Mahere Whakaritenga Maringi Hinu ki te Moana 2021

Marine Oil Spill Contingency Plan 2021

Resolution date: July 2021

GISBORNE TAIRĀWHITI DISTRICT MARINE OIL SPILL CONTINGENCY

(TIER 2 Response) PLAN 2021

Introduction & Operations

All reports of oil spills within the Coastal Marine Area of the Gisborne/East Coast Area are to be reported to:

The Gisborne District Council

Ph: 06 867 2049 or 0800 653 800 (24/7)

Prepared by

Gisborne District Council

Approved by

Director Maritime New Zealand

This Plan consists of two parts:

* **Operational** - guides the overall response

*__Annexes__ - contain supporting regional information that will assist with each stage of the response

Important Supporting Documents

National Marine Oil Spill Contingency Plan October 2020

Te Papa Tipu Tuanaki o Te Tairāwhiti Resource Management Plan 2017

Emergency Operations Centre (ECC) Set-Up (CDEM Office obj. id: A861324)

New Zealand Nautical Almanac

Hydrographic Charts Web EOC File Library

ROSC Powers, Sections 300-328 of the MARITIME TRANSPORT ACT 1994

Record of Reviews and Revisions (Document Control)

No.	Date	By	Comments
1	27/03/2021	A. Heays– Alt ROSC	Inserted a table for the purpose of document control on pg. 2.
2	12/07/2021	S. Ali – ROSC	Approval received from MPRS – Final for use

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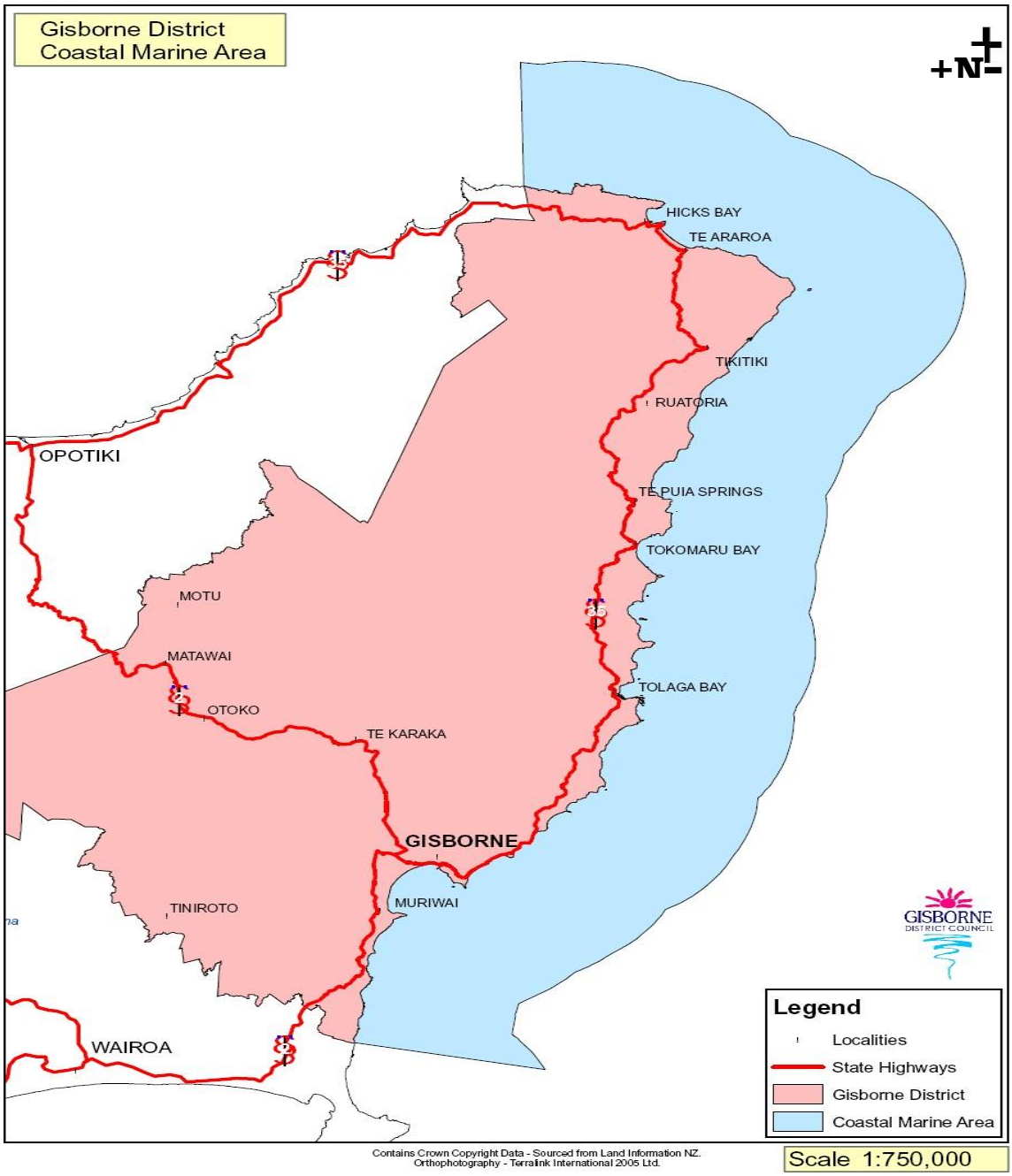
Introduction

The Gisborne District Council has a statutory responsibility under the Maritime Transport Act 1994 to conduct a Tier 2 Response to marine oil spills that occur within the Gisborne coastal marine area.

Accordingly, this Regional Response Plan forms the Tairāwhiti Gisborne District element of the New Zealand Marine Oil Spill Response Strategy and has been prepared in accordance with the Maritime Transport Act 1994, Rules and Amendments.



Purpose of the plan

This Plan details how a Tier 2 response operation is to be undertaken where a marine oil spill that occurs within the coastal marine area under the jurisdiction of the Tairāwhiti Gisborne District Council.

Where spills relate to marine oil transfer sites, reference should also be made to the current and relevant Oil Transfer Site Marine Oil Spill Contingency Plan (OTS Plans) for the site.

In the event of a Tier 3 Response in the Tairāwhiti Gisborne/East Coast area this plan will provide Maritime New Zealand with specific regional information in regards to sensitive sites and sites of significant cultural significance to assist in responding effectively to the spill.

Objectives of regional marine oil spill response

The primary objectives of this contingency plan are to:

- Prevent further pollution from the marine oil spill.
- Contain and clean up the marine oil spill.
- Have regard for sites that may be affected that are culturally or environmentally significant in a manner that does not cause unreasonable danger to human life, or cause an unreasonable risk of injury to any person, or cause further damage to the marine environment.

It must also be noted that in some situations the spill will be monitored to ensure that no environmental damage occurs and that no physical clean-up will be undertaken.

> Human safety and health have the highest priority in this plan. Health and Safety requirements must be incorporated within any oil spill response undertaken.

Specific objectives are to:

- Mobilise appropriate personnel and equipment in support of a Tier 2 response operation anywhere in the Gisborne District Council area.
- Undertake appropriate containment, recovery and clean-up operations, where required, to mitigate the effects of the spilled oil and contribute to the restoration of the environment.
- Initiate, when appropriate, wildlife deterrence, rescue and rehabilitation operations.
- Complete clean-up operations as quickly and efficiently as available resources allow.
- Minimise the extent of the impact as far as practicable, taking into account ecological, physical, chemical, social, historical and cultural matters.
- Gather evidence throughout the operation for possible legal action.
- Maintain accurate records so that the cost of the operation can be accurately and continuously assessed.

Maritime New Zealand web EOC database

Maritime New Zealand (MNZ) has a customised information management system called Web EoC to assist with managing and sharing the information required by and generated during an incident response. For example, WebEOC contains:

- A database of National Response Teams and regional responders.
- An equipment database
- Oil spill response Standard Operating Procedures (SOPS).
- Position descriptions.
- Systems for developing action plans during a response.
- Systems for tracking costs during a response.
- Systems for managing assets during a response.
- The system is primarily designed for use during a national (Tier 3) response but is easily adapted for use during a regional (Tier 2) response. (In order to use WebEOC during a Tier 2 response, contact one of the Web EoC Administrators at MPRS and ask them to set up an incident and provide staff logins).
- The system can also be used for exercises and training.
- The Gisborne District Council National Response Team (NRT) members will already have access to Web EoC for incident response – Note: NRT staff may still need access granted from MPRS Administrators to view regional level content or incidents in Web EoC.

Figure 2

Standard Operating Procedures Flow Chart

IN EVENT OF EMERGENCY DIAL 111 & ASK FOR FIRE

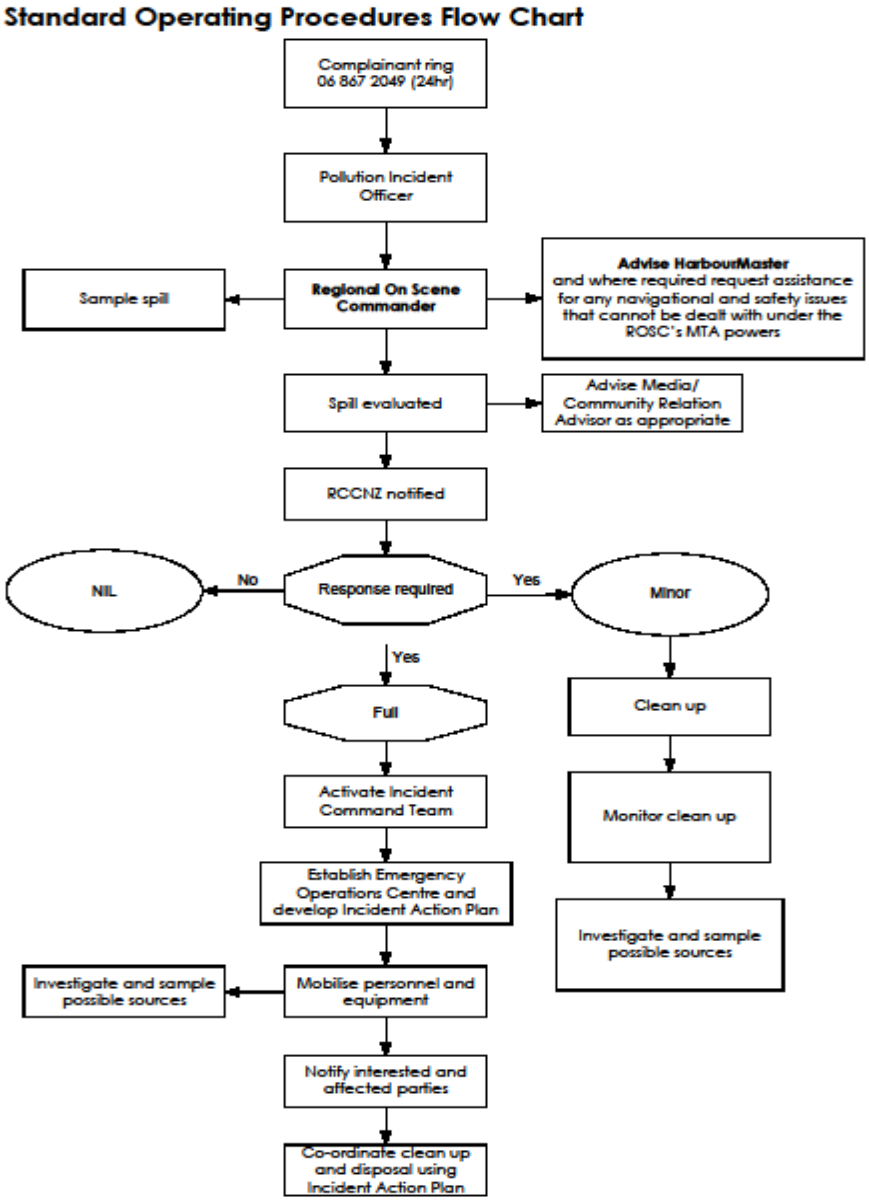
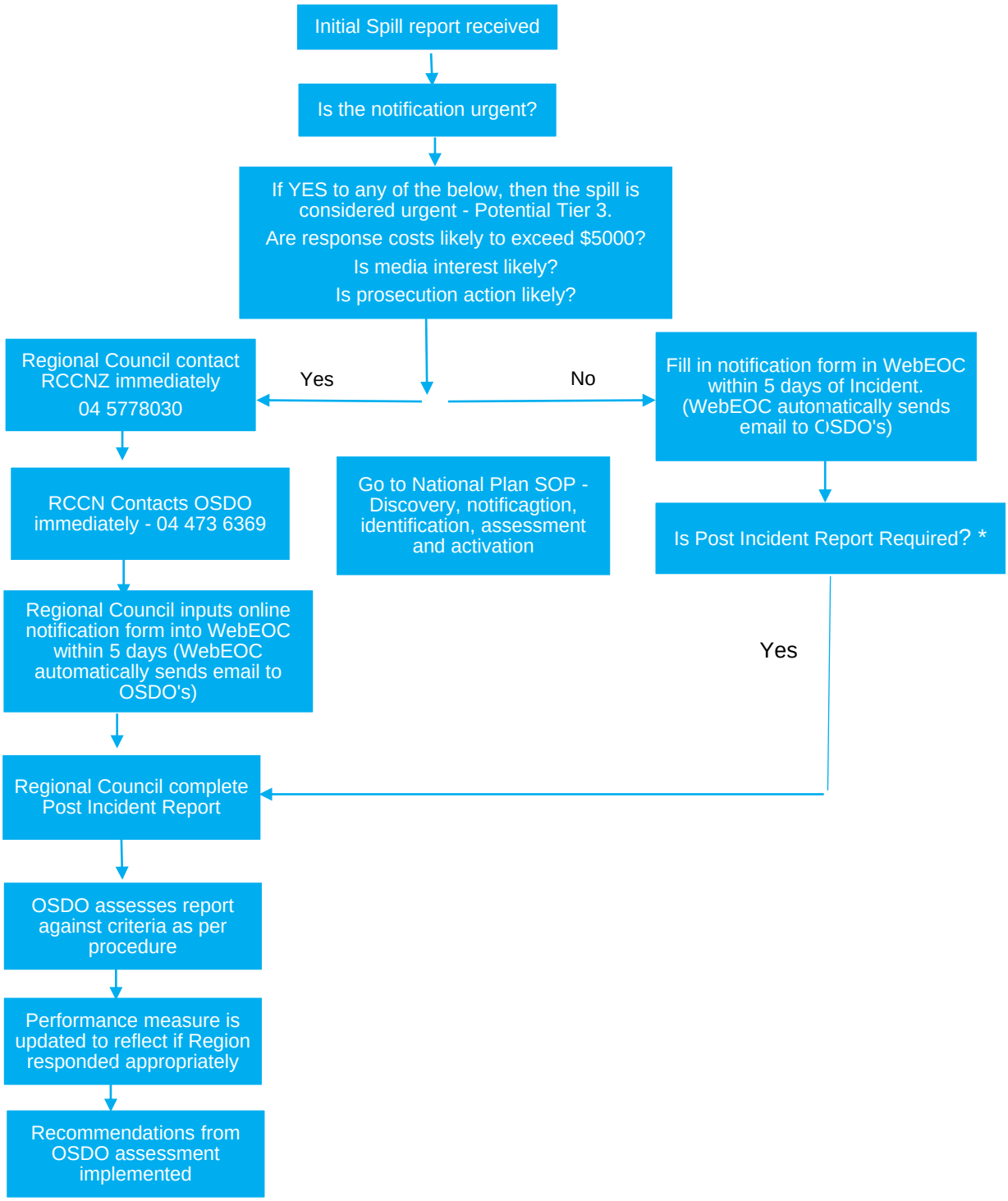


Figure 3

Regional Council Oil Spill Notification Procedure



* 1. Regional Councils will be required to complete a "Regional Council Oil Spill Response Report" for every significant oil spill response that they are involved in, which will be assessed by the on-call OSDO at the time of the spill response. A "significant oil spill" is defined as:
A: A spill response where response activities involved more than an initial assessment and leaving a spill to disperse naturally; and / or
B: The answer is "YES" to any one of the four questions contained at the beginning of this procedure.

Marine oil spill definition

"Marine oil spill" means any ACTUAL or PROBABLE release, discharge, or escape of oil into the internal waters of New Zealand or New Zealand marine waters - Section 281 of the Marine Transport Act 1994.

Regardless of the source, any actual or probable release, discharge or escape of oil into the internal or marine waters of NZ is classified as a marine oil spill and should be responded to in accordance with the MTA.

Maritime Transport Act (MTA) vs Resource Management Act (RMA) marine oil spill scenarios

The following scenarios are included to provide clarification on spills where confusion may occur around the jurisdictional boundary for the spill response.

Marine Oil Spill that moves In-land

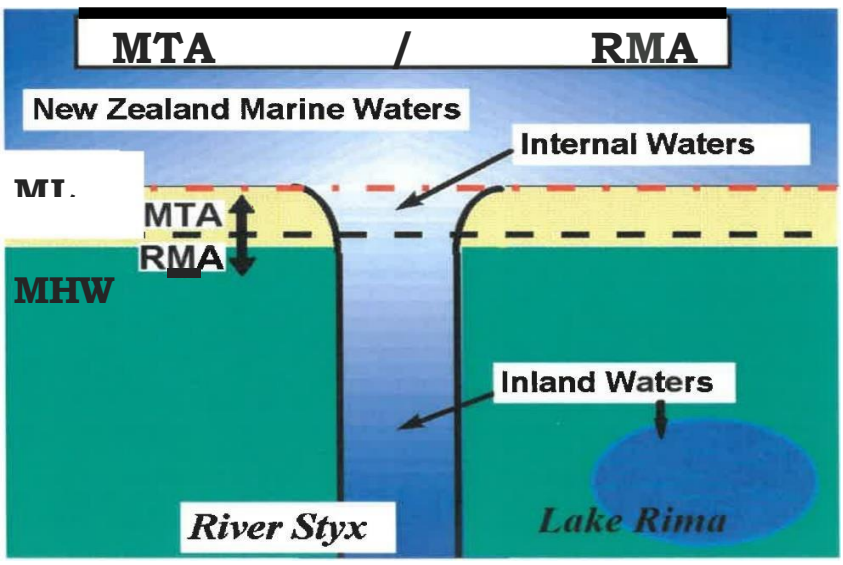
When a marine oil spill that originates in internal waters or marine waters comes ashore above the mean high tide mark or moves up an inland waterway when that spill falls within the definition of 'marine oil spill', then the remedial provisions of the MTA still provide the appropriate response. That is, the marine oil spill response remains an MTA function.

An Oil Spill from an In-land or Land-based Source that enters the Internal or Marine Waters

Regardless of the spill source any oil spill that occurs inland, either in an inland water way or a land-based spill that enters the internal or marine waters is classified as a marine oil spill and should be responded to in accordance with MTA. Examples of this include:

- Tanker truck spill into river that migrates down to the sea
- Oil entering the sea from runoff or via stormwater pipes
- Oil spill from an inland oil storage facility that enters the sea
- Oil spill from an air craft crashing into the sea

Figure 4



An oil spill from an in-land or land-based source that doesn't enter the internal or marine waters

Regardless of the source any oil spill to land or to an inland waterway that doesn't either enter or threaten to enter the internal or marine waters is not considered a marine oil spill and is an RMA response. Examples of this include:

- Spills into lakes.
- Spills onto land that can't enter the sea.
- Spills into inland rivers that won't reach the sea.

Spills inside 12 Nautical Miles

If the spill is within the 12 nautical mile limit of the territorial sea the responsibility to investigate and respond rests with the relevant regional council.

In accordance with the Maritime Transport Act 1994 the Oil Spill Duty Officer must forthwith inform the appropriate council of any spill notified to Maritime NZ within that council's area of jurisdiction.

Spills outside 12 Nautical Miles

If the spill is outside the 12 nautical mile limit of the territorial sea the responsibility to investigate and respond rests with Maritime New Zealand.

Outside 200 Nautical Miles

If the oil slick moves outside the 200 mile limit the NOSC will determine if any further response action is required.

Maritime New Zealand must be notified of EVERY marine spill –
See Figure 3 for the notification procedure

Standard Operating Procedures

Refer to SOPS in Annex 8.

Phase One - Discovery, Notification, Evaluation, Identification, Declaration, Activation

Discovery and notification of marine oil Spill incident to Tairāwhiti GDC

An oil spill report will require follow-up action to be taken in accordance with this Plan. All reports of oil spills or shipping incidents within the Gisborne coastal marine area are to be directed to:

Ph: 06 867 2049 (24 hours): 0800 653 800 or 027 652 7919 – this will then be directed to the on-Duty Pollution Incident Officer

Evaluation and identification of marine oil spill incident

On receiving a report of an oil spill the receiving officer shall:

- Collect as much detail as possible by either completing the Pollution Incident Evaluation Form (Web EOC), or following normal complaint response procedures.
- Investigate or arrange for an investigation to be immediately carried out in order to confirm the details surrounding the report.
- Once verified notify the Regional On-Scene Commander (ROSC) and provide all available information.
- ROSC to notify the Director Environmental Services and Protection or Chief Executive (CE) when an alternate On-Scene Commander (OSC) is required from outside TAIRĀWHITI GDC.

The Pollution Incident Evaluation Form may be used as evidence in any legal proceedings against the spiller as well as being of assistance with respect to the response, particularly when notifying the Rescue Coordination Centre of New Zealand (RCCNZ).

The Enforcement/Compliance Team may be contacted to gather evidence which may be used in any legal proceedings against the spiller.

Spillers are responsible for the costs of a response and may be invoiced for resources such as absorbent booms used during a response. Where the spiller is not identified, or where fair and reasonable efforts to recover costs from a spiller fail, a claim may be made to the Oil Pollution Fund through MNZ.

No Response Required

The ROSC will confirm that no response is required to notify MNZ via MNZ's data management website: Web EOC

No Immediate Response Required = Standby Mode

If no immediate response is required (e.g. because oil is heading offshore), then the ROSC will:

- Put Marine Oil Spill (MOS) Management Team on "standby" mode; and
- Advise RCCNZ via WebEOC and by phone 0508 472 269 (24 hours)
- Establish monitoring of the oil slick - likely direction of travel, using forecast weather and current conditions; and
- Be prepared to declare a response
- Advise stakeholders as required

Response Required

If a response is required, the ROSC will:

- Advise the RCCNZ, Ph: 04 577 8030 (24 hrs) and fill out the Maritime NZ Notification Form in WebEOC.
- Consult with the Oil Spill Duty Officer (OSDO) and determine whether the response should be a Tier 2 (Regional) Response or a potential Tier 3 (National) Response. Make a Tier 2 declaration or request the declaration of a Tier 3 response (refer to criteria below); and
- Instruct the Enforcement Team or the PIO to obtain samples of the spilled oil and photographs - in accordance with Regional Council Guidelines – Prosecution and Cost Recovery July 2016 – Chapter 10
- Advise stakeholders as required.
- Initiate fate modelling of the spilled oil.

Activation of the Emergency Operations Centre (EOC) team may or may not be required.

Declaration – Tier 1, Tier 2 or Tier 3

Tier 1 response - oil transfer sites

The oil transfer sites in Tairāwhiti GDC are all mobile tankers.

Diesel and waste oil may be transferred by mobile tanker plant from any of the wharves but are mainly used by the larger fishing vessels on the berths by the Ice Tower.

This activity is considered a potential source of an oil spill. All oil transfer sites are required to have an approved Tier 1 plan and have appropriate response capability.

Tier 2 response - regional council

An oil spill will be declared a Tier 2 response in the following circumstances:

- The spill is within 12 nautical miles.
- The TAIRĀWHITI GDC Team is able to respond adequately with their resources to the spill.
- The spill exceeds the capability of a Tier 1 operator and the Tier 1 Plan.
- Response costs are not inhibitive for the council.

If the Regional Council Team is not able to respond adequately (lack of staff, inadequate resources and staff working long hours) the ROSC, or any person identified by them, should request the OSDO or NOSC to arrange for MOS Teams from other Councils to be deployed or to call the event a Tier 3 and takeover the operation.

The Gisborne District Council has a Memorandum of Understanding (MOU) with Hawkes Bay MOS Team to provide personnel and resources if requested.

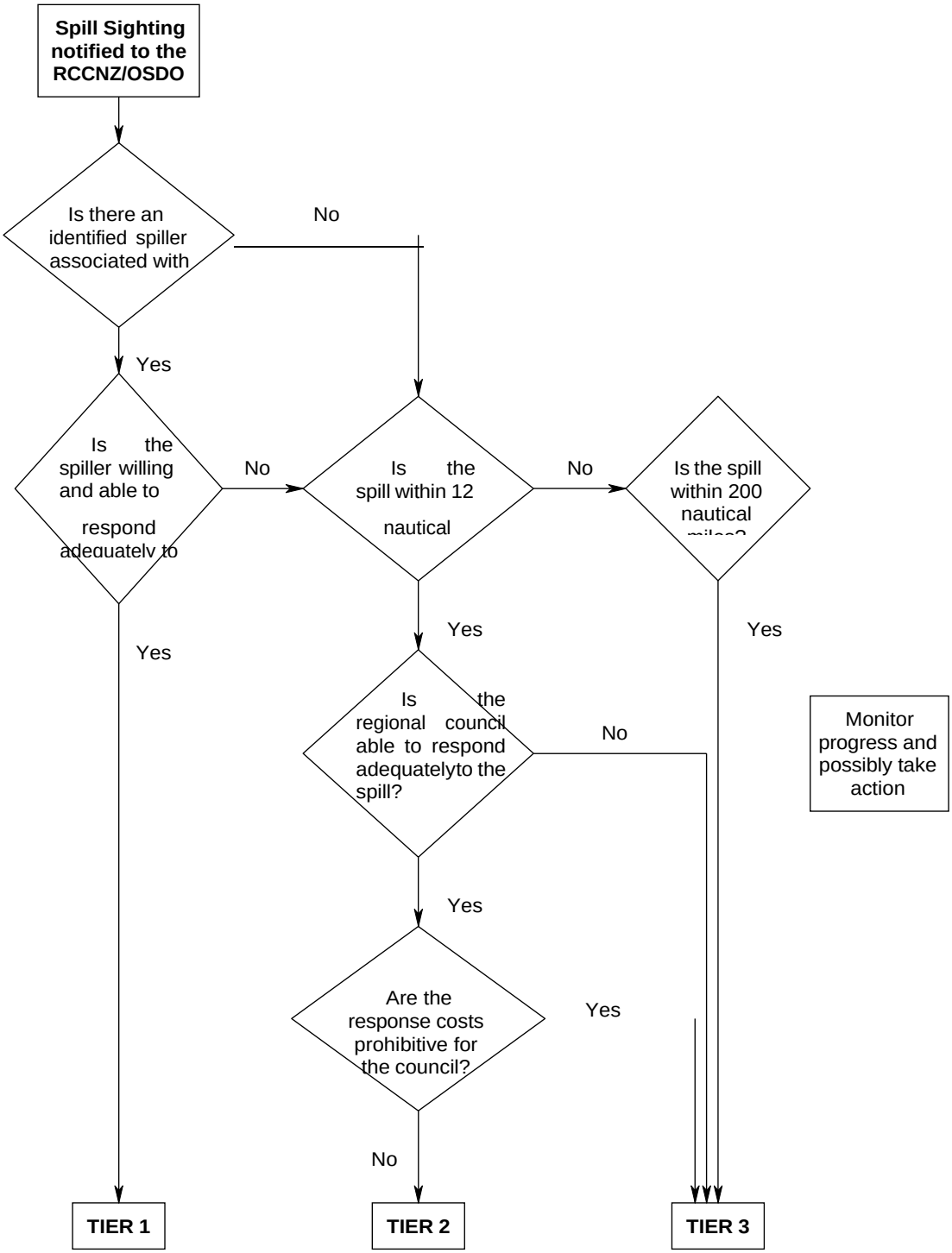
Request for a tier 3 response

The request for an escalation to a Tier 3 will be made through the Oil Spill Duty Officer (OSDO) 04 473 6369 (24/7).

The ROSC should undertake any actions that are required to assist the National on Scene Commander (NOSC) in accordance with the National Marine Oil Spill Contingency Plan.

Figure 5

TIER ESCALATION MATRIX



Declaration of a tier 2 response with an adjoining region

If the ROSC assesses the spill to be within an adjoining region's area of responsibility, then they are to refer the report (and any relevant information) to the appropriate contact person within that region. The contact telephone numbers are:

Hawke's Bay Regional Council: 06 835 9200 (24 Hours)

Bay of Plenty Regional Council: 0800 884 883 (24 Hours)

Activation of Tairāwhiti GDC marine oil spill response team

Maritime New Zealand should have already been contacted and appropriate sampling personnel dispatched in accordance with the "Response required" section above.

The ROSC should initiate the following actions as appropriate, but not necessarily in this order:

- Arrange for investigation and sampling including sampling to establish baseline levels of hydrocarbon contamination, ecological diversity and characteristics of pre-impact environments.
- Arrange for staff to monitor the spill.
- If a Tier 1 site the operator should be notified and briefed as soon as possible with respect to transfer of responsibility.
- Establish the EOC as appropriate for the scale of the response.
- Designate the personnel in each position who will assume the first roster.
- Activate required members of the response team and inform them of the location of the EOC and the time of pre-response briefing. Ensure that there is an adequate pool of personnel to allow for an ongoing response (i.e. greater than 8 hours).
- Establish communications as required between the EOC and responders in "the field".
- Notify stakeholders as appropriate.
- Arrange for preparation of media release.
- Ensure the Chief Executive, Councillors, Central Organising Ropu (COR –Leadership Team) and staff are kept informed. A text alert and email list has been set up through the CDEM system. This can be used for notification via CDEM contacts.

