

SAFE SEAS CLEAN SEAS

Maritime New Zealand Profile

Take a look
across the
different functions
of Maritime NZ

6

New look for
Maritime New Zealand
team

10

Our future direction
A message from
the chairman
Susie Staley

11

Maritime New Zealand
launches new,
improved website

12



SAFE SEAS CLEAN SEAS

A very big welcome to our first issue of **Safe Seas Clean Seas** under our new name from 1 July 2005:
Maritime New Zealand.



We were required to change our name (from the Maritime Safety Authority) under new legislation following the release of the Transport Sector Review last year. The merger of Transfund and the Land Transport Safety Authority has also resulted in a government transport sector name change – to Land Transport New Zealand.

But while our name has changed, our key priorities have not. Safety, environment protection and security

remain at the heart of what we do. What has changed is that we are now required to carry out our safety, environmental protection and security functions with the aim of achieving an integrated, safe, responsive and sustainable transport system, in line with the Government's 2002 Transport Strategy. Previously, we were charged with 'promoting' our functions with reference only to reasonable cost criteria.

Also underpinning our name change is the widening of our responsibilities during the last two years, both within and beyond the maritime sector.

Our role now includes functions such as ensuring security of New Zealand ports and ships, search and rescue carried out by the Rescue Coordination Centre New Zealand, and maritime health and safety under the Health and Safety Employment Act.

Given our new functions and wider objectives, our new name goes a long way to reflecting more about what we do and who we are.

Although we continue to use the word 'maritime' in our new name, we want to correct any misconception that it refers only to the sea. By 'maritime' we refer to all navigational waters, and much of what we do centres around inland lakes and rivers – and vessels which use them.

In this special edition we take the opportunity to profile the different areas of our organisation. In the next issue, we'll update you on the latest happenings across all these areas.

Best wishes

Russell Kilvington

PS To ensure minimum confusion, we wish to avoid being referred to by our acronym (MNZ), so please refer to us as Maritime New Zealand or Maritime NZ.



Te Manaia – the guardian

A key component of Maritime New Zealand's name is a new symbol which many may be unfamiliar with.

This symbol is Te Manaia, which is an ancient Maori guardian to ward off danger and evil.

Te Manaia has been chosen because of the value it symbolises: guardianship.

Te Manaia – and guardianship – reflect Maritime NZ's role in:

- helping encourage safety at sea, to achieve a maritime environment with minimal deaths, accidents and incidents
- protecting the maritime environment from pollution and safeguarding it for future generations
- ensuring New Zealand ports and ships are secure
- helping ensure health and safety in the maritime workplace
- providing a 24-7 search and rescue centre (in relation to aviation and land as well as water) which people can call upon to assist them in one of the largest search and rescue areas in the world.



We are...

...Not just about commercial ships

Maritime New Zealand is not only tasked with ensuring safety and compliance of commercial, sea-going merchant ships and fishing vessels.

Maritime NZ helps ensure safety and compliance regarding any vessel that carries people. That includes recreational boats, ranging from large private launches through to kayaks and rafts.

...Not just about safety

Safety is a priority. But Maritime NZ is also tasked with other responsibilities: ensuring ships and ports meet international security requirements; providing an around-the-clock search and rescue centre; and helping to ensure our seas are protected from environmental pollution.

...Not just about the sea

Maritime NZ's responsibilities extend from the seas surrounding our country, through to our inland lakes and rivers.

...Not just about water

Maritime NZ's Rescue Coordination Centre provides a service to trampers and aviators in distress – in fact, it manages more land and air-based searches than searches over water.



A snapshot of what we do



LOOKING AFTER
LIGHTHOUSES...

...and lightbeacons to help mariners and boaties navigate their way around New Zealand's 15,134 kilometre-long coastline.



COORDINATING MAJOR SEARCH
AND RESCUE MISSIONS...

...across air, land, and sea – for aviators, trampers, and mariners – through Maritime New Zealand's Rescue Coordination Centre. New Zealand's search and rescue area is one of the largest in the world, stretching from mid-Tasman to halfway to Chile, and from Antarctica almost to the Equator and includes Niue, Tonga, Samoa, Tokelau and the Cook Islands.



DEVELOPING AND MAINTAINING
MARITIME RULES...

...which underpin safety and environmental practice across a broad spectrum of marine activity within New Zealand.



INSPECTING VESSELS...

