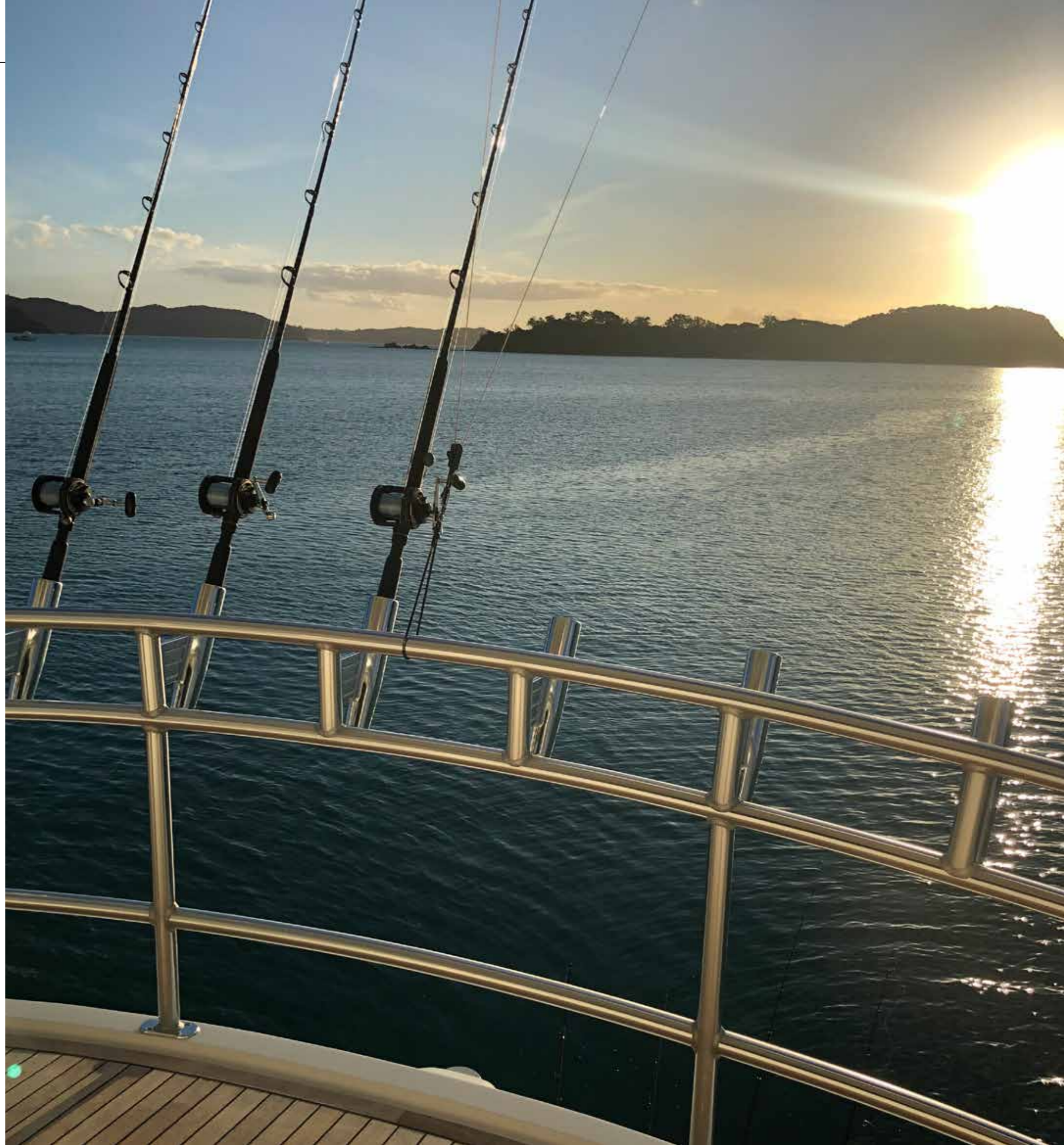
"Transport emissions need to reduce 41% by 2035 to fully decarbonise by 2050. To reach net zero emissions by 2050, Aotearoa New Zealand's transport emissions need to fall 41 percent from 2019 levels by 2035, according to the pathway modelled by the Climate Change Commission. This is now a formal target set by the ERP. Beyond 2035, transport will need to be almost fully decarbonised by 2050 for us to meet our target." - Ministry of Transport Decarbonising Transport Action Plan 2022-25 (Dec 2022).

