14 June 2024

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Level 11,1 Grey Street, Wellington 6011

PO Box 25620, Wellington 6140
New Zealand

s 9(2)(a)

Our ref F34827

Dear s 9(2)(a)

Request for information regarding a specific response plan in the event of an oil spill from the *RMS Niagara* - follow up to our letter of 5 June 2024

On 22 April 2024, you requested the following information from Maritime NZ:

> *"However, I have a new request. I have received a statement from the Associate Minister of Transport Matt Doocey in regards to the Niagara. He references a "specific response plan in place in the event of an oil spill from the Niagara". Could you please provide a copy of this plan?"*

On 5 June 2024, we provided an interim response to you, which provided information about the Maritime National Marine Oil Spill Contingency Plan (NMOSCP). We also notified you that we have two other documents which would support *NMOSCP,* in the event of a spill from the *Niagara:* the *RMS Niagara* Action Plan template, and the DRAFT *Special Area Plan for the Hauraki Gulf.*

We notified you of our decision to release these two additional documents pending internal review, and that we anticipated providing these to you no later than Friday 14 June.

This response provides you with these two additional documents.

We have also taken the opportunity to provide some further background information in this response about the work Maritime NZ has undertaken to build our capability for major or significant oil spill events, and which would able to be called upon in the event of an oil spill from the ***Niagara***.

Additional documents

As outlined in our letter of 5 June 2024, the primary response plan for an oil spill from the ***Niagara*** works in conjunction with Maritime New Zealand's National Marine Oil Spill Contingency Plan (NMOSCP). The NMOSCP is supported by detailed documents and templates that inform specific processes for any potential oil spill from the ***Niagara*** or any other vessel in the Hauraki Gulf.

In addition to the NMOSCP, the specific response plan referred to in your question includes two documents that are *NMOSCP supporting documents:* the DRAFT *Special Area Plan* for the Hauraki Gulf, and the RMS Niagara Action Plan template.

- The special area plan was reviewed in 2023 and is currently a DRAFT pending further development and updating, including by stakeholders and partner organisations. It provides

incident responders with details of sensitive sites (which may be categorised as such due to cultural importance, shoreline type, species occupancy, amenity value, etc), and considerations for response.
- The Action Plan template provides a framework for further planning and is only completed once the details of a specific spill and available responders is known.

Maritime NZ capability development for major maritime incidents

Over the past decade and more, Maritime NZ, in collaboration with other partners, has made many improvements to its preparedness for major maritime incidents, including oil spills. Core developments include:

- updated readiness and response strategies and plans that are regularly reviewed and refreshed
- capability development, including targeted training development and implementation
- ensuring fit-for-purpose appropriately maintained equipment
- Iwi, community and volunteer partnerships
- establishment of enhanced specialist support arrangements with New Zealand and international parties.

We have included more details about some of these key areas in this response. Work on these capabilities is continuous to ensure we are ready to face emerging response situations.

Maritime NZ's role in supporting regional response, and leading national response

During a regional response, Maritime NZ provides advice, links to other agencies, and can supplement regional responses with additional personnel from across Maritime NZ as well as equipment, as required.

For a national response, Maritime NZ would be the lead agency in an all of-government response, working with the Department of the Prime Minster and Cabinet's National Security System to ensure national coordination and engage international support. Maritime NZ would coordinate the response and, additionally, enact the details agreed in our Memoranda of Understanding with central and local government agencies, and other parties.

Oil spill response strategy and plans

Maritime NZ develops and regularly updates the New Zealand Marine Oil Spill Readiness and Response Strategy, which sets the overarching framework for how we, and our partners, will respond to a marine oil spill incident. The purpose of the Strategy is to provide clarity about the actions that need to be taken, and by whom, in a response to a marine oil spill, and to promote a standard and coordinated national readiness and response system. The four goals outlined in the Strategy, with their supporting objectives, target the key areas Maritime NZ believes are critical for maintaining and improving New Zealand's overall response system:

- industry and regional councils' capability to respond to their own and local spills
- New Zealand's ability to respond to a significant spill
- the importance of having the right expertise and information
- the relationships and partnerships we need to implement, support, and improve our system.

The goals and objectives in the Strategy continue to shape the future capability requirements for New Zealand and Maritime NZ and the resources needed to give effect to this capability.

Supporting the Strategy is the detailed National Marine Oil Spill Contingency Plan and associated national plan supporting documents, which provide more information about the capabilities, systems and planning in place for events. Regular review and maintenance of the Strategy and plans are supported by national-level Marine Oil Spill Risk Assessments (MOSRA), which enables

a risk-based approach and informs the level of response capability needed, including with regards to equipment and personnel. I have included links to both documents for your reference.

www.maritimenz.govt.nz/media/jl1ciq3d/oil-spill-response-strategy.pdf

www.maritimenz.govt.nz/media/wcghs2te/national-oil-spill-plan-2020.pdf

In addition, Maritime NZ uses the national Coordinated Incident Management System (CIMS). This system provides for consistent and rapid scaling up in the event of another incident.

Capability development

Maritime NZ maintains a nationwide network of 400 trained regional responders, and 136 members of the National Response Team who can take leadership or specialist roles during a response anywhere in the country.

Maritime NZ provides national-level planning and training in alignment with CIMS. Frequency and consistency of training is crucial in maintaining and developing responders' capability, irrespective of where the response occurs and what equipment is used. Maritime NZ uses a global network of training providers, to ensure our training reflects good practice. Exercises are also used to validate training and maintain skills. Each year, Maritime NZ runs approximately 15 training events, which are mainly hands-on training courses, on the water and shorelines.

There are 32 regional exercises per year, and a national exercise every three years. Our training programme ensures that new responders are trained, while exercises help to keep existing responders' skills sharp – this applies to regional and national capability. We also use training opportunities with overseas partners to further build our capability, including with the Australian Maritime Safety Authority.

Maritime NZ has experienced responders who have worked on oil spill responses throughout the world, and who have experience and expertise in a range of key functions, including:

- leadership and tactical planning – to ensure plans are in place for oil spill responses of any size
- logistics – to ensure oil spill response teams have access to the equipment, personnel and resources they need
- training – to ensure oil spill responders are trained and ready
- equipment – to develop and maintain New Zealand's oil spill response equipment. In addition, staff from key functions across Maritime NZ (such as finance, research and intelligence, communications and media, and investigations) are trained in incident response and are ready to support a Maritime NZ-led response.

We are also particularly invested in continuing to upskill our staff in the highly specialised areas of:

- incident control to support effective and strategic response initiation and management
- offshore oil and gas (noting that environmental threats exist in areas other than shipping)
- conventions and legal process
- salvage
- protection and indemnity processes
- emerging techniques and scientific and technical developments.

Ensuring fit-for-purpose and appropriately maintained equipment

Maritime NZ now maintains 23 oil spill equipment stockpiles all around New Zealand (the sites for these stockpiles can be found in the National Marine Oil Spill Contingency Plan). Equipment replacement and new equipment programmes are managed by Maritime NZ through an ongoing and comprehensive capital expenditure programme. This ensures New Zealand's national and regional equipment stockpiles are fit for purpose.

Maritime NZ, working with regional councils, also plans and coordinates regular equipment maintenance to ensure equipment is ready to respond. These activities include the restocking of consumables, and the upgrading of equipment based on its recommended life cycle or condition. For each stockpile, equipment types and quantities are based on the local risk profile (for regional equipment) or the national risk profile (for national stockpiles), with risk informed by the MOSRA.

Support arrangements

Maritime NZ has a comprehensive suite of standing contracts for New Zealand-based and international support, such as from experts and providers of maritime incident response equipment. This includes memoranda of understanding with government agencies such as the Department of Conservation, FENZ, NZ Police, NZDF and NZ Customs, as well as international agencies like the International Group of Protection & Indemnity (P & I) clubs, Oil Spill Response Limited and various experts in oil pollution response and salvage. We also have arrangements with Massey University to support response efforts around wildlife. This provides us with support arrangements for specialist support and rapid scaling up in the event of an incident to provide for:

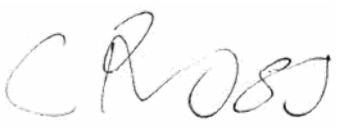
- oiled wildlife response services
- modelling services, including oil spill trajectory modelling, drift modelling and vapour plume modelling
- field personnel (non-specialised roles)
- heavy equipment
- vessels, such as oil spill contracted vessels from which to deploy, operate and retrieve equipment
- waste management
- aerial platforms for information gathering (aerial observations are a very efficient way to gather critical information about the event)
- geospatial capability
- aviation and on-water assets
- capping, dispersant injection systems and subsea containment assets.

We have a very strong focus on building and maintaining close relationships with all these partners and providers.

You have the right to seek an investigation and review by the Ombudsman of this decision. Information about how to make a complaint is available at www.ombudsman.parliament.nz or freephone 0800 802 602.

If you wish to discuss this decision with us, please feel free to email ministerial.services@maritimenz.govt.nz

Yours sincerely



Christine Ross

Manager, Communications and Ministerial Services

National Plan Supporting Document

SPECIAL AREA PLAN

Hauraki Gulf Special Area Marine Oil Spill Contingency Plan [DRAFT]

Document owner	Shaun Carrodus, Maritime Response	**Date**	05/06/2024
Version	0.4 [DRAFT]	**Review date**	05/06/2025

Changes log

Date	Amendment	Author	Version
August 2023	Draft document created	Shaun Carrodus	0.1
June 2024	incl more Niagara info	Shaun Carrodus	0.2
June 2024	Edits and amendments	Mike McMurtry	0.3
June 2024	Edits and amendments	Mike McMurtry	0.4

This plan consists of a series of general site maps and a set of scenario-based plans that will assist in a marine oil spill response in the Hauraki Gulf region.

