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HQ JFNZ D3-0008/05

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HQ JFNZ CONTINGENCY PLAN 104: CAPRI (Issue 2019)

References:

- A. MBIE Mass Arrival Control and Processing Plan (draft) of 29 Jan 19
- B. DFO 91(1) NZ Joint Service Plan No 104: PLAN CAPRI
- C. NZDF Output Plan 19/20

Time zones. Time zones used throughout this plan: NZST

SITUATION

1. Like many of the world's more stable and prosperous states, New Zealand (NZ) faces an ongoing risk of irregular migration, which challenges our fundamental right as a sovereign nation to determine who enters our borders and who has a right to stay here. To date, Australia and Canada have been the main destinations for people smugglers in the South-East Asia and Pacific regions. However, attempts to illegally ship migrants to NZ or to Pacific states within NZ's search and rescue region (SRR) are possible, and have been planned in the past.

2. It is likely that such a vessel will be detected on approach to NZ and that a controlled arrival will be able to be organised. An undetected arrival in a remote part of the mainland or on an even more remote island forming part of NZ cannot be discounted. The first contact is likely to be a request to assist a vessel in distress.

3. An All-of-Government (AoG) response is critical to countering or responding to a maritime-based illegal immigration attempt. The Government of New Zealand (GoNZ) will expect NZDF to provide military assistance to an AoG response, and although not lead, take a major role in support of the lead agency. The Ministry of Business, Innovation and Employment (MBIE) Mass Arrival Control and Processing Plan (MACPP) outlines the roles, responsibilities and actions of all government agencies involved, and should be read in conjunction with this plan. It is the 'response' plan, and integrates the contingency planning of all relevant agencies – government and non-government – for responding effectively to the mass arrival of a group of irregular maritime migrants.

4. This contingency plan (CONPLAN CAPRI) outlines the planning and administrative considerations for an NZDF response in support of government agencies. The context and nature of the event, including the capability of the GoNZ to respond to a potential mass arrival event, will inform the nature of any NZDF response and immediate planning required.

5. **Threat.** The most likely mass arrival scenario is a maritime-based people smuggling venture targeting NZ waters. s. 6(a)

6. **Friendly Forces.** The lead agency for an Illegal Mass Migration is Immigration New Zealand, a subordinate unit of MBIE.

- a. **GoNZ intent.** A flexible, proportionate, and proactive response, consistent with international human rights obligations, is essential to long-term success in NZ's efforts to counter people smuggling.
- b. **CDF intent.** NZDF is to support the lead agency to mitigate the impact of an illegal mass migration event through the provision of adaptive, flexible and agile support, personnel, planning and capabilities to the GoNZ. This will be achieved through the maintenance of assigned NZDF elements at ordered states of readiness and liaison mechanisms with counterpart domestic agencies to allow a timely response to any request for assistance during an emergency or crisis.

7. **Naming Conventions.** Any NZDF operational response enacting CONPLAN CAPRI in response to a suspected illegal entry vessel/s (SIEV), and subsequent mass arrival, will be codenamed OP CAPRI, followed by the SIEV name (e.g. OP CAPRI (GENERIC)). This codename is UNCLASSIFIED.

MISSION

8. On command, HQ JFNZ is to prepare and deploy NZDF Force Elements in order to support an AoG response to the mass arrival of illegal immigrants in NZ's area of responsibility.

EXECUTION

9. **Purpose.** NZDF will provide support to an MBIE-led, AoG response to mitigate the impact of an illegal mass migration event through the provision of adaptive, flexible and agile support, personnel, planning and capabilities.

10. **Method.** NZDF is to act in a supporting role for any AoG response to a mass arrival incident. Pending availability of assets and capabilities, the NZDF will provide military capabilities to the lead agencies in the areas of surveillance, interception, boarding, provision of facilities to support initial processing, and provision of a location for a temporary open detention centre, as deemed appropriate for the specific requirements of the operation.

11. To support the AoG response, the NZDF will:

- a. Contribute to intelligence liaison and maritime domain awareness.
- b. Provide surveillance assets for planned or response surveillance tasks to monitor SIEV during transit.

- c. Provide appropriate assets to enable and support AoG interception of SIEV.
- d. Provide specialist advice on boarding operations, and if necessary, operational support to AoG boarding of SIEV.
- e. Assist in diverting or escorting SIEV to port in support of lead agency, or in the case of the loss of the SIEV, recovery and transport of Potential Illegal Immigrants (PII) to a safe point.
- f. Provide use of NZDF facilities for AoG use during initial processing of PII.
- g. BPT provide NZDF facilities, as appropriate, to be utilised as a temporary open detention centre.

