

# Navigation safety



The navigation safety group of activities contributes to the following community outcomes:

- People feel safe at all times
- Recreational needs are met

Environment Canterbury is a joint lead agency, with Maritime New Zealand, for regulation of navigation in harbours and inland waters. Environment Canterbury may prepare navigation safety bylaws, appoint harbourmasters and maritime enforcement officers (Local Government Act 1974), enforce maritime protection and safety rules, and implement Port and Harbour Safety Codes (Maritime Transport Act 1994).

## KEY ISSUES FOR 2010/11

### Safe navigation

Recreational boating activity in the sea, lakes and rivers is increasing. Navigation safety issues include: ensuring free passage for large ships that cannot manoeuvre easily; separating areas for particular purposes such as water skiing, swimming and passive boating; controlling boat speeds close to shore; handling dangerous bulk materials; and the compulsory wearing of lifejackets by children in small craft.

There is a high degree of reliance on responsible behaviour by the recreational boating sector. In high-use areas, contracted and honorary enforcement officers assist with education and, where necessary, enforcement of bylaws.

### Port & harbour safety

While the main ports and harbours in Canterbury have a good safety record, there are risks. Understanding and managing these risks is necessary for the well-being of port users and protection of the environment.

### *Which key issues have changed since the 2009-19 LTCCP?*

*No change.*



## Effect on the four well-beings

Safe navigation of vessels benefits social, economic and environmental well-being.

Enabling people to undertake boating activity contributes to cultural well-being.

There are no negative effects on well-being.

## Involving the community

- The public have the opportunity to participate in all reviews of navigation safety bylaws.
- A network of honorary enforcement officers assist with education and bylaw enforcement in busy recreational boating areas.

UNCERTAINTIES	ASSUMPTIONS
For 2010/11, the following is uncertain:	For 2010/11, it is assumed that:
a) The level of increase in coastal shipping volumes.	a) Coastal shipping volumes will not increase.
b) Whether changes to the Maritime Transport Act 1994 will increase regional council responsibilities for safety in ports, requiring additional staff with high level maritime qualifications.	b) Regional Council responsibilities under maritime legislation are unchanged.
c) The extent to which the recent growth in recreational boating activity will continue.	c) Recreational boating activity will remain at current levels.
d) The level of interest and submissions on the planned triennial Navigation Safety Bylaw review. If this review becomes complex, it will affect our costs and staffing priorities, with consequences for delivering our other services in this portfolio.	d) There will be no increase in the number or complexity of submissions when the Navigation Safety Bylaws are reviewed.
e) The timing of Maritime New Zealand's changes to lifejacket use and other maritime rules, which will require significant changes to all signage, brochures and promotional material.	e) There will be no additional costs associated with changes to signage, brochures and promotional material arising from national maritime rule changes.
f) The extent to which any continuation of the current increase in use of paddle craft will create pressures on mixed boating areas.	f) There will be no increase in use of paddle craft in mixed boating areas.

### Which uncertainties have changed since the 2009-19 LTCCP?

Uncertainties d), e) and f) are new.

### Which assumptions have changed since the 2009-19 LTCCP?

We are assuming that the Navigation Safety Bylaw review and the timing of Maritime New Zealand's rule changes will have minimal effects on our costs in this financial year.

## OUR ACTIVITIES

### Priority in 2010/11

The focus for this group of activities is to reduce risk for recreational boating and commercial shipping.

#### WE WILL UNDERTAKE THE FOLLOWING ACTIVITIES:

##### Planning & consents

Developing bylaws for managing navigation safety and monitoring bylaw effectiveness and efficiency.

##### Operations

Providing signage and navigation aids to assist with safe navigation.

##### Regulating

Educating boat users and enforcing navigation and safety bylaws.

## Our work programmes in 2010/11

### Planning & consents

- Process applications for exemption or temporary regulation under Bylaw rules.
- Complete triennial review of Navigation Safety Bylaws.

### Operations

- Provide and maintain signs and navigation aids at ports and other high-use areas.

