



Report 07.676
Date 18 September 2007
File J/03/01/05

Committee Policy, Finance and Strategy Committee
Author Mike Pryce, Regional Harbourmaster

Wellington Harbour Safety Management System

1. Purpose

To seek Council endorsement of the draft Wellington Harbour Safety Management System, which has been prepared to fulfil the requirements of the New Zealand Port and Harbour Safety Code.

2. Significance of the decision

The matters for decision in this report do not trigger the significance policy of the Council or otherwise trigger section 76(3)(b) of the Local Government Act 2002.

3. Background

In February 2006, the Port and Harbour Risk Assessment, prepared by Marico Marine NZ Limited, was presented to the Environment Committee for information. The Risk Assessment was prepared as a result of a collaborative review process (involving councils, shipping companies and port companies) into port and harbour safety systems recommending that all harbour authorities complete a harbour risk assessment.

Greater Wellington, in conjunction with CentrePort, duly prepared the *Port and Harbour Marine Safety Code Navigational Risk Assessment*, which identified and ranked 78 risks associated with vessel navigation in Wellington harbour, the greatest of which comes from the ferries that provide a passenger and freight roll-on roll-off service. The recommendation to upgrade the Beacon Hill facility also first emerged from this report.

The New Zealand Port and Harbour Safety Code also requires that all harbour authorities prepare and implement a Navigational Safety Management System (SMS). The SMS provides an overall framework for the management and coordination of marine activities necessary to facilitate navigational safety, and is one of the implementation outcomes of the Port and Harbour Risk Assessment.

The completed draft SMS was first presented to the 16 August 2007 meeting of the Environment Committee, which recommended that Council adopt the Wellington Harbour Safety Management System, and policies contained within.

4. Comment

After a considerable amount of work with our consultants, Marico Marine NZ Limited, and working in close cooperation with CentrePort Wellington Ltd, the Wellington SMS was completed at the end of June 2007.

The draft SMS delivers on the requirement that the Regional Harbourmaster is tasked with ensuring that a holistic SMS is produced, which combines both Greater Wellington and CentrePort functions and responsibilities into one document. It is then the responsibility of both the Harbour Authority and CentrePort to work together to implement the controls and procedures required by the SMS.

The SMS is structured into three stages of required action, those being the development of a navigational SMS manual, the development of an operating control manual, and the development of a harbour safety plan. **Attachment 1**, which is taken from the full SMS report, illustrates these requirements.

As part of the requirements to develop a navigational SMS manual, a number of policies are recommended for adoption, which recognise Greater Wellington's commitment to navigational safety as one of its statutory functions, and also describe our organisational responsibilities and arrangements to ensure that the SMS is implemented. These policies have been developed in conjunction with CentrePort, and include:

- Navigational Safety
- Vessel Traffic Service (VTS)
- Pilotage
- Enforcement; and
- Consultation.

The SMS also includes sections on organisation structures, implementation of the plan, risk control measures, systems operation, document controls and training.

While the SMS simply formalises much of the work which the Harbours Department already undertakes, it will increase the requirements for formal documentation and assessment. Key hazards identified as part of the development of the SMS are followed by milestone tasks required for mitigation, with target dates to achieve these tasks. The target dates are indicative only, and will likely require modification and adjustment, and will depend on staff and budget resources needed to complete them. The Long

Term Council Community Plan already identifies the need for increased staff resource to achieve this. The SMS is a medium-term plan that, in the case of some ports, could take up to five years to implement.

It is the intention of the SMS that the highest risk be mitigated first. For Greater Wellington, the key implementation tasks relate to implementing the Beacon Hill upgrades, and documenting existing procedures and processes. These can be done in the relative short term. However, Bylaw reviews are also proposed in the SMS, and this represents a more long term and potentially complex task.

CentrePort has already endorsed the SMS. Once endorsed by Greater Wellington, the SMS then requires future submission to Maritime New Zealand for audit and approval.

5. Communication

If endorsed by Council, appropriate communication will be developed, in conjunction with CentrePort, to inform all key maritime stakeholders of the outcomes and significance of the SMS.

6. Recommendations

That the Committee recommends that Council:

1. ***Receives the report;***
2. ***Notes the content; and***
3. ***Adopts the Wellington Harbour Safety Management System.***

Report prepared by:

Report approved by:

Mike Pryce
Regional Harbourmaster

Nigel Corry
Divisional Manager,
Environment Management

Attachment 1: Components of the Navigational Safety Management System

Attachment 2: Wellington Harbour Safety Management System