

Stock Effluent From Trucks: Resource Management Guidelines For Local Authorities

(A companion document to the Industry Code of Practice for the Minimisation of Stock Effluent Spillage From Trucks on Roads)

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For: The National Stock Effluent Working Group

Stock Effluent from Trucks

Three companion documents have been produced by the National Stock Effluent Working Group to help minimise the spillage of stock effluent from trucks onto roads. These are:

Volume I: Industry Code of Practice for the Minimisation of Stock Effluent Spillage from Trucks on Roads. National Stock Effluent Working Group. April 1999.

Volume II: A Practical Guide to providing Facilities for Stock Effluent Disposal from Trucks. National Stock Effluent Working Group. Second edition, March 2003.

Volume III: Resource Management Guidelines for Local Authorities. March 2003.

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1.0 Introduction

In recent years the disposal of stock effluent from trucks onto land, particularly spillage on to roads, has become a significant issue. The National Stock Effluent Working Group (NSEWG) was established by the Road Controlling Authorities Forum in 1997 to bring together all the appropriate industry groups involved with the movement of stock. The objective of the NSEWG was to develop practices and solutions to reduce the amount of effluent spilling from stock trucks onto New Zealand roads.

The NSEWG recognises that *“it is no longer acceptable to the general public, regulators, and road controlling authorities to allow significant amounts of stock effluent to be spilt on our roads from stock trucks.”* The NSEWG has developed an *“Industry Code of Practice for the Minimisation of Stock Effluent Spillage from Trucks on Roads”*. The purpose of this Code is:

- To provide information to groups involved with the handling and transportation of stock, those with a resource management role and road controlling authorities on how to reduce the amount of stock effluent deposited on roads from trucks.
- To have voluntary and co-operative industry management of the issue.

A copy of the Industry Code of Practice is attached as Appendix III of these Guidelines.

This document, *“Stock Effluent from Trucks: Resource Management Guidelines for Local Authorities”* is a companion document to the Industry Code of Practice and provides more detail on the resource management responsibilities of regional councils and territorial authorities in regard to stock effluent spillages from trucks.

These Guidelines apply to the effective disposal of effluent from stock trucks on to land and to water, not to control of the incidence of spillage of effluent from stock trucks onto roads. The latter matter is dealt with by the Industry Code of Practice referred to above.

2.0 Purpose

It is intended that these Resource Management Guidelines will assist regional and territorial authorities to decide firstly, whether there is a problem with stock effluent spillage from trucks in their region or district and if so, secondly, to determine appropriate courses of action to minimise such stock effluent spillages. A key purpose of these Guidelines is to achieve consistency of approach throughout the country.

3.0 Background

These Guidelines have been prepared by a Planning Subgroup established by the NSEWG. Members of the Subgroup have included policy and planning representatives from regional councils, territorial authorities, Transit New Zealand and Federated Farmers. The development of this document has used the results of two separate surveys, undertaken in 1999, of regional and district council plan provisions for dealing with stock effluent spillages from trucks.

4.0 Resource Management Act 1991

4.1 Purpose of Resource Management Act

The purpose of the Resource Management Act (RMA) *is to promote the sustainable management of natural and physical resources*. Section 5 of the Act sets out the meaning of *sustainable management*. It includes the concept that natural resources should be managed in a way and at a rate that avoids, remedies, or mitigates any adverse effects of activities on the environment.

The Industry Code of Practice sets out the reasons why spillage of stock effluent on our roads is unacceptable, including the adverse effects on the environment of run-off, road safety, public nuisance and aesthetics.

The minimisation of stock effluent spillage is clearly an issue that can and should be dealt with in the RMA arena. Regional Land Transport Strategies, prepared under the Land Transport Act 1998, are another mechanism which can be used to address stock effluent from trucks and, where appropriate, the development of a regional network of disposal sites.

4.2 Obligations under the Resource Management Act

The RMA defines and allocates responsibilities as follows:

- (a) **Resource users and developers** are responsible for avoiding, remedying or mitigating the environmental effects of their activities (*s17*).

