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SAFE SEAS CLEAN SEAS

Welcome to the latest issue of *Safe Seas Clean Seas*.

As a safety regulator, it is critical that Maritime New Zealand (MNZ) regularly reviews its practices, policies and procedures to ensure that these continue to meet the needs of the maritime sector and the New Zealand public – while at the same time improving the delivery of our various functions and services. This is also part of our ongoing obligation to ensure transparency and accountability to those that we serve.

While the regulator has a lead role to play in this process, the industry also has a self-interest in taking responsibility for its own safety, and in working with MNZ to make improvements to the safety system. This is both a necessary and important process if the industry is to adapt in what is an increasingly competitive commercial maritime environment.

Since becoming Director in late 2006, I have initiated a number of significant reviews designed to improve the delivery of various MNZ functions and services, and to ensure greater consistency in the application of safety standards across the industry.

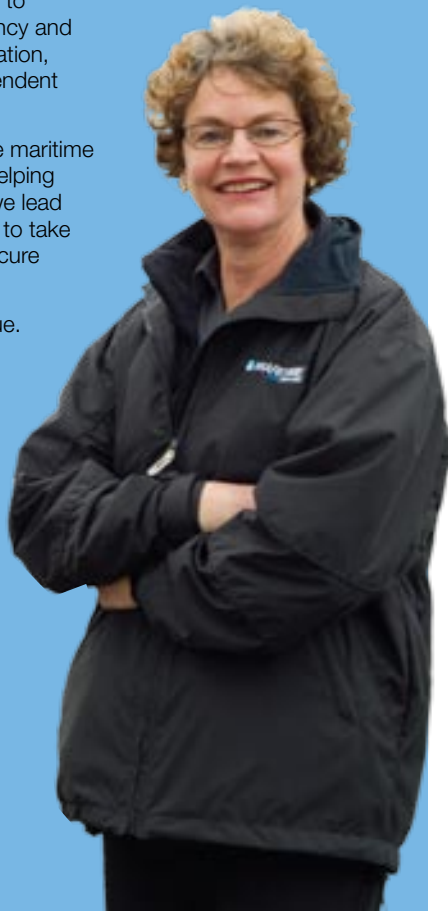
Significant work undertaken to date includes: the operational review of the Safe Ship Management (SSM) system, which has seen numerous practical improvements rolled out to industry; a more robust process for the handling of exemptions; and a recent internal organisational review to ensure we have the right mix of skills and technical experience as we move forward. And, of course, the recent launch of the major maritime Qualifications and Operational Limits Review and the review of Maritime Rule Parts 21 and 46, which will be key strategic priorities as we move ahead.

MNZ remains committed to accountability, transparency and learning through investigation, engagement, and independent audit and review.

As always, input from the maritime community is critical in helping us get the mix right, as we lead and support the industry to take responsibility for safe, secure and clean seas.

I hope you enjoy this issue.

Catherine Taylor
Director of Maritime
New Zealand



New roles organisatio

A recent review of Maritime New Zealand's (MNZ) organisational structure has resulted in a number of internal changes aimed at improving the services and functions it delivers to the maritime sector.

"The purpose of the review, launched in January, was to look for ways in which MNZ could achieve greater efficiencies across the organisation, within our existing staff numbers, to ensure that we are providing 'value for money' to the industry through the various services and functions we deliver," says MNZ Director, Catherine Taylor.

MNZ staff and maritime industry representatives were consulted as part of the review.

Catherine says the main changes following the review are that a small number of senior positions have been disestablished and three new leadership positions created to align with the new internal structural changes. MNZ's full-time employee numbers have, however, remained unchanged at 151.6.

Among key structural changes is the creation of a new group – Monitoring and Response. This brings the MNZ investigations, audit, security and Marine Pollution Response Service (MPRS) teams under the same banner.

"This move better reflects the similarities between MPRS's focus on preventing pollution from big ships and port operations, and the current focus of MNZ's security and audit teams on ensuring the safety and security of these operations," says Catherine.

Leading this team in the newly-created position of General Manager Monitoring and Response is Bruce Anderson, whose extensive experience includes work in the health, finance and maritime sectors.

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announced following onal review

Bruce's notable achievements include founding Tasmania's largest sailing school – catering for some 800 students in practical and theory courses ranging from introductory sailing to yachtmasters. A keen sailor, Bruce also obtained an Australian Yachting Federation offshore certificate and an inshore certificate with instructor endorsement, and has served in the New Zealand Army, working with the United Nations in landmine and bomb disposal clearance.

In other changes, the former maritime operations and maritime safety systems teams have been merged into a new group called Maritime Services.

This new group better reflects the natural synergies that exist between vessel operations and safety, and will be led by Sharyn Forsyth in the newly-created position of General Manager Maritime Services. Sharyn is former General Manager Maritime Safety Systems, and brings a wealth of experience to the role, including 9 years working alongside the fishing industry.

Captain John Mansell, former General Manager Maritime Operations, has taken up the newly-created position of Principal Maritime Advisor. John will work primarily on the current Qualifications and Operational Limits Review project, and continue to provide expert technical advice to the organisation and the Director.

Additionally, Nigel Clifford, former Group Manager Rescue Coordination Centre New Zealand (RCCNZ), has assumed responsibility for aids to navigation and the maritime radio service in addition to his RCCNZ responsibilities. His new title is General Manager Safety Services.

Lindsay Sturt remains General Manager in charge of MNZ Strategy and Communications, Trevor Coad as General Manager Corporate Services, Anne Greenwood as General Manager Human Resources and Stephanie Winson as Chief Legal Council.

"In the meantime, our goal is to ensure that the transition to the new structure is as smooth as possible, so that the various services and functions provided by MNZ continue to be delivered to the industry with minimal disruption," says Catherine.



Bruce Anderson
General Manager
Monitoring and Response



Sharyn Forsyth
General Manager
Maritime Services



John Mansell
Principal Maritime Advisor



Nigel Clifford
General Manager
Safety Services

Before you get on board
get online Stay safe on the water, visit
www.maritimenz.govt.nz





An RNZAF Orion, one of two working in shifts to provide on-scene co-ordination of the rescue. Photo courtesy of RNZAF.

New Zealand plays major role in Tongan ferry rescue

One of New Zealand's largest international search and rescue responses was launched by the Rescue Coordination Centre (RCCNZ) in early August, following the sinking of Tongan ferry **Princess Ashika**.

Maritime New Zealand (MNZ) General Manager Safety Services Nigel Clifford said the search and rescue operation was initiated by RCCNZ on 5 August, after **Princess Ashika** sank near Nuku'alofa, Tonga, with at least 129 people believed to have been on board.

"With the accident occurring inside New Zealand's area of responsibility for search and rescue, our immediate priority was to provide a co-ordinated rescue response, using whatever local, national and international resources were appropriate to help rescue those in distress," says Nigel.

Nigel said RCCNZ swung into action after the Maritime Operations Centre (Maritime Radio Service) picked up a mayday call just before 11 pm from **Princess Ashika**, in which the master gave the vessel's position and advised the ferry was sinking. The ferry was heading from the Tongan capital of Nuku'alofa to Ha'afeva, in the Nomuka Islands group.