Recreational vessels are not currently an area of high focus for the government for emissions reductions, as marine emissions only account for around 2 percent of transport emissions and safety and environmental standards for low and zero-carbon fuels have yet to be developed. A review of the outdated Maritime Transport Act (1994) to make it relevant for a zero-carbon future (among other issues) is underway.

More immediately, as transport decarbonisation becomes an issue of growing relevance to consumers, interest in how all transport-based businesses manage their carbon emissions is likely to increase.

Alternatives to fossil fuel-based marine diesel are limited and the ability to use many of them needs to be built in during initial construction or through a substantial refit.

Biodiesel is one of the more plausible options for alternative marine fuels and can be used in some existing boat engines. A consultation paper that



underpinned the upcoming Sustainable Biofuels Mandate, positions marine biodiesel as a transitional fuel in a path towards hydrogen or ammonia fuels:

“As a transition fuel, ships are well-suited to biofuels as marine fuel specifications are much more flexible and biofuels produce much less sulphur pollution. However in the long term, ammonia and hydrogen are likely to be the best low-carbon solutions for shipping ... As well, replacing diesel with biodiesel reduces the degradation of aquatic and marine environments.” -- MoT, MBIE Increasing the use of biofuels in transport: consultation paper on the Sustainable Biofuels Mandate (June 2021)

The Sustainable Biofuels Mandate is part of the government’s plan to decarbonise New Zealand transportation. From 1 April 2024, biofuel blends will be available at petrol stations. The obligation to meet greenhouse gas emission intensity reduction targets through the sale of biofuel blends rests with fuel wholesalers, rather than with fuel users; fuel users will be able to access biofuel blends by choice.

The New Zealand Maritime Authority recommends that skippers should check with their engine manufacturer and fuel supplier to ensure biodiesel is compatible with their engine before using it. It notes that some skippers have reported that their emissions are cleaner and service intervals are longer when using biodiesel.

Including some biodiesel in Ata Rangi’s fuel use may result in a modest reduction of its emissions intensity. The cost and practicality of this would need to be investigated first.

Another way of reducing overall emissions could be to invest in carbon-offsetting, most likely by working with the Cooper and Company-owned property The Landing on a tree-planting programme, with or without formal recognition.

BEACH CLEAN-UPS

Voluntary beach clean-ups are part of Ata Rangi’s annual contribution to maintaining a cleaner marine environment. This year, a team of people from the Cooper and Company NZ head office and The Hotel Britomart collected rubbish from a remote beach on Motutapu Island in the Hauraki Gulf as part of an end-of-year corporate function.

Motutapu is part of the Department of Conservation’s pest-eradication programme and is undergoing a slow ecological restoration, including releases of kiwi, takahe, saddleback and pateke (brown teal ducks). Although visitors to the island are advised to take all rubbish with them, remnants are sometimes left and the ocean washes a large amount ashore.

The December clean-up collected several kilos of rubbish from one small beach, including a wetsuit glove and leg-guard, disposable face masks, numerous pieces of plastic from waterbottles and fishing gear, chocolate and lolly wrappers, lollipop sticks and pill packaging. The rubbish (see picture) was bagged and removed to Ata Rangi’s trash compactor.

SUSTAINABLE FISHING PRACTICES

Ata Rangi is committed to sustainable fishing practices to support the sustainability of New Zealand’s marine environment. Clients of the vessel are typically interested in sport-fishing, which targets long-lived pelagic fish species that can take many years or decades to reach a size prized by anglers.

On Ata Rangi, the crew targets a limited range of species, including snapper, marlin, swordfish, hapuku and kingfish. Yellowfin and dogtooth tuna are generally a by-catch rather than a target



species. In the Pacific Islands, mahi-mahi is a more common catch, and our crew typically pass these on to local villages as a koha (gratitude donation) for being allowed to anchor in their waters.

For game fish, Ata Rangi strongly prefers to tag and release, with well over 95 percent of marlin caught tagged and released. Tags are submitted to the local gamefish club (Bay of Islands Swordfish

Club) to be submitted to the New Zealand Gamefish Tagging Programme as part of an annual national total.

