

User group PMNZ Ferry Operators, Shipping Companies.e. PMNZ and customers with vessels over pilotage limits but also includes very large recreational vessels (superyachts), NZKS and commercial fishing boats, tugs and barges.

Incident Category - Ships	Incident Sub Category	Summary of MCE	Consequence of MCE	Likelihood	Areas of Primary Concern	Emerging Concerns	Risk
Critical Incidents	Fire/Explosion	A ship experiences a serious critical incident. Definitions of all incidents can be found in the incidents definitions worksheet	Catastrophic	Possible	All Shipping Areas		C5
	Grounding		Catastrophic	Likely	QCS Approaches Entry Picton Harbour Tory Approaches and Entry Cloudy Bay Brothers Islands to Koamaru		D5
	Foundering/Sinking		Catastrophic	Likely	All Shipping Areas		C5
	Contact/Allison		Catastrophic	Possible	QCS Approaches Entry Tory Channel Tory Approaches and Entry Picton Harbour Tory Channel Dieffenbach Confluence		C5
	Collision		Catastrophic	Likely	Tory Approaches and Entry Tory Channel Dieffenbach Confluence QCS Approaches Entry Central QCS Picton Harbour		C5
	Flooding	Catastrophic	Possible	QCS Approaches Entry Tory Approaches and Entry Cloudy Bay		C5	
Loss of Position All controls as listed for critical incidents also apply to this incident category. Controls that are listed for these incidents are either additional or particularly relevant	Anchoring	A ship experiences a serious event but it does not result in a critical incident. Results in negative national publicity, temporary closure of navigational area.	Major	Likely	Anchorage no.1 Anchorage no.2 Quarantine Anchorage Northern Entrance Other anchorages		D4
	Mooring		Major	Likely	Picton Harbour		D4
	Berthing		Moderate	Likely	Picton Harbour		D3
	Navigating		Moderate	Likely	All Shipping Areas		D3
Ship Equipment Failure All controls as listed for critical incidents also apply to this incident category. Controls that are listed for these incidents are either additional or particularly relevant	Manoeuvring and Propulsion	Ship experiences a critical equipment failure but it does not result in a critical incident. Results in negative national publicity, temporary closure of navigational area.	Major	Likely	All Shipping Areas Picton Harbour Tory Approaches and Entry QCS Approaches Entry		D4
	Navigation Equipment		Major	Likely	All Shipping Areas		D4
	Anchoring Equipment		Major	Likely	Cloudy Bay Admiralty Bay Other anchorages Northern Entrance Quarantine Anchorage Anchorage no.2 Anchorage no.1 Other anchorages		D4
	Mooring/towing		Major	Likely	Picton Harbour Central QCS		D4
	FFA/LSA		Major	Likely	All Shipping Areas		D4
	Pilot/Personnel Transfers	Person falls and suffers fatal injury	Major	Likely	Tory Approaches and Entry QCS Approaches Entry Central QCS Picton Harbour Admiralty Bay		D4
Breach of MTA/Bylaw	Direction	PMNZ or Customer (Ship) breaches MTA. For example, drunk in charge, dangerous PMNZ or Customer (Ship) breaches bylaws or direction. Could include failure to observe collision regulations, or requirements relating to CNZ, radio calling, speed or any direction.	Minor	Possible	All Shipping Areas		C2
	Section 65		Minor	Possible	All Shipping Areas		C2
	Other						
	Speed		Minor	Frequent	All Shipping Areas		E2
	Dive Ops		Minor	Likely	All Shipping Areas		C2
	PFD's						
	Navigation lights		Minor	Likely	All Shipping Areas		C2
	Water skiing and Towing						
Vessel Name							
Other							
Pollution	Oil Spill	Significant oil spill or discharge of other pollutant	Catastrophic	Possible	All Shipping Areas		C5
	Other		Catastrophic	Possible	All Shipping Areas		CG
Wake	Wake	Ship generates a large wake that causes another vessel to experience a critical incident	Major	Likely	All shipping routes but especially in shallower areas in close proximity to popular areas for recreation.		D4