Incident management team (IMT) and emergency operations centre (EoC)

The Incident Management Team (IMT) works from the EOC. The EOC is the centre of the operation during the oil spill response.

A small Tier 2 Response will be based in the Tairāwhiti GDC Civil Defence Emergency Management (CDEM) Office.

A large Tier 2 or Tier 3 Response will be based in the Council Chambers, Training and Committee Rooms or other suitable building (Lawson Field, Cosmopolitan Club)

During a medium scale Tier 2 incident most positions in the team may be filled by one or more persons to ensure that any response operation has all areas covered for an eight-hour shift. If the response is relatively short term, shifts may be up to 12 hours plus change overs. This is at the discretion of the ROSC having consideration for health and safety, resourcing, knowledge transfer and effectiveness.

For a small Tier 2 response the structure may change as some positions may not be required. Alternatively, one person may be responsible for more than one of these roles. For a link to a draft structure template: Objective link: A2065290

Annex 1 – Equipment and Resources details equipment available in the EOC and provides floor plans to assist with setup.

Annex 2 – Outlines personnel in the EOC and regional responder Team.

Notification of interested parties

The ROSC, in consultation with the IMT, will determine which interested parties to contact and when to contact them (i.e. before or after the Response Action Plan is developed). It must be remembered that some, if not all the interested parties, will be able to provide some valuable input into the development of the Response Action.

Notification must be carried out on a case-by-case basis depending upon the circumstances surrounding the spill.

It is the ultimate responsibility of the ROSC to ensure that all the Interested Parties are appropriately informed.

Reference should be made to Annex 2 - Interested Parties when determining which parties to notify.

As a general guide, other interested parties may include one of more of the following:

Local IWI and hapu groups	Ministry of Primary Industries (MPI)
Emergency Services (Police and Fire)	National Oiled Wildlife Response Team
Hauora (DHB)	Eastland Port
The Department of Conservation (DOC)	Local residents
Maritime New Zealand	Special interest/community care groups

Phase Two - development of an incident action plan (IAP)

Web EOC provides templates for IAP's, task plans and site safety plans.

The following order of events is typical of the procedure that will take place at the EOC with the arrival of the Incident Command Team.

- ROSC convenes a briefing meeting with the Incident Management Team (briefing forms are available in WebEOC) (See: WebEoC-Library-Aide Memoir)
- ROSC forms an Incident Action Plan (IAP) (See: WebEoC-Library-Plan Templates)

Each spill event requires an IAP tailored to the incident. The IAP sets out a clear strategy for spill responses, which is converted into an operational plan by the IMT. The draft IAP will normally be developed by the planning manager/team but for smaller responses may be done by the IMT.

The IAP Development Team must assess the appropriateness of any current spill response plan implemented at the Tier 1 level, and modify this as necessary.

IAP Development Team Tasks

- Evaluate the spill incident and any current spill response plan. Annex 4 includes relevant maps and the Web EOC has other relevant information.
- Determine both short term and long term objectives of the response.
- Develop an IAP which should include:
    i. The strategy for the response and necessary actions to be undertaken, including a strategy for wildlife rescue and rehabilitation.
    ii. Clear objectives for all actions.
    iii. Clear time-line for all actions to achieve objectives; and
    iv. Clear statement of responsibility (i.e. which members of the team are responsible) for the actions and tasks.

The Plan should be:

SMART - Specific, Measurable, Achievable, Relevant and Time Related/Bound

Determine the resources and expertise needed, and those available. Annexes 1 and 2 provide equipment and personnel resources.

Provide a mechanism for feedback, with continuous monitoring of the spill response and modification of the IAP as appropriate.

The ROSC will approve and communicate the IAP to the entire EOC Team, and is responsible for ensuring that the OSDO or NOSC is also briefed of the action.

SOPs are found in Annex 8.

Phase Three - Incident Action Plan Implementation

In case of emergency threatening human life immediately call 111 and ask for Fire & Emergency New Zealand.

Safety

Persons employed in the response operation are to comply with the Health and Safety at Work Act 2015. In the event of a response requiring significant numbers of response persons, it may be necessary to introduce a Health and Safety Advisor in the response team to manage this area.

Robust systems are in place to ensure that persons:

- Are not sent into vapour laden atmospheres that are toxic or will not support life.
- Working on or from a vessel or close to water must wear a lifejacket.
- Working with oils and dispersant chemicals wear appropriate protective clothing at all times.
- Are appropriately trained to work with the equipment.
- Working in exposed conditions wear appropriate clothing and that care is taken not to expose them to hypothermia or heatstroke.
- In the vicinity of working machinery take suitable measures to protect their physical, visual and aural safety.
- Ensure that responders have access to adequate food, water and sanitary facilities.
- Effective response is linked to culturally sensitive practices and response outcomes.
- That a procedure to report hazards and/or near miss incidents is routinely applied.
- That in the event of a serious accident or injury correct procedures are followed to secure the scene, investigate and report the incident to the appropriate agency in accordance with the H&S Act 2015 and the TAIRĀWHITI GDC H&S Policy.

For example: people should not be operating machinery or vessels for which they are unqualified, in conditions they are unfamiliar with, or when they are over tired or physically debilitated.

Refer to the Gisborne District Council Health and Safety Policy (Objective Link: A1880270)

Refer to the Site Supervisor Checklist (Obj. Link: A2065309) and Site Sign-in Sheet (Obj. Link: A2065310)

Cost Tracking and Accounting

Cost tracking must be rigorously applied throughout the response.

Web EOC contains guidance on the financial procedures that must be followed during an oil spill response. High priority must be given to the gathering of sufficient and accurate information to enable recovery of costs from the spiller. Refer to cost accounting template in Administration Annex 7.

Cost Recovery

It will be the responsibility of the ROSC to utilise this information and recover costs, either through legal action against the polluter(s) or from the Maritime NZ Oil Pollution Fund.

Financial Authority

On Scene Commander

Gisborne District Council has delegated the following functions, duties and powers to the ROSC:

Financial authority to expend up to $250,000 in response to a Tier 2 event in accordance with the provisions of the Tier 2 Plan, subject to the following requirements:

1. That following a marine oil spill requiring a significant response, the ROSC immediately notifies Maritime NZ that a response is under way through ringing the RCCNZ.
2. That subject to the provisions of the Maritime Transport Act (MTA) 1994, the ROSC, or those persons authorised by the ROSC, shall meet the reasonable cost (including the cost of the ROSC and any contracted external party) in:
    i. Investigating a suspected marine oil spill
    ii. Controlling, dispersing and cleaning up any marine oil spill, and to the extent that the costs have not been recovered from the person who caused the oil spill, after all reasonable efforts have been made to recover these costs from that person; and
    iii. Meeting the reasonable costs incurred by any person, in assessing any animal or plant life affected by any marine oil spill, with the consent or in accordance with the requirements of the ROSC.
3. In the expected event that the NZ Oil Pollution Fund is used to reimburse the Tairāwhiti GDC for its response activity, the NZ Oil Pollution Fund is entitled to the proceeds of all fines and reparation orders or other sums which a Court orders the Defendant to pay to the Tairāwhiti GDC in relation to a marine oil spill up to the amount advanced by the Maritime NZ.

Charging of Time and External Expenditure

All expenditure will be coded to Emergency Management code 31-00052125

External costs will be charged to this project using the Electronic Purchasing Order (EPO) Contracted responders or their parent organisations are expected to arrange suitable insurance for the response operation.

Internal time should be charged to the project through Time Sheets (See Web EoC- NRT Portal-Document Library-Logistics - Forms. All accounts received for payment or quotes for work will be noted by the person(s) who ordered and received the materials or services and be forwarded to the Logistics Manager.

The Logistics Manager will collate all financial records and will report to the ROSC on the accrued cost at least every four hours or as frequently as the ROSC determines.

Financial information will be maintained in a form which enables claims for cost recovery to be successfully lodged within a short time after the response has been terminated and all costs incurred. Refer to the cost estimate template in Annex 7.

Invoicing

Staff must provide an EPO number for all invoices. Invoices from external supplies will be processed in the normal manner (i.e. payment on the 20th of the month following delivery). However, consideration will be given on a case-by-case basis to paying certain suppliers' invoices on a 'prompt' basis.

Media Relations

Co-operative media relations must be developed early in the response. Regular press releases made during the response (by the media liaison advisor) are to be approved by the ROSC.

Unless otherwise approved by the ROSC, the only people in the Response Team who will communicate with the media during an oil spill response will be the ROSC and the Media Manager or Liaison Advisor under the direction and approval of the ROSC.

All media enquiries outside the subject of the spill response shall be forwarded to the appropriate organisation or individual to provide comment.

Media Releases during Tier 3 Response

Releases of information regarding a Tier 3 response operation to the media are to be made only with the authority of the Director, Maritime New Zealand or the National on Scene Commander. Regional responders in a Tier 3 operation are to decline comment with the media and refer all enquiries to the appropriate persons.

Documentation

Records of all communications (telephone conversations, e-mails and file notes) must be recorded. All financial transactions and expenditure, and a chronological account of the incident must be kept.

Sampling and Evidence

The Tairāwhiti GDC Enforcement/Compliance Team may be required to help out with the collection of evidence and taking samples for any court action.

Regional Council Guidelines Prosecution and Cost Recovery July 2017 – Web EoC Gisborne Portal – Library – Guidelines for Regional Councils – Prosecution and Cost Recovery

Security

Security for the EOC and the response operation in the field must be installed for the safety of response personnel and the public, protection of the public and maintaining accessibility to those affected by the spill.

Phase Four - response termination & demobilisation

The transition from Response to Recovery and Termination

The ROSC may terminate any marine oil spill response by the Tairāwhiti GDC (Section 304 (2) MTA 1994). The decision should be made on reaching all objectives and agreed transition points.

Prior to seeking termination of the response, the ROSC will hold a meeting with the IMT. The purpose of this meeting is to determine whether the IAP objectives have been achieved and the incident response has been adequately completed. If this decision is likely to be contentious then the decision may be referred to the Director MNZ, for assistance or resolution.

Response termination involves the recovery, cleaning and maintenance of all equipment used during the response as well as replacement of consumables. Also, it involves the collation and completion of all documentation associated with the spill response, including expenditure reports.

The recovery phase consists of the period of time following the completion of physical oil containment and removal that the activities such as environmental and cultural monitoring related to the incident continue.

Refer to MOS Site Sign-Off and Transition Point Criteria (Obj. Link: A2065313)

Equipment Cleaning

The cleaning of response equipment used during a response will be carried out in such a way as to not cause further contamination of other areas or sites.

Cleaning should be carried out in a contained area where oil and contaminant residues can be contained for final disposal.

Equipment that is to be returned shall be inspected after cleaning and a reinstatement form signed to show that the hirer or owner is happy with the condition.

See SOPs in Annex 8.

Debriefing

A hot debrief may be held at the termination of the response for those present.

A formal debrief of the Team/Managers, chaired by the ROSC or nominee, will be held following termination of the response. This will enable a review of the appropriate Tier 1 and/or 2 Plans and will highlight areas where the response could be improved).

The ROSC is responsible for arranging the time and venue of the debriefing and shall inform those persons/or representatives of supporting organisations of such arrangements.

Before the response personnel depart their stations, they should attend a debriefing meeting with their section Manager. The Managers will then attend a debriefing with the ROSC.

Those persons and/or representatives are expected to attend the debriefing.

Costs associated with attending the debriefing or the completion of reports shall be considered to be part of the overall incident response.

Council Reporting Procedure

On completion of the debriefing, the ROSC is to ensure that all pertinent information is collated and forwarded together with a report to the Tairāwhiti GDC Leadership Team, within 20 days of the debriefing.

A more comprehensive report is required if clean-up operations are undertaken, particularly if cost recovery is to be undertaken.

This report should also be submitted to MNZ through WebEOC.

Phase Five - Post Operations - Documentation of Costs/Litigation

Policy

It is the policy of the TAIRĀWHITI GDC and Maritime NZ to recover the costs of marine oil pollution clean-up operations from the spiller if they can be identified. If they can't be identified, then costs may be recovered from the Oil Pollution Fund through MNZ.

Financial Systems

The Maritime NZ document "Oil Spill Preparedness and Response Guidelines for Regional Councils – Prosecution and Cost Recovery" covers the information required and the procedure for costs recovery.

It must be noted that costs will still be incurred after the termination of the clean-up phase of the incident and these need to be accounted for in the overall response cost.

12 Jul 2021

Salvatore 'Sonny' Ali
Harbourmaster
Gisborne District Council
15 Fitzherbert Street, PO Box 747, Gisborne 4010

Dear Sonny,

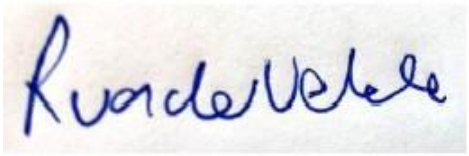
Gisborne Tairāwhiti Regional Marine Oil Spill Contingency Plan approval

This letter serves to inform you that your Council's reviewed Regional Marine Oil Spill Contingency Plan is approved in accordance with sections 289 and 292 of the Maritime Transport Act.

It is important that the plan is checked every 12 months to verify the currency and completeness of the information contained in it, as is required by Marine Protection Rules Part 130C.18, to ensure that the Regional Plan stays as up to date as possible.

Please provide two hard copies of the approved plan to Mike McMurtry at MPRS; and thanks for the electronic version of the plan, already in WebEOC.

Yours sincerely



Renny van der Velde
Manager MPRS and Maritime Security

Annex 1 – Equipment Lists and Mobilisation Instructions

Emergency operations centre (EOC)

The EOC for a small Tier 2 response is currently in the GDC Emergency Management Office at 15 Fitzherbert Street, Gisborne 4040. For larger Tier 2 responses and Tier 3 responses the EOC will be based either in GDC Training and Committee Rooms, or Council Chambers (Phone 06 867 2049).

Alternative venues:

- Eastland Port meeting room
- Fire and Emergency NZ meeting room
- BNZ Partners Building

EOC setup

If an oil spill response requires the Emergency Operations Centre (EOC) to be set up then the EOC will be set up in accordance with the CIMS Structure.

The setup and patch plan is in the bookcase marked “CDEM Emergency Plans, MOS Plans and EOC Setup Plans”.

Facilities at the EOC

The following items should be made available at the EOC:

- Computers/laptops for access to Web EOC
- National Marine Oil Spill Contingency Plan
- Coastal Section of the Tairāwhiti Regional Plan
- NZ Nautical Almanac
- EOC desk/place labels
- Personnel passes
- Relevant hydrographical charts (HM)
- Relevant Topographic Maps (GIS)
- CDEM Credit Card
- Electronic Purchase Orders
- Covertex Air Shelter – suitable for a field EOC
- 10 Digital Multi-Channel (VHF & UHF) Hand-held Radios. For specifications see: Objective Link: A2065344

Equipment lists and contact details

Introduction

Managing an oil spill may require considerable quantities of resources to be dispatched to the affected areas.

Any resources including oil spill equipment, transport etc must be recorded and charged to the incident.

The only people who can authorise the ordering and dispatch of resources to an incident are the:

- ROSC;
- Operations Manager;
- Logistics Manager

All expenditure should normally be pre-approved by the ROSC. To expedite a response there may be circumstances where a discretionary spend of up to $5000 is allocated to the Operations and Logistics Managers without prior ROSC approval. The ROSC should be informed of such spending at the first available opportunity. The IMT should strive to establish real-time cost accounting as soon as practically possible.

Equipment mobilisation

Oil spill equipment will usually be moved to the spill site by road, but may also be moved by vessel. The vehicle-accessibility of the destination, time to transport the equipment to its destination and the means of unloading the equipment will need to be considered. Many of the items are pre- packed, cumbersome and heavy. Accordingly, the means to load and unload must be provided.

Transportation companies are listed on p 5.

When ordering vehicles ensure:

- Type of oil spill equipment and its store is specified.
- Hiab Truck to be able to lift the gear on and off the truck or availability of forklift.
- Destination of the equipment is clearly specified, and repeated back by the transport dispatcher.
- Driver is asked to relay the time of departure from the store to the destination, and their ETA at the destination.
- Driver reports any unforeseen delay en route to the scene; and their arrival at the destination; and
- Driver's orders after delivering the equipment is understood.

Maritime NZ equipment

Instructions for accessing additional Maritime NZ oil spill equipment are outlined below.

Equipment will be dispatched by Maritime NZ using the quickest means available. This might be by RNZAF, commercial aircraft, or alternatively by road. The availability of suitable aircraft will dictate delivery times to Gisborne. Road transport will take approximately 10.5 hours.

Costs for use of MOS Equipment are in WebEOC. (Web EoC-NRT Portal-Operations-Dropdown Menu-Operations-MPRS Equipment-MPRS Equipment Tab-Select Equipment to see standby and in use rates)

Costs for booms and skimmers must be tracked when used at any marine oil spill. Located at Council Depot at the end of Banks Street, Gisborne. Keys to the gate and shed are held by the Regional on Scene Commander and the Civil Defence Emergency Management Duty Officer. Spare keys are also held in the CDEM Office.

Item	Quantity
Containment Systems	
Land/Sea Boom	240 m (12x20m in 3 boxes))
Rapid Deployment Boom	99m (66m +33m in 1 box) x 2
Harbour Boom	100m (5, 20m sections in 1 box) x2
Recovery Systems	
Delta Head Skimmer (stored in Port Shed)	1
Foilex Skimmer	1
Komara Skimmer and Power Pack	1
Temporary Storage	
Frame Tanks 7500L x 2	
Framesets	2
Covers	2
Sorbents	
Oil Snare Absorbents	1 x 10m, 1 x 20m, 60 snares
Absorbent Pads	1400 + 2 rolls 90 x 40m
Absorbent Pillows	10
Absorbent Booms	48
Hand Wringer	1
Ancillary Equipment	
Spate Pumps	2
Stihl Blowers	1
Plastic Containers	3 x IBCs
Wildlife Response Kit	1 crate
Dolav Storage Bin	700 litre capacity
Hand pump - Quicksilver	1
Lifejackets	6 classics stored in Port Shed
Absorbent Booms	10
Absorbent Pads	100
Wheelie Bin, Rubbish Liners and Ropes	Assorted
Lifejackets	4 classic and 4 inflatable
3 IBCs (1000 Litres each)	

Check list for oil spill shed

Date:

	Item
Required	ROSC will supply list of equipment to Logistics or Store person to organise
	Equipment
	Land sea boom/stihl blower/anchors/orange buoys
	Sorbent booms
	Frame tank
	Weir skimmer/spate pump
	Disc Skimmer/spate pump
	Delta Skimmer head
X	Life jackets (4 stored at Banks Street and 6 stored in Port Shed)
X	Hard hats (use when there is a risk of head impact such as loading and unloading trucks)
	3 Plastic IBCs
X	Iron standards, rammer and pulley to remove standards
X	Box of ropes and tools
	Extra anchors for sorbent booms
	Sorbent pads and sorbent rolls
X	Extra wheelie bins and rubbish liners
	Sampling kit
	Wildlife
	Response kit
	Health and Safety
X	Drinking Water /bottles (if any)
X	Bins – Tea/coffee/cups/sunscreen/toilet paper/hand sanitizer
	Hard hats and eye/ear protection – ear plugs in box of ropers and tools
	Extra PPE gear boots, overalls, wet weather gear, sun hats, gloves,
X	Signage (including base set) – Danger Restricted Area x 3
	Additional

X – Equipment that is essential and will be delivered to the site from Banks Street.

The Sampling Kit is stored in the MOS Shed at Banks Street

Accessing additional Maritime NZ equipment

Requests to mobilise this equipment should be made through the OSDO – contact MPRS - 04 473 6369.

The majority of Maritime NZ equipment is pre-packaged in numbered boxes with collapsible sides, a pallet type base, and of a size appropriate to the equipment contained. The dimensions and weight of the loaded boxes vary according to equipment type but all are intended to fit road trailers and into commercial aircraft that have been converted to a cargo configuration.

They will not fit into a Boeing 737/Bae 146 in the passenger configuration. Because of the nature of their construction they may be stacked only two high for transport. These boxes are marked to show their general contents and loaded weight, a more detailed list of contents is enclosed within the box.

For a list of MNZ Regional Equipment: WebEoC-Gisborne-Equipment-magnify icon.

For a list of MNZ National Equipment: WebEoC-NRT Portal-Operations-Operations drop-down-MPRS Equipment.

Locally based equipment and contractors

Transportation				
Gisborne HiAb (Justin Martin)	021 653 5757 24/7			
Jukes Carriers Limited (Trevor Jukes)	06 868 4102	0274 452 469	027 499 4744 Option 2	027 446 4471 Option 3
Fulton Hogan Gisborne	06 8691800 24/7			
Suction Trucks				
Fulton Hogan Gisborne (For all liquid waste services)	06 8691800 24/7	0274 844 468 Branch Manager	0274373680 Divisional Manager	
If additional items are required contact FENZ.				
Safety Equipment				
NZ Safety Blackwooods Limited)	0800660660			
General Equipment				
Hire Pool	867 9466			
Martins Hire	863 3550			
Small Vessel Salvage – See BOPRC Regional Plan for a range of marine contractors based in Tauranga				

Dispersant use

The use of dispersant at the Tier 2 response level requires permission from MNZ, who have consolidated some response options, such as dispersant and oiled wildlife response, into a national capability that can still be accessed by regions for Tier 2 response. Dispersant is stockpiled outside of the region for use by MNZ approved aerial contractors.

Vessels

Type	Owner	Contact
Kaitiaki 6.5m Alloy Hard Top 200hp $350/hr with 1 skipper + 1 Crew	GDC Harbourmaster 	Vessel Master 06 867 2049
Pilot vessel : 12.5m $807.53/hr Barge: $807.53/hr - Tugs x 2: Titirangi 24m $2100.40/hr 28T Waimata 24m $3338.84/hr 67T New Tugs due mid-2022 50T	Eastland Port Stormwater System Obj. Links: A2065388 Inner Harbour A2065389 Commercial Wharf Awaiting updated plans from Eastland Port	868 5129 021 242 5320
Enchanter Fishing Charters - 3 open ocean-going vessels - ($3600/day for overnight up to 8 passengers) (Pacific Invader): 16.5m	Enchanter Fishing Charters Note: Allow passage time to the region. Home port is Whakatāne MW Richmond	867 8313 027 241 6654 021 480 0181
Touchwood Fishing Charters - Charter fishing (38 South) : 16m	Touchwood Fishing Charters Based in Gisborne Surveyed for 14 passengers $1850/day	0274 305 701
Coastguard :9.5m AMF RHIB10m	Adrian Brown	06 8671027 0274439658
Tolaga Bay Volunteer Fire Brigade (search Facebook page for additional contacts) Coastguard :8m Niad RHIB	For emergency contacts dial 111.	06 8626895
4m Stabi-craft– Rivers only 6.9m Stabicraft – Coastal Limits, Inflatable IRB : 4.5m - Department of Conservation	DOC 4m- 3 passengers 6.9 – 5 passengers Both are trailer boats	869 0460 Gisborne Office Vessel Manager :0274 324 920 027 447 406
Inflatable IRB : 7.5m - Ministry for Primary Industries	MPI	0800 0083 33867 9139 Vessel Manager: 0274 484904

The Awanui with on-board skimmer from Bay of Plenty is available for use and can be arranged through the Bay of Plenty ROSC.

11.25m length and draught .3m

Maximum speed 30+ knots and 7 tonne load capacity

Palfinger crane surveyed to lift 2000kg over decks and 1200kg alongside and also a 7degrees list limit Hydraulic Spud to 6m depth

Diesel power pack supplied by Brevini Twin 250Hp Suzukis with electronic steering Surveyed for Inshore Limits

Is road transportable (under wide load regulations) Surveyed for up to 20 passengers and a minimum of 2

6 collection brushes and up to 30 tonnes/hour.Collects in up to 3-4 knots of current

Suitable for a wide range of hydro-carbons fromdiesel to heavy fuel oils

Handles light oiled debris such as floating sea grass, driftwood or lettuce/garbage

Has a free-floating setting so that it adjusts to waveaction and motion. Copes with up to a 1 metre swell.

95% oil/water efficiency rates

The pump is an Elastec ES400 Submersible screw pump – also capable of pumping 30 tonnes/hour and a wide

Price to be discussed with the ROSC/BOPRC Harbourmaster at the time of deployment

Spotter or reconnaissance aircraft

Contractor	Aircraft Type	Comms
Air Gisborne (Andrew Reid) air.gis@xtra.co.nz	1 Kingair C90, 1 Piper Navajo Pa-31, Cessna 172, Two Grumman AA5A's.	0800 866 006 or 06 8674684 Forestry FM The Cessna has Marine VHF Ground to air
Ashworth Helicopters info@ashworthheli 0800 327 867 867 7128 027 432 3103	Bell Jet Ranger Lift capacity: 500kg Bell Long Ranger Lift capacity: 650kg	
For additional aerial contractors check the Bay of Plenty Regional Marine Oil Spill Response Plan – see link above		

Waste Contacts

Collection and Disposal				
Bay Waste Services E-mail: eslcsrgisborne@envirowaste.co.nz	06 868 6007		Note: EnviroNZ has a contract for waste service provision with MNZ. This can be enacted at the local level (Obj. Link: A2065325)	
Waste Management Limited – Operate the Transfer Stations but do not accept oily waste	0800 101010			
Transportation				
Fulton Hogan Co-ordinator (see above links)	06 868 1400 24/7			
Suction Trucks				
Bay Waste Services	06 868 6007		027 254 0395	
Terry Taylor Drainage (Septic)	06 868 5383	027 457 6664		
Wayne's Waste Ltd (Septic)	06 867 3606	027 434 0924		
Skip and Jumbo Bins				
Bay Waste Services (see above)	868 6007		0274 254 0395	
Waste Management	06 868 9548			
Wayne's Waste Ltd	See above			See above
Liquid Waste Oil				
Bay Waste Limited (see above)	868 6007			

Oil that contains water can be stored at Bay Waste Services who will arrange disposal to an approved site. It is vital to maintain accurate records and tracking of all oily waste collection, storage, processing and/or disposal so that the management of waste is appropriately authorised and managed during an oil spill response.

Cleaning

Premise for Cleaning of Oily Gear (Try to avoid wet cleaning)

- Often equipment can be cleaned using dry rags and organic cleaners such as De-Solv-it. Some degreasers can be corrosive on some substances (e.g Simple Green reacts with Alloys). Check chemical cleaners are appropriate for the application.
- Gisborne Hydraulics cnr Lytton and Awapuni Roads;

Relatively small area however area covered and can clean pumps, skimmers and PPE;

- Truck Stops (BP, Caltex)

Areas for Cleaning Gear – not oil contaminated

- Churchill Park (dry area)
- Eastland Truck Wash, Innes Street – (wet area)

Note: Oil interceptors work well for free oil but once oil is emulsified (dissolved with water) such systems are not generally effective for oily wastewater treatment

- Te Maunga Transfer Station at Mount Maunganui accepts oily waste for processing.

Temporary storage locations

The following sites were identified by Maritime NZ during a major incident however the use of these sites would depend whether access would be allowed by the current owners of the site or the use of the site had changed since it was identified.

#	Location	Capacity m3	Vehicle Access	Earthworks required
1	McCannics, Awapuni Road 3 bays uncovered. Large industrial sealed site. Good access.	150	Sealed road	None
2	Fulton Hogan, Banks Street 3 semi covered bays. Large industrial sealed site. Good access.	150	Sealed road	None
3	Log Yard Dunstan Road Secure away from residential areas, covered concrete floor	1500	Sealed road	None
4	GDC Pumping Station Clay lined moderate access	120	Paddock	Cut fence, provide track
5	Land next to Airport	500	Metal road	Line containment area
6	Speedway Track Large flat areas – Awapuni Road	500	Metal road, then grass track	Line containment area

After reviewing the temporary storage areas, it is recommended that the following procedures be undertaken:

1. Management of storage sites will include visual inspections of the sites to ensure contents are contained and covered. This is especially necessary during load out periods.
2. That the following sites McCannics – Awapuni Rd (1), Fulton Hogan Banks Street (2), and Rayonier Dunstan Rd (3), sites be used as first priority. These sites are enclosed and allow all weather access to the storage bays.
3. It is recommended that these bays be emptied on a continuous basis, to ensure capacity requirements are maximised and potential health and discharge issues at the storage sites are minimised.
4. It is recommended that if the storage bunkers are used, daily inspections are undertaken to ensure that containment is secured.