### Regulating

- Provide information about safe navigation practices.
- Advise on, and monitor compliance with, requirements of the Maritime Transport Act and Local Government Act including navigation safety bylaws.
- Investigate breaches of the Maritime Transport Act and Local Government Act, including navigation safety bylaws, and take appropriate steps to address non-compliance including enforcement action where required.
- Maintain risk assessments for ports and harbours.
- Complete and have approved Timaru and Lyttelton Harbours Marine Safety System reports.
- Maintain network of contracted and volunteer maritime enforcement officers to educate recreational boat users.

### **What's changed in our work programmes since the 2009-19 LTCCP?**

*Our work on the Navigation Safety Bylaws and on Marine Safety System reports for Timaru and Lyttelton Harbours is new for 2010/11.*

## OUR LEVELS OF SERVICE

### How Environment Canterbury's levels of service relate to the community outcomes

Levels of Service Outcomes	Community	
	People feel safe at all times	Recreational needs are met
1 Enabling safe navigation for ships and other commercial vessels in ports and harbours	<input type="checkbox"/>	<input type="checkbox"/>
2 Enabling safe recreational navigation	<input type="checkbox"/>	<input type="checkbox"/>

*Environment Canterbury's contribution will be reported on each year in our Annual Report.*

## ① Reducing navigation risk for ships & other commercial vessels in ports & harbours

### Measure

The availability of risk reduction infrastructure and services at key ports<sup>1</sup> and harbours<sup>2</sup>.

### Target

See table.<sup>5</sup>

RISK REDUCTION INFRASTRUCTURE & SERVICES AVAILABLE		
	Ports	Harbours
Navigation aids outside commercial port areas <sup>3</sup>	√	√
Navigation Safety Bylaws	√	√
Maritime New Zealand approved safety management system	√	N/A
Qualified, experienced and independent harbour master	√	√

## ② Reducing navigation risk for recreational users of harbours & high-use inland waterways

### Measure 1

The availability of risk reduction infrastructure, services and educational information at key high recreational-use harbours<sup>4</sup> and inland waterways.

### Target

See table.<sup>5</sup>

RISK REDUCTION INFRASTRUCTURE & SERVICES AVAILABLE		
	Harbours	Inland waterways
Navigation aids outside commercial port areas	√	√
Navigation Safety Bylaws	√	√
Enforcement officers' patrols at high use areas in the summer months	√	√
Safe navigation information/ educational material	√	√
Swing mooring authorisation	√	N/A

### Measure 2

Recreational users' rating of risk reduction infrastructure, services and educational information available at key harbours and high-use inland waterways.

### Target

85% of users rate the risk reduction infrastructure, services and education information good, very good or excellent (on a scale of dreadful, very poor, poor, good, very good or excellent).

## FINANCIAL SUMMARY

\$000	Annual Report 2008/09	Annual Plan 2009/10	LTCCP 2010/11	Annual Plan 2010/11
Total Expenditure	593	667	675	665
<i>Funded by:</i>				
General rates	488	450	453	456
Targeted rates	-	-	-	-
User pays/Other	144	213	218	207
Grants	-	-	-	-
Interest	4	4	4	2
Total Income	636	667	675	665
Reserves Increase/(Decrease)	43	-	-	-

### Asset management & capital expenditure

There are no significant assets involved in this group of activities.

### How this work is funded

For more information on source of funds and rationale for selection, see:

- Funding and Financial Policies 2009, Long Term Council Community Plan 2009-19 Part B.
- Rating information on pages 99-110.

### What's changed in this financial summary since the 2009-19 LTCCP?

*No significant change.*

<sup>1</sup> Lyttelton and Timaru.

<sup>2</sup> Kaikoura, Waimakariri/ Kaiapoi and Akaroa.

<sup>3</sup> Navigation aids within commercial port areas are the responsibility of the port company.

<sup>4</sup> Kaikoura, Waimakariri/ Kaiapoi, Lyttelton and Akaroa.

<sup>5</sup> These targets were introduced in 2009/10 so no previous data is available.