Resource users can minimise spillages of stock effluent from trucks in the following ways:

- Farmers, by practices such as standing stock prior to their transportation, will reduce the amount of effluent collected on trucks and increase the amount retained on farms for productive use. Farmers should receive effluent with livestock delivered to them.
- Livestock carriers, by installing effluent holding tanks, and emptying the tanks at appropriate disposal facilities in-transit or at end points.
- Saleyards, meat-processing plants etc., by making provision for appropriate effluent receiving facilities.

- (b) **Territorial authorities** are responsible for controlling the effects of land use (*s31*). This is through preparation of district plans, issuing resource consents, taking enforcement action and monitoring the state of the environment.

In the preparation of district plans, territorial authorities are able to include rules that will:

- Encourage or permit the installation of roadside, in-transit disposal sites for stock effluent collected by trucks.
- Require destination points where stock are unloaded from trucks to have the ability to collect and appropriately dispose of stock effluent from those trucks.

In assessing resource consents for various activities (e.g. disposal of effluent on farms, road-side disposal facilities, stock yards, etc.) the territorial authorities can give credence to, and actively seek to encourage, the objective of minimising the effluent spillage from trucks.

- (c) **Regional councils** are responsible for controlling discharges of contaminants to land and water (*s30*).

This includes the discharges of effluent to water from stock stood on farms.

In the preparation of regional plans, regional councils are able to include rules to facilitate the disposal of stock effluent on the farm in an appropriate manner.

Regional councils cannot legally control stock effluent spillage onto roads as a discharge. However, regional councils may be able to take enforcement action in relation to indiscriminate dumping of effluent at roadside sites, which do not have appropriate disposal facilities (*s17*).

Territorial authorities and regional councils can also include non-regulatory methods of implementation within their respective planning documents. Some examples of non-regulatory methods, to assist in implementing the Industry Code of Practice, are outlined at 6.4.1 of this Guideline.

5.0 Process

Resource management best practice indicates that local authorities should follow a process to determine firstly, if a significant resource management issue exists, secondly, within a policy and methods framework, the means by which the issue might be addressed and thirdly, the best means of addressing the issue. This section of the guideline suggests a process that might be helpful in determining these matters with particular relevance to stock effluent from trucks. A diagram is attached as Appendix I that illustrates a planning process.

5.1 Significant Resource Management Issue

The Resource Management Act 1991 requires councils to state within regional policy statements and district plans the significant resource management issues of their areas. The respective references are *s62 (1) (a)* for Regional Councils and *s75 (1) (a)* for District Councils.

Notwithstanding the action being taken at a national level, there is an obligation on regional and territorial authorities to determine, in the context of these guidelines, whether stock effluent spillage from trucks is a significant resource management issue within their local boundaries.

Determination as to whether something is a 'significant resource management issue' should be based on proper investigation and be factually quantifiable. It should be able to be identified in such a way that a local authority is very clear about the resource management problem to be addressed and the actions to be taken to avoid, remedy or mitigate the adverse environmental effects.

5.2 Indicators

In assessing whether or not there is a significant local issue the following indicators should be included in any assessment:

- Frequency and extent of effluent spillage on to roads
- Complaints from motorists, business operators and residents
- Causes of road safety incidents or road crashes by reference to the Land Transport Safety Authority motor vehicle crash data

5.3 Influencing factors

The extent to which stock effluent spillage from trucks is an issue will be influenced by the presence of the following within the district or region:

Stock truck movement (by reference to):

- stock truck traffic volumes
- transport routes used (rural/urban)
- seasonal variations
- availability of in-transit disposal sites¹.

Stock Trucks

- number or percentage of the fleet fitted with effluent holding tanks
- degree of proper use of equipment by the vehicle fleet
- use of existing stock effluent disposal facilities/sites

Saleyards

- location
- frequency of use
- stock numbers throughput
- on-site facilities for the disposal of stock effluent from trucks

Meat Processing Plants

- location
- frequency of use
- stock numbers throughput
- on-site facilities for the disposal of stock effluent from trucks

Transport terminals

- sea
- road
- air
- rail
- on-site facilities for the disposal of stock effluent from trucks

¹ The South Island Modelling Study (which identifies in-transit sites) is available from the National Stock Effluent Working Group. The North Island Study is due for completion mid-2003.

