

SafeSEAS CleanSEAS

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Safer Boating Week collaboration in action

Full story on **page 13** ▶

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COMBINED ISSUE
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SafeSEAS CleanSEAS

Keith Manch
on Wellington's
waterfront.

Welcome to the December/January issue of *Safe Seas Clean Seas* and *LOOKOUT!*

It's been another busy year for Maritime New Zealand (MNZ) and this issue reflects our focus on the new Maritime Operator Safety System (MOSS), with some of the operators who have entered MOSS sharing their insights and experiences. It's great to see how MOSS has improved operators' focus on safety and knowledge of their own operations. For those operators who haven't yet applied to enter, we recommend that you talk to one of our maritime officers before starting work on your operator plan.

Now that MOSS has been operating for several months, we'll be looking at our processes to identify areas where we can improve our efficiency and minimise costs to operators and MNZ. We'll be contacting a range of operators for feedback on what has gone well and what could be done better.

Next year we'll increase our focus on the SeaCert framework, which has replaced the previous seafarer licensing system and set out new competency and proficiency requirements, along with seafarers' operating limits.

We profile the first Safer Boating Week, when agencies around the country banded together to highlight safety messages. Recreational boaties were encouraged to do three simple things before heading out on the water: prepare their boat, check their gear and know the rules. The week featured a range of fun and serious activities and will become an annual event to raise awareness of our key safety messages.

This issue also features MNZ's collaboration with Police and the New Zealand Defence Force in joint operations

to inspect vessels for compliance with maritime rules and marine protection rules, and to provide safety education out on the water. In one operation, maritime officers and police focused on mussel farms in the Marlborough Sounds, as aquaculture workers have been over-represented in accident statistics in recent years.

One of the commercial vessel stories in this *LOOKOUT!* issue features an aquaculture worker who was seriously injured after a series of safety barriers failed. This story highlights what can go wrong when operating procedures are not followed.

Four of the stories in this issue of *LOOKOUT!* feature recreational boaties who got into trouble. In two of the stories, basic safety messages were ignored with tragic results. In the other two, wearing lifejackets contributed to a positive outcome. A kayaker who got into trouble survived because he was well prepared, wearing a lifejacket and carrying a way to call for help, and two men wearing lifejackets made it to shore after their runabout capsized. The difference between a tragic outcome and getting home safely often comes down to whether some basic safety messages are heeded.

Two stories feature the importance of keeping a lookout using all available means, with two fishing trawlers hitting rocks – one heading to fishing grounds and another returning home from a fishing trip. Keeping safe out on the water often comes down to common sense and safe practices.

I wish you good reading and a safe holiday season on and off the water.

Keith Manch
Director of Maritime New Zealand

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MOSS™ success stories

The Maritime Operator Safety System (MOSS) has been in place since 1 July 2014. The heads of four operations that have entered MOSS share their insights and experiences.

Dive! Tutukaka

Charter operator Dive! Tutukaka has taken a front-footed approach to safety. At the same time as the company went through the MOSS application process, it also underwent a WorkSafe audit for adventure tourism operators and completed an independent workplace health and safety certification.

Owner and manager Kate Malcolm said moving into MOSS gave Dive! Tutukaka the opportunity to raise the bar. “We’ve always had our own manuals on all of our boats – but sometimes it’s about doing things a little bit differently,” she said.

“You never lose sight of the bigger picture, and that is making sure you’re operating in a safe way no matter what you’re doing. Even if you’ve done something for a decade, it doesn’t mean you can’t improve your way of doing things.”

Kate says the company’s safety manual is a single document covering all facets of the operation, allowing regulators such as MNZ and WorkSafe to access sections relevant to their requirements without the need for separate systems operating in parallel.



Dive! Tutukaka’s Kate Malcolm and Jeroen Jongejans said MOSS gave them the opportunity to take a wider view of their operation.

Owner and director Jeroen Jongejans said MOSS has enabled them to take a more complete approach. “What I like about MOSS is that it takes a wider view. Rather than just looking at the vessels, it looks at how the company works as a whole,” he said.

Hazard identification for a diving operation is complex, ranging from the usual slips, trips and falls to diving-related risks – even possible interactions with sea creatures.

Skipper Evan Barclay said despite these kinds of challenges, the MOSS application process was not a great leap for the company. And he said there have been unexpected spin-offs, like the close working relationship with the regulator: “For us, it’s great being able to deal directly with MNZ”.

Evan believes that operators who’ve previously been actively engaged with their safety systems will find the process similarly smooth – and relatively quick. “If you haven’t had much to do with your safety system in the past then it might be a bit of a stretch, but really, if you spend the time on preparation, MNZ won’t have to spend a lot of time telling you things you’ve got wrong,” he said.

“For us, moving into MOSS was pretty straightforward. And we haven’t had to change much on our boats – apart from perhaps a bit more on recording of maintenance and our training records.”

Evan said for an operator working in the international tourism sector, reputation is everything. “You just can’t afford to have anything happen that is going to damage your reputation. You have to stay ahead of the game when it comes to safety.”

Compass Rose

New Plymouth fisherman Ian McDougall is one of the first single-vessel fishing operators to have completed the MOSS application process. He recommends fishermen get some advice before starting work on their Maritime Transport Operator Plan (operator plan).

“I would say, get somebody with knowledge to help,” he said, rather than simply going straight into the online template on the MNZ website.