This plan is designed to be used in conjunction with:

- The National Marine Oil Spill Contingency Plan, and the suite of supporting documents
- Three Regional Marine Oil Spill Contingency Plans – those from Northland, Auckland and Waikato.

Contents

1. Introduction

The Hauraki Gulf Special Area is an arbitrary area that includes the territorial seas on the eastern side of the upper North Island from a line south of Cape Brett and north of a line from Opedo Point. This area encompasses the entire Hauraki Gulf (Auckland Council), part of Northland Regional Council and Waikato Regional Council.

This area contains a number of marine reserves, tourist destinations, economic infrastructure and environmentally sensitive sites that could be adversely affected by a marine oil spill.

Given the location of the Marsden Point oil terminal and its associated tanker movements, the high number of vessel movements in and out of the Ports of Auckland, the high level of cruise ship activity and general coastal shipping movements this area has an increased likelihood of a maritime incident. There are also unknown risks associated with the wreck of the RMS *Niagara*.

This plan has been developed in response to this increased risk and is supplementary to three relevant Regional Marine Oil Spill Contingency Plans (produced by Northland Regional Council, Auckland Council and Waikato Regional Council), as well as the National Marine Oil Spill Contingency Plan.

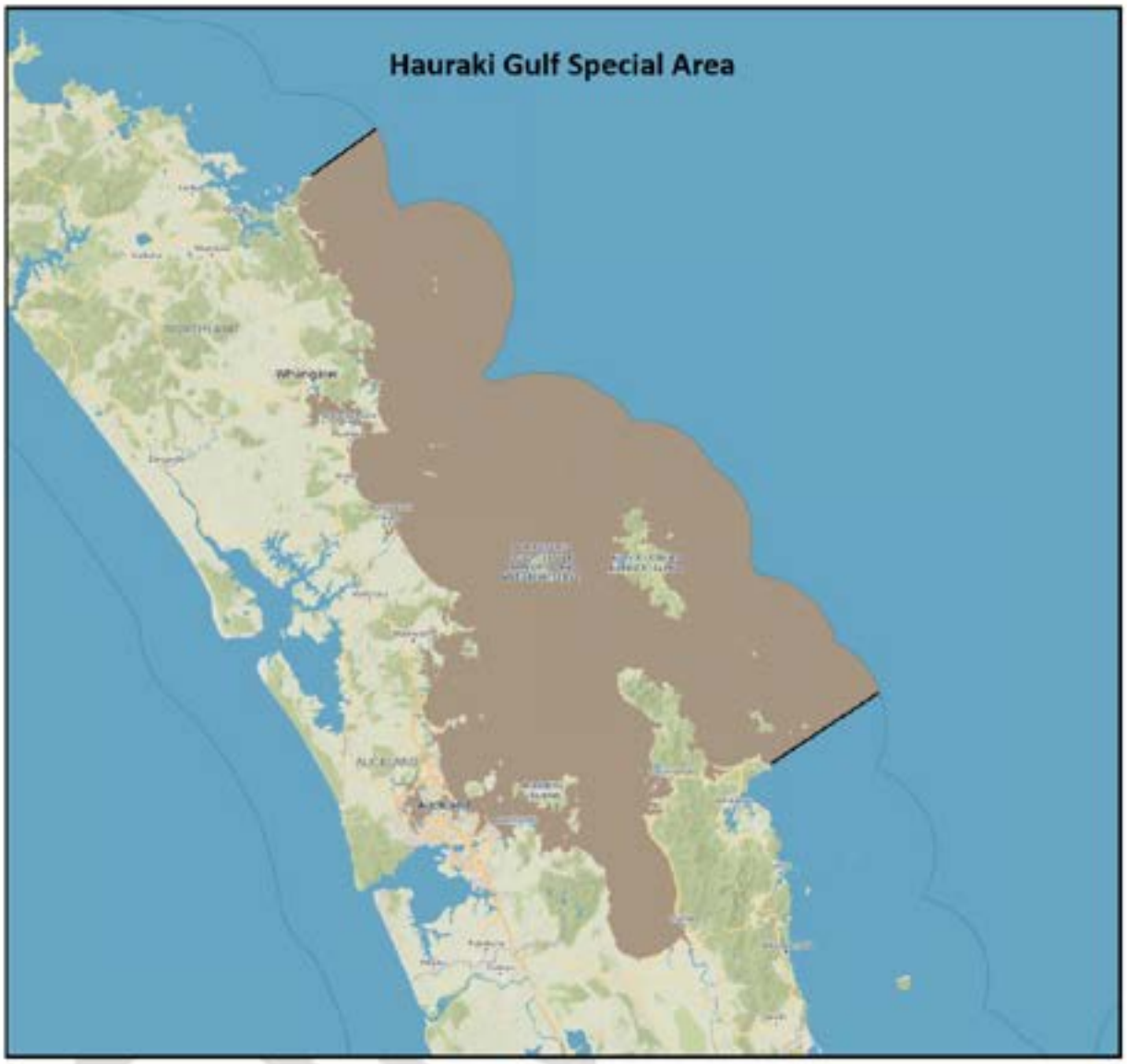


Figure 1 – the Hauraki Gulf Special Area

2. Purpose of the Plan

The purpose of the Hauraki Gulf Marine Special Area Plan is to assist in the planned and co-ordinated response to any marine oil spill that occurs within the Hauraki Gulf Special Area. The plan identifies the greatest risk as coming from oil tankers visiting Marsden Point and a high volume of large vessels moving along the coast and visiting the Port of Auckland. This plan is also intended to support an oil spill response, if the *RMS Niagara* wreck (lying within the Hauraki Gulf Marine Special Area) were to release a significant amount of oil (note that the likelihood of this is unknown).

The plan is designed to be used in conjunction with:

- The three (Northland, Auckland and Waikato) relevant Regional Marine Oil Spill Contingency Plans when undertaking a Tier 2 (regional) marine oil spill response within the Hauraki Gulf Special Area; and
- The National Marine Oil Spill Contingency Plan (and associated National Plan Supporting Documents) when undertaking a Tier 3 (national) response spills in the Hauraki Gulf Special Area.

The plan is intended to provide considerations and guidance to any marine oil spill response in the Hauraki Gulf Special Area. Detailed information and guidance for identified priority areas is provided in addition to information put together from a number of identified oil spill scenarios.

3. General Priority Areas

In each regional MOSCP, priority areas have been identified – these are areas considered to be most sensitive, and therefore have priority for protection (against damage from oil spills). While "high risk" sensitive sites have been identified and mapped as part of this plan (see section 5), it should be noted however that there are numerous other areas of concern in the Hauraki Gulf Special Area and these are all included in the relevant regional plans – for each area within the region there is a 'Sensitive Site Sheet' (held in WebEOC). The following figures identify the highest priority areas ie these are a general overview.

The Sensitive Site Sheets (refer WebEOC) include a brief description of each location, identification of at-risk resources, an outline of any key issues, and the preferred response options (resulting from an assessment of all response options).

It should be noted that due to the wide range of conditions and circumstances that may be encountered during a spill incident, no response options are excluded. Instead (in the Sensitive Site Sheets), all response options are given a 'preferred' or 'not preferred' rating and a feasibility rating of 'low', 'medium' or 'high'. A Risk Rating on a scale of 1 to 3 is also provided for each site, with '1' being the highest priority. A local map of the area described is included with each Sensitive Site Sheet; the map shows the locations of at-risk resources.

4. Plan Maintenance & Review

Responsibility for administration of this special area plan rests with Maritime New Zealand's Maritime Response team. Review and amendments will be made as part of the review process of the National Marine Oil Spill Contingency Plan, and the National Plan Supporting Documents.

5. High Priority / Sensitive Sites

5.1. Sensitive Sites in the Hauraki Gulf Special Area

Areas particularly sensitive to an oil spill have been identified and assessed in each Regional MOSCP and the information presented in what is referred to as 'Sensitive Site Sheets' (refer Annexe 4 of the Regional MOSCP). Sensitive Site Sheets provide the most pertinent information needed during a response, from identifying the resources at risk, a prioritisation for response activities, as well as information on preferred response options for the site. Other useful information such as access, communication restrictions, and predominant weather and sea conditions may also be included. The sheets generally include a map of the area showing the location of the sensitive sites, and photos.

A Risk Rating on a scale of 1 to 3 is also provided for each site with 1 being the highest priority. Sites given a High (1) Risk rating have been provided in the generalised maps below. For details pertaining to these High Risk sites as well as all other Sensitive Sites, please refer to Annexe 4 of the relevant Regional MOSCP.

5.2. Northland

Northland Region High Risk Sensitive Sites	WebEOC Sensitive Site ID #
Bream Bay & Hen and Chickens Islands	122
Mangawhai Harbour	277
Poor Knights Island	126
Ruakaka Estuary	125
Waipu River & Estuary	123
Whangārei Harbour	313

5.3. Auckland

Auckland Region High Risk Sensitive Sites	WebEOC Sensitive Site ID #
Goat Island/ Pakiri Beach/ Tawharanui	128
Long Bay – Okura River	134
Auckland Harbour East	138
Waiheke - North	156
Waiheke – South & Ponui Island	157
Pollen Island	158

5.4. Waikato

Waikato Region High Risk Sensitive Sites	WebEOC Sensitive Site ID #
Firth of Thames	170
Waikawau Bay & Estuary	175
Whangapoua Harbour	176

6. Resources

Any Tier 2 (regional) oil spill response within the Hauraki Gulf Special Area will be primarily resourced (people, processes and equipment) by the regional council that the spill falls within. In a situation where the spill crosses boundaries, then resourcing will be the responsibility of both regional councils.

