



Navigation safety group of activities

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

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

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

KEY ISSUES FOR 2009-19

Safe navigation

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

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

Port and harbour safety

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

Effect on the four well-beings

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

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

There are no negative effects on well-being.



SOCIAL



ECONOMIC



ENVIRONMENTAL



CULTURAL

Involving the community

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

ACTIVITIES

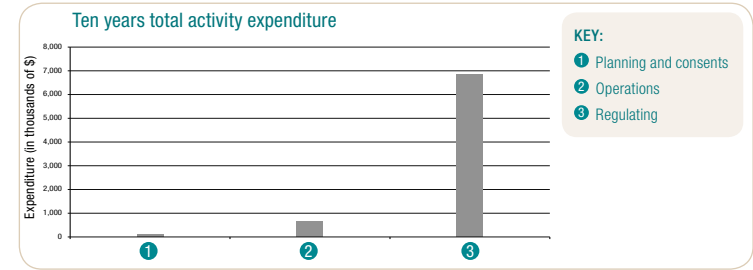
Priority over the next 10 years

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

We will undertake the following activities:

- 1 **Planning and consents**
Developing bylaws for managing navigation safety and monitoring bylaw effectiveness and efficiency.
- 2 **Operations**
Providing signage and navigation aids to assist with safe navigation.
- 3 **Regulating**
Educating boat users and enforcing navigation and safety bylaws.

| UNCERTAINTIES | ASSUMPTIONS |
|---|---|
| For 2009-19, the following is uncertain: | For 2009-19, it is assumed that: |
| a) The level of increase in coastal shipping volumes. | a) No provision has been made for increases in coastal shipping volumes. |
| b) Whether the Maritime Transport Act 1994 will increase regional council responsibilities for safety in ports, requiring additional staff with high level maritime qualifications. | b) No provision has been made for changes to maritime legislation. |
| c) The extent to which the past growth in recreational boating activity will continue to increase, placing additional pressure on boating safety. | c) No provision has been made for changes in recreational boating activity. |
| d) Whether Maritime New Zealand will introduce boat registration and/or driver licencing. | d) No provision has been made for changes as a result of the introduction of boat registration and/or driver licencing. |



WORK PROGRAMMES FOR 2009/10 TO 2018/19:

1 Planning and consents

Years 2009/10 to 2018/19

- Process applications for exemption from bylaw rules.
- Update bylaws if required.

2 Operations

Years 2009/10 to 2018/19

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

3 Regulating

Years 2009/10 to 2018/19

- Provide information about safe navigation practices.
- Enforce compliance with bylaws.
- Maintain risk assessment and port and harbour safety codes.
- Maintain network of paid and volunteer maritime enforcement officers to educate recreational boat users.

LEVELS OF SERVICE



HOW ENVIRONMENT CANTERBURY'S LEVELS OF SERVICE RELATE TO THE COMMUNITY OUTCOMES

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

Environment Canterbury's contribution will be reported on each year in our annual report.

OUR LEVELS OF SERVICE

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

MEASURE

The availability of risk reduction infrastructure and services at key ports¹ and harbours².

TARGET

See table.

| Risk reduction infrastructure and services available | Ports | Harbours |
|--|-------|----------|
| Navigation aids outside commercial port areas ³ . | ✓ | ✓ |
| Navigation Safety Bylaws. | ✓ | ✓ |
| Maritime New Zealand approved safety management system. | ✓ | N/A |
| Qualified, experienced and independent harbour master. | ✓ | ✓ |

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

MEASURE 1

The availability of risk reduction infrastructure, services and educational information at key high recreational-use harbours⁴ and inland waterways.

TARGET

See table.

| Risk reduction infrastructure and services available | Harbours | Inland waterways |
|---|----------|------------------|
| Navigation aids outside commercial port areas. | ✓ | ✓ |
| Navigation Safety Bylaws. | ✓ | ✓ |
| Enforcement officers' patrols at high use areas in the summer months. | ✓ | N/A |
| Safe navigation information/ educational material. | ✓ | ✓ |
| Swing mooring authorisation. | ✓ | N/A |

MEASURE 2

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

TARGET

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

¹ Lyttelton and Timaru.

² Kaikoura, Waimakariri/ Kaiapoi and Akaroa.

³ Navigation aids within commercial port areas are the responsibility of the port company.

⁴ Kaikoura, Waimakariri/ Kaiapoi, Lyttelton and Akaroa.

