Regulating for a safer maritime operation:
Changes to the New Zealand Safe Ship Management System

MLAANZ 37th Annual Conference 2010
Catherine Taylor 15 October 2010
Regulatory Reform

- Better Regulation : Less Regulation
  - Government Statement issued 17 August 2009

‘outdated, poorly conceived and poorly implemented regulation can significantly hinder individual freedom, innovation and productivity.’
Regulatory Reform (continued)

• Introduce new regulation only when
  – required
  – reasonable
  – robust

• Review existing regulation to identify, remove requirements that are
  – unnecessary
  – ineffective
  – excessively costly
Future Regulatory Schemes

• More outcomes based – significant industry involvement in development of guidance material

• Reward positive compliance through low cost, less adversarial, voluntary mechanisms

• Compliance schemes supported with strong educational and information programmes

• Focus on voluntary willing compliance
Maritime Transport Act (1994)

“An Act to ensure that participants in the maritime transport system are responsible for their actions”
Safety Regulatory Framework

- Operators – appropriate safety management systems (safe operational plans) in place – key people are fit and proper

- Vessel/equipment appropriate to the task – properly maintained

- Employees appropriately qualified and trained
Safety Regulatory Framework (continued)

• Simple, flexible framework across the industry

• Focus on operator being responsible

• Remove duplication and layers of bureaucracy

• Reduce paperwork

• Focus on consistency of application of standards
An example
White - water boarders
White-water boarding
River Boarding

- MNZ jurisdiction?
- Definition of a ‘ship’
- High profile activity – tourist death
- Fit within proposed scheme?
- Industry-led safety guidelines
The future

• International push to simplify maritime regulation

• More focus on the human elements rather than the ship/vessel

• Recognition that producing manuals does not always improve safety outcomes – also requires cultural change

• Focus on information, education and guidance
Standards must be met

Entry Control

Applicant

Maritime Participants and Document Holders in Action

Rules & Standards Development

Monitoring

Enforcement

Analysis

Policy Advice

Information & education

safety information & advice

Orderly exit

Ex-participant

Analysis of risk, trends, changes recommended

System reviews

Provides assurance, improvements identified, and actions taken

Investigation & appropriate response

Implementation

Standards must be met

Regulatory Safety Boundary

Standards must be met
Catherine Taylor

Director of Maritime New Zealand

www.maritimenz.govt.nz