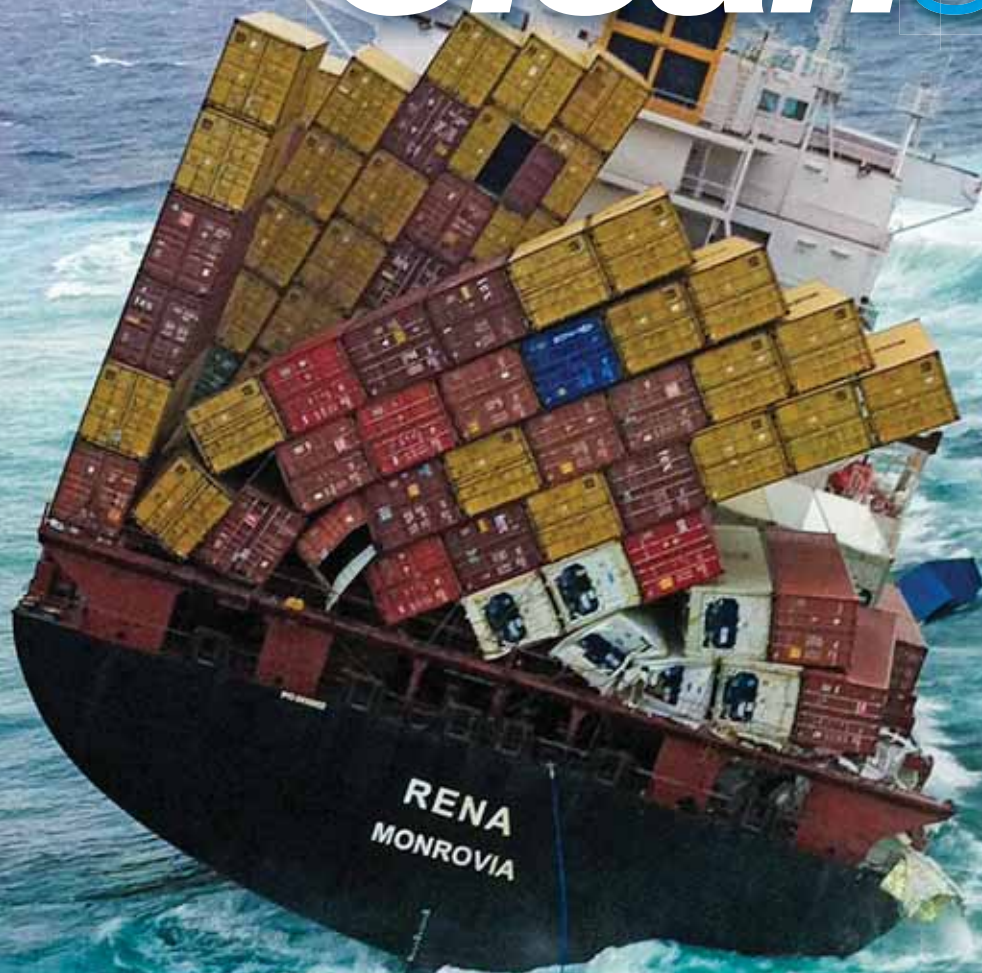


# SafeSEAS CleanSEAS



**RENA**  
SPECIAL EDITION





03

Catherine Taylor  
Farewell

QOL

22

MOSS and QOL  
update

24

Keith Manch  
New Director / CEO

**RENA SPECIAL ISSUE** *Rena* – by the numbers [07](#) Timeline [08](#) MPRS at forefront of *Rena* response [11](#)  
Salvaging *Rena* [14](#) Top-flight wildlife response [16](#) Regional support [18](#) Volunteers a recipe for success [20](#)



*Catherine Taylor at  
MNZ's head office.*

## Welcome to this final issue of *Safe Seas Clean Seas* for 2011 – my last as Director of Maritime New Zealand (MNZ).

As my tenure came to a close, the organisation was still dealing with the impact of the *Rena* grounding and oil spill in the Bay of Plenty. For me, this is a lasting and powerful reminder of the incredibly diverse and important role that MNZ has to play in New Zealand's maritime community, which is why there has never been dull moment during my time at the helm.

As I reflect back upon the last five years, I feel very proud of the work that we have achieved as an organisation – and alongside the maritime industry – during that time. While there have been many challenges and obstacles to overcome (as there always will be), there have been many, many more highlights. Increased uptake of lifejacket wearing, MNZ's election to the IMO Council, the MOSS, QOL and funding review projects, and the development of new guidelines in conjunction with industry in areas such as river boarding, paragliding and kayaking, are just some of the many highlights that I will take away.

Of course, being Director of a regulatory agency such as MNZ, we will always be subject to criticism and questions about how we do things, and this is natural. I have always managed this criticism by reminding myself that we are all constantly looking at how we can improve what we do to benefit the industry as a whole.

Over the last five years, this has seen us make significant improvements to the way in which we regulate, streamlining systems and processes, simplifying our rules, working more closely with the industry to help it understand and comply with the current rules and requirements, and in leading and supporting the sector as it continues to change and evolve.

I am immensely proud of what MNZ has achieved – and encourage everyone in the organisation to be strong and take satisfaction from what you are doing. We are all working to the same end.

It's also been my privilege to work with many fantastic people across the maritime sector. While we may not always have seen eye to eye, I think that we are now better placed than ever to work together for the good of the maritime community.

With that thought, I hope that you will all support my successor, Keith Manch, as he looks to continue to build on the work that has been done. Keith comes to MNZ with an excellent track record in the regulatory environment and I know that the organisation is in excellent hands.

On a final note, I wish all of you a safe and happy festive season. Please remember that if you are out on the water, check the weather, wear your lifejacket and make sure that you have the means to communicate if you need help, so that you return home safe to your family and friends.

**Catherine Taylor**

Retired Director of Maritime New Zealand



*Catherine Taylor at the first release of little blue penguins from the wildlife centre established after the **Rena** grounding, with kaumatua Awanui Black (left) and Hon. Nick Smith in the background.*

# Catherine Taylor led MNZ through sea change

Catherine Taylor retired from MNZ this month after five years as Chief Executive and Director. Those who have worked with her on all sides praise the way she has led the organisation and the sector through a time of significant change.

MNZ Authority Chairman, David Ledson, says Cath's focus for change has been aimed at improving the overall safety of the maritime transport system, in particular, providing a more relevant regulatory framework in which the marine sector works.

"It has been a challenging and at times robust environment. Cath has had to draw on her considerable strengths throughout this period, and it is a credit to her that she has never wavered in her determination to do the right thing," says David.

"The final judgment on the handling of the **Rena** grounding will ultimately be determined by an inquiry, but I believe the events were well managed by MNZ, and this was due in no small part to her efforts. She has played a vital role in building relationships between MNZ, iwi and the Bay of Plenty community."

Former MNZ Chair, Susie Staley, says Cath has always been fair and reasonable in her approach.

"Cath tells it like it is without personalising and she leads by example. The change she has instituted has been difficult for some parts of the industry but her motivation was to raise standards."

Sean Kelly from Western Work Boats Ltd agrees that change is always difficult for everyone to accept.

"Cath has chosen the hardest areas to effect change but also the areas that need it most. Qualifications are a particularly sensitive area as all industry members are very proud of their qualifications – particularly after spending such a long time getting them."

Sean says the other changes relate to the funding review and the introduction of the Maritime Operator Safety System (MOSS).

"We are now seeing operators with fatigue management plans and industry members dressing safely. These are examples of practices that were not previously commonplace."

"Seafarers are now learning to study and comprehend complex maritime rules. In the past they may have relied

*continues over*



General Manager Maritime Services Sharyn Forsyth (second from left) and Catherine Taylor with crew from **Taharoa Express** earlier this year.

on our surveyor or our polytech to simply advise them. This has undoubtedly amounted to a better-educated domestic industry in New Zealand," says Sean.