A few minutes later, RCCNZ received a distress beacon alert from the vessel confirming its last reported position – about 46 nautical miles (86 km) north-east of Nuku'alofa.

Over the next 3½ days, a range of resources were tasked by RCCNZ to scour the ocean for survivors. These included two Royal New Zealand Air Force (RNZAF) P3 Orion aircraft, merchant vessels, and numerous local vessels – including two Tongan Navy patrol boats.

On-scene co-ordination of the search was carried out by RNZAF Orions, with support from local vessels on the water. Ongoing search area planning and overall co-ordination was provided by RCCNZ from its operations centre in Wellington.

With RCCNZ staff working around-the-clock and the support of personnel from RNZAF, New Zealand Police, Tongan Police, Tongan Navy, New Zealand and Tongan maritime radio services and the skippers of local search vessels, a search area of hundreds of square miles was covered.

Nigel said the operation was one of the largest maritime searches ever conducted by RCCNZ.

Fifty-four people were rescued alive from the ferry's liferafts and two people were found dead. Nigel said incomplete passenger lists and differing accounts of the number of people believed to have been on board meant it was still unclear exactly how many may have been lost when the ferry sank.

"Sadly, despite the best efforts of everyone involved in the search over many days, at least 73 people still remained unaccounted for at the conclusion of the search," says Nigel. "These are believed to be those who were trapped on board when the ferry sank – and our thoughts are with the people of Tonga as they come to terms with this terrible loss."

Divers from the Royal New Zealand Navy, with support from the Tongan Defence Force and the Royal Australian Navy, have since located the wreck of **Princess Ashika**, lying upright on the sea floor in 110 metres of water about 11 nautical miles (20 km) from the Nomuka Islands group. However, because of the vessel's depth, they were unable to dive to the wreck and recover anyone still on board.

An MNZ rules specialist was sent to Tonga as part of a team of independent investigators led by the Transport Accident Investigation Commission, provided by the New Zealand Government to assist in determining the causes of the accident.

News of the tragedy was a double blow for the Pacific region, coming less than a month after the loss of an interisland ferry near the tiny island nation of Kiribati, in which 33 people are believed to have died.



Princess Ashika on the seabed at a depth of 110 metres.
Photo courtesy of the Royal New Zealand Navy.



World Maritime Day 2009

Climate change – a challenge for the IMO too!

What is the IMO?

The International Maritime Organization (IMO) is a specialised agency of the United Nations with 167 member states and 3 associate members. The IMO is based in London with around 300 international staff.

The convention establishing the IMO was adopted in Geneva in 1948. The IMO's main task has been to develop and maintain a comprehensive regulatory framework for shipping. This has seen the development of numerous significant international safety, security and environmental protection conventions, such as the SOLAS (Safety of Life at Sea) convention, which establishes minimum safety standards on ships, and MARPOL (the International Convention for the Prevention of Pollution from Ships), which sets out standards for safeguarding the environment from the impacts of shipping.

The IMO plays a key role in ensuring that lives at sea are not put at risk and that the marine environment is not polluted by shipping. This is summed up in IMO's mission statement: "Safe, secure and efficient shipping on clean oceans", which is echoed in Maritime New Zealand's (MNZ) own vision for "safe, secure and clean seas".

What is New Zealand's role at the IMO?

New Zealand has been an active member of the IMO since 1960. In November 2007, New Zealand was elected to the IMO Council, giving us the opportunity to join with states sharing similar flag state responsibility objectives.

A key area of work for New Zealand in the IMO is reducing the impacts of shipping on the environment – addressing areas such as pollution, greenhouse gas emissions, invasive aquatic species and marine disposal of wastes. This activity is consistent with MNZ's mandate to protect the New Zealand maritime environment, which contains many areas of significant conservation, economic and tourism value.

What is World Maritime Day?

World Maritime Day is an annual IMO event and an opportunity to draw international attention to maritime issues, such as safety, security and environmental protection. The theme for 2009 is "Climate change – a challenge for the IMO too!", reflecting the IMO's commitment to reducing the impact of shipping on the maritime environment.

How will New Zealand be celebrating World Maritime Day?

MNZ marked World Maritime Day with a function in Wellington on 23 September, with an opening speech by the Hon. Steven Joyce, Minister of Transport. The event highlighted some of the initiatives that various New Zealand Government agencies are undertaking to reduce the impact of climate change on the maritime environment.

How is New Zealand responding to the issue of climate change?

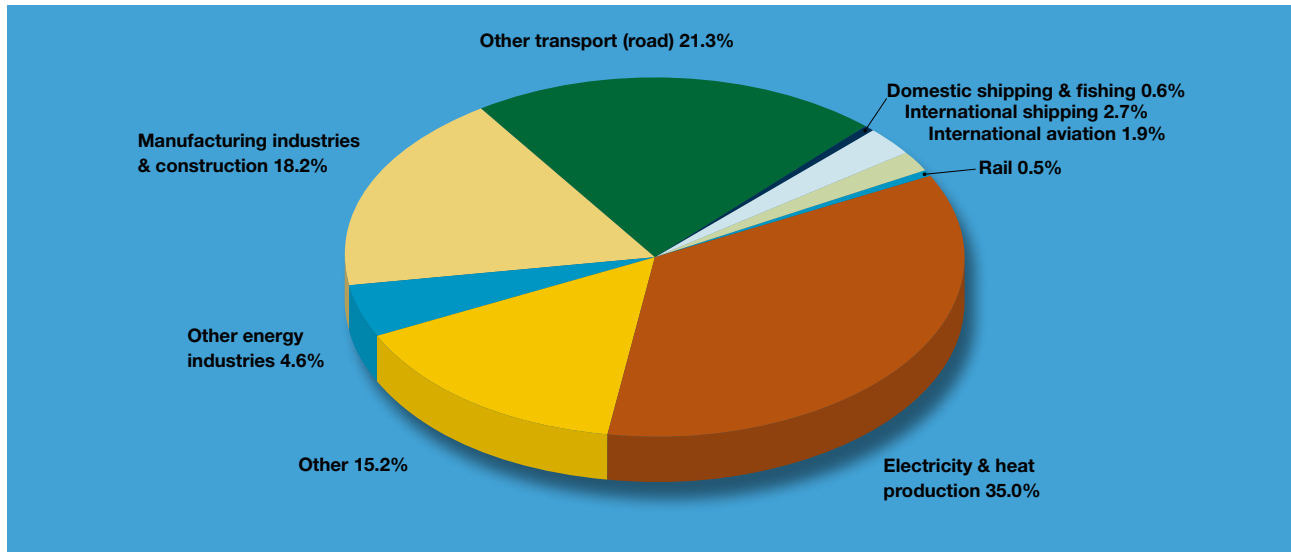
The New Zealand Government recently set a target of reducing greenhouse gases by 10–20% on 1990 levels by 2020, with world leaders set to discuss emission reduction targets during a global climate change summit in Copenhagen in December 2009.

The aim of the summit will be to replace the Kyoto Protocol, which expires in 2012. The protocol contains legally binding emissions limitation and reduction targets for developed countries. New Zealand's obligation under the Kyoto Protocol is to reduce its greenhouse gas emissions to 1990 levels, on average, over the 2008–2012 commitment period, or take responsibility for any emissions over these levels.

