

SafeSEAS CleanSEAS

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Get it on or it's no good

Dave Houston, the head of the New Zealand Police Wellington Maritime Unit, demonstrates why you need your lifejacket done up before you enter the water.

Full story and photos on pages **09 – 10** ▶

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LOOK



SafeSEAS CleanSEAS

Keith Manch on
Wellington's waterfront.

As we publish the final edition of *Safe Seas Clean Seas* and *Lookout!* for 2016, Maritime NZ is among the many agencies and organisations responding to the Kaikoura earthquake (page three).

Thank you to everyone who attended workshops and provided feedback on proposals to streamline our new seafarer certification framework SeaCert. We've listened to industry and individuals and decided to make some changes.

The outcome – ring-fencing – is designed to simplify the certification process for the large numbers of seafarers that want to safeguard their current qualifications, and keep doing what they are already doing (page five). Meanwhile SeaCert continues to provide a modern framework for the benefit of seafarers looking to progress their careers – including new-comers to the sector and those working overseas.

Other recent consultation has included an industry forum to celebrate World Maritime Day in September (page 16). We got a wide range of maritime sector leaders together, in one room, to share their experiences and look ahead to future trends and opportunities for the maritime industry.

Maritime NZ conducts more than 150 Port State Control (PSC) inspections of large ships visiting our shores each year – to meet our obligations under agreements with the International Maritime Organization and the International Labour Organization. Readers are invited to join us on a PSC inspection of the cruise liner *Radiance of the Seas* on pages 7–8.

In fact, around a third of our country's Government departments and agencies are responsible for regulation and compliance functions. I recently had the pleasure of addressing the 2016 conference for Government Regulatory Practice (G-Reg); there was a large turn-out and a strong desire amongst those who attended to help create a more formalised regulatory profession in New Zealand (page 11).

All day, every day, our Rescue Coordination Centre of New Zealand is on stand-by to respond to alerts from rescue beacons and other notifications of seafarers in difficulty, helicopters down, or trampers stranded. Now RCCNZ has new headquarters that will make it easier for rescue staff to operate and work with other responders (pages 18–19).

This *LOOKOUT!* we have several accounts of tragedy, and near disasters at sea, and the learnings that can be derived from these incidents. The need for skippers and senior crew to follow safety protocols, around properly managing and recording rope use during fishing operations, is made abundantly clear on pages 3–5. It is also the responsibility of shore management to check regularly that such safety procedures are actually being used on-board company vessels.

This summer Maritime NZ is launching quirky videos on social media to remind recreational boaties to **Prep** their boat, **Check** their gear, and **Know** the rules.

Check us out on our Safer Boating Facebook and Twitter, and keep safe out on the water over the holiday period.

Keith Manch
Director Maritime NZ

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Safe Seas Clean Seas ISSN: 1175-7736
LOOKOUT! ISSN: 1177-2654

NewZealandGovernment

Maritime NZ supports earthquake response efforts

Maritime NZ is operating as a key point of contact between Government and the maritime industry in the response and recovery efforts following last month's 7.8 Kaikoura earthquake.

General Manager Safety and Response, Nigel Clifford, says Maritime NZ has facilitated liaison and information flow between many parties – including key central and local agencies such as the Ministry of Transport, NZTA and the Wellington Regional Council, and others in the sector such as ports, domestic and international shipping, the cruise industry, harbour-masters and commercial maritime operators. Maritime Officers are assisting Kaikoura operators, and checking on their safety and well being.

Nigel says one of the first activities was to help in “joining up” the efforts to arrange the evacuation of stranded tourists.

“Overnight the only transport access into and out of Kaikoura was by sea and air – and a maritime solution was the obvious way to get those hundreds of tourists, and some locals, out of the earthquake-damaged area,” he says.

In the initial response, Maritime NZ responders worked closely with the Ministry of Civil Defence and Emergency Management (MCDEM). Coastal navigation warnings were broadcast by the Maritime Operations Centre to mariners to let them know about the one-two metre uplift of the seabed and coastline – which is mainly localised to Kaikoura.

This uplift means that work needs to be carried out to reinstate working access to South Bay Harbour. Local and regional government, along with industry, are still assessing what maritime recovery work is needed, with some contingency plans quickly put in place.

“The harbourmaster tells us that the low water mark is now the high water mark,” Nigel says.

In Wellington the focus of Maritime NZ has been on working closely with the Port authorities and harbour-master to help in any way possible to get services going again. Nigel says good progress has been made, but there are going to be continuing challenges for some considerable time. Port damage in Wellington will continue to affect the container berths, the rail link and some buildings.

