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Committee **Environment**
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Port and Harbour Risk Assessment

1. Purposed

To inform Council of the outcome of the Port and Harbour Risk Assessment undertaken by Marico Marine NZ Limited.

2. Background

New Zealand, as a maritime country, needs to demonstrate that international best practice is followed. Some recent marine incidents, such as *Jody F Millennium*, 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 to review and develop national port and harbour safety systems to improve the safety of New Zealand's harbours and ports.

This review identified some common problems:

- 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 Harbour Masters 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 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 conjunction with CentrePort undertook to:

- Complete a risk assessment of marine operations within Pilotage areas of Wellington port and harbour; and
- Develop a Safety Management System (SMS) based on the completed risk assessment for Wellington port and harbour by June 2006.

Greater Wellington and CentrePort engaged the services of Marico Marine NZ Limited to undertake this assignment.

In December 2005, Marico completed a report on their findings in their *Wellington Harbour Port and Harbour Marine Safety Code Navigational Risk Assessment* report. Key outcomes of this report are found below, and the Executive Summary from the Marico report can be found as **Attachment 1**. John Riding, from Marico Marine NZ Limited, a co-author of the report, will also provide a briefing for the Committee at the meeting.

Copies of the full report can be found in the Councillors lounge.

3. Comment

The Wellington Risk Assessment Report identified and ranked some 78 risks associated with vessel navigation.

These risks are rated from 1-10 in accordance with national guidelines. In the context of this scale:

0 and 1 constitute negligible risk

2 and 3 constitute low risk

4, 5 and 6 constitute As low as Reasonably Practical Risk (ALARP)

7, 8 and 9 constitutes significant risk

10 constitutes high risk

The Marico report concludes that the greatest risks identified are from ferries that provide a passenger and freight roll-on roll-off service. Such vessel movements dominate the harbours activities. The risk of a ferry grounding is the highest ranked risk, with a score of 6.8 out of 10, which is at the upper limits of the ALARP criteria. Most of other risks identified in the report fall at the lower end of the ALARP scale, or are identified as being of a low risk.

While the upper rankings in relation to harbour entrance management are relatively low in the context of the risk assessment scale, there is a high consequence effect in the event that was an incident in the harbour entrance. Given this, one of the key recommendations of Marico's report is to upgrade the Beacon Hill facility. This is intended to cover equipment, staff training and

staff numbers. On this matter, the report states that the capability of Beacon Hill's role to assist pilots in hazardous situations will remain "*immature*" until the new Safety Management Systems is implemented.

In addition, the report noted in its recommendations that while the Wellington Harbourmaster System overall was found to be well managed, with availability, training and delivery providing effective movement risk management, "*it is however operating at minimum resource levels to provide 24-7 coverage.*" This implies that other non-Beacon Hill staff probably needs more resources.

Another recommendation suggests some modification of navigation and safety bylaws. The bylaws have to be reviewed by the end of 2008. It is possible that implementation of the reports recommendations could be staged to coincide with this bylaw review process.

It must also be noted that the adoption and implementation of the report's recommendations has important long-term management and budgetary implications on Greater Wellington. While \$400,000 has been included in the current Long-term Council Community Plan forecasts, these funds are largely for immediate Beacon Hill equipment upgrades and staff training, and will not be sufficient to cover costs associated with the potential 'replacement' of the Beacon Hill Signal Station building..

Overall, the report is comprehensive and provides a good basis for Greater Wellington to begin developing a safety management system that will enhance Wellington's reputation as a safe and well run port.

4. Communication

A media release will be prepared for circulation highlighting key issues found in the Marico report.

5. Recommendations

It is recommended that the Committee:

1. *Receive the report; and*
2. *Note that the implementation of the recommendations found in the Port and Harbour Risk Assessment report will have budgetary implications for the Council over and above those already anticipated in the current Long Term Council Community Plan forecasts.*

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Attachment 1: Executive Summary