



Chatham Island Port Limited.

Pitt Island Port Facility - Environmental Management Plan.

PLAN APPROVAL

Version	Prepared By	Approved By	Date
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1. INTRODUCTION

The Environmental Management plan has been developed in the best interest of the environment and the community. The plan is for the management of environmental aspects and impacts related to the provision of the following services within Chatham Islands Ports Company's Pitt Island Port Facilities.

- The loading and unloading of break bulk cargoes and other general cargo.
- The pre-tripping and loading of livestock.
- Storage of cargo and freight into and out of Pitt Island.
- The storage of fuel.
- Hazardous goods handling
- Biosecurity activities.
- Marine services including navigation aids and berth provision.
- The servicing of the local fishing fleet.
- The repairs and maintenance haul-out area for the local fishing fleet.
- Maintenance of site, wharves and structures.
- The unloading of fuel and fuelling of boats

2. CHATHAM ISLANDS PORTS LIMITED'S COMMITMENT TO THE ENVIRONMENT

The Environmental Mission Statement gives effect to CIPL's Strategic Direction:

To provide for the present and future needs of the Pitt Island Port Operations in ways that are sensitive to people, use resources wisely and are in harmony with the environment of the Chatham Islands community.

Furthermore, the Objectives also gives effect:

- *To ensure that high environmental standards are maintained.*
- *To strive for continuous improvement in everything that CIPL does.*

- *To implement innovative best practice approaches to environmental management that achieve CIPL and community requirements.*
- *To ensure compliance with all consent conditions and other environmental regulations and legislation in accordance with this Environmental Management Plan.*
- *To ensure staff, port users and contractors are aware of environmental procedures and commitments.*
- *To establish a programme of resource use reduction.*

The Objectives will undergo regular audits by an approved responsible person and will include acknowledgement and action on non-compliance recorded, complaints received, issues identified and self-evaluation as part of a process of continual improvement.

While CIPL have overall control and management of the port facilities, most of the operations are undertaken by other people, companies and organisations. It is essential that these other port users become committed to this Environmental Management Plan. The dynamics of the port are shown in the following chart.

PITT ISLAND PORT DYNAMICS

Activity	CIPL Has Direct Control	CIPL Has Some Control	CIPL Has Limited Control
Ship Movement	Manages availability of berths.	Dredged depth and navigational aids with Harbor master	Limited control of ship access and departure.
Ship at Berth	All vessels	Position of ship's lines	Fishing and other vessels
Marshalling and Stevedoring	Nil	Movement of cargo	Fishing operations
Storage	All cargo storage locations	Security of cargo in Wharf Shed	Security of fishing assets in the wharf area
Cargo Receiving and Delivery	Nil	R&D Operations	R&D Operators. Little control of Fishing operations
Fuel Storage	Control of this restricted area	Some control on operators	Port Fuel Equipment Users
Livestock Facility	Overall control of area	Management of how facility is used.	Protection and management of livestock
Barge Haul-out Facility	Overall control of area	Management of how facility is used	Fishing Fleet Movements

3. LEGISLATION

There are various acts, national and regional, with which CIPL must comply. Some are administered by various national government agencies and authorities, including the following:

- Ministry for the Environment (*MfE*);
- Ministry of Transport;
- Ministry for Primary Industries – Fisheries (formerly Ministry of Fisheries and Industries (formerly Agriculture and Forestry *MAF*)).
- Ministry of Health.

Regional councils and local authorities also administer sections of these acts.

The acts and policies include:

Biosecurity Act 1993
Environment Act 1986
Fisheries Act 1996
Hazardous Substances and New Organisms Act 1996
Health Act 1956
Maritime Transport Act 1994
New Zealand Coastal Policy Statement
Resource Management Act 1991
Resource Management (Marine Pollution) Regulations 1998
HSNO Control Regulations 2012

Any proposal for development must recognise the interrelationships between the core principles of the acts and guidelines to ensure that all relevant legislation is considered when preparing applications for resource consents and permits.