“We will carry on working closely with all the parties to facilitate a short to medium-term strategy – focusing on port resilience.”

Maritime NZ is part of the Government's Transport Response Team and a recently-formed freight working group led by the Ministry of Transport, which provides situational updates to the Government group coordinating the national response – initially from the National Crisis Management Centre in the Beehive.

Maritime NZ Director Keith Manch is participating in the meetings of ODESC (the Officials Committee for Domestic and External Security Coordination) and Watch Group, which provide a constant brief for Government Ministers and chief executives.

A Royal NZ Navy rigid hulled inflatable boat (RHIB) transports evacuees to HMNZS Canterbury's waiting landing craft medium (LCM).

Photos: Courtesy of the Royal New Zealand Navy





Engaging to protect seafarers' rights

Maritime NZ is engaging with a wide range of stakeholders about the requirements of the Maritime Labour Convention (MLC) 2006, in readiness for it coming into force in New Zealand from March next year.

Shipping companies and agents, seafarer recruitment and placement services, unions, pilots associations, classification societies, surveyors and the Mission to Seafarers welfare charity are among the organisations with whom Maritime NZ is actively liaising.

New Zealand is among 80 member states that have adopted the Convention – which aims to protect workers' rights; by setting minimum standards for working and living conditions for seafarers on larger commercial vessels.

Recently staff from the Australian Maritime Safety Authority (AMSA), provided training for Maritime NZ personnel in how to administer the provisions of the MLC, says project manager Arthur Jobard.

"Australia has been party to the Convention since 2013, so it was beneficial to learn from the experiences of our neighbouring flag state," he says.

From 9 March 2017, Maritime NZ will be expanding its Port State Control functions to include checking that foreign ships visiting New Zealand are complying with the applicable provisions of the Maritime Labour Convention. This check will ensure that seafarers, on foreign flag ships that carry cargo to and from New Zealand, are treated fairly and have working and living conditions that meet internationally accepted standards.

The MLC will also apply to New Zealand commercial vessels of 200 gross tonnage or more, which operate

beyond inshore limits, but does not include fishing vessels. Around 30 New Zealand ships – such as Cook Strait ferries, coastal tankers and cement vessels, and some larger vessels in the Maritime Operator Safety System MOSS (except fishing vessels) – are required to comply with this convention. Newly built vessels (> 200GT), with a keel laying date after the 9th March 2017, may have to comply with the new Rule 51 – which is the new MLC-compliant crew accommodation requirements.

Current employment and maritime law in New Zealand already satisfies many of the provisions in the Convention in respect to local ships. Much of the benefit to New Zealand will be in regulating minimum working and living conditions for crews on visiting ships from foreign-flagged states, Arthur says.

A further benefit is that operators of New Zealand ships will be able to obtain a Maritime Labour Certificate for their vessel – to enable them, if operating overseas, to easily demonstrate compliance to foreign authorities party to the Convention.

Cooks working on ships will also be able to attain an MLC-compliant ships' cook qualification, which will be accepted internationally. Recruitment Placement services will also be approved and registered by MNZ.

The Convention will come into force in New Zealand on March 9 next year, along with the Maritime Rule changes required to give effect to the Convention in New Zealand law.

For any queries email MLC@maritimenz.govt.nz; or go to <http://www.maritimenz.govt.nz/maritime-labour-convention>

Ring-fencing leaves options open for seafarers



Seafarer Poul Scott discusses his new VOS (Verification of Status) card with Lou Christensen, the Manager of Personnel Certification for Maritime NZ.

Poul Scott

Master less than 500gt

New Zealand Offshore Master (NZOM) with STCW-95

Skipper of a Deep Sea Fishing Boat

Mate Deep Sea Fishing Boat

Second Class Diesel Trawler Engineer

Skipper of a Coastal Fishing Boat

Inshore Fishing Skipper

Poul Scott's seafaring tickets have taken him all over the world – from a career in fishing, including bringing a fishing boat to New Zealand from Japan, and working in the Atlantic, to his current role operating workboats in New Zealand and Australia.

He's now got six tickets ring-fenced, including his basic NZOM – while transitioning his NZOM endorsed with STCW-95 to 'Master less than 500gt' on the SeaCert framework.

That's the ticket that enables him to work internationally, including working off Western Australia with Sea Tow, as part of the Gorgon gas project.

