

National Assembly Area (Sea) Operations Plan Port of Tauranga

December 2021

Bay of Plenty Civil Defence Emergency
Management Group



TABLE OF CONTENTS

Purpose	3
Context	3
Plan development and consultation	3
Overview and constraints	3
Emergency roll-on-roll-off (RORO) ferry operations at Port of Tauranga	4
Planning Assumptions	4
WENIRP Activation and National Coordination	4
Port of Tauranga Impacts	4
Other Port Operations.....	4
RORO Operations	4
Plan Activation and coordination	4
Activation timelines	5
Logistics and Port Operations:	5
FMCG products	5
Other goods and supplies.....	6
Passenger and Evacuee Management.....	6
Command and Control – organisations and roles	7
Indicative response timeline for RORO ferries:	8
Locations of operations:	9
Movement prioritisation	10

This plans development was fund from the National Emergency Management Agency Resilience Fund. It was developed during a series of workshops with key agency partners and will be reviewed as circumstances require or when directed by the Group Controller.

Approved by: Bay of Plenty CDEM Group Controller Clinton Naude	Signed:  Date: 23/12/2021
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Purpose

To outline the arrangements for operating the Port of Tauranga as a National Assembly Area (Sea) in response to an emergency event in another part of New Zealand. The event used in this plan is a major Wellington earthquake, as such this plan aligns with the Wellington Earthquake National Initial Response Plan (WENIRP) v 2.0.

Context

This plan has been developed to support the Bay of Plenty CDEM Groups roles and responsibilities under the WENIRP, the full plan is available at:

<https://www.civildefence.govt.nz/assets/Uploads/WENIRP-2.0-Final-for-publication.pdf>

Section 4.12 of the WENIRP details the arrangements for the Emergency Supply Chain and Movement of People. This includes, on page 85, tasking to the Bay of Plenty CDEM Group to:

- Be prepared to assist the NCMC to establish a National Assembly Area (Sea) in Tauranga.
- Be prepared to establish evacuee reception centre at Tauranga Port and subsequent onwards transport.

Plan development and consultation

This plan was developed in a series of workshops, and consulted with the following organisations:

- Bay of Plenty CDEM
- Port of Tauranga
- National Emergency Management Agency
- NZ Defence Force representatives
- Fast Moving Consumer Goods (FMCG) representatives
- Fuel company representatives
- Tauranga City Council
- NZ Customs
- KiwiRail (Interislander) and Strait Shipping (Bluebridge)

Overview and constraints

An emergency roll-on/roll-off (RORO)¹ operation MAY be viable at the Port of Tauranga, which has good marshalling and operational facilities, however:

- There is no viable link-span at the Port of Tauranga for RORO operations.
- Berthing of ROROs (with bow/stern loading ramps) will require Mediterranean (end-on) mooring to facilitate loading/unloading of freight. This brings the following risks and constraints:
 - Crosscurrents in the harbour could result in limited operational windows.
 - Tide range and wharf heights will require ramp/wharf interface issues to be managed.
- The distance between Tauranga and Wellington means that sailing times are longer than between other ports that may be better placed to support a Wellington earthquake response.
- Such an operation will impact other shipping movements at the Port.

¹ Roll-on/roll-off (RORO) ships are cargo ships designed to carry wheeled cargo, such as cars, trucks, semi-trailer trucks, buses, trailers and railroad cars that can be driven on and off the ship on their own wheels. The Interislander and BlueBridge Ferries that operate in the Cook Strait are ROROs

Emergency roll-on-roll-off (RORO) ferry operations at Port of Tauranga

Planning Assumptions

The following are the assumption taken in the creation of this plan:

WENIRP Activation and National Coordination

- The WENIRP has been activated by CDEM – by default, or by direction.
- The Alternative NCMC (located in Auckland) is activated and is coordinating the National Supply Chain and providing direction on priorities (see 'Command and Control section).
- The hazard event is of the scale necessary to activate this plan, as described in the WENIRP.