5. Sites (4) – (7) will require minor earthworks to some extent prior to sand disposal. There may be a 6 – 12 hr delay to complete the earthworks prior to them being ready for waste acceptance.
6. The use of multiple storage sites should be avoided. It will be best practice to increase the storage capacity at sites 1 – 3, by extending the bunds with concrete barriers. These are readily available in Gisborne. Leachate must be contained and all waste covered to prevent rain entering the waste stream.
7. In the event that a major event is required the best option is to rapidly increase the servicing of the bunded areas. This may require 10 – 20 units per day but will be dependent on the material that can be collected from the beaches to the storage areas. It is assumed that contaminated sand recovery will only be attempted during daylight hours due to OSH issues. Emptying of the bunds can also be performed after-hours, at the Awapuni and Banks Street site due to onsite lighting. To obtain large numbers of trucks, e.g. above ten there may be a 6 hr delay prior to the trucks being available.
8. The option of creating lined storage trenches should be avoided, as the minimum liner requirement will be a landfill HDPE Liner which requires specialised construction and delivery period will be a minimum of 72 hrs and the cost extremely prohibitive.

Oiled wildlife response equipment

Regional Wildlife Kits

The Regional Wildlife Kit, comprising one blue crate of equipment, is stored at the Council's oil spill store, Gisborne District Council, Banks Street, Gisborne.

Note:
The regional kit is a start-up unit for the immediate needs of small numbers of birds for the initial stage of a response. Readily available items can be obtained directly from retailers and suppliers for subsequent needs. Specialist items will be obtained via veterinary and safety suppliers through the spill response logistics section.

Items such as bird enclosures will be fabricated on-site where required.

National Wildlife Response Capability

Wildbase (Massey University) and associated equipment can be mobilised for a Tier 2 response with approval from the ROSC and OSDO (Wildbase should be mobilised through the OSDO 04 473 6369). First contacts for a Tier 2 response are local responders trained in OWR and part of the NOWRT. Wildbase can be contacted for advice at any time (duty phone – 027 246 2267)

Regional Equipment Requirements

Listed below is an inventory of some equipment that may be a necessary requirement to implement a regional wildlife response operation. The items in bold are contained in the Regional Wildlife Kit. The number in brackets indicates the number held in the kit. A comprehensive listing is not feasible as the response situation will dictate the equipment required to solve the problems presented. The remainder will be sourced locally.

Temporary Holding/Rehabilitation Centres	Storage Equipment
Bird holding pens - 3 layer ply	Crates
Extension cords	Storage bins
Nylon rope - 4mm 30m (2)	**Temporary Holding/Rehabilitation Centres**
Shade cloth (e.g. 910mm x 50m)	Food dishes
Waratah stakes	Heating lamps (2)
Squeeze bottles - 500ml (3)	Tergo Bird wash (20 litre drums) (1)
Digital thermometers	Polythene tarps (4m x 6m)
Weighing scale	Scrub brushes
Toothbrushes (10)	Pails (e.g. 10 litre)
Cotton balls	Cable ties
Rubbish bags	Access to animal food sources
Towels	

Veterinary	Veterinary
Feeding tube - 8Fr/12Fr a 16” (50)	Microcontainers - heparinised
Gauze pads - 5 x 5 cm	Critaseal
Gauze rolls	Glucostix 2646
Cotton swab	Hibiclense disinfectant - 500ml (1)
IV Catheter 24G x .75”	Isopropyl alcohol - 1000ml
Lactated ringers soln. - 1 litre	Lanolin ointment - 500ml
Microhematocrit tubes	Microscope cover - slips/slides
Needles - 23G x 1”, 25G x 0.63”	1ml, 3ml, 10ml syringes
Oral thermometer	50ml syringe catheter tip (50)
Plasma-lyte	50ml syringe - luer lock
Saline for irrigation - 500ml	5ml syringe
Sharps disposal bin	Adhesive tape - 12mm, 25mm
Stethoscope	
Winged infus’n set - 25g x 3/8 x 3.5”60	
Torch - diagnostic pupil	
Coprokit	
Activated charcoal 1kg	
Paraffin oil - 2 litre	
Gatorade drink crystals - 500gm	
Bandage scissors	
Flexible bandage - Coflex 5cm	
Squeeze bottles 500ml	

Limits on Gisborne regional response expectations

Any wildlife response in Gisborne at the Tier 2 level will involve the mobilisation of the National wildlife response capability.

Taking into account the type and number of species likely to be impacted in the event of an oil spill and the limitations with respect to the Temporary Holding Centres, Temporary Rehabilitation Centres, equipment and trained personnel in the region, the response expectations are:

- 50 birds; and
- 5 NZ fur seals (sub-adults up to approximately 18 months old).

Temporary Holding Centre (THC) & Temporary Rehabilitation Centres (TRC)

The following Section describes suitable THC's and the TRC that have been selected for the Gisborne region. This includes the resources available in each Centre, and identifies any constraints that would need addressing in order to cater for wildlife in a response.

Waipaoa Water Treatment Plant
429 Bushmere Road
Gisborne

The site is owned by the Gisborne District Council and is situated 10 km from Gisborne.

This site has been assessed as being suitable for wildlife rehabilitation in the event of an oil spill response. Permission from the owners will be required prior to this site being used.

The complex consists of a large double vehicle shed plus a three-bay implement shed and single vehicle shed all with concrete floors. There is plenty of room for a container and marquee.

The site is fully fenced and secure and there is plenty of parking on site.

There is city water to the site but the cleaning area would require a temporary supply. There is a 200 litre hot water cylinder in the main building. There is also a septic tank.

Both 3 phase/single phase power is available. There are toilets, showers and kitchen facilities in the main building.

The Gisborne airport is less than 10 km away and there is plenty of room to land helicopters on site.

Although this is a quiet rural setting bird scarers are used seasonally in the area. The only concern is that birds could escape and land on the water storage ponds and pollute the water supply. This however is back up supply only used occasionally.

Contacts
Director Lifelines or Manager Utilities
Gisborne District Council Ph (06) 8672049 (24/7)

Gisborne A&P Showgrounds
20 Main Road Makaraka Gisborne
This site is owned by the Poverty Bay A&P Association.

The A+P showgrounds Event Centre in Makaraka consists of three areas.

- A large Event Centre (hall)
- A shearing display auditorium, wool room and associated buildings and
- A large building on the opposite side of the field that is used by the Riding Club for the Disabled.

The site is used for the Annual Show in October and horse jumping events throughout the year while the event centre is booked throughout the year for a range of events.

Event Centre

The hall consists of wooden frame walls with corrugated iron covering, interior panelling boards, and netting at the eaves. The roof is insulated corrugated iron. The flooring is concrete.

There are multiple entrance ways into the building and a large roller door opens onto a concrete pad. This area was set up in 2002.

This is a multi-room complex which could contain all indoor activities and has hot and cold running water. Connections to City water and GDC sewers are available.

There is a kitchen in the event centre as well as one for the camping area. Lighting is from skylights, fluorescent strips and incandescent pendants.

This site was set up during the Jodie F Millennium spill in February 2002.

There are large fire hydrant mains located on exteriors of buildings. There is a camping ground and cabins on site.

The site is gated and surrounded with a low wire fence and is situated close to the Gisborne Airport. There is no air conditioning and the concrete flooring is uneven and susceptible to water pooling.

Shearing Display Auditorium and Wool Room

The former area could be useful for small scale responses but is flawed by its proximity of deeply manured sheep holding and handling facilities.

For small scale operations the Shearing Display Auditorium is available for accession/triage/stabilisation and the Wool Room is available for washing. For longer stay husbandry an outdoor access area would need to be created, possibly based from the Wool Room.

Shearing Auditorium room lighting is via skylight translucent sheeting and fluorescent tubes.

Shearing Auditorium floor is concrete with a wooden shearing podium and wooden amphitheatre step seating.

Seal off any agricultural animal handling areas from useable spaces with temporary polythene sheeting. Remove and store interior furnishings of display boxes and benches.

Contact
Secretary A & P Association info@gisborneshow.co.nz
(06) 868 6084 or

Inside the Event Centre

Toilet block and Event Centre

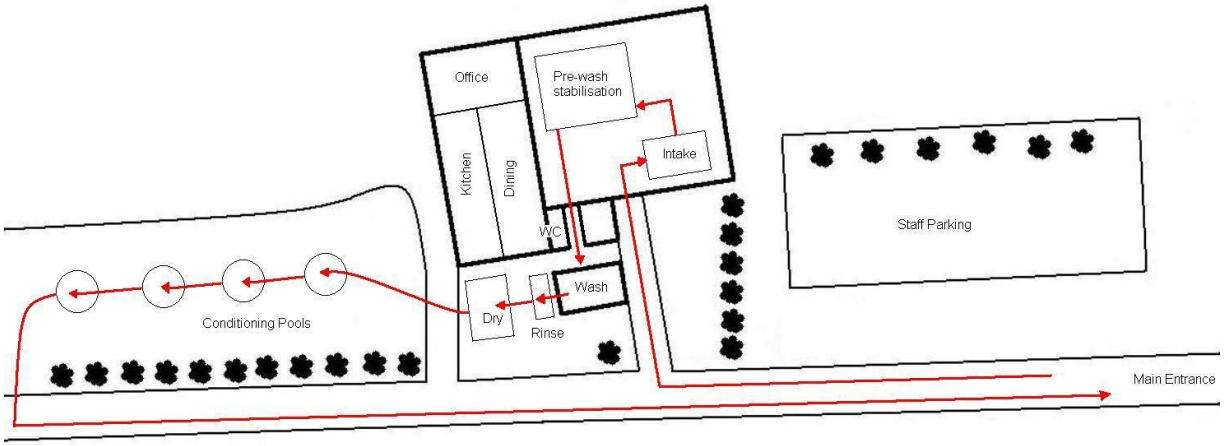
Shearing auditorium and wool room

Outdoor Area

Entrance

Driveway

Establishment Plan – Events Centre and Shearing Pavilion:



Fire Station Main Road **Tokomaru Bay**

The station is owned by Fire and Emergency New Zealand.

This site has been assessed as being suitable for wildlife rehabilitation in the event of an oil spill response however permission from the owners will be required prior to this site being used.

The buildings are fed by a 20,000 litre rain-water tank as well as spring water. The building has a septic tank and power.

There is off road parking, roadside parking and parking in an adjacent paddock. A helicopter can land in the rugby field opposite.

The building has a kitchen, adequate toilet facilities and a grocery shop nearby.

There are two fire station bays (14m x 6m and 14m x 7m) and a mezzanine floor (3mx7m). There is also security fencing at the rear but it may require fencing in the front.

Accommodation is available at nearby motels and camping grounds as well as backpackers and maraes.

There could be quite a bit of noise from the road traffic as well as the station siren – however this can be muted.

Contacts
In an emergency dial 111. For the station house call: 06 864 5782

Tokomaru Bay Fire Station

Paddock behind the Fire Station

Ruatoria

The site is owned by Fire and Emergency New Zealand.

This site has been assessed as being suitable for wildlife rehabilitation in the event of an oil spill response. Permission from the owners will be required prior to this site being used.

If the site is required, the fire engine and water tanker could be moved elsewhere. The site has a 40,000 litre tank supply plus additional water from a spring. Toilets and showers are available and a septic tank for wastewater disposal.

There is a kitchen and large smoko area, some parking in front of the building but otherwise there is road side parking. The building is secure with land at the rear for a marquee.

Gisborne airport is two hours away however there is a helipad on site. There is minimal traffic noise and the station siren can be muted if necessary. There is the Kai Kart Takeaways and Cafe and a Four Square Supermarket. The Marae is currently being renovated.

Contacts:
In an emergency dial 111. For the station house call: 06 8649123

Ruatoria Bed and Breakfast:

Enz of the Earth Telephone: 06 864 8711 - Sleeps up to 10 people with shared kitchen and bathroom space.

Te Araroa Sports Grounds

East Cape Hunting and Fishing Inc
10 Pohutu Road
Te Araroa

Tokararangi Sports Club
10 Pohutu Road
Te Araroa

Telephone: 06 5644 853

There are two buildings on the Te Araroa Sports Grounds.

This site has been assessed as being suitable for wildlife rehabilitation in the event of an oil spill response however permission from the owners will be required prior to this site being used. The land is owned by the Gisborne District Council but the buildings are owned by the clubs. The buildings are fed by spring water and have septic tanks. The power is single phase. There is plenty of parking with truck access with security fencing on the road frontage. There is room for a helipad on site and a small fixed wing air strip along the beach front. The buildings have kitchen facilities and food outlets/grocery shops within a short distance.

There is accommodation at the Lottin Point Motel (06 864 4455), camping grounds or local maraes. There are adequate toilets and showers and outside lighting.

Contact
Ngati Porou East Coast Rugby Union

Rugby Pavilion

Rear of the grounds

Veranda of the club rooms

Resources and Logistical Support

Annex 1

Products	Company Name	Address	Phone No.	Fax no.	Email	Web Address
PPE	NZ Safety Blackwoods	372 Gladstone Road	0800 66 0660			
PPE Suppliers, waste bags & spill equipment	EnviroNZ A - comprehensive range of oil absorbing product & related equipment Spill Control NZ	Auckland – overnight courier PO Box 17 Oakura, New Plymouth 4345	See contact sheet for details 08000 30953		sales@spillcontrol.c o.nz	
Building Supplies	Bunnings Trade	Carnarvon Street	8679599	8679597		
	Bunnings Warehouse	Cnr Peel Street & Kahutia Street	8693300	8630600		
	Tumu ITM	356Childers Road	8689599			
	Carters	342 Gladstone Road	8688099			
Plumbing Supplies	Plumbing World	121Kahutia Street	869 0068			
Gas Supplies	Hirepool/BOC	429 Gladstone Road	068679466	068679466		
Hire Centres e.g., Marquees, Portable Buildings, Fencing, Toilets, Refrigeration, Tarpaulins Generators	Hire Pool – as above	429 Gladstone Road	8679466	8679364		
	Martins Hiremaster (Mechanical)	126 Disraeli Street	8679131			
	Martins Event & Party Hire	346 Palmerston Road	8633550			
Drainage & Earthworks	Thompson Drainage	81 Innes Street	8674902			
Assorted Earthmoving Contractors						
Transportation	Budget Car Rental NO TRUCKS – 12 SEATER VAN ONLY	Gisborne Airport	8679794 0800283438			

Products	Company Name	Address	Phone No.	Fax no.	Email	Web Address
Veterinary Supplies	Vet Ent Eastland Veterinary Services Ltd	281 Gladstone Road 743 Gladstone Road	8685151 2615831	8685351		
Electrolytes, PPE, Feeds	PGG Wrightsons	21 Solander Street	8631686			
Fish Supplies*	New Zealand King Salmon Co.	10-18 Bullen Street PO Box 1180, Nelson	03 548 5714	03 53808 741		
Live Insects – Reptile Food	Biosupplies - Annimates	383 Gladstone Road	022 1354740 8631286			
Security Firms	CSL 360 Degrees	Fitzherbert Street, Ormond Road 70 Disraeli Street	8690004 8688360	068691650		
Accommodation	Various					
Hazing Supplies eg gas cannons, birdscare tape	FruitFed PPG Wrightson	21 Solander Street	8631686		gisbornbeeffstore@ppgwrightson	

Able to supply up to 2 tonne of salmon smoults within 2 days.

NB: Accommodation, catering and personnel transport is typically organised by ICC through MNZ controlled cost centres.

Regional Wildlife Response Equipment Contents

Blue Box

These contents are intended to cater for 50 birds and 20 field personnel

	Item	Use	Number	Supplier	On shopping list	Check
Capture	Transport boxes	Transportation of birds	50	Contact Wildbase Oil Response		
	Matasorb(sorbent mats)	Lining bottom of transport boxes	100	See PPE suppliers above		
	Pillow cases	Holding birds before placing in transport boxes	50	Manchester retailer		
	Wildlife Collection tags	Labelling boxes (live) & Bags (dead)	75	Contact Wildbase Oil Response		
	Long handled dip nets	Net capture of birds	10	Fishing store or similar		
	Tyvex suits - size M	PPE	3	See PPE suppliers listed		
	Tyvex suits - size L	PPE	12	See PPE suppliers listed		
	Tyvex suits - size XL	PPE	12	See PPE suppliers listed		
	Tyvex suits - size XXL	PPE	3	See PPE suppliers listed		
	Nitrile gloves (disposable) - size S	PPE	2 boxes	See PPE suppliers listed		
	Nitrile gloves (disposable) - size M	PPE	2 boxes	See PPE suppliers listed		
	Nitrile gloves (disposable) - size L	PPE	3 boxes	See PPE supplies listed		
	Safety sunglasses	PPE	20 pairs	See PPE suppliers listed		
	PVC gloves	PPE	20 pairs	See PPE suppliers listed		
	High visibility Safety Vests	PPE	20	See PPE suppliers listed		

	Item	Use	Number	Supplier	On shopping list	Check
	Whistles	Attracting attention in the field	20	Tramping store		
	Hibitane/Hibiclens disinfectant - 500ml	Hand cleaning	1	Order through local veterinarian		
	Paper towels	Hand cleaning	10 rolls	supermarket	Y	
	Alcohol hand gel (small bottles)	Hand cleaning	20	supermarket	Y	
	Field notebooks (plastic paper)	Field notes	10	OfficeMax see link below		
	Pencils	Field notes	20	Local bookshop		
	Field Guide to Birds of NZ NZ Birds Online	Species Identificatio n	1	Local bookshop	Y	
	Infectious waste bags	Containing oiled PPE etc	20	Contact Wildbase Oil Response or PPE suppliers		
	Plastic leg bands for bird ID	Bird ID	50	Contact Wildbase Oil Response		
	Sharpie pens	Labelling	10	Local bookshop		
Stabilisation		50ml syringes, without catheter	Oral fluid administration	20	Order through local veterinarian	
		20ml syringes, without catheter	Oral fluid administration	15	Order through local veterinarian	
		10ml syringes, without catheter	Oral fluid administration	15	Order through local veterinarian	
		Roll of silicone tubing	Oral fluid administration	20 m	Rubbermark	
		Cotton buds	Cleaning oil from eyes and mouth	5 pkts	Pharmacy	
		0.9% NaCl (500ml bottle)	Cleaning oil from eyes and mouth	2	Get at local veterinarians	Y
		Squeeze bottles	Cleaning oil from eyes and mouth	3	Plastic box	

	Item	Use	Number	Supplier	On shopping list	Check
		Digital thermometer	Cloacal temperature taking	1	Local chemist/pharmacy	
		Electrolytes, powder	Oral fluid administration		Pharmacy, supermarket, vet clinic	Y
Dead bird collection		Plastic bags	Holding dead birds	100	Plastic box	
		Cable ties, 200mm	Sealing bags	100	Hardware store	
		Cable ties, 100mm	Sealing bags	100	Hardware store	
Administration etc		Clipboards		5	Bookshop	
		Writing Pads		5	Bookshop	
		Nylon rope - 4mm - 30m		2	Hardware store	
		Animal admission logs in folder	Complete for each animal	60	Photocopied forms	
		Register of equipment (in and out)		1	Contact Wildbase Oil Response	
		Stock rotation schedule		1	Contact Wildbase Oil Response	
		Audit checklist		1	Contact Wildbase Oil Response	
		Non-tamper plastic sealing tag		1	Contact Wildbase Oil Response/MNZ	
		Bird scare tape	Hazing	5 rolls	FruitFed or Farmlands	
		Sports horn	Hazing	1	NZ Safety Blackwoods	
		Rotatable stock:				
		Nitrile gloves – check expiry dates during audit and replace as necessary			PPE Suppliers	

Annex 2 – Personal Lists and Mobilisation Instructions

Contents

Mobilising Personnel

The decision with respect to which personnel to activate from the potential list of EOC Staff, and adjacent regional councils will be made by the ROSC.

A list of potential EOC Staff, alert list for interested parties and adjacent regional councils is outlined below.

The decision with respect to which potentially affected interested parties to contact will be made during the development of the IAP.

The safety of human life, both responders and the general public, is to take precedence over all aspects of the response operation.

Persons employed in these operations are to do so in compliance with the Health and Safety in Employment Act 2015. Persons mobilising responders are to verify that they have been trained and briefed in the hazardous nature/danger of this work.

The Council has a limited supply of oil spill safety clothing which is stored at the MOS Shed in Banks Street. The clothing consists of oil proof overalls (disposable), safety gumboots (steel toe), safety hats, ear defenders (for machinery operators) and safety glasses

For cost and administrative purposes oil spill response personnel should be mobilised in order of priority:

1. ROSC and EOC staff/Regional Responders;
2. Other Gisborne District Council staff listed in Annex 2;
3. Eastland Port staff (re vessels);
4. Department of Conservation staff;
5. Ministry of Primary Industries (MPI) staff;
6. Oil Company Contractors; and
7. Adjacent Regional Councils.

Notwithstanding the above priority list, DOC staff and other persons may need to be mobilised early to address any required wildlife response operation. Fire and Emergency NZ and Maritime NZ will be notified in all spill events and their level of involvement assessed at the time.

Persons mobilising responders are to ensure that:

- Responders are trained;
- Responders are adequately attired and have adequate safety equipment, including personal flotation devices, if appropriate;
- Transport to the appropriate site is arranged for the responders (as required), and the responders are informed of these arrangements;

- Responders are briefed where they will be working, for approximately how long they will be deployed in the field [hours, days or longer], and who they are to report to on arrival;
- The Operations Manager is informed who the responders are and their estimated time of arrival (ETA);
- Adequate accommodation is arranged for the responders (if required), with transport to and from the site at which they will be working;
- Adequate first aid and medical facilities are arranged;
- Sufficient and timely relief personnel are provided to allow adequate rest for response staff. The relief staff are to be treated as for first-call staff above;
- The Logistics Manager is informed of the responder's name, hourly pay rate, commencement and finish times for pay;
- Return transport and debriefing is arranged on their release by the ROSC;
- As far as possibly practical ensure responders have adequate access to sufficient food and drink during working hours. Self-catering of sufficient food and water may sometimes be necessary, particularly in remote locations.

Response Personnel

The following personnel have been identified as suitable to fulfil the duties as designated and may be called upon in the event of a marine oil spill. The person at the top of each list is the first choice for that particular role, if not combined with other roles. Those in brackets have yet to complete training and are listed for future involvement. Contact details are contained in the starter pack.

All Regional Council personnel responsible for implementing the Plan and dealing with oil spills shall receive training appropriate to their responsibilities under this Plan.

Requirements of the Regional On-Scene Commander and Health and Safety Advisor are to ensure that:

- Responders are not employed in hazardous situations beyond their training and/or experience,
- Responders wear safety equipment appropriate to the conditions under which they are working,
- Responders are given adequate supervision, rest and refreshments.

The times worked by individual responders are noted for payment purposes, and Responders receive adequate medical care and rest, as and when required

Insurance and Payment of responders

Responders or their parent organisations are expected to arrange suitable insurance for the response operation. Special payments will not be made to responders.

A responder's organisation will be reimbursed wages/salaries incurred for the period of employment undertaken on the response operation. This will be made upon the recovery of response costs from the oil spill polluter or the Marine Oil Pollution Fund.

Responder Privacy Considerations

Safeguards to protect individual's private information under the Privacy Act were strengthened in 2020. A summary of changes can be found here: Privacy Act 2020.

The personal information held in this plan is for the purposes of marine oil spill response. Personal information that is not otherwise available publically has been extracted from the plan. Any individual who wishes to have their information removed or amended from the public version of this plan should contact the ROSC.

Private information will be stored in Gisborne District Council's secure file storage system which is called Objective.

Decisions to share personal information during an oil spill response or during training should be made in consideration of the protections provided in the Privacy Act 2020.

NOTE: All private contact information is stored in Objective:

Annex 3 - Communications

Communication overview

The Civil Defence Communication Centre (normally also the EOC for smaller Tier 2 operations) is the communication centre for most oil spill responses. Information relevant to the response and logistic support will be channelled into it and either processed or passed on to the appropriate response section.

In any spill, to retain effective control, a number of different nets can be established as the need arises. This could be to control different resources, like air assets or operations such as land and sea (see radio communications section over page for more information).

Safety Note

Radios, cell phones, pagers and certain cameras must not be taken on board tankers or into a spill situation unless they are intrinsically safe.

All handheld radios used in conditions where they may get wet, will be protected by waterproof bags.

Initial Communications

In the early stages of an oil spill response, it is likely that communications from the incident will be from a Council vehicle or CDEM handheld radios.

The initial call/s may be to Council reception but all further traffic will be to/from the CDEM Office.

Methods of communication

Communication Reserves

There are several methods of communication available to the Incident Command Team and field personnel. These include:

- Telephone;
- Cellular phone;
- Council vehicle or CDEM handheld radios
- Marine radio frequencies;
- Aviation frequencies

The Rural Fire Bus can be equipped with all necessary communications and used as an on site station. FENZ also have mobile command units which can provide self-contained comms, electricity and a field EoC for the purpose of incident management.

Response Procedures

The method/s of communication to be used at any spill will be confirmed “on the day”. It is likely to be a combination of methods, chosen to give the most practical response coordination solution for the ROSC.

As cellphone coverage is not good on some of the coastline (check either https://www.spark.co.nz/shop/mobile/network/ or www.vodafone.co.nz/coverage or access to normal telephone systems, it is likely that most communications will be via a suitable mix of radio channels.

Alternatively marine channels may be used.

Supporting organisations will use their own radio networks, most of these are available in the CD Communications Centre.

For security and to stop interference by non-response participants and where practical (equipment availability and radio coverage) all links between the incident site and the ECC will be on a CD frequency.

Radio Communication (Nets)

The CDEM base and handheld radios have the CD channels for the region programmed into them and if working in the isolated areas the handhelds report back to the nearest CDEM base radio.

Subject to the above, each operational area (air, sea, land) will be allocated an appropriate communication channel as required. These channels of communication (nets) may include:

Maritime Net

A Marine VHF frequency, where appropriate, will be designated for on-site operations for the spill, subject to location.

Maritime Radio

71	Runaway or 16 (emergency channel)
67	Tolaga Bay or 16 (emergency channel)

Marine Channels

12	Port and Harbour working channel
10	Tug Channel
60	Tatapouri Fishing Club (Poverty Bay to Tolaga Bay)
85	Tolaga (Tolaga/Anaura)
61	Tokomaru Bay (Tokomaru to East Cape)
63	Lottin Point (East Cape to Lottin Point)
16	Emergency Channel

6 or 8 Working Channels (Ship to Ship - exercise or incident) 69 – Surf lifesaving – Midway and Waikanae

Coastguard

65	Waihau Bay
05	East Cape
03	Gisborne

Call signs will be the person's title or ship's name. For radio manual:

Aviation Net

- Ground to Air: Frequencies: Simplex - Repeater (CD controlled): Base ESX27. Aircraft 132.7 or designated Civil Defence channel. Normal aircraft registrations will be used for call signs.
- Air to Air (pilots): 132.7 can be used to talk between aircraft but if this is busy 119.1 should be used. Normal aircraft registrations will be used for call signs.

Onshore Net

A suitable VHF Marine or Civil Defence frequency will be assigned for the spill. The incident control net will be on a CD frequency. Call signs will be allocated at the time as appropriate to positions.

The confirmation of frequencies and the design of the net diagrams will be the responsibility of the Logistics Section through the Communications Officer.

An Emergency Services Liaison frequency (ESB164) is available for interagency communications. Coverage is for Poverty Bay to Pouawa.

Annex 4 – sensitive areas and coastal information

Gisborne wildlife rehabilitation priority rankings

The conservation status of New Zealand birds were ranked in Robertson et al. (2013) and include the following categories: - copies of this publication are included in Annex 9.

In some circumstances (e.g. where there are a large number of species impacted by an oil spill) it may be necessary for the Wildlife Coordinator to establish priorities for deterrence, rescue and rehabilitation of wildlife. The following categories identify species in the region that may be impacted by a marine oil spill, and will provide some assistance with assigning priority rankings.

Category 1: First priority for deterrence, rescue and/or rehabilitation

Species with a New Zealand Threat Classification of 'Threatened' and/or IUCN Red-list classification (www.iucnredlist.org) of critically endangered (CR), endangered (EN) or vulnerable (VU). These are ranked from 1A to 1c for further prioritization using the New Zealand Threat Classification system.

1A Nationally critical

1B Nationally endangered 1C Nationally vulnerable

Category 2: Second priority for deterrence, rescue and rehabilitation

Species with a New Zealand Threat Classification of 'At Risk' and/or IUCN Red-list classification (www.iucnredlist.org) of critically endangered (CR), endangered (EN) or vulnerable (VU). These are ranked from 2A to 2D for further prioritization using the New Zealand Threat Classification system.

2A Declining

2B Recovering

2C Relict

2D Naturally uncommon

An additional and useful source of information for wildlife response is: nzbirdsonline.org.nz

Category 3: Third priority for deterrence, rescue and rehabilitation

Species which are endemic to New Zealand and are considered to be 'Not Threatened' under the NZ Threat Classification System, and with an IUCN Red-list classification of lower risk (LR) or not listed.

Category 4: Fourth priority for deterrence, rescue and rehabilitation

Species considered as migrants, vagrants or colonizers under the NZ Threat Classification System, and with an IUCN Red-list classification of lower risk (LR) or not listed.

Category 5: Fifth priority for deterrence, rescue and rehabilitation

Species which are native to New Zealand and are considered to be 'Not Threatened' under the NZ Threat Classification System, and with an IUCN Red-list classification of lower risk (LR) or not listed.

Category 6: Sixth priority for deterrence, rescue and rehabilitation

Species considered to be 'Introduced & Naturalised' under the NZ Threat Classification System, and with an IUCN Red-list classification of lower risk (LR) or not listed.