Ring-fencing allows seafarers to keep old and legacy tickets valid for life, and also allows them to transition the same tickets to SeaCert if they want to – that's what Poul has done with his NZOM with STCW-95.

The introduction of ring-fencing will make life easier for many seafarers, he believes.

"It saves us a lot of grief, since you are keeping ring-fenced tickets alive; and you can use them further down the line," he says.

"That's why I've ring-fenced the NZOM, without the endorsements, because if I decide later on that I don't want to be haring off overseas all the time, I can go and run on that ticket – and I don't need to worry about the STCW courses that cost a bit of money."

The thought of hard-won tickets disappearing was also at the back of Poul's mind before learning about the ring-fencing option, introduced on 30 September 2016.

Maritime NZ will issue a Verification of Status (VOS) card showing what tickets have been ring-fenced. Seafarers can continue working but must get a medical certificate, available from any GP, within two years of being sent their card.

"It's no drama ... unless you're that crook that you shouldn't be doing it anyway!" he says. "We're used to doing medicals every two years anyway."



Right: As second mate on the Wellington tug **SeaRANGER**, it is important to Poul to safeguard all his tickets.





The Maritime NZ team that carried out the Port State Control inspection of *Radiance of the Seas*: Colin Perkins, Richard Lough, Kelsey Walker, John Auld and Gareth Argyle.

Port State Control inspection – *Radiance of the Seas*

The cruise ship *Radiance of the Seas* is not so much a ship as a floating village. More than 3300 people – 2501 paying passengers and more than 900 crew – live and work on the 293 metre, 90,090 gross ton vessel.

On its most recent visit to Wellington in October, a team of five staff from Maritime NZ went aboard to carry out a Port State Control (PSC) inspection, part of fulfilling New Zealand's obligations under the Tokyo MOU (Memorandum of Understanding).

The Tokyo MOU is one of a series of MOUs covering the regions of the world and putting in place a regime for PSC inspections of foreign vessels visiting NZ waters. PSC inspections are aimed at ensuring ships are manned and operated in accordance with international conventions and local regulations.

Maritime NZ conducted 284 PSC inspections in 2015–16, with vessels scheduled for inspection if they have not been assessed recently or have had deficiencies identified in previous inspections that need to be followed up.



The Maritime NZ team on board the 293 metre ***Radiance of the Seas***, checking the emergency operation of life boats, and inspecting the engine room and bridge.



The ***Radiance of the Seas*** was due for PSC inspection and the ship's Owners, Royal Caribbean International, requested it be carried out in Wellington, rather than Sydney, which is a turnaround port for the ship. A PSC inspection in Sydney would have added to the huge logistical challenge of having more than 4000 passengers leaving and joining the ship.

Maritime NZ obliged, and Senior Technical Advisor/ Port State Control Officer Richard Lough led a team of inspectors to enable fire and abandon ship drills to be carried out over six hours, along with the PSC inspection.

The inspection of the ***Radiance of the Seas*** also enabled a Maritime Officer (MO) to gain his PSC accreditation for passenger vessels (he was already accredited for bulk carriers, container ships, and tankers).

Given the size of ship, Richard said it would not be feasible to complete such an inspection without a team aboard.

"We were able to have staff simultaneously in different parts of the ships, not only for the drills – which would be

impossible for one person to inspect – but during the PSC inspection as well."

While one MO was inspecting the engine room spaces, two others were checking paperwork on the bridge, and two others inspected the public spaces, cabins and galleys.

The fire drill involved a simulated fire in the laundry spaces, with an MO on hand to check procedures, while Richard observed procedures from the bridge and the drill live via the CCTV system. Following the "fire drill", an abandon ship drill was carried out with lifeboats lowered, and a rescue boat launched.

"It is a very well-run ship, and everything was ready for us when we went aboard," Richard said. "That certainly helps the PSC process run smoothly.

"The officers & crew conduct their own drills every week, so it was no surprise that they knew what they should be doing for the fire-fighting and abandon ship drills. And as you would expect from a company of this size, and with this number of paying passengers, all their documentation was in order."

Wellington City Council's Nell Husband, and Commander Euan Henderson of the Royal New Zealand Navy, take the plunge to remind boaties to wear their lifejackets this summer.

Get it on or it's no good

**Safer Boating Week
October 14–21**

Maritime leaders took a giant leap for Safer Boating Week in October, by taking to the water clutching their life jackets rather than wearing them.

The aim was to show how difficult it is to put your life jacket on when already in the 'drink' – for example if your boat has capsized, or you have been knocked off a paddleboard or inflatable.

