

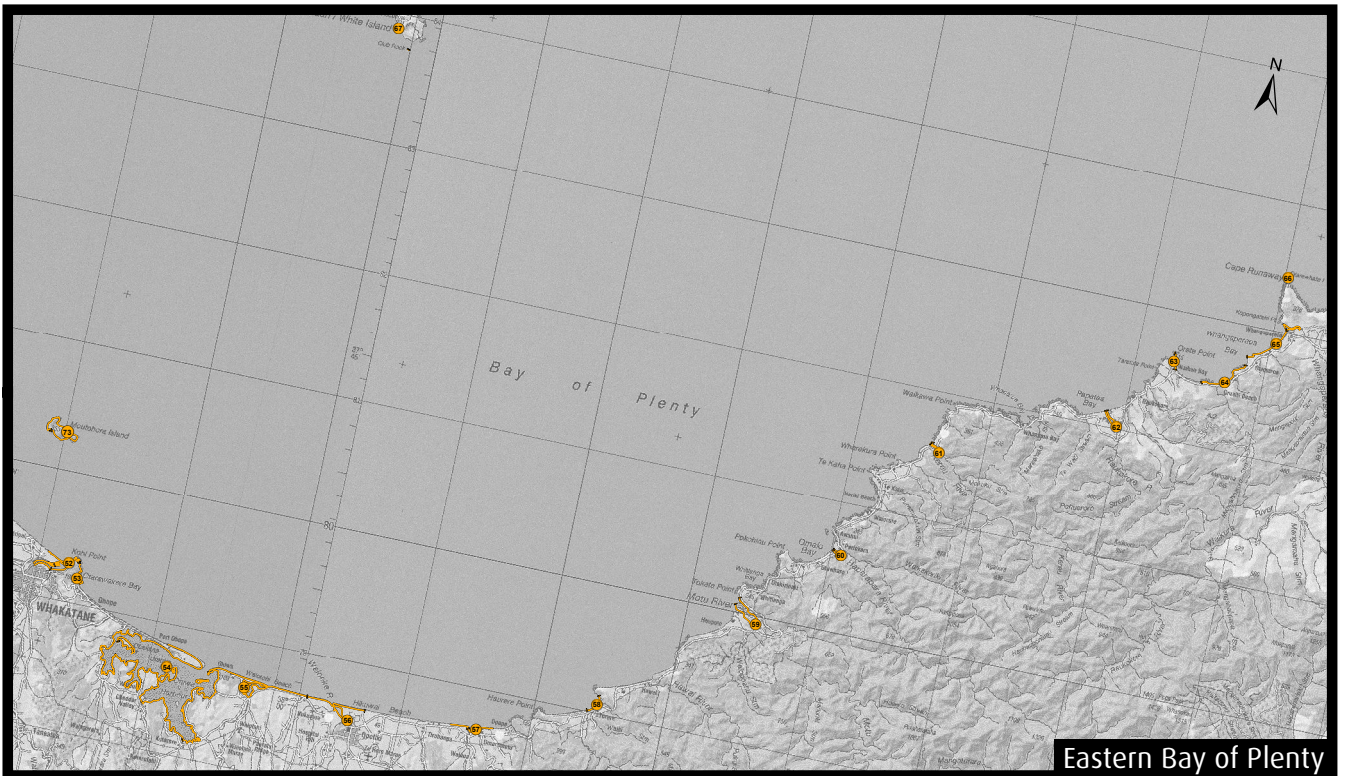
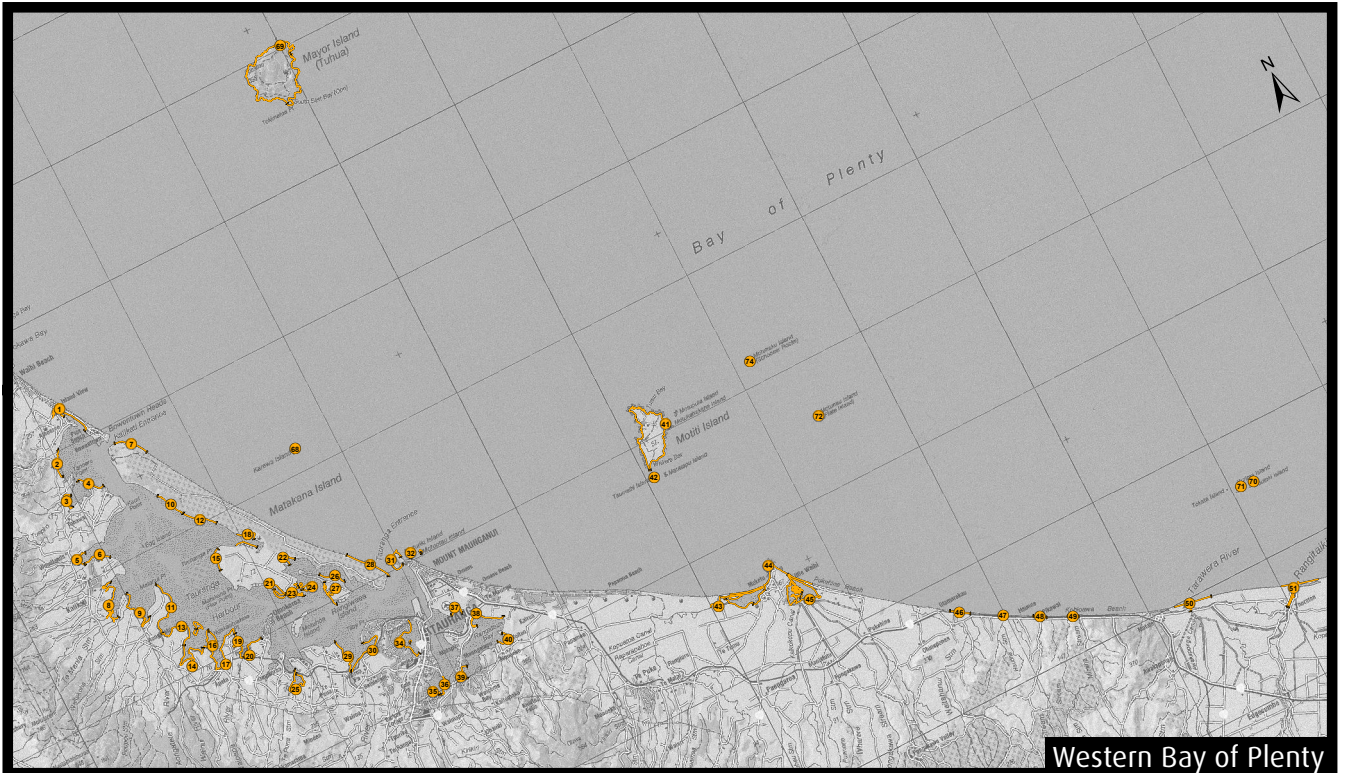
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Map Index
Oil Spill Management Plan