Fisherman Ian McDougall is one of the first single-vessel fishing operators to have completed the MOSS application process. His vessel, **Compass Rose**, is pictured.

MNZ also recommends operators talk to one of its maritime officers before starting work on their operator plan – and that advice is available free of charge.

Ian fishes the west coast of the North Island, from Kawhia to Whanganui, on the **Compass Rose**. Although he paid a contractor (Clint Lower of Workstream, Training and Compliance) to help produce his operator plan – “my beautiful manual” he calls it – he had to demonstrate during the MNZ site visit that he knew the contents well.

“At the end of the day, I am extremely proud of my manual, but it took a bit of time and money to do,” he said.

Under MOSS, MTOCs (Maritime Transport Operator Certificates) are valid for 10 years, rather than the four-year term of SSM certificates, which Ian said should bring some financial benefits.

“Cost-wise, over 10 years it should work out okay if you’re a good operator. Spreading the cost of survey over five years rather than four will also be a saving,” he said.

MOSS was introduced to improve safety in the sector and Ian said it should do that. “Probably at the end of the day it will, but it can look like they want someone responsible in the firing line, if something goes wrong. Having said that, there are a few operators that need to be hauled over the coals.”

For those operators baulking at putting together their MOSS applications, Ian has some pragmatic advice: “Get over it! Here’s my manual – I will show it to anyone. I’m happy to make it public because my personal aim is to give back to the industry, as one way or another I have received heaps.”

Fatboy Charters

As one of the first charter operators in MOSS, Russ Hawkins of Fat Boy Charters admits to having felt a little apprehensive about applying to enter MOSS.

In business for 14 years, operating about 100 fishing charters a year out of Tauranga with his 7.2m vessel, Russ had heard he might be in for a challenging time meeting MOSS requirements. The reality, however, was far different.

“I thought it was going to be a lot of hassle and take hours and hours, but it was a far easier transition than I thought it would be,” he said.

Russ also puts the cost of MOSS in perspective, when compared to the previous system.

“Sure, there is a higher cost for the initial outlay but when you look at your MTOC, it lasts for 10 years [compared with the four-year duration of an SSM certificate],” he said. “And the advice I’ve had from the maritime officers during the site visit is that if everything is going well and you’re operating properly, they will not want to see you for at least a couple of years after each audit.

“That’s what you want to hear – that the focus is going to be put on operators who aren’t doing things right, rather than the ones who are.”

Russ said the change for operators under MOSS doesn’t necessarily mean a dramatic shift in the way things are done. Hazard identification is key, but the major change is in having a safety system specific to his operation.

“In the past things may have been a little generic, but it’s good to have the survey tailored to my specific operation and boat. There were not a lot of changes made to the way we were doing things, but we got some good suggestions about small details.”

Russ said the MOSS process is not something operators need be worried about. “Getting our MTOC has been an enjoyable experience and not the hassle portrayed by other operators. The team at MNZ was totally supportive and assisted all the way throughout the process.”

Sail the Bay yacht charters

Jeff Whittaker took a pragmatic approach to his MOSS application, prompted by an MNZ audit of his Sail the Bay operation six months after he’d received a new SSM certificate in May.

Jeff operates **La Vendemmia** on sailing charters and has an LLO certificate. He estimates that in 20 years of chartering in Hawke’s Bay, the Marlborough Sounds and Tonga, he’s sailed about 34,000 nautical miles.

The company carrying out his SSM process hadn’t completed the job, and a new management company was contracted to produce the SSM survey certificate and four-year maintenance plan in time for the MOSS entry deadline of July.

When MNZ identified Sail the Bay for an audit in November, Jeff, while not thrilled about the idea of going through the MOSS application process after so recently completing SSM certification, weighed up his options.

"Initially I was pretty annoyed, but if you've got to do it, you may as well just get on and do it," he said. "I thought it would be a waste of time to go through the whole process to address the requirements of the audit, when I could spend the time to get straight into MOSS."

Despite attending a workshop, Jeff didn't feel well informed about the process for entering MOSS, so he contacted MNZ directly and recommends others do the same when developing their operator plan. "I think the best approach is to get some guidance on the requirements. MNZ are very happy to help. It then seems a simple exercise of describing how you operate and what you do," Jeff said.



Sail the Bay yacht charters took a leap into MOSS six months after receiving a new SSM certificate.

"The good thing about MOSS is that it does put you in the centre of the process. I had an SSM manual but I had never really read it right through – I knew the log provisions and the incident reporting requirements – but MOSS gets you thinking about the operation as a whole."

For Jeff, it hasn't been a case of having to produce a lot of new information. "I'm not identifying any issues or hazards I wasn't aware of, but the process of developing an operator plan makes you put them in good order," he says. "It makes you think about the whole operation...now I'm telling a story about what I do."

Note: You can send feedback about MOSS to operators@maritimenz.govt.nz. Maritime officers are also happy to meet operators to discuss how to go about developing an operator plan. For more about MOSS, visit maritimenz.govt.nz/MOSS.

SeaCertTM update

MNZ is refining the way it manages SeaCert applications, with the aim of providing seafarers with a faster and clearer transition from application to certificate.

SeaCert, the new seafarer certification framework for national and international certificates of competency and proficiency and endorsements, came into effect on 1 July 2014.