...both domestic and foreign (including New Zealand yachts going overseas), for safety, security and environmental protection.



TAKING CARE OF
SEAFARER LICENSING...

...to ensure New Zealand has a sound competency structure and set of standards for mariners, and for ensuring ongoing compliance.



ENSURING NEW ZEALAND HAS
THE RESOURCE TO RESPOND
TO OIL SPILLS...

...and to prevent environmental pollution.



INVESTIGATING ACCIDENTS,
INCIDENTS AND SERIOUS
HARM INJURIES...

...involving any vessel from big ships to kayaks and everything in-between; to find out what happened and why – thereby providing a key learning tool for saving lives and preventing accidents in to the future.



TAKING CARE OF THE
REGISTRATION OF VESSELS...

...both commercial and recreational.



MANAGING THE DISTRESS AND
SAFETY MARITIME RADIO
NETWORK...

...through the Maritime NZ Communication Centre. This network includes 28 VHF sites and a deep sea HF service to assist people in New Zealand waters.



PROMOTING SAFE, SECURE
AND CLEAN...

...to the large number of keen New Zealand mariners and boaties, using sponsored advertising.



HELPING ENSURE EMPLOYEE
HEALTH AND SAFETY...

...under the Health and Safety in Employment Act 1992, for work on board vessels and for vessels as places of work.



Take a look across the different functions of Maritime New Zealand



Education and partnerships

Maritime NZ works with the maritime community to increase safety of people on the water, and to protect the marine environment.

Effective communication and consultation is a key to this, and Maritime NZ's national perspective and technical expertise put it in a unique position to provide the community with safety information, standards and advice.

In the commercial sector, education through seminars and publications are two key ways.

In recent years, Maritime NZ has increasingly expanded its focus on the recreational boating sector, which now accounts for about two thirds of all boating related fatalities. Recent campaigns have used television, radio, direct mail, billboard and print advertising to address the three principal contributors to recreational boating fatalities: failure to wear lifejackets, going out in bad weather, and not carrying communication equipment.

The support of commercial sponsors and Government agencies is critical to helping Maritime NZ achieve the widespread distribution and recognition of educational campaigns.

For more on Maritime NZ's recreational campaigns see www.stayontop.org.nz



Marine environment pollution prevention

One of Maritime NZ's key roles is to prevent pollution from ships and offshore oil and gas production platforms.

Marine pollution can be caused by discharges of sewage and dumping of rubbish from vessels as well as spills of oil and other harmful substances.

Preventing pollution involves a number of different approaches, including ensuring that ships navigate safely around New Zealand waters and avoid areas of high environmental value. New Zealand must adopt and enforce the strictest international legal standards to protect the marine environment, and Maritime NZ educates boat owners and the wider marine community on ways to avoid pollution.

Maritime NZ's environmental protection efforts largely focus on ensuring New Zealand is prepared for – and can respond to – marine oil spills.

Maritime NZ also has a responsibility for preventing marine pollution caused by the dumping and disposal of waste in our Exclusive Economic Zone, which starts 12 nautical miles out from the coast of New Zealand and extends out to 200 nautical miles from land.

The International Maritime Organization has adopted many standards on environmental protection. From these, Maritime NZ develops marine protection rules and is responsible for monitoring compliance.

For more information on marine environment pollution check the Marine Protection section of the Maritime NZ website – www.maritimenz.govt.nz



Commercial shipping

Maritime NZ works with owners and operators of commercial vessels to ensure those vessels meet national and international safety and environment protection standards.

A team of 14 maritime safety inspectors work from ten major ports around New Zealand, to inspect New Zealand and international vessels for safety and seaworthiness.

Two safety auditors also work within the adventure jet boating and white water rafting tourism sectors. Their job is to help operators develop and maintain safe ways of operating.

Maritime NZ is also responsible for the registration of ships and the licensing of commercial seafarers in New Zealand.

Commercial vessels generally fall into three safety management categories:

Most New Zealand commercial vessels – Safe Ship Management System

The Maritime NZ Safe Ship Management System makes vessel owners and operators responsible for the daily safe operation of their vessels. This ensures that the safety of a vessel and its crew is maintained throughout the year.

For most commercial vessels in New Zealand, safety is assessed and monitored by Safe Ship Management companies working in partnership with Maritime NZ.

