

## Appendix 3 – Summary of consultation and engagement

### Prior to the levy review

- Maritime NZ engaged with key sector stakeholders about what they wanted from their regulator. The results of this engagement fed into the consultation proposals.
- Maritime NZ also discussed the Oil Pollution Levy proposals with the Oil Pollution Advisory Committee (OPAC), which include representatives from regional councils, port companies, shipping, the fishing and oil industries and other government agencies, twice before consultation launched.

### Public consultation ran for 4 weeks from 19 Jul to 16 Aug 2023

- Letters highlighting the consultation, where to find more information and how to submit were sent to every levy payer (3,338 recipients).
- Emails were also sent to a wide range of interested parties (including all levy payers, relevant unions and seafarer welfare organisations) at the beginning of the consultation period and part way through as a reminder. Maritime NZ advises that 4,511 of the initial emails and 3,115 of the reminder emails were opened.
- Articles were run in the Shipping Gazette, on social media and in Maritime NZ's newsletter to the sector announcing the launch of the consultation.
- Maritime NZ ran two Webinars during the consultation, which were open to all. These were recorded and published on the Maritime NZ website immediately following the webinar.
- Frequently asked questions were published on the Maritime NZ website and updated as new questions came in from stakeholders.

### Maritime NZ received responses from all major sectors

- Maritime NZ received 40 submissions (and two late proposals). This was a similar number to the last funding review, and included all of the key industry bodies that were expected to submit.
- The oil and gas sector had already fed into the proposals via OPAC.

Representation from	Organisations (asterisk refers to sector representatives)
NZ Coastal Shipping (including Cook Strait ferries)	<ul style="list-style-type: none"> <li>• <b>NZ Shipping Federation*</b> on behalf of its members</li> </ul>
Smaller commercial operators (including tourism operators, smaller passenger ferries, aquaculture, charter vessels )	<ul style="list-style-type: none"> <li>• <b>Marine Transport Association*</b> on behalf of its members</li> <li>• The Ferry</li> <li>• Real NZ Group</li> </ul>
Ports	<ul style="list-style-type: none"> <li>• <b>Port Company CEO Group*</b> on behalf of its members Northport, Auckland x2, Tauranga, Taranaki, CentrePort, Lyttleton</li> </ul>
Cruise lines	<ul style="list-style-type: none"> <li>• <b>Cruise Lines International Association (CLIA)*</b> on behalf of its members</li> <li>• Carnival Australia</li> </ul>
Regional Councils	<ul style="list-style-type: none"> <li>• Greater Wellington</li> </ul>
Fishing	<ul style="list-style-type: none"> <li>• <b>NZ Federation of Commercial Fishermen*</b> on behalf of its members</li> </ul>
Seafarer Welfare Organisations	Various organisations including: <ul style="list-style-type: none"> <li>• <b>Seafarer Welfare Board (SWBNZ)*</b></li> <li>• International Sailors Society</li> <li>• Stella Maris Apostleship</li> <li>• Anglican Advocacy and Anglican Diocese of Christchurch</li> <li>• Mission to Seafarers</li> <li>• Galilee Mission</li> </ul>
Various Individuals	

## Following consultation – Maritime NZ has continued contact

Maritime NZ has remained in contact with all the major sector organisations since it ended consultation to keep them apprised of developments and continue to check in on their views. These organisations, their position in submissions (included in the summary of submissions) and any further feedback received is set out below.