Port of Tauranga Impacts

- The Port of Tauranga is unscathed from the hazard event and is fully operational, and transport routes (air, sea) to/from Tauranga are similarly unaffected.

Other Port Operations

- Other ports in New Zealand are not the primary location for logistical support, and the Port of Tauranga is therefore the lead supporting port.
- Due to the disruption to the Business As Usual (BAU) supply chain in New Zealand due to a major Wellington earthquake (and the likely minimal availability of CentrePort), it is likely that BAU cargo through the Port of Tauranga will be impacted in the short and medium term, which would impact some of the operational activities around the remainder of the Port.

RORO Operations

- Up to four RORO ferries normally based at the Cook Strait are operational and available for use. These are used until road access is available between CentrePort in Wellington and the remainder of the North Island.
- Quarter-ramp car transporters, if available, and can be received in Wellington, would be used in a similar manner to RORO ferries.
- HMSNZ Canterbury, if available, could be used in a similar manner to RORO ferries, however is likely to be called to other operations as it is more adaptable in the way it can be used and may support other emergency operations related to the earthquake response. Note that the HMS Canterbury would have to berth side-on in Wellington (for unloading/loading), so available wharf length would have to be available in Wellington).
- Geared ships² are used for an emergency supply chain once the receiving port can support geared ship operations.
- For a RORO emergency operation to be viable at the Port of Tauranga, wind and tide conditions must be favourable.

Plan Activation and coordination

This Plan will be activated by decision by the NCMC.

Following the activation of the WENIRP and the establishment of the NCMC, the NCMC will:

- Inform Bay of Plenty CDEM of any requirement to use the Port of Tauranga to support the Emergency Supply Chain and Movement of People.

² A Geared ship is equipped with equipment for loading and off-loading a port. Thus, this type is not dependent on land based equipment



If the Port of Tauranga is required to support operations:

- The Port of Tauranga will be notified via their 24/7 Emergency Contact
- The 'Port of Tauranga National Assembly Area (NAA) Response Coordination Cell' will be activated; and the NCMC will provide:
 - Expected arrival times of first RORO Ferries
 - Details of NAA Co-ordinator (a role that will be nationally resourced and coordinated, noting there will be multiple NAAs operating across the country to support this operation.)
 - Points of Contact within the NCMC on who will be co-ordinating the emergency supply chain.

This NAA Response Coordination Cell' will need to work as a team sharing information and data in order to be effective. The use of a common information sharing platform should be investigated, to aid transfer of information between key stakeholders.

A command and control diagram including roles and responsibilities is provided on page 7

Activation timelines

From activation of this plan Port of Tauranga will not be expected to immediately begin receiving and dispatching RORO Ferries. As:

- There is an approximately 24 hour sailing time from Wellington to Tauranga; and
- Centre Port in Wellington is not expected to be able to receive the RORO ferries until 5 days after the earthquake

It is therefore expected that:

- RORO ferries containing Whānau and individuals who were already on the ferries at the time of the earthquake will arrive from Day 2
- Loading of Ferries will begin from day 3
- Evacuees from Wellington will begin arriving in Tauranga on Day 6.

An indicative response timeline for RORO ferries is provided on page 8

Logistics and Port Operations:

In order for this port operation to be successful operations will need to be controlled both on and off the Port. All goods will therefore be:

1. Initially move to an offsite staging area – appropriate locations to be confirmed on the day however a large carpark with lighting (e.g. BayPark) is required
2. Called forward to the Port of Tauranga one sailing at a time
 - Tauranga City Council will be able to support by arranging temporary traffic management between staging area and port.
3. Marshalled on Port in advance of loading

A location map is provided on page 9

FMCG products

In order to enable loading and unloading of FMCG products, FMCGs will send to the Port of Tauranga goods as a mix of the following:

- Curtainsider trailers (some with tractor units attached).
- 40 ft containers placed on skellies (sourced through KiwiRail and through container suppliers).



- KiwiRail 25 ft curtainsider containers (as would normally be used on Auckland-Wellington train movements, but that will not be operating in this scenario), placed on skellies (sourced, as above).