Under the new approach, any incomplete applications received by MNZ will be returned to the applicant. An accompanying cover letter will outline the information the seafarer needs to provide before the application can be accepted for processing. The intention is to keep seafarers informed and help them keep their application moving.

There are also plans to include a checklist with the application form, which will prompt applicants to check they have all of the documents they need before submitting their application.

MNZ's personnel certification team has had a large volume of applications for the new seafarer certificates, and is giving priority to applications that are complete and provide all of the documents required.

To make sure their application can proceed, seafarers should check that they have included all supporting documents required for the certificate they're applying for. Full details of all supporting documents can be found in the certificate guidelines on the MNZ website.

Applicants should also refer to the guidelines for their certificate: maritimenz.govt.nz/seafarers.

Latest guidance material on MNZ's website sets out the medical and eyesight requirements for seafarers: maritimenz.govt.nz/Commercial/Seafarer-certification/Medical-eye-requirements.



The inspection team boards a fishing vessel during Operation Moana.

MNZ joins forces on the water

Two recent operations have seen MNZ join up with other agencies to provide safety education out on the water.

Operation Moana, which took place in September, saw MNZ working with the New Zealand Defence Force (NZDF) to board and inspect 16 fishing vessels operating off the west coast of the South Island. They wanted to ensure the vessels were meeting environmental and safety standards.

Two Korean-flagged foreign charter fishing vessels (FCFVs) – **Gom 379** and **Sur Este 700** – were sent back to port to rectify non-compliances related to marine protection rules. The two vessels were required to correct deficiencies in their oily water systems and have a full inspection before returning to sea.

In addition to environmental protection issues, inspection of the vessels also covered certification and life-saving appliances, emergency preparedness and working practices.

The inspection team focused on FCFVs and New Zealand-flagged offshore fishing vessels, but also took the opportunity to look at New Zealand inshore fishing vessels.

Southern Regional Compliance Manager David Billington said the rationale for the operation was that being on board a ship at sea is the best way to get a true picture of how it operates.

“It’s really good to see the vessel when it’s actually working – problems are a lot more visible than when it’s tied up. And when a vessel is on the water, you get to see the practices in action, which is when any issues will come to light.”

During the operation, the inspection team boarded 16 vessels, and spoke to smaller operators about MNZ’s new Maritime Operator Safety System (MOSS), to provide information and answer questions.

David said the New Zealand vessels in particular were observed to have good oil pollution prevention and garbage management practices.

“They were doing exactly what their plans said they would do – they had the right facilities and good practices. Our team observed that they often took the extra step to ensure they were not only meeting requirements but exceeding them.”

Sanford Deepwater Fleet Manager Darryn Shaw said the company welcomed the initiative. “It is pleasing to see that MNZ is being proactive with its vessel inspections to ensure that everybody is operating to the rules. The rules are there to make it safe for fishermen to undertake their livelihood, along with protecting the environment.



Maritime Officer Domonic Venz talks safety with one of the crew on board a mussel barge.

“The inspections are very thorough and provide Sanford and its stakeholders with independent reassurance that our fishing vessels are operating to the level we require,” Darryn said.

Overall, David Billington said, the campaign had been a big success.

“We’re very grateful to the Defence Force, and really enjoyed the opportunity to work with them on something that is important to all of us – the environmental protection of New Zealand waters.

“This campaign was an excellent opportunity for MNZ to have a close look at how our fishing fleet is actually working out on the water – to engage with operators at the wheel if you like, as opposed to on the wharf – and to demonstrate that we are serious about enforcing these rules.

“From an industry point of view, I think most operators would be really glad to know that we are holding operators to account – as the vast majority of operators absolutely want to do the right thing.”

In October, MNZ went back out on the water with the NZ Police in a joint operation focusing on mussel farmers and the aquaculture sector in the Marlborough Sounds.

The operation in Pelorus and Kenepuru sounds followed visits to recreational boaties in the area over Easter, and was made possible with the assistance of the NZ Police and the Wellington-based **Lady Elizabeth IV**.

MNZ Assistant Regional Compliance Manager (South) Domonic Venz said the emphasis was on education and information for aquaculture operators in the area.



Senior Constable Richard Kennedy and MNZ Maritime Officer Maurice Clark on their way to visit an aquaculture vessel in the Marlborough Sounds.

“Where there were obvious issues of non-compliance with the rules we took action, but we also wanted to make sure operators knew about MOSS, which came into force on 1 July, and the new qualifications framework, SeaCert.”

Twelve commercial vessels were boarded during the two-day operation, and a total of 85 nautical miles was patrolled.

A major focus was the carriage of dangerous goods in accordance with Maritime Rules Part 24A: Carriage of Cargoes – Dangerous Goods and the use of hazardous substances on board under the Hazardous Substances and New Organisms Act 1996. Machinery was also inspected to ensure it was adequately guarded to prevent any person from being harmed.

The visits resulted in seven vessels being issued with a total of 10 improvement notices under section 39 of the Health and Safety in Employment Act 1992, while another vessel had conditions imposed under section 55 of the Maritime Transport Act 1994.