12. **End State.** NZDF FE, and any facilities utilised, are reconstituted to pre-mission levels of capability. NZDF reputation is enhanced as a valuable and effective contributor to the AoG response.

s. 6(a)



s. 6(a)



s. 6(a)



14. The AoG response to any illegal immigration attempt will differ depending on the specific circumstances, including number of PII, number of vessels, location of potential arrival, planning and operational timeframe, etc. NZDF's response will be determined by the scale of the event and the capacity of the GoNZ to deal with it. Prior engagement, interaction and training between NZDF and OGA response elements will enhance the effectiveness of an AoG response.

s. 6(a)



16. **Tasks.** Responsibilities include, but are not limited to, those tasks listed below. In general terms, NZDF will provide intelligence, air and maritime assets for surveillance and interdiction, and base facilities for AoG use. Specific tasks will be identified through immediate planning to a specific event and detailed in the respective OPORD.

- a. **HQNZDF (CN/CA/CAF/COMLOG/CDI/DLS/DPA)** are requested to:
- (1) Assign to COMJFNZ additional personnel, facilities and logistic resources, not normally assigned to COMJFNZ, at OPCON for the provision of NZDF support to the AoG response.
 - (2) Provide intelligence support, including the provision of additional intelligence analysis resources to an AoG effort if requested.
 - (3) Provide logistics support, including contract negotiation assistance, for sustainment (primarily to NZDF FE only).
 - (4) Negotiate with civilian contractors IOT make available any facilities s. 9(2)(j) under contractor control.
 - (5) Provide public affairs assistance, as required, to manage media interest, support lead agency response, and maximise public relations reporting of NZDF activities.
 - (6) Provide specific legal support to NZDF activities in support of the AoG response.
- b. **CN**, in addition to the tasks at para 16a, is requested to:
- (1) s. 6(a)
 - (2) s. 6(a)
 - (3) Provide a Liaison Officers (LO) to the NZ Customs Service Integrated Targeting and Operations Centre (ITOC) Auckland as required to facilitate effective cooperation and manage agency expectations.
- c. **HQ JFNZ**. Refer to Annex A.
- d. **MCC** is to BPT conduct the following tasks:
- (1) Surveillance and interception operations.
 - (2) Embark agency staff for AoG response for interdiction and boarding response.
 - (3) Provide specialist advice on boarding operations, navigation support and engineering assessment to SIEV, and if necessary, operational support to AoG boarding of SIEV.

- (4) Provide tactical communications and strategic reach back capability for AoG effort.
 - (5) Provide escort / diversion of SIEV into a pre-selected point of disembarkation.
 - (6) Assign RNZN ships to assist in the recovery and transport of PIIIs in case of the loss of the SIEV.
- e. **ACC** is to BPT conduct the following tasks:
- (1) Provide air surveillance operations.
 - (2) Provide intelligence analysis support.
 - (3) Embark GoNZ agency air riders during patrols.
 - (4) Provide airlift, airdrop and air mobility capability.
 - (5) Provide logistic and VIP transport support.
- f. **SOCC** is to BPT conduct the following tasks:
- (1) Provide support to NZ Police s. 6(a) [REDACTED]
 - (2) Provide EOD support in the event there is a credible IED or CBRN threat posed by persons on board the SIEV.

17. **Coordinating Instructions.**

- a. **Response Times.** As per the NZDF Output Plan.
- b. **Area of Interest (AI).** The Area of Interest is the NZ Search and Rescue Region (NZSRR) and Fiji SRR.
- c. **Area of Operations (AO).** The Area of Operations is task-based, rather than defined by a fixed geographical area. For Phase 0-2, the AO will be a defined area with the AI, based on intelligence assessments of SIEV location and activity.
- d. **Security.** There is a potential security risk to NZDF facilities and personnel utilised in an AoG mass arrival response. Additional NZDF forces, including commercial security options, may be necessary to enhance existing security arrangements.