IN THE ORDER OF around 400 x 40ft containers (or curtainsider equivalents) (total, for the operation) are anticipated to be required for this emergency response operation. (NOTE – these may have to be held aside for this operation.)

FMCGs may also send materials handling equipment (e.g. forklifts) in the first sailing(s) and set up a mini-hub in Wellington from where goods in containers will be transferred to curtainsiders (based in Wellington) for onward delivery. FMCGs to advise on the use of this option at the time of response.

Other goods and supplies

FMCGs will form part of a range of equipment/resources and supplies that will be required to support the Wellington Region. All will need to be loaded onto the RORO Ferries in a way that enables unloading in Wellington. This will be coordinated by the NCMC and the NAA Response Coordination Cell as appropriate. Where freight is coming in from overseas, customs will oversee the arrival of freight from international sources.

A movement prioritisation list is provided on page 10

Passenger and Evacuee Management

For the disembarkation of passengers at the Port of Tauranga from arriving ROROs, the Business As Usual means of receiving passengers from cruise ships will be used, using buses arriving at the RORO berthing location. Passengers will be moved immediately to a reception location (to be advise by Bay of Plenty CDEM Group or Tauranga Emergency Co-ordination Centre) for processing. (Port of Tauranga will liaise with Tauranga City Council on traffic management issues.)

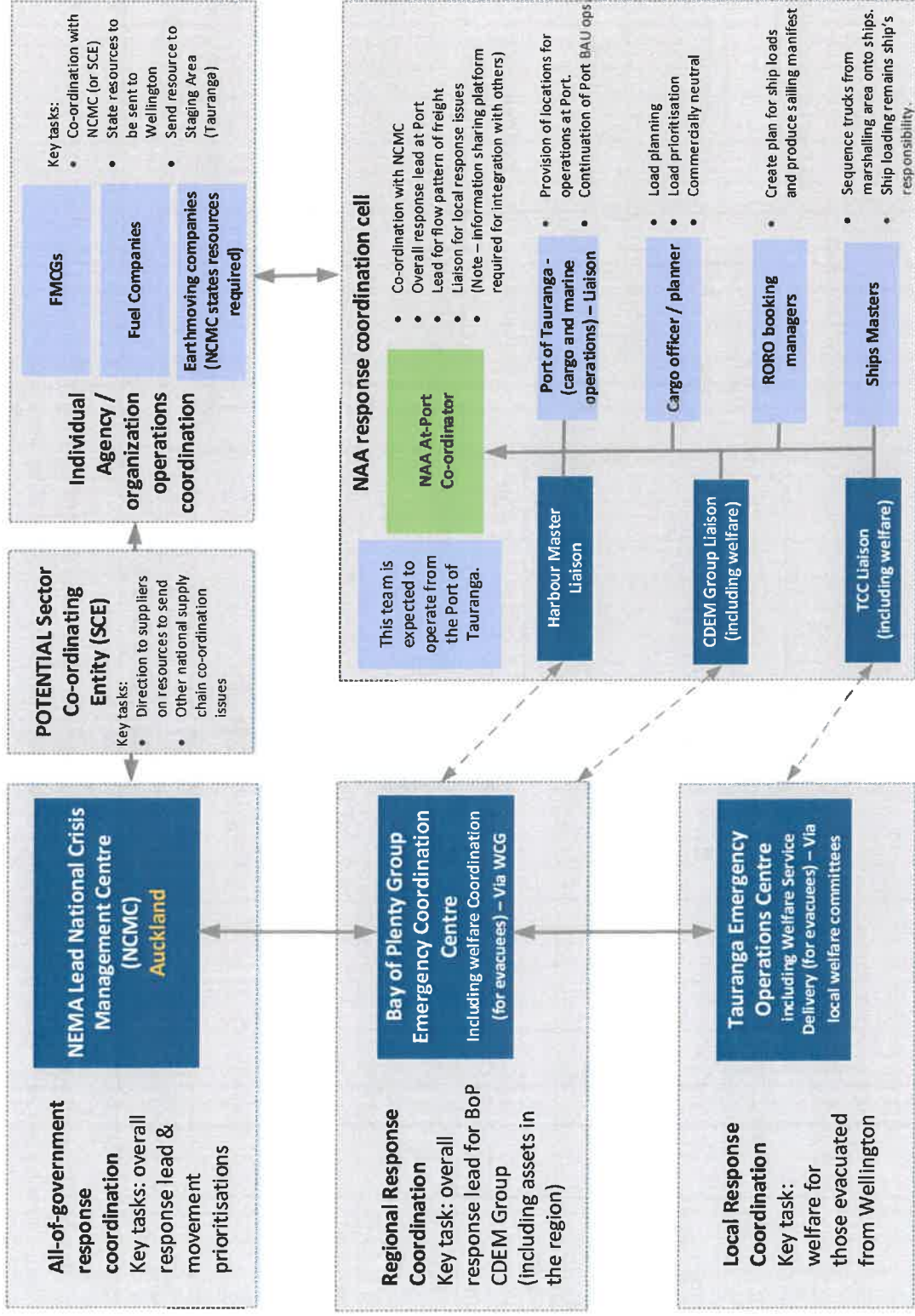
Passenger manifests will be produced by the RORO operators. This will be available to CDEM as a register of passengers on vessels.