Within New Zealand a range of government agencies and organisations, led by the Ministry for the Environment, are working to address climate change.



Global CO₂ emissions



Source: IMO.

How is the IMO responding to climate change in the maritime environment?

Through the IMO, the international shipping industry is committed to playing its part to reduce its emissions of carbon dioxide (CO₂) and other greenhouse gases.

While international shipping is by far the world's most carbon-efficient mode of commercial transport, ships (international, domestic and fishing) contribute an estimated 3.3% of world CO₂ emissions, with 2.7% of this coming from international shipping. That makes shipping's emissions from fossil fuels the equivalent of those from the sixth-biggest CO₂ emitting country.

IMO projections to 2050 have CO₂ emissions growing 2–5% each year. These projections assume market-driven developments in transport efficiency, due to the long-term increase in the cost of energy.

Clearly, something more is required than business-as-usual development and that something needs to be aggressively pursued on an international basis. The good news is that there's scope for reductions, particularly in the area of CO₂ emissions.

In response, at the July meeting of the IMO Marine Environment Protection Committee, a number of measures were developed for reducing emissions from ships, with an agreed timetable for adoption. These include:

- a system of energy efficiency design indexing for new ships (similar to the rating applied to new cars)
- a template for a ship energy efficiency management plan for all ships, which will allow companies and shipping operators to monitor and address factors that contribute to CO₂ emissions, such as improved voyage planning,

optimising engine power, weather routing, hull maintenance and use of different fuels

- proposed economic measures or “market-based instruments” that could be applied globally to shipping to encourage emission reduction.

At this stage, these measures only apply on a voluntary basis. Proving more difficult to achieve is agreement on market-based measures, with some countries arguing that these should not be mandatory and should only apply to developed countries.

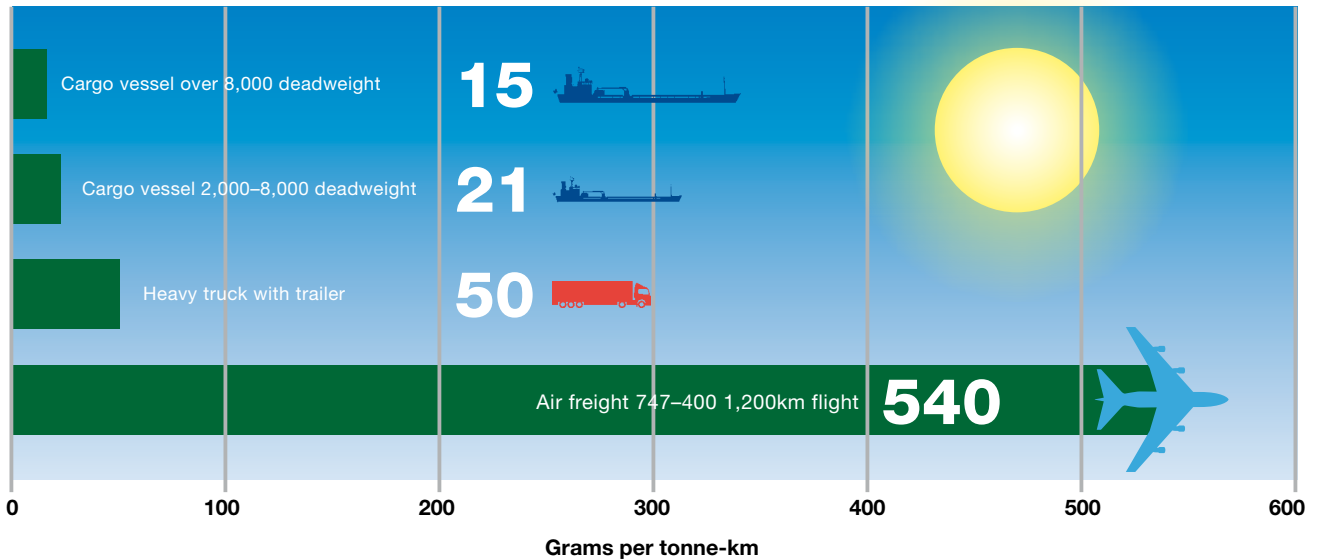
Governments represented at the IMO have, however, agreed to key principles for the development of regulations to reduce CO₂ emissions from ships, so they will:

- effectively reduce CO₂ emissions
- be binding and include all flag states
- be cost-effective
- not distort competition
- be based on sustainable development without restricting trade and growth
- be goal-based and not prescribe particular methods
- stimulate technical research and development in the entire maritime sector
- take into account new technology
- be practical, transparent, free of fraud, and easy to administer.

The international shipping industry fully subscribes to these principles.

While international shipping is by far the world's most carbon-efficient mode of commercial transport, ships (international, domestic and fishing) contribute an estimated 3.3% of world CO₂ emissions, with 2.7% of this coming from international shipping.

Comparison of CO₂ emissions between different modes of transport



Sources: IMO and NTM, Sweden.

What is MNZ doing about climate change in the maritime environment?

In 2006, MNZ's environment team initiated the Climate Change Adaptation Project to look at the potential impacts of climate change on core MNZ business in the decades to come.

The team's key finding was that with worsening weather patterns caused by climate change (more frequent and intense storms in particular), MNZ would be required to undertake more frequent "business as usual" tasks, such as increased oil spill response and search and rescue operations.

The most likely difference is that the scale of incidents could be greater, with higher numbers of people involved. A hint of what's to come was glimpsed by Australia during the **Pasha Bulker** grounding when, during the storm that lashed the Newcastle coast, **Sea Confidence** and **Betis** were also in trouble and at risk of grounding.

MNZ is also working through IMO's London dumping convention to ensure appropriate regulation of marine geo-engineering activities proposed as climate change mitigation (such as ocean fertilisation and carbon capture and sequestration).

Industry-led initiatives

The maritime industry in New Zealand, as in other parts of the world, is moving on a number of fronts to reduce shipping's greenhouse gas emissions, motivated by opportunities for cost reductions and market calls for sustainable practices.

The fishing sector, which is an energy-intensive business, has identified many of these opportunities and initiated a programme built around monitoring and controlling energy consumption, improving the energy efficiency of fishing gear, and information sharing and awareness.

There has recently been an instance of quota sharing where three large companies have co-ordinated their harvesting plans for offshore species, so vessels only travel to and fish undisturbed productive grounds – with improved catch rates. Annual reductions of 1,100 tonnes of fuel have resulted.

On shore, the company Ports of Auckland has tackled energy efficiency across a range of activities – from operational measures looking at how vehicles are driven, to technical fixes

like good lighting projects and improved arrangements for supplying electricity to reefer containers. Overall electricity use is reportedly down 50%.

The Tourism Industry Association New Zealand has been working with marine transport operators on improving energy and fuel efficiency. An audit conducted at SeaLink Ferries found significant potential for efficiency gains, and audits will be carried out on Fullers Group and Encounter Kaikoura vessels in the near future.

Sources:

IMO, Ministry for the Environment, Ministry of Transport.

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New Zealand Government

MARITIME
NEW ZEALAND



Free boating safety checks go wider

A free boating safety check day piloted in Nelson by MNZ and supporting agencies is set to go to other centres.