Controls	
Risk Management	Audit and Verification AtoNs ISO compliance Marine farm lighting Navigation safety assessments
Harbour Information	Navigation warnings Pre arrival information Publications (Admiralty etc.) Website
Permits and Exemptions	Engine immobilisation Events on water Hot work
Pilots and PEC	Passage Plan Review PEC licencing PEC Training and Proficiency Plan review Pilot licencing Pilot Training and Proficiency Plan review
Policy and Strategy	Asset Maintenance Plan Compliance Strategy Hydrographic Policy Harbour Radio SLA Passage Planning Policy User engagement strategy Works in Harbour Policy Salmon farm anchoring and mooring Wrecks Policy
Risk Assessment	General harbour risk assessment Risk review meetings Area specific risk assessment
Harbour Information	Website Pre arrival information Publications (Admiralty etc.)
Permits and exemptions	Hot work Engine immobilisation
Pilots and PEC	Passage Plan Review
Policy and Strategy	Harbour Radio SLA
Risk Assessment	Risk review meetings
Harbour Information	Pre arrival information
Permits and Exemptions	Hot work Engine immobilisation
Pilots and PEC	Passage Plan Review
Risk Assessment	Risk review meetings
Audit and Verification	Navigation safety assessments
Harbour Information	Pre arrival information
Pilots and PEC	PEC licencing PEC Training and Proficiency Plan review Pilot licencing Pilot Training and Proficiency Plan review
Policy and Strategy	Harbour Radio SLA
Risk Assessment	Risk review meetings
Harbour Information	Pre arrival information Website
Harbour Information	Pre arrival information Website
Pilots and PEC	Passage Plan Review Risk review meetings

Controls	
Harbour Assets/Services	AtoNs Buoy, lights, beacons Monitoring Network Local port service AIS /VHF and Data Network
Vessels	Patrol Vessels
Weather Data	Weather Stations Current monitoring Tide stations Wave riders Weather stations
AtoNs	5 knot buoys
Network	Local port service
Monitoring Network	Local port service AIS /VHF and Data Network
Weather Data	Weather Stations Current monitoring Tide stations Wave riders
Monitoring Network	Local port service AIS /VHF and Data Network
Vessels	Patrol Vessels
Monitoring Network	Local port service AIS /VHF and Data Network
Weather Data	Weather Stations Current monitoring Tide stations Wave riders
Monitoring Network	AIS /VHF and Data Network

Controls	
Incident Response	Response Plans Bomb Threat (ship) ERP Fire at a Maritime Facility ERP Fire on ship ERP Hazardous Goods Spill ERP Mass Rescue Operation ERP Oil Spill Response Plan Ship Collision/Grounding/Foundering ERP Tsunamis ERP Unstable Vessel ERP
Harbourmaster Availability	Call Care Service Duty Roster
Incident Management	Incident Response Incident Recording Analysis and lessons learned Media Messaging
Response Plans	Oil Spill Response Plan Tsunamis ERP Unstable Vessel ERP Incident Recording
Incident Management	Analysis and lessons learned Media Messaging
Incident Management	Incident Response Incident Recording Analysis and lessons learned Media Messaging
Harbourmaster Availability	Call Care Service Duty Roster
Incident Management	Incident Recording Analysis and lessons learned
Response Plans	Oil Spill Response Plan Hazardous Goods Spill ERP
Harbourmasters Availability	Call Care Service Duty Roster
Incident Management	Incident Response Incident Recording Analysis and lessons learned
Incident Management	Incident Recording

Controls	
Compliance	Harbour Patrol
Enforcement	Infringements and prosecution Investigation
Regulation	Bylaws Directions RC monitoring (nav safety)
Regulation	Bylaws Directions
Regulation	Directions
Enforcement	Infringements and prosecution Investigation
Regulation	Bylaws Directions
Education	Media Messaging
Enforcement	Infringements and prosecution Investigation
Regulations	Bylaws Directions
Regulation	RC monitoring (nav safety) Bylaws

