



# SEMAPHORE

Newsletter of the Maritime Law

Association of Australia and New Zealand



## Port Designation Added to MNZ

Maritime New Zealand (MNZ) is to assume regulatory duties for accidents or incidents that take place landside at the country's ports.

While the agency already had regulatory responsibility for accidents or incidents taking place on vessels or during ship to wharf, those that occurred landside have previously been under WorkSafe New Zealand jurisdiction.

The designation extension, which is due to take effect on 1 July next year, was a recommendation of the Port Health and Safety Leadership Group in its recently-released "[Port Sector Insights Picture and Action Plan](#)". The plan was based on feedback and data collected from workers and port businesses in the wake of the death of two port workers in Lyttelton and Auckland last year.

MNZ chief executive Kirstie Hewlett says the move will enable a holistic and targeted approach to supporting port businesses improve health and safety.

"Ports are complex, dynamic and high-risk environments where there are a number of drivers of harm," says Ms Hewlett.

"This change will allow us to take a wider view of how port operations are conducted, and alongside port businesses, take the required multi-faceted approach to preventing harm.

"We will be able to more effectively work with, and regulate, businesses that carry out high-risk port-based activities to improve health and safety on ports. The extended designation also comes with resourcing to enable a greater presence on ports over time.

"Ultimately it's about supporting those who work on ports to go home safe to their families."

Ms Hewlett also welcomed the sector's feedback that "having one regulator would make it easier to get an end-to-end sense of how these businesses are developing systems, performing safety operations and engaging with workers".

"MNZ will be engaging widely with the sector later this year on the designation, how it will work in practice and what it will mean for those working on the 13 commercial ports.

"We've done some early work to scope the various actions that will be required to implement this change, and will be working closely with WorkSafe over the next year or so to ensure everything is in place to make this a seamless transition."

WorkSafe chief executive Phil Parkes also welcomed the move.

"This will provide good clarity to businesses, organisations and workers who work in port environments," says Mr Parkes.

"The different work in these environments can be complex, so helping all involved understand who their regulator is in any given scenario will be a big benefit.

"WorkSafe will continue to have a close working relationship with MNZ around health and safety."

It is understood that WorkSafe will remain responsible for some specific areas and processes, including major hazard facilities and permitting and licensing regimes.

MNZ is to reportedly monitor and enforce compliance with duties for workplaces, work, workers or things to be authorised. Its designation will include the area of ports inside their boundary fence where access is restricted by a security gate, and adjacent buildings, installations, structures or equipment used in connection with the port's operation or administration.

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