For an oil spill that requires a Tier 3 response, national resources will be deployed and will likely be supported by resources provided by the affected regional council.

6.1. People

As at June 2024, Northland, Auckland and Waikato Regional Councils have approx. 35, 20 and 18 responders respectively that have been trained in oil spill response by Maritime NZ. These regional responders will have received regional-level training ie Regional Responder (RR), Senior Regional Responder (SRR) and Regional On-Scene Commander (ROSC).

In the event of a Tier 3 response, the National Response Team will be stood up – this consists of approx. 140 personnel (note that there are approx. 315 trained responders nationwide). NRT members include regional council staff, industry, universities, special interest groups, etc. National Response Team members have received national-level training pursuant to their role in the response team.

National Response Team personnel may be supplemented by personnel from:

- organisations with which Maritime NZ has memoranda of understanding, including other government agencies such as Department of Conservation and New Zealand Defence Force
- local iwi and community (as volunteers)
- contracted personnel (Maritime NZ has an array of contracts for personnel and)
- the Australian Maritime Safety Authority, with which Maritime NZ has a memorandum of understanding for cooperation with exercises, training, response equipment, and expertise
- international oil spill response organisations such as OSRL (Oil Spill Response Limited, a global oil spill response organisation).

6.2. Processes

Regional Marine Oil Spill Contingency Plans: Each of the three regional councils has a Regional Marine Oil Spill Contingency Plan as per Marine Protection Rule, Part 130C. Regional marine oil spill contingency plans provide information to support an effective response to marine oil spills from oil transfer sites, ships, etc. The RMOSCPs support a Tier 2 marine oil spill response (ie a Tier 2 response is a response to a spill that is beyond the capacity of the spiller to deal with, but does not require a Tier 3 (national) response).

Elements included in these regional plans include response actions and personnel responsibilities, descriptions of risk and threat sites within the region, response structures, communication systems, sampling procedures for prosecution purposes, and arrangements for the disposal of recovered oil and oily waste.

National Marine Oil Spill Contingency Plan: Maritime NZ is responsible for preparedness and response to any national-level marine oil spill incident. As part of this, the National Marine Oil Spill

Contingency Plan is a statutorily required document that the Director of Maritime NZ must review at least once every three years.

This plan will be used to promote a planned and nationally co-ordinated response to any marine oil spill that is beyond the resources of the regional council within whose region the spill is located (or where the Director or National On-Scene Commander considers that a national response is required).

A variety of other documents (collectively referred to as 'National Plan Supporting Documents' or NPSDs) aid the implementation of this plan. The NPSDs include:

- policies – implementing documents for the strategic management of this plan
- guidelines – documents providing guidance for the application of specific response arrangements detailed within the plan
- scientific, technical, and operational advisories – advisory documents on specific technical issues
- standard operating procedures – explanations of how to undertake specific activities in a response
- special area plans – plans relevant to areas of significance or high sensitivity (mostly, these SAPs relate to areas inside the territorial sea but outside regional council boundaries).

All Supporting Documents are located within WebEOC.

New Zealand Marine Oil Spill Readiness and Response Strategy: The Director of Maritime NZ is required to prepare and review this strategy (under section 284 of the Maritime Transport Act 1994). Its purpose is to describe the action to be taken, and by whom, in response to a marine oil spill in New Zealand marine waters. In addition to this, the strategy also promotes a standard response to marine oil spills in New Zealand, and promotes the coordination of Marine Oil Spill Contingency Plans and the action taken in response to marine oil spills under such plans.

Within the New Zealand Marine Oil Spill Readiness and Response Strategy, the Cone of Response model is described. The commonly-used oil spill response options have been included in the cone of response model. This model shows the cascading preference of response techniques for any marine oil spill, regardless of the source, and how response options should be applied from the point of origin, through to where the spill impacts the shoreline.

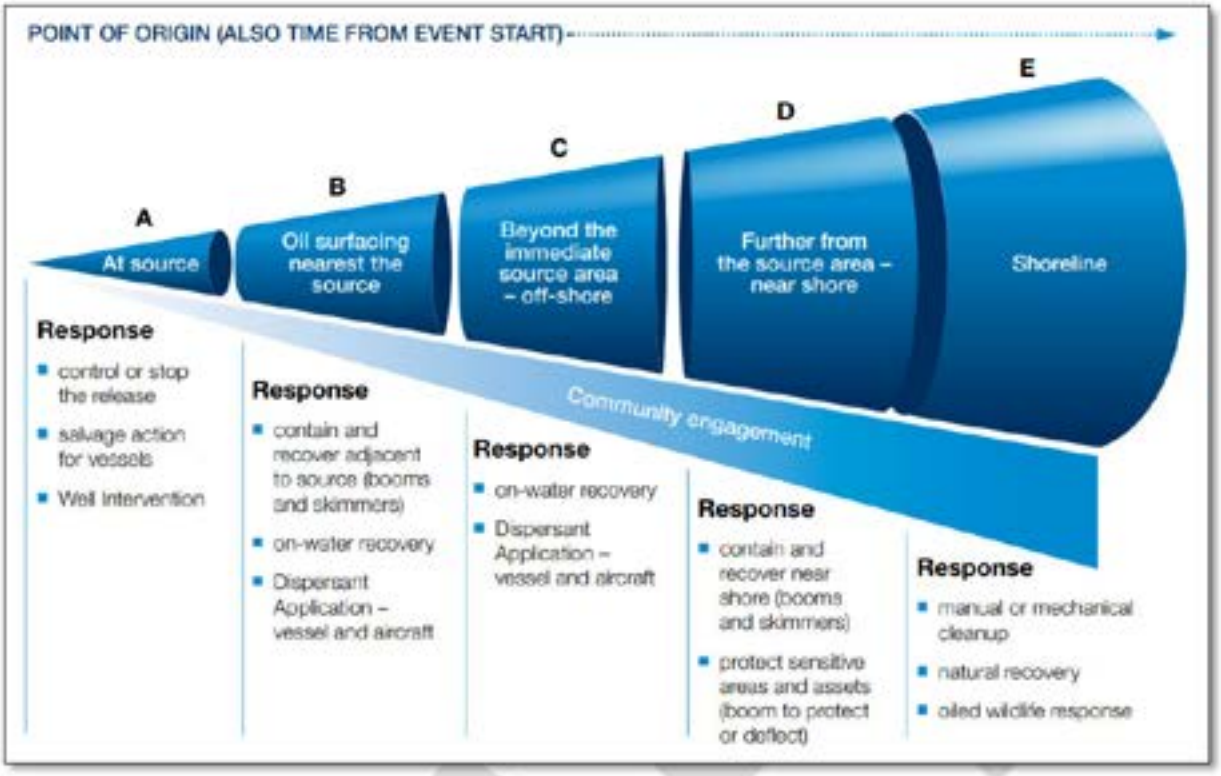


Figure 2 Cone of Response

Integrated Maritime Incident Readiness and Response Strategy: This overarching strategy includes associated plans for 'major maritime incidents', outlining what needs to be done to manage all aspects of large-scale, major or significant, and/or complex maritime incidents. The primary purposes of this strategy as outlined in the document are to:

- set the strategic direction for and promoting a standard approach to incident readiness and response
- facilitate Maritime NZ's incident response role.

Decision to initiate a national (Tier 3) response: If the NOSC decides it is appropriate for Maritime NZ to lead a response to an oil spill, the NOSC will declare a Tier 3 oil spill response. It will then be responded to in accordance with the National Plan. A Tier 3 response may be appropriate, for example where:

- an un-sourced spill outside regional council waters requires a response
- an operator-led response (outside regional council waters) where the operator is unable to respond or is inadequately managing the response
- the required response is beyond the capability of a regional council.

Where appropriate, the NOSC will advise the operator or Regional On-Scene Commander of the decision to initiate a national response.

6.3. Equipment

Regional Equipment: regional equipment stockpile details are outlined in Annexe 1 of each respective regional plan. Included in this annexe are details of:

- pre-assigned Emergency Operations Centre (EOC)
- oil spill response equipment (including wildlife equipment)
- contractor services and equipment to support response activities
- temporary waste oil storage and disposal.

Regional stockpiles of equipment maintained by Northland Regional Council, Auckland Council and Waikato Regional Council can be found in Opua, Marsden Point (combined regional and national stockpile), Ports of Auckland, and Hamilton. Waikato Regional Council have recently added another stockpile in Thames township.

National Equipment: National equipment stockpiles are located at Marsden Point and at the Maritime Response depot on Te Atatū Peninsula, Auckland. If required, equipment from national stockpiles in New Plymouth and Picton can also be utilised. A comprehensive list of all of the national equipment can be found on WebEOC.

The Maritime Response depot on Te Atatū Peninsula in the only location where dispersant is stored.

7. Hauraki Gulf Special Area Marine Oil Spill Scenario-Based Plans

The following scenarios have been identified as potential responses to oil spills in the Hauraki Gulf Special Area. Each of these spill responses have been assessed with regard to the issues involved with this response with particular information gathered to assist with the response.

