

## Executive summary

This report reviews the Taranaki Regional Council's performance and achievements on its navigation and safety and marine oil spill response functions for the 2007/2008 year.

The Council has responsibility for navigation and safety functions within Port Taranaki under the Local Government Act 1974 (continued by the Local Government Act 2002), and also has responsibilities for marine oil spill response under the Maritime Transport Act 1994. The Council directs an effective oil spill response through implementation of the Taranaki Regional Council Tier 2 Oil Spill Response Plan and takes action to mitigate or remedy the adverse effects of any marine oil spills within the Taranaki region.

Set out below is a summary of the main activities carried out by the Council in 2007/2008:

- In 2007/2008, there were 2097 vessel movements in Port Taranaki without a navigation and safety incident.
- The Council obtained programme and funding approval for 2007/2008 from Maritime New Zealand for specific oil spill response activities, including training.
- The Council undertook one complete audit of the oil spill equipment and undertook maintenance three times during the 2007/2008 year.
- The Council organised one desktop and one two-day practical marine oil spill response training exercise during the 2007/2008 year.
- Three staff were selected to take part in a National Oil Spill Response Exercise.
- During the 2007/2008 year, there were two marine oil spills that occurred within the port area. Cost recovery was achieved for both these incidents.
- A major oil spill occurred in October 2007 when approximately 15 tonnes of crude oil washed up on the west coast near Okato from an off-shore production station. Maritime New Zealand has launched legal action over the spill.
- The *Port and Harbour Safety Management System* was granted full approval by Maritime New Zealand and is valid for a period of three years from 11 July 2007. This was the first safety management system approved in New Zealand.
- Review of the navigation/safety signage in the Port area has commenced.
- All the above activities contributed to sustainable, connected, and secure and healthy Taranaki outcomes where the staff preparedness for a potential major oil spill was tested, environmental quality in the Port was maintained, and no maritime navigation and safety incidents occurred.

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# 1. Introduction

## 1.1 Purpose

This report reviews the Taranaki Regional Council's performance and achievements on its harbour management (navigation and safety) and marine pollution incidents and response (oil spill response) functions for the 2007/2008 year.

## 1.2 Background

The Taranaki Regional Council has responsibility for navigation and safety functions within Port Taranaki and its approaches (Taranaki harbour), a responsibility contained within the Local Government Act 1974 and continued by the Local Government Act 2002. These responsibilities are undertaken by appropriately qualified persons who have been contracted to provide harbourmaster services for Port Taranaki and implement relevant harbour bylaws.



Port Taranaki

The Taranaki Regional Council has further responsibilities for marine pollution control, specifically oil spill response. Under the Maritime Transport Act 1994, the Council prepared the *Taranaki Regional Council Marine Contingency Plan*. This Plan, initially approved by the Director of the Maritime Safety Authority in 1995 (now Director of Maritime New Zealand) was reviewed in 2002/2003. Through the Plan, the Council directs an effective oil spill response and takes action to mitigate or remedy the adverse effects of any marine oil spills within the Taranaki region. The Plan also contains information and advice on equipment, personnel and organisation skills using the Co-ordinated Incident Management System (CIMS) method of emergency response for oil spills that occur within the region.

The Taranaki Regional Council is also responsible for approving and auditing the contingency plans for oil transfer sites and approving Maritime New Zealand contingency plans for offshore installations.

### 1.2.1 Objectives

The overall objective for Harbour Management, as set out in the 2007/2008 Annual Plan, is to:

- Promote safe navigation for all users of the waters of Port Taranaki.

The overall objective for Pollution Incidents and Response, as set out in the 2007/2008 Annual Plan, is to:

- Respond effectively to pollution incidents, reduce the occurrence and effects of pollution and other unauthorised incidents and, where necessary, undertake successful enforcement action.

### 1.2.2 Performance measures

In response to the objective for Harbour Management, the Taranaki Regional Council adopted the following performance measures in the 2007/2008 Annual Plan:

- Provide harbourmaster and harbour warden services for Port Taranaki to implement relevant harbour bylaws and regulations.
- Comply with the requirements of the *New Zealand Port and Harbour Marine Safety Code*.