Dave Hawkey, from Real Journeys Ltd, says the industry has appreciated Cath's directness.

"She has driven some far-reaching reviews resulting in important changes to the maritime rules. The rules surrounding qualifications and operational limits have been complex. A huge effort has gone into modernising them to better service today's restricted limits industry, the area in which we operate.

"MOSS will see operators taking more direct responsibility for their vessel operations. While some aspects of the proposal have been difficult to work through, the intent to simplify and re-write Part 21 should streamline the process of ensuring the fleet remains compliant," says Dave.

Ministry of Transport Chief Executive Martin Matthews says it is Cath's manner and approach that has ensured a constructive working relationship with others in the sector.

"She has been open and engaged; qualities that have been important in building the constructive relationship that exists between our two organisations. Cath has also shown great energy and enthusiasm in addressing the challenges associated with ensuring MNZ is a modern and effective regulator.

"The changes she has brought to the organisation will be a significant legacy from her time as Director. She has at times been required to make difficult decisions that others have disputed or challenged, but her good humour and fair nature have ensured she has handled herself with good grace and dignity."

Martin says the past few months have brought a unique challenge with the grounding of **Rena**.

"Cath has led MNZ's management of the response with great professionalism, demonstrating her leadership abilities to New Zealanders beyond the maritime sector and earning considerable respect in the process."

Deputy Director Lindsay Sturt says when Cath took over as Director at MNZ she challenged the status quo.

"Cath challenged us to look closely at how MNZ, as a regulator, could improve the quality of the services that we provide to the maritime community, initiating fundamental reviews in two key areas – seafarer licensing and the safety management system for domestic ships – the results of which will be far-reaching. She also challenged the industry to look closely at itself and what it is doing to take responsibility for safety and environmental protection.

"MNZ has come a long way under her leadership and she can be very proud of what she has achieved. While what she has done has not always been popular, she has always been resolute in doing what is best for the industry and for MNZ. As a result, she leaves MNZ and the industry in much better shape than it was when she arrived," says Lindsay.

Nigel Clifford, General Manager Safety Services at MNZ, says Cath has been instrumental in helping develop the direction of search and rescue in New Zealand.

"She played a critical part in setting up the review that led to the formation of the New Zealand Search and Rescue Council. She worked closely with Police, Ministry of Transport and the Civil Aviation Authority to achieve positive outcomes for search and rescue, including improving coordination between agencies.

"Her interest in and support of search and rescue activities and her role in helping secure increased funding have also contributed to improvements in the structure and coordination of operation responses."

Nigel says Cath has also been a strong advocate for the development of the Distress and Safety Radio Service.

"I believe her support in all these areas has helped MNZ significantly improve the operational capabilities of the organisation."

MNZ farewelled Cath in early December.



# RENA



## the wreck that rocked a nation

At 2.20am on Wednesday 5 October 2011, the 236 metre container vessel CV **Rena** struck the Astrolabe Reef 12 nautical miles (22km) north-east of Tauranga, sparking New Zealand's largest ever marine oil spill response.

Carrying 1,733 tonnes of heavy fuel oil (HFO), a range of lighter fuels and 1,368 containers, **Rena** smashed on to Astrolabe reef at 17 knots (31km/h) and became firmly wedged. It then took on a dangerous list, with small amounts of oil leaking from the vessel.

MNZ's Marine Pollution Response Service (MPRS) and Maritime Incident Response Team (MIRT) swung into action. As Bay of Plenty residents awoke to the news of the environmental crisis unfolding on their doorstep, teams of maritime safety and oil spill experts were already responding. MNZ declared the grounding a Tier 3 (or nationally significant) event at 7am – activating the highest possible level of spill response.

By 5.15am, an MNZ safety inspector was stepping on board the stricken vessel assessing the damage, with two more investigators on board in the afternoon.

New Zealand's National Response Team (NRT), made up of 60 specialists, leading 400 trained oil spill responders, was mobilised, along with caches of specialist oil spill response equipment. Within 24 hours, the National Oiled Wildlife Response Team (NOWRT) had established an oiled wildlife response centre in Tauranga.

The international salvage company Svitzer was appointed by the vessel's owner and insurers on 6 October to manage extraction of oil from the grounded vessel. More vessels and planeloads of salvage equipment were mobilised. As the response widened, MPRS called on its international counterparts to assist, through collaborative agreements forged during other large-scale incidents around the globe.

As this work was going on, dispersants were trialled on the oil leaking from **Rena**, but tests proved inconclusive.

Meanwhile, vessels on the water began recovering oil from the surface, and teams of responders geared up for oil to come ashore.





*Oil booms being prepared at Maketū estuary.*



*NZDF personnel assisted in the removal of oily waste from Bay of Plenty beaches.*

The Svitzer salvage team began working around the clock in extremely dangerous working conditions to secure the vessel and make preparations to begin pumping HFO off the ship onto the specialist fuel tanker **Awanuiā**. But before they could begin, they needed to transfer fuel from forward tanks on both sides of the ship rearwards into two tanks nearer the stern of the vessel, which would be easier to access and less vulnerable to damage from **Rena**'s rocking motion on the reef.

As if this were not challenging enough, a storm on 10 October prompted the emergency evacuation of everyone on the ship, as fierce seas battered the hull, shifting **Rena**'s stern sideways across the reef and changing its list. A week after **Rena** grounded, bad weather resulted in an estimated 350 tonnes of HFO spilling overnight on 11 October. Continuing bad weather the following night saw 86 containers lost overboard.

While the nation remained gripped by Rugby World Cup and pre-election fever, the response team and salvors held their breath and prepared for the worst. Thankfully, the weather finally calmed, and the vessel held.

Salvors were soon back on board pumping oil, while on the beaches, teams of responders and volunteers began the tedious and difficult job of cleaning up the tar-like, stinking oil that had come ashore. NOWRT also began receiving its first influx of dead and oiled wildlife.

As separate MNZ and Transport Accident Investigation Commission investigations into the grounding continued, the **Rena**'s master and second officer were arrested and charged by MNZ with Maritime Transport Act offences. Resource Management Act charges also followed soon after.

Throughout the following weeks, many significant challenges were overcome and major milestones reached. A second bout of fierce weather on 1 November saw **Rena** lashed again by 5 metre seas and strong winds, with salvors, responders and locals gearing up for the worst. Accessing the submerged starboard no.5 HFO tank proved an ongoing battle, while new cracks also appeared in the hull. But again, the vessel held.

As pumping resumed, salvors passed the 1,000 tonne mark of oil pumped off **Rena**, while almost 1,000 tonnes of oily waste was also recovered from local beaches. Numbers of registered volunteers available to help with the response passed 8,000, and numbers of successfully treated wildlife reached more than 400.

Using a method called hot-tapping, salvors were eventually able to drill into the submerged no.5 starboard tank and attach valves that allowed the pumping of oil off the vessel. Although a slow and complex process, this ensured the removal of another 320 tonnes of oil – with every drop removed representing one less than could end up on local beaches.

With the last of the readily accessible oil pumped off the vessel, salvors began turning their attention to the second phase of the operation: removal of the hundreds of containers still on board – a difficult, dangerous and complex task likely to take many months.

As both spill response and salvage efforts relating to the **Rena** grounding continue, it is still unknown what the final impact of the crisis will be on the Bay of Plenty region. However, what is known is that the impact will be felt for months, if not years from now.



# RENA – by the numbers

## PEOPLE

- At the height of the incident, around **600–800** people were involved in the oil spill response team, including members of the incident command centre (ICC), and beach clean-up and wildlife response teams.
- Around **500** New Zealand Defence Force (NZDF) personnel were involved at the height of the response.
- Additional technical advice and support was provided by people from Australia, the UK, USA, Netherlands and Singapore, with further offers of assistance and equipment made under international agreements.