Welfare support on ROROs: NCMC is likely to request that some Welfare support staff sail on the ROROs to and from Wellington, to provide support to evacuating passengers. Numbers of such staff to be advise by NCMC to the RORO operators at time of the response.



Command and Control – organisations and roles

For the full structure and roles, see <https://www.civildefence.govt.nz/assets/Uploads/WENIRP-2.0-Final-for-publication.pdf> Section 4.1 (Command, control and communication). This plan notes, page 27, that the National Crisis Management Centre (NCMC) will “... identify, prioritise and assign assets from the available domestic and international resources as appropriate.” This includes “ships operating between regions”, and assets at ports in New Zealand. The anticipated organisational structure, is as follows:



Indicative response timeline for RORO ferries:

	Times	Port of Tauranga	Ferry 1	Ferry 2	Ferry 3	Ferry 4	CentrePort
Day 1	Midnight to 6am		Sailing to Tauranga				
	6am to noon	Inspect Port of Tauranga wharves and prepare for response		Sailing to Tauranga	Sailing to Tauranga	Sailing to Tauranga	
	Noon to 6pm		Unload existing cargo and PAX	Unload existing cargo and PAX	Unload existing cargo and PAX	Unload existing cargo and PAX	CentrePort port inspections
	6pm to midnight		Bunkering	Bunkering	Bunkering	Bunkering	
Day 2	Midnight to 6am		Berthed, Port of Tauranga	Berthed, Port of Tauranga	Berthed, Port of Tauranga	Berthed, Port of Tauranga	
	6am to noon	Unload cargo and PAX from ferries 1 to 4. Bunker all ferries.		Unload existing cargo and PAX	Unload existing cargo and PAX	Unload existing cargo and PAX	
	Noon to 6pm		Bunkering	Bunkering	Bunkering	Bunkering	
	6pm to midnight		Loading, Tauranga	Loading, Tauranga	Loading, Tauranga	Loading, Tauranga	
Day 3	Midnight to 6am		Sailing to Wellington	Sailing to Wellington	Sailing to Wellington	Sailing to Wellington	
	6am to noon		Unload Wellington	Unload Wellington	Unload Wellington	Unload Wellington	
	Noon to 6pm		Sailing to Tauranga	Sailing to Tauranga	Sailing to Tauranga	Sailing to Tauranga	
	6pm to midnight		Loading, Tauranga	Loading, Tauranga	Loading, Tauranga	Loading, Tauranga	
Day 4	Midnight to 6am		Loading ferry 1	Loading ferry 1	Loading ferry 1	Loading ferry 1	
	6am to noon		Loading ferry 2	Loading ferry 2	Loading ferry 2	Loading ferry 2	
	Noon to 6pm		Loading ferry 3	Loading ferry 3	Loading ferry 3	Loading ferry 3	
	6pm to midnight		Loading ferry 4	Loading ferry 4	Loading ferry 4	Loading ferry 4	
Day 5	Midnight to 6am		Loading ferry 1	Loading ferry 1	Loading ferry 1	Loading ferry 1	
	6am to noon		Loading ferry 2	Loading ferry 2	Loading ferry 2	Loading ferry 2	
	Noon to 6pm		Loading ferry 3	Loading ferry 3	Loading ferry 3	Loading ferry 3	
	6pm to midnight		Loading ferry 4	Loading ferry 4	Loading ferry 4	Loading ferry 4	
Day 6	Midnight to 6am		Repeat as necessary	Repeat as necessary	Repeat as necessary	Repeat as necessary	
	6am to noon		Repeat as necessary	Repeat as necessary	Repeat as necessary	Repeat as necessary	
	Noon to 6pm		Repeat as necessary	Repeat as necessary	Repeat as necessary	Repeat as necessary	
	6pm to midnight		Repeat as necessary	Repeat as necessary	Repeat as necessary	Repeat as necessary	