- e. **Legal.** All tasks conducted by NZDF elements must be within the scope of the authority granted by the relevant empowering legislation. The lead agency will have the primary responsibility for ensuring that the operation is conducted lawfully. Each task request from an OGA should be subject to legal review as part of the planning process, in order to ensure the assistance provided is within the ambit of the relevant statute.
- f. **Public Affairs.** Any operation enacted under CONPLAN CAPRI will be classified IN CONFIDENCE by OGA in order to facilitate dissemination of data. All public information, public relations and other activities are to be managed through HQ JFNZ (J05) in order to coordinate such activities with OPSEC requirements and operational imperatives. Any media requests are to be passed to HQ JFNZ (J05) in the first instance.
- g. **Health and Safety.** There is no legal exception, standing approval or sanction for activities conducted under CONPLAN CAPRI to deviate from NZDF policy regarding Health and Safety (H&S) – specifically no person is authorised to accept an unnecessary risk.
- h. All activity commanders are to:
 - (1) Comply with the Health and Safety at Work Act (2015) and DFO 10 Safety.
 - (2) Identify and manage risks within their domain while planning and conducting activities.
 - (3) Where NZDF has the same (overlapping) H&S duty as OGAs and NGOs, commanders are to ensure that they consult, cooperate and coordinate the H&S of these activities with the other parties, and document accordingly.
 - (4) Ensure individual and command responsibilities relating to H&S are enforced during the operation.
 - (5) Ensure all incidents (including near misses) relating to the H&S of NZDF personnel, OGA personnel and PII in or on NZDF assets and bases, are reported in SRS or NZHAIR reporting systems as soon as practicable.

ADMINISTRATION AND LOGISTICS

18. **Logistics Support.** NZDF provides a support role to the AoG response and agencies involved. NZDF does not hold any responsibilities for the provision of logistics support to the PII at any stage of the process. Logistics support provided to OGA may be on a cost recovery basis.

19. See Annex G.

20. **Health.** J1H Branch will provide planning and Medical SME advice if required to OGA's. NZDF HSS personnel are responsible for the provision of health support to NZDF FE only. A Health Threat Assessment will be conducted in order to determine appropriate health protection measures and advice on Personal Protective Equipment (PPE) requirements. A Force Health Protection (EH) capability may deploy as required to advise on implementation of collective health protection measures.

21. Health support to PII and OGA is the responsibility of the Ministry of Health and will be provided IAW their casualty management plan. NZDF medical elements that are assigned to support PII and OGA without MO supervision are subject to a Health Worthiness Waiver through CMO to DDH.

22. **Finance.** In order to monitor and capture costs incurred by NZDF in support of enacting CONPLAN CAPRI, an SPC will be created and is to be used by all FE and supporting elements providing direct support to CONPLAN CAPRI.

- a. Units are to absorb all costs incurred from operations as a result of CONPLAN CAPRI against unit baselines using extant delegations.
- b. No additional equipment is to be purchased specifically for the response during an operation without HQ JFNZ approval.
- c. FE are to capture all marginal costs associated with the execution of tasks during all phases of the response. Marginal costs are to be reported as part of the Post-Activity Report in EARLLS.
- d. Cost recovery from external agencies will be initiated by HQ JFNZ, if required, in accordance with relevant MoU.

23. **Carriage of non-NZDF personnel.**

- a. **NZDF aircraft.** The carriage of non-NZDF civilian personnel on NZDF aircraft required prior approval from HQ JFNZ (J34).
- b. **NZDF vessels.**
 - (1) **OGA personnel.** All civilians (incl OGA staff) who intend to embark on HMNZ Ships and proceed to sea, in any capacity, must have medical clearance from the Senior Medical Officer, Deployable Health Organisation (Northern) (DHO(N)), or delegated Medical Officer.
 - (2) **PII personnel.** MCC and CO of HMNZ Ships are authorised to transport civilians involved in 'mercy mission' and search and rescue operations. Forms of indemnity are not required on such operations.

COMMAND AND SIGNAL

23. **NZDF Command and Control.** All members of the Armed Forces are subject to the Armed Forces Discipline Act 1971, and full command of all NZDF elements remains with CDF at all times.

- a. CDF retains Full Command of all NZDF personnel attached to a CAPRI response.
- b. COMJFNZ has Operational Command (OPCOM) of all NZDF personnel assigned to a CAPRI response.
- c. If established, a Commander Task Group may be assigned Operational Control (OPCON) of NZDF FE assigned to a CAPRI response.

24. **AoG Command and Control.** All NZDF FE are in support of AoG efforts. All NZDF FE remain under C2 of COMJFNZ and his delegated subordinates. Any tasking from the lead agency will be through the command authorities.