1. A large-scale dispersant operation in the inner or outer Hauraki Gulf.
2. A large-scale wildlife response in Northland, Auckland or the Firth of Thames.
3. A large-scale on-water oil recovery operation in Whangārei Harbour or Bream Bay.
4. A shoreline clean-up operation on an offshore island.

7.1. Scenario 1

A large-scale dispersant operation in the inner or outer Hauraki Gulf.

7.1.1. Objectives

- Test and verify suitability of dispersant
- Apply dispersant to as much oil slick as possible
- Dispersant application is done in accordance with the Guidelines For The Use Of Oil Spill Dispersants document (found in WebEOC)

7.1.2. Actions

- Test and verify suitability of dispersant
- Communicate with public and stakeholders the intent to use dispersants
- Identify best means of dispersant application either via vessel or aircraft or both
- Identify staging area and availability
- Deploy equipment and consumables from Te Atatū depot to staging area/areas
- Apply dispersant via vessel and/or aircraft
- Check for effectiveness
- Demobilise and rehabilitate equipment

7.1.3. Resources

People: Maritime NZ would be the lead agency, with the NOSC controlling and managing the response. The National Response Team would provide trained and skilled responders that would be further supplemented by the affected regional council staff, consultants, contractors, industry and other government agencies (such as DOC and MPI).

Processes: The National Oil Spill Contingency Plan and the National Plan Supporting Documents will provide over-arching, generic oil spill response information containing all operational procedures, which is supplemented by the regional plans.

In addition, this Hauraki Gulf Special Area Plan will bolster contingency planning for the area at a national level.

It is critical to adhere to the Guidelines for the Use of Dispersants. These guidelines are designed to facilitate and document rapid, defensible decisions for dispersant use during an oil spill. The guide is designed as a single use document to be filled in during use. The On-Scene Commander should retain the completed guide as evidence of the rationale for adopting a dispersant response strategy.

Equipment: Stockpiles at Marsden Point and Maritime Response depot contain equipment to be used for either on-water or aerial application of dispersant. This includes:

- AFEDO spray units for on-water application
- Power packs and pumps
- 90,000 litres of dispersant Dasic NS currently stored at Maritime Response Te Atatū depot (as at August 2023)

Comprehensive equipment lists and locations can be found within WebEOC, as well as contractors for vessels and aircraft required for dispersant application.

7.1.4. Key Personnel and Groups

Scenario 1 - Key Personnel and Groups List		
Contact	**Information**	**Contact Details**
Auckland Transport Operations Centre (ATOC)	Duty Officer (can provide info to all ferry services)	09 448 8910
Channel Terminal Services	Main Office, Marine Manager, Loading Masters and Emergency Services can be reached via 24/7 Channel Infrastructure this Gatehouse number	09 432 8311
Civil Aviation Authority New Zealand		www.aviation.govt.nz
Coastguard	Auckland Volunteer Coastguard (CG Northern Region – MRC)	09 303 4303 (follow the prompts to get to the ops room)
Department of Conservation (DOC)	DOC Hotline Duty Officer	0800 362 468 027 293 9542
DOC - Aotea / Great Barrier Island Base	Okiwi Station 1501 Aotea Road Okiwi Great Barrier Island 0962	09 429 0044 greatbarrier@doc.govt.nz
DOC - Hauraki Office	3/366 Ngāti Maru Highway (SH25)	07 867 9180

	Thames 3500	thames@doc.govt.nz
DOC - Mahurangi / Warkworth Office	Unit 12 30 Hudson Road Warkworth	09 425 7812 warkworth@doc.govt.nz
DOC - Maungauika / North Head Office	North Head Historic Reserve 18 Takarunga Road Devonport North Shore 0624	09 445 9142 aucklandnorthhead@doc.govt.nz
DOC - Pewhairangi / Bay of Islands Office	34 Landing Road Kerikeri 0230	09 407 0300 bayofislands@doc.govt.nz
DOC - Tāmaki Makaurau / Auckland Office	Bledisloe House Level 7 24 Wellesley Street West Auckland 1010	09 307 9279 auckland@doc.govt.nz
DOC - Whangārei Office	2 South End Ave Raumanga Whangārei 0110	09 470 3300 whangarei@doc.govt.nz
Far North District Council		09 401 5200
Kaipara District Council		Dargaville: 09 439 3123 Mangawhai: 09 431 3161
Northport	Security/Gatehouse (24 hours)	09 432 5018
Northport	Main Office	09 432 5010
Police Maritime Unit	SAR 24/7	09 357 3470 0274 922 485
Ports of Auckland	Harbour Control	09 348 5200
Skywork Helicopters Ltd	4 x Helicopter operators experienced in flying around the Hauraki Gulf including its outlying islands.	www.skyworkhelicopters.com Head Office: 38 Goatley Road, Warkworth 09 422 7018
Super Air Ltd (Fixed wing)	Operators of fixed wing, top dressing aircraft	www.superair.co.nz 0800 787 372
Whangārei District Council		09 430 4200

Wildbase	24/7 on-call duty phone	027 246 2267

7.1.5. Communications Plan

Following the Public Information Management Resource Kit and Plan (found in WebEOC), commentary for this section could include:

- using the right authorities to ensure scene is free from vessel traffic and aircraft traffic (if conducting aerial dispersant ops)
- Fisheries NZ and the fishing community to stay clear and discuss any potential impact to kai moana
- local communities, mana whenua and what they can do/areas to avoid
- any other stakeholders, such as commercial enterprises that are affected
- having pre-determined talking points discussing the use of dispersants and the benefits.

7.1.6. Scenario Specific Issues and Considerations

The most important consideration when using dispersant is if it meets the protocols outlined in Guidelines for the Use of Dispersants.

Managing public concerns regarding introducing dispersant to the environment will be required. This may also require a security presence around staging areas, the ECC and any EOCs.

7.2. Scenario 2

Large-Scale On-Water Oil Recovery Operation in Whangārei Harbour or Bream Bay.

7.2.1. Objectives

- Contain and recover as much oil as possible on the water through the use of near-shore booming and oil recovery equipment
- Temporary storage and disposal of waste oil and unrehabilitatable, oiled equipment in an approved manner

7.2.2. Actions

- Gain the use of any vessels and crew required to conduct operations
- Identify and secure staging area/areas
- Relocate equipment to appropriate staging area/areas
- Mobilise National Response Team members to site
- Deploy equipment to contain and recover oil
- Demobilise and rehabilitate equipment
- Dispose of waste in an approved manner

7.2.3. Resources

People: Maritime NZ would be the lead agency, with the NOSC controlling and managing the response. The National Response Team would provide trained and skilled responders that would be further supplemented by the affected regional council staff, consultants, contractors, industry and other government agencies (such as DOC and MPI).

Processes: The National Oil Spill Contingency Plan and the National Plan Supporting Documents will provide over-arching, generic oil spill response information containing all operational procedures, which is supplemented by the regional plans.

In addition, this Hauraki Gulf Special Area Plan will bolster contingency planning for the area at a national level.

Published within WebEOC is a comprehensive suite of Field Operations Guides (FOGs) and System Operating Instructions (SOIs). FOGs provide easy to read instructions, advice and preferred techniques on how to conduct the major activities required of an oil spill containment and recovery operation. SOIs provide the used of the major pieces of equipment specific and detailed instruction on their use.

Equipment: Stockpiles at Marsden Point and Maritime Response depot (Te Atatū) contain equipment to be used for an oil spill containment and recovery operation. A full and comprehensive list of all equipment can be found on WebEOC. Below is a high level summary of the equipment at each location

Maritime Response depot (Te Atatū) – High Level Equipment Summary	
Type of Equipment	**Name**
Vessel	Korora – 5m Inshore Support Vessel Kotare – 10m Work Boat Kuaka – 9m ORV
Land/Vessel based Waste Oil Storage	4 x Fastank 13 x Frametank 2 x Vikotank
On-water Waste Oil Storage	4 x FROST Barge 8 x Tow Tank
Skimmers	18 x Units (11 types of skimmers available for different conditions)
Near-Shore Boom Systems	5 x Current Busters 3 x Speed Sweep 2 x High Sprint 4 x Ro-Boom

Marsden Point High Level Equipment Summary	
Type of Equipment	**Details**
Vessel	Taranui – 9m ORV
On-water Waste Oil Storage	2 x Tow Tank
Skimmers	3 x Units (3 types of skimmers available for different conditions)
Near-Shore Boom Systems	2 x Ro-Boom

7.2.4. Key Personnel and Groups

Scenario 2 Key Personnel and Groups List		
Contact	**Information**	**Contact Details**
Auckland Transport Operations Centre (ATOC)	Duty Officer (can provide info to all ferry services)	09 448 8910
Channel Terminal Services	Main Office, Marine Manager, Loading Masters and Emergency Services can be reached via 24/7 Channel Infrastructure this Gatehouse number	09 432 8311
Civil Aviation Authority New Zealand		www.aviation.govt.nz
Coastguard	Auckland Volunteer Coastguard (CG Northern Region – MRC)	09 303 4303 (follow the prompts to get to the ops room)
Department of Conservation (DOC)	DOC Hotline Duty Officer	0800 362 468 027 293 9542