Marine Mammals and Birds Recorded in Gisborne

Priority Category	Species Scientific Name	Species Common Name	NZ Threat Classification	IUCN category	Status code	Breeds in Gisborne	Breeding Season	Seasonal Distribution
1A	Charadrius obscurus	NZ Dotterel	Nationally critical	EN	E	Y	Aug-Feb	Year round
1A	Ardea modesta	White Heron	Nationally critical	Not listed	N	N	n/a	Sp, S
1B	Anas superciliosa	Grey Duck	Nationally endangered	LC	N	Y	Aug-Feb (peaking Oct-Nov)	Year round
1B	Botaurus poiciloptilus	Australasian Bittern	Nationally endangered	EN	N	N	n/a	A, W, Sp
1C	Anarhynchus frontalis	Wrybill	Nationally vulnerable	VU	E	N		Year round
1C	Egretta sacra	Reef Heron	Nationally Threatened	LC	N	N	n/a	Sp, S
1C	Sterna caspia	Caspian Tern	Nationally vulnerable	LC	N	N	n/a	Year round
1D	Larus bulleri	Black Billed Gull	Serious decline	EN	E	N	n/a	Year round
1E	Charandrius bicinctus	Banded Dotterel	Gradual decline	Not listed	E	Y	Jul-Feb	Year round
1E	Eudyptula minor	Little Blue Penguin	Gradual decline	LC	N	N	n/a	Year round
1E	Larus novaehollandiae scopulinus	Red Billed Gull	Declining	LC	E	Y	All Year	Year round
1E	Pterodroma cookii	Cook's petrel	Gradual decline	EN	N	N	n/a	A
1E	Puffinus griseus	Sooty Shearwater	Gradual decline	NT	N	Y	Nov-May	Year round
1E	Sterna striata	White Fronted Tern	Gradual decline	LC	N	N	n/a	Year round
1F	Phalacrocorax carbo	Black Shag	Range restricted	LC	N	Y	All Year	Year round
1F	Poliocephalus rufopectus	NZ Dabchick	Range restricted	VU	E	N	n/a	Year round
1F	Porzana tabuensis	Spotless Crake	Declining	LC	N	N	n/a	S, A, W
1G	Phalacrocorax sulcirostris	Little Black Shag	Sparse	LC	N	N	n/a	Year round
1G	Puffinus bulleri	Buller's Shearwater	Sparse	VU	E	N	n/a	A, Sp
2	Anas rhynchotis variegata	NZ shoveler	Not listed	LC	E	N	n/a	Year round
2A	Haematopus ostralegus	Pied Oystercatcher	Not listed	LC	E	N	n/a	A, W, Sp

Priority Category	Species Scientific Name	Species Common Name	NZ Threat Classification	IUCN category	Status code	Breeds in Gisborne	Breeding Season	Seasonal Distribution
2B	Haematopus unicolor	Variable Oystercatcher	Not threatened	LC	E	Y	Sep-Mar	Year round
2D	Phalacrocorax melanoleucos	Little Shag	Not threatened	LC	E	N	n/a	Year round
3	Pterodroma macroptera gouldi	Grey Faced Petrel	Not threatened	LC	E	Y	Jun-Jan	Sp
3	Arenaria interpres	Turnstone	Not listed	LC	M	N	n/a	A
3	Bubulcus ibis	Cattle Egret	Not listed	LC	M	N	n/a	Year round
3	Calidris canutus	Lesser Knot (red knot)	Migrant	LC	M	N	n/a	A
3	Limosa lapponica	Eastern Bar-tailed Godwit	Migrant	LC	M	N	n/a	Year round
3	Numensis phaeopus spp.	Whimbrel-Asiatic, American	Not listed	LC	M	N	n/a	Sp
3	Pluvialis fulva	Pacific Golden Plover	Not listed	LC	M	N	n/a	Year round
3	Sterna albifrons	Eastern Little Tern	Not listed	LC	M	N	n/a	Sp
4	Anas gracilis	Grey Teal	Not listed	LC	M	N	n/a	Year round
4	Ardea novaehollandiae	White Faced Heron	Not listed	LC	N	Y	Jun-Dec	Year round
4	Charadrius melanops	Black Fronted Dotterel	Not listed	LC	N	Y	Sep-Mar	W, Sp, S
4	Himantopus leucocephalus	Australasian Pied Stilt	Not threatened	LC	N	Y	Jul-Jan	Year round
4	Larus dominicanus	Southern Black-backed Gull	Not threatened	LC	N	N	n/a	Year round
4	Morus serrator	Australasian Gannet	Not threatened	LC	N	N	n/a	Year round
4	Pelecanoides urinatrix	Common Diving Petrel	Not listed	LC	N	N	n/a	A
4	Phalacrocorax varius	Pied Shag	Recovering	LC	N	Y	Aug-Sep/Mar-Apr	Year round
4	Platalea regia	Royal Spoonbill	Not threatened	LC	N	N	n/a	A, W, Sp
4	Porphyrio	Pukeko	Not listed	LC	N	Y	Variable	Year round
4	Vannelus miles novaehollandiae	Spur Winged Plover	Not threatened	LC	N	N	n/a	Year round

Priority Category	Species Scientific Name	Species Common Name	NZ Threat Classification	IUCN category	Status code	Breeds in Gisborne	Breeding Season	Seasonal Distribution
5	Anas platyrhynchos	Mallard	Not listed	LC	I	Y	Aug-Feb	Year round
5	Anser	Feral Goose	Not listed	LC	I	N	n/a	S, A, W
5	Branta Canadensis	Canada Goose	Not listed	LC	I	Y	Sep-Jan	Year round
5	Cygnus atratus	Black Swan	Not listed	LC	I	Y	Variable	Year round
	Arctocephalus forsteri	NZ Fur Seal	Not listed	LC	N	N	Nov-Feb	Year round

Key

Status Code:

E	Endemic	Breeds only in NZ territories
N	Native	Breeds in NZ territories and elsewhere
M	Migrant	A reasonable number migrate to NZ territories but do not breed
S	Straggler/vagrant	Not a regular migrant or few migrate to NZ territories but do not breed
I	Introduced	Introduced by humans

Seasons

Sp	Spring
S	Summer
A	Autumn
W	Winter

IUCN Classification Scheme (http://www.lucnredlist.org)

CR	Critically Endangered
EN	Endangered
VU	Vulnerable
LC	Least Concern
NT	Not threatened

Wildlife response information specific to Gisborne region

Gisborne Wildlife Likely to be threatened by an Oil Spill

Sites of particular significance have been identified on Sensitive Site Maps. These include “Important Marine Areas”, which identify areas with important “Wildlife Values”. Cross referencing the above risk sites to the Important Marine Areas:

- East Cape (East Island): East Island is an Important Marine Area with Wildlife Values.
- Aerial Reef: The reef is an Important Marine Area with Wildlife Values.
- Gisborne Harbour: Tuamotu Island is an Important Marine Area to the south east.

Department of Conservation responsibilities

- To ensure that in the event of a marine oil spill emergency that the necessary consents and approvals needed for an effective response associated with the management of land, flora and fauna are provided according to policy and, where these are not already in place, to do so without delay.
- Under the Wildlife Act 1953, to authorise:
- Capture, handling, possession and transfer of protected wildlife;
- Holding of protected wildlife in captivity for the purposes of treatment and rehabilitation, and to licence approved people and institutions to do so.
- Euthanasia of injured protected wildlife where necessary to avoid further suffering; and
- Liberation of protected wildlife after rehabilitation.
- Under the Conservation Act 1953, to authorise:
- As owner or occupier of land where entry is restricted, access by OSC’s or their staff or agents, where needed for the effective control or mitigation of marine oil spills;
- The capture of euthanasia, where necessary, of any fauna found within these classes of land;
- The removal or disturbance of vegetation, gravel sand and the like in the course of clean-up operations, or for a more effective response to a marine oil spill emergency.
- Under the Marine Mammals Protection Act 1978, to authorise:
- The capture and marking of injured marine mammals, and their euthanasia, where necessary to avoid further suffering due to the effects of a marine oil spill.
- Act as a contractor to industry, regional Councils and the Maritime NZ with support for oil spill planning and response logistics, communications and personnel.

Any contact with the Department with respect to an oil spill response should be through the Conservator or Area Manager in the first instance, telephone: (06) 869 0460.

Priority Areas

The following topographical maps and associated areas of Significant Conservation Value text, outlines:

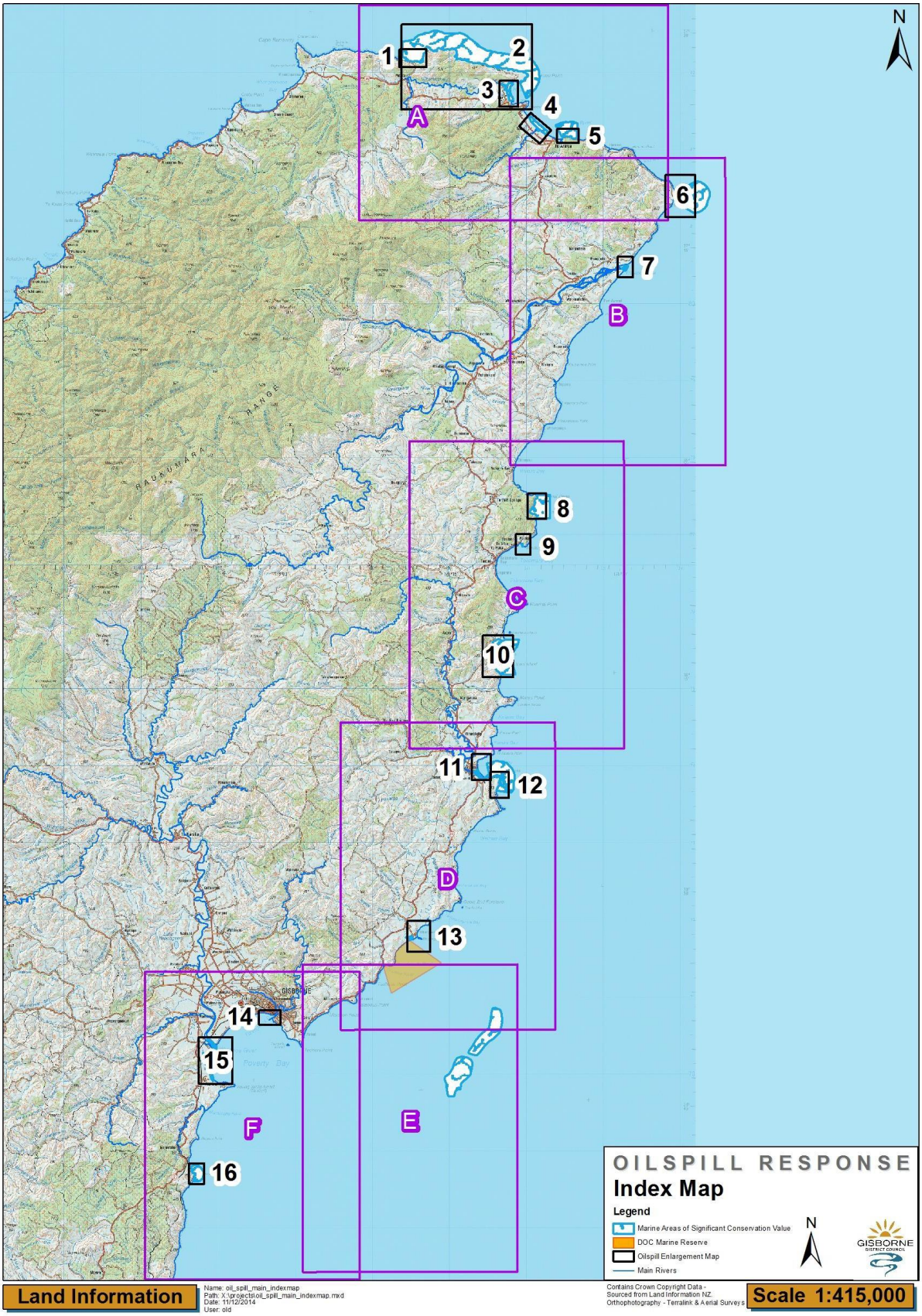
- These areas and associated wildlife should be given priority during development of the Response Action Plan, if they are likely to be impacted by the spill.
- Historic Sites.
- Beach access.
- Important Iwi/Hapu Areas. This information is still being researched. In the interim, the contacts will be able to help identify important sites. Also, there are many burial grounds along the coast, many of which are unknown. The general location of known sites is shown by “MB” on the maps.
- Air strips.
- Ship wrecks (navigation hazards).
- Information on shoreline types.
- Local contacts. The people have local knowledge which may be of assistance during a spill response.

Further information can be found on the Hydrographic charts and other information located in the EOC.

Tairāwhiti Resource Management Plan

A further document of relevance for marine oil spill response is the Tairāwhiti Resource Management Plan. In particular the Coast section of the plan defines Protection Management Areas and maps the coastline of the region indicating areas of special significance, as well as detailed information to identify special native flora, fauna and unique landscape features.

Once oil or oily waste has been effectively contained all relevant rules, regulations, consent conditions and legislation apply and must be complied with.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Poverty Bay
OILSPILL RESPONSE
Index Map
Legend
Marine Areas of Significant Conservation Value
DOC Marine Reserve
Oilspill Enlargement Map
Main Rivers
N
GISBORNE DISTRICT COUNCIL
Land Information
Name: oil_spill_main_indexmap
Path: X:\projects\oil_spill_main_indexmap.mxd
Date: 11/12/2014
User: old
Contains Crown Copyright Data - Sourced from Land Information NZ.
Orthophotography - Terralink & Aerial Surveys
Scale 1:415,000


OILSPILL RESPONSE
Map A
Legend
Marine Areas of Significant Conservation Value
DOC Marine Reserve
Oilspill Enlargement Map
Main Rivers
GISBORNE DISTRICT COUNCIL
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Scale 1:150,000
Te Araroa
Hicks Bay
Tokata
Potaka
Awatere
Horoera
Horoera Point
Haupara Point
Wharekahika River
1
2
3
4
5
6

Map A Site 1 & 2	Potaka/Lottin Point/ Matakaoa	Risk Rating (1 = high)	(1)	2	3

Description

The Matakaoa volcanic coast is located at the tip of the East Cape between Cape Runaway in the West and Hicks Bay in the East, some 34 kilometres. Lottin Point is located near the centre and is representative of the whole site.

The Lottin Point-Hicks Bay Site has significant marine, as well as terrestrial, ecological flora and fauna values, outstanding underwater scenery and outstanding terrestrial natural features and coastal landscape values.

Foreshore Type	Stone/rocky beach and cliffs
Map Sheets	Map No BD44 Tairāwhiti RMP (Maps 2A.1, 2 & 3)Marine Chart NZ300055

At Risk Resources

On every relevant ground of scenic and environmental quality and scientific interest, Lottin Point must be ranked in the first priority for gazetting as a Marine Reserve (Morton, J., 1989).

The Tairāwhiti Resource Management Plan designates the coast line a Marine Area of Significant Conservation Value and an Outstanding Landscape. Terrestrial areas of Significant Conservation Value are also recognised.

Part of the adjacent land area is recommended for protection in the Pukeamaru Ecological District Protected Natural Area (PNA) Survey report as being one of the district's rare remnants of coastal

forest with a high diversity of vegetation types (Regnier, C., 1988).

Ecosystems, Flora and Fauna Habitats

Lottin Point has marine biogeographic features, which are unique. The site is located in close proximity to the Kermadec Trench and has many of the biogeographic features of a clean steep offshore island, including a species of vermetid gastropod (Dendropoma novastoa lamellosum) not found elsewhere on the NZ mainland (Morton, J., 1989). Lottin Point is located at the centre of the Matakaoa volcanic region and supports an unusual assemblage of marine plant and animal life including examples of northern algae species (Vidalia colensoi, Xiphophora chondrophulla, Carpophyllum plumosum and C.angustifolium) and of southern algae species (Halopteris congesta,

Halopteris funicularis, and Chaetomophora coliformis) (MAFISH 1987).

Scenic Values

The Lottin Point subtidal area is nationally recognised as an outstanding dive location. The underwater scenery, clear water and the diversity and abundance of marine life attract divers the year round (MAFISH 1987).

The steep coastal hills between Cape Runaway and Lottin Point are listed under Regionally Significant Features and Landscape in the Boffa Miskell Assessment of Coastal Landscape for Environment Bay of Plenty (EBOP).

The coastal landscape between Matakaoa Headland and Waiaka, west of Lottin Point, is of outstanding quality and also the best representative example of its type in the region (Smale, S., 1993).

Boundary Of Area Of Significant Conservation Value

All that part of the Coastal Marine Area between Waiaka Point at Map Ref: Y14 640.933 in the West, and Hicks Bay at Map Ref: Z14 787.899 in the East, contained by the Line of Mean High Water Springs and a line running parallel one nautical mile off-shore.

Iwi/Hapu areas

Te Runanga-a-Ngati Porou

Main Office: 06 8679960, Ruatoria Office: 06 8649004, Chief Executive: 06 864 8121

Potaka Contacts: TBC

Beach access Lottin Point

Exists at boat landing off Potikirua Road through a locked gate – key at motel (4WD required).

Map A Site 1 & 2	Potaka/Lottin Point/ Matakaoa	Risk Rating (1 = high)	(1)	2	3

Lottin Point boat ramp at the end of Lottin Point Road.

Access would be possible with 4WD/bulldozer along most of the length of Potikirua Road from the road down onto the rocks at shore level.

Midway Point

Via farm track over Matakaoa Station (bulldozer required if wet).

Local contacts

Matakaoa Station	Lottin Point Motel
Phone: (06) 864 4462	Phone: (06) 864 4455

Preferred response options matrix

	Most preferred	Least preferred	Feasibility
Containment and recovery		√	Med - Low
On water recovery	√		Med - Low
Dispersant application	√		High - Med
Shoreline clean-up		√	Med - Low
Natural recovery	√		High - Med

Map A Site 3	Hicks Bay	Risk Rating (1 =high)	(1)	2	3

Description

Located at Hicks Bay this site comprises of the Wharekahika River estuary and associated coastal lagoons and intertidal beach. The site has significant ecological, fauna, flora and wildlife values.

Foreshore type	Sandy at Horseshoe Bay Coarse sand at Hicks Bay Rocky headlands
Map sheets	Map No BD45 Tairāwhiti RMP (Map 2A.3) Marine Chart NZ300055,NZ455513 & NZ400055 (Ranfurly Bank)

At Risk Resources

Wetlands, Estuaries, Coastal Lagoons

The Wharekahika estuary and associated coastal lagoon has a high Site of Specific Wildlife Interest (SSWI) rating and is a Priority One (nationally important) Recommended Area for Protection (RAP) in the Pukeamaru Ecological District Protected Natural Area (PNA) Survey Report; for its estuarine and freshwater flora; a high diversity of representative vegetation types associated with the lagoon, and fauna; the presence of nationally threatened wildlife – NZ Dotterel (Charadrius obscurus), Banded Dotterel (Charadrius bicinctus bicinctus) and other coastal birds. The adjacent dune lands support the largest population of the rare plant Pingao (Desmoschoenus spiralis) in the region (Regnier, C,, 1988). The site has a rating of national significance for its diverse avifauna.

Marine Mammals and Birds

The Wharekahika Estuary and associated coastal lagoon has a high Site of Specific Wildlife Interest (SSWI) rating for its estuarine and freshwater lagoon habitat and wildlife species list it supports including rare endangered and migratory species; NZ Dotterel (Charadrius obscurus), Banded Dotterel (Charadrius bicinctus bicinctus), White Heron (Egretta alba modesta) and large numbers of waders including Pied Stilts (Himantopus) and Variable Oyster Catcher (Haematopus unicolor), waterfowl and field birds (Rasch G., 1989).

Both dotterel species are present all year round but nesting occurs from October through to February where these waders along with Oyster Catcher, Pied Stilts and other waterfowl would be vulnerable.

Ecosystems, Flora and Fauna Habitats

The Wharekahika estuary and associated coastal lagoon supports a high diversity of representative vegetation types including intertidal species; Juncus maritimus, Triglochin striatum, Cyprus ustulatus and Scirpus cemuss, Raupo and Scirpus medianus. The adjacent sand dune area supports the largest population of the rare plant Pingao (Desmoschoenus spiralis) in the region (Regnier, C., 1988).

The Wharekahika estuary and associated coastal lagoon has a high Site of Specific Wildlife Interest (SSWI) rating for its estuarine and freshwater lagoon habitat and wildlife species list it supports including rare and endangered and migratory species; NZ Dotterel (Charadrius obscurus), Banded Dotterel (Charadrius bicinctus bicinctus), White Heron (Egretta alba modesta) and large numbers of waders including Pied Stilts (Himantopus) and Variable Oyster Catcher (Haematopus unicolor), waterfowl and field birds (Rasch G., 1989). Whitebait (Galaxias maculates) spawn in the upper estuary (Hogan, K., pers.obs).

The main whitebait run up the Wharekahika is from July to November.

Boundary of area of Significant Conservation Value

All that part of the Coastal Marine Area between Map Ref. Z14 777.989 in the West to Map Ref. Z14 780.875 in the East, contained by the line of Mean High Water Springs, including upstream of the Wharekahika River to the effective Coastal Marine Area boundary, and a line running parallel to the shore following the 5 metre depth contour.

Map A Site 3	Hicks Bay	Risk Rating (1 =high)	(1)	2	3

Historic Sites Hicks Bay Wharf Iwi/Hapu areas

Te Runanga-a-Ngati Porou

Main Office: 06 8679960, Ruatoria Office: 06 8649004, Chief Executive: 06 864 8121

Local Contacts

Manager
Matakaoa Station
Phone: (06) 864 4462

Manager
Te Araroa Holiday Park and Motel
Phone: (06) 864 4873

Kawakawa Mai Tawhiti School Phone: 06 864 4616

Hicks Bay Motel & Lodge Phone: (06) 864 4880

Beach access

- Boat ramp at Hicks Bay Wharf.
- Off Wharf Road (Hicks Bay) (4WD required).
- Several places along Onepoto Road.
- Through Te Araroa Holiday Park (4WD required).
- Also, it is possible to drive the length of Hicks Bay Beach (4WD required).

Preferred response options matrix

	Most Preferred	Least Preferred	Feasibility
Containment and recovery	√		Med - Low
On water recovery	√		Med - Low
Dispersant application	√		High - Med
Shoreline clean-up	√		Med - Low
Natural recovery		√	High - Med

Preferred response options for wildlife

- Birds (identified as nationally endangered, vulnerable or critical or those in serious decline)
  - Hazing to prevent oiling
  - Pre–emptive capture and release once habitat clean
  - If oily then capture and rehabilitation and release

Map A Site 4	Karakatuwhero River Estuary	Risk Rating (1=high)	(1)	2	3

Description

Located two kilometres west of Te Araroa township, this site comprises the Karakatuwhero River Estuary, associated coastal lagoons and the beach area. The site has significant ecological, fauna, flora and wildlife values and also significant landscape and landform values.

Foreshore type	Stony beach
Map sheets	Map No BD45 Tairāwhiti RMP (Map 2A.3) Marine Chart NZ300055,NZ455513 & NZ400055 (Ranfurly Bank)

At Risk Resources

Wetlands, Estuaries, Coastal Lagoons

The Karakatuwhero River mouth passes through a shingle dune system comprising a series of parallel shingle dune ridges and hollows that represent old shorelines, which is a unique landform in the ecological district (Regnier, C., 1988).

The river is very unstable and likely to migrate 1.5km either side of its present position (Gibb, J., 1981). The river mouths periodic migration has formed several coastal lagoons and an estuary. The site is a priority one (nationally important) Recommended Area for Protection (RAP) in the Pukeamaru Ecological District for its unique coastal landform and the flora and fauna values in the coastal lagoons and estuary (Regnier, C., 1988). The site has a national significance rating for its avifauna values.

Marine Mammals and Birds

Both the freshwater and the saline wetlands have high wildlife values with the lagoon at the Karakatuwhero River mouth supporting the highest number of nesting coastal birds and wading birds in the Ecological District.

Species include nationally threatened species; NZ Dotterel (Charadrius obscurus) and Banded Dotterel (Charadrius bicinctus bicinctus), waterfowl and field birds (Rasch, G., 1989).

Wading birds are nesting on this coastal area between October and February.

Ecosystems, Flora and Fauna Habitats

The Karakatuwhero coastal wetlands comprise the most extensive salt meadow in the Ecological District. Coastal herbs include the threatened Mazus pumilio, and other uncommon species such as Lilaeopsis sp., Myriophyllum propinquum and Rununculus acaulis. Whitebait (Galaxias maculatus) spawn in the estuary (Hogan, K., pers. obs.).

Scenic values

The best representative example of a coastal landscape of its type in the region (Smale, S., 1993).

Coastal Landforms and Associated Processes

The shingle dune system is a unique landform in the Pukeamaru Ecological District comprising a series of parallel shingle dune ridges and hollows that represent old shorelines.

Boundary of area of Significant Conservation Value

All that part of the Coastal Marine Area between Map Ref. Z14 805.853 in the West to Map Ref. Z14 826.834 in the East, contained by the line of Mean High Water Springs, including upstream to the effective Coastal Marine Area Boundary, and a line running parallel to the shore along the 5-metre water depth contour.

Map A Site 4	Karakatuwhero River Estuary	Risk Rating (1=high)	(1)	2	3

Iwi/Hapu areas

Te Runanga-a-Ngati Porou

Main Office: 06 8679960, Ruatoria Office: 06 8649004, Chief Executive: 06 864 8121

Local Contacts

Manager - Te Araroa Holiday Park — Te Araroa

Phone: (06) 864 4873 — Phone: (06) 864 4804

Hicks Bay Motel & Lodge — Matakaoa Contact: TBC Phone: (06) 864 4880

Beach access

- Off SH35 on both sides of the Karakatuwhero River (4WD required).
- 4WD over the dunes along Moana Parade and beach track to the old sale yards road.

Preferred response options matrix

	Most Preferred	Least Preferred	Feasibility
Containment and recovery	√		Med - Low
On water recovery	√		Med - Low
Dispersant application	√		High - Med
Shoreline clean-up	√*		Med - Low
Natural recovery		√	High - Med

Note *

Shoreline Cleanup

This site has dune ridges which are of significant value and any shoreline cleanup should ensure that there is no damage to the unique landform.

Preferred response options for wildlife

- Birds (identified as nationally endangered, vulnerable or critical or those in serious decline)
  - Hazing to prevent oiling
  - Pre-emptive capture and release once habitat clean
  - If oily then capture and rehabilitation and release

Map A Site 5	Kakanui/Awatere River	Risk rating (1=high) (1)	2	3

Description

An outstanding coastal landscape located immediately east of the Te Araroa township. Significant terrestrial ecological values adjacent.

Foreshore type	Rocky foreshore
Map sheets	Map NoBD 45 Tairāwhiti RMP (Map 2A.4) Marine Chart NZ300055,NZ455513 & NZ400055 (Ranfurly Bank)

At Risk Resources Ecosystems, Flora and Habitat

The most extensive marine terrace system in the Pukeamaru Ecological District contains some unique and some best examples of landform and vegetation types in the district. A category one Recommended Area for Protection (RAP) in the Pukeamaru Ecological District Protected Natural Area (PNA) Survey Report (Regnier, C., 1988).

Scenic Values

An outstanding coastal landscape and the best representative example of a coastal landscape type in the region (Smale, S., 1993).

Boundary area of Significant Conservation Value

All that part of the Coastal Marine Area contained by the line of Mean High Water Springs and a line running parallel to it, one nautical mile off-shore, between the East Bank of the Awatere River at Map Ref. Z14 846.827 in the West, and Maruhou Point at Map Ref. Z14 865.827 in the East.

Iwi/Hapu areas

Te Runanga-a-Ngati Porou

Main Office: 06 8679960, Ruatoria Office: 06 8649004, Chief Executive: 06 864 8121 Spokesperson

Ngati Uepohatu Iwi Authority

Local Contacts

Manager

Te Araroa Holiday Park Phone: (06) 864 4873

Te Waha O Rerekohu School, Te Araroa Phone: (06) 864 4853

Beach Access

- Several places along East Cape Road. Possible access off the road over the dunes (4WD) in most places along the East Cape Road.

Preferred response options matrix

	Most Preferred	Least Preferred	Feasibility
Containment and recovery	√		Med - Low
On water recovery	√		Med - Low
Dispersant application	√		High - Med
Shoreline clean-up	√		Med – Low
Natural recovery		√	High - Med

OILSPILL RESPONSE
Map B
Legend
Marine Areas of Significant Conservation Value
DOC Marine Reserve
Oilspill Enlargement Map
Main Rivers
N
GISBORNE DISTRICT COUNCIL
Land Information
Name: oil_spill_indexmaps
Path: X:\projects\oil_spill_indexmaps.mxd
Date: 11/12/2014
User: old
Contains Crown Copyright Data - Sourced from Land Information NZ. Orthophotography - NZAM,Terralink & Aerial Surveys
Scale 1:150,000
6
7
Awatere
Maraehara
Rangitukia
Tikitiki
Waiomatatini
Kakariki
Whakawhitira
Reporua
Ruatoria
Mahora
Tuparoa
Whareponga
Ohineakai
Port Awanui
Whakariki Point
Koutuamoa Point
Kaimoho Point
Whaikahawai Point
Waiapu River
Waipapa Stream

Map A Site 6	East Island/Whangaokena	Risk rating (1=high)	(1)	2	3

Description

The Coastal Marine Area around East Island and adjoining the East Cape. The site has significant ecological, fauna and flora and wildlife values and is located adjacent to a National Wildlife Reserve, which is also a significant regional landform.