Local farming activity (and patterns)

- dairy
- sheep
- beef
- factory (e.g. pigs, poultry)

5.4 Consultation/ Stakeholders Group

The establishment of a stakeholders group at a regional or local level is to be encouraged as a first step to determine whether or not there is a significant problem with stock effluent spillage from trucks and to identify the means by which the problem can best be resolved. The stakeholders group could draw on local representatives from all or any of the following sectors:

- Business/Retailers Association
- Chamber of Commerce
- District Council resource management staff
- Federated Farmers
- Meat companies (and Abattoir operators)
- Meat Industry Association
- New Zealand Automobile Association
- Regional Council resource management staff
- Road controlling authorities – Transit New Zealand and territorial authorities
- Road Transport Association
- New Zealand Police (Commercial Vehicle Investigation Unit)
- Land Transport Safety Authority
- Stock and Station companies, including those who operate sale yards
- Local iwi leaders and representatives

The purpose of the stakeholders group will be to investigate the issue of stock effluent spillage from trucks in the region or district. Following the gathering of all relevant information, the group will be able to make a decision as to whether or not the issue is 'significant' in the context of the Resource Management Act 1991, and if so, to identify the steps necessary to address the adverse environmental effects.

For the stakeholders group to achieve its purpose it will require effective co-ordination and facilitation, and resourcing with secretarial support for the calling of meetings and recording of minutes. Guidance in resource management processes will also be required. Local authorities are usually well placed to provide these essential skills and resources.

While the manner in which the stakeholders group operates will ideally be one of active participation by all members and decision-making by consensus, the essence of its purpose is consultation. It is, therefore, important that the local authority participants, who are also likely to be the meeting hosts and facilitators, come to the table with an open mind and without any presumptions as to what the 'regulatory solution' ought to be.

If, at the outset, all the participants are able to agree on the process that the stakeholders group will follow, the process will deliver the required outcomes to address the environmental issues that may be identified through the course of the process.

6.0 Plan of Action

If stock effluent spillage from trucks is identified as a significant resource management issue in your locality the next step is to formulate a regional or district planning framework that scopes and addresses the issues and identifies solutions.

Whether the planning framework is within a regional or district context, the elements of the framework will be similar. They will include: a factual statement about the extent of the issue, objectives, policies, methods of implementation (which may be regulatory or non-regulatory), the principal reasons for adopting the objective, policy and methods, the anticipated environmental results and the monitoring indicators.

Note: The relevant sections of the Resource Management Act 1991 should be referred to to determine the statutory requirements for the contents of district and regional planning documents.

Examples of planning framework provisions that might be included in planning documents are given below. They are intended as examples only and will not have universal application.

6.1 Issue

The explanation of the issue ‘sets the scene’ for its identification and the resolution of the issue through the objective, policy and methods framework that is to follow. The explanation should be definitive and factual and clearly demonstrate the existence of a significant resource management issue in the district or region.

Example

Effluent from Stock Trucks:

Effluent spillages from stock trucks on to roads within the District results from the transportation of stock to meat processors, sale yards and the like. This can result in slippery road surfaces that can be hazardous to road users, particularly cyclists and motorcyclists, and can cause accelerated decay of the roading surface in several parts of the region.

Stock trucks frequently pass through Bowne Township and effluent spillage results in regular complaint from local business owners who are concerned at the adverse effect this has on the amenity of the main street.

Effluent spillage from stock trucks compromises the safety of the district’s road transportation network and has an adverse effect on the pleasantness and general amenity of the Bowne Township business area.

