

SSM Development Programme

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MNZ Objective

“To undertake its safety, security, marine protection and other functions in a way that contributes to the aim of achieving an integrated, safe, responsive and sustainable transport system”

Functions - Authority

- Set out in the Maritime Transport Act
- Core regulatory functions
- Other functions
 - Provision of distress and safety radio/navigational aids
 - Preparedness/response to marine oil pollution spills
 - Maintain and operate the search and rescue coordination centre

Core regulatory functions

- Promote maritime safety, security, marine protection
- License ships, operations, crew
- Provide information, foster education
- Investigate accidents / incidents
- Maintain Register of Ships
- Advise Minister on technical maritime safety policy

Director's independent powers

- Exercise control over entry
- Monitor adherence to regulatory requirements
- Promote compliance with safety and marine pollution standards
- Take action as may be appropriate to enforce provisions of the Act

What is Safe Ship Management?

- Introduced in February 1998
- Domestic version of International Safety Management (ISM) - Class
- Safety throughout the year
- Contrast with survey system
- Added requirements for safety systems
- SSM Companies act under recognition and assist owners to comply

Is SSM working?

- Safety outcomes generally not improving
- Recent criticism from TAIC of surveyor and SSM Company competency
- Inconsistency of application of rules
- Lack of detailed understanding of system by owners/operators
- Lack of clarity in relationship between Director and SSM Companies
- Issues with commercial model - incentives
- Mixed industry views

But...

- Clear support for philosophy
- Generally deep commitment by surveyors and SSM Companies to making it work
- Flexible system allows for industry partnerships such as FishSAFE
- Recognition of growing need for increased direction from MNZ

Fundamentally...

Preventable accidents
are still happening...

...and we are not yet
at the stage where
everyone is working
together for safety...

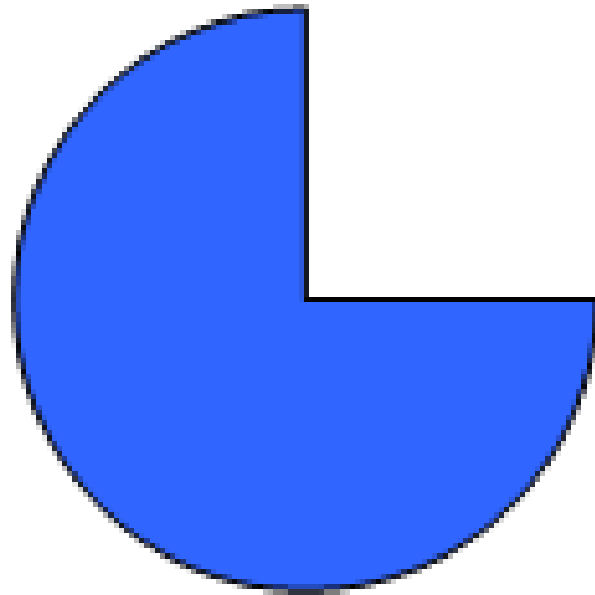
The issues are not yet resolved to the
satisfaction of the Director



The vision for SSM...

- Clear, and appropriate legal framework that can be easily understood by everyone
- Competent and consistent technical administration (e.g. surveyors and others)
- Active operator involvement and support
- Strong MNZ leadership and oversight

Partnership



Overview

- Programme of work commenced October 2007
- Three objectives:
 - Robust, efficient and effective regulatory system
 - Consistent and high standard of delivery of functions
 - Stakeholder awareness of roles and responsibilities – and provision of tools to fulfil those responsibilities in practice

Regulatory System

- Re-drafted Maritime Rule Parts 21 and 46
- Reflection of the Maritime Transport Act and the accountability of the Director
- Continuing development of plain English support material and guidance
- Aim to ensure consistent interpretation and clear documentation of responsibility



Delivery of Functions

- Review of service delivery
 - Identify the core functional requirements of SSM
 - Ensure that the way in which services are delivered is efficient and effective, and achieves the desired results
 - Consider alternative models
 - Process just beginning

Delivery of Functions

- Surveyor Competency
 - Recognition process reviewed
 - Surveyor's seminars re-focused including assessment
 - Requirement for ongoing professional development

Delivery of Functions

- Maritime Safety Inspector Ongoing Professional Development
- Increased audits of delegates
- Internal/external procedures and processes being revised
- Focus on improving efficiency and effectiveness

Operator involvement

- Industry Training
 - Lack of knowledge of roles, responsibilities, rights etc. in relation to SSM
 - People don't know what they don't know
 - Trialling free workshops focused on the basics of SSM and how it is applied to a specific operation

Operator involvement

- Industry Training
 - Emphasis on individual solutions for individual operations – simple and sensible
 - Learning from the success of FishSAFE

Operator involvement

- Industry Associations
 - Building relationships and linkages
 - Increasing level of consultation and communication
- Stakeholder Reference Groups
 - Encouraging feedback and discussion – shared solutions



Timelines

- All work is now underway and most is ongoing
- Next round of consultation on service delivery review and rule amendment will commence in June 2008
- Decisions likely by December 2008; however we will be ensuring there is adequate time for discussion and consultation
- Implementation of any changes may take time

What will be the keys to success?

- Agreement on the vision and core functional requirements for SSM
- Open, constructive dialogue focused on improving the current system
- Partnership





Questions?

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