Numbers of gamefish caught nationally are not high. On average, 802 striped marlin, 37 blue marlin, 4 black marlin, 17 shortbill spearfish and 32 swordfish are tagged and released each year, while on average 594 striped marlin, 102 blue marlin,

CODES OF APPROACH FOR MARINE MAMMALS

Ata Rangi adheres to all distancing guidelines and fishing restrictions in marine sanctuaries (such as the Poor Knights Islands) and takes a conservative approach when taking guests wildlife sight-seeing.

Distances of around 200m are maintained towards orca and whales when spotted in New Zealand or the Pacific Islands. A rare but known hazard is sunfish, a large, docile species that – as the name suggests – likes to inhabit water close to the surface. Due to their size and slowness, they can occasionally be hit by boats travelling at speed.



5 black marlin, 54 shortbill spearfish and 76 swordfish are landed. Overall, populations of these fish appear to be holding steady, which may in part be due to a greater proportion of the fish now being tagged and released.

Shark, kingfish and tuna numbers are considerably lower, both tagged and released and landed fish, and these populations are considered to be in decline at present.

As a boat rule, Ata Rangi's minimum size for snapper is 32cm, which is larger than the New Zealand regulation minimum size of 30cm. The crew chooses not to take the full daily limit of seven snapper per person as they believe this is excessive when there are multiple anglers fishing.

In the 2022/23 year, there was no accidental bycatch of marine mammals such as dolphins or seals.

CONSERVATION ADVOCACY

Communicating the importance of fisheries management and ocean ecosystem health is part of the Ata Rangi crew's regular conversation with charter guests. The widespread damage caused to Pacific Island fish stocks by allocation of large foreign fishing quotas and reef devastation due to over-harvesting of sea cucumbers are issues discussed with charter guests when on trips to the islands.

POLLUTION MANAGEMENT

Fuel and oil spillage, chemical runoff and leaching and sewage and other discharges from boats all contribute to oceanic pollution. The Ata Rangi crew have procedures and practices to minimise operational pollution release during docking and sailing.

IN DOCK

Cleaning and polishing products are chosen for being ocean-friendly – such as Meguires boat soap, which is pH neutral and fully biodegradable, Sans [ceuticals] bathroom products, which are also fully biodegradable, Eco Store toilet cleaner and washing powder, pine sol and natural white vinegar are used for deck cleaning and throughout the boat. Chemical products are only used when naturally derived cleaners are unable to accomplish the required level of hygiene.

AT SEA

Ata Rangi's regular base of Opua doesn't have a dockside discharge facility, so the crew follows the Maritime Authority's rules for dumping sewage at sea: Not less than 500m from shore, not less than 500m off a marine farm, not less than 200m off a marine reserve.

Due to limited storage space for waste on board, food waste is put through an Insinkerator and discharged overboard. Large food items such as corn cobs, which float and end up washing ashore, are not discharged but put into general rubbish and disposed of ashore.

INTERVIEW

Sally Paterson, CEO, Live Ocean

The head of a New Zealand ocean health charity talks about increasing public awareness of marine health.

MELINDA WILLIAMS: Could you start out by giving a little background on Live Ocean and the key goals of the organisation?

SALLY PATERSON: Live Ocean was set up by world champion sailors Peter Burling and Blair Tuke, out of their care and concern for the New Zealand marine environment. Our vision is one we can all get behind: a healthy ocean for a healthy future. We partner with local talent and scale up marine science, innovation and outreach. We fund exceptional local projects with global implications, and then we use connect people to those stories and the issues. We launched as a registered New Zealand charity 2019 in November but I'd spent a whole year before we launched with Peter and Blair doing due diligence, really working out what role we could play.

MW: Improving the health of the ocean is such a huge and complex project. What are the biggest impediments to meaningful progress?

SP: With the health of the ocean – and I heard this message very clearly at the UN Ocean Conference last year – we know what to do, we actually just have to do it. And the real impediment is political will. At Live Ocean, as well as scaling up great work, we see our role as in creating social license, getting people engaged because the politicians need to hear it from the public before they'll move.

MW: And how do you achieve that public engagement?

SP: If we have a superpower, it's using the platform of sport and that's what's unique about Live Ocean. We can reach really large audiences that small environmental NGOs often struggle to access. We can amplify the work we support using the platform of sport with partnerships, like the New Zealand Sail GP team with Live Ocean Racing or Jono's recent swim, to bring people into these issues in a way that is engaging and compelling.