Foreshore type	Rocky foreshore
Map sheets	Map No BD45 Tairāwhiti RMP (Map 2A.7) Marine Chart NZ300055,NZ455513 & NZ400055 (Ranfurly Bank)

At Risk Resources

Wetlands, Estuaries, Coastal Lagoons

Whangaokena/East Island is the largest island in the Pukeamaru Ecological District and has high botanical values, and very high wildlife values notably the presence of breeding colonies of seabirds. The island is a gazetted Wildlife Refuge Reserve (Regnier, C., 1988). Extensive intertidal and subtidal reef systems occur around the island, which are utilised as habitat by the wildlife. The reefs are proposed as a site for Marine Reservation (MAFISH, 1987).

Marine Mammals and Birds

A gazetted Wildlife Refuge Reserve. A priority one (nationally significant) Recommended Area for Protection (RAP) in the Pukeamaru Ecological District Survey report for its high botanical and very high wildlife values. The Tairāwhiti RMP lists the area around the island as a Marine Area of Significant Conservation Value.

The largest island (8 hectares) in the Pukeamaru Ecological District. Has very high wildlife values, especially the presence of breeding colonies of seabirds; Fluttering Shearwater (Puffins gavial gavial), Sooty Shearwater (Puffinus griseus), Grey-faced Petrel (Pterodroma macroptera), Black Petrel (Pterodroma nigripennis), White-faced Storm Petrel (Pelagodroma marina maoriana), and Northern Blue Penguins (Eudyptula minor iredalai) (Regnier, C., 1988).

Seabirds present on Whangaokena are generally all year round. The four species of birds that nest all do so at different times of the year, so the island always has a population of breeding birds.

Up to a 1,000 N Z fur seals can be found on Whangaokena from April through to August (outside the breeding season) NB: human safety a priority – never send responders into a colony – this requires experienced personnel

Ecosystems, Flora and Fauna Habitats

The largest island (8 hectares) in the Pukeamaru Ecological District. It has very high wildlife values, especially the presence of breeding colonies of seabirds; Fluttering Shearwater (Puffinus gavial gavial), Sooty Shearwater (Puffinus griseus), Grey-faced Petrel (Pterodroma macroptera), Black Petrel (Pterodroma nigripennis), White-faced Storm Petrel (Pelagodroma marina maoriana), and Northern Blue Penguins (Eudyptual minor iredalai). The botanical values on the island include the presence of the rare plant Plantago picta (Regnier, C., 1988). Extensive intertidal and subtidal reef systems occur around the island the biology of which is yet to be studied in detail. The reefs are utilised as habitat by the island's wildlife (Hogan, K., pers.obs).

Coastal Landforms and Associated Processes

The largest island (8 hectares) in the Pukeamaru Ecological District. A gazetted Wildlife Refuge Reserve. A priority one (nationally significant) Recommended Area for Protection (RAP) in the Pukeamaru Ecological District Survey Report for its high botanical and very high wildlife values (Regnier, C., 1988).

Boundary area of Significant Conservation Value

All that part of the Coastal Marine Area contained by the line of Mean High Water Springs on the mainland between Map Ref. Z14.994.756 in the North, and the Tunanui Stream in the South at Map Ref. Z14.991.745, and a line located one nautical mile East of East Island running parallel to the shore of the Island; confined in the North by a straight line running from Map Ref. Z14.994.756 to intersect the Northern most part of the Eastern Boundary Line; confined in the South by a straight line running from Map Ref. Z14.991.745 to intersect with the southernmost part of the Eastern boundary line.

Map A Site 6	East Island/Whangaokena	Risk rating (1=high)	(1)	2	3

Historic Site Lighthouse Iwi/Hapu areas

Te Runanga-a-Ngati Porou

Main Office: 06 8679960, Ruatoria Office: 06 8649004, Chief Executive: 06 864 8121 Spokesperson

Ngati Ruawaipu Iwi Authority Phone: (06) 868 6732

Ngati Uepohatu Iwi Authority

Local Contacts

Manager	Haha & Pakihi Stations
Rangiata	Phone: (06) 864 3879
Phone: (06) 864 4750	See contacts list for Lighthouse

Beach Access

- Off East Cape Road. Also, access off the road and over the dunes (with 4WD) in most places along the East Cape Road.
- Via farm tracks over Rangiata and Pakihi Stations.
- Via farm track over Haha Station (4WD/bulldozer required).

Preferred response options matrix

	Most Preferred	Least Preferred	Feasibility
Containment and recovery		√	Med - Low
On water recovery		√	Med - Low
Dispersant application	√*		High - Med
Shoreline clean-up		√	Med - Low
Natural recovery	√		High - Med

Note*

Dispersant use has been identified for use in this area however there are sub tidal reefs that have been identified and it is unclear whether dispersants would affect these reefs. Dispersant use may be considered in advance of the oil reaching the tidal reef area however this should need to be discussed with an MNZ Environmental Adviser prior to dispersant being used. See note on dispersant use in Annex 1.

Preferred response options for wildlife

- Birds (identified as nationally endangered, vulnerable or critical or those in serious decline
  - Hazing to prevent oiling
  - Pre-emptive capture and release once habitat clean
  - If oily then capture and rehabilitation and release
  - Seals
  - Hazing/deterring or blockading from oily area

Map B Site 7	Waiapu Estuary	Risk Rating (1 = High) 1 (2) 3

Description

Located 15 km south of East Cape, the Waiapu River mouth has an estuary and coastal lagoon system, which has significant fauna and wildlife values.

Foreshore Type	Gravel/rocky Coarse Sands
Map Sheets	Map No BD45 pt BD46 Tairāwhiti RMP (Map 2A.8) Marine Chart NZ300055,NZ455513 & NZ400055 (Ranfurly Bank)

At Risk Resources

Wetlands, Estuaries, Coastal Lagoons

The estuary and coastal lagoon provide a stepping-stone for migratory bird species along the coastal tract (Rasch, G., 1989). The Tairāwhiti RMP notes the area as an Outstanding Landscape

Marine Mammals and Birds

The river estuary has a high Site of Specific Wildlife Interest (SSWI) rating for its wildlife habitat value, large numbers of wildfowl, coastal birds, migratory birds and the presence of threatened species Banded Dotterel (Charadrius bicinctus bicinctus) (Rasch, G., 1989).

Migratory birds can be found in this area from October through to March along with breeding dotterel species.

Ecosystems, Flora and Fauna Habitats

The river estuary has a high SSWI rating for its wildlife habitat value, large numbers of wildfowl, coastal birds, migratory birds and the presence of threatened species Banded Dotterel (Charadrius bicinctus bicinctus) (Rasch, G., 1989).

Coastal Landforms and associated Processes

The Waiapu River is the major source of beach material from the Waiapu River mouth, north to Matakaoa Point at Hicks Bay (Gibb, J., 1981). The River mouth has an estuary and coastal lagoons maintained by the presence of a persistent shingle/cobble spit at the river mouth.

Boundary of Area of Significant Conservation Value

All that part of the Coastal Marine Area contained by the line of Mean High Water Springs from the river mouth upstream along both banks to the effective Coastal Marine Area Boundary on the river.

Iwi/Hapu Areas

Te Runanga-a-Ngati Porou

Main Office: 06 8679960, Ruatoria Office: 06 8649004, Chief Executive: 06 864 8121 Spokesperson

Ngati Uepohatu Iwi Authority

Local Contacts

Principal Rangitukia School

Phone: (06) 864 3850

Beach Access

- Two places off Rangitukia Beach Road.
- 4WD access to the foreshore in most places along the beach at Tikapa, but due to the amounts of driftwood on the beach, a bulldozer would be required to allow beach access.

Preferred response options matrix

	Most preferred	Least preferred	Feasibility
Containment and recovery	√*		Med - Low
On water recovery		√	Med - Low
Dispersant application	√		High - Med
Shoreline clean-up		√	Med - Low
Natural recovery	√		High - Med

Note*

Containment and recovery could be used in the adjacent marine area, estuary or upstream in the area. Further options should be explored at the time of an incident.

Preferred response options for wildlife

- Birds (identified as nationally endangered, vulnerable or critical or those in serious decline) is:
  - Hazing to prevent oiling
  - Pre-emptive capture and release once habitat clean
  - If oily then capture, rehabilitate and release


Takapau
Waipiro Bay
Ohineakai
Waipiro Bay
Te Puia Springs
8
Hautanoa
Waima
Te Ariuru
Te Puka
9
Koutunui Point
Tuatini
Tokomaru Bay
Tokomaru Bay
178°15'
178°30'
Ongaruru
Tokomaru Bay
Hikuwai
Mawhai Point
Arero
Motuhina Island
10
Mangatuna
Marau Point
Tokatea Rocks
Wharekaka
Mangahaia
Karaka Bay
OILSPILL RESPONSE
Map C
Legend
Marine Areas of Significant Conservation Value
DOC Marine Reserve
Oilspill Enlargement Map
Main Rivers
N
GISBORNE DISTRICT COUNCIL
Land Information
Name: oil_spill_indexmaps
Path: X:\projects\oil_spill_indexmaps.mxd
Date: 11/12/2014
User: old
Contains Crown Copyright Data - Sourced from Land Information NZ. Orthophotography - NZAM,Terralink & Aerial Surveys
Scale 1:150,000

Map C Site 8	Waimahuru Bay	Risk rating (1 = high)	1	(2)	3

Description

Located on the headland between Waipiro Bay in the North and Tokomaru Bay in the South. This site contains the only intact coastal forest catchment area between East Cape and Cape Palliser. The site is now reserved, part as a Conservation Area and part as a forest heritage acquisition. This site represents a unique opportunity to put in place a land-sea reservation continuum on the East Coast. The site has unique terrestrial ecological, fauna and flora values and representative marine ecological values and significant landscape values.

Foreshore Type	Rocky and cliffs
Map Sheets	Map No BE45 Tairāwhiti RMP (Map 2A.12) Marine Chart NZ300055, NZ455511& NZ455514

At Risk Resources

Protected Areas

The 77-hectare Koutunui Head Conservation Area and the adjacent 203-hectare Waimahuru Bay Forest Heritage Fund Acquisition together comprise a site of very high or exceptional ecological significance. The site is the largest catchment system that is essentially all in indigenous forest on the East Coast of the North Island from East Cape to Cape Palliser. A regionally and nationally rare diverse coastal forest.

The adjacent intertidal and subtidal habitats provide a rare opportunity for a land/marine continuum of protection of a down shore succession of marine habitats representative of marine habitats in the area including the marine habitat successions around an off-shore island. The Tairāwhiti RMP recognises a Marine Area of Significant Conservation Value and an Outstanding Landscape.

Ecosystems, Flora and Fauna Habitats

Very high or exceptional terrestrial ecological values in the adjacent catchment area, the largest catchment system that is essentially all in indigenous forest on the East Coast of the North Island from East Cape to Cape Palliser, a regionally and nationally rare and diverse coastal forest (Ward, C., 1991).

A rare opportunity for a land/marine continuum of protection of a down shore succession of marine habitats representative of marine habitats in the area including the marine habitat successions around an off-shore island. The marine habitats have not been studied in detail. It is known that the intertidal rocky shore succeeds to a reef system, which drops steadily away to a sediment bottom at 25 metres water depth. Around the Island the marine habitats drop steeply away to the sediment substrate (Hogan, K., 1991).

Scenic Values

The only intact representative example of a forested coastal catchment landscape in the region (Smale, S., 1993).

Boundary of Area of Significant Conservation Value

All that part of the Coastal Marine Area contained by the line of Mean High Water Springs between Map Ref. Z16 813.365 near Koutunui Point in the South to Map Ref. Z16 813.334 at Te Upoko in the N; and by a straight line running due East from Map Ref. Z16 813.365 near Koutunui Point, to Map Ref. Z16 830.365, then due South to Map Ref. Z16 830.334 then due West to Map Ref. Z16 813.334 at Te Upoko.

Iwi/Hapu Areas

Te Runanga-a-Ngati Porou

Main Office: 06 8679960, Ruatoria Office: 06 8649004, Chief Executive: 06 864 8121

Local Contacts

See confidential contacts.

Beach Access

None given.

Preferred response options matrix

	Most Preferred	Least Preferred	Feasibility
Containment and recovery		√	Med - Low
On water recovery		√	Med - Low
Dispersant application	√		High - Med
Shoreline clean-up		√	Med - Low
Natural recovery	√		High - Med

Map C Site 9	Tokomaru Bay (Waima) Wharf	Risk rating (1 = high) 1 2 3

Description

The historic wharf structure at Tokomaru Bay.

Foreshore Type	Coarse sand/rocky
Map Sheets	Map No BE45 Tairāwhiti RMP (Map 2A.15) Marine Charts NZ300055 & NZ455511

At Risk Resources

Historic Values

The Historic Places Trust classifies the Tokomaru Bay Wharf as of historical significance. The wharf was built together with the Tokomaru Bay Freezing Works in 1909. The wharf handled 400 coastal shipping movements per year between 1913 and 1916 (Mackey, A.)

Boundary Area of Significant Conservation Value

All that part of the Coastal Marine Area contained by the line of Mean High Water Springs at the landward end of the structure, and by a line located 5 metres from, and running parallel to, the outermost part of the entire structure.

Iwi/Hapu Areas

Chief Executive

Te Runanga-a-Ngati Porou Phone: (06) 8648121 Spokesperson

Local Contacts Not specified

Beach Access

- Off Waima Road
- Off Beach Road (Tokomaru)
- Off Mangahauini Street
- Two places off Waiotu Road access over dunes (4WD) onto the beach in most places along the Tokomaru Bay foreshore

Preferred response options matrix

	Most Preferred	Least Preferred	Feasibility
Containment and recovery	√		Med - Low
On water recovery	√		Med - Low
Dispersant application	√		High - Med
Shoreline clean-up		√	Med - Low
Natural recovery	√		High - Med

Map C Site 10	Anaura Bay	Risk rating (1 = high)	(1)	2	3

Description

Located 50 km north of Gisborne, Anaura Bay is a site of national historic and cultural importance. The site is located adjacent to a national scenic reserve and has significant coastal landscape values.

Foreshore Type	Sandy foreshore Motuoroi Island – sandy foreshore and rocky cliffs
Map Sheets	Map No BF45 pt BF44 – Marau Point Tairāwhiti RMP (Map 2A.20) Marine Charts NZ300055 & NZ455514

At Risk Resources Protected Areas

The Anaura Bay Scenic Reserve extends to the seashore at the northern end of the Bay. The Reserve is the coastal end of a rare montane-coastal vegetation succession in the Waiapu Ecological District. The Anaura Bay Walkway traverses the Scenic Reserve and the adjacent Waipare Farm settlement.

Historic Values

Cooks Landing Place 1789 (NZMS 260 Z16 Tokomaru Bay). The Historic Places Trust erected a monument on the beach at Anaura Bay to commemorate Cook's visit on 23 October 1769. The site is historically important, as it is the first place a comprehensive written description of Maori horticulture was undertaken.

Scenic Values

An outstanding coastal landscape, and the best representative example of an East Coast sandy bay in the Region (Smale, S., 1993).

Boundary Area of Significant Conservation Value

All that part of the Coastal Marine Area contained by the line of Mean High Water Springs between the Northern headland of the Bay at Map Ref. Z16 771.178 and the Southern headland of the Bay at Map Ref. Z16 766.134, and a line running parallel to it, one nautical mile from shore.

Iwi/Hapu Sites

Te Runanga-a-Ngati Porou

Main Office: 06 8679960, Ruatoria Office: 06 8649004, Chief Executive: 06 864 8121

Spokesperson

Te Aitanga-a-Hauitii Iwi Authority

Local Contacts

Anaura Bay Motor Camp Phone: (06) 862 6380

Manager	Manager
Nuhiti Station	Katere Lockwood
Phone: (06) 862 6308	Phone: (06) 862 6350

Beach Access

- Via farm track over Nuhiti Station.
- Via farm track in two places over Katere Lockwood.
- Cooks landing place at Anaura Bay. Possible to get 4WD over the dunes most of the way along the road.
- Via farm track over Anaura Station (4WD) although Kaiaua Road runs along the beach there is no existing vehicle access. 4WD/bulldozer would be required, as there is a 4-15 foot drop off the dunes onto the beach.

Preferred response options matrix

	Most Preferred	Least Preferred		Feasibility
Containment and recovery		√		Med - Low
On water recovery	√			Med - Low
Dispersant application	√			High - Med
Shoreline clean-up	√*			Med - Low
Natural recovery	√			High - Med

Note*

The beach around the campgrounds is sand and therefore shoreline cleanup can be undertaken between the DOC and the public campground.

At either end of the beach and around Moturoi Island the shoreline has significant values and shoreline cleanup could cause damage.


The Five Bridges
Whakauranga Stm
Takapau
Mangaheia River
Wharekaka
Waiwa R
Tolaga Bay
Hauiti
Paremata
Pakarae River
Waihau Beach
Waihau Bay
Waiharehare Bay
Gable End Foreland
Gable Islet
Te Ikaarongamai Bay
Waiomoko Stream
Wairoa Stream
Whangara
Whangara Island
Pouawa
Pariokonohi Point
Pouawa River
Turihaua Point
Turihaua Stm
Tatapouri
Tatapouri Point
Makorori Point
Paerau Point
Karaka Bay
Te Karaka Point
11
12
13
OILSPILL RESPONSE
Map D
Legend
Marine Areas of Significant Conservation Value
DOC Marine Reserve
Oilspill Enlargement Map
Main Rivers
N
GISBORNE DISTRICT COUNCIL
Land Information
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Map D Site 11	Uawa River Estuary	Risk Rating (1 = high)	1	(2)	3

Description

The Uawa River Estuary is located at Tolaga Bay. The site has significant ecological, fauna and flora and wildlife values.

Foreshore Type	Coarse Sand River Mud Driftwood
Map Sheets	Map No BF45 pt BF 44 Tairāwhiti RMP (Map 2A.17) Marine Charts NZ300055 & NZ455515

At Risk Resources Protected Areas

Much of the estuarine margins of the Uawa River Estuary are zoned in the Transitional (Cook County) District Plan as Conservation zones to protect their natural values.

Wetlands, Estuaries, Coastal Lagoons

The Uawa Estuary is rated moderate/high (Site of Specific Wildlife Interest- SSWI) for its habitat value; a rush sedge estuarine wetland, mudflats and adjacent dune lands and for its wildlife values; its diverse wader and field species including threatened species Banded Dotterel (Charadrius bicinctus bicinctus) and Reef Heron (Egretta sacra sacra) (Rasch, G., 1989).

The Uawa River supports one of the better whitebait fisheries in the Gisborne Region. Whitebait (Galaxias maculatus) spawning areas have been reported in the upper reaches of the estuary (Bassett, A., pers com.).

Marine Mammals and Birds

The Uawa Estuary is rated moderate/high (Site of Specific Wildlife Interest -SSWI) for its habitat value; a rush sedge estuarine wetland, mudflats and adjacent dune lands and for its wildlife values; its diverse wader and field species including threatened species Banded Dotterel (Charadrius bicinctus bicinctus) and Reef Heron (Egretta sacra sacra) (Rasch, G., 1989).

Wading birds are in their highest densities around October through to March and would also be nesting at this time.

Ecosystems, Flora and Fauna Habitats

The Uawa Estuary is rated moderate/high (Site of Specific Wildlife Interest -SSWI) for its habitat value; a rush sedge estuarine wetland, mudflats and adjacent dune lands and for its wildlife values; its diverse wader and field species including threatened species Banded Dotterel (Charadrius bicinctus bicinctus) and Reef Heron (Egretta sacra sacra) (Rasch, G., 1989). There are few habitats for wading species in the ecological district hence the importance of this site.

The Uawa River supports one of the better whitebait fisheries in the Gisborne region. Whitebait (Galaxias maculatus) spawning areas have been reported in the upper reaches of the estuary (Bassett, A., pers com.).

Boundary Area of Significant Conservation Value

All that part of the Coastal Marine Area contained by the line of Mean High Water Springs at the mouth of the Uawa River upstream along both banks to the Waimaunu Stream confluence.

Iwi/Hapu

Te Runanga-a-Ngati Porou

Main Office: 06 8679960, Ruatoria Office: 06 8649004, Chief Executive: 06 864 8121

Spokesperson

Te Aitanga-a-Hauitii Iwi Authority See contacts

Paikea-Whitireia Iwi Authority

Local Contacts

Manager	Manager
Titirangi Station (managed with Iwanui Station)	Karaka Bay Station
Phone: (06) 86 26810	See Contacts List

Map D Site 11	Uawa River Estuary	Risk Rating (1 = high)	1	(2)	3

Beach Access

- Via farm track over Karaka Bay Station.
- Via access ways at each end of Ferneaux Street. 4WD access possible as most points along the road over the sand dunes.

Preferred response options matrix

	Most Preferred	Least Preferred		Feasibility
Containment and recovery	√			Med - Low
On water recovery		√		Med - Low
Dispersant application		√		High - Med
Shoreline clean-up	√*			Med - Low
Natural recovery	√			High - Med

Note*

Both foreshores on either side of the estuary are sandy and prone to being littered with large amounts of driftwood. The response for this area is shoreline cleanup.

There is a sand bar across the estuary and any oil would hit the sandy area before the mudflats and marsh areas.

Shoreline cleanup should be assessed at the time.

Preferred response options for wildlife

- Birds (identified as nationally endangered, vulnerable or critical or those in serious decline) is:
  - Hazing to prevent oiling
  - Pre-emptive capture and release once habitat clean
  - If oily then capture, rehabilitate and release

Map D Site 11	Tolaga Bay Wharf	Risk Rating (1 = high)	1	2	(3)

Description

The Historic Wharf Structure is located south of Tolaga Bay.

Foreshore Type	Sandy foreshore – lots of driftwood
Map Sheets	Map No BF45 pt BF44 Tairāwhiti RMP (Map 2A.17) Marine Charts NZ300055 & NZ455515

At Risk Resources Historic Values

During 1926 – 1929, at a cost of £90,000, the Tolaga Bay Wharf was built to accommodate coastal shipping. It is the longest ferro-concrete wharf in the country, at 660 metres. It was closed to shipping in 1967. The wharf is classified as of historic significance (category II) by the Historic Places Trust (Bain, P., 1993).

Boundary Area of Significant Conservation Value

All that part of the Coastal Marine Area contained by the line of Mean High Water Springs at the landward end of the structure, and by a line located 5 metres from, and running parallel to, the outermost part of the entire structure.

Historic Site

Tolaga Bay Wharf

Iwi/Hapu

Important Iwi/Hapu Areas

Te Runanga-a-Ngati Porou

Main Office: 06 8679960, Ruatoria Office: 06 8649004, Chief Executive: 06 864 8121 Spokesperson

Te Aitanga-a-Hauitii Iwi Authority (Hauiti Incorporation)

spokesperson Whitireia Iwi Authority

Local Contacts

Manager	Manager
Titirangi Station (managed with Iwanui Station)	Karaka Bay Station Phone: (06) 86 26810
See Contacts List	

Beach Access

- Next to the Tolaga Wharf, off the end of Wharf Road.

Preferred response options matrix

	Most Preferred	Least Preferred	Feasibility
Containment and recovery	√		Med - Low
On water recovery	√		Med - Low
Dispersant application	√		High - Med
Shoreline clean-up	√		Med – Low
Natural recovery	√		High - Med

Map D Site 12	Cooks Cove	Risk Rating (1 = high) (1) 2 3

Description

Located on the southern headland of Tolaga Bay, this site has significant ecological, fauna and flora and wildlife values, significant historic and cultural values and significant coastal landscape values. The area also includes Tapwae O Rongokako Marine Reserve.

Foreshore Type	Rocky
Map Sheets	Map No Bf45 pt BF44 Tairāwhiti RMP (Map 2A.20) Marine Charts NZ300055 & NZ455515

At Risk Resources

Marine Mammals and Birds

Mitre Rocks and Pourewa Island have high and moderate/high SSWI ratings, respectively, as nesting areas for breeding populations of common seabirds and the presence of mutton-bird burrows (Rasch, G., 1989).

Ecosystems, Flora and Fauna Habitats

Pourewa Island is one of only two islands in the Waiapu Ecological District, which support tall shrub or forest vegetation. The presence of Paratrophis banksii is notable (Daniel, L., 1985).

Scenic Values

The Cooks Cove National Walkway is the most popular walk in the Gisborne area. The site encompasses seascapes considered remarkable by Cook and Banks in 1769, including the “hole in the wall’ described by Banks “as an extraordinary natural curiosity.” An outstanding coastal landscape which encompasses the sea cliffs east of Tolaga Bay, Pourewa Island, Mitre

Rocks and Cook’s Cove (Smale, S., 1993).

Historic Values

Historic Cooks Landing Site. The Historic Places Trust erected a monument here to commemorate Cook’s visit on 23 October 1769. The Historic significance of the site is due to Cook spending six days with the local people learning their customs and country. Banks

undertook botanical studies and collected specimens of flora and fauna.

Boundary of Area of Significant Conservation Value

All that part of the Coastal Marine Area contained by the line of Mean High Water Springs between Map Ref. Z17 750.997 in the North along the coast to Map Ref. Z17 760.982 in the South, and a line running parallel to it, one nautical mile off-shore.

Iwi/Hapu Sites

Te Runanga-a-Ngati Porou

Main Office: 06 8679960, Ruatoria Office: 06 8649004, Chief Executive: 06 864 8121

Spokesperson

Te Aitanga-a-Hauitii Iwi Authority

Local Contacts

Manager	Manager
Titirangi Station (managed with Iwanui Station)	Karaka Bay Station Phone: (06) 86 26810
See Contacts List	

Beach Access

- Next to the Tolaga Wharf, off the end of Wharf Road.
- Via a bulldozer farm track down to Cooks Cove on Titirangi Station.

Preferred response options matrix

	Most Preferred	Least Preferred		Feasibility
Containment and recovery		√		Med - Low
On water recovery	√			Med - Low
Dispersant application	√			High - Med
Shoreline clean-up		√		Med - Low
Natural recovery	√			High - Med

Preferred response options for wildlife

- Birds (identified as nationally endangered, vulnerable or critical or those in serious decline)
  - Hazing to prevent oiling
  - Pre-emptive capture and release once habitat clean
  - If oily then capture, rehabilitate and release

Map D Site 13	Waiomoko River Estuary	Risk Rating (1 = high) 1 (2) 3

Description

Located at Whangara, 20km north of Gisborne, this site comprises the Waiomoko River estuary, which has significant ecological, flora and fauna and wildlife values.

Foreshore Type	Coarse sand
Map Sheets	Map No BG44 Tairāwhiti RMP (Map 2A.20) Marine Charts NZ300055

AT RISK RESOURCES

Marine Mammals and Birds

The Estuary has a moderate Site of Specific Wildlife Interest (SSWI) rating for its wildlife values; the presence of waders, Pied Stilt (Himantopus leucocephalus), Variable Oyster Catcher (Haematopus unicolor), waterfowl and nesting threatened species, NZ Dotterel (Charadrius obscurus), Banded Dotterel (Charadrius bicinctus bicinctus) (Rasch, G., 1989).

Wader birds would be at their highest densities during October due to March.

Ecosystems, Flora and Fauna Habitats

A 10-hectare estuarine system with associated dunes, mudflats and estuarine vegetation. The estuary has a moderate SSWI rating for its wildlife values; the presence of waders, Pied Stilt (Himantopus leucocephalus), Variable Oyster Catcher (Haematopus unicolor), waterfowl and nesting threatened species, NZ Dotterel (Charadrius obscurus), Banded Dotterel (Charadrius bicinctus bicinctus), (Rasch, G., 1989). The dunes at the Waiomoko River mouth rated 12 (highest score on the East Coast) in an inventory of North Island dune vegetation for its size intactness and the presence of the vulnerable plant Austrofestuca littoralis (Partridge, T., 1990). The dune system is of high botanical conservation value for its intactness and species diversity and the presence of endangered plants (Beadle, S., 1990).

Boundary Area of Significant Conservation Value

All that part of the Coastal Marine Area contained by the line of Mean High Water Springs across the river mouth and extending upwards along both banks to the effective Coastal Marine Area Boundary.

Iwi/Hapu Site

Chief Executive - Te Runanga-a-Ngati Porou Phone: (06) 864 8121

Spokesperson - Paikea-Whitireia Iwi Authority Phone: (07) 343 7333

Local Contacts

Dive Tatapouri Phone: 06 8622890

Whangara Marae Phone: 06 8685153

Manager - Whangara B5 Station Phone: TBC

Beach Access

Not specified.

Preferred response options matrix

	Most Preferred	Least Preferred		Feasibility
Containment and recovery		√		Med - Low
On water recovery		√		Med - Low
Dispersant application	√*			High - Med
Shoreline clean-up	√*			Med - Low
Natural recovery	√			High - Med

Note*

Dispersant use should be considered in advance of the oil reaching the muddy estuary/lagoon area. See note on Dispersant Use in Annex 1.