A free boating safety check day piloted in Nelson in March is set to go further afield, with similar events proposed for the Auckland Pacific Island community and for other South Island centres.

The initiative, which was developed by Coastguard Boating Education, Water Safety New Zealand and Maritime New Zealand (MNZ) in partnership with the local community, proved a hit with Nelson boaties.

Based on the success of the Nelson event, MNZ South Island Small Craft Safety Advisor Jim Lilley says further events are now confirmed for Christchurch, Picton and Waikawa Bay. Events in other South Island centres are also being planned, and will hopefully be announced within the next few months.

"Key to the success of these events is the full and equal partnerships developed between a large number of national and local organisations, who all have a stake in seeing the initiative succeed," says Jim. "A number of organisations have stepped up to support the concept, including Coastguard Boating Education, Water Safety New Zealand, Police and local harbourmasters, the New Zealand Fire Service, local councils, Sport and Recreation New Zealand, MNZ, and a host of other local community organisations."

Jim says the basic format of the day will involve trained volunteers setting up at local boat ramps, where boaties arriving to launch their vessels will be offered the chance to take advantage of a free boating safety check, and also be provided with information on boat safety equipment, such as lifejackets, marine VHF radios and EPIRBs (Emergency Position Indicating Radio Beacons). Boaties returning to the ramp will also be able to take advantage of the boating checks.

Meanwhile, Jim's counterpart in the North Island, Alistair Thomson, has been in discussions with Auckland Regional Council, Water Safe Auckland, Coastguard Boating Education, Coastguard Northern Region and the Auckland Police Maritime Unit to extend the boat ramp safety initiative into the Auckland region.

"Boating fatality and accident data we've collected over recent years indicates that the Pacific Island community, especially men, are sadly over-represented in these figures, so our first Auckland boat ramp safety day is going to have a distinctly Pacific Island focus," says Alistair.

"In light of this, we've been working closely in partnership with the Pacific Island community and the various other agencies to get the idea moving forward. The first Auckland event will take place at Labour Weekend, at Mangere Bridge boat ramp."

Alistair says other regions have also indicated their support for the initiative, with the Bay of Plenty harbourmaster expressing an interest in hosting a series of free boating safety check days.

For more information on the South Island events, contact Jim Lilley, cell phone 027 538 7566.

For information on the Auckland event, contact Alistair Thomson, cell phone 027 572 9258.

Free boating safety check days

Auckland Mangere Bridge boat ramp	Saturday 24 October 2009
Christchurch Naval Point Yacht Club	Sunday 8 November 2009
Picton Picton marina	Friday 4 December 2009
Waikawa Waikawa Bay marina	Saturday 5 December 2009



New rules proposed for lifejackets and communications



New maritime rules for lifejackets and marine communications have been proposed by the NPBSF in response to the ongoing number of fatalities in small recreational craft.

The first of the new rules, which will make it compulsory for people to wear a lifejacket or personal flotation device on all pleasure boats less than 6 metres long, being developed for ministerial consideration. A number of regional councils around the country have already included the rule in their draft bylaws, in anticipation of it being adopted.

Maritime New Zealand (MNZ) Manager Recreational Boating, Jim Lott, says the new rule – proposed by the National Pleasure Boat Safety Forum (NPBSF), which is made up of MNZ and other water safety agencies – will go further than the current lifejacket rules. The current rules require skippers to carry enough lifejackets of the right size and type for everyone on board, but these have to be worn only if the skipper deems there is a heightened safety risk (for example in rough weather or crossing a bar).

“The proposed new rule would switch the focus of the current rule by making it compulsory for everyone on board to wear a lifejacket at all times, unless the skipper deems there to be a low risk if they are not being worn,” says Jim. “The new rule would only apply to pleasure craft under 6 metres, as this is the group that is over-represented in fatality and accident statistics.

“While the vast majority of boaties are very good and do comply with the requirement to carry lifejackets, the aim of the rule change is to take things a step further by getting people to put their lifejacket on and keep it on when they’re out on the water, unless it is safe to take it off – rather than wait for a reason to put it on. This is because the majority of recreational boating fatalities occur as a result of people unexpectedly ending up in the water – when it is often too late to put a lifejacket on,” says Jim.

Jim says the forum recommendations were made following a comprehensive review of boating safety, with the forum’s findings published in 2008. This review looked at all fatal pleasure boat accidents between 2000 and 2006 – a period in which 130 people died.

“The review found that the vast majority of these fatal accidents occurred in boats under 6 metres, usually through capsizing or swamping. Of this number, about 80 lives would likely have been saved had the victims been wearing a lifejacket,” says Jim. Very few similar accidents occurred in boats over 6 metres.

“While the benefits of wearing a lifejacket on board a small craft are clear from the evidence in the review, it is equally clear from our accident research that there is a very real need to have an effective means of communication that will work in an emergency on any boat. This is why the forum has also recommended a rule change that would require all recreational boaties to carry communications equipment on board.

“The forum’s recommendation regarding carriage of communications equipment is complex, and a group has been appointed by the forum to come up with detailed proposals before a draft of the rule is prepared. A cost-benefit analysis would then be required prior to public consultation, so a new rule on carrying communications equipment is likely to be at least a year away,” says Jim.

For a copy of the findings of the forum’s review, visit the publications section of the MNZ website: www.maritimenz.govt.nz and search for “boating safety strategy”.

New guidelines issued under MNZ strategy for safety in kayaking and canoeing

In early September Maritime New Zealand (MNZ) formally recognised a number of national standards for commercial kayaking and canoeing. The recognition covered qualifications for guides and instructors and certification schemes for safety systems.

Recognition was extended to qualifications issued by the New Zealand Outdoor Instructors’ Association and Skills Active, and to the certification schemes of OutdoorsMark and Qualmark. The Register of Outdoor Safety Auditors was recognised as a source of third-party scrutiny of in-house safety systems and instructor/guide competencies.

The qualifications and certification schemes are recognised as appropriate normative standards in MNZ guidelines for commercial kayaking and canoeing operations (available from the MNZ website: www.maritimenz.govt.nz).

MNZ will be working with the qualification and certification bodies to promote, and measure uptake by commercial operations.

MNZ helps advance Antarctic protection

A major advance was made in the protection of the Antarctic oceans and coasts from the impacts of shipping traffic at a recent International Maritime Organization (IMO) committee meeting.

In July, the IMO Marine Environment Protection Committee accepted an amendment that will ban the carriage of heavy grade fuel oils (as cargo or as fuel) into the Antarctic region. The amendment will be made to Annex I of MARPOL – the International Convention for Prevention of Pollution from Ships.

Maritime New Zealand (MNZ) Environmental Analyst Dr Alison Lane attended the meeting and was heavily involved in developing the amendment. Her work included chairing the group of experts who finalised the draft wording the committee accepted. Alison says the amendment represents 5 years' work by people from around the shipping world. "This was a truly international initiative," she says.

Every country is a signatory to Annex I, so every shipping nation is affected. There was some opposition from the cruise industry, who were concerned about increased fuel costs, but ultimately the overwhelming majority of countries supported the amendment.