4. CIPL's ENVIRONMENTAL PRACTICE

The following environmental practices are effectively CIPL's operationally focussed management plans that address the impacts of port activities that interact with the environment and the community. The practises are constructed to ensure that the environmental impacts of activities are identified, addressed, and where possible minimised. Personnel responsible for the activities are also responsible for implementing these practices. These practices are reviewed through the process of incidences, complaints, liaison with stakeholders and specific identification of concerns. They are also subject to audits and reviews.

Any environmental incidence including near misses shall be immediately reported to the Port Manager PH 3050 585

a. Noise

All practical procedures will be undertaken to minimise the effect of noise at the port, particularly while stevedoring ships at night. These procedures would include:

- Avoiding operational activity at the port during night hours prior to the ship visit and after its departure.
- Using skilled operator of hiab and forklift particularly when handling large loads, restricting on job training to day time hours.
- Provide an awareness policy to operational staff and ship's crew for the need to minimise noise from activity.
- Maintain, repair or replace noisy machinery or plant to minimise noise emissions.

b. Contamination – sea (water quality), land (seepage) and facilities (surface contamination)

All practical procedures will be undertaken prior to any operation to prevent any potential for spillage and/or contamination on the port areas and in particular into the harbour. These shall include the following categories.

Appropriate prevention and clean-up equipment shall be readily available at the port and any spills should be contained, isolated & cleaned up immediately. Any contaminated materials used to clean up the spill will be removed from Pitt Island and disposed of at the CIC Waitangi recycle centre as directed by the CIC Waste Management Manager

All spills or fuel into the harbour or on the port area shall be immediately reported to the Port Manager PH 3050 585 and the Chatham Council PH 3050033. The CIC Tier II emergency response plan applies to all spills into the harbour

i. Fuel spillage

C IPL and port operators shall:

- Ensure any fuel leakage can be contained prior to commencement of transfer of fuel, including provision of appropriate bunding.
- Ensuring that an appropriately trained people are undertaking the transfer of fuel from ship to shore and shore to fishing boat.
- Major Spills are outlined in the CIC tier 2 spill response plan
- Ensuring drainage sumps can be or have been shut off to prevent direct access to the sea, Ensuring all equipment, hoses and connections are protected from damage and maintained in good condition.

Prior to the discharge of fuel, the vessel master/skipper must ensure the following:

- The vessel is securely moored.
- Ensure any leakage can be contained prior to commencement of fuel discharge, including shutting off any vessel deck openings and vents if possible, ensuring drainage sumps can be or have been shut off to prevent direct access to the sea, appropriate bunding.
- The transfer hose is in good condition and properly rigged.
- The transfer hose is protected from any damage and cannot be driven over by any vehicle or plant.
- Ensure that the transfer hose and procedures are continually under inspection by a competent person throughout the operations; from extraction of the hose to clearing the hose of fuel at the end of the transfer.
- Ensure fuelling party are aware of the location of the appropriate oil spill protection equipment that is available.

- Ensure that at no time the persons undertake the fuel discharge leave the connections, pipeline and pump unattended.
- No Smoking or naked lights on the wharf or vessel while fuel is being discharged.
- All spill or oil into the harbour or on the port area, contact Port Manager immediately PH 3050585 and the Chatham Council PH 3050033.

ii. Plant leakage

The main requirement to prevent leakage of fuel or hydraulic oil is for the plant and equipment to be kept in a good operating condition through regular inspections, maintenance and repairs. Prior to first operating the plant or equipment for the day:

- Pre-start checks should be performed prior to operating any machinery to ensure no leakage including that of fuel and of hydraulic fittings.
- The operator shall immediately tend to any leakage of oil or fuel from plant and equipment, ensuring that none reaches the sea and the area is immediately cleaned up to the satisfaction of the Port Manager/Pitt Island wharf officer.

iii. Livestock effluent

Livestock effluent shall be kept to a minimum by the farmers and livestock controllers ensuring that the livestock is prepared for shipment according to MPI's holding and feeding requirements during the days prior to shipment.

Any effluent dropped onto the route to onboard the barge from the holding yards and stock shall be contained to prevent direct access to the sea. The route shall be cleared of effluent immediately upon the finish of livestock loading to minimise the risk of contamination of the port areas or into the sea. When sumps are pumped clean effluent is then spread onto local farm paddocks.