25. **Liaison.**

- a. HQNZDF is responsible for strategic liaison with MBIE, OGA and Non-Governmental Organisations (NGOs) in the first instance. Direct liaison will be delegated to HQ JFNZ staff and/or assigned FEs for detailed operational planning and task execution.
- b. HQNZDF, in conjunction with HQ JFNZ, will initiate liaison with the Australian Defence Force and other Defence Forces, if required.
- c. HQ JFNZ is to maintain links with the Rescue Coordination Centre New Zealand (RCCNZ), and with NMCC and its agency liaison officers, through usual channels.

26. **Reporting. Reporting.** See Annex L to OPORD when issued. Reporting will include:

- a. **Situation Reports (SITREPs).** Response Commanders will be initially required to submit SITREPs to the HQ JFNZ JWC. Frequency TBA in OPORD.
- b. **Post Activity Report (PAR)** PAR will be required to be submitted into EARLLS within 14 days of completion of the operation.

27. **Information Management.** All information produced by members of the NZDF or by other agencies and used by NZDF for decision making relating to a CONPLAN CAPRI operation is to be retained IAW Public Records Act 2005, including draft and authorised documents, communications and conversations.

s. 6(a)

On completion of the operation all information created or received by assigned Force Elements is to be transferred to HQ JFNZ for retention. Detailed instructions will be provided upon activation of OP CAPRI.

28. **Code Word Security.** The code word 'CAPRI' and its meaning is UNCLASSIFIED. The detail of this CONPLAN is RESTRICTED. AoG documentation pertaining to CAPRI is primarily classified IN CONFIDENCE to facilitate distribution between all agencies.

GENERAL

29. **HQ JFNZ Sponsor Branch.** J5 Branch is responsible for maintaining this CONPLAN. All previous drafts and issues of CONPLAN CAPRI are cancelled. This plan is to be reviewed annually, and exercised in consultation with partner agencies.

30. **Point of Contact.** The HQ JFNZ point of contact following activation is the s. 9(2)(k)

31. **Acknowledge.** All action addressees are to acknowledge this CONPLAN by s. 9(2)(k)



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Annexes:

A.	HQ JFNZ Staff Tasks	(R)
B.	CONPLAN CAPRI Readiness States	(R)
C.	Intelligence Support	Not Issued
D.	CIS Support	Not Issued
E.	Legal	(R)
F.	Public Affairs	Not Issued
G.	Logistics Support	(U)
H.	Health Support	Not Issued
I.	Finance	Not Issued
J.	Pers Admin	Not Issued
K.	Deployment Preparations and Training	Not Issued
L.	Reporting	Not Issued
M.	Points of Contact	Not Issued
N.	Movement Plan	Not Issued
O.	Visit Policy	Not Issued
P.	Risk Management	Not Issued


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HQ JFNZ STAFF TASKS

1. On activation of s. 6(a) all branch representatives are to review CONPLAN CAPRI prior to the first JPG.
2. **J1 Branch** is to maintain records of personnel supporting OP CAPRI, to support command reports, health monitoring and cost analysis.
3. **J1 Health Branch** is to:
 - a. Determine health threats, counter-measures and additional HSS capability requirements.
 - b. BPT provide HSS LO to the Ministry of Health (MoH).
 - c. BPT co-ordinate provision of NZDF HSS FE to augment and/or supplement MoH upon request.
4. **J2 Branch** is to:
 - a. s. 6(a)
 - b. s. 6(a)
5. **J3 Branch** is to manage the NZDF operation, including:
 - a. s. 6(a)
 - b. Issue an HQ JFNZ Warning Order to s. 6(a)
 - c. On s. 6(a) issue an HQ JFNZ OPORD.
 - d. Liaison with agencies, NMCC and HQNZDF (SCE Branch).
 - e. s. 6(a)
 - f. s. 6(a)
 - g. Facilitate embarkation of OGA staff in NZDF assets.
 - f. s. 6(a)


- g. BPT support the Rescue Coordination Centre New Zealand (RCCNZ) in the event of a SAR development (BAU), including provision of a liaison officer at RCCNZ.
6. **J4 Branch** is to BPT coordinate logistic support in consultation with COMLOG units for the duration of the operation.
7. **J5 Branch** is to review this CONPLAN annually.
8. **J6 Branch** is to manage response CIS requirements in cooperation with AoG efforts.
9. **J7 Branch** is to provide advice on training required for NZDF, including personnel assisting in handling PII in a security or administrative role as a preliminary and ongoing task.
10. **J8 Branch** is to:
 - a. collate observations, issues and lessons for response evaluation, and make recommendations for future improvements.
 - b. research allied experiences in similar situations in advance.
11. **J9 Branch** is to manage financial control of the response operation.
12. **J09 Branch** is to ensure that the legal risk to the NZDF is identified and eliminated or minimised, and provide a legal advisor to deploy with NZDF assets as required.
13. **HQJFNZ IM** is to establish and manage a DDMS site in order to save and record all information produced by NZDF in response to an OP CAPRI.