Assume:

- Four ROROs available, sailing on rotation between Wellington and Tauranga. Open sea speed of 17-19 knots. Arrival / berthing = 0.5 hours. Departure = 0.25 hours, therefore a sailing time each way: 24.5 hours. (All departure and arrival times are tide and weather dependent.)
- Marshalling time at Tauranga Port is 6 hours (potentially more, dependent on tides and wind), marshalling time at CentrePort (Wellington) of 4 hours (potentially allowing time for delivery trucks to return to the ship).
- Bunkering (re-fuelling of ferries): assume this is carried out at the Port of Tauranga.



Locations of operations:

Operations will be carried out as follows:



Movement prioritisation

The transport requirements used in this plan are as stated in the WENIRP (Table 8, page 73):

See WENIRP <https://www.civildefence.govt.nz/assets/Uploads/WENIRP-2.0-Final-for-publication.pdf> (particularly Sections 4.9 and 4.12) for details on the supply and transport of these. All to be co-ordinated through the National Crisis Management Centre (NCMC). Note: the sending organisation (fuel company, FMCG etc.) remain responsible for assets and drivers etc.

OUT from Tauranga to Wellington		IN to Tauranga, from Wellington	
PRIORITY	Comments for this plan	PRIORITY	Comments
1	<p>Diesel (fuel tankers and barrels on flatbeds)</p> <p>Diesel may be transported by:</p> <ul style="list-style-type: none"> Fuel trailers with tractors (full units together) (gravity discharge to operating service stations, only). NOTE – drivers must accompany / travel with trailers and tractors on ROROs Pump trucks (to enable re-fuelling of earthmoving equipment etc.). Mobile storage tanks on flat-bed trucks. ISO tanks on skellies (although few are likely to be available). 	<p>Patient evacuation from Wellington (if appropriate – directed by NACCC)</p>	<p>Assume number of passengers per sailing (with fleet available in Oct 2021) of between 400 and 1,350.</p>
2	<p>Earthmoving equipment (until sufficient road access is available [in Wellington])</p> <p>Operators may also be required. Material handling equipment and operators may also be required (take advice from Wellington CDEM Group, via the NCMC).</p>	<p>Personnel critical to the management of the response</p>	
3	<p>Supplies for population (water, food, shelter, LPG for cooking)</p> <p>See 'skellies' plan, attached. All FMCGs to be in containers. LPG cylinders on open trucks.</p>	<p>Empty trucks for reloading</p>	
4	<p>Emergency services (Police, Fire, Ambulance) and CDEM personnel</p>	<p>Evacuation of the visitors and vulnerable - as prioritised by Wellington region ECC/EOCs</p>	
5	<p>Urban Search and Rescue</p>		
6	<p>Medical supplies, equipment and personnel</p>		
7	<p>Fire-fighting supplies, equipment and personnel</p>		
8	<p>Lifelines (poles and wires, water bladders, telecommunications)</p>		
9	<p>All other requests</p>		