## BEACH CLEAN-UP

- Over **8,000** volunteers registered to help with the clean up.
- **120** NZDF troops, on average, on the ground at any one time.
- **100** volunteer beach clean up events had been undertaken by the fourth week of the response.
- Nearly **1,000** tonnes of oily waste recovered.
- Generous support received from more than **150** local businesses and corporate organisations.

## SALVAGE

- Over **1,300** tonnes of heavy fuel oil (HFO) recovered from **Rena**.
- A team of **35** salvors from Svitzer working on the response.
- **1,733** tonnes of HFO on board **Rena** when it grounded, with around **350** tonnes estimated to have been lost overboard in the first week.
- **25** crew on board **Rena** at time of the grounding.
- **1,368** containers on board **Rena** at time of grounding.
- **86** containers lost overboard over two nights a week after the grounding – with **23** of these accounted for two months later.

- **814** containers stored below deck.
- **121** containers with perishable foodstuffs.
- **32** containers with dangerous goods.

## EQUIPMENT

- **1** double-hulled tanker **Awanuia**, capable of receiving oil from **Rena**.
- **5** Navy vessels involved during the response, HMNZS **Endeavour**, **Rotoiti**, **Hawea**, **Taupo** and **Pukaki**.
- **1** Seasprite helicopter supporting MNZ with aerial observation flights and transport of salvage experts to and from **Rena**.
- **1** Squirrel helicopter for winching people on and off **Rena**.
- **1** C172 aircraft used for aerial observation flights.
- **2** MNZ-owned oil recovery vessels, **Kuaka** from Auckland and **Tukuperu** from Picton.
- **2** Port of Auckland tugs **Maui** and **Waka Kume** and Auckland barge **Paponui**.
- **1** tug **Swiber Torunn**.
- **1** anchor-handling tug, **Go Canopus**, on site receiving oil and capable of maintaining station in poor weather.
- **1** landing craft vessel **Brandy Wine**.
- **1** barge **Sea Tow 60**.
- **1** ocean-going barge carrying specialist equipment and trained oil spill responders recovering HFO in the water.
- **1** crane ship **Pancaldo**.
- **1,200** metres of ocean-going booms from across New Zealand.
- **1** Bell 214 helicopter flying equipment to **Rena**, capable of carrying 3 tonnes at a time.
- **3** local tugs mobilised to intercept drifting containers and debris.
- **1** crane barge **Smit Borneo**, with a longer reach for container removal, arrived in Tauranga on 5 December.

- Salvage equipment brought by Svitzer includes air compressors, power generators, chains, shackles, ropes, tools and oil removal equipment.

## WILDLIFE

- **500** birds able to be housed at the oiled wildlife treatment and rehabilitation facility.
- Over **400** birds cared for at the facility at the peak of the response.
- Over **340** cleaned little blue penguins, with staged re-release starting on 22 November.
- **60** endangered New Zealand dotterels pre-emptively caught and held in the facility, with staged re-release starting on 25 November.
- **120** New Zealand dotterels in Bay of Plenty area.
- **1,500–1,700** New Zealand dotterels in existence.
- **2,008** dead birds collected.

## MEDIA

- Approximately **2,640** **Rena** related media calls received by the MNZ media team during the first four weeks of the response – an average of **660** a week.
- MNZ website in incident mode from 5 October, with a traffic peak of **12,830** visits on 12 October.
- **292** – the most media calls received in one day.
- **100th** media release issued during the fourth week of the response.
- Over **14,000** media reports on the **Rena** response by the end of the first four weeks of the response.
- International media interest, including calls from Australia, the United Kingdom, the United States, Asia, Germany, France and China.

# RENA timeline

## Day one: 5 October

- CV **Rena**, a 236 metre container vessel, runs aground on Astrolabe Reef in the Bay of Plenty at 2.20am with 25 crew on board. There is a minimal initial leakage of oil, but the vessel is listing.
- MNZ's Rescue Coordination Centre receives initial notification of the grounding and coordinates the first response.
- An MNZ safety inspector is on board **Rena** by 5.15am to assess and monitor the situation, with two more inspectors on board by mid-afternoon.
- MNZ's Marine Pollution Response Service (MPRS) declares the situation to be a Tier 3, or nationally significant incident, at 7am. This is the highest level of emergency spill response.
- The Maritime Incident Response Team (MIRT) at MNZ is activated immediately, to monitor and respond to the situation around the clock.
- By midday, MNZ's MPRS and members of the National Response Team (NRT) are in Tauranga and working on the response with the Bay of Plenty Regional Council and other agencies. An incident command centre is set up. Oil spill response equipment and resources are mobilised.
- Members of the National Oiled Wildlife Response Team (NOWRT) arrive in Tauranga to manage risk to wildlife.

- MNZ makes contact with international salvage experts to obtain advice. Salvage experts on board by the end of the first day.
- Oil leaks from the vessel overnight on 5 October.

## Day two to six: 6–11 October

- Salvage company Svitzer is appointed on 6 October.
- Director of MNZ Catherine Taylor declares **Rena** a hazardous vessel on 6 October and issues two notices to ensure NZ's interests are protected.
- Wildlife facilities, staffed by Massey University experts, are set up in Tauranga and on Motiti Island.
- An aerial dispersant is trialled.
- Mobilisation of volunteers begins.
- MPRS develops response options and prepares on-water recovery operations.
- Specialist vessels, heavy duty salvage and oil recovery equipment arrive in Tauranga.
- Wildlife and shoreline clean-up assessment teams visit high priority shoreline areas and scour coastlines. Four dead birds are discovered near the vessel.
- The New Zealand Defence Force (NZDF) joins the operation, providing five vessels, aircraft and vehicles and putting 500 personnel on standby.
- The salvage team begins removing fuel from the vessel on 9 October,

but bad weather hampers operations.

- The ship's vents are covered to prevent further oil escaping and sensors are placed on the vessel to monitor its stability. Containers are lashed more tightly because further bad weather is expected.
- Booming begins on Maketū peninsula.
- Oil is discovered on the beach at Mt Maunganui and clean-up teams start work on the shoreline between Mt Maunganui and Maketū.
- Bad weather overnight on 11 October results in more damage to the vessel and all personnel are taken off **Rena**.
- Around 350 tonnes of heavy fuel oil (HFO) leaks from the ship and 30 containers are lost overboard.
- UK-based container recovery specialist Braemar Howells is appointed by the vessel's insurers to help with the salvage operation.

## Week two: 12–18 October

- Rough weather results in further damage to **Rena**.
- Further containers are washed into the sea, with a total of 86 now lost overboard. Navigational warnings are issued and other ships re-routed. Vessels are mobilised to intercept the debris in the water.
- The master of **Rena** and the second officer appear in Tauranga District Court charged by MNZ under section 65 of the Maritime

5 October 2011



Early photo of grounded vessel

Day two to six: 6–11 October



Fuel removal begins

Week two: 12–18 October



Containers wash up





Transport Act (MTA) 1994, with “operating a ship in a manner causing unnecessary danger or risk”.

- Beach access is restricted and several boat ramps and beaches are closed. Volunteers help with the beach clean up, with waste taken to the transfer station.
- Salvage teams build and attach four level work platforms to **Rena** to assist fuel recovery operations.
- 100 birds are being cared for in the wildlife facility.
- 1,000 birds are found dead.
- Pumping of HFO begins at 6.30pm on Sunday, with a booster pump operational by Monday evening.
- Bad weather stops oil pumping at 11.30pm on Monday. By end of week two, 46 endangered dotterel are captured for their own protection. The target is 60.

