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1.0 INTRODUCTION

This booklet has been compiled for your information and guidance.

It incorporates the essential requirements for safe operations whilst alongside the Newton King Tanker Terminal.

This document should be read in conjunction with Port Taranaki's Standard Conditions of Business.

We look forward to receiving your full co-operation during your stay at Port Taranaki.

You are requested to pay particular attention to all matters concerning safety.



Captain R N Barlow
Operations Manager
Port Taranaki Limited

2.0 SAFETY REGULATIONS

2.1 Conditions of Acceptance

- (a) Port Taranaki Limited accepts vessels for cargo operations at the Newton King Tanker Terminal on the understanding that all operations are conducted safely and expeditiously, and that the terminal is vacated as soon as practicable after operations are complete.
- (b) The company reserves the right to suspend operations and require the removal of any vessel from the terminal for:
 - (i) any breach of the terminal safety regulations;
 - (ii) defects in vessel, equipment, manning or operations which in the reasonable opinion of the company presents a hazard to the company's premises, personnel or operations;
 - (iii) operational performance (appropriate to the type of vessel and operation) that fails to utilise satisfactorily the available terminal facilities, and thereby in the reasonable opinion of the company constitutes an unacceptable constraint on the company's operations.
- (c) The company shall not be liable for any costs incurred by a vessel, its owners, charterers or agencies as a result of a refusal to load/unload all or part of a nominated shipment, delay to or suspension of loading/unloading, or a requirement to vacate the terminal arising from these regulations.

2.2 Application

These regulations are to be observed within the restricted area as defined in this document.

2.3 Receipt and Display of Regulations

Operations shall not begin until:

- (a) The master or his deputy has signed a letter of compliance which states that he has received and understood these regulations.
- (b) The following notice in English, has been displayed in prominent positions on board, including near the access to the vessel.

***No admittance except on business.
Smoking and naked lights strictly prohibited.***

- (c) The master or his deputy has signed the safety checklist with the tanker terminal duty superintendent and cargo representative, certifying that all matters relating to safe operations have been agreed.

3.0 DEFINITIONS

In these regulations, the following words and expressions have these meanings:

3.1 Approved Apparatus

Equipment of a type that has been tested and approved by an appropriate authority (eg. government department, or classification society, or the port company).

3.2 DUKC

Dynamic Under Keel Clearance. This is a system managed by the Port Taranaki Marine Services Division which allows a vessel to exceed the 10.0m maximum allowable draft and transit the harbour in that condition.

3.3 Duty Superintendent

The person appointed by the company to coordinate and manage day to day wharf operations.

3.4 Hot Work

Work involving sources of ignition or temperatures sufficiently high to cause the ignition of a flammable gas mixture. This includes any work requiring the use of welding, burning or soldering equipment, blowtorches, some power driven tools, portable electrical equipment which is not intrinsically safe or contained within an approved explosion-proof housing, sandblasting equipment, or internal combustion engines.

3.5 Inert Gas

A gas such as nitrogen or carbon dioxide or a mixture of gases, containing insufficient oxygen to support the combustion of petroleum.

3.6 Intrinsically Safe

An electrical circuit or part of a circuit is intrinsically safe if any spark or thermal effect produced normally (that is by breaking or closing the circuit) or accidentally (eg by short circuit or earth fault) is incapable, under prescribed test conditions, of igniting a prescribed gas mixture.

3.7 LPG

Liquefied Petroleum Gas - mainly propane and butane and can be shipped as a mixture or separately.

3.8 Main Deck

The main deck of a tanker is the steel plating forming the top of the cargo tanks, cofferdams and pump rooms. For the purposes of these regulations, the main deck shall be deemed to include a weather deck if fitted, and the structure, fittings and insulation of cargo tanks situated partially or totally above the main deck.

3.9 Master

Shall be understood to mean the master of a vessel or his duly authorised deputy.

3.10 Naked Lights

Unconfined flames and fires, exposed incandescent material, lamps or electrical equipment of a non-approved design. Equipment likely to cause sparking shall be treated as a naked light.

3.11 Operations

The loading, discharging and transfer of petroleum, ballasting, deballasting, bunkering, tank cleaning and gas freeing.

3.12 Operations Manager

The operations manager appointed by the port company.