DOC - Aotea / Great Barrier Island Base	Okiwi Station 1501 Aotea Road Okiwi Great Barrier Island 0962	09 429 0044 greatbarrier@doc.govt.nz
DOC - Hauraki Office	3/366 Ngāti Maru Highway (SH25) Thames 3500	07 867 9180 thames@doc.govt.nz
DOC - Mahurangi / Warkworth Office	Unit 12 30 Hudson Road Warkworth	09 425 7812 warkworth@doc.govt.nz
DOC - Maungauika / North Head Office	North Head Historic Reserve 18 Takarunga Road Devonport North Shore 0624	09 445 9142 aucklandnorthhead@doc.govt.nz
DOC - Pewhairangi / Bay of Islands Office	34 Landing Road Kerikeri 0230	09 407 0300 bayofislands@doc.govt.nz
DOC - Tāmaki Makaurau / Auckland Office	Bledisloe House Level 7 24 Wellesley Street West Auckland 1010	09 307 9279 auckland@doc.govt.nz
DOC - Whangārei Office	2 South End Ave Raumanga Whangārei 0110	09 470 3300 whangarei@doc.govt.nz
Far North District Council		09 401 5200
Kaipara District Council		Dargaville: 09 439 3123 Mangawhai: 09 431 3161
Northport	Security/Gatehouse (24 hours)	09 432 5018
Northport	Main Office	09 432 5010
Police Maritime Unit	SAR 24/7	09 357 3470 0274 922 485
Ports of Auckland	Harbour Control	09 348 5200
Skywork Helicopters Ltd	4 x Helicopter operators experienced in flying around the Hauraki Gulf including its outlying islands.	www.skyworkhelicopters.com Head Office: 38 Goatley Road, Warkworth 09 422 7018
Super Air Ltd (Fixed wing)	Operators of fixed wing, top dressing aircraft	www.superair.co.nz 0800 787 372
Whangārei District Council		09 430 4200
Wildbase	24/7 on-call duty phone	027 246 2267

7.2.5. Communications Plan

Following the Public Information Management Resource Kit and Plan (found in WebEOC), commentary for this section could include:

- using the right authorities to ensure scene is free from vessel traffic
- Fisheries NZ and the fishing community to stay clear and discuss any potential impact to kai moana
- local communities, mana whenua and what they can do/areas to avoid
- any other stakeholders, such as commercial enterprises that are affected.

7.2.6. Scenario Specific Issues and Considerations

Weather conditions and sea state are extremely significant and will dictate which equipment is used and ability to recover oil on the water. If conditions are not conducive to on-water operations, on-water containment and recovery of oil may not be feasible or too unsafe to do.

Factors such as sea state, wind, the size of the operating area, size of the oil slick and the type and condition of the oil all determine which system/systems are deployed. Therefore not all of the systems that are available to use will be suitable.

7.3. Scenario 3

A large-scale wildlife response in Northland, Auckland or the Firth of Thames

7.3.1. Objectives

- Undertake activities to deter wildlife from oiled habitats
- Rescue, treat and successfully rehabilitate as many oiled birds as possible
- Treat humanely and minimise the suffering of all wildlife
- Remove dead oiled wildlife from the food chain
- Give priority to the treatment of threatened or endangered species when resources are overtaxed.

7.3.2. Actions

Mobilisation Procedure: The National Oiled Wildlife Response Team (NOWRT) member of the Regional Council in which the spill occurs will act as the first Wildlife Operations Coordinator (WOC) if available, until a the nominated WOC from Wildbase, Massey University is activated and arrives to manage the response with input from NOWRTs and wildlife experts.

The Wildlife Operations Co-ordinator is responsible for determining the make-up of the Wildlife Operations Team and will contact and mobilise the team once directed to by the OSC. The initial team will be comprised of trained wildlife responders from Northland, Auckland and Waikato. DOC staff should be notified of the incident.

Initial Evaluation: Upon arrival at the ECC (Emergency Coordination Centre, or ICC, Incident Coordination Centre) or spill site, the Wildlife Operations Coordinator will be briefed on the current oil spill situation. The Wildlife Operations Coordinator will decide whether to proceed with the response sequence based on the information currently available or conduct a wildlife specific field evaluation. Upon completion of the evaluation process, the Wildlife Operations Coordinator should be prepared to offer the OSC (or their representative) information regarding the likely scale of wildlife response required. This information will include an action plan and an estimate of the financial, physical and human resources required for the proposed wildlife response activities.

Incident Action Plan: The Wildlife Operations Planning Officer (and Deputy/s) will be included in the Action Plan (AP) development whenever wildlife or their habitat is threatened by an oil spill within the Hauraki Region. Iwi and Department of Conservation staff maybe asked to provide input into the plan.

The Wildlife Operations Coordinator should be prepared to assist with the AP development, which will include the following tasks:

- Evaluate the spill incident and any current spill incident plan.
- Determine both short-term and long-term objectives of the response.
- Develop a AP that includes:
    - the strategy for the response and necessary actions to be undertaken;
    - clear objectives for all actions;
    - clear time-line for actions and phases of action, and

- clear statement of responsibility for the actions and tasks set.

- Determine the resources and expertise needed, and those available.
- Provide a mechanism for feedback, with continuous monitoring of the spill response and modification of the AP as appropriate.

Stabilisation Facility: As soon as oiled wildlife is confirmed, a stabilisation facility will be commissioned. Stabilisation facilities in Northland, Auckland and Waikato are listed within the respective Regional Marine Oil Spill Contingency Plan. The Stabilisation Facility Supervisor will go to the facility immediately upon notification and:

1. Supervise the preparation of the Stabilisation Facility for oiled wildlife arrivals
2. If required, arrange for the delivery of the appropriate MNZ kits to the Stabilisation Facility

Transportation: As animals are declared medically stable enough, they will be transported to a Rehabilitation Facility for their longer-term rehabilitation.

Rehabilitation Facility: As soon as oiled wildlife is confirmed, a Rehabilitation Facility will be commissioned. The Rehabilitation Facility Supervisor will go to the facility immediately upon notification and, as required:

1. Supervise the preparation of the Rehabilitation Facility for oiled wildlife arrivals
2. Arrange for the delivery of the appropriate MNZ and Massey equipment to the facility
3. Supervise the construction of the cleaning stations
4. Supervise the construction of drying facilities
5. Supervise the establishing of special areas e.g. veterinary, feeding etc.
6. Supervise the construction of the first holding pen
7. Supervise the construction of the first rehabilitation pool.

7.3.3. Resources

People: The NOWRT is made up of members trained in oiled wildlife response and is led by Massey University's Wildbase under contract to Maritime NZ.

Currently, the National Oiled Wildlife Response Team have approximately 56 members nationwide. Regionally, there are 8 members in Northland, 4 in Auckland and 2 in Waikato. Department of Conservation (DoC) staff and local Tangata Whenua may be able to assist with wildlife response activities. Additional volunteer support may be available from local wildlife organisations identified in Annexe 2 of the Regional Plans.

Processes: The Wildlife Response NPSD provides oiled wildlife response protocols for Tier 2 and Tier 3 oil spill responses. The Wildlife Response NPSD outlines the general structure for oiled wildlife response and includes guidance for use during a response involving oiled wildlife.

Regional plans contain a wildlife response component to their Action Plan (AP) process, the wildlife equipment that the region has access to and details of the wildlife at risk in the event of an oil spill.

Equipment: Each region has a Maritime NZ supplied container of initial response equipment for wildlife. Known as a 'Blue Box', the location and contents is listed in Annexe 1 of the Regional Plan.

The contents of the blue boxes are designed to provide for the initial 24 hours of a response, with a capability of 50 oiled wildlife casualties and 20 field personnel.

In addition to the Blue Boxes, there are four Wildlife Response Trailers containing supplementary wildlife response equipment. These are stationed in Auckland, Palmerston North, Christchurch and Bluff. The equipment contained in these trailers is listed in all regional plans. Trailer equipment is designed to provide for an additional 50 oiled wildlife casualties and 20 field personnel. The response trailers are designed to back up the blue boxes with ability to provide stabilisation and veterinary support. A facility and/or other equipment for washing and sheltering wildlife may also be needed.

Maritime NZ own two purpose-built, self-contained oiled bird wash containers - one is located at Massey University in Palmerston North and one located in Christchurch. Each container provides 3 x bird washing stations, with each station capable of providing warm water washing. The water being heated by in-built gas califonts, housed in the rear compartment. A water treatment unit and air conditioning unit are also housed in the rear compartment. In addition, each container carries 2 x kits that are filled with a variety of tools and additional items like tie down straps and tubs which connect to the waste water pump system. The containers are standard 20 foot shipping containers to allow for easy transportation anywhere they are required in NZ.