#### Week three: 19–25 October

- Oil pumping resumes on 20 October.
- Retrieval of containers from the sea floor continues.
- 5–10 tonnes of oil leaks from the vessel overnight on 22 October.
- Long-term enclosures are being built for the little blue penguins at the wildlife centre.
- Volunteer clean ups continue. The 50th clean-up event takes place.
- Swimming restrictions are removed from the main beach at Mt Maunganui.
- The recovered dead bird count is 1,333.
- 60 dotterels are in care at the wildlife centre, along with 314 little blue penguins.
- Salvors confirm that they have pumped half the oil off **Rena**.

#### Week four: 26 October – 1 November

- Beach clean-ups and container recovery continues.
- Pumping of HFO continues when weather and equipment permits, but oil recovery is more challenging as remaining tanks are submerged.
- Salvors remove hydraulic oil and other lighter oils from other tanks in the ship.
- More than 1,000 tonnes of HFO has been pumped off **Rena** by end of 30 November.
- High sea swells cause further damage to **Rena**.
- MNZ lays further charges against **Rena**'s Master and Second Officer.

#### Week five: 2–8 November

- When conditions allow, salvage teams continue to pump HFO, hydraulic oil and lubricants on to **Awanuia** and **Go Canopus**.

#### Week three: 19–25 October



New penguin enclosures

#### Week four: 26 October – 1 November



Beach clean ups continue

#### Week five: 2–8 November



Fuel pumping continues



- Clean-up of shorelines and recovery of container debris continues.
- Specialist container recovery company Braemar Howells plans the next phase of the salvage operation, including container removal.
- Underwater locator beacons are attached to **Rena**'s most vulnerable containers, to help find them if they are lost overboard.
- The container barge **Sea Tow 60** begins sea trials to confirm capability and stability.
- Surf washing trials are conducted on Papamoa Beach.

#### Week six: 9–15 November

- At the start of the week, 358 tonnes of oil are still to be pumped off the ship to empty the final and most challenging tank.
- Clean-up of shorelines and recovery of container debris continues.
- At the wildlife centre, most birds are clean and the collection of freshly oiled birds slows down.
- Nearly two-thirds of the remaining HFO left in the no. 5 starboard tank has been pumped off to the

adjacent oil tanker **Awanuia** by 12 November.

- **Sea Tow 60** takes up position at the stern of **Rena**, to begin preparations for container recovery.
- Salvors continue to strip the last of the residual oil off the ship.

#### Week seven: 16–22 November

- Beach access restrictions between Mt Maunganui and Maketū Estuary are officially lifted on 16 November.
- The first container is lifted from the rear of the cargo ship **Rena** onto the crane barge **Sea Tow 60** at around 3.30pm on 16 November.
- Container removal continues, with containers transferred from **Sea Tow 60** to salvage support vessel **Go Canopus** before being taken to port for processing.
- Salvors fit more transponders to containers on board **Rena**.
- NZDF finishes beach clean-up operations after weeks of hard and messy work, aiding in the removal of more than 992 tonnes of oily waste from beaches. Fifty personnel remain on standby.

- Targeted beach clean-up operations continue.
- Release of 49 little blue penguins takes place on 22 November, after the penguins pass swim tests and veterinarian checks.
- Close to 300 penguins remain in care at the wildlife response centre, along with 2 pied shags and 60 dotterels.
- The number of containers removed off **Rena** at the end of 22 November stands at 84.

#### Week eight: 23–29 November

- Container removal continues, but is weather dependent.
- Targeted beach clean-up operations continue in a small number of areas.
- 17 endangered dotterels are released back into their natural habitat.
- 166 containers removed from **Rena** by end of 29 November.
- Small amounts of oil continue to leak out of the badly damaged **Rena**.

Read about what has happened since then on the MNZ website:

[maritimenz.govt.nz/Rena](http://maritimenz.govt.nz/Rena)

#### Week six: 9–15 November



Planning underway for container removal

#### Week seven: 16–22 November



First container lifted off

#### Week eight: 23–29 November



Dotterel release at Maketū





# MPRS at forefront of *Rena* response

MPRS Oil Spill Equipment Technician Mark Cavanagh prepares for a *Rena* monitoring overflight.

The response to the *Rena* oil spill has been a team effort, involving agencies and individuals from throughout New Zealand and the rest of the world.

MNZ's Marine Pollution Response Service (MPRS) is responsible for maintaining the country's oil spill response system – and for leading Tier 3, or national level oil spill responses.

When *Rena* grounded at 2.20am on 5 October, phone calls were very quickly made to the staff at MPRS, who have been on the ground in Tauranga since day one.

For those staff, those early morning phone calls represented the start of a long journey that will continue well into 2012. However, while the hours have been long and the time away from family and friends is taking its toll, they all express a passion and commitment for the work they are doing – and a determination to get the job done.

**Mark Cavanagh** – MPRS Oil Spill Equipment Technician



**Previous spill experience:** *Global Peace, Pasha Bulker, Forum Samoa, Deepwater Horizon*

***Rena* response roles:** operations technical advisor, aerial observer, on-water recovery leader

Mark was the on-call Oil Spill Duty Officer (OSDO) on the morning *Rena* grounded. The OSDO is the first point of contact in any spill and Mark was the first to take the call at 2.30am.

His initial response was typical of many of the MPRS team – “I hope this is an exercise!”

However, clearly it was not. Mark says the scale of the situation was quickly apparent. From this point on, the well-prepared initial response plans rolled into action.

“It's been great working with the MPRS team and seeing all our training and planning run smoothly and efficiently and seeing the National Response Team (NRT) put into practice all the exercises done over the last few years.

“One of the highlights of the response has been working with responders from around the world who we've worked with on previous spills. The oil spill response community is small, but it's a global one,” says Mark.

**Rob Service** – MPRS Manager Planning & Training



**Previous spill experience:** *Jody F Millennium, Tai Ping, Forum Samoa, Pacific Adventurer*, Montara, Deepwater Horizon

**Rena response role:** National On Scene Commander (NOSC)

“My role has been to lead and manage an oil spill response organisation that

grew from nothing to the size of a large organisation in a matter of days – all the while being in a crisis situation. It was the ultimate in multi-tasking.

“One of the key achievements of the response has been a marine pollution response system and team that has coped with the biggest incident of its type in New Zealand. People from a wide range of backgrounds stayed calm and focused while working in a very stressful situation.

“The best thing for me has been seeing people ‘rise to the occasion’ and perform at a level well beyond that normally expected of them,” says Rob.

**Toni Pressman-Hyde** – MPRS Planning and Training Officer



**Previous spill experience:** Tier 2 and 3 exercises, NRT training, an international workshop and oil spill response conferences

**Rena response role:** personal assistant to the NOSCs

Toni arrived in the Te Atatu office at 4am on the day of the grounding and began

logging the incident moment-by-moment on the MPRS internet-based incident management system. This allows responders around the country to follow developments as they happen, so when they arrive in Tauranga they are up to date and ready to start work.

“The first few weeks were a blur! I can remember running around a lot with two cellphones going off every minute of the day, not sleeping or eating much, and driving all over Tauranga and Mt Maunganui looking for a larger incident command centre (ICC).

“After my first 10-day shift I came back after a four-day break and the ICC was packed full of NZDF personnel. At night I could still hear the continuous hum of voices and phones ringing. Now, eight weeks in, we get pauses in the ring tones and voices where the ICC momentarily falls silent – it’s quite eerie,” says Toni.

**Dayne Maxwell** – MPRS Response Planning Officer



**Previous spill experience:** *Jody F Millennium, Tai Ping, Global Peace, Forum Samoa*, Deepwater Horizon

**Rena response role:** planning manager

Dayne says the first few days involved very little sleep. Lying awake planning, then getting into the ICC early to

continue planning – he lived, ate and breathed **Rena** for the first weeks of the response.

“The initial mobilisation of the NRT and the fact that everyone knew what they had to do in their role and got on with doing it without the need for constant direction has been extremely impressive. People have been placed into roles that they were unfamiliar with or had little experience, and have been able to do an awesome job in very testing conditions.