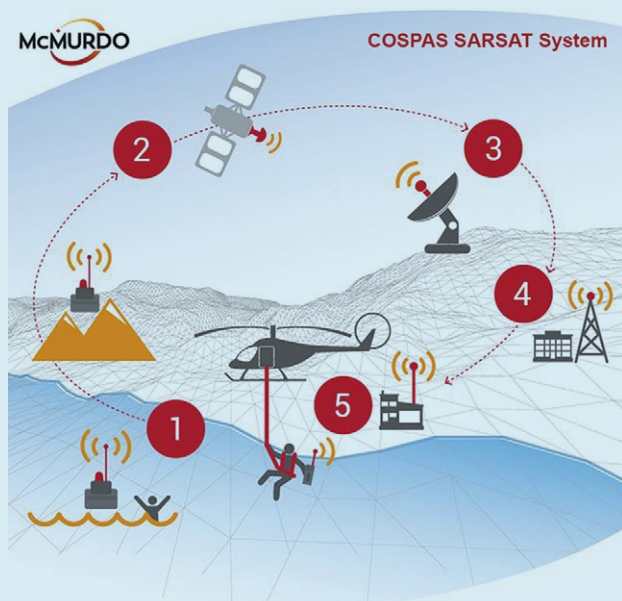
Domonic said these breaches may not have been identified without the opportunity to observe the vessels at sea while the machinery was being operated by the employees.

“Most of the vessels inspected were commercial mussel barges, targeted because they have been over-represented in accident statistics in recent years, with several employees receiving serious harm injuries while at work.”

The operation also gave the maritime officers the opportunity to talk to recreational boaties ahead of Labour Weekend, the traditional start to the recreational boating season. Safety information packs and advice were given out and the vessels were checked to ensure they were adequately prepared for their boating trips.

Trans-Tasman satellite system to boost search and rescue

Construction begins in February on a new satellite-receiving ground station between Taupo and Rotorua as part of a joint MNZ and Australian Maritime Safety Authority (AMSA) project to boost search and rescue (SAR) capability in the region.



MEOSAR satellites will give global coverage of distress beacon signals in 5 minutes, compared with the current 45 minutes.

MNZ has signed a joint contract with United States company McMurdo Group's Techno-Sciences Inc to build receiving stations in New Zealand and Western Australia, to pick up signals from Medium-altitude Earth Orbit Search and Rescue (MEOSAR) satellites. There will also be a new mission control centre in Canberra.

These satellites orbit at around 20,000km above the Earth and are used for SAR. They will replace the current Low-altitude Earth Orbit Search and Rescue (LEOSAR) satellites (orbiting at 800–1,000km), which are being phased out over the next four years.

Existing distress beacons, of which 46,000 are registered in New Zealand, will not be affected by the change.

Six satellite dishes will be built at the New Zealand site, with construction scheduled to be completed by the end of 2015. The receiving station is expected to be commissioned towards the end of 2016 and operational by 2017.

The New Zealand contract is made up of \$7.2 million for construction of the receiving station and \$5.5 million in operating costs over the next 11 years.

There are currently 16 MEOSAR satellites orbiting Earth, compared with five LEOSAR satellites. MEOSAR satellites receive beacon signals more quickly and identify beacon locations with greater accuracy.

This will further improve over the next five years, when the number of MEOSAR satellites is expected to increase to more than 50, ensuring several satellites will be in view at all times from anywhere on Earth.

Beacon signals will pass through the MEOSAR satellites to the two ground stations, then be processed through the Canberra mission control centre and relayed to the Rescue Coordination Centre New Zealand (RCCNZ), triggering SAR responses. RCCNZ, which is part of MNZ, responds to about 550 beacon alerts each year.

"The joint investment by New Zealand and Australia in the MEOSAR project is another example of the close cooperation between our two countries in what is a vital area of operation," MNZ Director Keith Manch said.

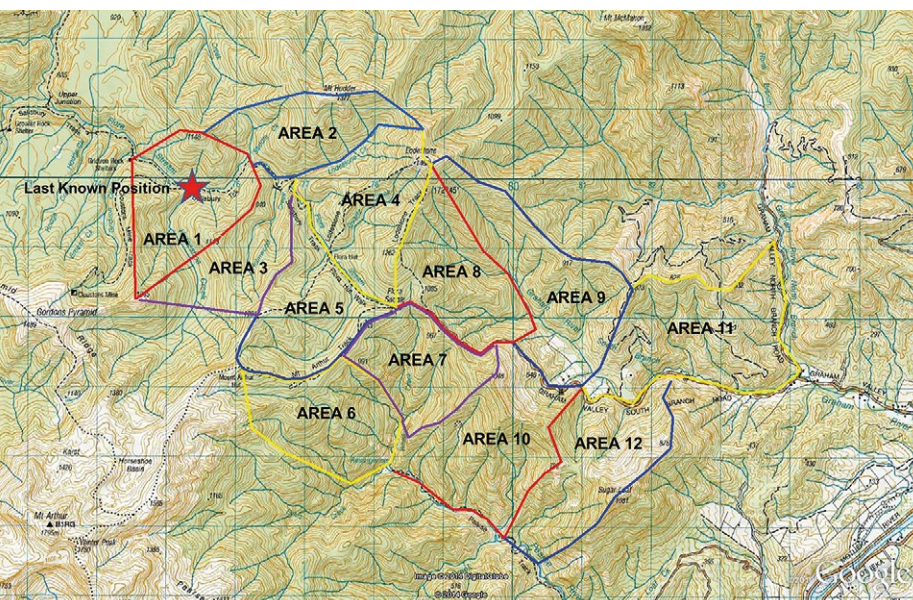
"The change is necessary because without a MEOSAR receiving station, New Zealand would effectively lose its ability to respond to distress beacons once the LEOSAR satellites are phased out. But the change brings with it significant improvements to SAR capability."