7.3.4. Key Personnel and Groups

Scenario 3 Key Personnel and Groups List		
Contact	**Information**	**Contact Details**
Auckland Transport Operations Centre (ATOC)	Duty Officer (can provide info to all ferry services)	09 448 8910
Channel Terminal Services	Main Office, Marine Manager, Loading Masters and Emergency Services can be reached via 24/7 Channel Infrastructure this Gatehouse number	09 432 8311
Civil Aviation Authority New Zealand		www.aviation.govt.nz
Coastguard	Auckland Volunteer Coastguard (CG Northern Region – MRC)	09 303 4303 (follow the prompts to get to the ops room)
Department of Conservation (DOC)	DOC Hotline Duty Officer	0800 362 468 027 293 9542
DOC - Aotea / Great Barrier Island Base	Okiwi Station 1501 Aotea Road Okiwi	09 429 0044 greatbarrier@doc.govt.nz

	Great Barrier Island 0962	
DOC - Hauraki Office	3/366 Ngāti Maru Highway (SH25) Thames 3500	07 867 9180 thames@doc.govt.nz
DOC - Mahurangi / Warkworth Office	Unit 12 30 Hudson Road Warkworth	09 425 7812 warkworth@doc.govt.nz
DOC - Maungauika / North Head Office	North Head Historic Reserve 18 Takarunga Road Devonport North Shore 0624	09 445 9142 aucklandnorthhead@doc.govt.nz
DOC - Pewhairangi / Bay of Islands Office	34 Landing Road Kerikeri 0230	09 407 0300 bayofislands@doc.govt.nz
DOC - Tāmaki Makaurau / Auckland Office	Bledisloe House Level 7 24 Wellesley Street West Auckland 1010	09 307 9279 auckland@doc.govt.nz
DOC - Whangārei Office	2 South End Ave Raumanga Whangārei 0110	09 470 3300 whangarei@doc.govt.nz
Far North District Council		09 401 5200
Kaipara District Council		Dargaville: 09 439 3123 Mangawhai: 09 431 3161
Northport	Security/Gatehouse (24 hours)	09 432 5018
Northport	Main Office	09 432 5010
Police Maritime Unit	SAR 24/7	09 357 3470 0274 922 485
Ports of Auckland	Harbour Control	09 348 5200
Skywork Helicopters Ltd	4 x Helicopter operators experienced in flying around the Hauraki Gulf including its outlying islands.	www.skyworkhelicopters.com Head Office: 38 Goatley Road, Warkworth 09 422 7018
Super Air Ltd (Fixed wing)	Operators of fixed wing, top dressing aircraft	www.superair.co.nz 0800 787 372

Whangārei District Council		09 430 4200
Wildbase	24/7 on-call duty phone	027 246 2267

7.3.5. Communication Plan

Following the Public Information Management Resource Kit and Plan (found in WebEOC), commentary for this section could include:

- using the right authorities to ensure scene is free from vessel traffic
- Fisheries NZ and the fishing community to stay clear and discuss any potential impact to kai moana
- local communities, mana whenua and what they can do/areas to avoid
- any other stakeholders, such as commercial enterprises that are affected.

7.3.6. Scenario Specific Issues and Considerations

- Response structure for a large-scale oiled wildlife response
- Availability of wildlife response personnel
- Location and capacity of stabilisation facilities
- Location and capacity of rehabilitation facilities
- Logistical support
- Prioritisation of oiled birds for treatment

7.4. Scenario 4

A shoreline clean-up operation on an offshore island that has restricted access within the Hauraki Gulf Special Area.

7.4.1. Objectives

- Undertake a shoreline clean-up operation on an isolated coastline using boats or aircraft to access
- Temporary store oily waste is a safe and secure manner on site
- Removal of oily waste is a safe and secure manner to an approved waste disposal facility

7.4.2. Actions

Health and Safety Preparations: Due to the remoteness of any response to an oil spill on an offshore island, the following safety precautions should be taken before responders are mobilised.

- Evacuation/Medivac procedures developed
- Advanced medical treatment available on site
- A trained medical professional should be part of the response team.

Access Permission: Access to the Poor Knights, Hen and Chickens, the Mokohinau Islands and Little Barrier is restricted and the DOC should be contacted before any shoreline based response operation is undertaken. To go ashore on these islands, there may be requirements such as permits and inspection of equipment/personal items for biosecurity reasons.

Shore Clean-Up: The ability to undertake shoreline clean-up is severely restricted due to poor access to the foreshore, the predominantly vertical coastline, and the exposed nature of the coastline. Any foreshore clean-up, where able, is best done from a vessel but it should be remembered that there are safety issues to consider.

Every care should be taken to avoid the unnecessary removal of any flora or fauna from the foreshore. A shore clean-up response may involve:

- the manual wiping of rocks using sorbent pads
- washing the oil off the rocks and back into the sea using low pressure/high volume water, where sorbent materials can soak up the oil
- using fine-meshed catch nets and buckets to scoop heavy concentrations of the oil into drums
- flushing the oil out into the tidal stream and let the current take it away or use prop wash to agitate and disperse.

Given the logistic problems these options should only be considered if there is appropriate vessel support available i.e. work boats and/or barges. Each Regional MOSCP identifies a number of suitable workboats potentially available for a response. Maritime NZ has current arrangements in place with vessel operators to assist with on-water response operations if required during an oil spill response – these are known as Oil Spill Contracted Vessels (OSCV).

Oily Waste Processing: Any oily waste generated during the shoreline clean-up will need to be appropriately contained safely and securely prior to placing on-board the workboat/barge and

transported back to the mainland for further treatment. Is some cases, this waste may need to be airlifted back to the mainland.

This process may require the waste to be stored temporarily on the island. If so, it is essential that this is done in such a way that would prevent any risk of secondary contamination or putting human and animal health at risk through fume inhalation or creating a fire risk.

7.4.3. Landing Sites

Poor Knights Landing Sites by Boat (permit required): Because of the access restrictions (due to rugged shoreline) to the Poor Knights Islands, there are only a few recognised landing areas available. The following recognised landing sites are weather and sea condition dependent:

- **Tawhiti Rahi Island:** Shag Bay – (also known at Landing Bay) is located on the western side of the Island.
- **Aorangi Island:** Bartle's Bay - Between Crater Bay and Urupa Point located on the NE end of Aorangi Island.
- **Aorangi Island:** South Harbour – located on the southern end of Aorangi Island.

Poor Knights Landing Sites by Helicopter (permit required): There are a few helicopter landing sites available.

- **Tawhiti Rahi Island:** The primary site is adjacent to the lighthouse at the northern end of the island. Because it is on a high point, access to the shoreline is both steep and difficult. It is recommended that this site to be used only to embark and disembark personnel and very light equipment only.
- **Aorangi Island:** The preferred and safer landing site for a helicopter is the rock platform located on the flatter and lower part at the north-eastern end of Aorangi Island between Crater Bay and Urupa Point. This area can be used to safely embark and disembark personnel and light equipment for transfer to vessels as it is adjacent to a (safe) vessel landing site when sea conditions are favourable. There is a small area available nearby to stockpile limited amounts of equipment if necessary.
- **Aorangi Island:** Helicopters can land on the wave platform and at Frasiers Landing – adjacent to Ramariki Point.

Figure 1 Poor Knights Islands

Hen and Chickens Landing Sites by Boat (permit required): Because of the restrictions regarding access (restrictions due to rugged shoreline limiting landing option) to the Hen & Chicken Islands, there are only a few recognised landing areas available. The following recognised landing sites are weather and sea condition dependent:

- **Lady Alice Island:** West Bay – located on the western end of Lady Alice Island.
- **Lady Alice Island:** South Cove – located on the southern side of Lady Alice Island.
- **Whatupuke Island:** Boulder Bay, Starfish Bay and Koarea Bay - are on the north, south and east respectively of Whatupuke Island.
- **Coppermine Island:** The Landing – located on the southern side of Coppermine Island.
- **Hen Island:** Stead Bay to Wahine Bay – located on the southern side of Hen Island. There are no suitable landing sites on the northern side of Hen Island.

Where possible, going ashore on these islands should be avoided. On those occasions where responders will be required to go ashore all necessary permits must be obtained from the DoC, and all precautions taken to avoid the introduction of pests and other associate risks to the island's flora and fauna.

Hen and Chickens Landing Sites by Helicopter (permit required): These areas can be used to safely drop off passengers and light equipment for transfer to vessels, as they are adjacent to safe landing sites for shallow draught vessels in suitable swell conditions. There are small areas available nearby to stockpile limited amounts of equipment if necessary.

There is also a helicopter landing site at the lighthouses on both Coppermine Island and Hen Island. Both sites are some distance from shore and are only suitable for personnel and personal equipment.

- **Lady Alice Island:** Can land on the beach in both West Bay and South Cove. South Cove would be possible at low water.
- **Whatupuke Island:** Could land at boulder bay and our normal landing point at low tide and probably on the shore at the eastern end of the island.
- **Coppermine Island:** Helipad at the light house. This site is some distance from shore and are only suitable for personnel and personal equipment. Can possibly land on the rocks at the boat landing site and on the shore on the western end of the island.
- **Hen Island:** There is a helipad at the light house. This site is also some distance from shore and are only suitable for personnel and personal equipment. There is also an emergency helipad at the Eastern end of the island although this site is probably overgrown so helicopters would have difficulty landing sites are some distance from shore and are only suitable for personnel and personal equipment.
- **Hen Island:** The beach at Wahine Bay is also usable for landing at low tide as well as various locations along the shore on the north side of the island