Although most stock carriers have effluent tanks fitted to their trucks, many encounter effluent disposal difficulties once they have reached their destination. This is because a number of meat processors, sale yards, abattoirs and intensive farming operations do not have adequate disposal facilities. As a result there have been instances where effluent has been dumped illegally onto roads with resulting contamination of

watercourses. The contamination of the Bowne Stream from the unauthorised discharge of stock effluent from trucks is the subject of regular complaint.

Note: The above issue example contains elements that may be specific to regional or territorial authorities.

6.2 Objectives

An objective sets out what the community wants to achieve as an environmental outcome in relation to a particular issue.

Examples

- *To ensure the road transportation network will be able to operate safely and efficiently.*
- *To avoid spillage of effluent from stock trucks onto roads and manage the disposal of effluent from stock trucks so as to avoid significant adverse effects on the environment.*

6.3 Policies

A policy states what needs to be done to achieve an objective. Policies are used as a guide in the formulation of methods and also to guide a council in making decisions on resource consents.

Example

- *Significant adverse effects from the spillage of effluent from stock trucks onto roads should be avoided so as to maintain the amenity and safety of the road transportation network.*

6.4 Methods of Implementation

Methods may be non-regulatory (such as education, advocacy and incentives) or regulatory. Examples of regulatory methods include rules in planning documents that permit activities subject to meeting specified conditions or which can only be established pursuant to a resource consent. The methods set out the actions that a Council will follow to achieve the specified objective.

6.4.1 Non-Regulatory Methods

Examples of non-regulatory methods (under their respective headings) for both regional and district planning documents include the following:

Advocacy/Collaboration

- *Establish a Stock Effluent from Trucks Stakeholders Liaison Group to monitor the methods of implementation in the District/Regional Plan for the avoidance of stock effluent spillage from trucks onto roads.*
- *Promote the use of the 'Industry Code of Practice for the Minimisation of Stock Effluent Spillage from Trucks on Roads' developed by the National Stock Effluent Working Group.*

- *Encourage, through means such as the Regional Land Transport Strategy, the development and use of a network of dedicated in-transit and destination stock effluent disposal sites for stock trucks throughout the region.*
- *Encourage the use of effluent holding tanks on stock trucks and promote the ability of all stock trucks to contain stock effluent.*
- *Encourage road-controlling authorities to adopt bylaws for the purpose of implementing designated stock truck bypass routes so as to remove stock trucks from certain local roads and town centres.*
- *Encourage farmers to plan ahead on how they will collect and dispose of effluent collected by trucks from stock being delivered to their properties. This could include the use of suitable open land or the use of existing treatment and disposal facilities constructed for other purposes, such as dairy shed effluent disposal.*

Education

- *Use the 'Industry Code of Practice for the Minimisation of Stock Effluent Spillage from Trucks on Roads' as the basis for education initiatives to farmers, stock truck operators, meat companies and sale yard operators.*

Information

- *Provide information to interested persons and organisations about the issue of stock effluent spillage from trucks in the District/Region and the actions being implemented to resolve the issue.*

Incentives

- *That the Council give consideration to the partial financing, either by way of capital contribution and/or assistance with maintenance, of in-transit stock effluent from trucks disposal facilities.*

6.4.2 Regulatory Methods

The regulatory functions that Councils may decide to use will reflect the different roles and functions of regional and territorial authorities. The regulatory methods in regional plans will therefore focus on discharges of stock effluent from trucks (i.e. a contaminant) to land and water, whereas a district or city will be concerned only with land use activities, such as the use of land for stock effluent from trucks disposal facilities.

Regulatory Method Statements

When drafting rules for regional and district planning documents it is usual practice (as with non-regulatory methods) to include general statements as to the specific methods of regulatory implementation that are to be adopted.

It is possible that only one set of policies and rules may be required for the disposal of untreated stock effluent. From an effects-based perspective there may be little reason to regard stock effluent from trucks differently from stock effluent from other sources, such as dairy sheds. The low volumes usually involved should enable most disposal of stock effluent from trucks to land to be a permitted activity provided certain basic requirements are met.