Wharf jumps were held in Wellington and Auckland to mark the start of the Safer Boating Week promotions, with the initial non-wearers followed closely off the pier by dozens of safety-conscious leaders wearing their lifejackets firmly fastened.

A wide range of media and other activities drew the nation's attention to Safer Boating Week October 14–21, and the traditional Labour Weekend start of the recreational boating season. The hosts of TV3 fishing programme Big Angry Fish fronted Prep, Check, Know videos that made a splash on social media and were widely shared by Safer Boating Forum stakeholders.

The quirky videos show boaties how to **prep** their vessel, **check** their gear (including two forms of waterproof communications such as a distress beacon, mobile phone, or VHF radio), and **know** the rules on the water.

Hosts Nathan and Milan also took a TV3 Story reporter out on Auckland harbour for the day to show him, and viewers, the ropes. Water safety leaders, including Maritime NZ's Keith Manch and Lindsay Sturt, had prime-time media interviews spreading safety messages and talking about a "no excuses" enforcement trial this season.

Recreational boaties not carrying or wearing lifejackets, and those who speed on the water, could be pulled up and served with infringement notices of up to \$300 – depending on councils' existing bylaws. Eight councils are taking part in the trial, which may be extended next summer.

"Each regional council will be letting boaties in their communities know that enforcement action will happen

sometime during summer. The specific days when this will occur will not be publicised.

Our expectation is that safe boaties follow the safety requirements each and every time they go on the water," says Keith.

The enforcement programme is part of \$470,000 in grants made this year by Maritime NZ for local recreational boating safety initiatives.

Meanwhile Maritime NZ's innovative digital advertising campaign is back in action. The "Get it on or it's no good" lifejacket campaign involves a geo-fence around the entire country that was activated again on October 23 and will be in operation to the end of March.

If they have any one of 25 advert networks open on their mobile device, including Facebook, Instagram and Google, boaties will automatically get sent a lifejacket reminder when they leave the coast.



CONTINUES ON PAGE 10

The campaign won Maritime NZ and advertising agency FCB Media Communication Agencies' Association of NZ awards for effectiveness in social marketing and use of digital technology.

Safer Boating activities are set to continue throughout the summer, with new promotional material including a Prep, Check, Know fold-out guide. It reminds readers to take a Boating Education course, check their inflatable lifejacket is

working properly, and download the essential MarineMate and MetService Apps for weather, tides, boat ramps and local rules.

Go to our Safer Boating Facebook and website to catch up on all the action from Safer Boating Forum members and the wider recreational boating community:

<https://www.facebook.com/saferboatingweek>
<https://www.saferboating.org.nz>

New website fits any device

A recently launched Maritime NZ website has a fresh new look that will fit on any of your devices, whether it's your laptop, tablet or mobile.

Webmaster Jon Winchester says it was important to move to a more responsive design, in addition to giving the website a much needed face-lift.

"This is the standard now to cater for the growing number of users who browse and interact outside the usual desktop environment," he says.

