

# 1. Environmental Wellbeing Committee

## 1.1 Harbours

### 1.1.1 Overview

- The quarter's workload was dominated by the Barrett Reef buoy exchange

### 1.1.2 Key results for the year

- GW response and internal debrief on the Rena grounding

### 1.1.3 Looking ahead

- Maritime New Zealand need to approve our Port & Harbour Safety Code Safety Management System (which they have had since October 2011)

### 1.1.4 Departmental activity

#### Navigation aids

During the second half of April the repainted and serviced Barrett Reef buoy was exchanged with the "old buoy" which has deployed at the south end of Barrett Reef for the past four years.

#### Beacon Hill

The main radar scanner was inoperative throughout the quarter, and replacement of parts have not yet solved the problems. Technicians from both Transas (Singapore) and GEM (radar manufacturer, Italy) are attending here in July to rectify these outstanding issues.

(The back-up radar is linked to the Navi-Harbour system, so that is still operating, but the performance of the back-up radar is less than that of the principal radar.)

#### Marine oil spill response

Five reports of "oil" in the water were received during the 4th quarter, but none needed further action from Harbours as they were either very light sheens (source unknown) or were not oil-related.

No further GW staff were required in the 4th quarter to go up to Tauranga to assist with Rena's oil spill response. The response has now been reduced to a Tier 2 level, and further involvement from GW Staff is now very unlikely.



Rena

In June the MNZ marine oil spill response equipment held in storage had its quarterly check.

On 23 June, two Harbour Rangers responded to a call from Beacon Hill about a large private vessel that had struck a rock near Somes/Matiu Island in the late evening and was taking on water, but managed to arrive back in the Seaview Marina. The response was in conjunction with Maritime Police and the Fire Service. The vessel was kept afloat by fire service pumps until a diver could be located and the hole plugged. There was no pollution from this incident.

### Health and Safety

The Health and Safety policy and the job specific hazards & mitigations measures of Underwater Solutions Ltd were checked before this company was engaged to assist with the Barrett Reef Buoy exchange.

### Other events

On 10 April, the Harbourmaster attended a meeting of Masters & Engineers at Inter-Island Line.

On 14 April, an offshore powerboat race took place in Wellington Harbour. Harbour Rangers assisted with policing and exclusion of unauthorised craft from race area.

On 14 April, the Volunteer Coastguard organised a marine distress flare demonstration/training exercise.

On 24 April, the Deputy Harbourmaster attended the launch of the Porirua Harbour Strategy & Action Plan.

On 11th May, both Harbourmaster and Deputy attended the retirement function of long-serving head to the Wellington Maritime Police Unit – Senior Sergeant John Bryant. He was heavily involved in the planning and design work for the new police launch Lady Elizabeth IV.

On 22 May, the Harbourmaster attended an Oil Pollution Advisory Committee meeting in Wellington.

In early June, the Chilean Navy sail training ship Esmeralda visited Wellington.

During early June, Power Projects Ltd. deployed their half-size experimental wave generator device on moorings off Lyall Bay. Within a week the installation had suffered some weather damage and was removed and brought back ashore, whilst modifications were carried out on the mooring arrangements in Lyall Bay.

## Recreation

Our part-time additional summer Harbour Ranger was demobilised soon after the Easter long weekend, as water recreation activities are much-reduced over the winter period.