Alison says the purpose of the amendment is to eliminate the risk of a heavy fuel oil spill in the region. "The amendment bans all heavy fuel oils, including intermediate fuel oil IFO 180, which is a common fuel type. However, it does not prevent anyone from operating ships in the region, it simply means they have to burn a lighter grade of oil, such as diesel," says Alison.

The problem with heavy fuel oils is their persistence. "Nobody has the capacity to adequately respond to a heavy oil spill in

the Antarctic, so in the event of a spill the oil would remain in the environment. A lighter oil spill would still have an impact, but lighter oil has a much greater chance of dissolving and evaporating on its own. Rough sea conditions, for example, can help quickly disperse light fuels naturally," she says.

The benefits of increased protection far outweigh the increased cost of distillate fuels. "This is the most significant environmental protection measure to be implemented for the Antarctic for a very long time," says Alison.

The amendment is due to be adopted at the IMO Marine Environment Protection Committee meeting in March 2010 and will enter into force soon after that.

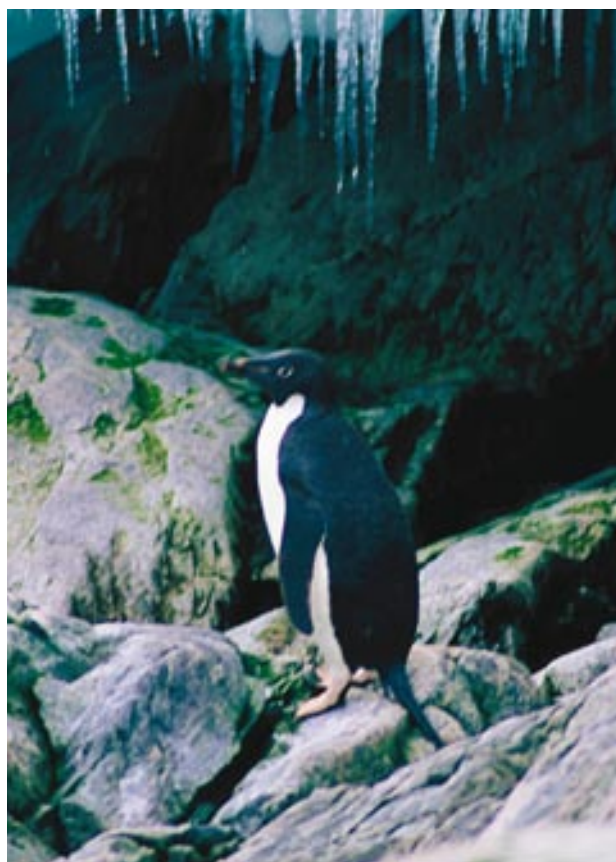
Two other agreements made at the meeting were:

- approval of guidelines for ships operating in ice-covered waters, including both the Arctic and the Antarctic. These guidelines are voluntary, and aim to improve the safety of ships in these areas, including their equipment and operational practices
- approval of a new work item to develop a mandatory polar code, which will build on these guidelines. This will further develop enforceable measures to minimise the risk to safety and the environment for ships operating in ice-covered waters.





The tallest and heaviest of all penguin species, Emperor Penguins are endemic to Antarctica.



An Adélie Penguin at Vanderford Glacier, East Antarctica.



Moulting Adélie Penguin chicks (around 50–60 days old) in East Antarctica.



MNZ Principal Maritime Advisor John Mansell (left) and Jeremy Ward of Wellington's East By West Ferries discuss the QOL Review.

Community engagement underway on QOL Review

The first stage of the Maritime New Zealand (MNZ) review of qualifications and operational limits (QOL Review) is underway.

The QOL Review aims to develop a clear and logical framework for qualifications, and the operational limits linked to them, to meet the needs of New Zealand's commercial maritime sector – now and in the future.

QOL Review Project Manager Bridget Carter and Principal Maritime Advisor John Mansell are visiting 12 regions in New Zealand to interview more than 150 representatives of the maritime community, including commercial operators, port companies and training organisations.

The interviews are the start of a comprehensive engagement and consultation programme to involve the industry in shaping a new qualifications and operational limits framework.

"We want to know what works and doesn't work with the current system, and what people would like to see in the new framework," says Bridget. "This is a clean slate review – so we want to capture fresh thinking and we welcome ideas for improvements.

"We're talking to a range of people from industry groups through to individuals, including skippers and deckhands, so we get a broad cross-section of views," she says.

Interviews have already been held in Auckland, Bay of Plenty, Wellington, Marlborough, Nelson, Hawke's Bay and East Coast. Next stops are Canterbury, West Coast, Northland, Otago and Southland. The QOL Review community engagement programme will be completed by November.

"So far, we've spoken to a really good range of people," says Bridget. "They've been very helpful in pinpointing concerns with the present framework, drawing on their own experiences. They're giving us a much better understanding of day-to-day practicalities, and the impacts that certification and operational limits have on their business."

The key findings from the interviews will be released to the industry for comment early next year. This feedback will direct the development of a proposed, high-level framework, which the maritime community will be consulted on.

Although MNZ is unable to interview every member of the maritime community, everyone has the opportunity to take part in the QOL Review Maritime Community Engagement Programme by completing a questionnaire.

To download and complete the questionnaire, visit the MNZ website: www.maritimenz.govt.nz/quals-limits

QUICK GUIDE TO THE QOL REVIEW

MNZ is undertaking a fundamental review of qualifications and operational limits.

Key facts about the review and its scope and delivery:

What?

- A "clean slate review" of qualifications and operational limits for New Zealand commercial maritime operations.
- The QOL Review is the first step in a long-term programme to rationalise and update maritime qualifications and better align them with operational limits.
- The review will deliver a new qualifications and operational limits framework, along with recommendations for implementation, including proposed changes to maritime rules.
- Maritime rules likely to be impacted by the review include: Rule Part 32 (ships' personnel – qualifications) and any associated changes to Rule Part 20 (operating limits), Rule Parts 31 A, B and C (crewing and watchkeeping), Rule Part 34 (medical standards), and Rule Part 35 training and examinations).



The review covers:

- qualifications, operational limits, examinations, quality assurance and crewing levels
- all “on the water” commercial maritime operations
- interfaces with non-commercial operations.

The review does not cover:

- resolution of labour supply problems
- resolution of industry recruitment problems
- development of rules, processes, systems and organisation structures (these will be covered in subsequent implementation of the new framework).

Why?

- To better support New Zealand’s commercial maritime sector, which is a key contributor to our economy.
- To provide relevant qualifications and appropriate operational limits to meet sector needs while ensuring the safety of vessels and their crew, passengers and freight.
- To remove barriers to attracting and retaining skilled and experienced people in the face of a worldwide skills shortage in the commercial maritime sector.
- To make the qualifications and operational framework easier to understand and administer.

Who?

- MNZ is leading the QOL Review, with widespread input from the maritime community.
- The QOL Review Project Manager is Bridget Carter who has extensive experience managing significant change projects in the United Kingdom, Australia and New Zealand. Bridget has an active interest in all things nautical and has completed a circumnavigation under sail.
- The QOL Review Principal Maritime Advisor is Captain John Mansell, former MNZ General Manager Maritime Operations. John has in-depth knowledge of New Zealand’s maritime sector. He is a master mariner, has spent time in the fishing industry, was head of MNZ’s Safe Ship Management system for 10 years, and manager of MNZ’s licensing team for 4 years.