3.13 Petroleum

Crude oil and its derivatives, whether solid, liquid or gaseous. Volatile petroleum shall be any petroleum having a flash point below 60°C, as determined by closed cup method of testing. Non-volatile petroleum shall be any other petroleum product. For the purposes of these regulations petroleum shall include any chemical product.

3.14 Responsible Ship's Officer

The master or any officer to whom the master may delegate responsibility for any operation or duty.

3.15 Restricted Area

The area enclosed within the company's boundary fence and the area enclosed with an imaginary line 50m outward of the tanker terminal.

3.16 Small Craft

Any tug, workboat, lighter or other non-tank vessel not exceeding 100 NRT.

3.17 Tanker

A ship in which the greater part of the cargo space is constructed or adapted for the transportation of liquid petroleum or chemicals in bulk, including a combination carrier when being used for this purpose.

3.18 The Company

Port Taranaki Limited.

3.19 Wharf Operator

A person appointed to operate the equipment on the terminal and provide first line communication with the ship.

4.0 GENERAL INFORMATION

The Newton King Tanker Terminal consists of a single concrete finger jetty comprising two berths. The terminal handles a wide-variety of petroleum and chemical products for both import and export. Vessels are normally berthed ‘bow out’. Shore moorings are provided to all vessels.

On arrival vessels need only provide one head line and one stern line to maintain position on the wharf until shore moorings can be secured.

4.1 Dimensions and Berthing Parameters

Length of Berth	305 metres	
Dredged Depth	13.5 metres	
Maximum draught alongside (at any time)	12.5 metres	
Maximum departure draught	12.5 metres	(see note below)
Maximum arrival draught (LW)	9 metres	
Maximum displacement	66,000 tonnes	
Maximum beam	35 metres	
Maximum length	211 metres	

Note: All transits in the harbour in excess of 10.0m MUST be undertaken using the DUKC system, the use of which requires a contractual agreement which must be agreed to well in advance of the proposed transit. Details of the DUKC usage and requirements are available on the Port Taranaki website. An application must be made to the Harbour Master in excess of 10.0m.

Maximum stern to loading arm:		
1	Methanol Arm Outer	125 metres
2	Chevron Arm	118 metres
3	Methanol Arm Inner	111 metres
4	Crude - Condensate Arm	102 metres
5	LPG	72 metres

Maximum bow to loading arm:		
1	Methanol Arm Outer	90 metres
2	Chevron Arm	97 metres
3	Methanol Arm Inner	104 metres
4	Crude – Condensate Arm	113 metres

Maximum design tension (moorings)	71 tonnes
Bunkers (diesel oil only)	45 tonnes per hour approx
Fresh water	20 tonnes per hour approx

4.2 Loading Arm Information

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Loading Arm	Manifold Size inches	Maximum Loading Rate tonnes per hr.	Extreme Reach metres	Drift / Sway Side to Side metres	Drift / Sway Vertically metres
METHANEX - Methanol Outer	10"	1400 tph	19.6 m	4.7 m	16.5 m
CHEVRON - Distilled Products	12"	1400 tph	20.0 m	3.0 m	20.0 m
METHANEX - Methanol Inner	12"	1400 tph	21.7 m	4.6 m	11.8 m
STOS - Condensate & Crude & Naphtha	12"	1300 tph	20.0 m	3.2 m	18.5 m
LIQUIGAS - LPG	6"	170 tph	12.55 m	2.5 / 1.5 m	4.5 m

NB - Drift/sway side to side figures taken at edge of wharf each side of arm centre.

Duty superintendents remain on duty throughout cargo operations and are charged with the responsibility of ensuring compliance with both international and local regulations. In this respect they will visit vessels from time to time and conduct periodic vessel inspections.

Duty superintendents are also able to assist with any cargo or shipping problems and provide an interface between the vessel and the port authority. All requests for tending moorings should be directed to the duty superintendent - call sign "Harbour Base". A radio watch is maintained on cargo operating frequencies.

Once cargo operations have commenced wharf operators will be in attendance on the berth on a 24-hour a day basis. Radio call signs for cargo transfer operations are agreed at the ship to shore information exchange prior to commencement.

Please note that visitors are not permitted onto vessels berthed at the terminal other than those persons admitted for legitimate business purposes.