“Given the extent of the situation and the way it unfolded, it was unusual to feel a sense of calmness and control amongst the intense activity, even though I have never been so busy in my life.

“It’s been great to be able to step into the role of planning manager for the first time and get a lot of positive feedback from people on my performance. I’ve enjoyed working with all the different people who have come through the response, being able to have fun while still getting the job done,” says Dayne.

**Eva Maxwell** – MPRS Administrator and recently appointed Oil Spill Duty Officer



**Previous spill experience:** Tier 2 and 3 exercises, NRT training, an international workshop and oil spill response conferences

**Rena response roles:** administrator, travel coordinator, shoreline protection coordinator

Eva’s roles in the response have been many and varied. During the first week she mobilised responders to Tauranga, worked on the web-based incident management system, and assisted with finance, travel and accommodation arrangements.

Eva was also the first point of contact for many, with the 0800 OIL SPILL number and the MPRS main number diverting to her cellphone.

Eva then moved to the operations team as shoreline protection coordinator, working with the teams carrying out site assessments and writing site operation plans to assist



with boom operations. Eva was also involved in several shoreline clean-up assessment technique surveys.

"The first few days were really busy. They went by so fast – there were so many issues to deal with daily. The frustrating thing was not being able to switch off after hours. Many nights were spent awake thinking of work – a huge contrast to my normal job.

"As well as spending the beginning of summer in the beautiful Bay of Plenty, I have really enjoyed the involvement I have had in different areas of the response, and seeing the progress that has been made."

**Scott Read\*** – MPRS Acting Operations Manager (and Equipment Technician)



**Previous spill experience:** involved with over 20 incidents around the globe since 1996, most recently **Pasha Bulker**, **Pacific Adventurer**, Montara, Deepwater Horizon

**Rena response roles:** aerial observer, dispersant trials, shoreline clean-up, on-water operations, assistant NOSC, operations manager

Scott says his first few hours were initially focused on mobilising equipment down to Tauranga. While Tauranga has its own cache of oil spill response equipment, the scale of the incident has meant much of the national stockpile has been brought down to use from Te Atatu.

"The **Rena** response has now clearly moved from incident response to project management. We've shifted our focus from very reactive, emergency response mode, to planned operations over a sustained period. The response operations have also changed from on-water recovery and protection to shoreline clean-up.

"Oil spill response is what we prepare and train for. The ongoing process of encountering new problems and discovering new solutions is fascinating and a really positive part of oil spill response. It's also been great maintaining professional relationships and friendships, but it's been hard spending so much time away from home.

"The best part has been seeing operations that we had prepared for taking place – for example on-water recovery 12 miles offshore, and establishing shoreline clean-up operations on a large scale," says Scott.

\* Scott has recently been appointed Acting Operations Manager since the former Operations Manager, Neil Rowarth, left for a role at the Australian Marine Oil Spill Centre. Neil was part of the **Rena** response for two weeks, before leaving to take up the new position.

**Andrew Berry** – MPRS Manager



**Previous spill experience:** first Tier 3 spill

**Rena response roles:** Executive Officer and Manager MNZ Salvage Unit and later Assistant NOSC

Andrew has been manager of MPRS for a year but the **Rena** response has been his first opportunity to see his team in action.

"Mark called me about 3am – by the time I got to work most of the MPRS crew were there and already down to business. It was really impressive seeing my staff working in their roles in a very calm and professional manner.

"It's now moved from emergency response to a longer-term project. The number of people involved has fallen away and it is very much about being ready in case we need to ramp up again. I am very conscious that eight months after the **Jody F Millennium** incident, we had the **Tai Ping** – so I need to be sure that we are ready to go all over again.

"The key achievement is that we were able to mount a timely, cohesive and effective response to New Zealand's largest marine oil spill. The NRT has worked magnificently, as has the wildlife response team.

"The volunteers in Tauranga have been amazing – they provided more than 20,000 free hours of labour doing much of the grunt work and less glamorous jobs. The NZDF team also rose to the occasion and I look forward to staying in touch with them – they are a great bunch of people.

"A highlight has been the bringing together of specialist groups and people all with a single goal," says Andrew.



*Eva Maxwell prepares to board Northern Quest bound for snare boom removal on Mayor Island.*

A salvor is winched on to *Rena* by helicopter.

# Salvaging **RENA** \*

Major maritime groundings usually occur without warning. The **Rena** grounding was no exception. For people unfamiliar with such extraordinary events there is almost a surreal edge. How could this happen? Who is responsible? Then, what can be done?

**Enter the salvors.** Svitzer salvage responds to maritime emergencies around the world and had an understanding of the seriousness of the 2.20am **Rena** grounding within hours. Word of such incidents spreads quickly. Based on their extensive experience, Svitzer saw that things could – and probably would – get worse.

In response, one of Svitzer's leading Sydney-based salvors boarded an early morning flight and crossed the Tasman. He was helicopter-winched onto the vessel that afternoon and began the enormous task of absorbing the situation first-hand. Not long after, Svitzer was formally appointed by the vessel's owners and insurers to handle the salvage mission, liaising with MNZ.

"Such a mission is paramilitary in style and scope," Svitzer salvage coordinator Drew Shannon explains. "You have to utilise people and equipment to deliver an outcome in dangerous and isolated settings as quickly as humanly possible. We are always ready for such situations, but the initial challenge is getting personnel and equipment in place – both are specialised and not usually available just around the corner."

A team of salvors and support staff – about 35 in total – was quickly mobilised from countries including New Zealand, Australia, Singapore, Holland, the United States and South Africa.

A shore-side command base was established at the Port of Tauranga and the highly specialised salvage equipment freighted in – pumps, generators, chains, shackles, scuba diving gear, oil transfer hoses and tools. A chartered 747 flew in bulk equipment from the Svitzer salvage depot in Sydney.

A 'full spread' of equipment was installed, leaving as little to chance as possible. If a generator blew, another was on standby. And the whole time even larger pieces of the salvage response were being sourced and mobilised – tugs, shuttle boats, barges, cranes and helicopters.

Back on the vessel, the salvors had to understand **Rena's** design and physical situation, which was clearly precarious. Every observation and piece of information was meticulously and methodically fed into an evolving salvage plan, which had to be broad and flexible to withstand the ever-changing circumstances.

The front section of **Rena** was grounded firmly on the reef, with the rear section afloat over deeper water. **Rena** had taken water in the hull, and was at risk of being further compromised by the reef's swell.

The red flags were **Rena's** on-board heavy fuel oil (HFO) – stored in five separate tanks – and cargo containers. Oil was leaking because one or more of the oil storage tanks had been ruptured. There was clear risk the vessel still might tip over or break up and sink, and much of the oil and cargo could end up in the water.

The winds and swells that came five nights later validated the salvors' concerns about the precarious nature of the job. There was no choice but to evacuate the vessel, and the next morning **Rena** was listing dangerously at 22 degrees.



Eighty-six containers were lost overboard. There were large fractures down the sides, suggesting **Rena** might break in two. Another bout of bad weather and heavy swells smashing against the sides of the vessel and anything was possible.

The logistics were difficult. The salvors and most equipment had to be helicoptered to the site, 12 nautical miles from shore. Landing anything or even trying to walk on a vessel listing so badly is awkward and dangerous – as evidenced later by a salvor who slipped over and fractured his wrist.

Steel platforms designed to create a ‘level’ work area were manufactured locally and fixed to the port side of the vessel and the deck to accommodate the landing of people and equipment. All this, of course, took time.

It was a massive disadvantage that **Rena**’s on-board power system was knocked out. Such systems are relied on to keep the on-board oil warm, enabling it to be pumped smoothly onto bunker barges. Instead, the HFO was black, cold and gluey – the colour and consistency of marmite.