How?

- MNZ wants to give everyone in the maritime sector the opportunity to have their say on how to improve the current QOL framework.
- There will be extensive engagement and consultation with the maritime community (see QOL Review timeline).

When?

- The new framework will be designed over the next 2 years, with widespread input from the maritime community.

QOL Review timeline

Interviews with the maritime community	July to November 2009
Summary of key themes released for comment	January 2010
High-level proposed framework released for consultation	July 2010
Refined framework released for consultation	November 2010
New qualifications and operational limits framework delivered	February 2011

QOL REVIEW FREQUENTLY ASKED QUESTIONS

Q: How is this going to affect me?

A: It’s too early to tell what shape the new framework will take and how it may affect different people. However, it will provide for relevant qualifications that equip people with the competencies they need on the water, and operational limits that are appropriate for crew skill levels and vessel types.

Q: Will my certificate still be recognised?

A: Existing qualifications will be transferred to the new framework with appropriate recognition of your skills and experience. However, as a result of the review MNZ may introduce new certification standards that will need to be met to continue to operate. As with other industries, there may be a requirement to renew certificates periodically to stay current and relevant, and keep up with new technology and safety requirements. Any changes will be made with full industry consultation.

Q: What’s going to happen in the meantime?

A: We have to work with existing legislation. This means all current rules and qualifications remain in force until the new qualifications and operational limits framework is introduced.

Q: Will you be bringing in revalidation of certificates?

A: Revalidation isn’t consistent at the moment. During the review we will be looking at revalidation and the best way to ensure that commercial operators stay up to date. We want your views on this.

Q: Are the current operational limits likely to change?

A: There may be some changes to operational limits to better align them with qualifications and enable the commercial maritime sector to function more effectively. MNZ acknowledges that the issue of operational limits is critical to many people’s ability to earn a living. We need to strike the right balance between commercial needs and the requirement to operate safely.

Q: Will requirements for sea time change?

A: Many skills can only be mastered through time at sea. However, it is acknowledged that some current requirements for sea time for certification are not aligned with the actual demands of the job. This is one of the issues that will be considered as part of the review.

Q: Is it going to cost me more?

A: We don’t know at this stage. This review isn’t intended to be a way of increasing licensing fees. We are very conscious of the impacts of costs on businesses and will try to keep these to a minimum.



Safety net for those at sea

MNZ's Maritime Radio Service celebrates 15 years in operation

Being in trouble at sea, many nautical miles from land with not a single vessel to be seen on the horizon is the stuff of dread for seafarers. However, it is a reality many have experienced. For those in distress, a calm voice over the airwaves from the Maritime Radio Service provides the reassuring sound that lets them know they are not alone.

By the numbers

Maritime New Zealand's (MNZ) Maritime Radio Service marked its 15th birthday in July. While the service began in October 1993, its official start date was 1 July 1994. Since then, tens of thousands of people in trouble at sea have been helped by the service.

The statistics tell part of the story. In the 15-year period, 1,213 distress or mayday calls were made to the service. A further 9,651 emergency calls and 648 calls for medical assistance were received.

This equates to over 35,000 people in need of help, and provides testimony to the number of lives in peril. And these figures do not include the thousands who check weather forecasts on the radio, and the many navigational warnings issued by the service each day to enable seafarers to navigate safely.

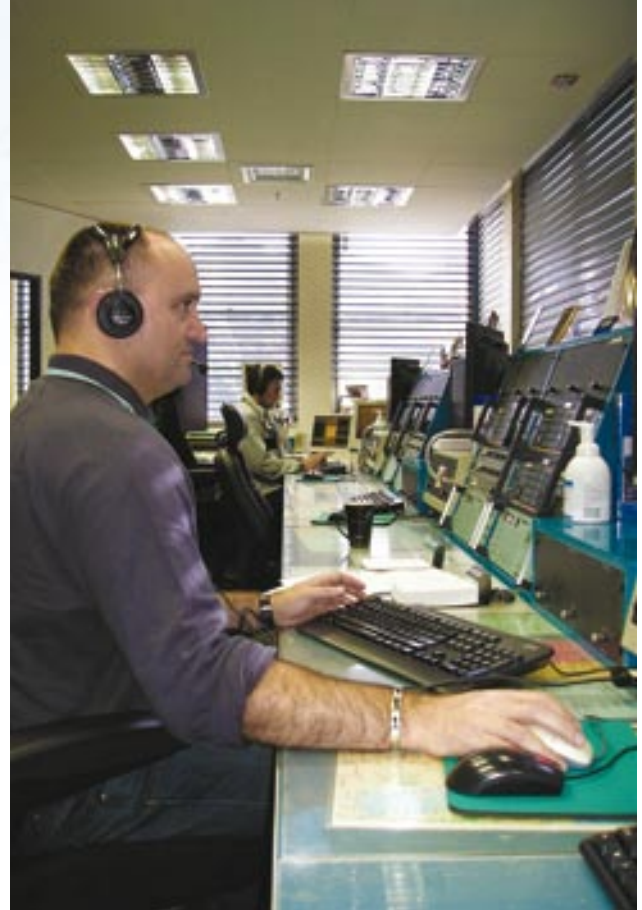
Recent rescue

On 30 June 2009, a beacon alert detected by the Rescue Coordination Centre New Zealand (RCCNZ) was the first signal about trouble experienced by the yacht **Carenza**, en route from Tonga to Auckland. It was followed by a call to RCCNZ from the yacht's satellite phone, but with time running out on the phone's prepaid card, maritime radio provided the essential link between the anxious family and rescue services on land.

While the beacon alert allowed RCCNZ to locate where the stricken vessel was, a three-way conversation between the New Zealand-based Maritime Radio Service, Australia's Hobart Radio, and the skipper of the **Carenza** provided RCCNZ with the rest of the information they needed – the yacht had lost its mast, rendering it immobile, and there were two adults and six children on board.

"For the sake of my children, I need to abandon ship," came the message from the skipper, Charles Bradfield.

A Royal New Zealand Air Force Hercules was sent to fly overhead and check on the family, while the nearby French naval ship **La Glorieuse** was tasked to travel to the yacht and rescue those on board.



Over 35,000 people have been assisted by the MNZ-funded Maritime Radio Service, which celebrated its 15th birthday recently.

Seafarer safety net

MNZ General Manager Safety Services Nigel Clifford says the Maritime Radio Service has now completed 15 years of outstanding service to the maritime community.

"The service provides a safety net for those at sea. The contribution the service makes to maritime safety cannot be overstated. The service means that people who need help on the water have someone to turn to in their time of need.

"By any scale, helping a total of more than 35,000 people is a great achievement. All of those people have benefited from having a professional and capable distress radio service working around the clock to keep those at sea safe. This service has been provided by communications contractor Kordia since its inception," says Nigel.

Kordia's Manager for Assurance Services Brendan Comerford has been at the helm of the radio operations centre for almost 10 years.

"Kordia, and our team of 19 professionally-trained radio operators in particular, have been really proud to be involved with MNZ over the years. Using Kordia technology to literally help save lives is an amazing privilege, and that's what gets us out of bed every morning," says Brendan.

