



## SPILL NOTIFICATION POINT

Rescue Coordination Centre NZ Avalon TV Studios Percy Cameron Street Avalon PO Box 30050 Lower Hutt	Tel: +64 4 577 8030 (24 hr) Fax: +64 4 577 8038
Or notify the appropriate regional council	

## COMPETENT NATIONAL AUTHORITY

Maritime New Zealand Level 10, Optimisation House 1 Grey Street Wellington	Tel: +64 4 473 0111 Fax: +64 4 494 1263 Web: <a href="http://www.msa.govt.nz/">http://www.msa.govt.nz/</a>
Marine Pollution Response Service Centre 755 T Atatu Road PO Box 45-209 Auckland	Tel: +64 9 834 3908 Fax: +64 9 834 3907

## RESPONSE ARRANGEMENTS

Maritime New Zealand (formerly the Maritime Safety Authority of New Zealand) has responsibility for all forms of marine emergency including oil pollution. The Maritime Transport Act 1994 (MTA) has extensive environmental provisions, including a focus on the prevention of marine pollution, and preparing for and responding to marine oil spills. New Zealand completed a major review of its Marine Oil Spill Response Strategy in March 1997 and published its first National Contingency Plan in April 1997. The National Plan is regularly updated by Maritime NZ. In addition and as appropriate, Maritime NZ will produce special area contingency plans, such as the Fiordland plan. These will be developed where an area is of such environmental significance, or has such complex response issues, that it is deemed necessary to address contingency planning as a discrete entity. The MTA requires that ships have response plans, as per MARPOL 73/78 and the owners and/or managers of all coastal oil handling facilities must also develop and maintain both a marine oil spill contingency plan and an operational response capability. Regional councils also maintain contingency plans.

New Zealand has adopted the 3-tier approach to marine oil spill preparedness and response. Industry (oil, shipping and ports) is required to plan for their own risk and respond to their own spills (Tier 1); regional councils (Tier 2) respond to spills beyond the capability of industry within New Zealand's Territorial Sea (22km); Maritime NZ (Tier 3) responds to all spills within the Territorial Sea and EEZ which are beyond the capability of industry and regional councils, including the offshore sub-Antarctic and Kermadec islands. Maritime NZ maintains a response capability of sufficient size to counter an oil spill of 3,500 tonnes. If the scale of an incident is beyond the nation's capability, arrangements are in place to secure overseas assistance.

The Rescue Coordination Centre is the first point of contact for oil spills (both actual and probable) and is responsible for the promulgation of this information to the appropriate authorities and the subsequent facilitation of communication with the vessels involved.

New Zealand has a six-strong National On-Scene Commanders (NOSC) team, which is set up to lead and coordinate the response to any large-scale oil spill within New Zealand's waters. The team is supported by Maritime NZ's Marine Pollution Response Service Centre (MPRS), which provides leadership and overall coordination of oil spill response training in New Zealand.

The Oil Pollution Advisory Committee (OPAC) appointed by the Minister of Transport and comprising interested parties from government and industry provides Maritime NZ with advice and support in both planning and response.

## RESPONSE POLICY

The framework for New Zealand's response policy is outlined in an oil spill response strategy document, which is subject to a five year formal review process. Accordingly, priority is given to preventing oil reaching sensitive coastal environments. The options for on-water response are: natural dispersion through wind and wave action; application of chemical dispersants; deflection or containment with booms; in-situ burning; collection and removal. All New Zealand marine waters are designated as pre-approved for dispersant application, unless specifically excluded in either a regional plan or the national plan. In all cases, the NOSC has the authority to use dispersant even in excluded areas, if this will lead to the greatest net environmental benefit. Once oil has reached the shore, the primary options for shoreline response are: pre-cleaning (to improve access and reduce waste); mechanical and/or manual clean-up; natural recovery and bioremediation. A recent innovation to shoreline response has been the development of Shoreline Clean-up Assessment Treatment (SCAT). This involves delineating the impacted coast into homogenous segments and gathering data on each to assist prioritisation.

## EQUIPMENT

### Government

New Zealand has sufficient equipment to respond to a marine oil spill up to 3,500 tonnes. For larger spills, it would be able to obtain extra equipment from other countries, such as Australia. The national equipment cache is located in Te Atatu, Auckland. This stockpile includes transfer pumps, barges, fenders, booms and skimmers and is palletised for quick mobilisation by road or air transport. A small expert team is located with the equipment in Te Atatu and around 400 personnel are trained and exercised within 16 regional areas. This team is supported by experts in Maritime NZ's Wellington office who have specialist skills. Part of the National Contingency Plan is an inventory of other resources useful in oil spill response held both within New Zealand and overseas. Maritime New Zealand maintains a complete database of all national and regional oil spill response equipment, including dispersant stocks.

### Private

Oil companies within New Zealand have established the Petroleum Industry Emergency Action Committee. PIEAC maintains equipment and personnel nationwide. Twenty trailers are primarily designed for responding to land-based spills, but are also available for small coastal spills.

## PREVIOUS SPILL EXPERIENCE

New Zealand has no experience of a major spill, but significant incidents include the DON WONG 529 (1998), a Korean fishing vessel which ran aground off Stewart Island in the south of New Zealand. Out of the 400 tonnes of automotive gas oil on board, 310 tonnes escaped and either dispersed naturally or was dispersed with chemicals and the other 90 tonnes was recovered by salvors. In 2000 SEA FRESH 1, another fishing vessel, foundered at the Chatham Islands with the loss of 60 tonnes of diesel. Log ship JODY F MILLENNIUM (2002) grounded in Gisbourne spilling approximately 25 tonnes of fuel oil which affected about 8km of coastline.



## CONVENTIONS

Prevention & Safety					Spill Response			Compensation					
MARPOL 73/78		Annexes III IV V VI			OPRC '90	OPRC -HNS	'69	CLC '76	'92	Fund '92	Supp Fund	HNS*	Bunker
✓	✓		✓		✓				✓	✓			

\* not yet in force

## REGIONAL AND BILATERAL AGREEMENTS

A Memorandum of Understanding exists with the Australian Maritime Safety Authority that provides for cooperation with exercises, training, response equipment and expertise.

New Zealand is party to the Noumea Convention (with the states of the South Pacific). This obliges Parties, *inter alia*, to endeavour to take all appropriate measures to prevent, reduce and control pollution from any source.

New Zealand is also a member of the South Pacific Regional Environment programme, with regional obligations to Pacific Island nations under the Pacific Ocean Pollution Prevention programme (PACPOL).

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