The following are examples of statements of regulatory methods of implementation:

Regional Plans

- *Include rules in the Regional Plan/Policy Statement that:*
 - *Provide for the discharge of untreated stock effluent (from trucks) onto land;*
 - *Control the discharge of treated stock effluent (from trucks) into water;*
 - *Prohibit the discharge of untreated stock effluent (from trucks) into water.*

District Plans

- *Include rules in the District Plan that:*
 - *require stock effluent from trucks receiving facilities at sale-yards, meat processing plants, major transportation terminals and, where appropriate, farming operations receiving large numbers of stock.*

Rules

Examples of rules that could be included in regional or territorial planning documents are set out in Appendix II of these Guidelines.

7.0 Section 32 Analysis

Section 32 of the Resource Management Act 1991 imposes a duty on councils to justify in a very transparent way the inclusion of any objective, policy, rule or other method in a district or regional plan or policy statement.

The purpose of this section of the Act is to help councils make better resource management decisions and thus achieve better environmental outcomes.

Users of this guideline are referred to the publication produced by the Ministry for the Environment (MfE) in July 2000 titled, '*What are the options? A guide to using section 32 of the Resource Management Act 1991.*' This document provides excellent commentary on the scope and intent of s32 and the methodology for carrying out a s32 analysis, gives guidance as to the documentation required and on how a s32 analysis can be effectively managed. The MfE publication is a practical guide and gives relevant worked examples for territorial and regional authorities.

With regard to plan provisions relating to stock effluent from trucks a section 32 analysis could be enhanced by reference to the '*Industry Code of Practice for the Minimisation of Stock Effluent Spillage from Trucks on Roads*'. In particular, the code identifies a number of benefits that should result from statutory intervention. These include improved environmental

conditions, safer roads, enhancement of New Zealand's 'clean green' image, as well as benefits to farmers from improved meat quality, and the utilisation of stock effluent as a resource where it is used as a pasture nutrient.

There are a number of non-regulatory ways to work towards minimisation of spillage, as outlined in the Industry Code of Practice in particular. Councillors and professionals in the field of resource management are encouraged to investigate those methods, as they often are the most practical and effective means to reduce spillages. Rules will have an enabling function, i.e. certain activities that encourage minimisation of effluent spillages may be permitted activities (e.g. on-farm effluent disposal, road-side disposal sites). Conversely some provisions may be required to ensure that disposal facilities are included as part of the end-use activity (e.g. saleyards).

The Section 32 analysis that accompanies such rules will also need to weigh the costs and benefits of employing those rules.

