

Observations from the *C/V Rena* Grounding

Bruce Anderson

General Manager

Monitoring & Response

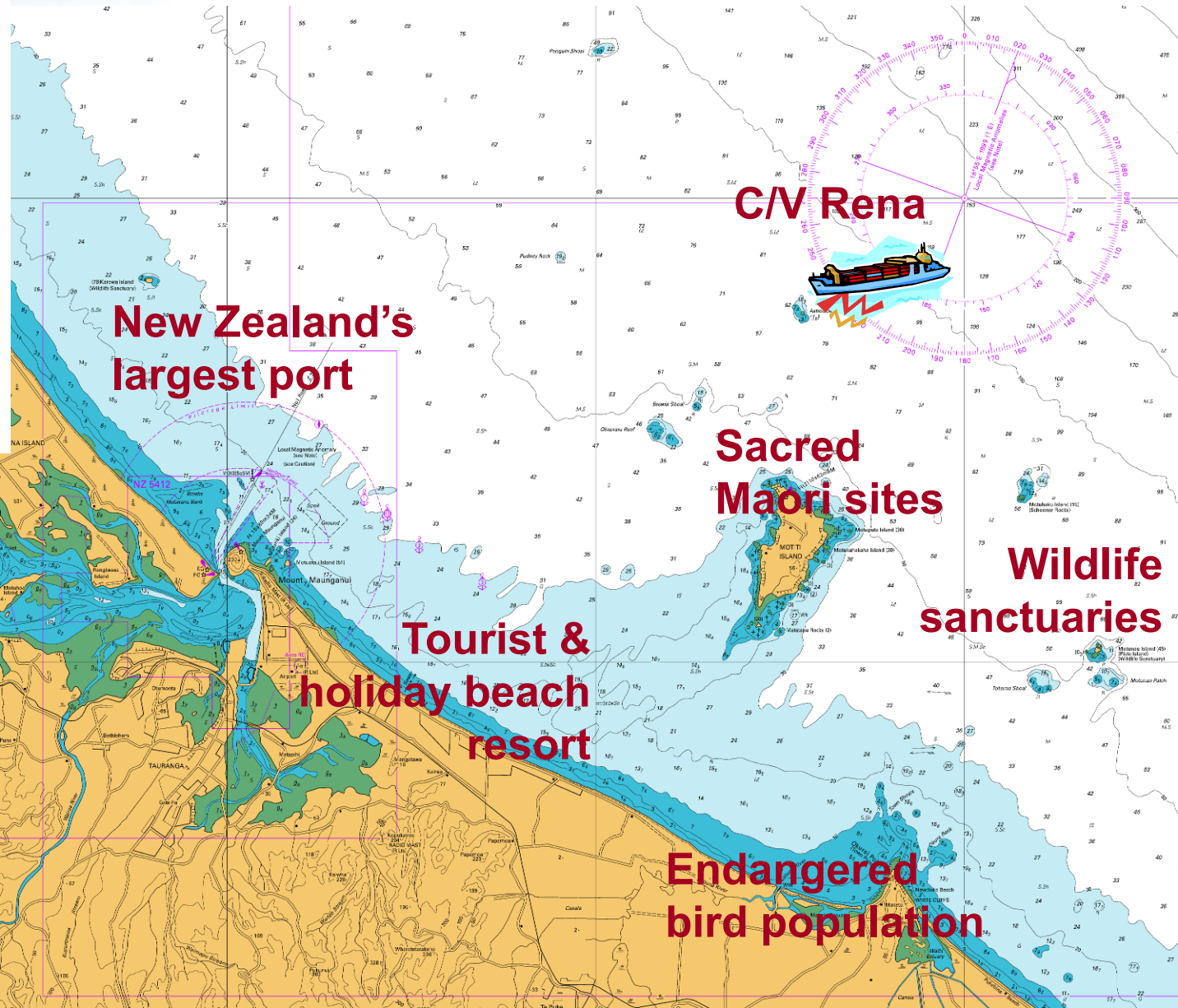
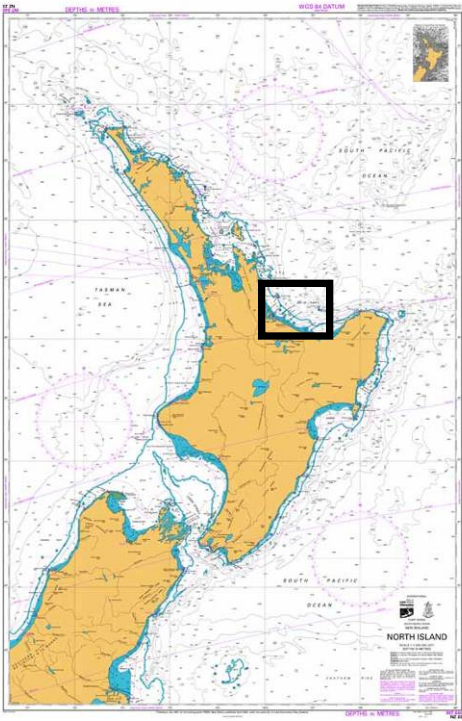
Maritime New Zealand

