



NZMPA POSITION STATEMENT

ROUTINE VOYAGE DATA ANALYSIS

BACKGROUND

Routine Voyage Data Analysis (RVDA) from pilotage operations is becoming a common practice employed by port operators and other organisations in New Zealand to facilitate evidence based marine safety management and training.

Moreover, the use of historic routine voyage data recorded by ports is becoming increasingly widespread by organisations responsible for marine incident investigations around the world.

The New Zealand Port & Harbour Marine Safety Code 2020 (the Code) is a good practice standard that Maritime New Zealand (MNZ), New Zealand Port Operators, and New Zealand Regional Councils commit to. It recognises the principle of Evidence Based Risk Assessments, according to which risk assessments should use **“...timely, relevant and trusted (best available) information, and make the most of both quantitative and qualitative data sources...”**.

The Transport Accident Investigation Commission (TAIC) has recommended to MNZ and WorkSafe in 2022, following 2 fatal stevedoring accidents, **“...they need to take a ‘just culture’ approach, provide insight, promote information sharing and maturity in risk management, and encourage continuous learning...”**.

PURPOSE AND OBJECTIVE

The purpose of this document is to assist pilots, pilotage providers, regulators, and other stakeholders to work collaboratively, with the objective of improving safety and efficiency in pilotage operations through the effective use of RVDA.

NZMPA POSITION

The NZMPA believes that:

- Leading indicators identified through RVDA are essential to proactive safety management of pilotage operations
- The pilot's active involvement at any stage in RVDA is critical to its proper interpretation
- RVDA can foster learning and development within pilotage organisations
- A Just Culture environment is essential for the effective use of RVDA in the proactive safety management of pilotage operations
- Transparency between all parties involved in RVDA is essential in establishing a Just Culture

RECOMMENDATION

Due to the sensitive nature of data gathered from RVDA, and in line with the New Zealand Privacy Act 2020, and also in line with the position statement above, the NZMPA furthermore recommends that:

- All organisations involved in RVDA should record policies, procedures, and practice within their safety management systems that provide a framework for the collection and legitimate use of the data
- Those policies, procedures, and practice should, as a minimum, define the extent of and conditions for collection, access to, and ongoing use of the voyage data.

DEFINITIONS

Routine Voyage Data Analysis (RVDA):

For the purposes of this document, Routine Voyage Data Analysis (RVDA) involves the systematic collection and evaluation of navigational and environmental data from shipping movements within or near compulsory pilotage areas.

Sources of data may include, but are not limited to:

- AIS data
- PPU data
- VHF transmissions
- Vessel Traffic Services (VTS) data
- Voyage Data Recorder (VDR) on board a vessel
- Video and sound recordings
- Weather, sea, and tide data

Leading Indicators:

In this context, leading indicators are data from any source that can be used to predict and prevent system failures or incidents from occurring.

Just Culture:

An organizational culture that balances learning and accountability, whereby people are encouraged to provide essential safety-related information without fear of punishment or retribution for unintentional errors or system failures. A distinction is drawn between acceptable and unacceptable behaviour.

(IMO MSC-MEPC.7/Circ.7).

REFERENCES

- New Zealand Health and Safety at Work Act 2015
- New Zealand Maritime Transport Act 1994
- New Zealand Port & Harbour Marine Safety Code 2020
- Key Principles for Marine Safety Risk Management 2022
- New Zealand Privacy Act 2020
- IMO 2008 - MSC-MEPC.7/Circ.7 Guidance on Near-Miss Reporting
- <https://www.taic.org.nz/news/taic-report-identifies-major-issues-future-stevedoring-safety>