8.0 Concluding Comments

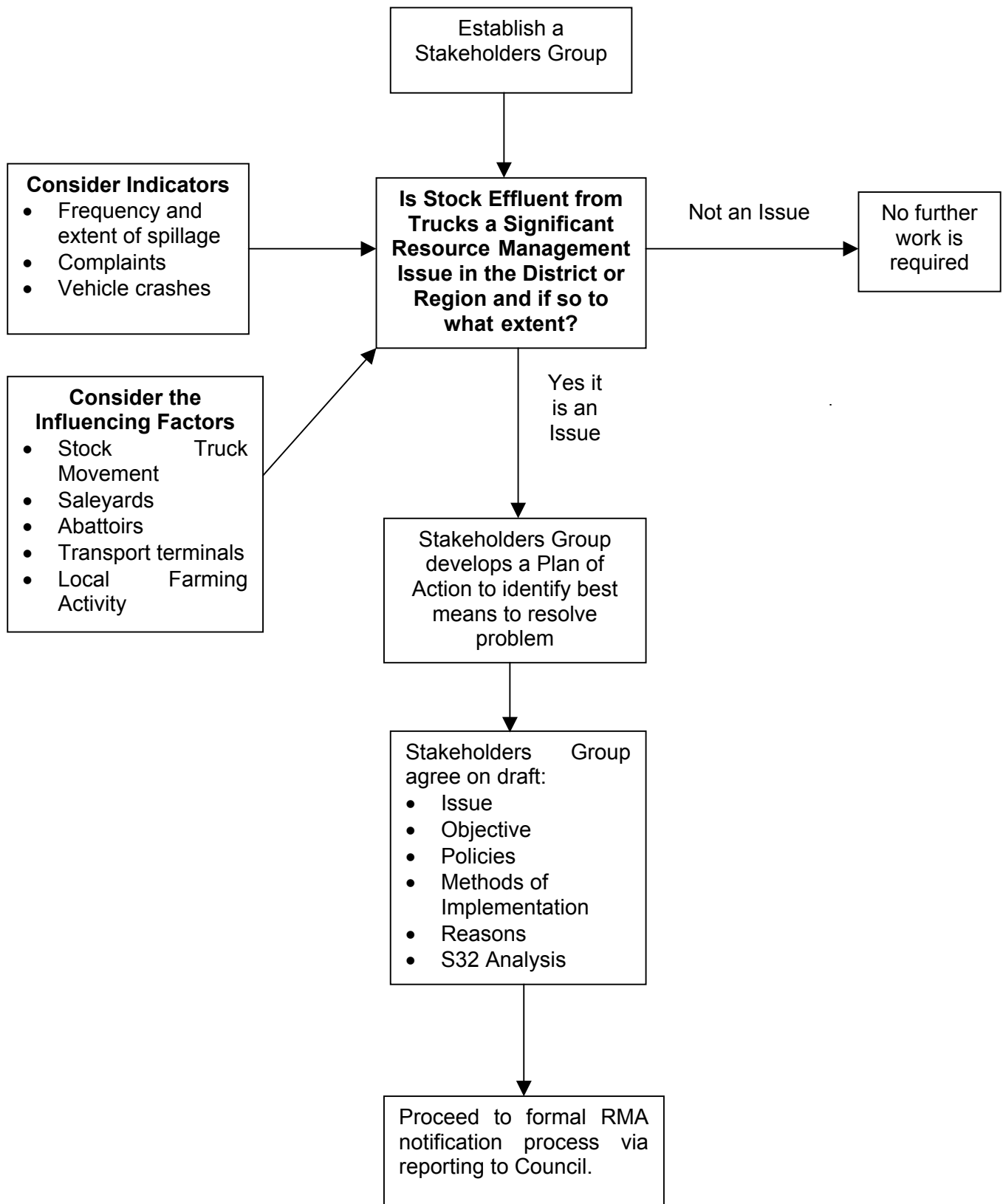
This Guideline is intended to give assistance to regional and territorial authorities to establish whether or not there is a significant resource management issue with regard to the spillage of stock effluent from trucks within their local area. Users of the Guideline are encouraged to adopt a process of collaborative investigation with local stakeholders at a regional level to establish the extent of the problem locally and identify local solutions to resolving the issue. It is emphasised that all policy and method examples given in the document are just that, examples, and will not have universal applicability. It is suggested that the best environmental outcomes will be achieved if the issue of stock effluent spillage from trucks is considered on a regional basis.

Appendices:

Appendix I: Process Diagram

Appendix II: Examples of Regional and District Plan Rules

Appendix I: Planning Process Diagram



Appendix II: Examples of Regional and District Plan Rules

Note: While the following examples of rules specifically refer to ‘stock effluent from trucks’ these matters could also be considered as part of Council’s general rules for the disposal of stock effluent.

Regional Plans

Rule RP No 1: Permitted Activity Rule - Discharge of Untreated Stock Effluent from Trucks onto Land (Excluding roads)

*The discharge of contaminants onto land (not roads) from the application of **stock effluent from trucks** is a **permitted activity** subject to [all or some of] the following conditions [depending on regional policy]:*