Andrew Berry

Manager

Marine Pollution Response
Service

Maritime New Zealand



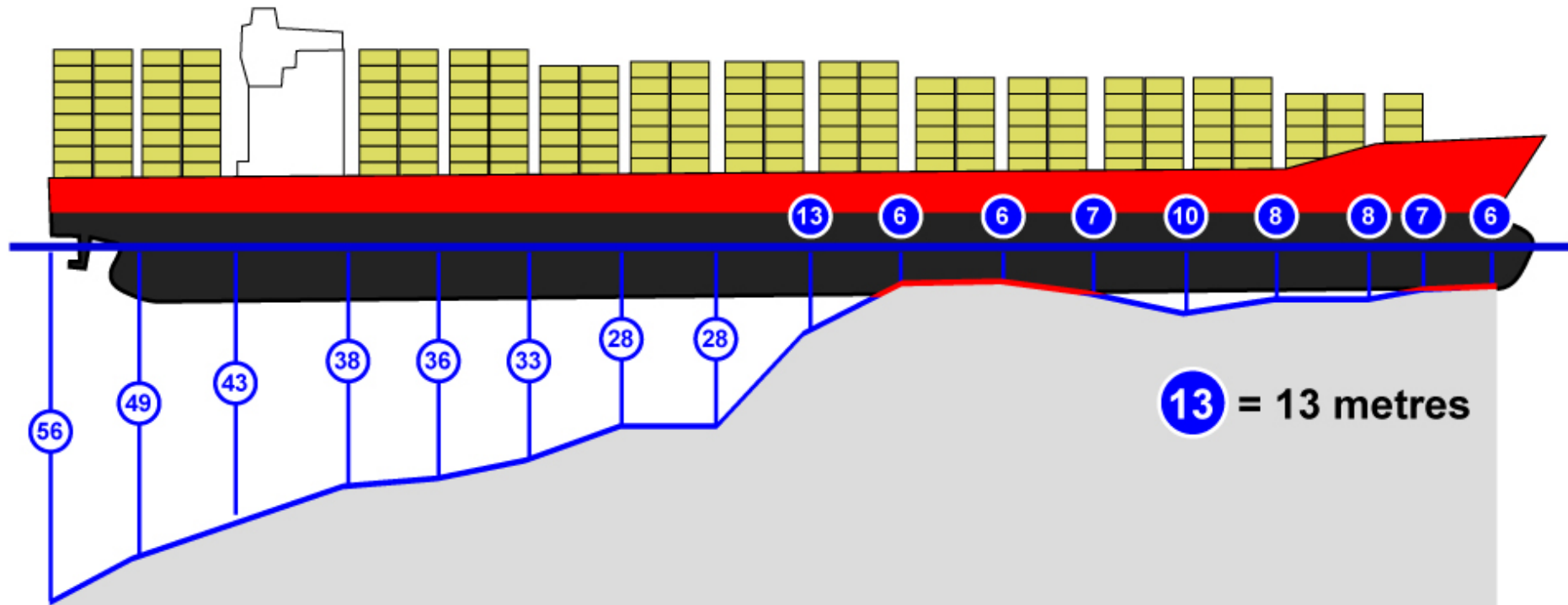


C/V Rena

 **MARITIME**
NEW ZEALAND

Astrolabe Reef

Grounded around 2.20am 5 October
LOF 2011 signed with SCOPIC invoked



Built: 1990
Flag: Liberia
Gross Tonnage: 37209 tons
Owner: Daina Shipping Co
Containers: 1368 including 31 dangerous goods
1713 m³ of heavy fuel oil, 68 m³ of DO