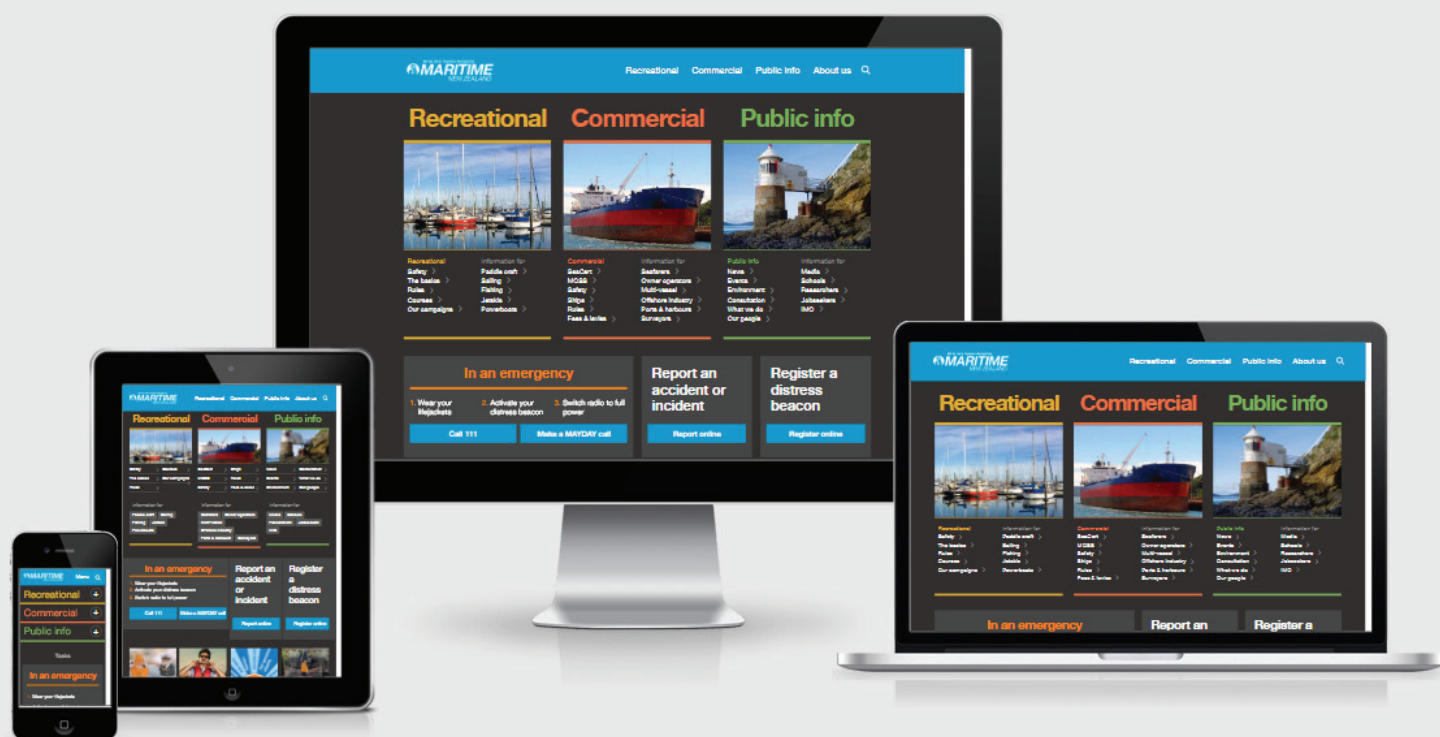
"It enables commercial operators, seafarers and recreational boaties easier access to the information they need –

whether it is about moving their ticket into SeaCert, or prepping their gear and boat before heading out for a day's fishing."

Jon says there has also been a lot of work going on behind the scenes to change the structure and format of the website's content.

"This also plays a significant part in making information quicker to find and read."

The new website went live earlier this year in June. For enquiries or feedback go to <http://www.maritimenz.govt.nz/contact-us/>





The Director of Maritime NZ, Keith Manch, opens the inaugural conference on Government Regulatory Practice recently.

Good regulatory decisions in the making

Good regulatory decision-making involves careful consideration of a rich tapestry of information and factors – to assess the nature of the problem being dealt with and the appropriate regulatory response, Keith Manch, the Director of Maritime New Zealand, told a conference of regulators recently.

Keith's opening address at the Government Regulatory Practice (G-Reg) conference meetings in Auckland and Wellington outlined what good decision-making should look like in individual compliance cases, across industries and sectors, and across regulatory systems.

G-Reg was established last year with the aim of further professionalising the regulatory community in New Zealand. A large number of the country's central and local government agencies are regulators; there to support, encourage and require compliance with the laws and

regulations that address safety, security, environmental and economic issues for the well-being of people and communities.

Keith told the large audiences of regulators that decision-makers need to be clearly identified and have powers properly delegated to them under the laws and regulations they are dealing with.

Even while considering advice from a wide range of sources, it is individuals with the final responsibility that need to make the actual decision about whether to prosecute or take other compliance action – “all the while exercising objectivity and discretion”.

These decision-makers are informed by the robust work of investigators and other regulatory staff who weave together the picture, or tapestry, of the facts, evidence and testimony involved in a compliance incident.

Keith says an example in the maritime sector is the work by personnel from across Maritime NZ to draw together the information and considerations needed in regard to

the **Easy Rider** case a few years ago – when eight people died on a muttonbirding trip near Steward Island in 2012, after the overloaded vessel capsized. Maritime NZ took a prosecution against the sole director of the company that owned the vessel because of serious safety transgressions. Such cases reinforce understanding of the obligations of those involved in commercial activities to ensure the safety of their operations.

Keith told the conference that good decision-making is enabled by robust regulatory frameworks and a professional regulatory workforce.

He shared the example of Maritime NZ's regulatory framework which includes a group process, in the form of a Compliance Intervention Panel, which weighs the merits of each case, and considers options for interventions – from education through to improvement notices, or prosecution under the Health and Safety at Work Act, or the Maritime Transport Act.