Preferred response options for wildlife

- Birds (identified as nationally endangered, vulnerable or critical or those in serious decline):
    - Hazing to prevent oiling
    - Pre-emptive capture and release when habitat clean
    - If oily then capture, rehabilitate and release


Pouawa
Pariokonohi Point
Pouawa River
Turihaua Point
Makorori
Tatapouri
Tatapouri Point
Makorori Point
Okitu
Wainui
Tuaheni Point
OILSPILL RESPONSE
Map E
Legend
Marine Areas of Significant Conservation Value
DOC Marine Reserve
Oilspill Enlargement Map
Main Rivers
N
GISBORNE DISTRICT COUNCIL
Land Information
Name: oil_spill_indexmaps
Path: X:\projects\oil_spill_indexmaps.mxd
Date: 11/12/2014
User: old
Contains Crown Copyright Data - Sourced from Land Information NZ.
Orthophotography - NZAM,Terralink & Aerial Surveys
Scale 1:150,000

Map E	Ariel Bank	Risk rating (1 = high)	1	2	(3)

Description

The Ariel Bank is located 8.6 nautical miles east south east of Tatapouri Boat Ramp, which is 10 km north of Gisborne. The site is one of a small number of, and by far the largest, hard-rock reef systems located in open water off the Gisborne Coast. It has significant ecological and fauna and flora values and is recognised for the quality of its underwater scenery.

Foreshore Type	Rocky foreshore
Map Sheets	Map No BG44 Tairāwhiti RMP - Not Applicable Marine Charts NZ300055

AT RISK RESOURCES

Ecosystems, Flora and Fauna Habitats

An offshore (8.6 nautical miles from Tatapouri) hard rock reef system, which rises from the seabed at 40 metres to within 7.6 metres of the surface. Located in relatively calm off-shore waters the reef has a reputation of supporting a diverse and abundant assemblage of benthic and demersal

species, unique to the region, which are yet to be surveyed in detail (Quirke, J., 1993).

Boundary Area of Significant Conservation Value

All that part of the Coastal Marine Area of the Ariel Bank located above the 40 metre depth contour line, as shown or indicated on NZ Marine Chart NZ55.

Scenic Values

The underwater scenery of the Ariel Reef is reputed to be the best in the Gisborne area. It is equal to the Lottin Point underwater scenery, which has a nationally significant reputation (Quirke, J., 1993).

Coastal Landforms and Associated Processes

The only significant hard rock reef system off the Gisborne Coast.

Iwi/Hapu Areas

None listed

Local Contacts

Dive Tatapouri Phone: 06 8622890

Access

- Open water access is by boat.

Preferred response options matrix

	Most Preferred	Least Preferred	Feasibility
Containment and recovery		√	Med - Low
On water recovery		√	Med - Low
Dispersant application	√*		High - Med
Shoreline clean-up		√	Med - Low
Natural recovery	√		High - Med

Note*: Oil will pass over the submerged reef with no damage and any dispersant use should be considered prior to the oil reaching the reef or after the oil has passed over the reef.


Makauri
GISBORNE
Makaraka
Te Hapara
Elgin
Whataupoko
Makorori
Matawhero
Awapuni
Kaiti
Manutuke
14
Okitu
Tamarau
Makorori Point
Turanganui
Wainui
Tuamotu Island
Tuaheni Point
Waipaoa River
Poverty Bay
15
Muriwai
Young Nicks Head
(Te Kuri)
Waiarakaia Stream
Maraetaha River
Mapere Point
Maraetaha
16
Tarakihinui
Stream
OILSPILL RESPONSE
Map F
Legend
Marine Areas of Significant Conservation Value
DOC Marine Reserve
Oilspill Enlargement Map
Main Rivers
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GISBORNE DISTRICT COUNCIL
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Map F Site 14	Gisborne Port
Description The Gisborne Port has both large fishing vessels and leisure craft moored inside. This Port also loads our logs and produce throughout the year. During the summer months cruise ships also visit but these anchor in the Bay and use tenders to off load passengers.	
Foreshore Type	On the east side of the Port is Kaiti Beach which is used for shellfish gathering and yachting. The beach is coarse sand with a rocky area at low tide. On the west side is the Turanganui River which leads to the Waimata River and Taruheru River which flow through town. There is also a sandy beach
Map Sheets	Map No BG43 Tairāwhiti RMP – Map 2A.23 Marine Charts NZ300055, NZ405571 & NZ505571
AT RISK RESOURCES **Marine Mammals and Birds:** NZ fur seals often beach in this area. Hazing, deterring, blockading may be required to prevent seals from being oiled or entering oiled habitat. Human safety is the top priority – never send responders into a colony. This requires experienced and trained personnel. **Ecosystems, Flora and Fauna Habitats** In the inner harbour is a private crayfish hatchery (under and around the port piles). Kaiti Beach is used for shellfish gathering	
Boundary Area of Significant Conservation Value While a medium sized port there are areas of significant value- Cone of Vision and Cook Monuments.	
Iwi/Hapu Site Ngati Oneone Chief Executive Te Runanga-o-Turanganui-a-Kiwa (TROTAK) Phone: (06) 8678109 See Contacts List **Local Contacts** Nick Tupara 027 278 4781 Eastland Port Phone: 06 986 4800 Rongo Whakata Iwi/Hapu TROTAK	Chair Rongowhakaata Trust
Beach/Port Access • Areas very accessible by vehicles and boats.	

Preferred response options matrix

	Most Preferred	Least Preferred	Feasibility
Containment and recovery		√	Med - Low
On water recovery		√	Med - Low
Dispersant application	√*		High - Med
Shoreline clean-up	√		High
Natural recovery	√		High - Med

Note*: For Dispersant use see Appendix 1.

Preferred response options for wildlife

- Birds (identified as nationally endangered, vulnerable or critical or those in serious decline:
  - Hazing to prevent oiling
  - Pre-emptive capture and release once habitat clean
  - If oily then capture and rehabilitation and release
- Seals
  - Hazing/deterring or blockading from oily area

Map F Site 15	Wherowhero/Waipaoa Estuaries	Risk rating (1 = high) (1) 2	3

Description

Located at the south-eastern end of Poverty Bay, the site comprises the estuaries of the Waipaoa River and the adjacent Wherowhero Stream and associated coastal lagoons. The site has significant ecological, fauna and flora and wildlife values.

Foreshore Type	Sandy lagoon
Map Sheet	Map No BG43 Tairāwhiti RMP – Map 2A.24, 25 & 26 Marine Charts NZ300055

AT RISK RESOURCES

Wetland, Estuaries, Coastal Lagoons

The Wherowhero estuary is a 200-hectare coastal lagoon estuary. An associated 30-hectare tidal mudflat occurs at the mouth of the Waipaoa River. The site is a Priority One (nationally important) Recommended Area for Protection (RAP) in the Turanga Ecological District Protected Natural Area (PNA) Survey Report. The site includes the estuarine lagoon and adjacent dune lands and spits. The natural values at the site include the range of native vegetation types such as Ruppia sp. herbfield, Glasswort herbfield, sea rush tussockland, Bolboschoenus sp. sedgeland and spinifex grass land: and the wildlife values; Wherowhero Lagoon has a high SSWI rating for the presence of 34 species of coastal waders, migrating and shorebirds including the endangered White Heron (Ardea alba modesta) and the threatened Wrybill (Anarhynchus frontalis), Caspian Turn (Hydroprogne caspia), Banded Dotterel (Charadrius bicinctus bicinctus), NZ Dotterel (Charadrius obscurus). The Waipaoa River mouth has an SSWI rating of moderate/high (Clarkson, B., 1991).

Marine Mammals and Birds

The Wherowhero Lagoon has a high ranking as a Site of Special Wildlife Interest. Thirty-four species of coastal waders, migrating birds and shore birds are present including the endangered White Heron (Ardea alba modesta) and the threatened Wrybill (Anarhynchus frontalis), Caspian Turn (Hydroprogne caspia), Banded Dotterel (Charadrius bicinctus bicinctus), NZ Dotterel (Charadrius obscurus).

Other uncommon birds include the Golden Plover (Pluvialis fulva), Royal Spoonbill (Platalea regia), Eastern Bar-tailed Godwit (Limosa lapponica baueri), Red-necked Stint (canutus canutus), and (Clarkson, B., 1991). The Waipaoa River mouth has an SSWI rating of moderate/high (Clarkson, B., 1991).

One of the most important places on the East Coast where wader bird numbers are constant. Nesting of most of the waders found in this area occur during October to March.

Ecosystems, Flora and Fauna Habitats

Refer to the information listed under the heading: Wetland, Estuaries and Coastal Lagoons.

Boundary Area of Significant Conservation Value

All that part of the Coastal Marine Area contained by the line of Mean High Water Springs from the mouth of the Waipaoa River upstream along both banks to the effective Coastal Marine Area Boundary at the Railway Bridge and all that part of the Coastal Marine Area contained by the line of Mean High Water Springs from the mouth of the Wherowhero Stream upstream to the effective Coastal Marine Area Boundary.

Iwi/Hapu Areas

Chief Executive
Te Runanga-o-Turanganui-a-Kiwa (TROTAK)
Phone: (06) 8678109

Chair
Rongowhakaata Trust

Manager
Ngai Tamanuhiri Whanau Whanui Trust

Local Contacts Manager Karaua Station
Phone: (06) 867 5991
See Contacts List
Te Kuri a Paua. Young Nicks Head Station See contacts below

Beach Access

- Off Centennial Marine Drive in several places along the beach out to the river mouth.
- Off Browns Beach Road along the side of the estuary (4WD).

Preferred response options matrix

	Most Preferred	Least Preferred	Feasibility
Containment and recovery	√		Med - Low
On water recovery	√		Med - Low
Dispersant application	√*		High - Med
Shoreline clean-up	√		Med - Low
Natural recovery	√		High - Med

Note*: Dispersant use should be considered in advance of the oil reaching the muddy estuary/lagoon area. See notes on Dispersant Use in Annex 1.

Preferred response options for wildlife

- Birds (identified as nationally endangered, vulnerable or critical or those in serious decline):
  - Hazing to prevent oiling
  - Pre-emptive capture and release
  - If oily then capture, rehabilitate and release

Map F Site 15	Wherowhero – Oil Spill Exercise – 19 March 2013

Summary of wildlife response activities:

A wildlife survey of the Eastern Arm and surrounding area was conducted by Sandy Bull, Darryl Coulter and Helen McConnell on the morning (0800h – 1100h) of 19 March 2013 as part of the Tier 2 oil spill exercise run by Gisborne District Council. The survey was conducted by foot and vehicle on a mid-tide using a spotting scope to increase field of vision and accuracy of species identification. At the conclusion of the survey the wildlife response team convened with the operations team and exercise managers at the coastal Murawai operations base to share findings and to highlight priority areas for protection should oil enter the lagoon from an oil spill in the vicinity.

Survey Results:

Shorebirds use the whole lagoon extensively for foraging in the exposed mudflat as the tide recedes.

Site	Priority*	Species	Approx. No.	Total
Lake, just North of Lagoon	5	Black-backed gulls	40	
Lake, just North of Lagoon	5	Black swans	20	
Lake, just North of Lagoon	3	Paradise ducks	50	
Lake, just North of Lagoon	6	Mallards	10	120
Eastern arm Wherowhero Lagoon	3	Paradise duck	6	
Eastern arm Wherowhero Lagoon	5	White-faced heron	25	
Eastern arm Wherowhero Lagoon	5	Australasian harrier	2	
Eastern arm Wherowhero Lagoon	2A	Pied stilt	30	
Eastern arm Wherowhero Lagoon	1C	Northern NZ dotterel	50	
Eastern arm Wherowhero Lagoon	4	Eastern bartailed godwit	50	
Eastern arm Wherowhero Lagoon	1C	Caspian tern	2	
Eastern arm Wherowhero Lagoon	5	Black swan	2	

Site	Priority*	Species	Approx. No.	Total
Eastern arm Wherowhero Lagoon	2B	Variable oyster catcher	15	
Eastern arm Wherowhero Lagoon	2A	Sth Is pied oyster catcher	12	
Eastern arm Wherowhero Lagoon	1C	Pied shag	1	
Eastern arm Wherowhero Lagoon	5	King fisher	1	
Eastern arm Wherowhero Lagoon	2D	Little shag	1	
Eastern arm Wherowhero Lagoon	2A	White-fronted tern	7	
Eastern arm Wherowhero Lagoon	5	Welcome swallow	3	
Eastern arm Wherowhero Lagoon	6	Skylark	20	227
Lagoon Entrance, exposed coast	2B	Variable oyster catcher	10	
Lagoon Entrance, exposed coast	2A	Sth Is pied oyster catcher	20	
Lagoon Entrance, exposed coast	2A	White-fronted tern	20	
Lagoon Entrance, exposed coast	1C	Red-billed gulls	12	62

* As listed in the Gisborne District Oil Spill Contingency Plan, key provided below:

Our survey results identified the following 'threatened' and 'at risk' species:

THREATENED	AT RISK
Northern New Zealand dotterel (1C) Caspian terns (1C) Pied shag (1C) Red-billed gulls (1C)	Pied stilt (2A) White-fronted tern (2A) South Island pied oyster catcher (2A) Variable oyster catcher (2B)

The only threatened species known to breed in the vicinity of the lagoon is the Northern NZ dotterel and its breeding habitat is restricted to the last 500m of the sand spit.

Threatened and at risk species were observed utilising the lagoon entrance and the eastern arm in high numbers. Habitat characteristics of the eastern arm (i.e. more open vegetation on the high tide line and more extensive shallow areas) suggest that this area would be a more significant foraging area than the lagoons western arm.

The Orongo wetland is a significant conservation initiative close to the lagoon with a drain that connects the two water bodies. It is possible therefore that a spill affecting the lagoon would also have the potential to impact these wetlands.

Recommendations for protection:

Based on our observations and survey findings we recommend that the following areas be prioritised for protection should oil threaten the Wherowhero Lagoon:

- The eastern arm of the lagoon (in particular the NZ dotterel breeding habitat), and
- Orongo wetland

Map F Site 16	Whareongaonga	Risk Rating (1 = High)	1	2	(3)

Description

The Whareongaonga headland is located 12 kilometres south of Poverty Bay. The site has significant coastal landscape values.

Foreshore Type	Rocky beach and cliffs
Map Sheets	Map No BH43 Tairāwhiti RMP – Map 2A.27 Marine Chart NZ55

Scenic Values

The Whareongaonga headland, its associated intertidal reef system and the adjacent open water, is a significant natural feature on the south Gisborne coast and the best representative example of a coastal landscape of its type in the region (Smale, S., 1993).

Boundary of Area of Significant Conservation Value

All that part of the Coastal Marine Area contained by the line of Mean High Water Springs and occurring within 1 km radius from the seaward end of the Whareongaonga headland at Map Ref. Y19 368.486.

Iwi/Hapu Areas

Chief Executive Manager

Te Runanga-o-Turanganui-a-Kiwa (TROTEK) Ngai Tamanuhiri Whanau Whanui Trust Phone: (06) 8678109

Local Contacts

Manager Manager

Mapere Station Tiritea Station

Phone: (06) 862 9650

Te Kuri a Paua. Young Nicks Head Station See contacts below

Beach Access

- Via farm track/creek bed over Mapere Station (4WD/bulldozer required).
- Possible through Tiritea Station (bulldozer required).
- At the end of Wharekakaho Road down to the old wharf at Whareongaonga (4WD).

Preferred response options matrix

	Most Preferred	Least Preferred	Feasibility
Containment and recovery		√	Med - Low
On water recovery		√	Med - Low
Dispersant application	√		High - Med
Shoreline clean-up		√	Med - Low
Natural recovery	√		High - Med

Areas Not of Significant Conservation Value

Marangairoa

Iwi/Hapu Areas

Chief Executive Spokesperson
Te Runanga-a-Ngati Porou Ngai Ruawaipu iwi Authority
Phone: (06) 864 812

Beach Access

- Several places along East Cape Road. Possible access off the road over the dunes (4WD) in most places along the East Cape Road.

Local Contacts

Toetoe Station Manager
C/- Dewes Road Parera Station East Cape
Phone: (06) 864 4751

Port Awanui

Iwi/Hapu Areas

Chief Executive Spokesperson
Te Runanga-a-Ngati Porou Ngai Ruawaipu iwi Authority
Phone: (06) 864 8121

Spokesperson

Ngati Uepohatu Iwi Authority

Beach Access

- Port Awanui at the end of Awanui Road. Due to the nature of the road itself (washout prone) bulldozer is required.
- Via farm track over Kouka Stream.
- Off Reporua Road at the Reporua church.

Local Contacts

Manager Manager
Kouka Station Tuimata Station

Tuparoa

Iwi/Hapu Area

Chief Executive Spokesperson

Te Runanga-a-Ngati Porou Ngai Ruawaipu Iwi Authority

Phone: (06) 864 8121

Spokesperson

Ngati Uepohatu Iwi Authority

Beach Access

- At the end of Tuparoa Road, it is also possible to get onto the beach with 4WD in most places along the beachfront.

Local Contact

Manager Tawai Station

Phone: (06) 864 0380

Whareponga

Iwi/Hapu Areas

Chief Executive Spokesperson

Te Runanga-a-Ngati Porou Ngai Ruawaipu iwi Authority

Phone: (06) 864 8121

Spokesperson

Ngati Uepohatu Iwi Authority

Beach Access

- 4WD at the end of Whareponga Road at the boat landing.

Local Contact

Manager Koura Station

Phone: (06) 86 86464

Waipiro Bay

Iwi/Hapu Areas

Chief Executive Spokesperson

Te Runanga-a-Ngati Porou Ngati Uepohatu Iwi Authority

Phone: (06) 864 8121

Spokesperson

Te Aitanga-a-Hauiti Iwi authority

Beach Access

- McIlroy Road.
- Two places at the end of Marae Road (from here it is possible to drive the length of the beach).
- Several places along Waikawa Road.

Mawhai Point

Iwi/Hapu Areas

Chief Executive Spokesperson

Te Runanga-a-Ngati Porou — Te Aitanga-a-Hauiti Iwi Authority

Phone: (06) 864 8121

Beach Access

- Via farm track over Nuhiti Station (4WD required).

Local Contact

Manager Nuhiti Station

Phone: (06) 862 6308

Kaiaua

Iwi/Hapu Areas

Chief Executive Spokesperson

Te Runanga-a-Ngati Porou — Te Aitanga-a-Hauiti Iwi Authority

Phone: (06) 864 812

Beach Access

- Via farm track over Kaiaua Station to Marau Point.

Local Contacts

Manager — Manager

Anaura Station — Kaiaua Station

Phone: (06) 862 6370

Manager — Kapuni Station

Phone:

Loisels

Iwi/Hapu Area

Chief Executive Spokesperson

Te Runanga-a-Ngati Porou — Te Aitanga-a-Hauiti Iwi Authority

Phone: (06) 864 8121

Spokeperson

Paikea-Whitireia Iwi Authority

Beach Access

- Over Raroa Station down a bulldozed track which mirrors the Old Coach Road (Shelton Road).
- At Loisels Beach, at the end of Waihau Road. It is possible to drive along the beach from this point in both directions for some distance.

Local Contacts

Manager — Manager

Titirangi Station (managed with Iwanui Station) — Waihau Stations

Phone: Phone: (06) 86 26810 — Phone: (06) 862 2668

Pakarae

Iwi/Hapu Area

Chief Executive
Te Runanga-a-Ngati Porou
Phone: (06) 864 8121

Spokesperson
Te Aitanga-a-Hauiti Iwi Authority

Contact Pakarae Station Manager for access

Spokeperson
Paikea-Whitireia Iwi Authority

Beach Access

- There is possible access in only one place along Pakarae (not shown).
- Pakarae Station is very reluctant to allow access (bulldozer required).

Local Contact
Manager Puatai Station
Phone: (06) 862 2712

Whangara

Iwi/Hapu Area

Chair
Te Aitanga-a-Mahaki Trust

Chair
Rongowhakaata Trust

Spokesperson
Te Aitanga-a-Hauiti Iwi Authority
Phone: (06) 867 7163

Spokeperson
Paikea- Whitireia Iwi Authority
Phone: (07) 343 7333

Chief Executive
Te Runanga-a-Ngati Porou Phone: (06) 864 8121

Beach Access

- End of Pa Road although 4WD access would be possible in most places along the beach.
- By the Marae at the end of the Road.

Local Contact
Manager - Whangara B5 Station

Pouawa

Iwi/Hapu Area

Chair
Te Aitanga-a-Mahaki Trust

Chair
Rongowhakaata Trust

Spokesperson
Te Runanga-o-Ngati Oneone

Spokesperson
Te Aitanga-a-Hauiti Iwi Authority

Spokeperson
Paikea-Whitireia Iwi Authority

Chief Executive
Te Runanga-a-Ngati Porou Phone: (06) 864 812

Beach Access

- Off SH35 onto the beach via access ways. Although access is possible at most places along the coast (4WD) over the sand dunes.

Local Contact
Manager Whitiwhiti Station
Phone: (06) 862 2037

Wainui

Iwi/Hapu Area

Chair
Te Aitanga-a-Mahaki Trust

Spokesperson
Te Runanga-o-Ngati Oneone

Chair
Rongowhakaata Trust

Spokesperson
Te Aitanga-a-Hauiti Iwi Authority

Chief Executive
Te Runanga-a-Ngati Porou Phone: (06) 864 8121

Beach Access

- Off SH35 at the Tatapouri boat ramp and by the old Tatapouri Hotel.
- Access is possible in most places along Makorori Beach Road and SH35 to Makorori point with 4WD.
- Off SH35 opposite Sirrah Street (4WD required).
- Off SH35 at the Wainui Surf Club boat ramp.
- Off Wairere Road, not far from Oneroa Road.
- At the end of Pare Street.

Local Contact
None listed.

Gisborne

Iwi/Hapu Area
Chief Executive Manager
Te Runanga-o-Turanganui-a-Kiwa
Phone: (06) 867 8109

Ngai Tamanuhiri Whanau Whanui Trust

Chair
Te Aitanga-a-Mahaki Trust

Spokesperson
Te Runanga-o-Ngati Oneone

Chair
Rongowhakaata Trust

Spokesperson
Te Aitanga-a-Hauiti Iwi Authority

Chief Executive
Te Runanga-a-Ngati Porou Phone: (06) 864 8121

Lighthouse on Tuaheni Point – Historic Site

Uruhangenge Pa site (Tuamoto Island) occupied in 1769 during Cooks arrival to Poverty Bay.

Beach Access

- Off Kaiti Beach Road at the Yacht Club and the end of the road.
- To Waikanae Beach possible in two places through Waikanae Motor Camp.
- Off Centennial Marine Drive at various places along the beach.
- Beach access is possible in most other places between Waikanae Beach and the Waipaoa River mouth, over the sand dunes (4WD or bulldozer required, as there are 2-8 foot drop offs in places).

Local Contact

None listed.

Young Nicks Head

Iwi/Hapu Area

Chief Executive
Te Runanga-o-Turanganui-a-Kiwa
Phone: (06) 867 8109

Manager
Ngai Tamanuhiri Whanau Whanui Trust
Phone: (06) 862 8083

Beach Access

- At the end of Muriwai Beach Road down to the southern end of Wherowhero Lagoon (4WD if wet).
- Via farm tracks over Nicks Head Station.
- Via farm track over “Highgate”.
- Via farm track over Mapere Station.

Local Contact

Manager
Nicks Head Station
Phone: (06) 862 8642

Manager
“Highgate”
Phone: (06) 862 8435

Waiparapara

Iwi/Hapu Area

Chief Executive
Te Runanga-o-Turanganui-a-Kiwa

Manager
Ngai Tamanuhiri Whanau Whanui Trust

Beach Access

- Due to the rugged terrain and coast cliffs Whareongaonga is the most southern access point in the district. The next access point would be Happy Jacks Boat Harbour (Hawke’s Bay boundary).

Local Contact

Whareongaonga Block
Phone: (06) 867 9431

Paritu

Iwi/Hapu Area

Chief Executive
Te Runanga-o-Turanganui-a-Kiwa
Phone: (06) 867 8109

Manager
Ngai Tamanuhiri Whanau Whanui Trust

Beach Access

- Due to the rugged terrain and coast cliffs Whareongaonga is the most southern access point in the district. The next access point would be Happy Jacks Boat Harbour (Hawke’s Bay boundary).

Local Contact

None Listed

Annex 5 – Prediction of Oil Movement and Behaviour

Oil Spill Risk

Overview of Spill Risk

Vessels holding up to 40,000 tonnes of light or heavy fuel oil travel around the east coast of the North Island within or close to the 12 mile limit. The average quantity of heavy fuel oil is 7,500 tonnes. Vessels holding up to 2,000 tonnes of heavy, medium or intermediate fuel oil call into Port of Gisborne. Up to 2,000 tonnes diesel and 4 tonnes oil may also be carried.

The most likely sites for some or all of this oil to be discharged to the marine environment are:

- East Cape
- Aerial Reef
- Port Gisborne

Bunkering and Bulk Transfer Risk

The following description of oil transfer sites, transfer types, oil type, and flow rates outline the bunkering and bulk transfer risk within the region.

Location	Transfer Type	Oil Type	Flow Rate 1
Port of Gisborne	Motorised mobile diesel pump on tandem trailer	Diesel (AGO)	1000 litres/minute
Port of Gisborne	Mobile tanker truck to ship	Diesel (AGO)	180-200 litres/minute

Shipping Routes

Maritime NZ has initiated a voluntary navigation guideline, recommending that ships stay at least five nautical miles away from any coastline. This guideline is targeted towards vessels laden with oil or other harmful substances carried in bulk coastal tankers and New Zealand ships. Ships pose a threat of oil spill with low probability of occurrence but high potential effects on the environment.

Oil Movement

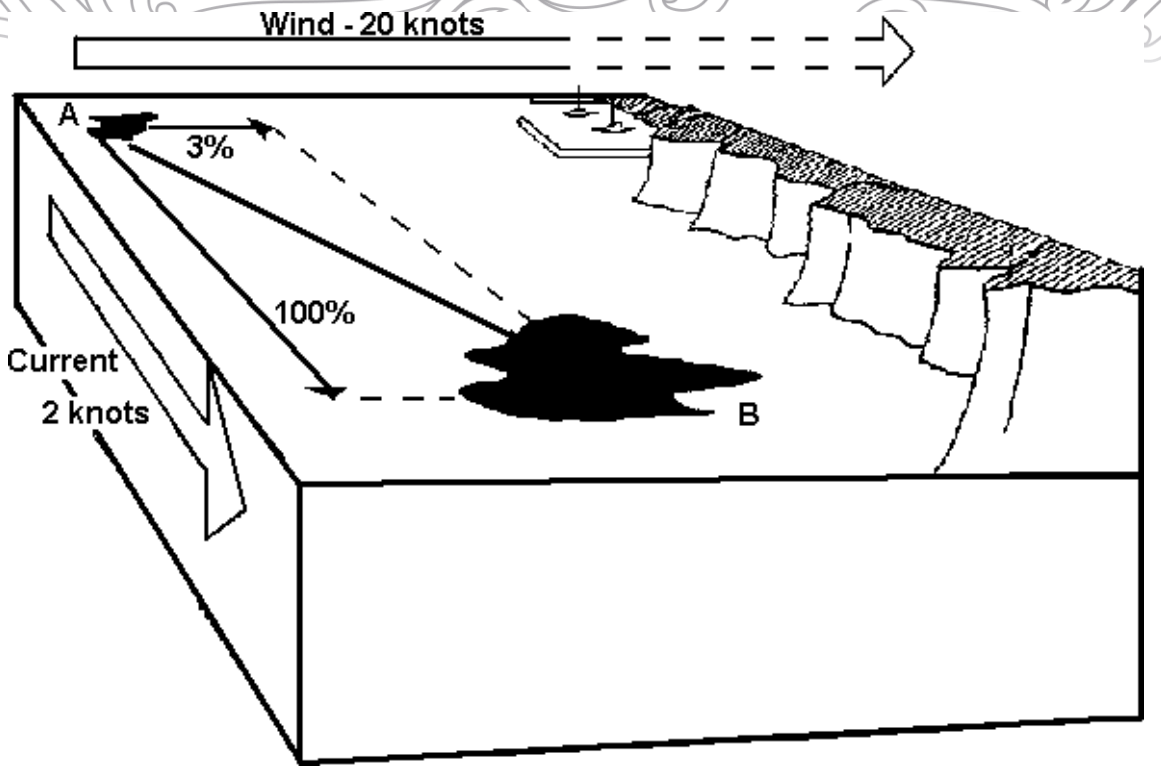
Oil moves at approximately 100% of surface current and 3% of wind speed.

Winds blow from the specified direction, whereas currents flow towards the specified direction. This calculation will not predict the movement of emulsified slicks (mousse).

The ADIOS computer program can be used to predict the changes in physical and chemical characteristics of the slick over time. Hence, it may be used to predict when mousse formation may occur. ADIOS can be accessed via the internet or the OSDO at any time.

MNZ also have the oil spill trajectory modelling program OILMAP. This is available to assist with trajectory modelling and can be requested through the OSDO.

