

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 2006/2007 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 2006/2007:

- In 2006/2007, there were 2119 vessel movements in Port Taranaki without a navigation and safety incident.
- The Council obtained programme and funding approval for 2006/2007 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 2006/2007 year.
- The Council organised one desktop and two practical marine oil spill response training exercises during the 2006/2007 year.
- Two staff were selected to take part in a National Oil Spill Response Exercise.
- During the 2006/2007 year, there were two marine oil spills that occurred within the port area and four exacerbated natural oil discharges as a result of capital dredging operations in the Port. Both oil spill incidents were minor. Cost recovery was achieved for all these incidents.
- The *Port and Harbour Safety Management System Manual* met the requirements of the *New Zealand Port & Harbour Marine Safety Code* and was pre-audit approved by Maritime New Zealand in May 2007. This was the first management system manual approved in New Zealand. Maritime New Zealand is to carry out a verification audit within 18 months of the 'pre-approval' date. On the successful completion of this audit, the *Port and Harbour Safety Management System* will be granted full approval.
- 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 2006/2007 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.



Taranaki harbour

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 2006/2016 Long-Term Council Community 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 2006/2016 Long-Term Council Community 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 2006/2016 in the Long-Term Council Community 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* including the development of a Harbour Risk Assessment and safety management system.

In response to the objective for Pollution Incidents and Response, the Taranaki Regional Council adopted the following performance measures in the 2006/2016 Long-Term Council Community 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 2119 vessel movements in Port Taranaki during 2006/2007. This was an increase of 625 vessel movements from the previous year. The Council's harbourmaster has prepared an annual report for the 2006/2007 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).



Port Taranaki

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

In January 2004, Maritime New Zealand released the draft *New Zealand Port & Harbour Marine Safety Code* for public consultation. The following guideline documents for good practice were also released for public comment:

- *Guidelines for Port & Harbour Risk Assessment and Safety Management Systems in New Zealand*
- *Guidelines for providing Aids to Navigation in New Zealand*
- *Guidelines of Good Practice for Hydrographic Surveys in New Zealand Ports & Harbours.*

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.



Container loading at Port Taranaki

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.

To facilitate the implementation of the SMS, Maritime New Zealand developed a staged approval process. The first stage was 'pre-approval'. 'Pre-approval' verifies that the SMS is complete, based on a review of the SMS and other relevant documentation submitted by the Council and Port Company. Maritime New Zealand approved the 'pre-approval' stage in May 2007 which confirms that the SMS meets the requirements of the *Code*. This was the first such approval in New Zealand. The next step is the 'final approval' which will involve checking

any further amendments to the SMS and the Council and Port Taranaki demonstrating the successful functioning of the SMS.

2.2 Administer and implement the Taranaki Regional Oil Spill Response Plan

The Council obtained programme and funding approval for the 2006/2007 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 2006/2007 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 2006/2007 year.

2.2.2 Exercises

The Council organised one desktop and two practical marine oil spill response training exercises during the 2006/2007 year. The two practical exercises were undertaken on 21 February 2007 and 11 April 2007 at Port Taranaki. Personnel from the Taranaki Regional Council, Port Taranaki Limited, Shell Todd Oil Services, Maritime New Zealand and Horizons Regional Council attended these

exercises. The training days consisted - primarily of deploying the flexi dams, ro-boom, harbour boom rapid deployment system and skimmer equipment. The exercises focused on new equipment familiarity and rapid deployment. One of the practical exercises this year included Shell Todd Oil Services staff and the Pacific Runner. The exercise



Deployment of ro-boom

involved the deployment and retrieval of the ro-boom from the *Pacific Runner*. This was in case such equipment was required to be deployed around an offshore installation. The desktop exercise was held on 19 October 2006 at the Horizons Regional Council.

Maritime New Zealand Training

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

Six response staff attended fundamentals courses in oil spill response.



Deployment of skimmer

Seven response staff attended Field Operators courses in oil spill response at Te Atatu. One officer attended a wildlife course at 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 has been updated during 2006/2007. The changes were required in response to changes in personnel and equipment involved in a marine oil spill response.

2.2.4 Tier 3 Plan involvement

In May, two Council staff participated in a National Tier 3 Plan exercise. Operational planning and communications staff were selected for their high skill level to participate in the three day exercise. All costs were met by Maritime New Zealand.

2.2.5 Oil Spills

During the 2006/2007 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



Deploying ro-boom from Pacific Runner

Spill Response Plan 1998. Costs were recovered either from the Oil Pollution Fund or the spiller.

3. Conclusion

Performance measures detailed in the 2006/2016 Long-Term Council Community 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 two practical training exercises and one desktop training exercise occurred.
4. Training for fourteen officers in various roles was undertaken and staff were selected to be part of an elite National Tier 3 Plan exercise.
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. The 'pre-approval' by Maritime New Zealand that the *Port and Harbour Safety Management System Manual* meets the requirements of the *New Zealand Port & Harbour Marine Safety Code* was obtained.

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 2006/2007

A total of 2119 vessel movements took place during the year, an increase of 625 on the previous year. The number of pilotage exempt vessel movements was 930, an increase of 288 on the previous year with the increased offshore oil activity having had a significant impact on the figures.

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.

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 October 2006 a "pre approval audit" of the Safety Management System was undertaken with compliance to this being granted in May 2007. Maritime New Zealand will carry out a verification audit within 18 months of the pre approval date with further audits being carried out at lesser intervals as appropriate. The first verification audit is due 12 July 2007. On successful completion of this audit the SMS will be granted full approval.

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 29th 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 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.

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.

R N Barlow
Harbourmaster