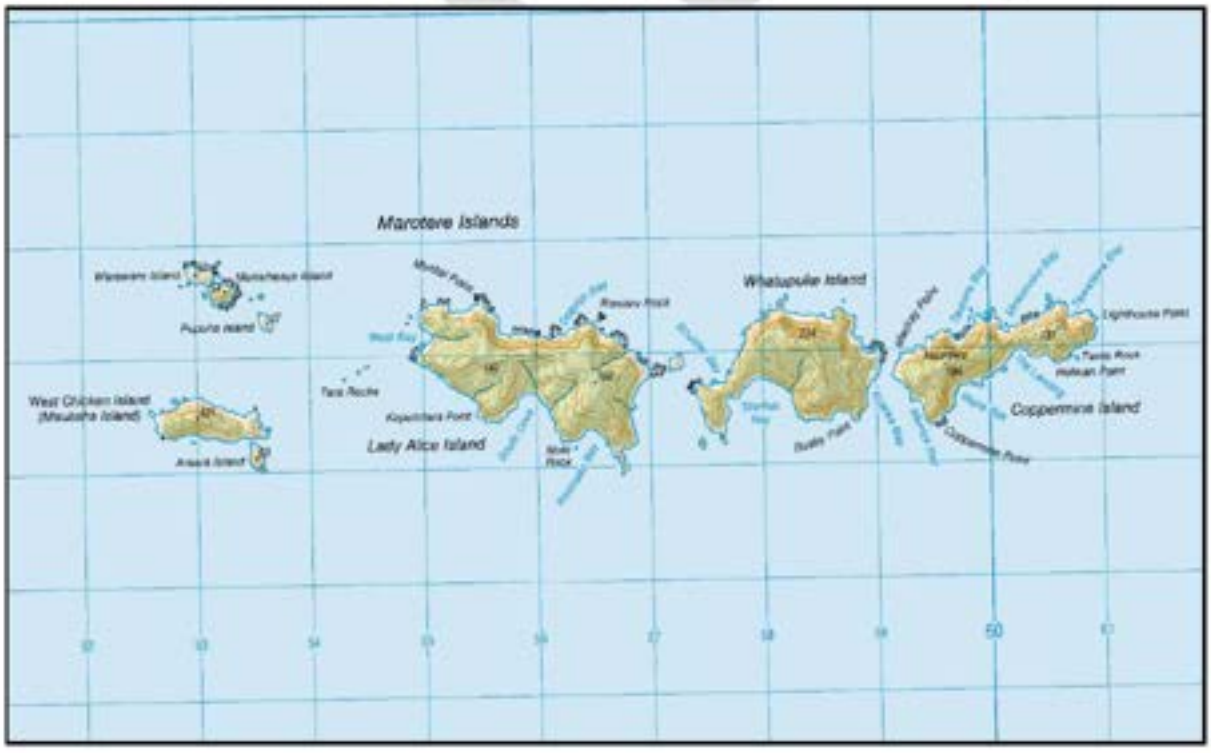


Figure 2 Marotere Islands - the 'Chickens' from the Hen and Chickens Island group

Figure 3 Taranga Island – the 'Hen Island' in the Hen and Chicken Island Group

Mokohinau Islands – Landing Sites by Boat (permit required):

- It would be possible to land a boat or a barge at Landing Bay at the south end of Burgess where the old wharf was.
- Māori Bay on Hokoromea.

Mokohinau Islands – Landing Sites by Helicopter (permit required): Because of the restrictions regarding access (restrictions due to rugged shoreline limiting landing option) to the Mokohinau Islands, there are only a few recognised landing areas available. The following recognised landing sites are weather and sea condition dependent.

- There is a concrete helicopter landing pad (old foundations of a building) at the top of Burgess Island next to the light house.
- The only other island where helicopter landing is possible is at the northern end of Fanal/Motukino Island but this area is covered in flax and is a long way from the water so would not really be suitable for any ground based operation. Helicopter landings for any of the other islands would be tricky as they have quite dense vegetation cover and most are very rugged.

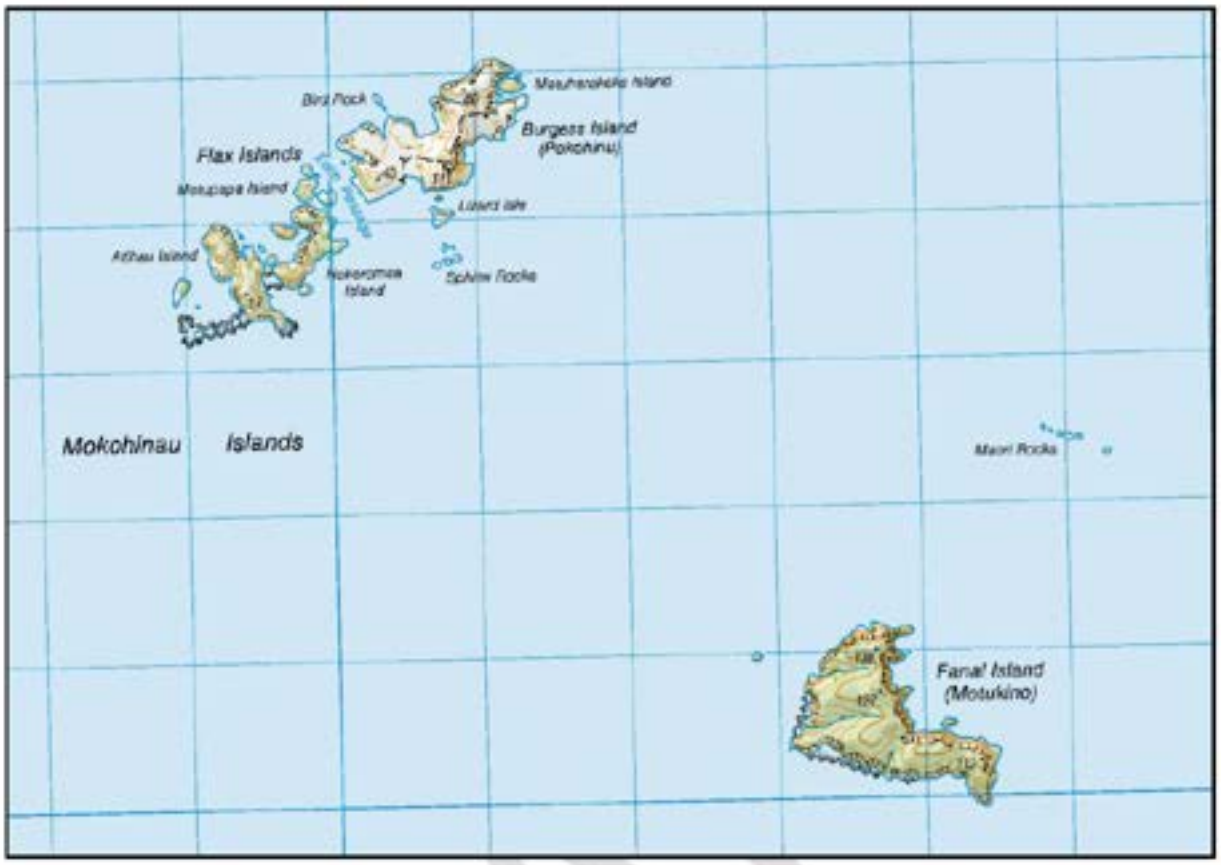


Figure 4 Mokohinau Islands

Little Barrier Landing Sites by Boat (permit required): The western edge is characterised by steep cliffs with small cobble and boulder shores, while the eastern edge has steep cliffs with cobble and boulder shorelines. Travel to the island by boat, with landing at the beach at Te Maraeroa flat where boats are launched and retrieved using a trolley running on rails and powered by a separate generator. Launching can only be undertaken in calm conditions, as the site is exposed to the south-west.

- For getting people and supplies ashore DOC have a 5.5m runabout that is lowered on a trolley on a set of rails from a boat shed at about 036° 13' 11.1"S 175° 03' 20.7"E (Te Titoki Point). This is operable in conditions from the southerly quarter up to 20 knots beyond which it becomes too dangerous.
- In winds other than the southerly quarter are generally sheltered enough for a landing. DOC have a small inflatable that is sometime used at 'west landing' (036° 13' 09.4"S 175° 03' 04.6"E) which is used in a S to SE wind, as it is a little more sheltered.
- As for other sites for landing it is a matter of scrambling ashore on the rather slippery boulders, and is dependent on the personnel and the weather.

Little Barrier Landing Sites by Helicopter (permit required): There are a few helicopter landing sites available. There is ample helicopter landing just behind the places mentioned above at Te Titoki Point. Other than this there it is possible to land on the boulder at the end of Pohutakawa Flat (approx. 036°10'58.0"S 175°06'49.3"E) and East Cape at approx. 36° 13' 42.4"S 175° 06' 20.9"E. Other than this people, will generally have to get out on the hover if they are to be dropped off at different locations. DOC also often hold heli fuel on the island.

Figure 5 Te Hauturu-o-Toi Little Barrier Island

7.4.4. Resources

Infrastructure in place on these islands are as follows:

- **Poor Knights – None**
- **Hen and Chickens** – DOC base in old lighthouse keepers house, 4 permanent staff September through to March
- **Mokohinau Islands** – Trampers Hut with limited accommodation facilities
- **Little Barrier** - DOC have 2 – 7 staff on the island depending on time of year. The permanent staff are skilled boat operators with good knowledge of the island. There is a main house and a bunkhouse on the island which sleeps 14. There is a boatshed, a small workshop and an office. Cell phone coverage is poor but works sometimes and DOC have a good booster unit in the main house and email.