1 Developed by Department of Conservation staff Andy Bassett in consultation with Sandy Bull. It is derived from the Malloy Davis Category (A, B, C, O) 1994, but has been adjusted for regional variation and to take into account that this Appendix is specific to oil spills.



Tides and Currents

The following pages contain references to:

- Tide Tables outlining times and heights of high and low waters in Gisborne, Wellington and Auckland;
- Offshore Tidal Streams (currents) maps.
- Online Marine (Vector) Charts – Note: For navigation purposes use corrected Hydrographic Charts for the area of passage.

The Wellington and Auckland tidal information may be used to determine the direction of Gisborne's offshore currents. Also, the Hydrographic Charts of the region provide some information with respect to currents.

Numerical modelling work undertaken for the Port Gisborne expansion indicates that the currents within Poverty Bay are complex and vary over time.

For Eastland Port arrivals and departures click here.

Tidal currents are minor because the dominant north moving continental shelf current refracts into the Bay with no significant phase lag across the entrance (which would drive currents around the Bay).

Surface currents in the Bay are predominantly influenced by:

- Strong inner continental shelf currents. Southbound inner shelf currents tend to drive eddies in a clockwise direction. Whilst Northbound inner shelf currents tend to drive eddies in an anti-clockwise direction; and
- Plumes from the Waipaoa and Turanganui River. However, the plume movement is variable and fluctuates with river flows. The Waipaoa plume has a dominant effect on surface currents, particularly during high flows.

Given the limited data about surface currents, their complex nature, and the way that they vary over time, emphasis will be placed on monitoring the fate of an oil spill at all times.

Water Temperature

Water temperatures range from 12-21 degrees centigrade.

- Summer is 15-21,
- Autumn and spring 13-19 and
- Winter 12-13 degrees.

Weather Forecasts

Previous, present and predicted weather information for the region can be obtained from: Marine Forecaster, Meteorological Office 04 470 0700 (8.30am – 5.00 pm)

(Or by automatic transfer outside working hours to the marine forecasting desk)

Lead forecaster	04 470 0794 (9.00pm – 6.00 am)
Public Forecast (24 hours)	04 496 9380
Website	www.metservice.com

Sea Surface Temperatures

Sea surface information is available on-line, or by contacting the Met Service Office on numbers above.

Tide Charts

Note: Detailed information is provided in the NZ Nautical Almanac held in the “CDEM Emergency Plans, MOS Plans and ECC Setup Plans bookshelf” in the CDEM office or online via the attached links.

Annex 6 – Memoranda of Understanding

Responsibilities

The overall responsibility for incidents that occur within the water areas controlled by the Regional Council are the responsibility of that organization. However, other organisations may become involved in such incidents if the material causing the problem comes within that organizations particular field.

The Police are responsible for co-ordination of non-fire emergencies, but the Fire & Emergency New Zealand (FENZ) usually continues to handle and stabilize the incident under the overall guidance of the Hazardous Substances Technical Liaison Committee (HSTLC).

Fire & Emergency New Zealand (FENZ)

FENZ has a responsibility under the Fire and Emergency Act 2017 under Part 1, Functions, s.12 (3)(b) of responding to maritime incidents. There is also a responsibility under Part 1 Functions, s.12f & g to respond to incidents in which a substance, hazardous or otherwise, presents a risk to people, property, or the environment. This provides a mandate for FENZ to respond to marine oil spill incidents, particularly around immediate and significant risks to people, property and/or the environment. While the Maritime Transport Act specifically provides authorities and powers related to marine oil spills to the Regional On-Scene Commander at the regional (Tier 2) level, the provisions of the Fire & Emergency Act provide a mandate for a multi-agency approach to leadership, safety and effective response to marine oil spills. A spill of volatile hydrocarbons as a result of a fire, either terrestrial or marine, provides an example of an incident were the ROSC and the FENZ Incident Controller need to work closely together. Combined FENZ-Regional Council oil spill exercises can provide opportunities to apply combined response procedures and resources, as well as to better define organisational responsibilities and incident leadership.

FENZ Contacts

Telephone 111 Emergency. Otherwise (06) 867 9039 Gisborne Fire Station.

General Procedures

- As with all calls to assist the public, if the FENZ receives a call to a substantial spill then a normal response will occur.
- If upon arrival it is considered that life and/or property is at risk, then the responding appliances are to stabilize the situation (if possible) and carry out the actions for a hazardous spillage.
- Contact is to be made immediately with the Gisborne District Council on the 24/7 emergency number 0800 653 800
- FENZ's actions will be such to ensure that the situation is stabilized and to that end will handle the incident under the guidance of the Hazardous Substances Tactical Liaison Committee (HSTLC).

Environmental considerations

The fact that a substance presents an environmental or other hazard will have to be determined by the Officer of the first arriving appliance. However, to avoid any conflict of interest, a Senior Officer of FENZ will respond to such incidents and if necessary, make the decision as to whether FENZ becomes involved or not. It should be fully appreciated that FENZ equipment and training are such that assistance could result in a substantial reduction in clean-up costs which could occur if a time delay in the response of other organizations did occur.

Pollution response procedure (Environmental Hazard)

All requests for assistance would be actuated via the Gisborne District Council which will serve as the initial communications centre for any pollution incident. All reports of a spill to this 24/7 emergency number 0800 653 800. If there is an immediate risk to human health and safety from fire or explosion call 111.

FENZ will determine what response is appropriate based on an assessment of the incident.

If the substance is considered hazardous i.e. chemical etc., then the following procedure is to be followed:

- Gisborne District Council personnel are to be contacted via the spill phone and arrangements made for suitable equipment procurement and transport to the pollution area.
- Before any assistance is given, authorization is to be received from the Regional On Scene Commander. Note that the use of MNZ spill equipment for purposes other than marine oil spill response will require prior approval from MNZ via the Oil Spill Duty Officer phone number (04 473 6368)

Police

The Police are responsible for co-ordination of non-fire emergencies, but FENZ usually continues to handle and stabilize the incident under the overall guidance of the HSTLC.

Telephone 111 Emergency (happening now). For all other enquires related to incidents that are not happening now phone 105. Note all Police calls are directed to the National Call Centre.

Oil transfer sites spill response (Tier 1)

Oil Transfer Sites (OTS) are required under S.130B of the Marine Protection Rules to have a Marine Oil Transfer Site Marine Oil Spill Response Contingency Plan. Plans should specify controls, procedures and spill equipment to provide a credible first strike capability to contain the reasonably foreseeable spill volume that the plan predicts. Where a spill exceeds the capabilities of the OTS the ROSC may declare a Regional (Tier 2) Response (or the National On- Scene Commander may declare a National (Tier 3) Response). In either case the spiller is required to provide assistance to the response in accordance with the procedures and equipment detailed in their OTS spill plan and as directed by the ROSC or NOSC.

All marine spills that occur in the Gisborne region as part of a marine oil transfer operation must be immediately reported to the Gisborne District Council in accordance with spill plan procedures. For copies of OTS plans refer to Web EoC.

Oil Spill Reported/Discovered

- Telephone Gisborne District Council - (06) 867 2049 or 027 6527919 Pollution Incidents Officer; and
- Investigate;

No Clean Up Required

- Stand down; and
- Inform Gisborne District Council.

Clean Up Required (Tier 1 Response)

- Inform Eastland Port Limited; and
- Commence clean-up operations in accordance with Tier 1 Plan; and
- Keep the Regional OSC updated with respect to how the response is proceeding.

Clean Up Required (Tier 2 Response)

- Inform Eastland Port Limited; and
- Commence clean-up operations in accordance with Tier 1 Plan until the Regional OSC declares a Tier 2 response and issues instructions to the contrary in accordance with the Tier 2 Response Action Plan.

Eastland Port Limited

Eastland Port Ltd has limited resources that it may offer to GDC during an oil spill response. The personnel and equipment that operate on the EPL property are a mixture of employees, contractors and private companies.

Hence, EPL role with respect to marine oil spills is focused on promoting prevention of oil spills providing facilities, advice and resources when requested. In the event that a spill is discovered, EPL will contact GDC immediately.

The Maritime Operations Manager will coordinate the Company's activities. Telephone (06) 868 5129.

Use of Eastland Port Ltd Vessels

If vessels are required, it will be the responsibility of the Marine Operations Manager and / or the Duty Pilot to arrange for the allocation, crewing and control of such vessel(s).

Eastland Port Ltd Staff Welfare

It will be the responsibility of the Marine Operations Manager to ensure that Port staff engaged in clean-up operation on behalf of the Gisborne District Council are relieved and catered for when and as required.

Recovery of Costs

The Gisborne District Council will assist in collating documentation required when Port company staff and/or equipment are employed in a pollution incident.

All activities undertaken by Eastland Port Ltd will be authenticated by appropriate documentation to enable recovery of clean-up costs from the spiller and if that is unsuccessful, from the Maritime NZ.

Ministry of Primary Industries (MPI)

There are several areas in which MPI resources and expertise might be best utilized. These are:

- Helping out with advice on the possible immediate and long-term effects that pollutants and dispersants may have on fish and shellfish stocks.
- Identification of polluted shellfish and fish specimens.
- Making available MPI vessels for pollution control and marine life rescue in the event of a large spill.
- Providing labour and resources e.g. vehicles.

Toxic Effects of Pollutants on Fish / Shellfish

MPI will endeavour to offer advice on the possible immediate and long term effects that pollutants and dispersants may have on fish and shellfish stock.

Contact (06) 868 7160.

Identification of Polluted Shellfish and Fish Specimens

Contact MPI (06) 869 0870

Loan of Vessels

MPI may be able to make their vessels available for pollution control or marine life rescue. All the vessels are well equipped and maintained. These vessels are:

- Te Haeata, 7.5 metre Niad – permanently located in Gisborne – Hydraulic lifting davit on- board.
- Other various small craft including small inflatables that may be able to be sourced from other nearby MPI offices (Whakatane and Tauranga).
- Contact with local fishermen who could provide almost any vessel on relatively short notice.

Department of Conservation

DoC has offered to provide their services in the event of a major marine oil spill. These services could include:

- Advice on wildlife habits and habitats.
- Advice on sensitive areas and areas of special value.
- On-the-spot reports from rangers in the field.
- Logistic support including vessels, communications, facilities etc.
- Specific personnel assigned to Council for EOC in a Tier 2 response.
- Access to skilled and semi-skilled labour, both DoC and volunteer.
- Wildlife response operations assistance in accordance with Annex 2. Telephone hotline 0800 362 468 (0800 DOC HOT).

Volunteer Coastguard

The Volunteer Coastguard will assist (where possible) the Gisborne District Council on request with personnel and/or equipment including the EOC during a marine oil spill response.

Telephone (06) 867 1027.

Hawkes Bay Regional Council

- It is recognised that for the purpose of effective marine oil spill response (and due to the erratic nature of marine oil spills in the environment) a co-operative approach between neighbouring Regional Councils is essential.
- Should a spill cross the boundary between the Gisborne and the Hawkes Bay districts that the response action will usually be governed and controlled by the Regional OSC in the territory in which any spill response originated.
- It is agreed that in an unlikely event that Gisborne District Council staff are unable to adequately respond to an event, Hawkes Bay Regional Council will provide trained staff to assist, as far as they are able.
- Associated costs will be met by Gisborne District Council subject to prior approval by the Regional OSC.
- In order to ensure that skills and experiences are shared (and to familiarise the key staff in cross-boundary operations and issues), Hawkes Bay Regional Council staff will be invited to participate in training and exercises conducted by the Gisborne District Council.
- It will be the responsibility of the Gisborne District Council and the Hawkes Bay Regional Council to ensure that their respective staff are appropriately trained and approved by the Maritime NZ.
- Telephone Hawkes Bay Regional Council (06) 835 9200 (24/7) or Ian Lilburn 027 4838 754.

Bay of Plenty Regional Council

- It is recognised that for the purpose of effective marine oil spill response (and due to the erratic nature of marine oil spills in the environment) a co-operative approach between neighbouring Regional Councils is essential.
- Should a spill cross the boundary between the Gisborne and Bay of Plenty Regional Council districts that the response action will usually be governed and controlled by the Regional OSC in the territory in which any spill response originated.
- It is agreed that in an unlikely event that Gisborne District Council staff are unable to adequately respond to an event, Bay of Plenty Regional Council will provide trained staff to assist, as far as they are able.
- Associated costs will be met by Gisborne District Council subject to prior approval by the Regional OSC.
- In order to ensure that skills and experiences are shared (and to familiarise the key staff in cross-boundary operations and issues), Bay of Plenty Regional Council staff will be invited to participate in training and exercises conducted by the Gisborne District Council.
- It will be the responsibility of the Gisborne District Council and the Bay of Plenty Council to ensure that their respective staff are appropriately trained and approved by the Maritime NZ.
- Telephone ROSC Adrian Heays 027 2895020 or 0800 884 883 and ask to speak to the Duty ROSC.

General

Indemnity Authorisation and Costs

If any organization becomes involved in a Tier 2 response, then as soon as is practicable, a contract to assist in the response and claim costs is to be signed by the Regional on Scene Commander.

Annex 7 – Administration

Estimate of Response Costs

MONITORING (Including sampling)		
Personnel	hrs @	Amount
Sample analysis	hrs @	
Launch hire	hrs @	
Aircraft hire	hrs @	

CLEAN UP SEA

Labour	hrs @
Supervision	hrs @
Aircraft hire	hrs @
Tug hire	hrs @
Launch hire	hrs @
Dispersant	ltr @
Absorbent booms	mtr @

FORESHORE

Labour	hrs @
Supervision	hrs @
Degreaser	ltr @
Absorbents	hrs @
Plant	hrs @

DISPOSAL

Labour	hrs @
Truck	hrs @
Dump Fee	hrs @

EQUIPMENT CLEAN/REPACK

Labour	hrs @
Degreasant	ltr @
Materials	
Vehicles	per/km@
EOC	per/day
Incidentals	per/item

MNZ Equipment charge-out and standby rates

See: Web EoC-NRT Portal-Operations-Dropdown Menu-Operations-MPRS Equipment-MPRS Equipment Tab-Select Equipment to see standby and in use rates

MNZ Item 1

MNZ Item 2

MNZ Item 3

MNZ Item 4

MNZ Item 5

MNZ Item 6

MNZ Item 7

MNZ Item 8

GST

TOTAL

Pollution Incident Service Orders

This form will act as a trigger for support organisations to become involved in a response operation.

(Support organisations to complete along with green or yellow forms.)

On Scene Commander to give support to the organisation when request for assistance is made.

Return to:

Gisborne District Council

Telephone: (06) 867 2049 (24 hours)

Fax: (06) 867b 8076

Pollution Incident Charge Out Sheet

(Please fill out the attached Green or Yellow forms depending on how soon payment is required)

Pollution Incident No: Date:

Work undertaken by:

Postal Address:

Called by: Time:

Details of Account (itemise)

Note re Insurance: Responders or their parent organisations are expected to arrange suitable insurance for the response operation.

Indicative Costs Equipment and Labour

Floating Plant

Tug (including crew)	per hour
Pilot Boat (including crew)	per hour
Survey Boat (including crew)	per hour

Shore Plant

Forklift 2.5 - 3t = (dry hire)	per hour
Forklift 4.5t (dry hire)	per hour
Truck (6 wheeler, including driver)	per hour

Labour

All Response Staff	per hour	$100.00

Aircraft

Grumman 2	per hour
Cessna 3	per hour
Piper Seneca 4 (x2)	per hour

Absorbents

Matasorb M55	per boom	$72.45
Pads	per bale (100)	$224.45

Dump Fees

Oily Waste	per tonne

Note The above costs are indicative figures only to assist in estimating costs for guarantee from spiller.

Message Form

MOS	MESSAGE FORM											
Time					Date		Month		Year		Ref. No:	
											Received / To Send	
To:											□ Telephone	
From:											□ Fax / Email	
Organisation / Address:											□ Radio	
Contact No.											□ Other:	
Message:									Distribution:			
										Action	Info	
									Ops			
									Plan			
									Logs			
									H&S			
									Media			
									ROSC			
Signed:									Designation;			

To be filled in by the Recipient

Action Taken:	
Signed: Designation:	
Transmission Instructions:	Transmitted:
	Action Lodged:

CELL:

Date: Sheet No:

SERIAL	TIME	TO	FROM	EVENT	ACTION

Document Control and Plan Maintenance

The Regional Marine Oil Spill Contingency Plan is a controlled document. Official copies of the Plan will be issued to holders of the roles listed in the Plan Distribution List.

The Plan is dynamic and will be updated as often as necessary to improve and enhance response capabilities.

This document can only be changed by the ROSC.

Policy changes however will also require Chief Executive or Council approval.

Updates

Updates will be issued electronically and on an “as required” basis and will be accompanied by an Update Summary which should be filed after Table C in this Annex. It shows the most up to date version of each section on issue and can be used for checking purposes.

Document Control

The register of controlled copies will be maintained by the ROSC.

Uncontrolled Copies

Uncontrolled copies will be available to any person/organisation on a reasonable request basis. There may be a charge for this.

To avoid confusion, all blank pages required for copying purposes will be clearly identified with the words 'this page intentionally left blank.'

Exercising and Plan Review

The Plan will be exercised in accordance with Part 130C Marine Protection Rules which states that the Plan shall be regularly tested in accordance with an exercise programme approved by the Director for each year.

Regional Council Guidelines – Regional Exercise Programme

Plan Review

This Marine Oil Spill Contingency Plan must be reviewed after the following circumstances arise: After three years has elapsed, unless a review is called earlier due to:

- The Plan being used in a response to a region spill.
- The ROSC or the Director determine that a review is necessary (e.g. after an exercise).

It will also be checked every 12 months and updated as necessary to address currency and completeness of the information contained in it.

Any proposed amendments to increase the effectiveness of the Plan shall be submitted by the Council as soon as practicable for approval under Section 293(2) of the MTA.

As this Plan is a controlled document, all reviews and significant amendments to this Plan must be approved by Maritime NZ following consultation with the ROSC. Any updates and new material for inclusion in the Plan will be forwarded to the "Controlled Plan" holders who must insert the updates and file the update letter at the rear of the Plan.

NB: Any recommendations for amendments should be forwarded to the Regional on Scene Commander Gisborne District Council, PO Box 747, Gisborne; telephone 06 867 2049.

All organisations named in this Plan are asked to notify the ROSC when their nominated personnel, or their contact details, change.

Training

The ROSC shall ensure that personnel identified in this Plan are appropriately trained and familiar with their duties. MNZ will conduct training in accordance with the latest training schedule which is maintained on the Maritime NZ website WebEOC along with details of the courses.

The ROSC shall liaise with Maritime NZ to determine the appropriate level of training, including refresher courses as required.

Accurate details of training provided shall be kept as outlined above. Regional Council Guidelines – Training

Annual Budget

The Annual Plan will outline the annual budget in terms of exercising, training, purchase of equipment and maintenance costs necessary to adequately respond to an oil spill.

As these costs are to be paid by Maritime NZ, they will be approved by Maritime NZ prior to publication in the Annual Plan.

Hard Copy Circulation List

No.	Holder	Hardcopy	Web
1	Maritime NZ	√	
2	Maritime NZ	√	
3	GDC Central File	√	
4	Harbourmaster/Principle ROSC	√	
5	ROSC 2	√	
6	Wildlife Co-ordinator	√	
7	Eastland Port Limited Manager		√
8	6 Copies for the EoC	√	
	EOC Container		
8	EOC Manager		√
9	Community and Media Liaison Team Box		√
10	Health and Safety Advisor*		√
11	Operations Manager*		√
12	Operations Team		√
13	Planning Manager*		√
14	Planning Team		√
15	Logistics Manager		√
16	Logistics Team		√
	GDC Website		GDC Website
	Department of Conservation		√
	Ministry of Fisheries		√
	Fire and Emergency NZ		√
	WebEOC		WebEOC
	Maritime NZ		√
	Massey University, (NOWRT)		√
	HBRC ROSC		√
	BOPRC ROSC		√

Table A

GISBORNE MARINE OIL SPILL CONTINGENCY PLAN
CONTROLLED COPY REGISTRATION

ISSUED ON:

COPY NUMBER

ISSUED TO: _____

IN HIS/HER CAPACITY AS: _____

In accepting this copy of the Gisborne Marine Oil Spill Contingency Plan, the holder agrees to maintain it in a state fit for use. The holder further undertakes to incorporate any and all updates as soon as they are issued and to advise the Emergency Management Support Officer should the ownership of this copy be transferred to another named individual.

Signature: _____

Date: _____

ORGANISATION: _____

POSTAL ADDRESS: _____

TELEPHONE: _____

Please sign both copies of this registration form, retain one copy with your copy of the Planand return the other to:

EMERGENCY MANAGEMENT SUPPORT
OFFICERGISBORNE DISTRICT COUNCIL

P O BOX 747
GISBORNE
4040

Table B

GISBORNE MARINE OIL SPILL CONTINGENCY PLAN
UPDATE #

All New / Replacement Pages are Marked - Issue					
Section	**Replace Pages**	**With Pages**	**Section**	**Replace Pages**	**With Pages**

Issued On: _____

Copy Number: _____

Issued To: _____

In his / her capacity as: _____

I hereby acknowledge receipt of Update # to the Gisborne District Marine Oil Spill Contingency Plan and confirm that I have updated my copy of the Plan accordingly.

Signature: _____

Date: _____

Organisation: _____

Postal Address: _____

Telephone: _____

Please sign both copies of this registration form, retain one copy with your copy of the Planand return the other to:

EMERGENCY MANAGEMENT SUPPORT
OFFICERGISBORNE DISTRICT COUNCIL

P O BOX 747
GISBORNE

Annex 8 - site specific response options

Explanation

The following Standard Operating Procedures (SOPs) and the Example Incident Action Plans (IAPs) are provided to help guide an effective and rapid response to a range of common spill scenarios. They are not definitive nor are they the only options. They are to be used more as a prompt for Operations whilst the Incident Action Plan continues to develop and the planning cycle (Planning P) that will direct the incident becomes established. Other useful supporting documents with checklists for response can be found in Web EoC at: Gisborne – Drop-down list – Library – Aide Memoirs

Initial spill assessment – information required

What is it?

Is it a verified oil spill? What kind of oil is it? Is the oil persistent in the marine environment? Is it a light oil (petrol, diesel); a medium oil (lube, hydraulic) or a heavy (IFO, HFO) oil? Or is it a mixture of oils? The type of oil will help determine the response options available. Can an estimate of the volume/extent of the spill be made? How much oil is there? If such key information such as the location, extent and appearance of the oil can be gathered then oil spill modelling can be used to estimate the volume of oil and the likely oil spill trajectory over time. For this service contact the Oil Spill Duty Officer (04 4736369 24/7) at the Marine Pollution Response Service (MPRS).

Where is it now?

Is the location of the spill verified?

Where is it going (and when will it get there)?

This will determine where to deploy to contain and collect oil. Tide, current and wind will all influence oil movement.

What is in the way?

Check the GDC Regional Oil Spill Response Plan for sensitive site information. This will help prioritise relevant response actions and sensitive sites for protection.

What will it be like when it gets there?

Oil on the water is constantly changing by processes of evaporation, emulsification, dissolution and dispersion. Over the course of a response samples of the oil should be collected for analysis. This may be useful for enforcement, to understand the changing nature of the oil and to assess for contaminants (strong acids/alkalis/biological contaminants) that may pose risks to spill responders.

Who will be notified/affected by the spill?

The list of individuals, groups and organisations that may be impacted by an oil spill may be large and diverse. It may for example include Hauora Tairāwhiti Public Health where there are concerns that shellfish beds could become contaminated by oil and unsafe to eat. There may be groups planning public events that are impacted, organisations concerned about wildlife impacts and animal health. Intelligence and the PIM may be tasked with identifying those parties needing to be contacted during a response.

Observation Flight Required?

Aerial observation of a reported oil spill is often the most efficient and fastest way to accurately assess an oil spill and help answer the questions above. Response staff undertaking aerial assessments should take with them cameras and video equipment, GPS and binoculars to collect and use this equipment to collect relevant information. Useful aerial observation training materials may be viewed here.

Initial Actions - Checklist

Once the spill is verified and the decision is made to respond the following initial actions can occur:

- ROSC declares the spill to RCCNZ
- An appropriate site safety plan and/or Job Safety Analysis is undertaken for each operation*
- A system for equipment dispatch and demobilisation is established*
- An initial action plan (this may be verbal in the initial stages) has identified appropriate actions and equipment to be deployed
- An appropriate forward staging area is identified and clear transport instructions are communicated to delivery drivers
- Decontamination and waste procedures are established on site*
- An oily waste management and disposal plan is place

(* Indicates that an expanded SOP is further provided below)

Site Safety Plans - Checklist

- The site is made secure and safe using barrier tape and/or cones and/or security staff where necessary
- Each site should have a controlled entry point where staff are:
- Signed into the site
- Required PPE is inspected/provided and recorded
- Provided with an appropriate site/task induction. This may include information about any special cultural or ecological information or any particular hazards at the location
- Staff are assigned to a team or a task that they are trained and competent in doing or are supervised by someone who is trained and competent in doing
- Operational periods/tasks are clearly defined and communicated
- Emergency evacuation and significant injury procedures are established
- All machinery/equipment operators are suitably trained and qualified on the equipment they are operating

Job Safety Analysis - Checklist (JSAs)

JSAs may use existing templates or be ad-hoc. They should be brief and easy to understand. They need to collect key information such as who is in charge, and the date and time of the activity. They should:

- Clearly define the activity being undertaken
- Identify and list any hazards
- Identify risk control measures
- Identify who is responsible for what
- Oils have potential for volatility – control the risk of fire or explosion
- Hydrocarbon vapours are toxic with no safe exposure levels. Manage exposure risks accordingly
- A process to check and review to maintain situational awareness and detect changes that could create new hazards and/or change the risk analysis should be part of the JSA. For example weather changes/responder fatigue/equipment damage/changing light conditions may all negatively impact risk and mitigation measures. Such changes should trigger the review of the JSA/operational safety

A simple Worksafe JSA template can be found *here*

Note that MNZ equipment Standard Operating Procedures (SOPs) include safe operating guidelines and required PPE. These SOPs should be stored with the equipment.

Replacement SOPs can be accessed from Web EoC – Gisborne Portal – Library – Equipment SOPs

Note that trained and current Regional Responders are considered by MNZ to be competent users of MNZ equipment in the context of an oil spill response. During the initial stages of a response the deployment of only trained and current responders may enable more rapid initial actions while stringent health and safety procedures are developed to cover all responding staff.