Incident Control Centre (ICC) briefing



Awanuia arrives





12 October - Vessel moves, salvors evacuated



Crack on the starboard side





Removal of bird life to safety



Container removal



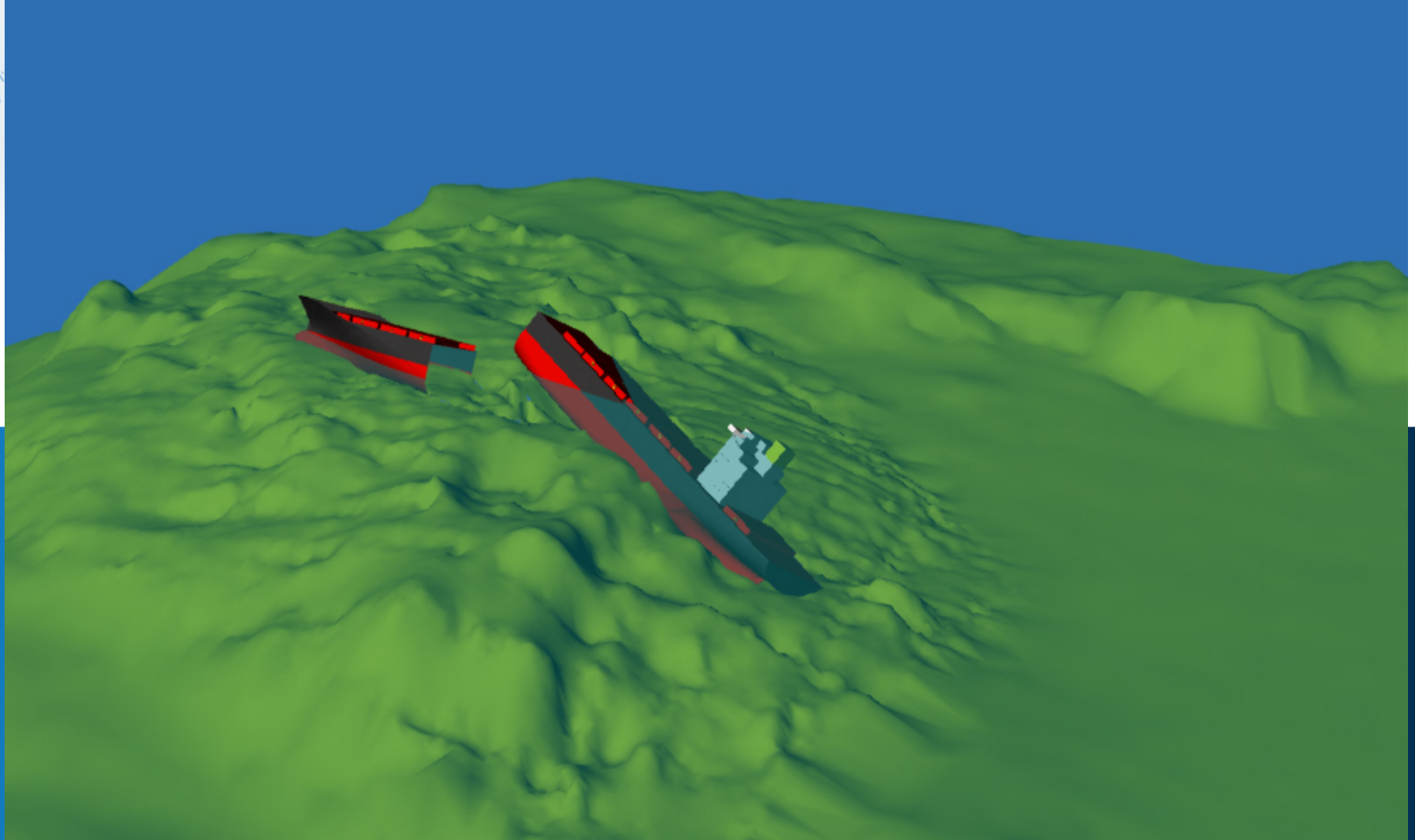


6:13am, 9 January 2012



10.03 am, Tuesday, 10 January 2012

New Zealand Government



Go !

Braemar Howells instructed to respond 12/10/11

- **Core team deployed within 6 hours**
- **Braemar on the Ground on 14/10/11**

Key areas of operations

- **MARINE RECOVERY**

Provide marine assets and anchorage to recover containers that are in the water outside of the 1km Safety zone.

- **SHORELINE CLEAN-UP**

Provision of all resources to respond to container / cargo recovery from the shore.

- **CONTAINER, CARGO AND WASTE HANDLING**

Provide all resources to ensure correct handling, storage, transportation, segregation and treatment of recovered product.