All commercial vessels, including those involved in adventure tourism, must have either a Safe Ship Management plan or a Safe Operating Plan which includes all aspects of its operation, maintenance, equipment, crewing and training.

Foreign ships – Port State Control

Maritime NZ's staff are responsible for checking foreign ships when they arrive in New Zealand to ensure that ships meet acceptable safety, security and environmental protection standards. These inspections cover the ship, its equipment and crew.

Large domestic vessels – Flag State Control

Large domestic merchant vessels such as our coastal oil tankers, rail ferries and other cargo vessels are also inspected regularly by Maritime NZ inspectors to the same standard as foreign flagged vessels.

For more information on commercial shipping, check out the Commercial area of the Maritime NZ website – www.maritimenz.govt.nz

Accident investigation

The water is an unforgiving environment in which people can die very quickly in very mundane circumstances. Knowing more about how and why accidents happen means more can be done to prevent them.



Under law, if an accident, incident, or serious harm injury occurs, the master or skipper of a commercial or recreational vessel must report it to Maritime NZ.

One of Maritime NZ's team of eight accident investigators can then investigate the incident.

Following an accident investigation, Maritime NZ usually makes recommendations for the operator or other relevant people to improve problem areas. In a very small number of cases, legal action is taken for serious breaches of the law.

Maritime NZ also derives and uses accident statistics to identify and analyse accident trends. This helps it target specific safety campaigns. It also assesses areas where maritime rule changes might improve safety, and formulates long-term safety strategies.

For more on accident investigation, including how to report accidents, go to the Commercial area of the Maritime NZ website – www.maritimenz.govt.nz



Aids to navigation

Navigational aids – such as lights – are critical for helping to guide vessels around the coast of New Zealand.

Local authorities manage navigational aids within their own harbours, and Maritime NZ maintains the lighthouses, beacons and buoys outside harbour limits.

Maritime NZ manages 97 lighthouses and lightbeacons around the New Zealand coast.

Twenty of the principal lighthouses are linked to a computer system in Wellington that allows Maritime NZ full-time monitoring of its functions, allowing faults to be identified and dealt with before failure.

For more on aids to navigation, or for profiles on individual lighthouses, go to the Other Services area of the Maritime NZ website – www.maritimenz.govt.nz



Oil spill response

Maritime New Zealand is responsible for maintaining a nationwide capability for dealing with marine oil spills in New Zealand waters.

Based in Auckland, the National Oil Spill Service Centre maintains oil spill response equipment, and works closely with regional councils.

The Centre also runs training courses for those likely to be involved in marine oil spill response, including regional councils, port companies and shipping operators.

New Zealand has a three-tiered approach to managing marine oil spill preparedness and response:

Tier 1

Individual sites and vessels are responsible for responding to a spill which occurs at their site.

Tier 2

If a spill exceeds the clean-up capability of a Tier 1 spill, regional councils, led by regional on-scene commanders who are trained by Maritime NZ, respond to marine oil spills within their regions.

Tier 3

Maritime NZ manages the response when, due to size, cost and/or environmental impact, responding to a spill exceeds the capacity of the resources available at both Tier 1 and Tier 2.

For more information on oil spill response, check the Marine Protection section of the Maritime NZ website –
www.maritimenz.govt.nz

Recreational boating

Three key causes behind recreational boating fatalities are failure to: wear a life jacket; carry communication equipment that will work in an emergency; and check and act on an up-to-date marine weather forecast.

Maritime NZ works to prevent these tragedies and increase the knowledge of New Zealand's many recreational boaties through safety awareness programmes and educational campaigns.

Maritime NZ also has a team of three staff who help promote safety messages to boat owners and skippers, and who are establishing a network of safe boating advisers around the country.

For more information on recreational boating, check out the Recreational area of the Maritime NZ website –

www.maritimenz.govt.nz – or
www.stayontop.org.nz

Rules

The Maritime Transport Act sets out the functions and powers of Maritime NZ and stipulates the broad principles of maritime law.

Maritime NZ drafts rules and carries out consultation with the maritime community and other interested parties. It undertakes research and analysis to provide technical policy support and safety and environmental advice to the Minister, leading to the development of maritime and marine protection rules, codes and guidelines.

In addition, Maritime NZ makes maritime and marine protection rules to reflect international standards set by the International Maritime Organization, and ensure consistency around the world.

