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**MAIMAI FUND SUMMARY
REPORT 2023/2024
FINANCIAL YEAR**



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INTRODUCTION

The Te Waihora maimai agreement made between Te Rūnanga o Ngāi Tahu Incorporated, The Minister of Conservation, and North Canterbury Fish and Game Council (NCFGC) in 1997 reflected the wish of all parties to establish a durable long-term relationship to achieve integrated management of Te Waihora.

NCFGC pays a fee equivalent to half the game bird licence fee for each registered maimai to secure the rights of hunters to continued use of the maimai's for the purposes of recreational hunting. In 2016, a second maimai agreement was established for Muriwai Lagoon.

In 2023/24 Financial Year, the maimai agreement fee's totalled:

\$1,126 for Muriwai Maimai Fund

\$15,729 for Te Waihora Maimai Fund

PROJECTS

DELIVERABLE	WORKS	DESCRIPTION
1	Cleaning the lake margins	Removing derelict Maimais, burnt out cars, fences, and other rubbish
2	Graveling access road to Halswell boat ramp	Improvements to the legal road access to the Halswell River boat ramp. This is the only boat ramp access to the Horomaka Kohanga/restricted customary fishing area.
3	Kaituna Parking Lot	Significant improvements to parking lot
4	Greenpark Sands Fencing	Fencing vehicle laneways
5	Removal of hazards from Muriwai	Primarily the removal of 'tractor tires' from affected zones



240 HOURS

North Canterbury Fish and Game staff spent 240 hours on Te Waihora/Muriwai Joint Management Projects

\$47,000

A total of \$47,000 was acquired and spent from external funding sources

DELIVERABLE 1: CLEANING THE LAKE MARGIN

Removal of hazards and rubbish from lake margin at Greenpark Sands started in late February and continued into March 2024. Works were started at the Halswell River mouth and proceeded north toward Embankment road (Figure 1). All domestic type rubbish (furniture, household rubbish, etc.) and hazards to users of the lake that were encountered were removed (Figure 2).



Figure 1. Approximate area covered by the contractor during cleanup operations.



Figure 2. Removal of a burnt out car from the lake bed.

In summary the following hazards were removed from the lake:

- 61 derelict maimai's
- 7 burnt out cars
- 1500 meters of derelict fencing from the lake bed
- 180 meters of derelict fencing from Embankment Road area
- Derelict sheep yards
- 8 tonnes of illegally dumped household furniture, rubbish, etc.
- 1 dump truck load of tyres
- 14 eel stakes from the traditional flounder dragnetting area



A pile of hazards removed from the lakebed.



Dump truck loaded with hazards removed from the lake



Hazardous tree stump being removed.

DELIVERABLE 2: HALSWELL BOAT RAMP ACCESS ROAD

Maintenance and improvement of vehicle roads to Te Waihora is necessary to maintain and increase connection to the area. This unformed legal road provides important access to the only boat ramp to the Horomaka Kohanga area. It is extensively used by mahinga kai practitioners, and is extremely prone to vehicle damage during wet periods of winter as there is very little gravel on the last third of it. This was paid for by external funding sourced by Fish and Game staff; the Environment Canterbury funding allowed graveling of approximately 400 meters of the road (Figure 3).