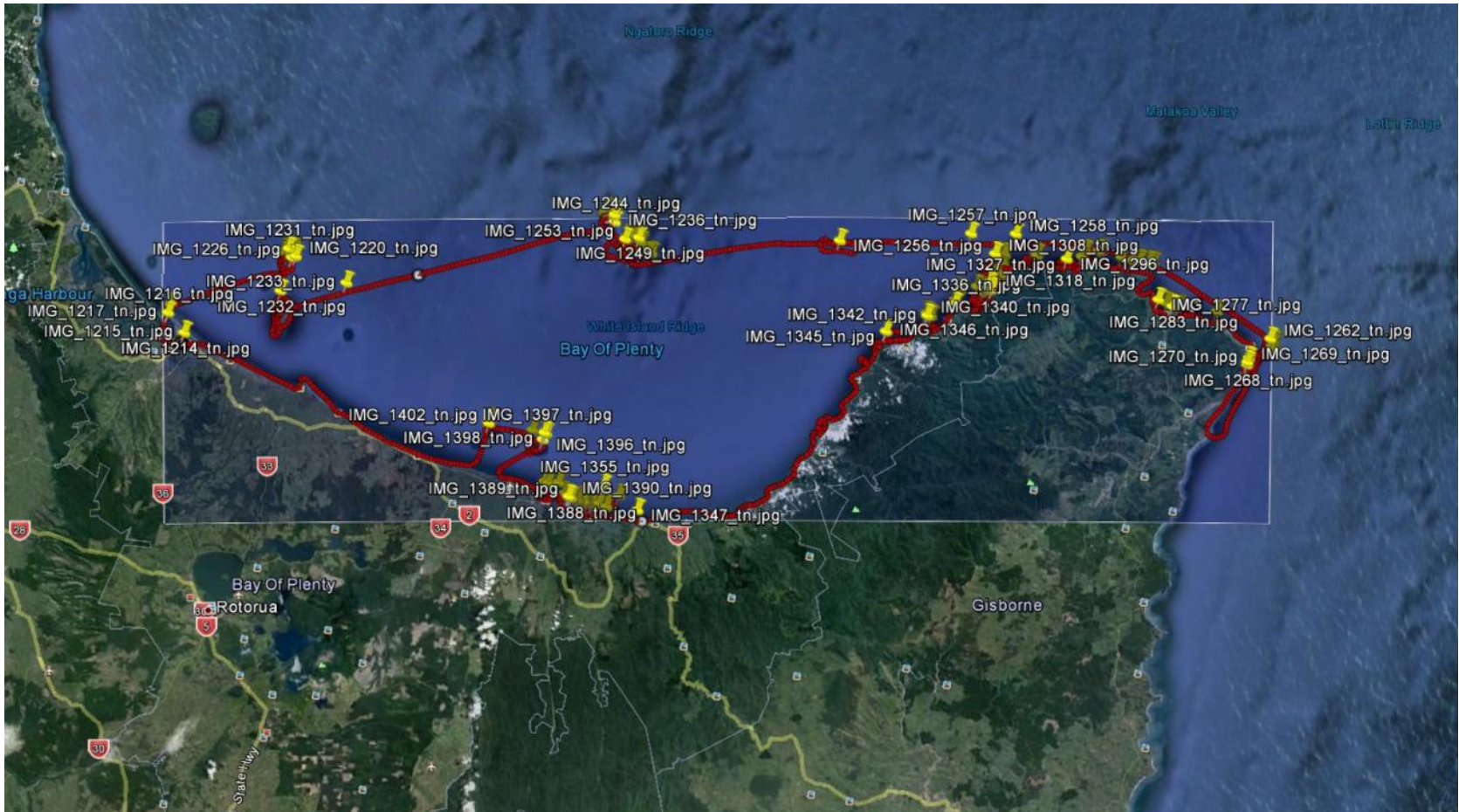
THE 'SPILLED' CARGO



THE 'SPILLED' CARGO



THE AREA OF OPERATIONS







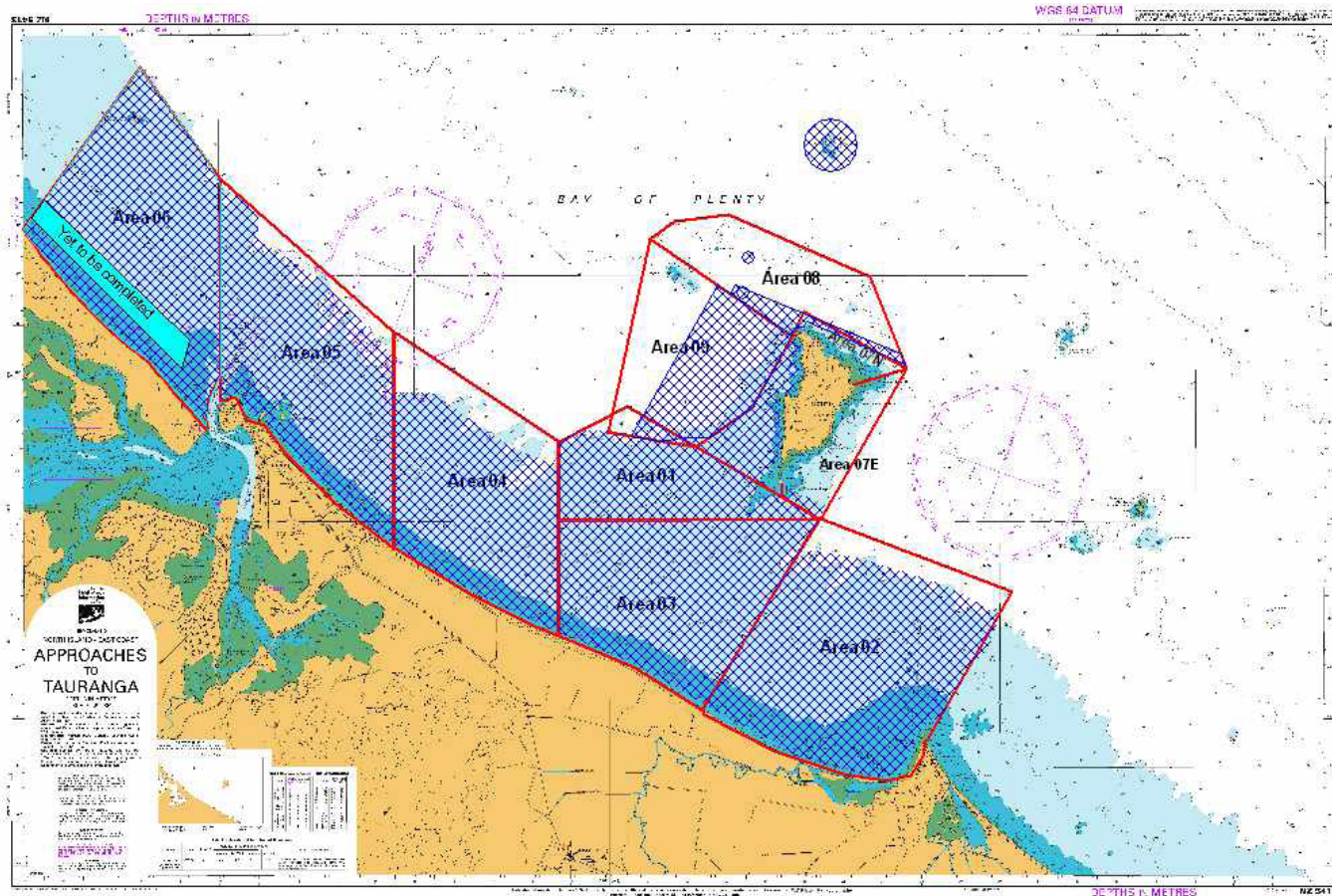