s. 6(a)

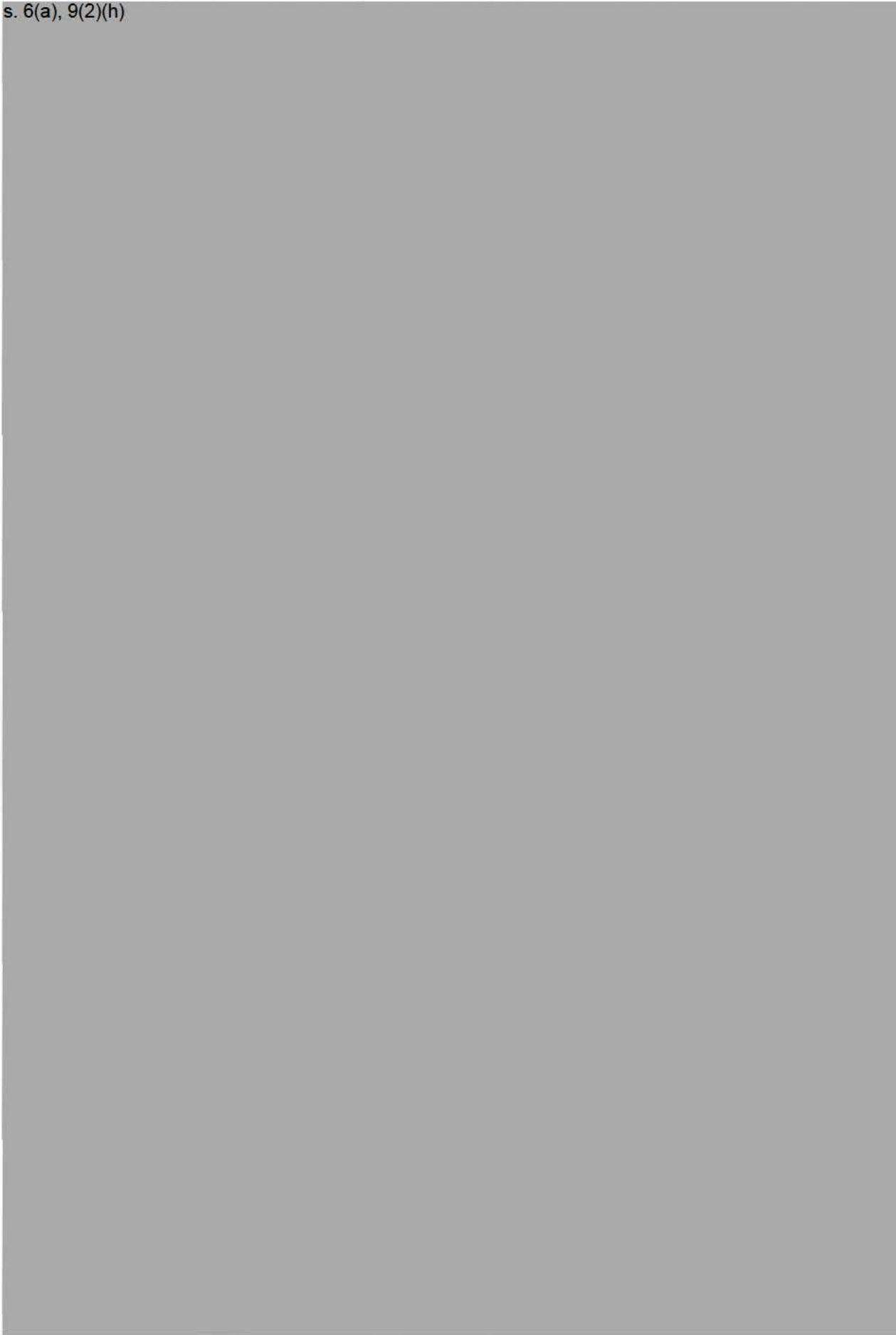


CONPLAN CAPRI LEGAL GUIDANCE


s. 6(a), 9(2)(h)



s. 6(a), 9(2)(h)



s. 6(a), 9(2)(h)



LOGISTICS SUPPORT – CONPLAN CAPRI

References:

- A. Aviation Orders Part 1, Chapter 2, leaflet E7, Para 7 9-7.18 (non-military)
- B. NZAP 6085.001-1, Chap 4, Section 1, Para 4.18 (Civilians)
- C. DFO(N) Part 3 para 3.5.13-17
- D. DFO 36 Vol 2, Defence Force Movement Orders
- E. NZBR 13, Section 4, Para 0752 – 0758.