No vehicle shall track effluent onto the Wharf area. To achieve this:

- The vehicle access route shall therefore be clear of any effluent or

- The vehicle prevented entering the areas until the route is cleaned.

iv. Waste and Rubbish

Port operators including Fishermen and wharf users shall be encourage to minimise waste.

All waste and rubbish from wharf and fishing operations shall be removed at the end of each ship and fishing boat visit and shall be disposed of at an appropriate site off the Port Facility by the particular operator concerned. This includes surplus pallets, timber, machinery and equipment that does not have approval for storage on site by the Port Manager/Pitt Island Wharf Officer

The cleaning of sumps and other waste traps on a regular programme is essential to ensure blockage does not cause overflow and rubbish movement particularly during heavy rain. Effluent disposed of on local farm paddocks, all else disposed of designated sites.

v. Hazardous Substances

All Hazardous Substances moved onto the port from or for shipment shall be retained within the port's Hazardous Substances area. The port users and operators working with this cargo or in near proximity shall keep a close watch for leakages, suspicious smells or vapour from the cargo within the Hazardous Substance area. If noted, the concern shall be immediately reported to the Port Manager/Pitt Island Wharf Officer.

vi. Biosecurity

All port users and operators shall keep a close watch for potential biosecurity issues such as spiders, moths, and other live creatures found within the cargo or dirty containers, vehicles and machinery. If noted, the concern shall be immediately reported to the Port Manager/ Pitt Island Wharf Officer and the agent for MPI.

vii. Contamination from Boat Maintenance.

No runoff from the haul-out area that contains any substance from the boat repair, hull cleaning, painting, anti-fouling and fuel/oil shall be permitted to enter the sea.

Resource Conservation

Resources such as water, power and fuel are both scarce and expensive on Pitt Island. For both environmental and port efficiency reasons the conservation of resources is of utmost important.

viii. Water

Store creak water for the use of cleaning and washdown rather than salt water.

ix. Power

Conserve power were possible by:

- Installing automatic turnoff switches where appropriate particularly for lighting.
- Only turn on lights that are essential for the operations.
- Avoiding operational activity at the port during night hours prior to the ship visit and after its departure so that lighting is not required.

x. Fuel

Fuel use is limited to plant and equipment use at the port. Operators shall ensure minimisation of fuel use by:

- Planning operations to minimise double handling of cargo.
- Ensure that the plant and equipment used is appropriate and efficient for the purpose.
- Ensure that the plant and equipment used is well maintained for efficiency of running.

xi. Labour

Skilled labour is limited on Pitt Island and therefore good workers must be identified and supported to maintain their interest in the port activities. This should also include:

- Continually train the worker in the various activities at the port.
- Encourage the worker to take responsibility for their actions to ensure an efficient port operation.

xii. Plant

Plant is also a scarce commodity on Pitt Island and therefore:

- Appropriate plant shall be acquired that is fit for purpose at the port.
- All plant shall be maintained in good condition to ensure efficient running.
- Only competent operators shall use the plant on the port.

c. Glare

All lighting shall be designed and fitted to prevent glare .

Air Quality

The main causes of air pollution that shall be identified and corrected are:

- Inefficient and poorly maintained plant and equipment causing excessive fuel emissions.
- Allowing vehicles to track soil or contaminants onto the port on their wheels that when dry causes dust.
- Allowing livestock effluent to dry prior to removal causing dust.

5. Reporting And Monitoring

All environment incidents, accidents, improvements, observations and complaints will be reported and fully investigated and entered into the Environmental Log.

All non-compliances identified will be recorded in the environmental log. The log contains any corrective actions identified and close out date for such actions.

A summary of all environmental monitoring data will be completed before the end of each calendar year. Results will be compared to previous years to identify any trends.

Monitoring requirements as required by resource consent to be carried out by CIPL on behalf of the CIET. These include

6. Other Environmental Monitoring

Sludge Sumps: Checked after each ship departing with stock. Pumped by sucker trailer when required.

Sludge Holding Tank: Checked after 3 vessels carrying stock, and or Monthly. Pumped by sucker trailer when required.

Fuelling Sumps: Pump sheds and valve cabinets check before and after fuelling from.