MW: By 'Jono's recent swim', you mean Swim 4 The Gulf, where endurance swimmer Jono Ridler swam just under 100 kilometres from Great Barrier Island to Campbell's Bay on the North Shore to raise awareness around protecting the Hauraki Gulf. What kind of engagement did you get with that project?

SP: This campaign completely blew our hopes out of the water. What an incredible feat. In that 33 hours of Jono's Swim, New Zealand stopped to track his progress. We were getting messages from classrooms full of nine-year-olds to people whose 90-year-old mothers were engaged, from bus drivers to lawyers. In terms of the data, we had a reach of nearly a million on social media in two days. We didn't ask for donations because we wanted to focus on the message and we had over \$20,000 worth of donations in \$30 and \$50 lots just pouring, which we will dedicate to work for the Hauraki Gulf.

What was really important from a conservation point of view was that Jono's swim articulated for many people the care and concern they have around the Hauraki Gulf, but really weren't sure where to put it. The messages of support Jono had around what his swim meant were just incredible. And then, we headed to Parliament and met with the political parties across the spectrum and we were able to deliver the message to Wellington that the health of the Hauraki Gulf is something Aucklanders care very deeply about.

MW: Is there reason to hope we'll see some political progress come out of that?

SP: We very much hope to see progress on it before the election and it's vitally important that we get some change quickly. We were told that there was a lot of correspondence to DOC, for example, from Jono's swim, people wanting to see change. But also what Jono did was allow us to enter the room with the ministers, with the decision-makers and with people



from other parties and really deliver that message.

And the protection in the Gulf, that's the start. The current plan's would see about 5% of the Gulf be highly protected. The government's numbers include the cable protection zone. Cable protection zones are really good at protecting cables but not much good for anything else. They're narrow, so fish swim through them, and they're not put in sensitive areas.

MW: We all have a connection to the ocean, often in many ways, but it's also a huge mystery. Its true condition has a level of invisibility due to lying literally beneath the surface. Do you think that layered with how much there's been going on in the last few years – COVID, climate change crisis, the rising cost of living – that understanding the issues and what needs to be done to move forward is a challenge that feels like too much for people?

SP: The ocean, particularly in New Zealand, has always suffered from being the poor cousin of land-based conservation. That is definitely something we want to help reframe. And life's tough for people right now, right? And when life's tough, these longer-term complex issues really are the first to fall away. But of course they shouldn't be because the impact on our day to day

lives will be immense if we don't respond with urgency to the environmental situation we find ourselves in. And when we look at climate, the ocean is part of the solution.

In New Zealand, I think people understand there's a problem, but we think it's too big and too hard. We know it's important but we don't prioritise it. We need to understand when it comes to climate, a healthy ocean is the best defense. The ocean does most of the heavy lifting for us in terms of absorbing the extra heat that we've created –around 90% – and absorbing the carbon that we've produced, which is about a third. Without that, the planet would right now be uninhabitable. So, when we look at the climate crisis, we need to pull all the levers we can. We absolutely need to decarbonise as far fast as possible, but when we look to the role nature plays in climate solutions, we must consider the ocean.

MW: In practical terms, what are the best things that people can immediately do?

SP: I always say be curious and learn. Understand that we have a land bias but most of the world is ocean and all of the ocean is productive. So if you look at land, we don't have large areas of productive land that we can still plant massive forests. We need it for food production. We have cities, we have mountains, we have deserts and we have huge populations. The protection and restoration of sensitive areas is key. Investing in science and indigenous knowledge is also key.

MW: Could you talk a little bit more about that in terms of some of the benefits of investing in indigenous knowledge?

SP: We have two knowledge systems in New Zealand we have science and we have mātauranga Māori, and they can work beautifully together. They're both observation systems. But what we know from Māori is the decline of the mauri of the ocean is of huge concern. And what we are seeing through practices like rāhui is the application of a traditional practice responding to a modern problem and these have been really well supported in different areas throughout the country.

MW: In regard to the Hauraki Gulf, there's a three-yearly State of the Gulf report due out soon. What are some of your expectations about what that might say?