AMSA Chief Executive Officer Mick Kinley said Australia and New Zealand's ground stations would work cooperatively to achieve overlapping coverage of the two countries' search and rescue regions.

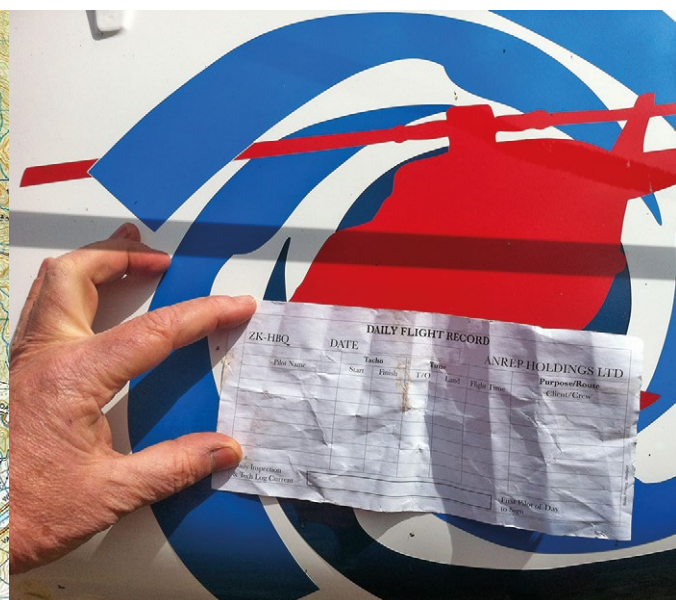
"This offers a high degree of resilience, in the event of a system outage, which would be expensive for either country to achieve alone," Mick said. "AMSA is pleased to continue this collaborative regional approach with New Zealand."

New Zealand's SAR region extends from just below the Equator to the South Pole, halfway across the Tasman, and east to halfway to South America. The MEOSAR satellites will give global coverage of distress beacon signals in 5 minutes, compared with the current 45 minutes.

The global search and rescue satellite system is managed by the International Cospas-Sarsat organisation, which sets standards for beacons, satellite equipment and ground stations, enabling a truly global response to SAR.



A map showing the initial search areas and last known position of the Robinson 44 helicopter. The helicopter was found in search area 6.



This is the piece of paper spotted by a helicopter hovering 30 metres above the bush canopy.

Scrap of paper leads to recovery of helicopter wreckage

A small piece of paper sitting in a vast canopy of trees was sighted from a search aircraft and provided the clue that led to the recovery of a downed helicopter and the body of its pilot in October.

The Robinson 44 helicopter and its sole occupant went missing on a flight from Karamea to Nelson in Kahurangi National Park, 35km west of Motueka in October. The four-day search effort involved five helicopters and six ground search and rescue teams.

RCCNZ coordinated the search with NZ Police, who led the ground teams. RCCNZ Acting Deputy Manager Operations David Wilson said it had been a truly collaborative effort, with Police and RCCNZ working closely throughout to ensure the ground teams were supported and guided by the aerial searchers.

No emergency beacon signal was detected following the crash, and the search area was based on the last information received from the helicopter's tracking system, which sent a signal every three minutes.

RCCNZ analysed how far the aircraft could have flown from the last known position and determined the likely search areas from this data, based on the expected direction of flight. The total area covered was about 200 square kilometres.

"This search was painstakingly conducted over incredibly steep bush-clad terrain. Our search aircraft went over the search areas multiple times because it was so difficult to pick out any detail in the dense canopy," said David Wilson.

"Windy weather hampered the aerial search on the second day, as the helicopters were unable to

maintain the low speed flight needed for this kind of close, detailed searching.

"Meanwhile, the ground teams were facing such challenging terrain that it could take hours to cover just a small area. It meant you couldn't do a traditional grid search, but had to follow the contours of the land," said David.

"The discovery of the wreckage hinged on the spotting of a piece of paper from a helicopter hovering 30 metres above the bush canopy, which is testimony to how difficult the search was – and how good the search teams were," he said.

The paper – about the size of a \$10 note – was seen by a spotter in one of the search helicopters, and a crewman was winched down to check it. He was able to confirm the paper came from the missing aircraft, and the LandSAR teams were diverted to the area to look beneath the canopy.

"Even once the first items of the wreckage had been located, it still took some hours for the ground teams to reach the fuselage," said David.

"This is an absolute tragedy for the family and friends of the pilot, and our hearts go out to them, but we were really proud of the effort that went into the search and the fact that we were at least able to bring his body home for them."

The Transport Accident Investigation Commission and the Civil Aviation Authority are conducting separate investigations into the crash.

Oil spill response strategy released

The *New Zealand Marine Oil Spill Response Strategy 2015–2019* was released in November. It followed a comprehensive review involving industry, regional councils, overseas agencies, iwi and the public.

The strategy is a high-level document that sets out the overarching framework for how MNZ and our oil spill response partners will respond to a marine oil spill of any size.

The Maritime Transport Act requires the Director of MNZ to regularly review the strategy, with the last review carried out in 2006. MNZ's Director, Keith Manch, said this review was begun in 2011 but was put on hold as a result of the **Rena** grounding and ensuing response.

