



SECTOR GROUP HAS A CLEAR VIEW AHEAD

BY ALAN MOORE



Many thanks to Michael Fitchett for his informative article in the May/June issue on the Sector Reference Group discussion of funding for Maritime New Zealand. This is an important matter and we are well represented by Michael and the president of the Marine Transport Association, Jeremy Ward.

Keith Ingram is also on the group, representing the large group of operators he lovingly calls The Great Unwashed. The group started somewhat stutteringly while it sorted out the processes and is now heading in a clear direction.

They now have a raw analysis (the meaning is yet to be debated) of all of Maritime NZ's processes and activities. They understand the statutory mandate and/or obligation for these activities and have a clear view of the product or output they produce.

The reference group now has to identify who benefits from that output, because that will determine who pays for what and how much they pay for it. This task should be completed within the next couple of months.

An analysis of similar maritime authorities around the world produced no surprises. In other words, Maritime NZ does not appear to be out of sync with other countries. The same could be said when comparing it with other New Zealand government departments and entities.

Once their task is done, Maritime NZ will use that analysis to create a set of financial (funding) models of itself for presentation in July.

The outcome will be vitally important, as it will determine the way forward for our regulator and set out clearly what we, as users of their services, will pay to operate our businesses.

I was away in Busan, South Korea, looking for a landing craft to undertake a contract in the South Pacific. This proved to be a futile exercise due to the poor condition of the available craft. It is extremely disconcerting to see the state of some of these vessels operating in this area when the case of the *Princess Ashika* is fresh in our memory.

It is pleasing to see Maritime NZ has appointed an industry liaison person for Northland, Auckland and the Bay of Plenty. The new officer is Mark Thompson, who hails from Christchurch and was operations manager at Black Cat Cruises in Lyttelton. He is married with a young family and was very keen to leave Christchurch, where his house was affected by the earthquake and his employer's services were also badly disrupted.

He now lives on Auckland's North Shore and is keen to get into his new role. Please welcome Mark when he visits you, as he has an important job to do taking the commercial operators' message back to our regulator.



Mark Thompson

Maritime NZ originally advertised the position in the national newspapers and only got a few applications, mainly from fishermen. When they ran the advertisement in *Professional Skipper* they had 23 high-calibre replies and made a good choice. Welcome aboard, Mark.

In the previous issue you will have noticed the Marine

Transport Association had to defer the annual conference from May until later. The prime reason for this was May 4 had been set due to the Rugby World Cup clashing with our normal timing.

When we set the date after conferring with our sponsors we did not realise how close this was to the March vessel operators' seminar, so the committee decided to put it off until next March.

In the meantime, we are holding another seminar in conjunction with the International Boat Show on September 14. We will also have our annual general meeting then to comply with our constitution.

As usual we will have Maritime NZ in attendance and this time we have an assurance from the regulators that they will give us the real oil on what is happening with the two most important issues facing the restricted limit ship operator industry in recent times. Below are some of the seminar topics.

QOL

Firstly, we have the Qualifications and Operational Limits (QOL) review. After widespread consultation throughout the industry they have a framework they believe reflects the desires and aspirations of the stakeholders. That's government-speak for, "You told us what you want, we listened to you and designed a set of parameters that reflect this".

There are still some controversial issues around what they consider appropriate, and while they believe they have got it right, they want to discuss this with our industry to ensure our views are heard.

The 86-page document is on Maritime NZ's website, and if you have any concerns about this important aspect of the way we operate you should read it and be prepared to raise any matters you aren't happy about.

Once the system is in place it will be there for a long time, so this is now the last chance to change things. Once there is buy-in from the industry they will start writing the rules that surround the framework and everything will be done and dusted.

MOSS

At the same time, we are going to be presented with the final structure for MOSS. Maritime NZ and the Minister of Transport are now discussing how surveyors will operate, and when that has been decided there will be an opportunity to discuss the final structure at the September forum. They will then start writing the rules.

This issue is just as important as QOL, as we will be required to comply with whatever is finally agreed upon during this final consultation process. It will be too late to cry out that we don't like it.

DANGEROUS GOODS

Maritime NZ will also be talking to us about the implications of the Dangerous Goods Cartage rules and how this affects all commercial vessels including passenger ferries. Learn what you must do when a passenger wants to carry a can of motormower fuel on your boat.