1. Situation.

a. Friendly Forces.

- (1) RNZN Ships s. 6(a) will form the primary NZDF contribution to the All of Government (AoG) response.
- (2) LC(M) will provide close support to units involved in the response.
- (3) RNZAF and NZ Army elements will BPT provide additional support to supplement this contribution.

b. **Civilian / Government Agencies.** Lead agency for this operation is likely to be MBIE and will involve multiple supporting agencies including Customs, Immigration, Corrections, Police, and Health. NZDF is a supporting agency to the lead agency. MBIE are likely to have overall logistic responsibilities for the operation, therefore any NZDF log effort should be coordinated with the MBIE log team.

2. Execution.

a. **Concept for Support.** Support to FE deployed in Ph 1 will be through existing integral logistics. Support to Ph 2 will be provided by identified RNZN vessel s. 6(a) OGA support and additional logistic capability as identified during detailed planning on activation. Support to Ph 3 will primarily be OGA responsibility through contracted solutions, however NZDF may be requested to supplement existing capability.

b. Phases.

- (1) **Phase One – Operational Planning and Preparation.** Key supporting tasks:
 - (a) Embed Log LO in AoG planning.
 - (b) Support AoG preparation and pre-deployment training as reqd.

(c) Preparation of facilities on board CAN s. 6(a) for the OGA initial processing of PII.

(d) **Pri of Spt.** Spt AoG PDT.

(2) **Phase Two - Interdiction and Containment.** Key supporting tasks:

(a) Support to AoG staff processing Potential Illegal Immigrants (PII);

(b) Liaison with RNZN Contractor IOT facilitate inspection and cleaning of the suspected illegal entry vessel (SIEV) in dry dock.

(c) BPT provide log support to PII within NZDF facilities;

(d) **Pri of Spt.** Spt AoG processing.

(3) **Phase Three. Investigation and Determination.** Key supporting tasks:

(a) BPT support AoG use of NZDF facilities as temporary open detention centres. This support should primarily be contracted by AoG lead agency but may require facilitation by NZDF contractors.

(b) **Pri of Spt.** BPT support AoG use of NZDF facilities.

(4) **Sequel.** Reconstitute all NZDF FE and locations.

3. **Material and Services.**

a. **Supply.**

(1) **Concept for Replenishment.** RNZN ships s. 6(a) will provide initial replenishment to all NZDF elements involved in CONPLAN CAPRI. NZDF units are to BPT provide support to OGA elements while on-board RNZN ships and in NZDF establishments. Expectation is that OGA/Non-Government Organisation (NGO) will provide all support to PII, however NZDF units are to BPT support and/or facilitate additional support.

(2) **Classes of Supply.**

(a) **Class 1 - Food and Water.**

i. CI 1 to the ships company and embarked OGA staff will be prov by RNZN interdiction vessel. ICW Ministry of Health (MoH) advice, BPT prov CI 1 to the SIEV PII in extremis.

ii. If processing PII onboard CAN, CI 1 will be supplied by CAN s. 6(a) for OGA. BPT prov hot box meals for PII to the processing area. Anticipate OGA will supplement support to PII.