Other Agencies Controls (for all incidents)		
Other Agencies Responsibilities		Harbourmasters Role
MNZ	Port State Control Flag State Control Investigations PR and Communications Port Security Publications and guidelines Certification RCCNZ MOSS Marine Incident/Emergency Response	Assist as required Assist as required Assist as required Assist as required Ensure familiarity PEC and Pilot Exams Assist as required Assist as required Assist as required
Port Marlborough	Provision of Safe Pilotage and Towage MOSS Pilot Training and Proficiency Plan Passage Plans Provision of Port Weather Data Provision of Port Information Port Infrastructure Dredging Plan PPU PPE AIS Safety Management System Risk Assessment Marine Assets Picton Harbour Radio Port Security Plan Emergency Response Plans Contingency Planning Drills and Training Mooring equipment and personnel Port and Harbour Safety Code Oil spill response plans Marinas	Navigation Safety Assessments None Review and consultation Review and consultation Provision of Data from select stations beyond Port Zone Collaborative approach correct and consistent information Validate and review documentation Provide general navigation safety comment/advice Engage through general or formal processes i.e. RMA and MEP Review plans as required No responsibility No responsibility Provision of local AIS listener network to enhance reception Review and provide comment as required Open access to harbour Safety Management System Contribute as required Open access to harbour operational risk assessment Review risks regular in monthly meetings Ensure capability Ensure SLA up to date and implemented Provision of data as required - weather, AIS, website etc. 24 hour access to Harbourmaster Support as required Review and provide feedback as required Review and provide feedback as required Take part in drills and training, provide feedback Review standards through navigator safety assessments Undertaken self assessments annually. Assist Port as required to ensure their SMS is code consistent Open access to Regional Oil Spill Response Plan Regional response team support as required Certification and Audit of Oil Transfer Sites Assist as required for incidents and enquiries Provide safety messaging including brochure for mail out Electronic sign messaging Oil spill response
Shipping Companies	ISM Systems STCW Ships Agent Pre arrival Exchange Oil spill response plans	Audit of hotwork procedures Audit of immobilisation procedures Pre Arrival Declaration Ensure positive proactive engagement with ship agents Open and clear lines of communication Provision of clear information regarding regulations and expectations Open access to Regional Oil Spill Response Plan Regional response team support as required Certification and Audit of Oil Transfer Sites
Ferry Companies	PEC Training and Proficiency Plans Safety Management Systems Risk Assessment Safety Case Passage Plans Shipboard Familiarisation and Training Emergency Response Plans Drills Oil spill response plans	PEC monitoring PEC examinations Provision of PEC information and study packs Open access to MDC PEC Plan Review or provide comment as required Review or provide comment as required Request and review as required Review or provide comment as required PEC examinations and monitoring Provision of Marlborough Mass Recue Plan Open Access to MDC Emergency Response Plans Take part in drill and exercises as required. Open access to Regional Oil Spill Response Plan Regional response team support as required Certification and Audit of Oil Transfer Sites

Incident Category - Ships	Sub Category	Risk	Accept the risk after consideration of controls	Improvements Can we do anything better?
Critical Incidents	Fire/Explosion	C5	Yes	
	Grounding	D5		
	Foundering/Sinking	C5	Yes	
	Contact/Allision	C5	Yes	
Collision		C5	Yes	
	Flooding	C5	Yes	
Loss of Position	Anchoring	D4	Yes	
	Mooring	D4	Yes	
	Berthing	D3	Yes	
	Navigating	D3	Yes	
Ship Equipment Failure	Manoeuvring and Propulsion	D4	Yes	
	Navigation Equipment	D4	Yes	
	Anchoring Equipment	D4	Yes	
	Mooring/towing	D4	Yes	
	FFA/LSA	D4	Yes	
Pilot/Personnel Transfers		D4	Yes	
Breach of MTA/Bylaw	Direction	C2	Yes	
	Section 65	C2		
	Other			
	Speed	E2		
	Dive Ops	C2		
	PFD's			
	Navigation lights	C2		
	Water skiing and Towing			
Vessel Name				
Pollution	Oil Spill	C5	Yes	
	Other	CG		
Wake	Wake	D4	Yes	