## 1.1.5 Financial reports

Harbours Income Statement 12 months ending 30 June 2012	YTD			Last Year
	Actual \$000	Budget \$000	Variance \$000	FY Actual \$000
Rates & Levies	1,201	1,201	-	1,174
Government Grants & Subsidies	-	79	(79)	-
External Revenue	677	644	33	671
Investment Revenue	-	-	-	-
Internal Revenue	-	10	(10)	-
<b>TOTAL INCOME</b>	<b>1,878</b>	<b>1,934</b>	<b>(56)</b>	<b>1,845</b>
less:				
Personnel Costs	900	911	11	883
Materials,Supplies & Services	405	350	(55)	344
Travel & Transport Costs	48	48	-	46
Contractor & Consultants	65	62	(3)	116
Grants and Subsidies Expenditure	-	-	-	-
Internal Charges	29	29	-	28
<b>Total Direct Expenditure</b>	<b>1,447</b>	<b>1,400</b>	<b>(47)</b>	<b>1,417</b>
Financial Costs	66	62	(4)	60
Bad Debts	1	-	(1)	(6)
Corporate & Department Overheads	303	303	-	273
Depreciation	118	111	(7)	119
Loss(Gain) on Sale of Assets / Investments	(21)	(6)	15	(5)
<b>TOTAL EXPENDITURE</b>	<b>1,914</b>	<b>1,870</b>	<b>(44)</b>	<b>1,858</b>
<b>OPERATING SURPLUS/(DEFICIT)</b>	<b>(36)</b>	<b>64</b>	<b>(100)</b>	<b>(13)</b>
Add Back Depreciation	118	111	7	119
Other Non Cash	(21)	(6)	(15)	(5)
Cash Operating Surplus from Operations	61	169	(108)	101
	-	-	-	-
less:				
Total Asset Acquisitions	(38)	(97)	59	(26)
Asset Disposal Cash Proceeds	21	20	1	5
Capital Project Expenditure	(24)	-	(24)	(61)
Net Asset Acquisitions	(41)	(77)	36	(82)
Net External Investment Movements	-	-	-	-
<b>NET FUNDING BEFORE DEBT &amp; RESERVE MOVEMENTS</b>	<b>20</b>	<b>92</b>	<b>(72)</b>	<b>19</b>
Debt Additions / (decrease)	22	-	22	61
Debt Repaid	(96)	(94)	(2)	(91)
Net Reserves (Increase) / decrease	-	-	-	-
<b>NET FUNDING SURPLUS (DEFICIT)</b>	<b>(54)</b>	<b>(2)</b>	<b>(52)</b>	<b>(11)</b>

  

Harbours Capital Expenditure Statement 12 months ending 30 June 2012	YTD			Last Year
	Actual \$000	Budget \$000	Variance \$000	FY Actual \$000
Total Asset Acquisitions	38	97	59	26
Capital Project Expenditure	23	-	(23)	61
Asset Disposal Cash Proceeds	(21)	(20)	1	(5)
<b>Net Capital Expenditure</b>	<b>40</b>	<b>77</b>	<b>37</b>	<b>82</b>
Investments Additions	-	-	-	-
<b>Net Capital and Investment Expenditure</b>	<b>40</b>	<b>77</b>	<b>37</b>	<b>82</b>

### 1.1.6 Financial variance analysis

- Harbours have a net deficit of \$36k which is \$100k worse than budget mainly due to not receiving any external sundry income that was budgeted
- Operating costs are \$44k more than budget mainly due to \$50k costs of maintenance on Barretts Reef buoy

### 1.1.7 Business plan performance indicators

Performance Indicator	Achieved
<b>Activity: Harbour Management</b>	
<i>The Beacon Hill Harbour Communications Station will provide a 24-hour, 365-day service in accordance with Council-agreed operating standards</i>	The station remained in operation 24/7 over the quarter.
<i>Navigation aids will be repaired within 24 hours, weather permitting, and maintained in accordance with International Association of Lighthouse Authorities guidelines</i>	All Navigation Aids were maintained and/or repaired at the earliest opportunity. IALA Guidelines for availability were met for all navigation aids.  The Barrett Reef buoys were exchanged.
<i>Reports of oil spills in harbours and coastal waters will be checked within 30 minutes and clean-up action will be commenced within one hour of being reported (for harbours) and within three hours (for coastal waters)</i>	Five reports of oil spills were checked within 30 minutes.
<i>All reports of unsafe behaviour will be investigated. Formal records will be kept of all reports. At least 500 safe-boating packs will be distributed to recreational boaties</i>	The part-time additional summer harbour ranger was stood down shortly after the Easter Weekend.
<b>Long Term Targets by June 2019</b>	
<i>There will be no significant accidents in the harbour or coastal waters</i>	No significant accidents recorded.
<i>Reports of oil spills in harbours and coastal waters will be checked within 30 minutes and clean-up action will be commenced within one hour of being reported (for harbours) and within three hours (for coastal waters)</i>	Five oil spill reports were investigated as per required timelines (details noted in incident database).

### 1.1.8 Risk analysis

We have reviewed our risks and no changes are required to the risk register.