

Year End
REPORT



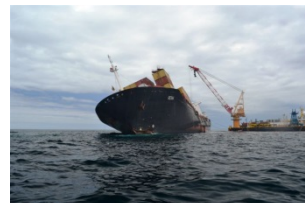
30 June 2013

ENVIRONMENT MANAGEMENT
GROUP

1	Environmental Wellbeing Committee	4
1.1	Harbours	4

1 ENVIRONMENTAL WELLBEING COMMITTEE

1.1 Harbours



Overview

Two severe storms in June dominated events for the quarter. The delayed Marine Legislation Bill is expected to pass into law in mid-to-late 2013. The final version will require careful scrutiny to ascertain any significant changes or increased liability for regional councils as harbour authorities

Key results for the year

- ▶ Response to the severe June storms
- ▶ This period saw the end of the recreational summer activities which were very much increased because of the long period of fine, settled weather, over the summer

Looking ahead

- ▶ Maritime New Zealand conducted an initial discussion with the harbourmaster as part of the auditing process to formally approve our Port & Harbour Safety Code Safety Management System (which they have held a copy of since October 2011). Still awaiting this to be arranged by MNZ at the end of June 2013
- ▶ The Port & Harbour Risk Assessment of 2006 needs to be reviewed and updated, and this is scheduled to be done in the second half of 2013

Departmental activity

Storms

Two severe southerly storms in June resulted in incidents for several vessels.

On 4 June, the waka Te Matau a Maui, with 14 persons on board, inward-bound from Napier, was prevented from entering Wellington Harbour that evening due to bad weather. Luckily, the waka was able to safely navigate into Island Bay for shelter. Next morning, Harbour Ranger Grant Nalder in our workboat "Amotai" was able to assist them with the provision and laying of additional anchors. On 7 June the waka was given towage assistance into Wellington Harbour by our workboat "Seacare" after our anchors were recovered.

On the evening of 20 June a severe southerly storm affected the Wellington region, causing severe damage to seawalls, railway tracks, etc, as widely reported in the media. The ferry *Kaitaki* was blown from her berth at the Kaiwharawhara terminal after her aft moorings all parted, fortunately after discharging passengers and vehicles. Only a high-standard of seamanship displayed by her Master and crew avoided her grounding on the Kaiwharawhara reclamation as she manoeuvred clear of the area. *Kaitaki* was assisted by CentrePort tugs to remain in a safe position until 23 hours later, when the weather abated and allowed her to berth at Aotea Quay.

Just prior to *Kaitaki* breaking-free, the last planned harbour commuter ferry sailing of the day, City Cat, was unable to berth at Days Bay Wharf because of the sudden bad weather and had a struggle to return with her passengers to Queens Wharf, giving them a rough voyage back.

During this period of severe weather, the anemometer at Beacon Hill exceeded its recording limit of 90 knots (about 167km/hr) on several occasions, and the Baring Head waverider buoy recorded a swell exceeding 15 metres.

Administration

During this quarter, the Harbourmaster carried out two Pilotage Exemption assessments (in conjunction with CentrePort pilots) under delegated authority from the Director of Maritime New Zealand as per Marine Rule 90.

On 9 May, the Harbourmaster attended the National Pleasure Boat Safety Forum meeting in Wellington.

On 10 and 11 June, the Harbourmaster participated as a “lay witness” at New Zealand Law Society’s Advanced Litigation Training Course for criminal and civil litigators.

Agenda items were prepared for the scheduled Harbour Masters/Harbour Managers SIG in early July.

Navigation aids

The fendering at the Rear Lead navigation light was repaired by contractors and improved to provide reliable and safe access to this important navigation light. The fendering of Steeple Rock navigation light is also undergoing repairs by contractors, this navigation light is very exposed to southerlies and modifications are being made to make this more robust for the future. The recent severe southerly storm saw waves covering Barrett Reef buoy, resulting in one solar panel being torn-off and the light becoming inoperative. The light was made operational again as soon as the seas had abated sufficiently to allow safe access. All other lights withstood the extreme weather conditions, although some solar-powered lights suffered from lack of sun in the prolonged wet and gloomy weather conditions.

Beacon Hill

Negotiations are underway with equipment suppliers concerning the main radar scanner drive-gear, which has proved to be insufficiently robust for the weather conditions. The new Furuno back-up radar was installed and has limited connection to the Navi-Harbour system; this will shortly be upgraded to become a semi- integrated back up.

Marine oil spill response

On 23 May, a factory trawler was berthed at Queens Wharf. It was brought to the Harbourmaster's attention that the vessel had requested a sump-sucker truck to pump out their fuel oil-contaminated sewage holding tank (via a leak from an adjacent bunker tank). The concern was that this tank could overflow into the harbour and cause oil pollution.

Both Regional on Scene Commanders were quickly aboard the vessel and liaised with the ship to ensure that precautions were taken to avoid any oil pollution and to safely discharge the oily contents of the tank to a road tanker ashore. Thereafter the empty tank was cleaned with a degreaser and this mixture also safely discharged into the road tanker for approved disposal ashore.

The Maritime New Zealand marine oil spill response equipment held by GWRC received its quarterly check on 18 June.

GWRC's two wildlife response co-ordinators attended a two-day refresher course at Massey in mid-June.

ExxonMobil shore terminals at Kaiwharawhara and Miramar, and Allied Petroleum and Gull NZ's road tanker operations had their Tier 1 oil spill plan approved during the 4th quarter. This plan covers their oil- transfer operations.