Further complicating operations, it had to be pumped through unusually long hoses to reach the transfer barge, which was required to keep a distance from **Rena**, given the dangerous proximity to the reef. All of this made pumping extraordinarily difficult.

A key pump blew under the strain in the early phases of the transfer and had to be replaced. The ever-present threat of dangerous gas build up in the oil tanks and ongoing bouts of bad weather that prompted necessary evacuations, were just some of the frustrating and time-consuming factors in the salvage. And then there was the smell – stinking oil and rotting foodstuffs in the cargo giving off noxious gases, with maggots, all adding to the unpleasant mix.

Other big vessel salvage missions undertaken by Svitzer in recent years have had their own unique challenges, although **Rena** is a stand-out because of its awkward positioning.

“The conditions mean we can’t deal with the oil and crane the containers off at the same time – it’s simply too dangerous,” says Drew. “And we can’t try to remove **Rena** from the reef until those two priorities are dealt with.”

With a long way still to go in the operation, it’s sometimes said by salvors that trying to salvage a large vessel is like trying to eat an elephant. You might finish, but not in five minutes, and there’ll be heartburn along the way.

---

\* Article provided by Svitzer.



*Salvage divers resurface after inspecting the buckling on the starboard side of **Rena**.*

*The deck angled at 22 degrees makes working aboard **Rena** difficult. Photo: Svitzer.*



# Top-flight wildlife response



International experts have praised the wildlife response to the **Rena** oil spill as one of the quickest in the world, thanks to the excellent planning systems and foresight of the National Oiled Wildlife Response Team (NOWRT). With a purpose-built facility set up at Tauranga's waste-water treatment plant within 24 hours of **Rena** running aground, NOWRT was well positioned to deal with the influx of live oiled and dead wildlife.



*A little blue penguin gets the star wash treatment at the oiled wildlife response centre.*

Massey University is under contract to MNZ to provide an oiled wildlife response capability. The specialists from Massey lead NOWRT, a network of veterinarians and specialists from around the country. The team is leading the **Rena** wildlife response, with support from other agencies, in particular the Department of Conservation.

Curt Clumpner – one of seven international experts on site who has worked on numerous oil spills since the **Exxon Valdez** disaster in Alaska – says New Zealand's response is one of the quickest he has seen.

"The speed of response in New Zealand is among the top two or three countries in the world," says Curt, an American from International Bird Rescue (who took on the role of Alternate Wildlife Centre Manager at the oiled wildlife centre). "The wildlife response centre was set up and ready to clean birds within a day of the grounding. That's incredibly quick compared with other spills I've been involved in.

"The team at Massey University has been planning for this for years and they have been constantly updating their training. It's especially impressive given that New Zealand hasn't had a major oil spill before."

More than 400 birds have been cared for at the facility during the response, with capacity to take up to 500 birds at a time. Of these, more than 330 are little blue penguins, who have received first-class treatment in specially built enclosures as they recover from the effects of the spill, prior to being released back into the wild.

Sixty endangered New Zealand dotterels, of which only about 1,500–1,700 exist, were pre-emptively caught to prevent oiling and were looked after at the centre.

Sadly, more than 2,000 birds have died in the spill. Massey veterinarian Pauline Conayne says while staff at the centre remained focused on the job, the high death rate did take its toll. "It's not something we can ever prepare ourselves for. When you see pictures it's upsetting, but when you're here it really touches your heart." However, Pauline says the birds that have been treated have done well. "They were fed, swum and generally pampered."

Meanwhile, Mike Ziccardi, Director of the Oiled Wildlife Care Network at UC Davis University in California, says the focus has been on getting the job done. "As soon as **Rena** grounded, Kerri Morgan from NOWRT contacted her international counterparts to check everyone's availability," says Dr Ziccardi. "That's the first time I've seen that happen



– a testament to the sense of cooperation here. The response really has been fantastic.”

With salvors successfully removing more than 1,300 tonnes of heavy fuel oil off **Rena** and scores of volunteers and responders keeping the shoreline free of oil, NOWRT is now turning its attention to re-releasing wildlife back into the environment.

This has seen the first batches of little blue penguins and other species – including some of the 60 rare New Zealand dotterels pre-emptively caught – returned to the wild as part of a carefully staged release programme.

The first release of some of the cleaned birds from the wildlife facility at Te Maunga started on 22 November, with 49 little blue penguins released after they had passed a six-hour swim test and a vet check.

The birds will be released in phases as they become ready for release and their habitats are signed off as ready to receive them. The oil spill response team carried out targeted clean ups in the areas where the birds live to remove as much oil as possible. There is still residual oil in the sand and in the water and this is likely to be the case for some time, but it poses only a minimal risk. Any risk has to be balanced against the risk of keeping the birds in captivity for too long. The longer the birds are kept in captivity, the greater the chance of disease or injury.

Great care is being taken to ensure birds are released to the same habitats they were taken from, as little blue penguins



*John Dowding, a dotterel expert, captures an endangered New Zealand dotterel to take into protective captivity.*

and dotterels are very territorial and will always try to return to their own habitats. If the birds were released on another coastline, they would return home anyway.

A monitoring programme is now underway, to assess how the birds adapt to being back in the wild long term. All penguins have been micro-chipped to enable identification of individual birds once they are released.

The wildlife facility at Te Maunga will slowly be dismantled as the cleaned birds move through the washing, re-waterproofing and salt water process and become ready for release.

However, a few permanent structures, and equipment will remain at the site, until **Rena** is off the reef and there is no longer any threat of a further oil spill from the wreck.

*The first batch of cleaned penguins are released back into the wild at Mt Maunganui.*





Waikato Regional On Scene Commander and Incident Command Centre (ICC) planning manager Adam Munro briefs the ICC.

# Regional support from north to south

Within hours of **Rena** running aground on the Astrolabe Reef, MNZ declared a Tier 3 or nationally significant oil spill event, initiating the highest level of emergency spill response possible.

That declaration set in motion New Zealand's national plan for oil spill response – which in turn saw people from regional councils and unitary authorities all around the country head to Tauranga to help.

MNZ is responsible for maintaining New Zealand's oil spill response capability. MNZ does this in partnership with the country's 16 regional councils and unitary authorities.

Every region has its own Tier 2 – regional level – plan, and has a responsibility to maintain its own team of oil spill responders. These teams are trained and do regular exercises to prepare for oil spills in their own region.

When these responders woke on 5 October to the news that a Tier 3

emergency had been declared – they all knew the phone call asking for their support would follow shortly.

Personnel from every region – from Kaitia to Bluff – were called upon to help, working on every aspect of the response.

Regions have provided up to 20 people each – with many of those undertaking more than one rotation in Tauranga. Some have done as many as five or six rotations, meaning they have spent the majority of the first two months of the response in the Bay of Plenty. People have come from every corner of the country.

Regional responders have worked in on-water recovery operations, beach clean-up operations, planning, logistics, finance, wildlife recovery, media and community relations,

volunteer coordination, and health and safety, and have led the response as National On Scene Commanders (NOSCs).

The Director of MNZ, Catherine Taylor, said the councils involved had made a huge commitment.

"The passion the councils and their staff have shown for working on this response really demonstrates their commitment to making the New Zealand oil spill response system the best it can be.

"Their contribution has been outstanding."

"Tauranga City Council and Western Bay of Plenty District Council have very generously contributed staff and time – the whole region has been involved since the start and continues



to support the response effort," she says.

Catherine said MNZ was very aware that the ongoing support for the **Rena** response had the potential to disrupt the work programmes of the different councils.

"One example is the West Coast Regional Council, which to date has provided 12 people, with several of them doing more than one rotation. This is out of a staff of 48, so represents a quarter of their workforce," she says.

However the **Rena** response is far from over, with residual oil in the water and sand, as well as an unknown amount of oil left on the wreck.

Regional authorities around the country have pledged their ongoing support for the response well into 2012.