In response to the objective for Pollution Incidents and Response, the Taranaki Regional Council adopted the following performance measures in the 2007/2008 Annual Plan:

- Maintain and publicly report on 100% of pollution incidents in the Council's *Unauthorised Incidents Register*.
- Respond to 100% of pollution and other complaints within four hours of receipt, instigating control, clean up and enforcement procedures where appropriate.
- Administer and implement the *Taranaki Regional Council Marine Contingency Plan* as agreed with Maritime New Zealand.

## 2. Report on progress

### 2.1 Provision of harbourmaster and honorary enforcement officer services

The Taranaki Regional Council has contracted appropriately qualified persons to provide harbourmaster services for Port Taranaki and implement relevant harbour bylaws.

There were 2097 vessel movements in Port Taranaki during 2007/2008. This was an decrease of 22 vessel movements from the previous year. The Council's harbourmaster has prepared an annual report for the 2007/2008 year, which is attached as an appendix to this report.



By way of background: Maritime Rule 90 (Pilotage), prepared by the Maritime New Zealand came into force on 1 April 2003 and superseded Part 90 (Appointment of Pilots and Pilotage Exemptions) which was revoked from that date. Maritime Rule 90 makes pilot licences and pilotage exemption certificates 'maritime documents' and puts the examinations under the direct jurisdiction of Maritime New Zealand. Accordingly, an amendment to the Taranaki Regional Council's bylaws was initiated to remove all provisions relating to pilotage and pilotage exemption. The amended bylaws with the Pilotage provisions removed came into force on 1 July 2003.

In October 2003, the Council made new harbourmaster and honorary enforcement officer appointments. "Honorary enforcement officer" is the title given to what were previously known as harbour wardens. It is the term that has been used in the Local Government Act 1974 since the Local Government Amendment Act (No.2) 1999. Harbourmasters are appointed for the general purpose of ensuring navigation safety and enforcing navigation bylaws in accordance with Part 39A of the Local Government Act 1974. Honorary enforcement officers promote navigation safety and compliance with the Council's *Navigation Bylaws for Port Taranaki and its Approaches 2003* by providing information on safe boating and educating the boating public on the content of the bylaws. The powers and duties of harbourmasters and honorary enforcement officers apply within the Taranaki harbour (Port Taranaki and its approaches).

The Council has appointed six people to the position of harbourmaster/ deputy harbourmaster. Captain Ray Barlow holds the lead role, with the remaining appointees acting as his deputies. Michael Pryce, the harbourmaster for the Wellington Region, has been appointed to act in cases of conflict of interest where no other harbourmaster appointee is able to act.

There are thirteen honorary enforcement officers available to assist in the enforcement of the Council's *Navigation and Safety Bylaws 2003*.

Section 160A of the Local Government Act 2002 states that a bylaw is revoked if it has not been reviewed two years after the date on which the bylaw should have been reviewed. The Council is therefore required to commence a review of the *Navigation and Safety Bylaws for Port Taranaki and Its Approaches 2003* by 1 July 2008.

In August 2004, Maritime New Zealand adopted the *New Zealand Port & Harbour Marine Safety Code*.

The aim of the *Code* is to promote good practice in the conduct of safe marine operations in ports and harbours. It also seeks to clarify the respective responsibilities and accountabilities of central government, regional councils and port companies in relation to navigation safety.

The Council has complied with the *Code* through the undertaking of a full Harbour Risk Assessment and the adoption of a Harbour Safety Management System (SMS) Manual which addressed the risks (e.g. human, environmental and property risks). Maritime New Zealand approved the harbour risk assessment component of the Manual in January 2006.

In July 2007, *the Harbour Safety Management System* was granted full approval by Maritime New Zealand and is valid for a period of three years from 11 July 2007. This was the first management system approved in New Zealand.

A Certificate of Approval for the *Harbour Safety Management System* was presented to the Council and Port Taranaki Limited by the Director of Maritime New Zealand.



*Presentation of Certificate of Approval*

## 2.2 Administer and implement the Taranaki Regional Oil Spill Response Plan

The Council obtained programme and funding approval for the 2007/2008 year from Maritime New Zealand for a number of specific oil spill response activities. This included funding for:

- Equipment Storage
- Equipment Maintenance
- Exercises and Regional Training
- MNZ Training Costs
- Tier 2 Plan Maintenance.

### 2.2.1 Equipment storage and maintenance

The Council has continued to maintain a contractual arrangement with Port Taranaki Limited to store marine oil spill response equipment in a Port building on the corner of Breakwater and Ngamotu Roads. One Oil Wildlife Inventory Kit is also held at the Port.