CHARTER BOAT CATCH REPORTING

Another vexing issue affecting a lot of operators is the matter of charter boat catch reporting. Keith Ingram has developed a

Power Point presentation where he expounds an alternative data collection process that appears to be much more representative of the recreational catch and does not require charter boat operators to collect the data.

Most importantly, it uses information that is already collected by MFish covering a much wider cross-section of the fishers involved. We have asked the Minister of Fisheries to attend this session.

OIL SPILLS

Rob Service, who is with Maritime NZ in Auckland, is in charge of the oil spill facility out at Henderson, Auckland. He will start the day off with his presentation. Rob was seconded to the American government during the Gulf of Mexico oil spill and spent a lot of time understanding the procedures that were implemented during that massive crisis. He will share the issues, problems and solutions, and what he and his crew learned from the disaster.

EMPLOYMENT ISSUES

Many of our members are unaware we provide a unique service through a company called Advicewise. These business advisers have developed a number of processes available to members for free. For instance, if you need to employ a skipper or a deckhand and are unsure if your current employment contract is either suitable or legal, call their help line and they will help you out.

Philip Koteze will detail his services and go through the process employers must use when terminating any of their staff.

Maritime New Zealand has some controversial issues relating to high-speed craft

How often do you read where a company has been challenged by an employee for constructive dismissal and been fined an horrendous amount of money. Philip will show us how to avoid this crisis.

MARINE SECURITY

We are hoping to hear from Martin Paget from the Auckland Maritime Policing Unit, who will share the issues he faces on Auckland Harbour and elaborate on the processes he has put in place as a result of the influx of visitors for the Rugby World Cup.

HIGH-SPEED CRAFT

Peter Dawson, a maritime lawyer from Nelson who has done a lot of work in the restricted limit sector of our industry, will give us a presentation on high-speed craft. Peter will share his extensive knowledge of this particular area gained in his home country of South Africa. This is a topical subject, as Maritime NZ has some controversial issues relating to this and the thrillseekers who participate in this area of operations.

HARBOURMASTER'S OFFICE

You may be aware the new Auckland Council has taken over the function of harbourmaster, which was previously the responsibility of the Auckland Regional Council.

John Lee Richards and Jim Dilley have moved on and the Auckland Council has appointed Andrew Hayton as harbour master and Christiaan Moss as his deputy. Read more about them in this issue of *Professional Skipper*.

They will introduce themselves and update us on what is happening in their area of operation. Most of us know both these mariners from their previous roles with the ARC and Maritime NZ. It will be enlightening to hear their plans for the future control of Auckland's waterways.

ACCIDENT COMPENSATION COMMISSION

Ben McQuay works for the Accident Compensation Commission and they have a number of programmes that give discounts to companies who have good safety programmes in place. One of these programmes, called Experience Rating, is designed to make workplace levies fairer. Ben will explain this process and introduce you to people who can facilitate this scheme.

THE BIG THING IS, WILL YOU BE THERE?

Now for the boring bits. The next day we are required to hold our annual general meeting. We will meet in the conference room and present the annual accounts, the budget for next year, elect the officers and appoint the auditor.


We need a quorum for this meeting and despite the headaches that will inevitably exist, it is important to be involved in this process. To ensure we have the maximum attendance we will issue free tickets to the International Boat Show at the meeting.

BOAT SHOW TICKETS

The rest of the day is leisure time, so delegates can enjoy the sights and scenes at the largest and best boat show in New Zealand. Make sure you visit your favourite engine supplier, where you will be treated like royalty.

To register, click on the attached application form, which includes pricing details, or go to the MTA website www.marinetransport.co.nz, click on News and then Events Calendar and you will find an application form to fill in.

Either print it out, attach your cheque and mail it to the address shown, or direct credit your remittance to the account number listed on the form and e-mail advice to the address shown. Once we receive the form we will register you for the seminar. We know you will benefit from the information you will receive and the contacts you will make.

Remember the date, Wednesday, September 14, from 0900 to 1700, at the conference room of the Copthorne Hotel, 150 Anzac Avenue, Auckland. 

For further information about this vessel operators' seminar, contact Alan Moore, executive officer, New Zealand Marine Transport Association. Phone 09 520-2727, mobile 021 942-850, email alan.j.moore@ihug.co.nz



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