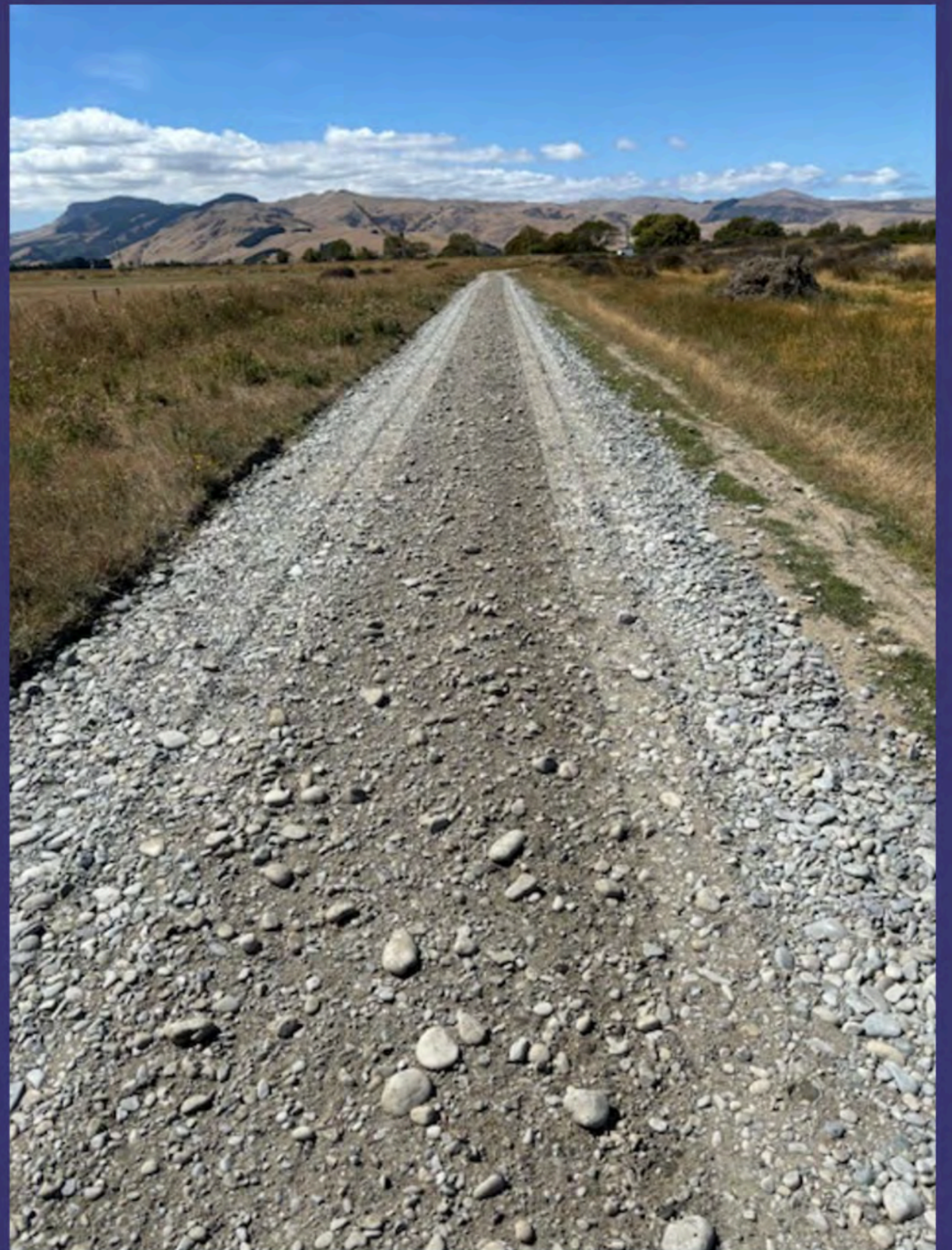


Figure 3. Approximate stretch (highlighted in yellow) where gravel was rolled on the unformed legal road

WHERE THE GRAVEL WAS PLACED



Looking toward Greenpark huts on the road after graveling



Looking toward the Halswell River boat ramp/Osbornes Drain on the road after graveling

DELIVERABLE 3: KAITUNA PARKING LOT

This parking lot is one of the few accesses on the east side of Te Waihora. This provides an additional access to the rail trail and is a good viewing area to see a variety of wetland bird species. Rocks on the privately owned land opposite the parking area reduced driver visibility to oncoming traffic when heading toward Ataahua from Tai Tapu. Works removed rock from private land to increase the line of sight for drivers wanting to pull into the parking lot to Waka Kotahi standards. Works allowed an increased capacity to the parking lot, as well as ability for multiple vehicles to turn around and park safely. This would be a good area to develop interpretation signage and a platform viewing area in the future.



DELIVERABLE 4: GREENPARK SANDS FENCING

Vehicle access around the margin of Te Waihora is clearly delineated in the Te Waihora JMP, particularly the area between Wolfes Road and the Greenpark Huts. This fencing is along the west end of Embankment Road, as well as the managed vehicle access route at Jarvis Road. The fencing protects wetland habitat values from 4wd damage, while outlining where vehicle use is allowed to facilitate access to Te Waihora.