"This helps create the conditions in which good regulatory decision making can occur," says Keith. "But the delegated decision maker in the organisation needs to make the final decision."

G-Reg's focus on regulatory practice and capability initiatives is intended to improve leadership, and the culture and workforce capability in the sector. Chief executives have established a steering group, comprising senior officials from regulatory agencies and local government, to oversee the initiative.

A common qualifications framework is being developed, with the first NZ Certificate in Regulatory Compliance

already being undertaken by regulatory staff across multiple Government departments and agencies, including the Ministry of Business, Innovation and Employment, which houses the secretariat for G-Reg. The five new qualifications, which will be at levels 3–6 on the New Zealand Qualifications Framework, range from core knowledge to specialist investigations practice, and aim to help embed regulatory compliance work as a profession in New Zealand.

Other speakers at the conference covered subjects such as creating the conditions for good regulatory decision making, and a case study on the 2014 court case in response to the grounding of the bulk carrier **MV Triview** off the coast of New Plymouth. The successful prosecution created new case law under section 12 of the Resource Management Act, and helped change shipping navigation and safety attitudes and practices in New Zealand.

This case study also demonstrates a successful multi-agency approach involving innovative evidence gathering and presentation methods, including a partnership approach with local iwi, Keith says.

"This was an example of good regulatory decision-making, which requires discretion and a focus on overall outcomes, rather than being framed by specific or narrowly defined perspectives.

"The development of a more formalised regulatory profession in New Zealand will under-pin good practice across the regulatory sector, and consistent, high-quality decision-making."



In the foreground, on the left, is the chairperson of G-Reg, Sanjai Raj, who is the General Manager of Consumer Protection and Standards for the Ministry of Business Innovation and Employment. He is seated next to Maritime NZ Director Keith Manch. On the right is Tony McKenna, Business Partner – Local Government for the Skills Organisation.



Second from left, Maritime NZ Education and Communications Manager, Pania Shingleton, celebrates winning multiple awards for Maritime NZ's innovative Safer Boating campaign, with members of the FCB Media team.

Safer Boating campaign wins awards

Maritime NZ's innovative Safer Boating campaign has picked up four more New Zealand Effie advertising awards for its "Get it on or it's no good" lifejacket campaign.

The campaign recently won Maritime NZ and advertising agency FCB Media four silver awards at the Communication Agencies' Association of NZ advertising effectiveness awards. They were for social marketing/public service, effective use of digital technology, most progressive campaign, and most effective integrated campaign.

Maritime NZ Director Keith Manch says "it's great that this advertising campaign is still being recognised for increasing the number of Kiwi boaties to wear lifejackets – four years after its launch – and is helping to save lives. The Effies are for effectiveness and have global recognition."

Using a new digital advertising initiative, along with television and radio advertising, signage and other marketing, the campaign helped increase the number of male recreational boaties – the most resistant group – to wear lifejackets all the time by 10 percent (40%–44%).

The creation of a world-first, digital geo-fence around the whole of New Zealand's coastline last summer has enabled reminders to be sent to boaties, using smartphones or mobile devices on the water, to get their lifejacket on.

"Virtual Coastwatch" uses GPS to identify mobile devices within a mapped area – within 15 kilometres of the coast. It automatically sends a lifejacket message via Facebook, Instagram, Google and 24 different advert networks. More than three million messages were sent to boaties last summer, telling them to "Get it on".

The recreational boating fatality rate for the 2015/16 summer, when the campaign ran, was four; down from 20 the summer before. While that drop can't be attributed to the campaign directly, the message is clearly getting through, Keith says.

"It also shows that innovative technology is an effective way of getting safety messages to Kiwis."

Virtual Coastwatch also won "Best Use of Mobile" and "Best in Show" at the CAANZ Beacon awards earlier this year, and was a finalist in the prestigious Cannes Lions awards in France.

The geo-fence was activated again on October 23 this year and will be in operation until the end of March.

Maritime NZ educates operators in HSWA

The priority for Maritime NZ health and safety inspectors has been to educate and support commercial operators in what's required under the new Health and Safety at Work Act (HSWA), since its introduction in April.

Maritime NZ General Manager of Maritime Compliance, Harry Hawthorn, says Maritime Officers (MOs), who have trained as Health and Safety Inspectors, have been out and about talking with as many operators as possible over the past six months.

Around 85 HSWA assessments have been completed – most of them done at the same time as Maritime Operator Safety System (MOSS) audits.