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 New Zealand Map Grid



Site	Port of Tauranga – Sulphur Point		Risk ranking: 2 (1=High) 1 2 3
<p>DESCRIPTION</p> <p>The Port of Tauranga has two separate wharves divided by the Tauranga Harbour. The Sulphur Point wharf is 750 m long and is used to offload and store shipping containers.</p> <p>This site also includes Tauranga Marina located on the northern end of Sulphur Point.</p>			
Foreshore type	Port – wharf with piles and rip rap wall Marina – rip rap wall and piers		
Map sheets	NZMS 260 Series	Chart number NZ5412	
<p>At Risk resources</p> <ul style="list-style-type: none"> • Commercial port • Tauranga Marina (561 berths) • Little blue penguins, and pied shags under wharves in Marina • Reef heron on marina breakwater rocks 			
<p>Notes</p> <p>When oil is expected to move to the south, its movement should be directed as follows:</p> <ul style="list-style-type: none"> • If originating from Sulphur Point Wharf, it should be directed to the southern area of the wharf (sandy beach area) by use of booms. Oil may be recovered at these sites by the use of suitable recovery equipment. Currents at the north end of the Sulphur Point wharves tend to maintain a Nor-North-westerly flow throughout flood and ebb tide cycles. It is thought this due to a combined a whirlpool effect in the central channel and the flow up the Otumoetai Channel on a flood tide (tends to a northwesterly direction). During the ebb tide flows tend to a northerly direction as flows from the upper southern harbor become dominant. This makes the north end of Sulphur Point a good observation and potentially productive oil containment and recovery location depending on tidal stage and spill location. • In the event of oil spillage in the marina, an oil boom may be deployed in order to close the entrance and try to contain the oil. However, the floating nature and finger jointed construction of marina piers typically make them poor containment structures. Indeed, oils may be trapped within the structure of the piers and may require extensive cleaning using techniques such as prop washing, divers and water blasting. Note that the marinas may provide a diverse habitat for marine life including rare sponges. Typically, spillage occurring in the marina will be of a non-persistent type and should be left to evaporate. Fire and vapour risk should be assessed at regular intervals. Agitation may help the rate of evaporation, particularly when skinning has occurred. Where there is a risk of fire or explosion, New Zealand Fire and Emergency is the lead agency. • Tauranga Marina Society - Phone (07) 578 8747. • Port of Tauranga – Emergency Enquiries - Phone (07) 572 8888. 			
<p>Access</p> <p>Access to the port is restricted and authorised personnel only are allowed on the wharves. Road access is through the Sulphur Point gate on Mirrielees Road.</p> <p>Road access to the Tauranga Marina is via Keith Allen Drive. Boat ramps located at marina.</p>			

