

# CHAPTER 1 – DEFINITIONS & ABBREVIATIONS

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# Abbreviations

ABBREVIATION	MEANING
ADIOS	Automatic Data Inquiry for Oil Spills
AMOSC	Australian Marine Oil Spill Centre
AMSA	Australian Maritime Safety Authority
DAT	Directors Advisory Team
DESC	Domestic & External Security Committee
DoC	Department of Conservation
EARL	East Asia Response Limited
EEZ	Exclusive Economic Zone
GMM&R	General Manager Monitoring and Response
IAP	Incident Action Plan
ICC	Incident Command Centre
ICT	Incident Command Team
ICCFM	Incident Command Centre Facility Manager
IPIECA	International Petroleum Industry Environmental Conservation Association
MAF	Ministry of Agriculture and Fisheries (now MOF & NIWA)
MCC	Media and Community Affairs Coordinator
MIC/MICoord	Maritime Incident Controller/Coordinator
MIRT	Maritime Incident Response Team
MOF	Ministry of Fisheries
MOH	Ministry of Health
MOT	Ministry of Transport
MOU	Memorandum of Understanding
MPRS	Marine Pollution Response Service
MSI	Maritime Safety Inspector
NIWA	National Institute of Water and Atmosphere
nm	Nautical mile
NMCC	National Maritime Coordination Centre
NOSC	National On-Scene Commander
OPAC	Oil Pollution Advisory Committee
OSC	On-Scene Commander
OSDO	Oil Spill Duty Officer
OSH	Occupational Safety and Health
PAH	Poly Nuclear Aromatic Hydrocarbons
PEANZ	Petroleum Exploration Association of New Zealand
RCCNZ	Rescue Coordination Centre of New Zealand
ROSC	Regional On-Scene Commander
SCAT	Shoreline Clean-up Assessment Technique
Tier 1	Site level plan or response
Tier 2	Regional level plan or response
Tier 3	National level plan or response
UEL	Upper Explosive Limit
WebEOC	Web Emergency Operations Centre

# Definitions

## Catastrophic spill

Large-scale spill due to unusual conditions, which is likely to have devastating consequences, and where the likelihood of occurrence is impossible to predict.

## Chemical dispersant

A chemical formulation containing non-ionic surface active agents that lower the surface tension between oil and water and enable oil film to break up more easily and disperse within the water with natural or mechanical agitation.

## Chief Executive/General Manager

The person responsible for ensuring the Regional Council compliance with the Tier 2 provisions and Regional industry compliance with the Tier 1 provisions of the MTA. In relation to the Regional Contingency Plan, the Chief Executive is responsible for ensuring the satisfactory conduct of a Tier 2 marine oil spill response within the region to the level agreed with Maritime NZ.

## Cleanup

Actions taken to confirm the presence of an oil spill, stop its flow from the source, contain it, collect it, protect areas from damage by it, mitigate its effects on the environment, and clean up wildlife and areas contaminated by it.

## Coastal waters

All sea from high water mark out to the 12 nautical mile limit of the Territorial Sea of New Zealand.

## Continental waters

All the sea from the high water mark, out through both the Territorial Sea (12 nautical miles) and the Exclusive Economic Zone (EEZ – from 12 to 200 nautical miles), and including waters beyond the outer limits of the EEZ, but over the continental shelf of New Zealand.

## Contingency Plan

A plan for action prepared in anticipation of an oil spill. The contingency plan prepared for a site or region usually consists of guidelines and operating instructions intended to increase the efficiency and effectiveness of clean-up operations and to protect areas of biological, social, and economic importance.

## Coordinated Incident Management System

The system adopted by the CDEM Group to ensure that there is a coordinated response to emergencies. CIMS principles are followed throughout this plan.

## Director, Maritime NZ

The person responsible for undertaking the measures necessary for the satisfactory implementation of the National Marine Oil Spill Contingency Plan.

## Directors Advisory Team

The team established to advise and support the Director during an incident.

## Dispersant

A chemical formulation containing non-ionic surface active agents that lower the surface tension between oil and water and enable oil film to break up more easily and disperse within the water with natural or mechanical agitation.

## Exclusive Economic Zone (EEZ)

All marine waters from the outer edge of the Territorial Sea (12 nautical miles) seaward for 188 nautical miles until the 200 nautical mile limit.

## Hazardous Substances Technical Liaison Committee

A committee established by the NZ Fire Service including the Regional Council, territorial local authority dangerous goods officers, NZ Police, and Healthcare representatives.

## Incident Command Centre

The forward response operation command centre which accommodates the Incident Command Team. In the case of a Tier 3 response, the Command Centre may be the Tier 1 or Tier 2 Command Centre as defined by the respective Tier 1 or Tier 2 Plan, or any other suitable location defined by the NOSC.

## Incident Command Team

The operational response team established at the Incident Command Centre in accordance with the management structure outlined in this Plan. The team comprises sections (e.g. Operations Section) and each section comprises groups (as required for the scale of the response).

## Individual site

A shore-based site where oil is stored in bulk.

## Interested parties

These persons are the citizens of the local area (including tangata whenua), environmental advisory groups from Government and the community; and oil user/industry groups of the region.