7.4.5. Key Personnel and Groups

Scenario 4 Key Personnel and Groups List		
Contact	**Information**	**Contact Details**
Channel Terminal Services	Main Office, Marine Manager, Loading Masters and Emergency Services can be reached via 24/7 Channel Infrastructure this Gatehouse number	09 432 8311
Civil Aviation Authority New Zealand		www.aviation.govt.nz
Coastguard	Auckland Volunteer Coastguard (CG Northern Region – MRC)	09 303 4303 (follow the prompts to get to the ops room)
Department of Conservation (DOC)	DOC Hotline Duty Officer	0800 362 468 027 293 9542
DOC - Aotea / Great Barrier Island Base	Okiwi Station 1501 Aotea Road Okiwi Great Barrier Island 0962	09 429 0044 greatbarrier@doc.govt.nz
DOC - Hauraki Office	3/366 Ngāti Maru Highway (SH25) Thames 3500	07 867 9180 thames@doc.govt.nz
DOC - Mahurangi / Warkworth Office	Unit 12 30 Hudson Road Warkworth	09 425 7812 warkworth@doc.govt.nz
DOC - Maungauika / North Head Office	North Head Historic Reserve 18 Takarunga Road Devonport North Shore 0624	09 445 9142 aucklandnorthhead@doc.govt.nz
DOC - Pewhairangi / Bay of Islands Office	34 Landing Road Kerikeri 0230	09 407 0300 bayofislands@doc.govt.nz

DOC - Tāmaki Makaurau / Auckland Office	Bledisloe House Level 7 24 Wellesley Street West Auckland 1010	09 307 9279 auckland@doc.govt.nz
DOC - Whangārei Office	2 South End Ave Raumanga Whangārei 0110	09 470 3300 whangarei@doc.govt.nz
Northport	Main Office	09 432 5010
Police Maritime Unit	SAR 24/7	09 357 3470 0274 922 485
Ports of Auckland	Harbour Control	09 348 5200
Skywork Helicopters Ltd	4 x Helicopter operators experienced in flying around the Hauraki Gulf including its outlying islands.	www.skyworkhelicopters.com Head Office: 38 Goatley Road, Warkworth 09 422 7018
Wildbase	24/7 on-call duty phone	027 246 2267

7.4.6. Communication Plan

Following the Public Information Management Resource Kit and Plan (found in WebEOC), commentary for this section could include:

- using the right authorities to ensure scene is free from vessel traffic
- Fisheries NZ and the fishing community to stay clear and discuss any potential impact to kai moana
- local communities, mana whenua and what they can do/areas to avoid
- any other stakeholders, such as commercial enterprises that are affected.

7.4.7. Scenario Specific Issues and Considerations

There is no support infrastructure available on the islands to assist with the response to a spill. Any response must be fully self–sufficient. This means that logistical and operational organisation has to be thorough. To avoid untimely delays during any response, high emphasis should be given to ensuring that all the necessary equipment including spare parts and provisions such as food and water and medical treatment supplies are on-board.

VHF radio should provide good coverage for all of the outer islands. As there are steep cliffs on some islands blind spots may occur in these areas. Mobile repeaters should be considered for the response and could be based on the barge or workboats.

8. RMS *Niagara* wreck

8.1. Background

In 1940, the Royal Mail Ship *Niagara* struck a mine and sank in the Northern Hauraki Gulf. The wreck lies in approximately 120 metres of water, to the East of Hen and Chicken Islands.

MNZ (and the Government of New Zealand) have aware of the Niagara wreck and the potential for further releases of oil following the sinking and subsequent salvage recovery operations.

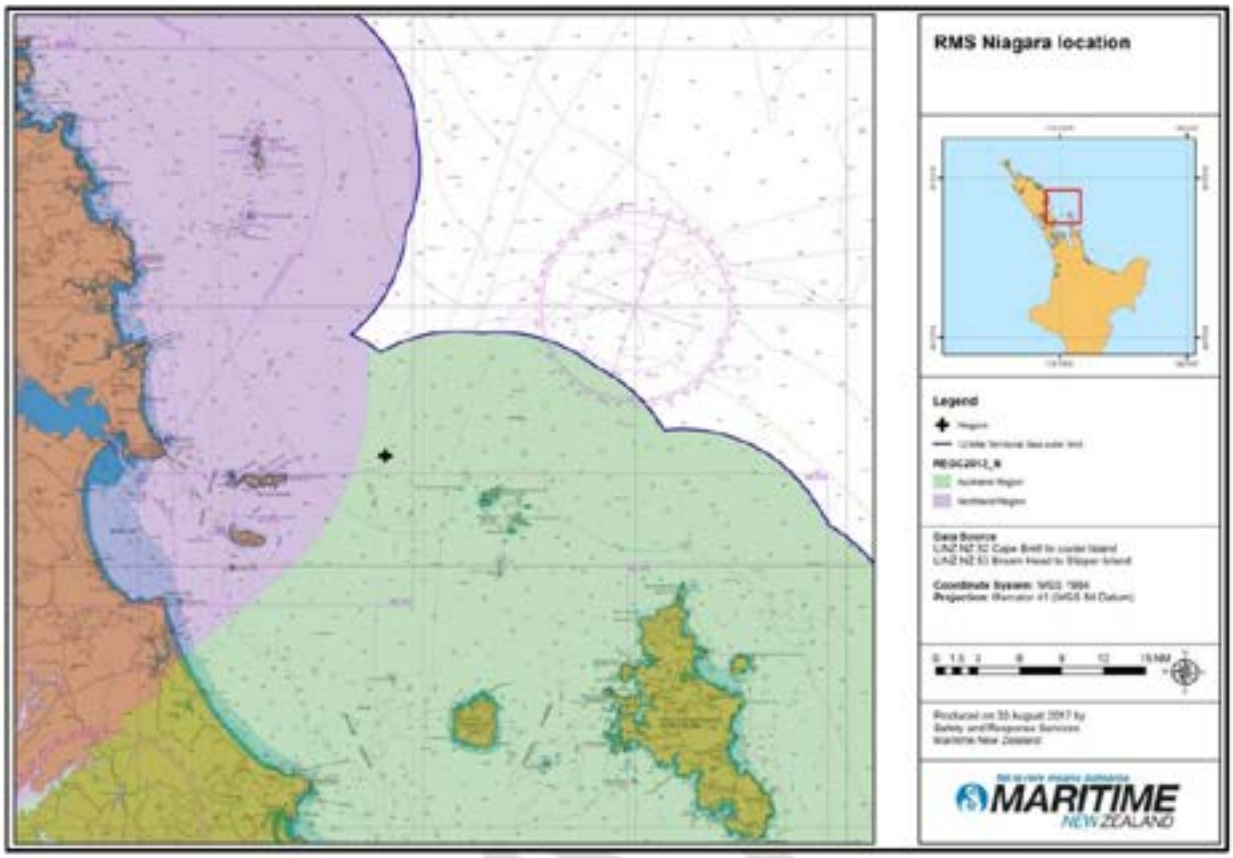
From time to time there have been reports of small amounts of oil in the vicinity of the wreck. It has been assumed that, in most cases, these small amounts of oil observed have been from the wreck of the *Niagara*. The last report of oil in the vicinity of the wreck received by MNZ was in May 2019. As in the case of previous reports of oil in that location, the oil appeared to be breaking up and / or dispersing naturally. On that occasion, and as previously, the small oil slick was monitored via three separate reconnaissance trips (two aerial observations, followed by observations by a vessel equipped with a UAV) – no other response actions were required.

8.2. Location

Coordinates of the wreck are: 35° 51' 36.0"S 174° 56' 45.0"E, or -35.860000, 174.945833.

Notable geographic features in the vicinity of the wreck are:

- 8NM inside the Territorial Sea, therefore within regional council jurisdiction
- 8NM from Coppermine Island, which is located within the Hen and Chickens Islands group
- 8.5NM from the Mokohinau Islands
- 17.3NM from Bream Head (mainland New Zealand)
- 24.5NM from the Poor Knights Islands



8.3. *Niagara* Oil Characteristics and Volume

A sample taken from a slick sighted in 2008 was analysed by Flinders Cook (Technical Services) Ltd. The oil sample was found to be consistent with a heavy fuel oil (HFO) with a high pour point. This type of fuel oil is similar to the heavy fuel oil bunkers supplied to most modern ships.

Investigations into the ship's records and historical data have not provided sufficient information to enable an accurate quantification of the amount of oil on board the ship when it sank in 1941. Records indicate that the maximum bunker capacity of the ship was 4,324 tons. However, it is impossible to determine what proportion of the total capacity was on board when the ship sank and what amount remains within the wreck now. Furthermore, the *Niagara* had eleven designated fuel tanks and three ballast tanks that could be used for fuel storage, so it is reasonable to assume that the remaining oil on the wreck is distributed among a number of different storage spaces.

The state of the oil is unknown, as is its mobility. Some of the oil is mobile, as confirmed by the small volume, slow rate leaks confirmed to date.

If the oil is mobile, due to the number of separate fuel spaces, it is considered unlikely that the remaining oil would be released at once.

8.4. National Plan Supporting Document - *Niagara* Wreck Oil Spill Reports SOP

MNZ have published a standard operating procedure (SOP) for oil spill reports associated with the *Niagara* as part of suite of National Plan Supporting Documents (NPSDs). The purpose of this document is to outline how the following response aspects to reports of an oil spill from the Niagara wreck will be undertaken by Maritime Response:

- replying to oil spill reports associated with the *Niagara* wreck
- co-ordinating any required monitoring and assessment activities associated with oil spill reports.

8.5. Responding to a *Niagara* Oil Spill

Response to oil spills in the Hauraki Gulf Special Area are conducted in accordance with the applicable marine oil spill contingency plan or plans. Potentially applicable plans include the:

- Northland RMOSCP
- Auckland RMOSCP
- Waikato RMOSCP
- Hauraki Gulf Special Area Plan (this plan)
- National MOSCP.

The National MOSCP is invoked in the event of a significant spill incident. Any response to an oil spill from the *Niagara* wreck would be conducted in the same manner as a response to a spill from any other source in the Hauraki Gulf. Those responses are conducted in accordance with the Maritime Transport Act 1998, the New Zealand Marine Oil Spill Readiness and Response Strategy, the National Oil Spill Contingency Plan and any applicable Regional MOSCP(s).

8.5.1. *Niagara* Oil Spill Action Plan

An Action Plan (AP) template also exists for an oil spill from the RMS *Niagara*. This AP is held in WebEOC, and, as part of the response planning process, will be completed with the relevant incident information, and updated in alignment with response decisions.