Preferred Response Option Matrix

	Most preferred	Least preferred	Feasibility
Containment and recovery	Medium		Strong currents but possible to direct oil to collection areas
On water recovery	High		Possible with Awanui and the Lamor Oil Skimmer and pump system - see above
Dispersant application	Low	Requires escalation to Tier 3 and MNZ approval	Best on strong tides
Shoreline clean-up	Medium		Good for sandy shoreline areas, harder for rocky areas
Natural recovery	Medium		Rocky shoreline will be difficult to clean

Port of Tauranga – Mt Maunganui		Risk ranking: 2 (1=High) 1 2 3
DESCRIPTION The Port of Tauranga has two separate wharves divided by the Tauranga Harbour. The Mount Maunganui wharf is 2.5 km long and includes the tanker berth at the southern end. This site also includes Tauranga Bridge Marina to the south of the Port.		
Foreshore type	Port – wharves with piles and rip rap walls Marina – floating breakwater and piers	
Map sheets	NZMS 260 Series	Chart number NZ5412
At Risk Resources <ul style="list-style-type: none"> • Commercial Port • Tauranga Bridge Marina (500 berths) • Little blue penguins, and pied shags under wharves in marina • Reef heron on marina breakwater rocks 		
Notes <ul style="list-style-type: none"> • Consider activating the Port/Industry Booming Plan. Note, if the spill is not from a transfer site, the cost of activating the plan may initially rest with the Regional Council until a spiller is identified. • The BOPRC equipment store is located within the Mount Maunganui Port next to Shed 8. <p>When oil is expected to move to the south, its movement may be directed as follows:</p> <ul style="list-style-type: none"> • If originating from the Mount Maunganui Wharf, it may be directed to the Butters Wharf area by the use of an oil boom or booms and recovered. <p>When oil is expected to move to the north, its movement may be directed as follows:</p> <ul style="list-style-type: none"> • When oil is moving north from the main wharves, then the Pilot Bay area may be protected by rigging a boom from the northernmost corner of No.1 Berth, to act as a containment system allowing for recovery of oil by a recovery system mounted on a floating plant. • In the event of oil spillage in the marina, an oil boom may be deployed in order to close the entrance and try to contain the oil. However, the floating nature and finger jointed construction of marina piers typically make them poor containment structures. Indeed, oils may be trapped within the structure of the piers and may require extensive cleaning using techniques such as prop washing, divers water-blasting. Note that the marinas may provide a diverse habitat for marine life including rare sponges. Typically, spillage occurring in the marina will be of a non-persistent type and should be left to evaporate. Fire and vapour risk should be assessed at regular intervals. Agitation may help the rate of evaporation, particularly when skinning has occurred. Where there is a risk of fire or explosion, New Zealand Fire and Emergency is the lead agency. • Port of Tauranga – Customer Services Centre – Phone (07) 572 8888. • Tauranga Bridge Marina – Phone (07) 575 8264. 		
Access Marina – Te Awanui Drive Boat ramp located of Totara Street Port - Access to the port is restricted and authorised personnel only are allowed on the wharves. Road access is through the Hull Road and Rata Street gates		

Preferred Response Option Matrix

	Most preferred	Least preferred	Feasibility
Containment and recovery	Medium		Strong currents but possible to direct oil to collection areas
On water recovery	High		Possible with ORV or similar system, see above
Dispersant application	Low	Requires escalation to Tier 3 and MNZ approval	Best on strong tides
Shoreline clean-up	High		Numerous sandy beaches, good access
Natural Recovery	Low		High public access to beach areas