- a) The volume of effluent discharged is no more than [to be inserted dependent on regional policy] cubic metres during any seven-day period.*
- b) No discharge of effluent to water shall occur and no runoff of effluent to water shall occur from the discharge area.*
- c) Storage facilities for stock effluent from trucks shall be installed if necessary to ensure compliance with condition b). If necessary effluent treatment or storage facilities (e.g. sumps or ponds) shall be sealed so as to prevent any seepage of effluent.*
- d) The total effluent loading onto grazed pasture shall be at a rate not exceeding [to be inserted dependent on regional policy] kilograms of nitrogen per hectare per year.*
- e) The maximum loading rate of effluent onto any part of the irrigated land shall not exceed [to be inserted dependent on regional policy] millimetres depth per application.*
- f) Effluent shall not enter surface water, or cause ponding on the land surface for more than [to be inserted dependent on regional policy] hours following the application.*
- g) The discharge is more than [to be inserted dependent on regional policy] metres from any surface water body, farm drain, roadside drain, water supply race, bore, or the coastal marine area; and*
- h) The discharge is more than [to be inserted dependent on regional policy] metres from any neighbouring property boundary;*

Notes:

- 1. The above permitted activity rule does not relate to discharges of stock effluent from trucks on to public roads.*
- 2. Stock effluent from trucks is defined as the effluent that is collected in the truck holding tanks, and does not include water from truck washing facilities.*

Reasons

Rule RP No 1 has been adopted to allow discharges of untreated stock effluent from trucks to be discharged without a resource consent provided a number of basic environmental requirements are complied with. The Industry Code of Practice for the Minimisation of Stock Effluent Spillage from Trucks on Roads recommends that farmers should accept stock effluent with the stock. This helps avoid the spillage of effluent from trucks in transit. Except for dairy farmers, most farmers do not have facilities for treating and disposing of effluent on-site. Adopting a regional rule that allows small discharges as a Permitted Activity is the most appropriate means of exercising regional council functions, while taking into account the guidance provided in the Industry Code of Practice.

Rule RP No 2: Controlled Activity Rule - Discharge of Untreated Stock Effluent from Trucks onto Land (Excluding roads)

*The discharge of contaminants to land (not roads) from the application of **stock effluent from trucks**, which are not permitted by Rule RP No 1 above but subject to the following terms and conditions:*

- (i) The volume discharged exceeds [to be inserted dependent on regional policy] cubic metres during any seven day period; or*
- (ii) The effluent loading rate exceeds [to be inserted dependent on regional policy] kilograms of nitrogen per hectare per year; or*
- (iii) The maximum loading rate of effluent onto any part of the irrigated land exceeds [to be inserted dependent on regional policy] millimetres depth per application,*

The Regional Council reserves control over the following matters:

- 1) Discharge of effluent to water and runoff of effluent to water;*
- 2) Requirement to install storage facilities for stock effluent from trucks;*
- 3) The standard of sealing of effluent treatment or storage facilities (e.g. sumps or ponds) to prevent any seepage of effluent;*
- 4) Time lapse between application of effluent and entry to surface water and maximum duration of ponding on the land surface following application;*
- 5) Separation distance between any part of a discharge and any surface water body, farm drain, roadside drain, water supply race, bore, or the coastal marine area;*
- 6) Location of discharge to land including the separation distance between any part of a discharge and any neighbouring property boundary;*
- 7) Means of controlling any elevation in ground water nitrogen concentrations.*
- 8) The means of controlling objectionable odour.*

9) *The means of avoiding spray drift.*

10) *The contingency measures to ensure that there are no adverse effects on surface water in the event of mechanical failure or prolonged wet weather.*

11) *Provisions to monitor compliance with the consent conditions and effects on the environment.*

Notes:

The above controlled activity rule does not relate to discharges of stock effluent from trucks on to public roads.

Stock effluent from trucks is defined as the effluent that is collected in the truck holding tanks, and does not include water from truck washing facilities.

Notification: *Applications for resource consents to discharge stock effluent from trucks under this Rule will be considered **without** notification or the need to obtain the written approval of affected persons in accordance with s94 (1)(b) of the RMA.*

Reasons

Rule RP No 2 has been adopted to allow discharges of untreated stock effluent from trucks onto land that cannot comply with Rule RP1 but is subject to a resource consent to allow for a greater level of control. The process is simplified by the consent being considered without a requirement for notification.