For more information on rules regarding the commercial sector, check out the Commercial section of the Maritime NZ website –
www.maritimenz.govt.nz
For rules regarding the recreational sector, check out the Recreational section of the Maritime NZ website –
www.maritimenz.govt.nz





Search and rescue

Since July 2004, Maritime NZ has been responsible for managing the Rescue Coordination Centre New Zealand, which is located in Avalon, Lower Hutt, Wellington.

RCCNZ is responsible for coordinating major aviation, land and maritime search and rescue operations in New Zealand's search and rescue region. This region stretches from mid-Tasman sea to halfway to Chile, and from Antarctica almost to the Equator and includes Niue, Tonga, Samoa, Western Samoa, Tokelau and the Cook Islands.

RCCNZ is staffed by a team of search and rescue officers who provide coverage 24 hours a day, 365 days a year. They determine the area to be searched, then plan the search strategy alongside and in consultation with specialist aviation, defence force, marine, police, and land search and rescue advisers.

For more on search and rescue check out the Search and Rescue section of the Maritime NZ website – www.maritimenz.govt.nz

Maritime security

In 2004, as part of a worldwide response to the threat posed by world terrorism, Maritime New Zealand became responsible for ensuring that New Zealand ships and ports meet international maritime security requirements.

These requirements include approving and auditing security plans which need to be developed by port and ship operators. The plans are based on risk assessments and specify security measures like perimeter fencing, visitor and vehicle access, and outline measures to be deployed at different security levels at which ships and port facilities must operate, depending on the 'threat' and environment.

Maritime NZ has also become a key player in helping Pacific Island countries meet these international requirements.

For more information on maritime security, check the Other Services section of the Maritime NZ website – www.maritimenz.govt.nz



Maritime radio

A vessel's radio is often the main communication lifeline to land – for both commercial seafarers and recreational boaters.

Maritime New Zealand provides a maritime distress and safety radio service for New Zealand and the South Pacific, providing around-the-clock monitoring of radio frequencies for distress messages.

Maritime NZ also broadcasts safety information, such as meteorological warnings, navigational warnings and ionospheric prediction warnings, at set times of day or anytime that warnings come to hand.

The region covered by the New Zealand distress and safety radio service is known as NAVAREA XIV and covers 12.5 percent of the earth's ocean surface. It extends from mid-Tasman to mid-Pacific, and from Antarctica to the Equator.

The maritime distress radio system is a radio network that is tuned to maritime frequencies and linked to Maritime NZ's radio centre in Wellington. This centre also feeds information to and from the INMARSAT satellite system.

Trained radio operators keep a 24-hour watch of all the stations in the radio network. The operators will respond to distress calls, handle trip reports and broadcast safety information.

For more information on maritime radio, check the Other Services area of the Maritime NZ website – www.maritimenz.govt.nz



New look for Maritime New Zealand team

Seafarers and recreational boaties can expect to see a newly decked out Maritime New Zealand team from 1 July.

The navy uniform which the Maritime Safety Authority team used to wear has been replaced with a black and grey uniform baring the Maritime New Zealand logo and featuring Te Manaia.

Pictured wearing the new uniform: Maritime NZ Investigator, Domonic Venz; Manager for Strategy Planning and Analysis, Sharyn Forsyth; and Manager for Rules, Ian Lancaster.



Our future direction

A message from Maritime NZ Chairman Susie Staley

‘Safe and Clean’ has always been central to everything we do, and that is not about to change. What is changing, however, is the number of safety and environmental services that we are now being required to provide.

We’re now the designated authority for maritime security; we carry out a wide range of maritime, aviation and land-based search and rescue coordination missions; and we play a key role in health and safety in the maritime workplace.

Maritime New Zealand also needs to think beyond safety and environmental protection at reasonable cost. We must consider, in all that we do, our contribution to achieving an integrated, safe, responsive and sustainable transport system.

So what does the future hold for Maritime NZ?

Maritime NZ is currently in a period of consolidation, given the rapid growth over the past year and the time that is needed to bed in our new responsibilities.

But there are many new challenges ahead, across all our functions, that will require continuing change and innovation.

First, our safety functions.

We’ll begin with big ships. We’re in the process of establishing a new, highly-qualified specialist team to oversee the safety of New Zealand merchant vessels. A catalyst for this is the traffic management and safety of Cook Strait, including Wellington Harbour and the Marlborough Sounds, and the ferries and other vessels which use it. To a large extent, the work in this area will tie in with the Port and Harbour Marine Safety Code which will help ensure that major commercial ships move in and out of our harbours safely. Many new safety initiatives are expected to fall out of this Code.