The Council continues to maintain the oil spill response equipment stored at Port Taranaki. The Council undertook maintenance of this equipment on three occasions during the 2007/2008 year. On completion of each occasion, a maintenance schedule was forwarded to Maritime New Zealand for its approval.

The Council also undertook an audit of the equipment with Maritime New Zealand representatives during the 2007/2008 year.

### 2.2.2 Exercises

The Council organised one desktop and one two-day marine oil spill response training exercises during the 2007/2008 year. This exercise was undertaken on 29-30 April 2008 at Port Taranaki and involved staff from the Taranaki Regional Council, Port Taranaki Limited, the oil industry, contractors and observers from Maritime New Zealand.



*Oil Spill Exercise at Port Taranaki*

The aim of the exercise was to familiarise people with the oil spill equipment held at Port Taranaki and the processes involved in oil spill response. The ro-boom, harbour boom and rapid deployment boom were deployed, including the new skimmer.

The desktop exercise was held on 28 March 2008 at the Taranaki Emergency Management Office in New Plymouth to test the Tier II CIMS Structure and also to test the TEMO offices for use as an Incident Command Centre.



*Desktop Exercise at TEMO*

### **Maritime New Zealand Training**

The regional on-scene commander and alternative on-scene commander are current.

Five response staff trained to Field Operators level in oil spill response at Te Atatu.

One response staff trained to Managers level in oil spill response at Te Atatu.

Two staff undertook Shoreline Cleanup Assessment Team (SCAT) training in oil spill response.

Two staff undertook Oiled Wildlife training in Palmerston North.

Maritime New Zealand's ability to train staff in the region has provided Taranaki with sufficient numbers of trained personnel to operate the large amount of equipment held in the region. The number of trained staff met guidelines set by Maritime New Zealand for the equipment held.

#### **2.2.3 Tier 2 Plan maintenance**

The Tier 2 Marine Oil Spill Response Plan was updated and approved during 2007/2008. The changes were required in response to changes in personnel and equipment involved in a marine oil spill response. The Plan had to conform to a new template which required additional work.

## 2.2.4 Oil Spills

### Minor oil spills

During the 2007/2008 year, two minor marine oil spills occurred within the port area. These incidents were subsequently reported to the Council and Maritime New Zealand.

The spills were responded to in accordance with the statutory requirements of the Maritime Transport Act 1994 and the Taranaki Regional Marine Oil Spill Response Plan 1998. Costs were recovered either from the Oil Pollution Fund or the spiller.

### Major oil spill

A major oil spill occurred on 21 October 2007 when approximately 15 tonnes of crude oil washed up on the west coast near Okato from the Floating Production, Storage and Offtake vessel *Umuroa* in the Tui oilfield. This was the biggest crude oil spill to occur in New Zealand and the second biggest oil spill of any type to occur in New Zealand in recent history.

Taranaki Regional Council staff began clean-up operations within two hours of the oil being reported. While the spill was an unwelcome reminder of the coastline's environmental vulnerability, quick action and fortunate timing kept long-term effects to a minimum. The spill was mainly deposited high up on the beach and away from sensitive environmental areas.

A feature of the response to this incident was the close liaison among the Council, other agencies and residents, Iwi and surfers. Coastal landowners were also very co-operative providing free access over their properties and making equipment available for the clean-up operation.

A public meeting was organised at Okato to discuss spill response actions and to update the community on the ongoing clean-up activities.

As the spill occurred outside the 12 nautical mile limit, enforcement action is the responsibility of Maritime New Zealand.



*Public meeting at Okato*

### **3. Conclusion**

Performance measures detailed in the *2007/2008 Annual Plan* have been achieved for the Council's Navigation and Safety and Marine Oil Spill Response functions.

#### **3.1 Programmes and performance measures**

1. The Harbourmaster, Deputy Harbourmasters, and Honorary Enforcement Officers for Port Taranaki have provided the relevant services at Port Taranaki and have implemented relevant harbour bylaws and regulations.
2. The Taranaki Regional Council responded to all pollution and other complaints within four hours of receipt, instigating control, clean up and enforcement procedures where appropriate.
3. The Taranaki Regional Council administered and implemented the *Taranaki Regional Council Marine Contingency Plan* as agreed with Maritime New Zealand.