"We decided we would wait until there was a full review of the **Rena** response, so lessons from that could be incorporated into the new strategy. The strategy also reflects the latest international developments and changes in oil spill response," said Keith.

He said the aim of the strategy is to ensure New Zealand has an efficient, effective, resilient and fit-for-purpose marine oil spill response system.

"This strategy is the fourth edition. It is more directive than previous editions and has a stronger focus on readiness for and response to significant oil spills. The work done on developing this strategy will stand us in good stead to build on our capacity over the next few years," said Keith.

MNZ is now working on a capability plan that will set out the requirements (people, equipment, training, exercise and organisation) needed to maintain and enhance the oil spill response system.

The plan will incorporate and advance the capability building and capital enhancement initiatives already underway in the wake of the **Rena** incident and the recent upturn in offshore oil and gas activities.

"Major oil spills are extremely rare, but have the potential to cause widespread environmental damage and affect many people. In a significant oil spill response, it is highly likely specialist expertise, resources, and equipment from external suppliers within and outside New Zealand will be used, in addition to those of MNZ, the regional council(s) and the operator," said Keith.

Keith said the oil strategy was also a core component of MNZ's broader maritime incident response strategy, which looks at all aspects of an actual or potential incident.

"A complex maritime incident might involve a search and rescue component, oil spill response, a salvage operation, and the recovery of non-oil pollutants, such as cargo from a

ship. Since the **Rena** response, we have developed a broader overall maritime incident response strategy that will help MNZ deal with all these aspects.

"The oil spill response strategy must be able to 'stand alone' as the response strategy for an oil spill, but also integrate with a much broader maritime incident response framework. I am confident this new, updated strategy achieves this."

New Zealand's marine oil spill response system

- Most marine oil spills in New Zealand waters are small in volume, so are easily managed and have low impact.
- However, New Zealand also needs to be ready to respond to significant spills, such as the **Rena** incident, which are very low probability events but have high impact.
- The marine oil spill response system, therefore, needs to be flexible and able to mount a response to all spills in New Zealand waters.
- New Zealand has a tiered response system, with responsibility for responding to the spill dependent on the scale of response required. Tier 1 oil spills are responded to and resolved by the operator, Tier 2 by the regional council, and Tier 3 (or national-level spills) by MNZ.
- New Zealand has many partners (locally and internationally) that contribute to New Zealand's capability to respond to a significant marine oil spill.
- The system needs to reflect global best practice, but be carefully adapted to New Zealand's marine and maritime environments.
- This is challenging, as New Zealand's marine waters are extensive and often remote, and the maritime industry is complex and dynamic, with rapidly changing technology, multiple stakeholders and diverse views.



World Maritime Day celebrates IMO conventions



IMO CONVENTIONS
WORLD MARITIME DAY 2014
EFFECTIVE IMPLEMENTATION

“...an IMO convention is only worth anything if it is effectively and universally implemented.”

Koji Sekimizu, Secretary-General, International Maritime Organization

MNZ hosted its annual World Maritime Day event in September in support of the 2014 theme, IMO conventions: effective implementation.

Ministry of Foreign Affairs and Trade Chief Executive John Allen spoke at the event, outlining New Zealand's broad maritime sector and the importance of IMO conventions in ensuring safe, secure and clean seas around the world.

New Zealand has adopted approximately 34 international conventions that apply to maritime safety, security and marine protection matters, said MNZ Director Keith Manch.

“Many other conventions have direct impacts, and the timely adoption and maintenance of these conventions in domestic law is vital to managing New Zealand's significant safety, environmental and economic interests,” said Keith.



Ministry of Foreign Affairs and Trade Chief Executive John Allen speaking at MNZ's World Maritime Day event.

New IMO web pages launched

MNZ's website has a new International Maritime Organization (IMO) section, with important information for all boat owners and operators in New Zealand. It also provides individuals and organisations with information about what's on the IMO agenda and the opportunity to influence its decisions.

The IMO, a specialised agency of the United Nations, is made up of 170 member states, including New Zealand. It is responsible for the safety and security of shipping and the prevention of marine pollution by ships. MNZ is the government agency responsible for representing New Zealand's interests at the IMO.

Ian Lancaster, MNZ's Principal Advisor – International, said anyone involved in the maritime industry should have a look at the new pages.

“The IMO is not just about big ships on international voyages. Its measures cover all aspects of shipping, including ship design, manning, operation, disposal of waste and environmental protection – so decisions made by the IMO affect all New Zealand boat owners and operators.”

Ian said all of these issues are negotiated at regular meetings of IMO committees and subcommittees. MNZ's IMO web pages include links to the agendas for upcoming meetings, and MNZ invites views and comment on the issues being considered.

“This is how New Zealand boat owners and operators can have their views heard on topics at the IMO,” said Ian.

The pages also provide recent news items from the IMO, including new mandatory and non-mandatory outputs – so New Zealand boat owners and operators can keep up to date with the latest information that may affect them.

The web pages feature:

- information about new international standards or instruments, including conventions that New Zealand is considering becoming a party to, and may affect New Zealand boat owners and operators
- agendas for upcoming IMO meetings – stakeholders can talk to MNZ before IMO committee and subcommittee meetings to have their views considered when New Zealand is formulating its position
- final reports from IMO committee and subcommittee meetings, recording what was discussed and actions taken.