Nigel says there are numerous reasons people contact the Maritime Radio Service. "Some contact the service in absolute distress and dire need of rescue. Others need urgent assistance, medical help, have run out of fuel, or have suffered a mechanical failure and just need a tow. Unfortunately we also receive a high number of hoax calls".

"And of course for many people, tuning in to the marine weather forecast is the first thing they do when considering a boat trip," says Nigel.





Carenza crew praise rescuers

Auckland skipper Dr Charles Bradfield, his wife Joy and their six children had nothing but praise for the international effort that saw them rescued off their yacht in heavy seas 203 nautical miles north of North Cape in July.

The Rescue Coordination Centre New Zealand (RCCNZ) enlisted the help of both the Royal New Zealand Air Force (RNZAF) and the French Navy to help the family after their 12.6 metre sloop **Carenza** lost its mast during a storm on 30 June.

Dr Bradfield activated the yacht's 406 MHz emergency locator beacon, and also called RCCNZ on the yacht's satellite phone. RCCNZ then contacted the nearby French warship **La Glorieuse** and requested it go to the aid of the stricken yacht. An RNZAF C-130 Hercules aircraft was also tasked to fly overhead to monitor the situation.

Dr Bradfield said the sight of the Hercules kept the family's spirits up while they awaited rescue.

"It was quite an emotional thing, just seeing that Hercules flying overhead. We knew they couldn't pick us up or anything, but just knowing they were there gave us a lot of comfort."

On the morning of 1 July, the family of eight was brought onto **La Glorieuse**, and **Carenza** was scuttled so it didn't become a marine hazard for other vessels – a painful decision for the family.

"We've lost our yacht, which is really hard," Dr Bradfield said. "But obviously I had to put my family first. It's a decision we had to make."

Dr Bradfield recently paid a visit to RCCNZ to personally thank the search and rescue officers who co-ordinated the rescue. He also took the chance to visit the operations room and see how the search and rescue operations work.

"One positive thing that has come out of all this is I now realise that New Zealand has an excellent rescue centre. The work these guys did was fantastic and we were completely looked after throughout", Dr Bradfield said.

RCCNZ Search and Rescue Officers Kevin Banaghan (left) and John Ashby with **Carenza** skipper Dr Charles Bradfield (centre) at RCCNZ.





Fit and proper person requirements update

In September last year, Maritime New Zealand (MNZ) introduced an improved process for vetting applicants and holders of maritime documents.*

While maritime document holders have always been required to undergo fit and proper person checks, MNZ has stepped up its vetting process, with changes in the way maritime document applicants and holders are assessed.

“Because these documents give holders certain entitlements under the Maritime Transport Act, these checks ensure that the holder has the right background, knowledge and experience to operate safely and in compliance with the rules,” says MNZ General Manager Maritime Services, Sharyn Forsyth. “People are also required to be ‘fit and proper’ for the time they hold a maritime document, so checks may be re-done at any stage.”

Sharyn says the checks will continue to be a key safety requirement following the review of Maritime Rule Parts 21 and 46 (currently underway).

The checks apply to anyone responsible for exercising privileges outlined in the document, including owners, operators, fleet managers, vessel resource and safety management staff, or anyone responsible for overall vessel safety.

“The application and assessment process is straightforward and protects individuals’ privacy,” says Sharyn. “Only approved MNZ staff will have access to this information.

“The form asks questions about the applicant’s background, including questions about any criminal convictions, infringement notices or transport offences. These questions can be answered with ‘yes/no’ responses. It is vital that people answer honestly.

“Applicants need to briefly explain any ‘yes’ answers – for example, details of past offences – and sign the attached ‘consent to disclose’ form, in case we need further information about any convictions.

“While random Police checks are undertaken, MNZ generally relies upon the applicant’s honesty,” says Sharyn.

Sharyn says while each application is “treated on its merits”, the following general rules apply:

- Minor traffic offences are not considered to carry much weight – unless the applicant has an extensive list of offences that may indicate difficulty complying with transport safety rules.
- While “historic” convictions generally may not cause concern, if the applicant has a number of transport-safety-relevant, or drug/alcohol/violence convictions, MNZ is likely to look carefully at the matter.
- If the applicant has recent convictions MNZ considers relevant, they may be asked to provide further information. MNZ needs assurance the applicant can operate safely.

MNZ may also ask if the applicant is happy for us to talk about them with their surveyor or local MNZ maritime safety inspector.

- If an applicant is asked for further information, this does not necessarily mean their “fit and proper” status will be declined.
- MNZ must ensure all the relevant information is collected to satisfy fit and proper person requirements, and applicants are encouraged to provide detailed information.
- If the information received indicates an applicant may not be a “fit and proper” person, they will be notified that the Director is considering an “adverse decision”. The applicant then has the chance to make submissions. Following these, the Director may approve their application in full; approve their status but with conditions attached (such as attending training); or decline their application (ie find that they are not fit and proper).
- Applicants have the right to appeal an adverse decision to the district court.
- Application forms are legal declarations and it is an offence to make a false or misleading declaration. Doing so may attract a penalty of 12 months imprisonment or a \$5,000 fine. If in doubt, applicants should declare everything or talk to MNZ first.
- MNZ aims to turn around assessments quickly (usually within 1–2 days), but if information is incomplete, this may take much longer.

“While the fit and proper process can seem daunting, it is an important tool for MNZ to make sure that safe and competent people are operating within the system.

“While the door isn’t necessarily closed to those who may have a history of convictions or of perhaps operating illegally, they need to demonstrate to the Director that they are capable of operating within the maritime system,” says Sharyn.

For more information visit the MNZ website:

www.maritimenz.govt.nz/Commercial/Safety-management-systems
or phone 0508 225 522.



* **Maritime document** – any licence, permit, certificate or other document issued by the Director of Maritime New Zealand under s241 of the Maritime Transport Act 1994, including certificates of competency, SSM certificates, surveyor recognition and safe crewing documents.

Maritime and marine protection rule amendments update

A number of amendments to maritime rules and marine protection rules have been approved by the Minister of Transport and came into force on 30 July 2009.

These include:

- Marine Protection Rule Part 132 – Dispersants and Demulsifiers Amendment Rules 2009
- Marine Protection Rule Part 130C – Regional Marine Oil Spill Contingency Plans 2009
- Marine Protection Amendment Rules 2009 – Parts 120, 121A, 121B, 123A, 170 and 200
- Maritime (various amendments) Rules 2009 – Parts 21–80.

Marine Protection Rule Part 132 – Dispersants and Demulsifiers Amendment Rules 2009

The amendments to this part are aimed at ensuring that any ecological toxicity testing undertaken is sensitive and representative of marine species in New Zealand, and that the results are submitted to the Director of Maritime New Zealand (MNZ).

Marine Protection Rule Part 130C – Regional Marine Oil Spill Contingency Plans 2009

These new rules replace Part 130C made by the Minister of Transport on 29 June 1998.

The new part provides that regional marine oil spill response plans must contain:

- standard operating procedures
- detailed and up-to-date information on personnel and systems specific to the regional response effort
- relevant site-specific environmental information.