- iii. s. 6(a) [REDACTED] ICW Ministry of Health (MoH) advice on any special dietary requirements, BPT prov hot box meals for PII to the processing area. Anticipate OGA will supplement support to PII.
 - iv. 1 (NZ) Bde BPT supplement RNZN catering staff either onboard CAN s. 6(a) [REDACTED]
 - v. During Ph Four Determination: If NZDF facilities are used as temporary detention centres, expectation is that OGA will contract catering support. This could be use of NZDF contractors, however would need to be a negotiation between the lead agency and contractor directly. NZDF catering elements should BPT surge in order to cover any initial period before contracted solution can be implemented.
- (b) **Class 2 - General Stores.**
- i. PPE requirements identified by MoH and Ministry of Primary Industries (MPI) and expected to be provided by lead agency logistics.
 - ii. Additional Personal Floatation Devices (PFD) to be carried by RNZN interdiction vessel IAW ref E. HMNZ Ships are to demand the vests on temporary loan from SCG using NSN 8145-98-GAA-3064. PFD is available in a variety of sizes suitable for adults and children.
 - iii. Expected that OGA will provide all general stores required. s. 6(a) BPT prov tentage and camp support equipment if processing PII occurs on shore (additional material, if required, through J4 br).
 - iv. In Phase 3, BPT supplement support to OGA contracted solutions for temporary detention centres.
- (c) **Class 3 - Fuels, oils and lubricants.** RNZN Interdiction vessel BPT to prov packaged fuel IOT conduct refuel of SIEV if required. It is expected that intelligence gained during detailed planning will identify type and quantity of fuel required.
- (d) **Class 4 – Construction Stores.** OGA Lead Agency responsible for any temporary security barriers required for processing areas. BPT facilitate contractor access.
- (e) **Class 10 – Non- military support.** Support anticipated to be prov by NGO (Red Cross) and coordinated through OGA Lead Agency.
- (f) All other classes of supply are anticipated to be provided through OGA and NGO networks, however J4 Branch will

coordinate any additional support requests as identified during activation.

b. **Transport and Movements.**

- (1) **Concept for Transport and Movements.** Expectation is that OGA will provide all transport for PIIs both on base and to all subsequent processing and detention locations. s. 6(a) [REDACTED]
[REDACTED] This support may be provided using NZDF vans or hire vehicles if required.
- (2) **Vehicle Incidents.** Drivers of all vehicles involved in an incident or accident are to submit an MD1302. All veh incidents and accidents are to be reported on this form. Initial notification to HQJFNZ is to be via SITREP to HQJFNZ Watch keeper, then utilising the Vehicle Incident and Crash Reporting System (VICRS) in accordance with Ref D, this procedure includes rental vehicles. Example of MD1302 is attached at Appendix 3.

c. **Services.**

(1) **Accommodation.**

- (a) 6(a) BPT provide accommodation to OGA staff during training/familiarisation and processing phase. This may commence up to 72hrs prior to intended sailing of RNZN interdiction vessel and continue until 48hrs following arrival of PII s. 6(a) [REDACTED] Where feasible this accommodation is preferred to be onboard CAN/other interdiction vessel.
- (b) During interdiction phase, OGA accommodation provided by RNZN interdiction vessel. Temporary bedding for PII to be provided by NGO (TBC through coordination with lead agency) for use on covered cargo deck of CAN.
- (c) During processing phase, BPT prov accommodation support to OGA processing staff. BPT support OGA/NGO provision of temporary accommodation to PII.

(2) **Ablutions.**

- (a) 6(a) BPT to facilitate commercially hired containerised ablutions (as reqd) for embarkation on RNZN interdiction vessel for use by PII if transferred off SIEV after interdiction. This solution may need to be trialled in Phase 1.
- (b) Portable camping toilet is to be carried by the RNZN interdiction vessel for use by RNZN/OGA staff on-board SIEV as required.
- (c) If initial PII processing occurs ashore, OGA responsible to provide additional portable ablutions IVO PII processing area. 6(a) BPT facilitate this for OGA using NZDF provisions or commercial solution.

- (3) **Waste Management.** During processing phase, 6(a) BPT facilitate additional waste management for OGA requirements.
 - (4) **Mortuary Affairs (MA).**
 - (a) RNZN interdiction vessel BPT use MA stores and equipment to support NZPOL/OGA processing of deceased personnel.
- d. **Repair and Recovery.**
- (1) **Loss, Damage, Recovery and Write-off of NZDF Stores and Equipment.** Loss or damage of deployed material is to be managed IAW single service procedures. Any significant loss or damage that requires NZDF recovery and/or write-off is to be reported immediately to HQJFNZ J43 MS DO via email.
 - (2) **Reconstitution.** At the completion of CONPLAN CAPRI, reconstitution of all equipment is a unit responsibility.
- e. **Miscellaneous.**
- (1) **Legal considerations.**
 - (a) **Carriage of non-NZDF personnel.**
 - i. **NZDF vehicles.** Expectation is that only OGA staff will be transported in NZDF vehicles. IAW with ref D drivers of NZDF vehicles are responsible for ensuring:
 - (i) The number of persons carried does not exceed the authorised capacity of the vehicle;
 - (ii) Those non-NZDF pers being carried have been authorised in orders by the Commander; and
 - (iii) Carriage of non-NZDF personnel maybe at the discretion of the driver in extenuating circumstances, however, the driver must be able to justify their actions.
 - ii. **NZDF aircraft.**
 - (i) The carriage of non-NZDF service personnel and the carriage of civilians on NZDF aircraft requires prior approval from HQJFNZ (JAOC Director through J34) IAW ref A and B for civilians.
 - iii. **NZDF Vessels.**
 - (i) IAW ref C, all civilians (OGA / NGO staff) who intend to embark on HMNZ Ships and proceed to sea, in any capacity, must have medical clearance from the Senior Medical Officer, Deployable Health Organisation (Northern) (DHO(N)), or delegated