Rule RP No 3: ***Discretionary Activity Rule- The discharge of treated stock effluent from trucks into water.***

*The discharge of **treated stock effluent from trucks** into surface water is a **discretionary** activity (requiring resource consent).*

Note: *“Treated” in this context means that effluent has undergone a recognised treatment process such as passing through settling ponds.*

Reasons

This rule requires treated effluent discharged into water to be subject to a resource consent. This requirement is consistent with rules for other treated agricultural effluent discharges.

(Note: It is expected that regional councils would not differentiate between stock effluent from trucks and stock effluent from dairy shed effluent discharged from settling ponds.

Rule RP No 4: ***Prohibited Activity Rule- The discharge of untreated stock effluent from trucks into water.***

*The discharge of **untreated stock effluent from trucks** into water is a prohibited activity.*

Reasons

This rule prohibits the discharge of untreated stock effluent from trucks into water. The rule recognises that the discharge of untreated stock effluent from trucks into water may cause significant adverse effects to the environment.

District Plan Rules

Rule DP No. 1: Permitted Activity - Stock Effluent from Trucks Disposal Facilities

Any meat processing plant, commercial sale-yard, or transportation terminal receiving [number to be agreed by local stakeholders working group] or more head of stock in any calendar month with on site disposal facilities for the collection and disposal of stock effluent from stock trucks delivering stock to that site.

Rule DP No. 2: (Controlled, discretionary or restricted discretionary) Activity - Stock Truck Effluent Disposal Facilities

Any meat processing plant, commercial sale-yards or transportation terminal that receives [number to be agreed by local stakeholders working group] or more head of stock in any calendar month without on site disposal facilities for the collection and disposal of stock effluent from trucks.

For the Controlled Activity option the matters over which control is reserved could include the following:

- *the Council being satisfied as to the arrangements between the parties of the alternate stock effluent from trucks disposal facilities and ready access thereto;*
- *location of the alternate stock effluent from trucks disposal facilities in relation to the site receiving the stock;*
- *the adequacy of the alternate stock effluent from trucks disposal facilities by reference to the total number of stock trucks discharging stock effluent in any calendar month.*

For the Discretionary Activity options the Assessment Criteria could include the following:

- *alternate stock effluent from trucks disposal facilities are available by prior arrangement for use at any other site;*
- *the alternate stock effluent from trucks disposal facilities are located no more than 20 km from the site receiving the stock;*
- *the Council being satisfied as to the arrangements between the parties of the alternate stock effluent from trucks disposal facilities and ready access thereto;*
- *location of the alternate stock effluent from trucks disposal facilities in relation to the site receiving the stock;*
- *the adequacy of the alternate stock effluent from trucks disposal facilities by reference to the total number of stock trucks discharging stock effluent in any*

calendar month.

Reasons

Because this is a regional issue, a working party was established to investigate the problem of stock effluent from trucks on roads within the Region. The working party was made up of representatives from the XYZ Regional Council, AB District Council, CD District Council, Transit New Zealand, Road Transport Association and Federated Farmers [and other appropriate organisations].

The working party assessed the feasibility of a number of options to address the issue of stock effluent from trucks on roads and has implemented a Regional Strategy. Based on the working party's findings, it is considered appropriate that a standard within the District Plan requiring adequate stock effluent from trucks receiving facilities be provided at new meat processing plants, commercial saleyards or major transport terminals receiving x or more head of stock in any calendar month. Within the Rural and Industrial Environment Areas this will be one of the most effective ways to reduce the potential for stock effluent spillage from trucks onto roads.

The threshold of x head of stock in any calendar month is to be set in agreement with all parties on the Working Party.

Further investigation into the establishment of stock effluent receiving facilities along strategic routes within the District is also considered to be an appropriate method to reduce stock effluent spillage onto roads. Liaison with other road controlling authorities within the region will ensure a co-ordinated approach.

This method will complement the advocacy work undertaken by the XYZ Regional Council and Federated Farmers who are promoting good practice techniques to farmers to minimise effluent disposal problems, such as the standing of stock before travel.