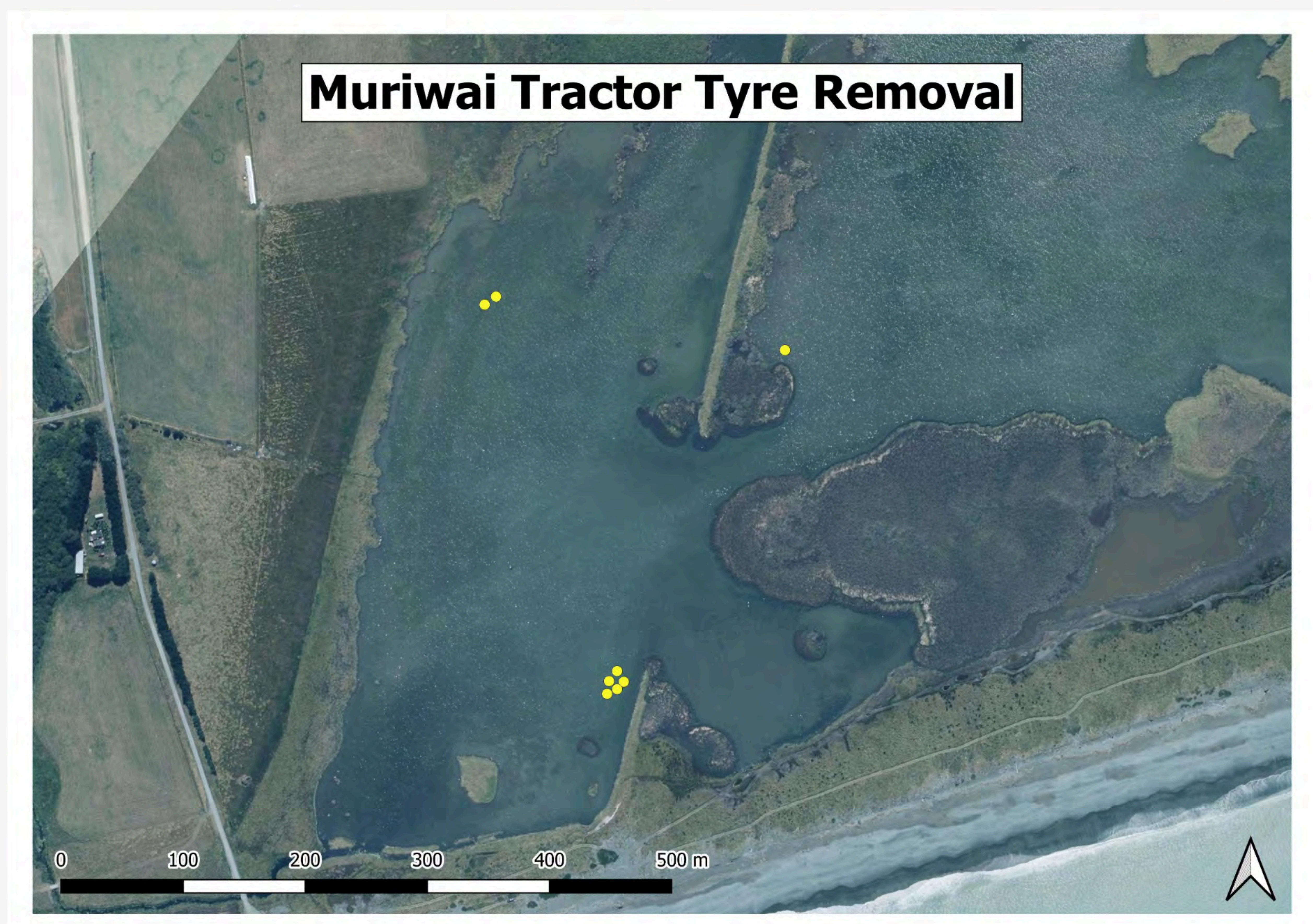


GREENPARK SANDS FENCING



DELIVERABLE 6: REMOVAL OF HAZARDS FROM MURIWAI

A number of tractor tyres have found their way into Muriwai lagoon from historical erosion protection practices, which have a multitude of negative effects. A total of eight tractor tires were removed and dumped from Muriwai.



Locations where Tractor tires will be removed from in Muriwai

RECOMMENDED DIRECTIONS

There are many avenues for the F&G financial contribution via the maimai fund to continue work around Te Waihora for the benefit of cultural values, as well as to the general public and visitors of the lake. Many of these opportunities could continue as multi-agency collaborations for the benefit of Te Waihora. As important as the lake is, there is a long way to go to improving the accessibility of the lake for people to be connected and enjoy the aesthetic, cultural, and ecological values.

A brief list of potential future projects that would be good to be discussed include:

- Graveling more of the unformed legal road to the Halswell boat ramp that is prone to damage in wet weather (see photo).
- Fencing the paper road between Embankment road and Clarks road (approximately 1.1km) to facilitate vehicle access and protect the ecologically sensitive vegetation on the lake side.
- Graveling vehicle access/parking areas important to accessing the lake.



Section of the unformed legal road to the Halswell boat ramp that still needs to be graveled.

RECOMMENDED DIRECTIONS



- Great progress was made removing hazards from the margin of the lake. Another push to clean up from Embankment road to the Selwyn River mouth will be greatly beneficial.
- Removal of extensive derelict fencing around the lake.
- Dumping of burnt out vehicles. The seven burnt out cars were removed from various places on the lake bed and brought to the end of Jarvis road. Further funding is needed to transport the vehicles to a landfill.
- Tyre removal merits its own project. There are thousands of tyres on the lake bed between Greenpark Huts and down toward Kaituna. Removing the tyres will be a massive job, and cost a substantial amount in dumping/recycling fees (likely multiple hundreds of thousands of dollars).
- Removal of hazardous eel stakes from the lake bed. It became apparent early on that a higher lake level is required to remove derelict eel stakes efficiently, as it needs a small digger on a barge to be able to navigate out of the Halswell River mouth. Given the number of eel stakes, this would be its own project when conditions allow.