The new IMO section can be found on the MNZ website at maritimenz.govt.nz/IMO, where people can also subscribe to IMO updates and be notified when new items are posted to the pages. Interested parties can also email international@maritimenz.govt.nz.



The 8.2 metre purpose-built response boat undergoing sea trials.

Working to improve Pacific maritime safety

A joint-agency programme aimed at improving maritime safety in the Pacific provided a purpose-built response boat for the Kiribati Police Maritime Unit in November.

The Government's Pacific Maritime Safety Programme is administered by New Zealand Aid with support from MNZ. It aims to deliver safety initiatives in Kiribati, Tonga and the Cook Islands, as well as looking to add to the quality of navigational charts across the Pacific.

MNZ's Pacific Shipping Safety Advisor Tony Parr said the programme came about after a series of serious maritime accidents in the Pacific. These include the 2009 sinking of the Kiribati ferry **Uean Te Raoi II**, with the loss of 33 lives, and the sinking just one month later of the ferry **Princess Ashika** in Tonga, with 74 lost at sea.

Tony said the programme takes a broad approach. Initiatives range from education and support through to providing practical assets that will help Pacific governments improve maritime safety in their regions.

The decision to provide a first response vessel for the Kiribati Maritime Police Unit was made to meet a genuine need for search and rescue support.

"The police unit had very few resources to respond to search and rescue incidents," said Tony.

"The staple diet for most of the islanders is imported rice and fish caught in the local sea area, but there is competition with commercial operations for the catch and the artisanal fishermen need to go further and further afield to catch fish. Many have been lost at sea."

When local resources are unable to locate missing fishermen, they often call upon RCCNZ for support and the

Royal New Zealand Air Force regularly sends P3K Orion aircraft over to help local search and rescue teams.

"Providing an asset that will improve local capability will save lives. In addition, it will reduce the need for New Zealand to provide airborne support from here," said Tony.

Gisborne-based White Pointer Boats was awarded the contract to build the fast response boat. The boat is surveyed to New Zealand safety standards for open water and fitted out to Coastguard specifications for search and rescue vessels. The 8.2 metre boat is capable of carrying up to nine passengers.

Tony said it was satisfying to be involved in a programme that delivered such tangible results. "There is no question that Kiribati's capability to respond to missing persons at sea is significantly improved," he said.

Other programme initiatives include:

- renewing and establishing a number of aids to navigation on the island of Tarawa and the atolls to the north and south of it
- providing a VHF repeater network for the Tarawa sea area
- providing directional cell phone antenna to improve coverage over the sea area south of Tarawa
- running a maritime safety public awareness campaign in partnership with Kiribati government departments.

Each of these projects is expected to be completed by July 2015.



Cover shot:
Napier City Council
Environmental
Management Officer
Paul Dunford (left),
harbourmaster Phil
Norman and MNZ
Maritime Officer
Andrew Lo. Photo:
Kirsten Simcox

Safer Boating

Safer Boating Week makes a splash

A mixture of serious and fun activities marked the start of this summer's boating season, with agencies around the country banding together to launch New Zealand's first Safer Boating Week.

The week, which ran from 17 to 24 October, coincided with the lead-up to Labour Weekend – the traditional start to the summer boating season.

The week was an initiative from the National Pleasure Boat Safety Forum – a group of agencies with responsibility for boating safety, including MNZ, Water Safety, Coastguard, Coastguard Boating Education, regional councils, Surf Lifesaving NZ, Accident Compensation Corporation and other national and regional water safety agencies.

Famous statues wore lifejackets for the cause, boating safety leaders donned lifejackets and leapt off the Wellington wharf, photos of people wearing lifejackets in unusual settings proliferated on social media, and maritime experts dispensed advice, tips and free safety checks at boat ramps.

Forum chair and MNZ Deputy Director Lindsay Sturt said the week had been characterised by light-hearted activity underpinned by a very serious message.

"We know around two-thirds of all recreational boating deaths could have been prevented if lifejackets had been worn. On average, 15 people die in boating accidents in New Zealand each year, which translates to 10 people a year whose lives could have been saved had they been wearing a lifejacket," said Lindsay.

"While we recognise that boating is a much-loved recreational activity for many New Zealanders, it's important people remember that it does carry risk and they need to take safety seriously."

Lindsay said the week aimed to help boaties get ready for the boating season.

"Too often we see boaties head back out on the water after their boats and gear have been sitting in the garage all winter. Batteries are flat, lifejackets don't fit any more, gas canisters on inflatable lifejackets have corroded, fuel has been sitting in the tank and flares have passed their use-by date. In worst cases, wear and tear on boats has worsened over the winter and there are water integrity or safety issues.



Ten senior boating safety leaders leapt off the wharf in Wellington to launch Safer Boating Week.

"This leads to a lot of unnecessary rescue activity, but more seriously it can lead to accidents and even fatalities."

Lindsay said Safer Boating Week aimed to remind boaties to do three simple things before going out on the water this summer:

- **Prepare your boat** – get your boat serviced, replace fuel, check batteries, give your boat a really good once over and check for damage or corrosion.
- **Check your gear** – make sure lifejackets are in good working order and fit well, check gas canisters on inflatable lifejackets and expiry dates on distress beacons and flares, check batteries, and make sure you have two reliable ways to call for help that will work when wet.
- **Know the rules** – as well as making sure skippers know the rules of the road on the water, check the bylaws for the region you are in – they do vary around the country. Bylaw information is available on regional council websites, or smartphone users can access it via the MarineMate app.