Medical Officer. The host Ship is to ensure that the individual fully completes an MD1170 to DHO(N) s. 9(2)(k) who will process the documentation. Waiver approval is to be requested through JFNZ for the carriage of any personnel that do not have medical clearance.

- (ii) For PII, IAW with ref C para 3.5.13, forms of indemnity are not required for Mercy Missions and Search and Rescue Operations. The Maritime Component Commander, commanding officers of HMNZ ships and RNZNVR divisions are authorised to transport civilians involved in in such operations.
- (iii) IAW ref C para 3.5.17, Commanding officers of RNZN vessels who have passengers embarked are to ensure that sufficient lifesaving equipment is carried to provide for all personnel on board, plus 10 percent.

4. Command and Signals.

a. POC for all logistic matters:

(1) J43 Mission Support Desk Officer:

(a) s. 9(2)(k)

(b) s. 9(2)(k)

(2) HQJFNZ Watchkeeper (to be included for all urgent matters):

(a) s. 9(2)(k)

(b) s. 9(2)(k)



DOCUMENT CLASSIFICATION: RESTRICTED

CONPLAN CAPRI (2019):

Review of CONPLAN CAPRI (2012): minor changes required to incorporate strategic MBIE and SCE Branch documentation, key observations and lessons following recent s. 6(a) planning. Specific details overleaf.

Conducted by: s. 9(2)(k) JSO2 CONPLAN DEVELOPMENT

Appointment:	Signature:	Date:	Comments:
Checked by: J5R		18 Oct 19	
Endorsed by:			
J5		14/11/19	
SOCC		21/11/19	
JSCC			
MCC		20/11/19	
LCC		19/11/19	No further changes
ACC		19/11/19	
COS		24/11/19	
Approved by:			
COMJFNZ		5/12/19	

Key Changes

There were only minor updates to be made to incorporate updated strategic intent, lessons observed following s. 6(a) planning, and organisational structure and responsibility changes since last review.

This review has been conducted utilising strategic intent from draft versions of the MBIE Mass Arrival Control and Processing Plan (MACPP) and JSP 104: Capri. Further observations and lessons have been provided following the Inter-Agency debrief of s. 6(a), and captured within NZDF / HQ JFNZ / single Services.

Revised CONPLAN Capri (2019) document:

- Captures key NZDF and HQ JFNZ observations and considerations following s. 6(a) planning (to include tasks, logistics requirements, legal considerations, location feasibility).
- Removes specific detail from the CONPLAN which can only be determined following deliberate planning for a specified incident s. 6(a).
- Removes s. 6(a) as a feasible location for an open detention centre.
- Includes a table of alignment for the MACPP and NZDF readiness states and likely NZDF tasks.
- Updates NZDF appointments and staff responsibilities.

Document Library (DDMS)

s. 9(2)(k)

Review Timeframe

- | | |
|-----------|--|
| 23 Sep 19 | Review initiated, invitation sent to Branch Staff Officers / Component XOs (copied to Branch / Division Heads) to review key documentation and provide observations and amendments. Recommended changes to be reviewed at scheduled Working Group. Meeting appointment sent for Review Working Group to be held 10 Oct 19. |
| 10 Oct 19 | Review Working Group meeting held to review changes and endorse recommendations. |
| 10 Oct 19 | Link to Draft CONPLAN Capri (2019) sent to branch staff officers for review, final changes and advice to Div Heads. |
| 16 Oct 19 | CONPLAN Capri (2019) circulated to Component Commanders and Chief of Staff for endorsement, COMJFNZ for approval. |

Ongoing consultation and refinement

A revised MACPP is expected to be published by MBIE in Oct 2019. It is further intended that regular Inter-Agency meetings will be scheduled through 2020 to further refine and enhance coordination between the various agencies. This will include an Inter-Agency Mass Arrival Planning exercise to be conducted in early 2020 (TBC).

Next Review

Oct 2020