SP: What we've seen for past State of the Gulf reports is a continued downwards trajectory, with some highlights in terms of community or science led projects . Since the last report, we have seen the largest marine heat wave the Hauraki Gulf has had since the recording of daily sea temperatures began in 1967 so I would expect to see that feature. We've seen sea sponges melt in the Hauraki Gulf, which is really alarming. Whether they come back is still to be seen.

There's also huge concern around Caulerpa, which is an invasive seaweed. It's just been found in the Bay of Islands and it needs to be considered an emergency. When Caulerpa takes hold, in the Med they've seen up to 50% loss of fish biomass. It just smothers everything. It's at Great Barrier, Great Mercury, and they've just found it in sites in the Bay of Islands. MPI [Ministry for Primary Industries] have been monitoring, but there hasn't been a plan for . As well as for marine life it could be devastating for boating and for recreation.

MW: Is there anything that can be done about it?

SP: The Californians have worked out how they can deal with it but they got to it early. Now it's hit the Bay of Islands, there's suddenly a lot of focus and energy picking up. The scientists we work with say it's not a matter of 'if' but 'when' it will reach sensitive areas like the Poor Knights or populated areas like Waiheke Island.

MW: That's an impact that starts to hit the everyday ocean-user level, right? Being able to fish and boat is a core aspect of the New Zealand spirit basically. Do you think that there's not a lot of recognition for people that the Gulf's health is at imminent crisis level?

SP: In New Zealand, everyone loves the ocean and wants to look after it. And simultaneously, no one wants to put any money into it and changing behaviours is really hard. The money stops at the shoreline.

MW: Aspirationally, what would you love to see happen in the next three years to make a real difference?

SP: I'd love to see us work out as a country how to protect areas of the ocean that are really productive. I think in New Zealand that's a view many hold but some hold but we aren't making any progress. On land, New Zealand protects 30% of our land and we all know the benefit of that to us. We enjoy it for recreation, we know there are tourism dollars there and we understand the benefits for biodiversity.

People often refer to displaced effort when it comes to protecting areas. Fishing effort does move elsewhere, but something else happens too—the protected area increases in abundance 700% in less than 8 years and the production of eggs and larvae increase 20-fold with almost all of that productivity spreading into adjacent sites. In this way protected areas become fish pumps for the surrounding area, up to 50km away, so it's something most fishers would welcome.

MW: You mentioned before that educating yourself is the greatest starting point. What are some of the resources that you think are really useful for people?

SP: If you've got young kids, Young Ocean Explorers have an incredible portal, lots of online videos, maps, quizzes. It's fantastic. There's also Sustainable Seas, which is the New Zealand National Science Challenge. It has quite a lot of specific information. And then you can look at global goals like Sustainable Development Goal 14: Life Below the Water. There is some really, really good work going on. I think my overwhelming message is that the ocean is resilient, but we have to keep going and be prepared to change and invest. We need people to get behind this.



TE TAIAO | ENVIRONMENTAL GOALS FOR 2023

— To create an awareness-raising publication around New Zealand ocean health, to be distributed to guests of the vessel and through other Cooper and Company businesses.

— To create a Toitū Carbonreduce emissions reduction plan.

Summary of Ata Rangi's Sustainability Goals for 2023

MANA WHAKAHAERE | GOVERNANCE GOALS FOR 2023

— To set up the winter 2024 refit project with the systems and processes to ensure the vessel refit project maintains financial sustainability throughout the project. This will include having the right team made up of Ata Rangi crew, Cooper and Company team and experienced contractors.

— To request details of sustainability practices or policies from each service and product provider involved in the vessel refit in order to understand and improve sustainable outcomes during the project.

TE TANGATA | PEOPLE AND CULTURE GOALS FOR 2023

— To set up the new payroll system in such a manner that it can be used as a management tool and real-time calculations on crew lieu days can be seen during the rostering process, in order to reduce lieu days and increase rest days for crew for a better work/life balance.

— To hold at least one beach clean-up through the year, carried out by crew and other members of the wider Cooper and Company team as appropriate.

TE TAIAO | ENVIRONMENTAL GOALS FOR 2023

— To create an awareness-raising publication around New Zealand ocean health, to be distributed to guests of the vessel and through other Cooper and Company businesses.

— To create a Toitū Carbonreduce emissions reduction plan.