As for commercial vessels six metres or more in length, we’re taking a more inclusive and hands-on approach to the Safe Ship Management system. Previously, we concentrated on working solely with Safe Ship Management companies which inspect and audit these vessels. Now, to ensure a better and more positive safety culture, we’re embarking on building a more collaborative three-way relationship which includes industry (owners) representatives such as the Federation of Commercial Fishermen and the Marine Transport Association. We’re also strengthening our role in the administration of the system and in auditing the Safe Ship Management companies.

Changes are also taking place in the area of under six metre vessels - jet boats, rafts, small fishing boats and dive boats. We have recently employed two experts in marine adventure tourism. As New Zealand continues to become a world-class adventure tourism destination, and water-borne activities within this become more popular, the role we play must also increasingly grow and change.

The existing system for small fishing boats and dive boats will continue, but NZ Underwater will have more responsibilities in the auditing of these vessels. Maritime NZ will continue its traditional monitoring and compliance role in this area.

No matter what size of vessel, we will continue to focus on working with the maritime community, to identify and target high risk vessels, and to address all safety, environmental and security concerns.

One of our principal safety functions, the Rescue Coordination Centre New Zealand, is also under consideration for future change. Work is well under way for the Centre to expand its role in search and rescue – to coordinate all marine incidents for example – later next year.

Second, security.

Our future challenges and role in maritime security will very much depend on the direction of maritime security internationally. Meanwhile, security measures around the country have been implemented, and monitoring and support to our Pacific Island neighbours is ongoing.

Third, the environment.

Our marine oil spill response arsenal was strengthened by the launch of New Zealand’s first oil skimmer barge **Taranui** in April. We now eagerly await the production of a further two barges as we look to maintain our commitment and readiness for marine oil spill response.

The worldwide decrease in major oil spills is obviously to be welcomed, but does present a challenge for us to develop our staff and give them practical experience.

With this in mind, we’ll continue to strengthen and expand our international partnerships.

Our domestic partnerships will largely focus on improving and integrating information technology systems to provide greater access and accuracy for both oil spill contingency planning and response.

The Government has signalled a growth in the offshore oil and gas industry. Maritime NZ will play a major role in helping the industry manage their environmental responsibilities.

In closing, Maritime NZ will continue to act in the interests of all our stakeholders. We will continue to work to achieve a maritime environment with minimal deaths, accidents, incidents and pollution as part of an integrated and sustainable transport system.



Maritime NZ launches new, improved website



Maritime New Zealand has launched a new website – www.maritimenz.govt.nz – to replace the former Maritime Safety Authority website. It has been completely redesigned to make it easier and quicker for people to find what they're looking for.

Maritime NZ website designer Jon Winchester says that over the last few years the expansion of the organisation, including major new functions, stretched the old website to its limits.

"Because of this, the previous Maritime Safety Authority website was becoming difficult to navigate and was structured in a less than ideal way.

"The new website is more intuitive, so customers will find it easy to navigate and find what they're looking for, and also find other information they'd be interested in."

The new website is split into six key areas. Two of these areas – Commercial and Recreational – are targeted so that Commercial holds everything mariners who operate commercially need, and Recreational holds everything that people involved in recreational maritime activities need.

What area of the website will interest you?

Commercial

For seafarers, commercial fishermen, ports and the commercial maritime industry.

Recreational

For the recreational mariner or boatie.

Marine Protection

For anyone interested in the protection of the marine environment and response to environmental disasters.

Search and Rescue

For people interested in search and rescue in New Zealand and the Rescue Coordination Centre NZ.

Other services

For those interested in any other services Maritime NZ provides including maritime security.

News and Publications

For the latest media releases and Maritime New Zealand publications.

www.maritimenz.govt.nz

Important note for commercial maritime operators

If your commercial vessel displays an 'MSA number', you do not need to change the letters 'MSA' to 'MNZ', as a result of our change of name.

Only vessels built after an amendment to maritime rules 40A, 40C and 40F next year (relating to passenger, non-passenger and hovercraft) will be required to display MNZ before their vessel number.

MARITIME FATALITIES 2005

To 31 May 2005

12

Made up of
seven commercial and
five recreational fatalities.



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