Health and Safety

No safety incidents to report.

Lif jackets carried in department boats and vehicles all had checks and servicing carried out on them. Statutory electrical inspections were carried out at Beacon Hill, QW offices and storage shed at KW.

Recreational Boating

After the Easter Weekend, our part-time temporary summer Harbour Ranger completed work for the 12/13 summer season.

The National Pleasure Boat Safety Forum and MNZ are to carry out a review of the 2007 Pleasure Boating Safety Strategy.

After receiving a complaint about fishing activity obstructing the navigation channel of the Hutt Estuary Bridge, we organised for some modifications to be made to the bridge safety signage to further discourage fishers from dropping fishing lines where boats and kayaks travel under the bridge. The larger part of the bridge is still available for fishing.

Several recreational vessels were damaged in the 20/21 June storm, with three breaking from their swing moorings. A Harbour Ranger assisted Maritime Police and the owner to refloat one vessel from Greta Point and assisted another mooring owner secure his yacht that was shifting its mooring.

Other events

On 6 May, the Deputy HM held a meeting with CentrePort and stevedores about the avoidance of dropping logs into the harbour whilst loading them onto ships. Such logs obviously pose a risk to other harbour users.

On 20 May, the Harbourmaster presented at the Coastal Emergencies Conference which was held in Wellington.

On 22 May, Harbour Ranger Grant Nalder attended the Porirua Harbours Users Group meeting.

On 23 May, Deputy Harbourmaster attended the Hazardous Substances & Technical Liaison Committee meeting (this deals with subjects such as the carriage of explosives or Dangerous Goods by ship.)

On 13 June, the Harbourmaster and Harbour Ranger attended the opening by the PM of Vega's production Navigation Aids, in Porirua. (Vega is our principal supplier of Navigation aids and one of very few high quality companies worldwide.)

Financial reports

Harbours Income Statement Year ending 30 June 2013	Full Year			Last Year
	Actual \$000	Budget \$000	Variance \$000	FY Actual \$000
Rates & Levies	1,399	1,399	-	1,201
Government Grants & Subsidies	-	-	-	-
External Revenue	684	667	17	677
Investment Revenue	-	-	-	-
Internal Revenue	-	10	(10)	-
TOTAL INCOME	2,083	2,076	7	1,878
less:				
Personnel Costs	931	954	23	900
Materials,Supplies & Services	394	391	(3)	405
Travel & Transport Costs	48	47	(1)	48
Contractor & Consultants	59	62	3	66
Grants and Subsidies Expenditure	-	-	-	-
Internal Charges	26	30	4	29
Total Direct Expenditure	1,458	1,484	26	1,448
Financial Costs	64	59	(5)	66
Bad Debts	-	-	-	1
Corporate & Department Overheads	298	298	-	303
Depreciation	124	146	22	119
Loss(Gain) on Sale of Assets / Investments	-	(10)	(10)	(21)
TOTAL EXPENDITURE	1,944	1,977	33	1,916
OPERATING SURPLUS/(DEFICIT)	139	99	40	(38)
Add Back Depreciation	124	146	(22)	119
Other Non Cash	-	(10)	10	(21)
Cash Operating Surplus from Operations	263	235	28	60
less:				
Total Asset Acquisitions	(35)	(143)	108	(38)
Asset Disposal Cash Proceeds	-	12	(12)	21
Capital Project Expenditure	(89)	-	(89)	(22)
Net Asset Acquisitions	(124)	(131)	7	(39)
Net External Investment Movements	-	-	-	-
NET FUNDING BEFORE DEBT & RESERVE MOVEMENTS	139	104	35	21
Debt Additions / (decrease)	89	-	89	22
Debt Repaid	(108)	(104)	(4)	(96)
Net Reserves (Increase) / decrease	-	-	-	-
NET FUNDING SURPLUS (DEFICIT)	120	-	120	(53)

Harbours Capital Expenditure Statement Year ending 30 June 2013	Full Year			Last Year
	Actual \$000	Budget \$000	Variance \$000	FY Actual \$000
Total Asset Acquisitions	35	143	108	38
Capital Project Expenditure	89	-	(89)	22
Asset Disposal Cash Proceeds	-	(12)	(12)	(21)
Net Capital Expenditure	124	131	7	39

Financial variance analysis

- ▶ Harbours' has a net surplus of \$139k which is \$39k better than a surplus budget of \$100k
 - » Materials, Travel and consultant spend are all close to budget
 - » Staff costs & depreciation are slightly underbudget
 - » Capital spend was also close to budget

Performance Measure	Performance Target		Comment
	Baseline	2012/13	
That Beacon Hill Communications station is staffed and operational 24 hours a day, seven days a week	100% (2010/11)	100%	
That all navigational aids are working, 24 hours a day, seven days a week	100% (2010/11)	99%	Impacted as a result of June 2013 storms.
Percentage of reports of unsafe boating incidents investigated	90% (2010/11)	100%	All reported incidents investigated as appropriate.
Percentage of harbour oil spills responded to within 30 minutes and clean up started within one hour	100% (2010/11)	100%	Four reports were received; one needed some preventative measures to be put in place.
Percentage of coastal oil spills responded to within 30 minutes and clean up started within 3 hours	100% (2010/11)	100%	No reports of coastal oil spills were received.

Risk analysis

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



greater WELLINGTON

REGIONAL COUNCIL

Te Pane Matua Taiao