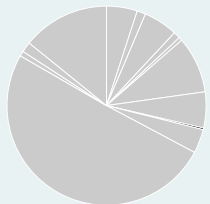
FINANCIAL SUMMARY

Asset management and capital expenditure

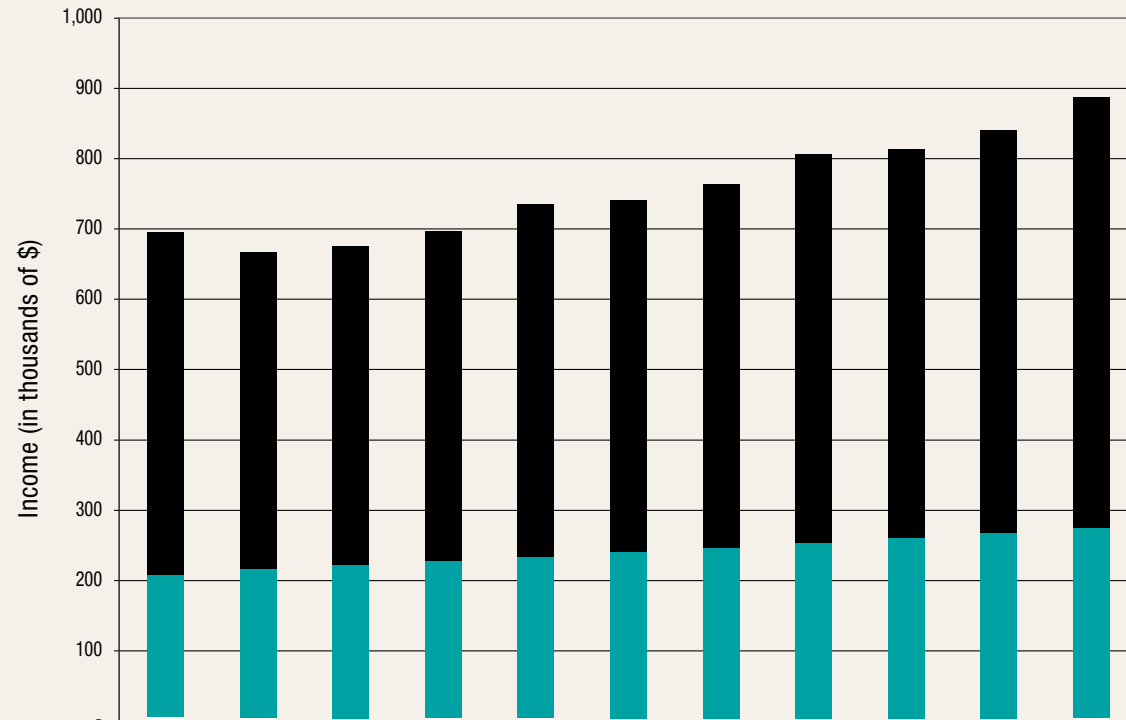
There are no assets involved in this group of activities.

How this work is funded

For more information on source of funds and rationale for selection, see: 2009 Funding and Financial Policies, Long Term Council Community Plan Part B.



Ten years total expenditure, all 13 groups of activities
KEY: ■ This group of activities



| (\$000) | 2008/09 Annual Plan | 2009/10 LTCCP | 2010/11 LTCCP | 2011/12 LTCCP | 2012/13 LTCCP | 2013/14 LTCCP | 2014/15 LTCCP | 2015/16 LTCCP | 2016/17 LTCCP | 2017/18 LTCCP | 2018/19 LTCCP |
|-----------------------------|---------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| Interest | 6 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 |
| User Pays/Other | 202 | 213 | 218 | 224 | 230 | 236 | 243 | 249 | 256 | 264 | 271 |
| Grants | - | - | - | - | - | - | - | - | - | - | - |
| Targeted Rates | - | - | - | - | - | - | - | - | - | - | - |
| General Rates | 488 | 450 | 453 | 468 | 501 | 500 | 517 | 553 | 553 | 572 | 613 |
| Total Income | 696 | 667 | 675 | 696 | 735 | 740 | 764 | 806 | 813 | 840 | 888 |
| Operating Expenditure | 696 | 667 | 675 | 696 | 735 | 740 | 764 | 806 | 813 | 840 | 888 |
| Operating Surplus/(Deficit) | - | - | - | - | - | - | - | - | - | - | - |
| Reserves | - | - | - | - | - | - | - | - | - | - | - |