

Title: Ballast Water/Hull Fouling Coordinator
Organization: DLNR/DAR
Working Group: Prevention
Award: \$37,296



In FY10, the Division of Aquatic Resources (DAR) lost its Ballast Water and Hull Fouling Coordinator. During FY11 the position was vacant and minimum duties were carried out by the Aquatic Invasive Species (AIS) Program Leader using HISC funds. These minimum duties included evaluating ballast water reports weekly to ensure that compliance was followed by shipping industry; attended California State Lands Commission, Marine Invasive Species Program, Vessel Fouling Technical Advisory Group meetings where hull fouling regulatory documents are being drafted; and conducted occasional hull fouling inspections partnered alongside representatives from the U.S. Coast Guard (USCG) or the Papahānaumokuākea Marine National Monument (PMNM).

Other duties of this position that have not been conducted include:

- 1) Maintain ballast water database,
- 2) Coordinate the Alien Aquatic Organism Task Force,
- 3) Develop hull fouling management policies and guidelines,
- 4) Maintain equipment for hull inspections.

HISC Strategic Plan:

- Identify and seek to manage possible vectors and pathways of terrestrial and aquatic invasive species into and throughout Hawaii. Important pathways for introductions include: legal and illegal national and international trade, tourism, shipping, ballast water, fisheries, agriculture, construction projects, ground and air transport, forestry, horticulture, landscaping, pet trade and aquaculture.
- Prevent the movement of known invasive species between islands.
- Minimize aquatic invasive species introductions focusing on the highest risk pathways, e.g., hull fouling.

HISC Prevention: Measures of Effectiveness

Current measures in place to prevent invasive species arrival and establishment:

The DAR Ballast Water and Hull Fouling Program worked to prevent invasive species arrival and establishment through two mechanisms. One mechanism was to maintain and keep track of mandatory ballast water reporting requirements for all eligible vessels. The second mechanism was to conduct hull fouling inspections on vessels entering the PMNM or vessels in state waters deemed to be heavily fouled.

Ballast Water Reporting

All commercial vessels entering state waters must submit a Ballast Water Reporting Form to DAR 24 hours prior to arrival. This report gives details as to where the ships last port of call was, where they last exchanged ballast water, and if they plan to release ballast water in state waters. Because the Ballast Water and Hull Fouling Coordinator position was vacant, the AIS Program Leader monitored reports to ensure that compliance of all best management practices were followed. However, the reporting

database was unable to be maintained, which caused the program to be unable to keep track how many reports were generated. To date, there are no outstanding reports from known maritime traffic.

Hull Inspections

Hull inspections are jointly carried out by DAR and the PMNM. Since the departure of the Ballast Water and Hull Fouling Coordinator, the Monument has conducted many of the inspections with occasional assistance from the AIS Team. The AIS Team also receives notification from the USCG when they inspect a vessel and observe heavy fouling. Upon notification from the USCG, the AIS Team will further inspect the vessel and obtain samples of the fouling to determine if alien invasive species are present. During FY11, no alien species were detected on any heavily fouled vessels.



Gooseneck Barnacles found during hull inspection alongside U.S. Coast Guard. Not a species of concern.

DAR still maintains all equipment required for the hull inspections. This equipment includes several types of cameras and most notably a remotely operated vehicle.

Funding from the Hawaii Invasive Species Council has helped maintain inter-agency partnerships and maintain the Ballast Water Program at minimal capacity until the vacant coordinator position is filled.

DLNR is currently trying to fill the Ballast Water and Hull Fouling Coordinator position as a State Civil Service position, but it has been labeled no action. It is not expected to be returned to a Civil Service position in the near future so DAR created a temporary position under PCSU to maintain the duties of this position using HISC FY11 funds. Due to delays in encumbrance, interviews for this position were not conducted until April 2011; however none of the candidates were determined to be qualified. The position was posted a second time, and a qualified applicant has now been selected and will begin work in November 2011.

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