Bay of Plenty's Regional On Scene Commander (ROSC), Greg Meikle, has been working closely with MNZ since **Rena** grounded. He said he had been impressed with the level of support from other regional councils.

"This is my backyard so I'm passionate about this work, but I've seen no less commitment from others from around the country and from our own Bay of Plenty Regional Council staff."

More than a third of the Bay of Plenty Regional Council's staff have been involved as part of the response.

Greg says that the first three days were the most hectic for him. "I was the local ROSC when it was declared a national event. It was my job to help the NOSC set up the incident command centre."

Greg immediately became the logistics manager for the response and the 'go-to trouble shooter' because of his local knowledge and responsibilities. He said the **Rena** incident had been a big learning experience for New Zealand's regional councils.

Auckland Council has contributed to operations since day one, with personnel from its harbourmaster's

office and pollution response, environmental and parks teams.

NOSC Mick Courtneil, from the Auckland Harbourmaster's office, said that two months on, there was still a great deal of energy and interest from the team.

"There is a real appreciation that we are making a worthwhile contribution," Mick says.

"We're very well aware this could have happened on any of our own doorsteps, and that we are all in this together."

From Waikato Regional Council, 20 staff have been involved in leading clean-up response teams, as well as working in the incident command centre in planning, wildlife and media roles.

Waikato's ROSC, Adam Munro, said there had been significant additional planning in the Waikato to prepare for the possibility of oil coming ashore on the Coromandel's eastern coastline, north of Waihi.

"This response included the establishment and manning of a forward operating base when trajectory modelling at one stage indicated oil might impact the coastline south of Whangamata. Our rapid response equipment was also transferred to Whangamata so it could be deployed quickly, if required," says Adam.

The council had also undertaken water quality, sediment and shellfish testing along the eastern seaboard of the Coromandel Peninsula to provide the council with a benchmark, should the coast be affected by oil.

Taranaki ROSC Bruce Pope said the work had provided excellent training for his staff. Taranaki Regional Council had also been supported by Taranaki oil companies, who had offered equipment and support.

"This is an outstanding effort and shows their commitment to looking after the whole country's environment – not just Taranaki. Other Taranaki companies have also provided assistance, demonstrating the support



*Matt Cunningham and Kevin Allan from Otago Regional Council work on a snare boom.*

the whole country has thrown behind the Bay of Plenty."

Several members of the Gisborne oil spill response team put lessons learnt during the **Jody F Millennium** Tier 3 response in 2002 into practice in Tauranga.

Gisborne ROSC Louise Bennett said they had been amazed at how much they were able to apply lessons learnt during the earlier incident.

"We had nine Gisborne people involved with the **Rena** incident, involved in planning, operations, beach clean-ups and waste disposal coordination.

"All of my team commented on the friendships they made, the experiences they had and how much they learnt from the other people involved with the response."

Otago ROSC Jeff Donaldson said 10 members of their oil spill response team had worked as part of the **Rena** response, all getting invaluable experience.

Staff from the regional councils and unitary authorities of the Bay of Plenty, Northland, Auckland, Waikato, Taranaki, Hawke's Bay, Gisborne, Manawatu, Wellington, Marlborough, Tasman/Nelson, Canterbury, West Coast, Otago, and Southland have all assisted in the **Rena** response.

# RENA

## volunteers – a recipe for success

When **Rena** grounded on 5 October, spilling an estimated 350 tonnes of heavy fuel oil into the sea, there was no question the impact was devastating for the people of the Bay of Plenty.

Step in the Operation Beach Clean volunteers. Assisted by specialist contractors, New Zealand Defence Force (NZDF) personnel and tangata whenua, and bolstered by community pride and local business support, around 8,000 volunteers rolled up their sleeves and joined the response. Fast forward eight weeks, and those efforts have culminated in a total of 19,000 hours to collect around 1,000 tonnes of oily waste from the coastline. A recipe for success.

But the volunteer response was not without its challenges. With each tidal change, oil was washing up on Motiti and Matakana islands, along the Mt Maunganui coast and down to Maketū. Although the Marine Pollution Response Service (MPRS) and NZDF were planning and working on the clean up at this time, concerned members of the community also wanted to help.

In response, a series of community meetings were held and feedback sought. The message from the public was clear: 'these are our beaches and we'll help to look after them'. The Volunteer Engagement Team was formed, and Operation Beach Clean developed to harness the volunteer energy effectively, positively and safely.

Pim de Monchy and Bruce Fraser from Bay of Plenty Regional Council jointly oversaw the programme, with staff

from government departments and councils helping to make up the volunteer engagement team. "We went from public frustration to high levels of engagement within a week," Bruce says. "We had 90 people at our first beach clean at Omanu. Volunteers were registering on the website at an average of four per minute over the first few days."

Volunteer numbers swelled and the programme quickly became one of the prime clean-up methods used. Trained oil spill responders provided training to the volunteers, along with protective equipment. Systems were put in place to manage the oily waste appropriately, through a consented waste disposal process.

Local businesses and corporate organisations also threw their weight behind the response, generously offering resources, equipment and people to assist.

There was immediate buy-in from within the wider **Rena** response team, as they realised the value of the operation. Daily planning meetings to schedule events for the following day were attended by key players, including planning, operations, NZDF, health and safety, and iwi liaison. This ensured consistent messaging and smooth running of events.

The programme also led to many positive media stories showing volunteers in action and quoting their experiences.

One of those volunteers was Aaron Primrose. Prompted by fond memories of a Bay of Plenty holiday, Aaron and a group of friends travelled from Auckland to Papamoa to help with one of the first beach cleans. "Everyone was there

*Clean-up crews hard at work patrolling and cleaning the shores of Tauranga.*







*Clockwise from top left: A team of volunteers at Matakana Island; A German volunteer takes part in the 100th clean-up event at Papamoa Beach; A volunteer cleans up rocks around Mt Maunganui; Clean-up crews on Motiti Island (Photo: Joe Dowling); The 100th clean-up event.*

because they wanted to be there and because they care about our country", he said. "It was great to see so many people pull together and clean up the mess."

Regular communication was an important component of the programme. Daily text, website and email messages ensured people knew what was happening. Regular updates allowed volunteers to make decisions about how, when and where they could participate.

Increasingly closer relations with the iwi liaison team meant the programme provided the main conduit into the **Rena** incident command centre for the Maketū, Motiti and Matakana island clean-ups. Trainers provided information and resources to people in the eastern Bay of Plenty as well, to prepare them in case oil appeared there too.

As the need for large-scale clean ups decreased, community focus shifted to the 'adopt-a-beach' programme, where small groups of people took responsibility for keeping an eye on their patch of beach. While this was supported by provision of training, protective gear, cleaning materials and rubbish removal, volunteers organised their own rosters for clean ups.

Four weeks after the call for beach clean volunteers, the beaches were as clean as possible and access restrictions along most beaches were lifted.

"The success of Operation Beach Clean is a huge testimony to the ongoing commitment and hard work of so many volunteers. It was made possible by good inter-agency teamwork, which involved numerous government agency staff and private contractors, all prepared to work long hours to achieve the seemingly impossible. We were also amazed at the generosity of local businesses and individuals who prepared food and drinks for the volunteers when they came off the beach, as well as providing free goods and services," says Pim.

Volunteers enjoyed a barbecue at the end of November, which was organised by the volunteer community with five bands playing (and all of the bands were clean-up volunteers). Volunteer numbers were dropping off as people returned to work, but volunteer clean-up work is ongoing.

*\*Article supplied by Operation Beach Clean volunteer programme.*

## MOSS and QOL projects progress

Dealing with the **Rena** grounding and its aftermath has been a major focus for MNZ since early October. Despite this, however, progress continues to be made on the organisation's major strategic projects – the Maritime Operator Safety System (MOSS) and Qualifications and Operational Limits (QOL) framework.