Decisions relating the safety should be referred to the ROSC (or their delegate) for approval before works commence (ROSC, Operations Manager, Site Supervisor)

Equipment Dispatch and Demobilisation - Checklist

- Equipment is selected for dispatch based on the spill assessment or at the directions of the ROSC (or their delegate) or in accordance with an approved Incident Action Plan (IAP)
- Equipment is distributed to the care of a responsible person at all times. Usually a site supervisor, transport or dispatch/returns officer
- Accurate records of equipment dispatch and demobilisation are maintained and routinely provided to Logistics for the purpose of cost tracking. Note it is important to note if the item is on a standby or in-use as rates change.
- MNZ equipment is dispatched with MNZ Standard Operating Procedures (SOPS) and with the necessary ancillary equipment specified in the SOP. (See link to SOPs in the above JSA section)
- Bent screwdrivers are sent with equipment to assist opening MNZ boxes
- If needed the “Blue Box” is dispatched for wildlife response
- If needed additional resources for wildlife response are identified and dispatched (see Annex 1)
- Fresh fuel and oil may be required to operate mechanised equipment
- Equipment is checked when it arrives on site to make sure that all items required for operation are present

- All disposable equipment that is deployed during a response is recorded and re-ordered. Records are sent to Logistics for the purpose of cost accounting
- Equipment is selected for demobilisation based on the spill assessment or at the directions of the ROSC or their delegate or in accordance with an approved IAP
- All damage to equipment is noted and sent for repair at the earliest possible time
- All demobilised equipment is checked and is:
  - Clean and dry
  - Complete – all component parts are accounted for
  - Serviceable – no parts are damaged
  - Packed and stored correctly

Decontamination/security/waste – Equipment Checklist

- Cones/waratahs safety tape/security barriers
- Port-a-loo x 2 (1 Hot Zone/1 Cold Zone)
- Eye-wash
- Wheelie Bins for waste – non-oily landfill/recyclable plastic/paper/glass
- Lined/covered skip bins – oily solid waste
- IBCs for wash water/liquid oily waste
- Fresh water for washing and drinking water
- Personal Protective Equipment – High Vis vest, coveralls, gloves, eye/ear protection/sunhats/sunglasses/face masks
- Degreaser such as DeSolvit and rags
- Sorbent roll, pads & booms
- Duct tape/basic tool box
- Lighting/signage/white boards & white board markers
- Sun cream
- Portable tables/notebook/pens/camera/phone/site supervisor’s bag etc.
- Sufficient heavy-duty contaminated waste bags are provided
- Polythene Roll and Adhesive Tape
- Toolbox

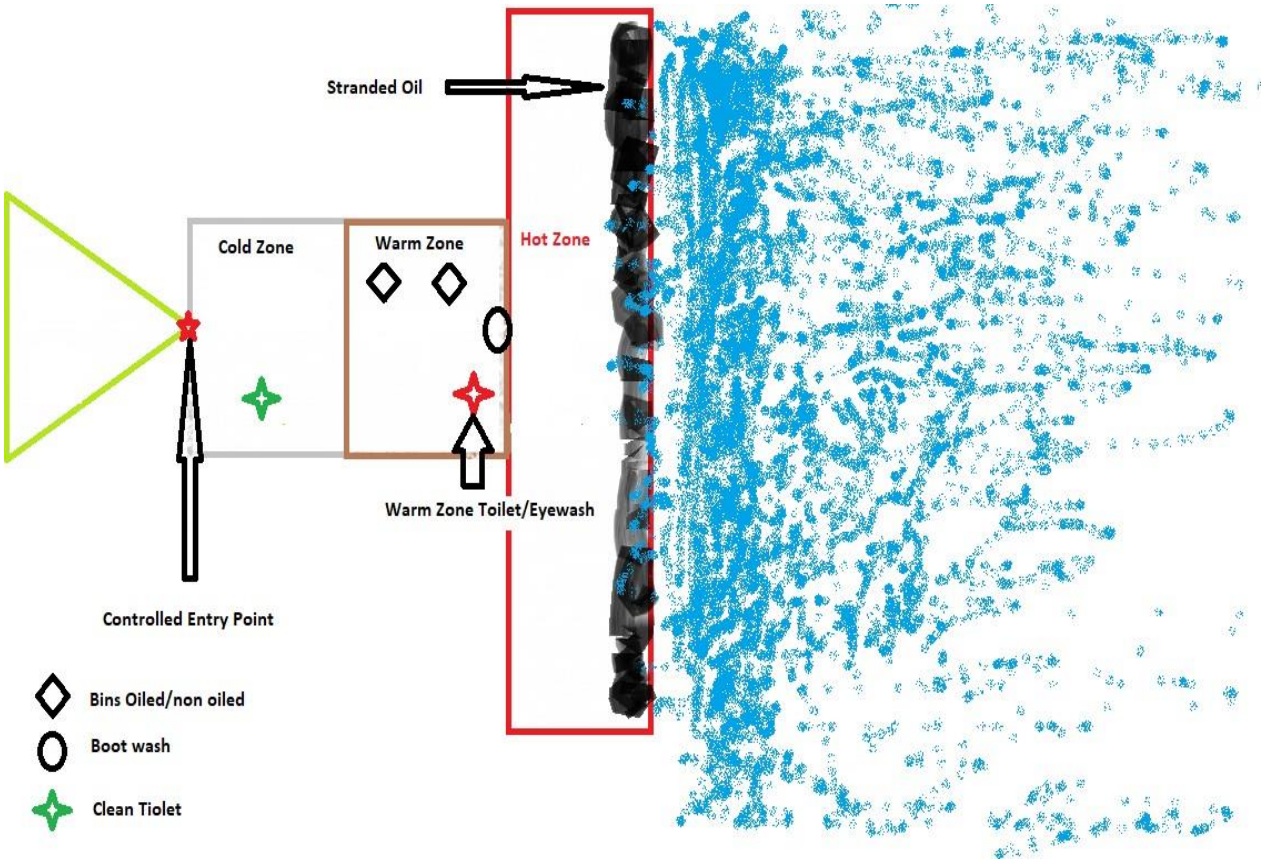


Figure 1: Example Secure Site/Decom for Shoreline Clean-up Operations

Shoreline Clean-up - Equipment Checklist

- Sufficient heavy-duty contaminated waste bags for the response team
- Manual tools for oily waste removal may include: square mouthed shovels, shovels, rakes, trowels, scrapers, scrubbers, sieves, clippers, saws, sledgehammer, hammer, waratah remover, PVC pipes for decanting earth bunds, polythene sheets
- Chainsaw, fuel, PPE & trained operator
- Sorbent booms and pads
- Waratahs
- Emergency/keep-out tape
- 4WD vehicles/trailers/trucks to transport responders/waste
- PFDs or waders if working around water (above knee height). Check responders have wader safety training if working in fast flowing or deep waters

Where there is heavy oiling of persistent oils on sandy beaches mechanical clean up techniques may be more cost efficient. Consider a site transport plan to ensure safe operations.

Techniques may include scraping and skimming off oiled sand, surf washing sand to remobilise and collect freed oil and/or the construction of decanting earth bunds or weirs to capture oil from the water surface.

Useful machinery for mechanical clean up may include:

- Diggers & Loaders
- Tracked excavators - will not as easily get stuck on sandy/muddy beaches
- Trucks
- Beach groomers
- Side by side/gators for transporting responders/scat assessment
- Quad bikes
- Trailers
- All operators must be suitably qualified

Mechanical clean-up may increase waste volumes as waste to oil ratios tend to also increase. There may also be additional environmental impact to mitigate such as beach compaction, faster coastal erosion due to beach/dune disturbance and sand/rock removal. Oiled vegetation may be trimmed back rather than dug out where this assists vegetation recovery. A transport plan and measures to ensure public safety may be also be required. A cost benefit analysis may be undertaken to help determine if mechanical clean-up is cost efficient.

Spill in A River – Example Incident Action Plan (IAP)

Figure 2: Spill location

Mission

To safely minimise the environmental impact of an oil spill in the Gisborne Urban River System in accordance with the GDC Regional Marine Oil Spill Plan.

IAP Objectives - Urban River System

- To deploy MNZ booming equipment and oil recovery systems to contain, collect and remove oil from the river
- To effectively assess and respond to any wildlife impacts
- Protect the urban stormwater system and private property from oil/vapour contamination as far as possible
- To establish effective decontamination and waste management processes
- To conduct the operation in accordance with occupational health and safety requirements and the GDC Tier 2 Response Plan
- To dispose of solid and liquid waste in a safe and efficient manner in accordance with the RMA (1991)
- To ensure the response is safely undertaken.

What is threatened?

Turanganui, Waimata, Taruheru Rivers – amenity, recreation purposes (rowing, kayaking and Waka Ama), tourisms, events, washing back into the sea and wildlife (birds) or oil/vapours entering stormwater systems.

Taruheru River – wading birds further up the river.

Significant issues

- Amenity and recreation uses
- Structures, stormwater outfalls, abutments, mud flats and spartina grass

Figure 3: Examples of deflection/collection booms in the river for incoming tide

Assessment

- Visual assessment by land and water
- Photographs for evidence

Intelligence

- Weather & wind direction
- Swell & tides
- Quantity of oil spilt
- Type of oil spilt
- Look at whether to sample for evidence and dispersant use

Evidence gathering

- Sample of oil off the water
- Sample all possible sources (including relevant vessels for marine spills)
- Photographs/video of any evidence
- Copy vessel logs
- Interview suspect vessel masters

Stakeholders

- DOC
- Iwi
- Port
- GDC
- Recreational users – waka ama, kayaking, fishermen, jet skis

Response options

- Contain and clean up
- Dispersant – use requires Net Environmental Benefit Analysis & MNZ approval. Generally not recommended in shallow/fresh water environments.
- Monitor

Explanation:

The Turanganui/Taruheru and Waimata Rivers are used as an example for this SOP. Oil may travel up the river systems on an incoming tide or flow down the rivers due from an up-river spill source. The practical objective for persistent oils will be to contain and remove free oil from the water, to undertake shoreline clean-up of oiled surfaces and to respond to oiled wildlife in a safe manner.

River Booming Equipment – Checklist

- ☐ At least 1 box of Rapid Deployment (99m)
- ☐ 1 box of harbour boom (100m)
- ☐ Stihl Blowers for boom inflation
- ☐ Fresh 2 stroke fuel mix for Stihl Blowers
- ☐ IBC, vacuum removal truck or frame tank
- ☐ PPE: High-vis vests/steel capped boots
- ☐ Drinking water
- ☐ Cones
- ☐ Safety helmets if risk for head impacts
- ☐ At least 1 box of Land Sea (80m)
- ☐ Ancillary box for booms
- ☐ Spate pump
- ☐ Fresh diesel fuel for spate pump
- ☐ PPE – Coveralls, gloves, eye & ear protection
- ☐ PFDs for working on boats or water above knees
- ☐ Toolbox
- ☐ Safety boots

1. At least 100m of booms: 1 box of Rapid Deployment (99m) and 1 box of Land/Sea 80m. Ideally double this to enable deflection and protection booming. Harbour boom will be most effective if laid almost parallel to river/wind flows. It could be used to help protect property, structures & stormwater outlets
2. L/S ancillaries – Note windy buoys for use in anchoring must first be inflated. Add extra anchors/rope etc. into an ancillary container. Add extra end connectors, bent screw-drivers for opening boxes. Add sorbent rolls, pads and booms, Desolvit degreaser, rags, a boot wash, hand wash, cones, security tape, wheelie bins. See Decom/Waste checklist
3. Still blower and fresh fuel for boom inflation
4. PPE kit – enough basic PPE for 20 responders for 12 hours – Order replacement disposables immediately these are dispatched.

   Sufficient food & water

Figure 1 L/S Boom deployed for protection, deflection & collection of oil

Collection of Oil

1. Oil recovered at the marina ramp and marina wall will be pumped into the frame tank/IBC located in the car park adjacent to the marina ramp and held for transportation; or
2. Directly into a suction truck parked in the marina car park and remove oil from the boomed area by hose.

Limitations

- Tidal Flow
- Weather

Exercise Photos

Different booming configurations with MNZ booms.

Oil Spill in the Port – Harbour Entrance

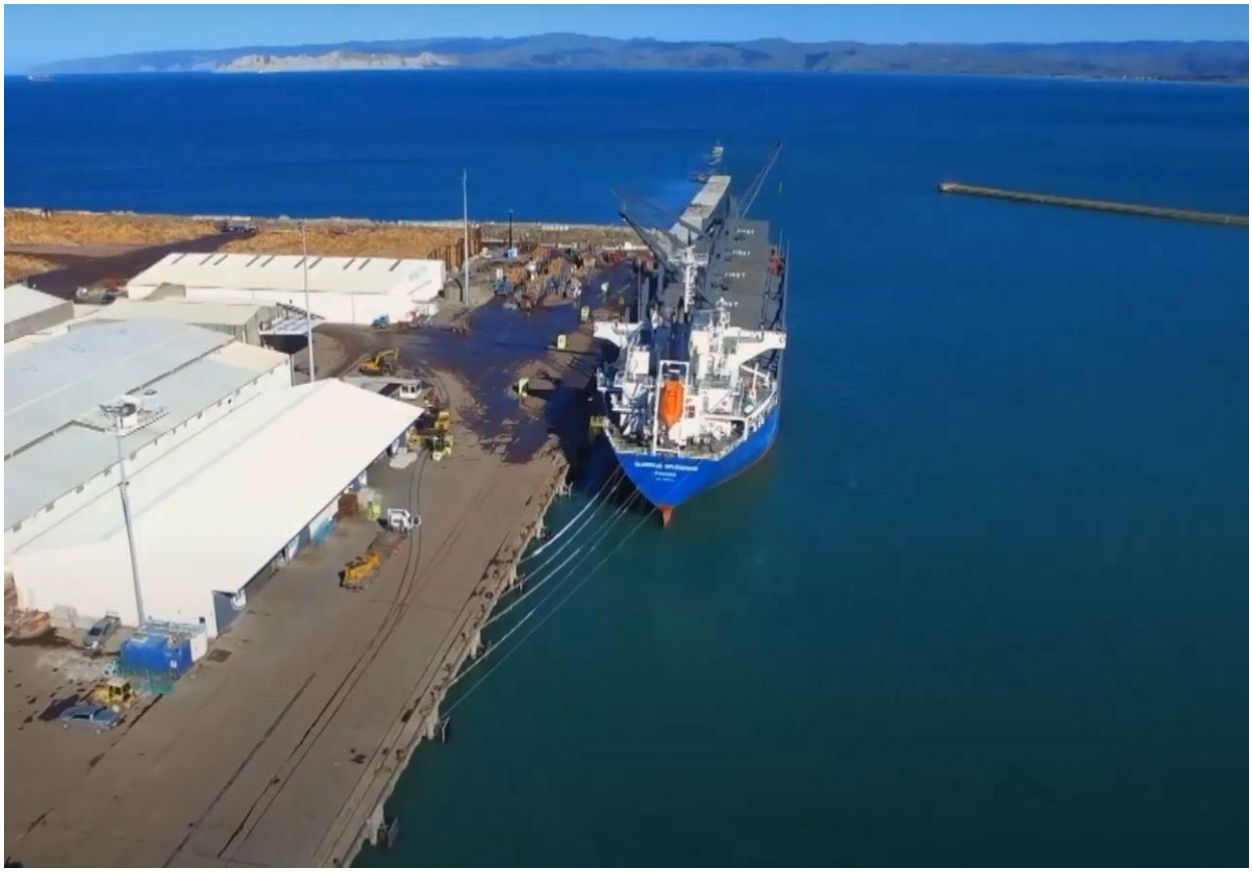


Figure 4 Eastland Port Wharf and Entrance showing breakwater

Explanation

No persistent fuel oils are transferred to ships at Eastland Port during normal port operations. Diesel oil is transferred to vessels from tanker trucks but this is mostly to fishing boats. Eastland Port's main business is export logs. An oil spill could occur as a result of log yard operations. Lube or hydraulic oils could conceivably enter water via the port's stormwater system or directly discharge from the wharf edges or a ship during loading operations. In calm weather conditions wind, current and tides are not expected to have a major influence on the movement of oil within the confines of the port. Depending on where the oil is and how much there is, there are a number of potential options to effectively contain oil within the port environs for recovery.

IAP Aim

To contain oil spilt from (insert source) within the Eastland Port and to safely recover oil in accordance with the Gisborne District Regional Marine Oil Spill Response Plan.

Port Booming Equipment - Checklist

- ☐ At least 2 boxes of Rapid Deployment (99m)
- ☐ 1 boxes of harbour boom (100m)
- ☐ Stihl Blower for boom inflation
- ☐ Fresh 2 stroke fuel mix for Stihl Blowers
- ☐ IBCs, vacuum removal truck or frame tank
- ☐ PPE: High-vis vests/steel capped boots
- ☐ Drinking water
- ☐ Cones
- ☐ At least 2 boxes of Land Sea (80m)
- ☐ Ancillary box for booms
- ☐ Spate pump
- ☐ Fresh diesel fuel for spate pump
- ☐ PPE – Coveralls, gloves, eye & ear protection
- ☐ PFDs for working on boats or water above knees
- ☐ Toolbox
- ☐ Trash pump

Figure 5 Example Booming Plan for Eastland Port showing incoming and outgoing boom sets.

Discussion

Booms will need to rise and fall with the tides to avoid releasing oil. Ideally tidal compensators would be pre-installed to enable rapid boom deployment and to provide a sealed shoreline-to-water-interface. It is unclear what attachment points are currently available on the breakwater structures. A tidal compensator may be fastened to the concrete structures via dyna-bolts and simple a float system could be installed with relative ease and minimal expense. Sorbent booms and pads may also be applied to close up any failure points in the booms.

Allowance needs to be made to positioning a skimmer or a vacuum truck to remove collected oil. A vessel would need to be positioned relative to the oil, tide, wind and current. A vessel with a davit or crane will likely be required in order to lift the skimmer into the oil. Provision will also need to be made to contain oily waste (IBCs). It may be necessary to decant clean water from the free oil. Care must be taken when doing this to avoid re-releasing emulsified or oil residues however. Dewatering processes should not create a visible oil sheen as this indicates the presence of oil contamination.

If there was a large swell or flooding event at the same time as a spill the use of the breakwater to contain oil may however be neither practical nor safe.

Example IAP objectives – Harbour Entrance

- To prevent oil flowing into and out of the Harbour Entrance by booming.
- To contain and collect oil.
- To conduct the operation in accordance with occupational health and safety requirements and the GDC Tier 1 Response Plan.
- To dispose of solid and liquid waste in a safe and efficient manner in accordance with the RMA (1991).

What is threatened?

Port – visual amenity, recreation use, moored vessels, livelihood, structures, and tourism Koura Hatchery intakes.

Waikanae Beach – recreation use, visual amenity, beach structure and ecology, tourism, wildlife, and events.

Turanganui, Waimata, Taruheru Rivers – amenity, recreation purposes (rowing, kayaking and Waka Ama), tourisms, events, washing back into the sea and wildlife (birds).

Taruheru River – wading birds further up.

Waikanae Creek- visual amenity, washing back into the sea, wildlife (birds).

Significant Issues

Amenity and recreation uses.

(Refer To: Example Incident Action Plan Template Above)

Method

- Boom the harbour entrance with land sea booms

Working information

- Inflated booms to be launched from the boat ramp by Wharf Shed 3.
- Place in position and ballast by sea water.
- Tie off points on the rock walls.
- Frame tank and suction trucks can use reclaimed land for working area (key needed to access).

Exercise Photo

Limitations

- Swell and tide
- Weather
- Use quantity of land sea booms

Large Diesel Spill in the Port of Gisborne

Explanation

Diesel is transferred by mobile tanker trucks and is the most common hydrocarbon transferred over water at Eastland Port. Oil Transfer Site Plans typically estimate potential spill volumes at between 100 – 300 Litres. Such calculations are based on the length and diameter of hoses, the time taken to shut down the flow and the rate of flow + residual fuel left in the hose lines.

Diesel can be acutely toxic to marine and avian life, but it is not a persistent (residually toxic) oil because it readily evaporates and/or disperses in the environment. Generally, diesel will no longer be observed in the water within 2-3 days of a spill incident. In some situations, natural dispersion and evaporation of diesel fuel is a practical response action.

Environmental monitoring will generally be required to identify wildlife impacts. Diesel vapours and sheen may cause public concern which may be addressed via media releases. The deployment of spill equipment such as sorbent booms and pads can help remove diesel from the water and speed recovery. Prop-washing and agitation of diesel will also assist with dispersion.

Heat significantly reduces diesel's flashpoint. The risk of ignition must be assessed and managed as part of safe operating procedures during a diesel-spill response.

(As per previous IAP templates)

Significant issues

Amenity and recreation uses, shell fish gathering (particularly intertidal species) and fishing Diesel vapours may be widely detectable depending on wind and weather conditions.

Response options

- Monitor
- Booms to protect areas and clean up
- Agitate to enhance dispersion – prop washing can be effective
- Where diesel is concentrated by wind or tide the Komara Disc Skimmer maybe effective in recovering diesel. Sorbents can also be effective in absorbing and removing diesel from the environment.

Method

- Harbour booms across inner harbour to protect craft
- Absorbent booms across the harbour to soak up diesel
- Boom and pads for clean up
- Agitate to enhance dispersion preferable on ebb or outgoing tide
- Deflect diesel to harbour swing area to contain and soak up
- Komara skimmer where diesel is concentrated

Working information

Response dependent upon time of day and weather and tidal conditions – could spread to sensitive areas

Response/Exercise Photos

Heavy Oil Spill near the Wharf Ramp

(As per previous IAP templates)

Response options

- Monitor
- Booms to protect areas and clean up
- Oil on ramp – clean up with sorbent material

Method

- Harbour booms across inner harbour to protect craft
- Absorbent booms across the harbour to soak up oil
- Boom and pads for clean up
- Agitate to enhance dispersion preferable on ebb or outgoing tide
- Zeolyte may be applied to effectively soak up oil on hard surfaces

Working information

Response dependent upon time of day and weather and tidal conditions – could spread to sensitive areas

Response/Exercise Photos

Clean up of oil wharf with sorbents

Oil Spill Response in Remote or Inaccessible Parts of the Region

Explanation

Coastlines of the region are typically remote and/or inaccessible. They include sandy, rocky, cliff, estuarine and/or river mouth environments. There are also offshore islands and hazards to navigation may lead to a vessel casualty and an oil spill at sea. This SOP looks at the additional factors for consideration when responding in remote and/or inaccessible parts of the region.

Initial Assessment

- Is the coastline accessible by vehicle or boat or by air? Access may be 4WD only/quad bike or on foot.
- Is access through private land? If so has the owner been identified and contacted for permission to access the property? The ROSC has powers to enter private property for the purpose of oil spill response but that could threaten responder safety. It may be Police or security staff are required to help address such safety concerns.
- Some sites may only be accessed by boat and then only in calm conditions.
- It may be necessary to use a helicopter to access some potential sites in the region.
- There may be parts of the region where it is simply not possible to safely access for the purpose of oil spill response.

- Weather/sea conditions and the forecast may significantly impact the choice of response options.
- Tidal flows and swell may restrict the times when shoreline clean-up/response is safe and practical.
- Natural hazards such as freak waves, earthquake or tsunami could occur while a response is in progress. Procedures to manage such risks must be in place.
- Communications in remote locations maybe severely limited.

Safety Assessment and Planning

- Assess risk of harassment when accessing private land.
- Lone worker procedures should be implemented where staff are working alone or away from the immediate assistance of others.
- Provide personal locator beacons, hand-held VHF radios for communications to staff working in areas with limited cell phone coverage.
- Emergency evacuation procedures including an effective means to raise an alarm are agreed.
- Suitable first aid kits and current first aiders are assigned to each group.
- Responders to have sufficient food, water and sun protection.
- Work goals are measurable and achievable. (For example: 5 people may be assigned a 20m section of a 100m oiled-beach. It is important that waste bags are not overfilled. None should be more than 15kgs per bag or they become heavy to lift and injuries can result).
- Some environments may require specialist equipment. For example, waders may be useful for work in estuarine environments. Hazing wildlife may require the use of horns/bells. Swift currents in places like Wherowhero Lagoon may make boom deployment impractical.

Working information

For beach pre-cleaning move all driftwood, seaweed to above the high water tide mark (does not have to be removed from beach).

Beach clean-up- use spades and four-wheeler motorbike and trailer or front-end loader trailer (minimise waste/sand).

Example IAP - Spill Affecting Wherowhero Lagoon

NB High Value Area Aim

To minimise the environmental effects of any oil spilt from the vessel “name” in “location”.

IAP objectives

- To minimise the impact on the Wherowhero Lagoon.
- To conduct the operation in accordance with occupational health and safety requirements and the GDC Tier 1 Response Plan.
- To dispose of solid and liquid waste in a safe and efficient manner in accordance with the RMA (1991).

What is threatened?

Wherowhero lagoon - shell fish gathering and fishing, visual amenity, recreation use, tourism.

NB: Wherowhero Lagoon is a priority one area for protection – depending upon the type of oil major effects on wildlife and fauna if spill comes ashore.

Significant issues

Amenity and recreation uses, shell fish gathering and fishing.

Assessment

Visual assessment by air, land and sea. Photographs for evidence.

Intelligence

- Weather
- Swell
- Quantity of oil Spilt
- Type of Oil spilt
- Look at whether to sample for evidence and dispersant use

Evidence gathering

- Sample of diesel off the water
- Sample all possible boats in port
- Determine what vessels have left the port
- Hill side photographs
- Photographs of any evidence
- Interview suspect vessel masters

Response options

- Monitor
- Dispersant – not normally appropriate in shallow estuarine environments. Requires MNZ approval
- Agitate
- Trailing sorbent booms
- Deploy boom in estuary – sorbent boom for quick deployment
- Hazing of wildlife in Lagoon and beach
- Beach pre clean
- Beach clean-up

Method

- Agitate with large vessel such as tug to aid break down
- Contain and recover at sea
- Boom away from Lagoon
- Deploy boom in estuary
- Pre beach clean up
- Beach clean-up

Working information

- Tidal movements are strong - both ingoing and out going
- Large expanse requires booming
- Booming may take several hours to achieve and currents may rule this out
- Access is 4WD

Contingencies

- Assistance from HBRC/BOPRC or Tier 3 due to significance
- Shellfish prohibition until testing declares safe – notify Public Health
- Wildlife response

Exercise Photos

Vessel in Distress at Sea SOP

Explanation

In case of large ship in distress at sea the incident is likely to be escalated quite rapidly to a Tier 3 (National) Response. Only National On-Scene Commander (NOSC) can declare a Tier 3 Response. While Regional Oil Spill Response Plans are primarily developed for use at the regional level they remain key reference documents at all levels of response. They provide immediate access to local knowledge and key people, equipment, resources as well as the regional response team. During the early stages of a major response the ROSC and regional responders can provide critical services to the NOSC and the quality of this interaction may be critical in a response outcome. The aim should be to foster a seamless escalation between regional and national response tiers.

There are also a number of scenarios where a vessel in distress may be dealt with at the Tier 2 (Regional) Response level. The region has previously responded to the grounding of a commercial fishing boat and there other vessels both large and small that could potentially trigger a regional response. This SOP will outline some of the considerations that may apply to a vessel in distress at sea and the implications for oil spill response at the Tier 2 response level.

Initial Considerations & Useful Intel

- Are all crew aboard the vessel safe and/or in danger of any kind?
- Is there a search and rescue or operation underway? It may be necessary to initially prioritise support for search & rescue over oil spill response.
- Does the vessel itself present any immediate risks? This may include navigation hazards, hazards such as chemicals/wastewater or other dangerous cargo that may be aboard the vessel or have spilled or be discharged from the vessel
- Have the owners appointed an agent? What are they planning to do? Do they need support of any kind and/or are they taking the right actions in a timely manner?
- Who is paying for the response? If possible get this in writing?
- Has the CEO of the council been appraised of the situation?
- Have PIM been activated and informed?
- Have likely costs been relayed to the vessel owner via the agent?
- What is the weather doing now and what is it forecast to do?
- How will tides and currents impact the situation and practicality of a response?
- How much fuel and oil is aboard the vessel? Where is it and what kinds of oil are there – HFO, diesel, petrol, lube, hydraulic, waste oil or sludge?
- Are there vessel as-built plans available?
- Has a suitable vessel surveyor, boat builder or marine engineer been contracted by the agent to help assess the status of the vessel as well as response options?
- Are there Safety Data Sheets (SDS) available for oils and chemicals aboard the vessel?
- Has any oil leaked into vessel bilges and/or discharged into the marine environment? Consider aerial observation flights to assess the situation accurately
- Undertake oil spill trajectory modelling to determine potential shore impacts and arrival times – contact the Oil Spill Duty Officer for assistance. (Refer to shoreline SOPs for shore impacts as needed)
- There may be a need to board a vessel in distress for a number of reasons such as establishing the status of the vessel, checking for crew still aboard, blocking leaks, securing fuel tanks and/or removal of loose containers of fuel, oil or chemicals, securing a line or adding buoyancy or for evidence collection for example. Boarding any vessel at sea (or one that has grounded) can be dangerous and require specialist equipment, training and experience. Developing a JSA before attempting to board a vessel is strongly advised. A written JSA will help record the process and controls in place to undertake the operation safely.
- If considering vessel towage make sure the tow vessel and all equipment/operators confirm with current commercial survey requirements
- Consider getting a sample of persistent oil & under-taking a dispersant test

Vessel in Distress Response Equipment - Checklist

- Spare lines, buoys, fenders, anchors, shackles
- Decom equipment (refer checklist)
- Toolkit
- Suitable waste oil containers
- Small diameter suction hose to feed into fuel tanks
- Sampling kit & sampling pole
- Warrant of authority
- Appropriate PPE (refer waste/decom checklist)
- Food & Water
- Handheld radios
- Pump ancillaries: Intake & outlet hoses, pump primer, funnel & intake strainer
- High volume pump
- Fuel & intrinsically safe fuel pump (petrol)
- Sorbent roll
- Grinder/cutting equipment/drill
- Sorbent booms/pads
- Camera/notebook/pens/GPS
- Ways to plug holes/leaks
- Chainsaw, Fuel, PPE & Operator
- Pool scoops & nets

For Diving/Towing Operations

- Inflation bags
- Work barge with crane
- Suitable Tow lines
- Dive flag
- Compressor
- Professional Dive Team & Diver master
- In-survey Tow Vessel

Figure 2 Using lift bags while pumping out a sunken yacht

Example IAP - Slick off East Cape

Aim

To minimise the environmental effect of any oil spilt from the vessel “name” in “location”.

IAP objectives

- To minimise the amount of impact on the coastal areas/beaches
- To minimise the impact on the sensitive areas
- To conduct the operation in accordance with occupational health and safety requirements and the GDC Tier 1 Response Plan
- To dispose of solid and liquid waste in a safe and efficient manner in accordance with the RMA (1991)

What is threatened?

East Island and East Cape – High wildlife value - large quantities of wildlife (birds/seals/penguins)

Recreation use, livelihood, and tourism

Significant issues

Amenity and recreation uses, shell fish gathering and fishing

Assessment

Visual assessment by air Contact master to discuss Photographs for evidence.

Intelligence

- Weather
- Swell
- Quantity of oil/diesel on board
- Type of Oil
- Look at whether to sample for evidence and dispersant use
- Owners agent or engineer to check for damage
- OSDO to work out rate of travel and direction – time to hit shore

Evidence gathering

- Sample of spilled oil if possible
- Suspect vehicles traced
- Air - GPS
- Photographs of any evidence
- Interview suspect vessel masters by staff in other Ports

Response options

- Monitor
- Dispersant use – requires MNZ approval at Tier 2 level
- Minimise impact on wildlife – hazing
- Beach pre clean
- Beach clean up

Working information

Response dependent upon time of day and weather and tidal conditions Transport of personnel and equipment to area – transport time 3 hours by road

Contingencies

Deploy equipment for dispersant use, containment, recovery and temporary storage Maybe Tier 3 due to significant resources required.