Safer Boating Week was also a great opportunity for collaboration and alignment of boating safety activity, Lindsay said. “We are very conscious that there is a huge amount of effort that goes on around the country every year in the lead-up to and throughout the summer boating season. Our boating safety partners in the regions – Coastguard, police, regional councils and harbourmasters – all do an enormous amount of work to keep our waters safe.

“What Safer Boating Week aims to do is to bring that activity under one umbrella for a time – to give those messages a national push, and increase awareness and overall effectiveness.”

Lindsay said MNZ took a coordination role and was pleased with the way the week rolled out. “We got good media coverage and lots of activity on social media –

which ensured our messages reached a larger number of people than our traditional audiences.

“Importantly, we also reached a lot of people face to face. During the lead-up to Safer Boating Week, our Forum partners visited retailers and boat shows and provided information about the week.

“And during the week itself, there was a really good presence at boat ramps. MNZ’s maritime officers around the country joined up with police, Coastguard and harbourmasters, and in some regions free safety checks of boats or lifejackets were offered.

“We want to make Safer Boating Week an annual event and will be looking at ways we can support the roll-out of these important safety services as widely as possible,” said Lindsay.

Safer Boating Week by the numbers





Photoboos in Auckland, Wellington and Christchurch snapped people wearing lifejackets.

MNZ activities

Photoboos and photo competition

What: MNZ ran a photo competition for the week, asking people to send in photos of themselves or their families and friends wearing lifejackets. Photoboos were also set up in Auckland, Wellington and Queenstown and people asked to put on lifejackets and pose for a series of fun pics. At the photoboos, maritime officers were on hand to promote safety messages and hand out safe boating advice.

Why: Both activities encouraged people to get involved with Safer Boating Week, to have some fun and generate good images to promote lifejacket wearing. The photoboos also provided the chance to have serious conversations about boating safety.

Wharf jump

What: To launch Safer Boating Week, 10 senior boating safety leaders, including MNZ's Director Keith Manch and the chief executives of Water Safety NZ, the Greater Wellington Regional Council and the Tourism Industry Association, jumped off the wharf in Wellington wearing lifejackets.

Why: The number 10 represents the average number of people who could be saved every year in New Zealand if

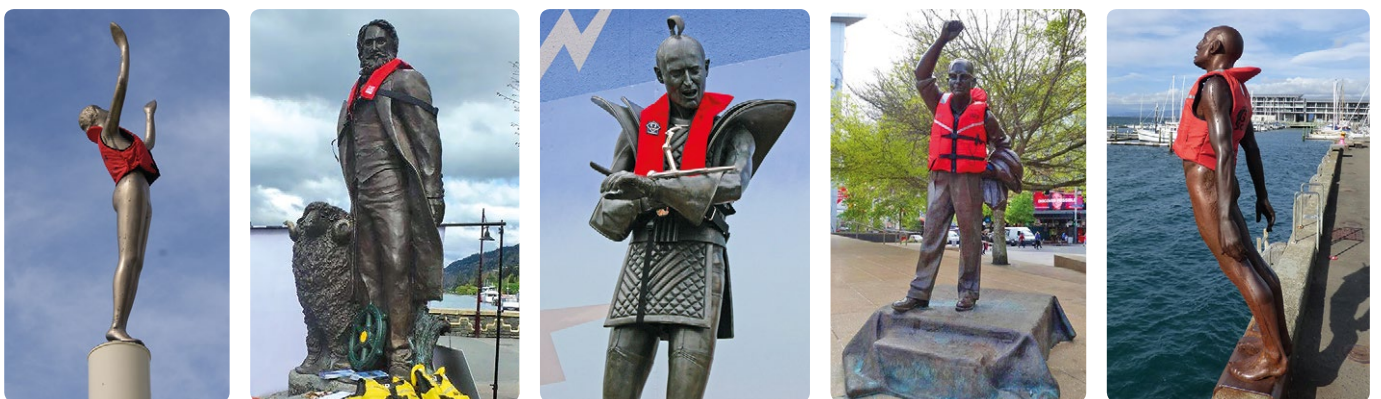
everyone wore lifejackets when they went out boating. On average, two-thirds of the 15 people who die in boating accidents in New Zealand each year could have been saved if they wore a lifejacket. The line-up of senior representatives from a range of agencies involved in water and boating safety also highlighted the collaborative approach that safety agencies take to improving boating practices.

Statues for life(jackets)

What: MNZ, along with regional councils and trusts throughout the country, teamed up with lifejacket manufacturer Survitec Group to put lifejackets on some of our most-recognised icons to remind boaties to "Get it on, or it's no good".

Why: This was a fun campaign that carried a very serious message. Putting lifejackets on these figures provided a striking visual reminder to boaties everywhere to wear their lifejackets.

Where and who: Queenstown, William Rees; Nelson, Seafarer's Memorial; Wellington, Solace of the Wind and John Plimmer; Napier, A Wave in Time, the Spirit of Napier and Pania of the Reef; Hamilton, Captain Hamilton and Riff Raff; Opunake, Peter Snell; Auckland, Sir Dove-Myer Robinson.



The Spirit of Napier, William Rees, Riff Raff, Sir Dove-Meyer Robinson and Solace of the Wind are some of the statues that sported lifejackets during the week.