One-off patrols have also enabled education and compliance checks at sea.

Harry says crew on fishing vessels and mussel barges willingly engaged with Maritime Officers during a patrol in the Marlborough Sounds mid-year, undertaken with the assistance of Maritime Police and the ***Lady Elizabeth IV*** Police launch. A total of 16 vessels were inspected and there was a high standard of compliance, he says.



Mussel barges were among the vessels inspected by Maritime NZ during a patrol in the Marlborough Sounds earlier this year, to check compliance with health and safety requirements.



Maritime Officers, who are also warranted Health and Safety Inspectors, discuss machine guarding and other requirements with commercial operators.



"The main purpose was to talk with skippers and crew, while they were working at sea, about what is expected under HSWA – including the new responsibilities for officers and workers, and tougher penalties.

"Our team discussed possible solutions to technical and systemic issues; for example monitoring that safety procedures are followed around the use of machinery."

Harry says they were heartened to get positive feedback in the Sounds from operators they met. "Most had received our new guide – **Health and Safety at Work: A Guide for Mariners** – and were happy to discuss how it applies on board.

"Maritime officers talked about safety concerns such as the need for guards on high-hazard machinery and to keep access doors clear of gear and cargo."

Enforcement action was also taken as required. One prohibition notice and four improvement notices were issued, across two vessels.

Across the country around 25 notices have been issued under the new Act, for a wide range of safety hazards including unguarded machinery and a worn tread plate on the deck of a vessel. A safety inspection was also conducted after receipt of an on-line alert from a member of the public that a child had slipped through a gap in a safety balustrade on a passenger vessel. As a result of on-site discussions, the operator organised for an additional rail to be welded to the balustrade to narrow the gap.

Maritime NZ is responsible for administering and enforcing HSWA and associated regulations for work on board ships, and where ships are places of work. It also provides health and safety resources, including guidance about implementing the new Act in the maritime sector.

A wide range of HSWA guidance for maritime operators, and the new 60-page guide and quick reference sheet, can be found on the Maritime NZ website at:

www.maritimenz.govt.nz/hswa



An employee operates a rope pulley winch that requires an improved guard; Maritime Officers check another of the 16 vessels inspected during the patrol.

Industry Forum for World Maritime Day

The growth of the New Zealand tourism and fishing industries, and the effects of intense competition between international shipping companies, were among subjects discussed at a maritime industry forum recently.

Maritime NZ organised the national forum in Wellington to mark World Maritime Day, which has the theme this year of "Shipping Indispensable to the World".

More than 80 representatives attended from across the maritime sector, including a range of industries, and regional and central government.

Two panel discussions were held: International and Coastal Shipping; and Domestic Shipping. Speakers included Maersk Line Trade and Marketing Director, Hennie van Schoor; Sealord General Manager Supply Chain, Dan Boulton; and Fullers Group Chief Executive, Doug Hudson; along with representatives from training schools, and Executive Director Annabel Young of the New Zealand Shipping Federation.

Some of the themes discussed included:

- The need for more consideration of the maritime sector in New Zealand's national transport strategy;
- The difficulties in placing cadets on ships to complete their training hours;
- The oversupply of containers and ships, due to intense international competition, and how that is impacting on New Zealand coastal shipping.

Maritime NZ Director Keith Manch says "the forum produced valuable discussion about the challenges and opportunities faced by maritime industries".

"It also provided industry representatives an opportunity to air their perspectives with those in government – with the people who can assist in creating the right environments for growth."

The forum was followed by a networking function, which enabled industry and government representatives to continue discussions – a little less formally – about general issues impacting on the maritime sector.



Above left: World Maritime Day Forum speaker Hennie van Schoor, the Trade and Marketing Director for Maersk Line Oceania, discusses maritime matters with Steve Chapman, the Chief Executive of Pacifica Shipping, and Blair O'Keefe, the new chairperson of Maritime NZ.



Above: Westport Deepsea Fishing School Director, Peter Maich, chats with Dan Boulton, General Manager – Supply Chain for Sealord International.

Far left: Tauranga Harbourmaster Peter Buell shares experiences with Steve Banks, the President of the Maritime Pilots Association.

Left: Maritime NZ Senior Policy Adviser Alessandro Aduso with Maritime NZ Authority Member Janice Fredric.



Retiring Maritime NZ chairperson David Ledson – “it has been a privilege to have been able to work for both the Royal New Zealand Navy and Maritime NZ”.