Marine Protection Amendment Rules 2009 – Parts 120, 121A, 121B, 123A, 170 and 200

These rules provide that:

- New Zealand ships must comply with restrictive operational discharge provisions governing machinery spaces, oily wastes, and oil cargo residues in a defined area of Southern African waters, which has been designated under Annex I

of MARPOL (the International Convention for Prevention of Pollution from Ships) as a special area

- newly constructed New Zealand ships or ships that undergo a major conversion with oil fuel tanks aggregating 600 cubic metres or more are required to have structural features (double hulls, protective location and limitations on the size of individual tanks) to limit the outflow of oil in the event of a grounding or collision
- shipboard International Oil Pollution Prevention Certificates carried by New Zealand ships and foreign ships operating in waters under New Zealand jurisdiction to which the new rules apply must include details of oil fuel tank protective measures as part of their record of construction and equipment.

Maritime (various amendments) Rules 2009 – Parts 21–80

These rules remove the required forms from the appendix or schedule of a number of parts, and adopt the required forms from their parent convention. The convention forms now incorporated directly into New Zealand law by these amendments comprise:

- International Safety Management (ISM) Certificates shown in the Appendix to the ISM Code (Part 21 of the maritime rules)
- SOLAS Certificates shown in the Appendix to Part 1 of SOLAS (Part 46 of the maritime rules)
- International Tonnage Certificate (1969) shown in Annex II of the Tonnage Convention (Part 48 of the maritime rules).

An amendment to Part 24B provides definitions for road freight, road livestock and road tank vehicles, clarifying the type and gross mass of vehicles required to have securing points complying with International Stevedore Operations (ISO) standards for travel on board ro-ro ships.

All maritime and marine protection rules are available for downloading from the MNZ website: www.maritimenz.govt.nz. Hard copies of the rules may be purchased through the website.



Don't txt n boat

DANGEROUS USE OF MOBILE PHONES WHILE A VESSEL IS UNDERWAY

Maritime New Zealand (MNZ) is warning the maritime community of the dangers of using mobile phones on the water, following a number of recent deaths caused by skipper distraction.

The safety bulletin *Dangerous use of mobile phones while a vessel is underway* was issued by MNZ in August 2009, following three deaths and a number of serious injuries in boating collisions caused by skippers being distracted by their use of a mobile phone.

The bulletin says that while mobile phones may serve a useful function as a back-up means of emergency communication, their use by skippers and masters to receive or make calls or text messages while at sea needs to be managed appropriately to the circumstances of each operation. This risk is heightened while a vessel is underway, with the likelihood and consequences of an accident being greater when vessels are operated:

- at speed
- in poor sea conditions
- in conditions of restricted visibility
- close to other vessels
- close to navigation hazards.

All New Zealand masters and skippers are reminded of their legal responsibility under Maritime Rule Part 22.5 to ensure their vessel maintains a proper lookout by sight and hearing, as well as by all available means in the prevailing circumstances and conditions, so as to make a full appraisal of the situation and the risk of collision.

The full safety bulletin can be found on the MNZ website:
www.maritimenz.govt.nz, search for "safety bulletins".

Cold water survival expert to visit

One of the world's foremost experts on cold water survival, Professor Michael Tipton, will visit New Zealand in November as a guest of Maritime New Zealand (MNZ) to share his knowledge and experiences.

Professor Tipton has spent the past two decades researching survival and how humans react when immersed in water. His experiments on Royal Marines at the Institute of Naval Medicine at Portsmouth, his research with survivors and rescuers, and his work with historical records have resulted in major advances in our understanding of what makes the difference between survival and death in cold water.

"With about 140,000 water-related deaths worldwide each year, this knowledge is needed to be able to formulate solutions, such as improvements in lifejacket design, protective clothing, rescue techniques, and new types of survival equipment," says MNZ Manager Recreational Boating Jim Lott, who is co-ordinating the visit on MNZ's behalf.

Jim says all these issues, including the human response to immersion, will be part of two talks that Professor Tipton will give while in New Zealand, including the keynote address at the Water Safety New Zealand conference at Te Papa in Wellington on Thursday 26 November. He will also speak at the Royal New Zealand Yacht Squadron clubrooms in Auckland at 7.30 pm on Tuesday 24 November, and those interested are welcome to attend.

Jim says for those with an interest in the subject, the book *Essentials of Sea Survival*, published by Human Kinetics in 2002 and written by Professor Tipton and Dr Frank Golden, is fascinating and enlightening.

"Professor Tipton's visit is particularly relevant to New Zealand, as Kiwis' passion for the water probably exceeds that of any other nation, with most of us taking pleasure from being in, on or around the water," says Jim.

"Sadly, however, the downside of this is that drowning is still a leading cause of death in this country – only car crashes and falls cause more fatalities – with accidental immersion in water accounting for most drowning victims.

"Anything that can improve our understanding of how the human body responds when suddenly immersed in a river, lake or the sea will significantly improve our chances of survival," says Jim.



Professor
Michael Tipton

Use of electronic charts Marine guidance notice no. 8 updated

The marine guidance notice *Use of Electronic charts, ECDIS and ENC's in New Zealand* has been updated and is available on the Maritime New Zealand (MNZ) website.

The notice details the technical requirements relating to Maritime Rule Part 25, the different types of chart display systems, and the need to maintain and use paper charts. The notice was first issued in June 2008, and the information on the availability of ENC's (electronic navigation charts) from Land Information New Zealand was updated in June 2009.

The guidance notice is for:

- New Zealand shipping companies
- international SOLAS vessels visiting New Zealand
- classification societies in New Zealand
- MNZ safety inspectors, auditors and accident investigators.



Source: Land Information New Zealand.

The full notice can be found on the MNZ website: www.maritimenz.govt.nz, search for "guidance notices".

Iceberg in Wellington harbour?

A fake iceberg anchored in Wellington's Oriental Bay last month made by special effects wizards Weta drew attention to climate change – also the theme of this year's World Maritime Day to be celebrated in September.

The "iceberg" measured 7 metres long, 3.5 metres wide and 4.8 metres high and was anchored between the Carter Fountain and the Overseas Passenger Terminal. It was made from polystyrene and then fully encased in a hard shell, with a flotation device. A plaque visible on the iceberg read: "Press anonymous 2009".

The iceberg was created with environmentally sound principles in mind and installed by a team of professionals overseen by Weta. It was not able to be tested in water before installation owing to its size, but was not a hazard and was well clear of the shipping lane.

The object became a talking point and attraction on Oriental Parade for the week it was displayed, with observers variously speculating that it could be an artwork, a movie prop, advertising, or a climate change awareness stunt.

After the "iceberg" was removed it was revealed to be part of a series of stunts to promote the World Press Photo exhibition, with the iceberg highlighting one of the exhibition's three main themes – the environment.

From 1 January
to 30 June 2009

15

MARITIME FATALITIES FOR 2009

From 1 January to 30 June 2009, there were **15** maritime fatalities in New Zealand – **3** in the **commercial sector** and **12** in the **recreational sector**.

Feedback

Your feedback and ideas on *Safe Seas Clean Seas* are very welcome.

If you'd like a particular topic covered in our next edition, please contact the publications team by email: publications@maritimenz.govt.nz or phone **0508 22 55 22**.



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