

Report 11.477
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File E/11/01/04

Committee Council
Author Mike Pryce, Regional Harbourmaster

Adoption of the Wellington Harbour Safety Management System

1. Purpose

For the Council to adopt the Wellington Harbour Safety Management System.

2. The decision-making process and significance

The matter requiring decision in this report has been considered by officers against the requirements of Part 6 of the Local Government Act 2002 (the Act).

2.1 Significance of the decision

Officers have considered the significance of the matter, taking into account the Council's significance policy and decision-making guidelines. Officers recommend that the matter be considered to have low significance.

The Safety Management System is the culmination of six years work beginning with the Wellington Harbour Risk assessment. The Risk Assessment involved consultation with the significant commercial users of the harbour and recognition of the wide range of other users. The ensuing work has been developing the documentation that captures the structures and processes in place and creates the structure to review and enhance these in the future. This was done in close co-operation with CentrePort Wellington Ltd. The resulting SMS will provide a structured guide around the management of Wellington Harbour to ensure the well being of the Harbour for all users.

Officers do not consider that a formal record outlining consideration of the decision-making process is required in this instance.

3. Background

New Zealand, as a maritime country, needs to demonstrate that international best practice is followed. The grounding of the *Jody F Millennium* on 6 February 2002 in Gisborne highlighted that maritime safety systems within some harbours and ports were not operating as well as they should.

As a result, stakeholders such as Maritime New Zealand, port companies, ferry and shipping companies and councils worked collaboratively develop national port and harbour safety systems to improve the safety of New Zealand's harbours and ports.

This review highlighted some common issues:

- Roles and responsibilities have been interpreted differently, and
- A lack of support tools for risk managers

The National Advisory Committee (NAC), a group representing 20 key stakeholders from organisations such as regional councils, the Shipping Federation, Maritime New Zealand and the Harbourmasters Special Interest Group agreed that regional councils should complete harbour risk assessments.

As a result of this decision, in August 2004, the New Zealand Port and Harbour Marine Safety Code (the Code) was adopted by NAC. The Code promotes good practice in the conduct of safe marine operations in ports and harbours.

The Code required that all harbour authorities include port companies to complete a risk assessment of their harbours. Thus, Greater Wellington, in conjunctions with CentrePort undertook to:

- Complete a risk assessment of marine operations within pilotage areas of Wellington port and harbours, and
- Develop a Safety Management System (SMS) based on the completed risk assessment for Wellington port and harbour

In December 2005, consultants Marico Marine completed Wellington Harbour Port and Harbour Marine Safety Code Navigational Risk Assessment report. This report, the first requirement of the Code, was jointly funded by Greater Wellington and CentrePort.

Of the recommendations contained in the report, key recommendations were:

- Modification and updating of navigational and safety bylaws (by Greater Wellington)
- Upgrading of the Beacon Hill Communications Station facility (by Greater Wellington)
- Upgrading of the port's tug/towage capability (by CentrePort)

The two recommendations directed at Greater Wellington have now been completed with the revised bylaws introduced in July 2009 and a new Beacon Hill Signal Station commissioned in December 2010.

CentrePort took delivery of a new and larger tug Tiaki in 2008.

The Wellington Harbour Safety Management System document was considered by the Environment Wellbeing Committee at its meeting on 6 September (Report 11.402). The Committee endorsed the document for adoption by Council.

Once adopted by Council, the Wellington Harbour Safety Management System document will be submitted to Maritime New Zealand for formal approval.

4. Recommendations

That the Council:

1. *Receives the report.*
2. *Notes the content of the report.*
3. *Adopts the Wellington Harbour Safety Management System, appended as Attachment 1 to this report.*
4. *Notes that the Wellington Harbour Safety Management System will be submitted to Maritime New Zealand for formal approval.*

Report prepared by:

Report approved by:



Mike Pryce
Regional Harbourmaster



Nigel Corry
General Manager,
Environment Management
Group

Attachment 1: Wellington Harbour Safety Management System