## Marine Oil Spill

Defined in the Maritime Transport Act (MTA) as an actual or probable oil spill into the internal or marine waters of New Zealand. It must be either directly into the sea or ultimately reach marine waters and have arisen from activities covered by the Maritime Transport Act (e.g. Tier 1 transfer of oil to ships or offshore installations). See further definitions in the NZ Marine Oil Spill Response Strategy for oil spills covered by either the MTA or Resource Management Act.

## Marine Protection Rules

The rules made by the Minister of Transport or the Director of Maritime NZ under Part XXVII of the Maritime Transport Act 1994.

## Maritime New Zealand (Maritime NZ)

A Crown Entity established in 1993 under the name Maritime Safety Authority. It was renamed Maritime NZ in July 2005. It has the responsibility for providing effective marine pollution prevention and an effective marine oil pollution response system at reasonable cost.

## Maritime Incident Controller/Coordinator (MIC/MICoord)

The MIC/MICoord is a role within Maritime New Zealand created to act on behalf of the Director to undertake their responsibilities during maritime incidents. The MIC/MICoord has delegated powers under sections 248 and 249 of the MTA.

## Maritime Incident Response Team (MIRT)

The MIRT consists of various advisors whose function is to provide expert advice and support to the MIC/MICoord during a maritime incident. The team will also provide assistance and specialist advice to the ICC as required.

## National Marine Oil Spill Contingency Plan

The marine oil spill response plan produced by the Director of Maritime New Zealand.

## Net environmental benefit

A process of weighing the advantages and disadvantages of taking a particular course of action (such as dispersant spraying), including recognising the likely outcomes if the course of action is not taken (the impact of doing nothing). The result will determine if there will be a net (overall) beneficial or detrimental outcome of taking the action.

## Oil

Any petroleum in any form including crude oil, fuel oil, sludge, oil refuse, and refined products (other than petrochemicals).

## Oil industry

Producers, refiners, and marketers of oil, and associated carriers and service contractors.

## Oil Pollution Fund

A fund managed by Maritime New Zealand which receives its income from the oil pollution levy. It is used to provide money for New Zealand's preparations for oil spill response and to meet the costs of clean-up where no spiller can be found to meet the costs.

## Oil Pollution Levy

A differential levy imposed on all vessels which carry oil as either cargo (tankers) or as fuel according to a formula based on the risk of an oil spill from their particular operation. Some offshore installations also pay a set levy based on their risk factor.

## On-Scene Commander (OSC)

The person responsible for the control and management of the marine oil spill clean-up. They are appointed by the regional councils as Regional On-Scene Commander (ROSC) or by the Director of Maritime New Zealand as National On-Scene Commander (NOSC).

## Oil Spill Duty Officer

A rostered staff position within Maritime NZ which provides 24-hour alert for marine oil spills within the National Marine Oil Spill Contingency Plan.

## Persistent oil

Oils and petroleum products such as crude oils, fuel oils, and lubrication oils that, when split, remain after weathering in a residual form in the environment for an appreciable period.

## Place of refuge

A place where a vessel can safely anchor or berth to enable measures to be taken to forestall or minimise the effects of damage (e.g. to minimise the leakage of oil).

## Regional Councils

These comprise all the current regional councils, plus those unitary authorities (district councils) with the powers and functions of a regional council.

## Regional marine oil spill contingency plan

A marine oil spill contingency plan prepared by a regional council and approved by the Director of Maritime New Zealand under section 292 of the Maritime Transport Act 1994.

## Rescue Coordination Centre of New Zealand (RCCNZ)

The national authority responsible for the coordination of Class III SAR provided by Maritime NZ. The operation is co-located with Maritime NZ's Maritime Operations Centre in Avalon, Wellington and is staffed 24 hours a day, 7 days a week. The centre also provides the first point of contact for Maritime Security alerts, oil spill reports, and both Maritime and Aviation accident reports. The RCCNZ works closely with all domestic and appropriate international SAR stakeholders and SAR providers in NZ to

ensure a timely, appropriate and professional response to all Class III SAR incidents and requests for assistance.

### Risk sites

Those where, perhaps historically, there is a high probability of an oil spill occurring, or alternatively, where there is a possibility that an accident may occur giving rise to a significant oil spill.

### Site marine oil spill contingency plan

A plan prepared under the marine protection rules for a land-based site or offshore installation which specifies the measure to be taken in respect of a marine oil spill.

### Site specific

Pertaining to one on-shore site where oil is stored in bulk.

### Target spill size

The spill size assessed by the Regional council as the maximum they can respond to at a Tier 2 level.

### Territorial Sea

Coastal marine waters extending out to the 12 nautical mile limit.

### Threatened sites

Those areas that are considered by the interested parties of the region to be threatened should an oil spill occur in their vicinity.

### Tier 1

Site specific and includes most shore-side industry with oil transfer sites, offshore installations, and all vessels required to have a shipboard plan. All Tier 1 sites and vessels are expected to plan for and be able to provide a clearly identifiable first response to pollution incidents for which they are responsible.

### Tier 2

Regional councils, which are expected to plan for and respond to marine oil spills within their part of the Territorial Sea (12 nautical miles) where the spills exceed the clean-up capability of Tier 1, or for which no responsible party can be identified.

### Tier 3

Maritime New Zealand, which manages the National Marine Oil Spill Contingency Plan for, spills within a region which are beyond the resources of the region, or which occur within the EEZ, but outside regional council boundaries.

### WebEOC

WebEOC is a web-enabled crisis information management system that provides secure real-time information sharing. If available WebEOC will be used during a Tier 3 response.