Maritime NZ’s work is important for safe, secure and clean seas and waterways

After more than seven years chairing the Maritime NZ Authority, David Ledson has handed over the helm to board member Blair O’Keeffe. Blair has a strong background in port management and the oil and energy sector.

A long career in the Navy provided useful experiences that David says he drew on as the Chair of New Zealand’s maritime regulatory and response agency.

He says it has been privilege to work for both the Navy and Maritime NZ. David spent 42 years as a Naval officer – including stints as Commander of the frigate Waikato, and five years as the Chief of the Navy.

After retiring in 2009, he enjoyed being able to make a contribution to Maritime NZ. “Maritime NZ has a broad range of responsibilities and it is only a relatively small organisation,” he says. “Its staff of under 200 number only marginally more than the crew of an Anzac frigate, yet Maritime NZ has a very important and complex challenge to ensure that the national maritime system operates in the best way possible for New Zealanders.”

Maritime NZ’s responsibilities range from regulation and compliance, to search and rescue coordination, to education for recreational boaties, and responses to maritime incidents – such as the **MV Rena** grounding off Tauranga in 2011.

David says the **MV Rena** was a good example of the requirement for Maritime NZ to move from business-as-usual to responding quickly to a very complex incident – and of the organisation’s ability to do that.

“We managed the response in a pretty effective way, while also adapting our approach in the early stages to ensure we were even more professional and effective – particularly in engaging with Bay of Plenty communities.

“Nevertheless, afterward we were committed to extracting every lesson we could from the response, to capitalise on that experience for the benefit of any future incident.”

David says the introduction of MOSS two years ago, to provide an improved maritime operator safety system, and the new seafarer certification framework SeaCert, have been extremely important from the safety perspective and in terms of the opportunities they provided to engage closely with industry.

“Maritime NZ’s relationship with the industry was quite robust in the early stages of introducing these systems. However, we have remained determined to demonstrate to industry that we understand that effective engagement between us is vital to Maritime NZ’s success – and that we do not consider ourselves immune from criticism, although we would prefer it to be constructive.”

David says there seems to be a fairly widespread lack of awareness of the vital importance of the sea to the security and social well-being of New Zealanders – and of the contribution made by our maritime sector to New Zealand’s economy.

“Too often the work of maritime operators and seafarers goes unrecognised or is under-valued,” says David.

Reflecting on his time with Maritime NZ, he counts himself “fortunate to have been involved with worthy people working on the worthy cause of ensuring safe, secure and clean seas and waterways for all of those who go out upon them for work or for pleasure”.



At the opening of the new Rescue Coordination Centre of New Zealand – Keith Manch, the director of Maritime NZ, was among the speakers.

New RCCNZ headquarters assists rescuers

The Rescue Coordination Centre of New Zealand provides extra space, and flexible working environments, for personnel coordinating emergency responses to rescue beacon alerts.

Transport Minister Simon Bridges opened the new centre earlier this year in Avalon near Wellington – even while the duty team was in high alert coordinating the rescue of three crew from the stricken yacht **Platino**, about 800 kilometres north of New Zealand.

RCCNZ manager Mike Hill says the site – in a studio building next door to the old TV tower venue – proved its versatility on the day.

“The fact that there was a high-profile operation underway, at the same time as 120 guests attended the opening, really highlighted the benefits of the new purpose-designed environment.

“All staff are now on the same floor and there is space to accommodate visitors from other agencies and rescue

services, to hold media conferences, and to host families of victims for confidential updates.”

RCCNZ coordinates around 900 search and rescue operations a year, and the number of PLBs (**Personal Locator Beacons**) and EPIRBs (**Emergency Position Indicating Radio Beacons** for vessels and aircraft) registered with the centre is constantly increasing – to almost 60,000 at present.

“More and more seafarers, hunters and trampers are realising the benefit of carrying an emergency beacon – so they can send out a distress signal if they get into difficulty,” says Mike.

“The important point to remember is we need up-to-date-contact details in our database, so we can track down as much information as possible about what rescue services – like helicopter crews – are likely to find when they reach the location that the signal is transmitting from.”

To register a beacon or update contact details go to:
<https://beacons.org.nz/Registration.aspx>
email 406registry@maritimenz.govt.nz or
phone 0800 406 111.



Above: Transport Minister Simon Bridges is briefed in the control room by SARO (Search and Rescue Operations) Watch Leader John Dickson, while a major rescue is underway of a stricken yacht north of New Zealand.

Bottom right: RCCNZ and Safety Services Manager, Mike Hill, thanks Minister Bridges for opening the new centre in Avalon.