PORT OPERATIONS



BRAEMAR WASTE / PRODUCT HANDLING FACILITY



MARINE OPERATIONS



Before and After



Matacana Island
Jan 2012

Before and After



Before and After



Waihi Beach
Jan 2012

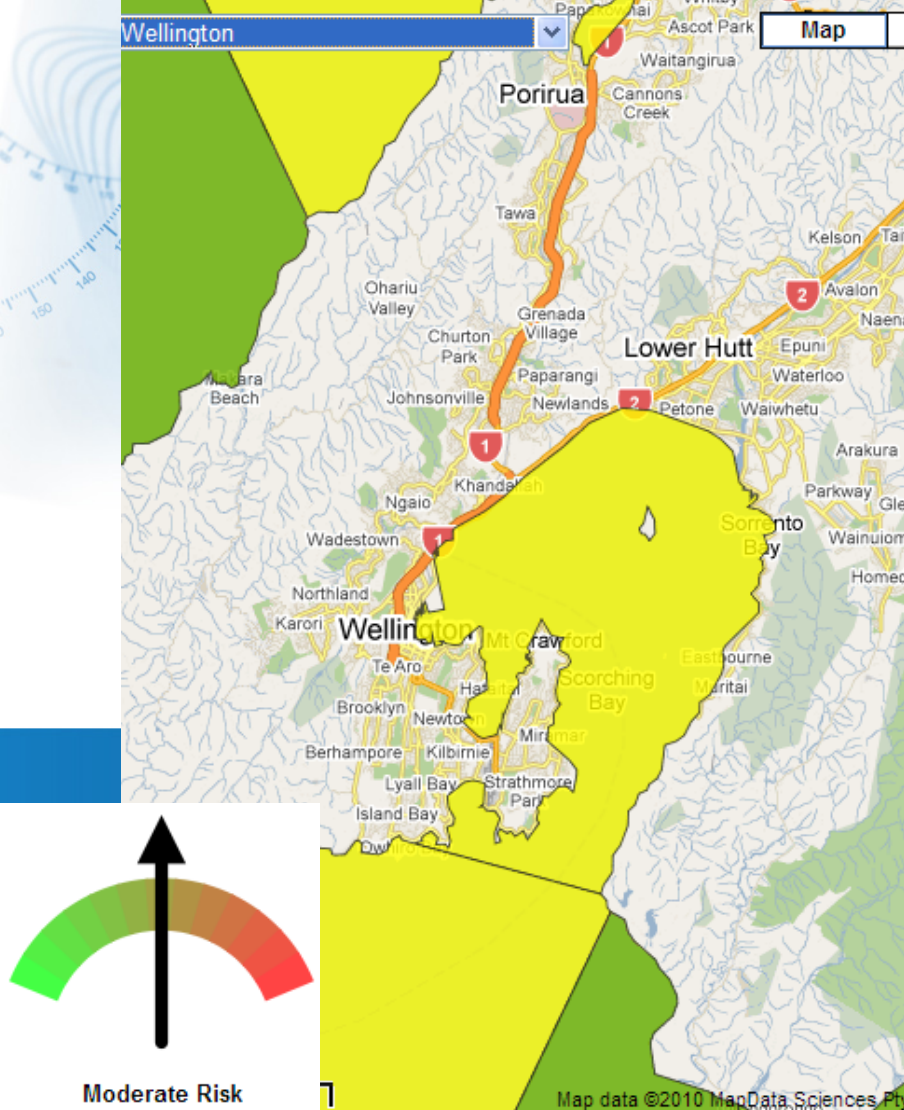
Before and After



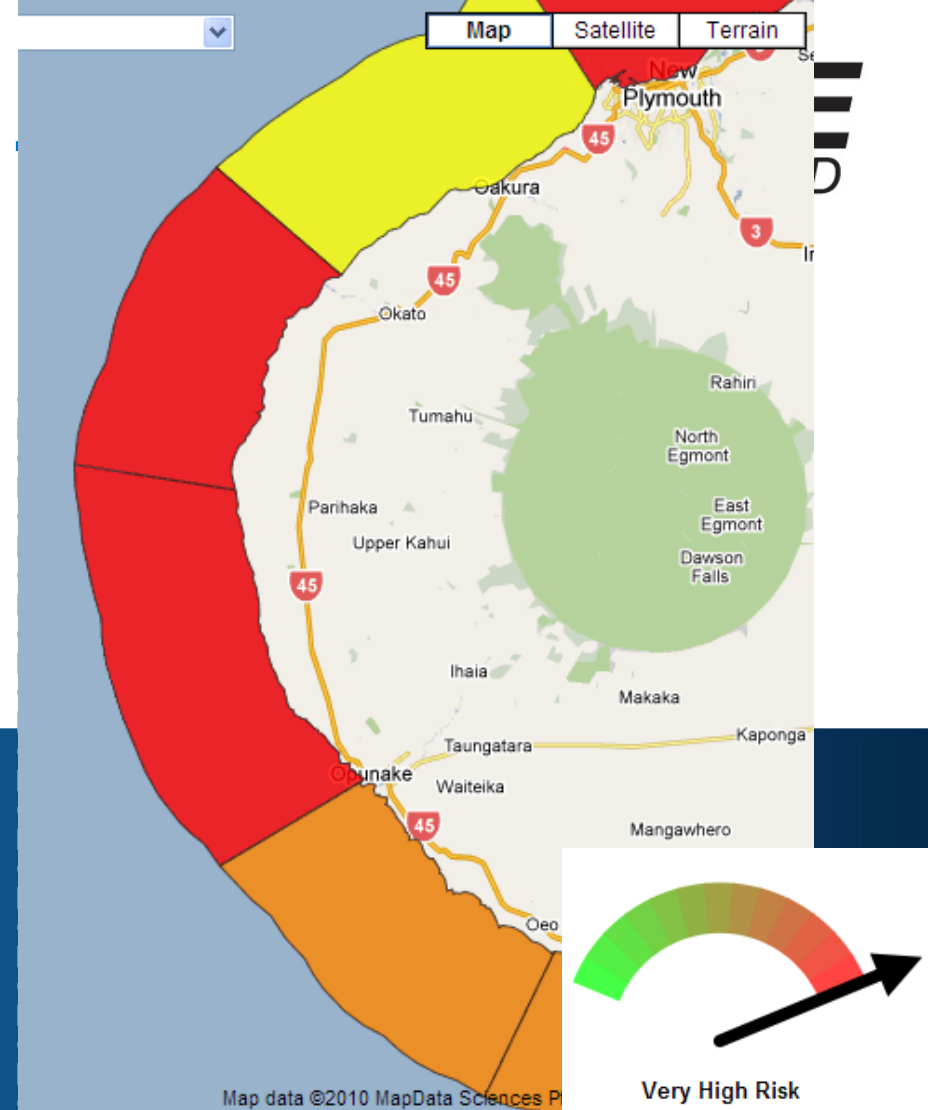
Waihi Beach
Feb 2012

Key Lessons

- Use of community in clean up
- Open and transparent media engagement
- Value of good workable plan
- Value of international support



