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Committee Environmental Wellbeing Committee
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Harbour Safety Management System (SMS) update

1. Purpose

To inform the committee of the development and completion of the Harbour Safety Management System which is now ready to be submitted to Maritime New Zealand for formal approval.

2. The decision-making process and significance

No decision is being sought in this report, for information only.

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 GW)
- Upgrading of the Beacon Hill Communications Station facility (by GW)
- 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.

4. Wellington Harbour Safety Management System

Once the key recommendations of the Navigational Risk Assessment were implemented as outlined above, Greater Wellington could then begin to develop the SMS. Consultants Marico Marine were again contracted to assist with this work, and the final version of the Safety Management System was drafted in September 2011.

The SMS, which is attached in full, essentially documents the procedures and guidelines as required by the Port and Harbour Marine Safety Code. This includes such things as:

- Making risk control the basis of all marine activities, procedures, Bylaws and directions
- Using risk assessment to identify the requirement for navigation aids
- Subjecting new and potential hazards to risk assessment
- Subjecting wrecks and abandoned vessels to risk assessment

The SMS itself, which has the support of CentrePort, focusses on the operational and administrative output of the Harbour department including:

- Navigational and Marine Policies
- Navigational SMS Manual
- Risk assessment and risk control measures

The issues above include both “documenting” evidence in the form of regulatory frameworks and operational plans, as well as protocols for the management of “physical” assets such as radar and navigational aids which facilitate harbour safety.

The Harbours department will undertake a formal review every five years to ensure it meets the requirements of the Port and Harbour Marine Safety Code.

5. Communication

There are no public communication requirements of this document.

6. Recommendations

That the Committee:

1. **Receives the report.**
2. **Endorses the SMS policy document.**
3. **Notes that the document will be submitted to the Council meeting of 28 September 2011 for approval.**

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Report approved by:

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Attachment 1: Wellington Harbour Safety Management System document