Consultation on a package of maritime rules amendments – mainly covering Parts 31A and 32 – was completed at the end of October. This is the first lot of rules amendments associated with the QOL programme. The amendments include four new seafarer qualifications, introduced as part of changes to the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW). These were agreed in Manila in June 2010.

The amendments also include changes to specified hours of rest for seafarers, made at Manila. MNZ intends to have the amended rules to the Ministry of Transport by the end of December, for ministerial approval in the New Year. It is hoped that the new rules will be in force by 1 April 2012.

The STCW convention provides a five-year transition extending out to 2017 for all parties, including New Zealand, to give full effect to the changes. Another package of rules amendments, to be developed and consulted on in 2012 is designed to implement the new QOL framework and introduce the remaining changes to rules necessary to ensure full compliance with the Manila changes.

In the wider QOL programme, work continues on syllabus development for the new qualifications in the QOL framework. This is being carried out in conjunction with the maritime training establishments.

"With this – as with the development of the framework as a whole – we are focused on bringing to life our vision of a world-class qualifications system that's easy to understand for our customers and easy to administer for our staff," says QOL programme manager Andrew Clapham.

"Part of putting this into practice will be developing best-practice online applications capabilities that will encourage accurate completion of applications and speedier processing by our staff. That will be a key piece of work for us in the coming months."

**Rena** has put the spotlight on safe operations at sea – for both vessels and operators. The vision for the new MOSS framework is that it will be easy to understand, flexible, risk-aligned, appropriately monitored and consistently enforced. It will also encourage participants to take greater responsibility for their actions.

MOSS programme manager John Oldroyd says that although **Rena** is having an impact on timelines, implementation is still on track for the first half of 2013.

"Our key focus recently has been on developing the entry control function of MOSS. It is critical that MNZ can effectively control entry into MOSS, so that substandard operators can be identified at an early stage and either assisted in reaching the required standards, or, failing that, denied entry into MOSS.

"A strong entry control process also creates a level playing field for operators and reduces the cost and effort required to exit operators who do not want to meet industry-wide safety standards."

The MOSS team has also been working on firming up the policy position on delivery of regulatory survey, in response to concerns expressed during consultation, John says.

"This work is now complete and it has been decided that the survey function will continue to be provided externally, though it will be subject to much closer oversight from MNZ. The MOSS audit function will be carried out in-house, and MNZ is starting the planning process to enable this to happen.

"We are keen to ensure the transition into MOSS is as smooth as possible and, as part of this, we are developing guidance material for operators that will cover entry into MOSS, as well as explaining the survey and audit processes," says John.



# New fees structure

MNZ is changing the way in which it charges for some of its activities.

The main areas affected are:

- applications for exemptions from the maritime rules
- applications for Safe Ship Management (SSM) and Safe Operational Plan (SOP) certificates
- follow-up inspections of SOLAS and non-SOLAS domestic vessels.

In recent years, MNZ has relied on the Marine Safety Charge – levied mainly on larger ship operators – to pay for most of its activities. A value for money review in 2010 found that MNZ had not been charging for some services for which fees were specified in regulation. A review of funding this year confirmed that MNZ should be charging for these services, and set out the levels at which fees should be charged.

Initial safety inspection visits to a vessel will remain **free of charge**, as will liaison and education visits, and telephone information and advice from maritime safety inspectors.

From 1 February 2012, however, according to regulatory requirements, charges will be made for:

- **applications for exemptions from the maritime rules:** the fee will be \$343, which helps pay for the costs of basic processing and consideration of the application. A further fee may be charged if an exemption is approved but requires more technical and management input. **Please note:** while applications will generally be charged for, all or part of the fee may be


waived by the Director, if MNZ considers that an issue has arisen because of problems with the maritime rules. MNZ will also look at where it is possible to use general exemptions, which will not be charged for.

- **SSM Certificates:** MNZ has not charged for SSM Certificates in the past, although SSM companies may have passed their costs on to owners. From 1 February 2012, MNZ will charge \$201 on application. This helps pay for the costs of basic processing and consideration.
- **SOP Certificates:** MNZ has not previously charged for SOP Certificates. From 1 February 2012, the charge will be \$166 on application for diving, fishing, jet boating and rafting SOPs, or hourly rates as set out below for other SOP certificates, such as hovercraft and safety case.
- **follow-up inspections of SOLAS and non-SOLAS domestic vessels:** if a vessel is detained or if repeat visits are needed to cover off defects and faults after an initial inspection, the costs of these visits will be charged for. These will include travel time, costs and the hours of work required in each case.

The current hourly charge-out rates (GST-inclusive) are:

- \$63.38 for administrative staff
- \$103.25 for technical staff
- \$144.13 for scientific and management staff.

Information about the fee changes is being included in relevant application forms and advice, and is available on the MNZ website: [maritimenz.govt.nz/fees](http://maritimenz.govt.nz/fees). Queries can be sent to [feechanges@maritimenz.govt.nz](mailto:feechanges@maritimenz.govt.nz).



**“Search  
called off  
for missing  
crew...”**

**Don't add to the stats!  
Plan for emergencies.**

- ▶ practise safety drills
- ▶ plan for weather
- ▶ do radio skeds
- ▶ maintain safety equipment

For more info go to  
**[maritimenz.govt.nz](http://maritimenz.govt.nz)**

[newzealand.govt.nz](http://newzealand.govt.nz)

 **MARITIME**  
NEW ZEALAND



## Introducing Keith Manch – MNZ's new Director and CEO

The new Chief Executive Officer and Director of MNZ is Keith Manch. He brings more than 20 years' experience in the public service, including considerable experience in regulation and compliance.

Before taking up the role as Director of MNZ, Keith was Chief Executive and Registrar of the Real Estate Agents Authority, where he was responsible for managing the independent regulation of the real estate sector.

Prior to this, he was Deputy Secretary, Regulation and Compliance at the Department of Internal Affairs. He played a leading role in a number of significant change initiatives, including implementing the regulatory framework that governs gambling in New Zealand.

Keith says he is very pleased to have the opportunity to join MNZ and build on the work that Catherine Taylor has done.

"MNZ has an historic and important role in New Zealand's economic, environmental and recreational interests. I have a range of experiences that are relevant to the work done by MNZ as the agency responsible for leading and supporting the safety and security of our marine environment."

Keith is an alumnus of the New Zealand Government Advanced Leadership Programme, and has attended an advanced management programme at the Wharton School, University of Pennsylvania, and a number of programmes at the John F Kennedy School of Government at Harvard University.

# 20

## Maritime fatalities 2011

From 1 January to 30 September there were **20** fatalities – **2** in the commercial sector and **18** in the recreational sector.

This compares with 9 commercial and 11 recreational fatalities for the same period in 2010.



LEVEL 10, OPTIMATION HOUSE  
1 GREY STREET, PO BOX 27006  
WELLINGTON 6141, New Zealand

TELEPHONE +64 4 473 0111  
FACSIMILE +64 4 494 1263  
[WWW.MARITIMENZ.GOV.NZ](http://WWW.MARITIMENZ.GOV.NZ)

New Zealand Government

### FREE subscription to *Safe Seas Clean Seas* and *LOOKOUT!*

To subscribe or unsubscribe to these free quarterly publications, or to change your address details, email us at [publications@maritimenz.govt.nz](mailto:publications@maritimenz.govt.nz) or phone 0508 22 55 22.

**Disclaimer:** All care and diligence has been used in extracting, analysing and compiling this information, however, Maritime New Zealand gives no warranty that the information provided is without error.

**Copyright Maritime New Zealand 2011:** Parts of this document may be reproduced, provided acknowledgement is made to this publication and Maritime New Zealand as the source. Products shown in *Safe Seas Clean Seas* as part of our education messages are examples only, and are not necessarily favoured over any other similar product.

ISSN: 1175-7736