#### **3.2 Significant activities summary**

1. There were no reported incidents involving unsafe navigation practices in Port Taranaki.
2. The completion of three oil spill equipment maintenance checks and one Maritime New Zealand equipment audit occurred.
3. The completion of one two-day practical training exercise and one desktop training exercise occurred.
4. Training for officers in various roles was undertaken.
5. Appropriate response of the Taranaki Regional Council's Marine Oil Spill Response team to the two minor oil spill incidents at Port Taranaki occurred.
6. Appropriate response of the Taranaki Regional Council's Marine Oil Spill Response team to a major oil spill incident on the west coast near Okato.
7. The *Harbour Safety Management System* was granted full approval by Maritime New Zealand and is valid for a period of three years from 11 July 2008.
8. Review of the navigation/safety signage in the Port area was commenced.

### **3.3 Community outcomes**

This activity contributed to sustainable, connected, and secure and healthy Taranaki outcomes where the staff preparedness for a potential major oil spill was tested, environmental quality in the Port was maintained, and no maritime navigation and safety incidents occurred.

This report will be forwarded to key interested stakeholders in navigation and safety.

## **Appendix: Report of the Harbourmaster for Port Taranaki 2007/2008**

A total of 2097 vessel movements took place during the year, a decrease of 22 on the previous year. The increased level of offshore oil exploration and production activities continued into this year.

### **Pilotage**

There are six pilot licences in force for Port Taranaki. One new licence has been obtained following the departure of one senior pilot who has left for overseas. The system of regular peer review has continued. Port Taranaki Limited's programme for the training of pilots and masters for licences and exemptions continues to be approved by Maritime New Zealand.

### **Dynamic Under Keel Clearance (DUKC) System**

The annual audit of DUKC system operations has been undertaken by Captain Mike Pryce in his role as alternate Harbourmaster. This has shown that Port Taranaki Limited is operating the system in line with the procedures agreed with the Council. A new version of the DUKC system was installed during 2008 and pilots trained in its use. A wave rider buoy was installed at the outer end of the entrance channel to improve the accuracy of the information being provided to the DUKC system in this area which became necessary with the increase in the operating draft to 12.5 metres .

### **Port and Harbour Safety Code**

The Safety Management System and associated Risk Assessment System are fully operational with all maritime activities being continuously monitored.

In July 2007, the *Harbour Safety Management System* was granted full approval by Maritime New Zealand and is valid for a period of three years from 11 July 2007. This was the first management system approved in New Zealand

### **Hydrographic surveys**

Port Taranaki Limited has undertaken regular hydrographic surveys and the results transmitted to LINZ for promulgation to mariners. The Capital Dredging Programme to deepen the port was completed on the 29 June 2007 and the new soundings have been promulgated to LINZ who is preparing an updated chart.

### **Pollution control**

Training exercises were undertaken at Port Taranaki with the deployment of the MNZ booms using both Taranaki Regional Council and Port Taranaki Limited staff. Significant experience has also been gained during the Capital Dredging Programme in certain areas of the inner harbour with natural oil seepage being controlled on a continuous basis using harbour boom and dispersant. A regular maintenance programme has continued.

## **Recreational boating**

The Trans Tasman 'Short Handed' Yacht Race was successfully hosted in the early part of 2007, the event having raised the profile of the recreational aspect of Port Taranaki to a high degree. The number of recreational and small commercial craft utilising the facilities at the Lee Breakwater remains high and facilities are very stretched in busy periods, particularly during the summer period.

## **Honorary Enforcement Officers**

The Honorary Enforcement Officers (Harbour Wardens) have continued to perform their duties in an efficient manner and I must express my thanks for their assistance in maintaining the high level of compliance and understanding. One meeting has been held (5 December 2007) with the wardens to assist in their training and update their knowledge of safety bylaws and to receive feedback on their concerns and experiences during the year. Navigation/safety issues were raised and discussed at the meeting and actions identified. A key action was reviewing/replacing the signage around the Port that had become weathered. New jackets and hats were provided to the officers. Two new officers were trained and warranted after the meeting and represent kayak and waka interests who use the port.

## **Search and rescue**

Both the Harbourmaster and Deputy Harbourmaster John Ireland, continue to be gazetted as Marine Search Advisers and to be involved in the Taranaki Marine Search and Rescue Organisation.

## **Harbour Bylaw Review**

The Harbour Bylaw review was initiated in 2008 and work over the next 18 months will lead to this task being completed.

R N Barlow  
**Harbourmaster**

August 2008