Organisation	Representing	Feedback provided
<b>NZ Shipping Federation</b>	NZ Coastal Shipping (including Cook Strait ferries)	<p><i>“The Shipping Federation supports a need to make decisions on the Funding Review as soon as possible. We support most of the proposals in the review, as they reflect priorities we have raised for urgent attention given the impact they continue to have on ship operators (for example, the need to reform rules and improve licensing timeframes). We do not support the uncertainty for levy payers or reduction in service that would result from a continued delay. Work that is vital for the sustainability of our industry is dependent on the funding review progressing.”</i></p> <p>- Email to Maritime New Zealand dated 25 January 2024</p> <p>The Shipping Federation supported all of the proposals except for the implementation of MARPOL Annex VI which they believe should be Crown funded.</p>
<b>Marine Transport Association</b>	Smaller commercial operators (including tourism operators, smaller passenger ferries, aquaculture, charter etc)	<p><i>“We work closely with Maritime New Zealand who have recently completed a funding review for our industry. This is aimed in part, at addressing some long overdue challenges faced by commercial operators. We are aware that that the government is looking to address overspending within its state services so felt it was timely to inform the Minister that the New Zealand Marine Transport Association members endorse this review. We acknowledge that this will impact our members through increased maritime levies, however, the objectives targeted for funding by Maritime New Zealand, will provide positive and long overdue outcomes. We believe that the new Director and her executive team have good insight into the needs of our industry and encourage the Minister to look favourably on this when considering funding for our sector.”</i></p> <p>- Email to Associate Minister of Transport office 27 January 2024</p> <p>The MTA supported all proposals.</p>
<b>Port Company CEO Group</b>	Ports	<p><i>“With recent changes to the health and safety mandate the sector has an even bigger relationship with Maritime New Zealand than in the past. The relationship is a good one. The group is concerned at the funding challenges facing Maritime New Zealand. Maritime NZ is towards the end of a funding review process for maritime levies which is the first in a five year period and looks to address a range of risks and issues that the sector, including Port Chief Executives, have identified. It is critical that we have a maritime regulator that has sufficient capability and capacity to do its job to enable the efficient and safe operation of the Port sector. The proposals will enable improvements to licensing, notifications and rules to make it easier to work with Maritime NZ and reduce costs of complying with out of date regulation. They also maintain the needed maritime oil response capability that has been built up over many years. However, most importantly it will ensure more maritime inspectors working on ports, and with ships, which should mitigate the issues with poor quality ships coming to New Zealand. Poor quality ships pose safety risks for our people working with these ships in ports and also leads to significant costs for ports, and disruption to supply chains, if ships with maintenance issues take up berth space for long periods of time.”</i></p> <p>- Letter to the Minister of Transport dated 27 November 2023</p> <p>The Port CEO Group supported all of the proposals.</p>

Organisation	Representing	Feedback provided
Oil Pollution Advisory Committee	Established under the Maritime Transport Act to advise on OPL. Representatives from regional councils, port companies, shipping, fishing, oil and gas industries, and other government agencies.	Minutes from the 21 September 2023 meeting record that members were supportive of proceeding with the change to the OPL levy rate and levy model. However, it was noted by some members that their agreement to the levy adjustment was contingent on the change to the methodology proposal proceeding.
NZ Federation of Commercial Fishermen	Fishing operators	<p>The Federation of Commercial Fishermen supported the activities / improvements set out in the proposals. But in a number of instances they advocated for those activities to be funded in other ways (e.g. through fees rather than levies). The levy review, given the requirement by Government for Maritime NZ to return to cost recovery did not review the maritime levy and fee construct, especially given it had had a significant review last time. The levy is also based on a “club good” which includes a number of services that provide benefits to different parties. In relation to seafarer licensing, it was agreed in the last funding review that seafarers (including the fishing sector) would only pay a fee for part of the costs of getting the licence, with a small amount of levy subsidisation.</p> <p>Maritime NZ met with the NZ Federation of Commercial Fisherman on 9 February to discuss the way the levy worked and that the levy construct was not under review. They discussed how some things were difficult to charge a fee as they were a club good. If we were able to charge or increase fees in some of the areas suggested it would actually have a greater cost impact on the fishing sector given 93% of the levy was charged to foreign operators.</p>
Cruise Lines International Association (CLIA)	Cruise industry	<p>Maritime NZ have continued to connect with the cruise industry on the levy review and other matters since the close of consultation.</p> <p>The cruise industry supported all of the proposals apart from the methodology changes for the OPL but sought a delay in the levy rises for 12 months, to allow them to build the extra levy costs into their cost structure. However, this would require Maritime NZ to remain dependent on Crown funding for another 12 months.</p>
Seafarer Welfare Board (SWBNZ)*	Seafarer welfare organisations	<p><i>“Government funding has allowed for paid staff in almost all ports, working alongside local volunteers. Prior to the funding welfare services were not as extensive as they currently are, with none to limited services in most ports.</i></p> <p><i>The cooperation, communication and networking that has developed over the last three years across the country has been well recognised globally and locally.</i></p> <p><i>The feedback regularly received from seafarers is that they greatly appreciate the support they receive at New Zealand ports. In a recent global survey of seafarers, New Zealand got special mention regarding how well they received when calling at our ports.</i></p> <p><i>Seafarers enjoy having visitors on board to see them, that are not officials, from the port or the company, but are there for them. They also enjoy the ease of taking shore leave in our ports.</i></p> <p><i>Without funding we see the gains that have been made being lost and the services / support currently being provided to seafarers being seriously reduced.”</i></p> <p>- Email to Maritime New Zealand dated 30 January 2024</p>