Wellington Harbour

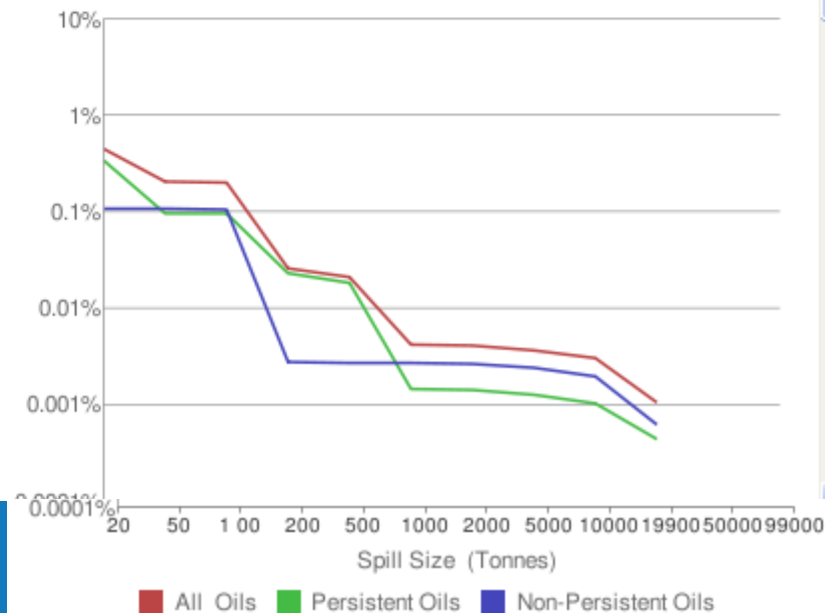


Rahu, Taranaki

Wellington Harbour

Calculated Spill Probability Profile

The following graph shows the oil spill probability profile for this coastal cell. This is the likelihood (expressed as a percentage probability of occurrence per year) of a spill exceeding a particular size (in tonnes) calculated from recent marine vessel activity (6 year sample).



Assessed Environmental Sensitivity

The following table describes the likely effects of oil spills in this area.

Shoreline Character	The predominant coastline within Wellington Harbour is sheltered rocky coasts which due to their low wave energy can allow oil from a spill to accumulate.	High
Plants & Animals	This section of coastline forms part of the known habitat for the nationally endangered Black-fronted Tern with a population of approximately 7000 individuals. The Caspian Tern and Reef Heron have also been observed in this area.	Moderate
Protected Areas	Matiu/ Somes Island Scientific and Historic Reserve is located at the northern end of Wellington Harbour.	Low
Economic	Located within Wellington Harbour is Centre Port. The economic impacts of an oil spill on Centre Port are estimated to be around \$2 million.	Very Low
Culture & Heritage	No Mātaitai or Taiapure are gazetted for this area. However, coastal resources such as kaimoana are important to both Maori and non-Maori.	Low
Social, Amenity & Recreational	Oriental and Worser Bays are patrolled by SLSNZ, while Worser Bay is home to the Worser Bay Surf Life Saving Club. The Harbour is also home to several marinas and is popular amongst boaties.	Low

Spill Probability

Environmental sensitivity

NZ MARINE OIL SPILL RESPONSE STRATEGY



JULY 2006

NZ MA
RESPON



marinepollutionRESPONSEservice
 **MARITIME**
NEW ZEALAND

NATIONAL MARINE OIL SPILL CONTINGENCY PLAN

January 2011



CONTROLLED COPY NO. 

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**NATIONAL MARINE OIL
CONTINGENCY**



CONTROLLED

Marlborough District Council



Marine Oil Spill Contingency Plan

Latest updates:

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- www.boprc.govt.nz
- www.facebook.com/boprc
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