When disembarking or going ashore **do not loiter in the vicinity of shore moorings**. Under heavy swell conditions mooring restraint forces can be substantial - where possible use marked walkways and proceed directly to the terminal pedestrian gate.

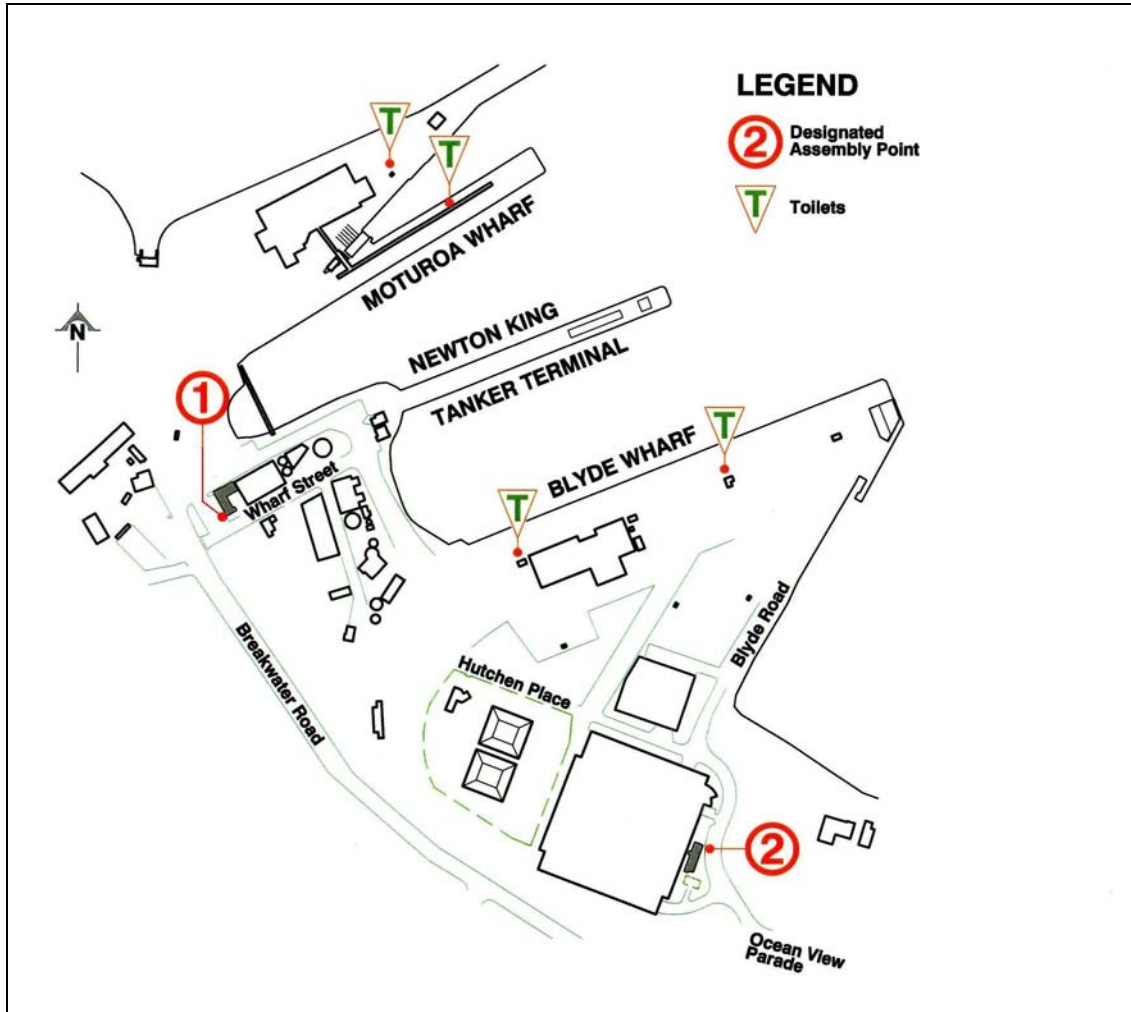
4.3 Incident, Accident and Hazard Reporting

Port Taranaki encourages the reporting of any unsafe act, near miss or identified hazard to assist in the management of health and safety on the terminal. All such reports contribute to workplace monitoring and provide information for hazard control purposes.

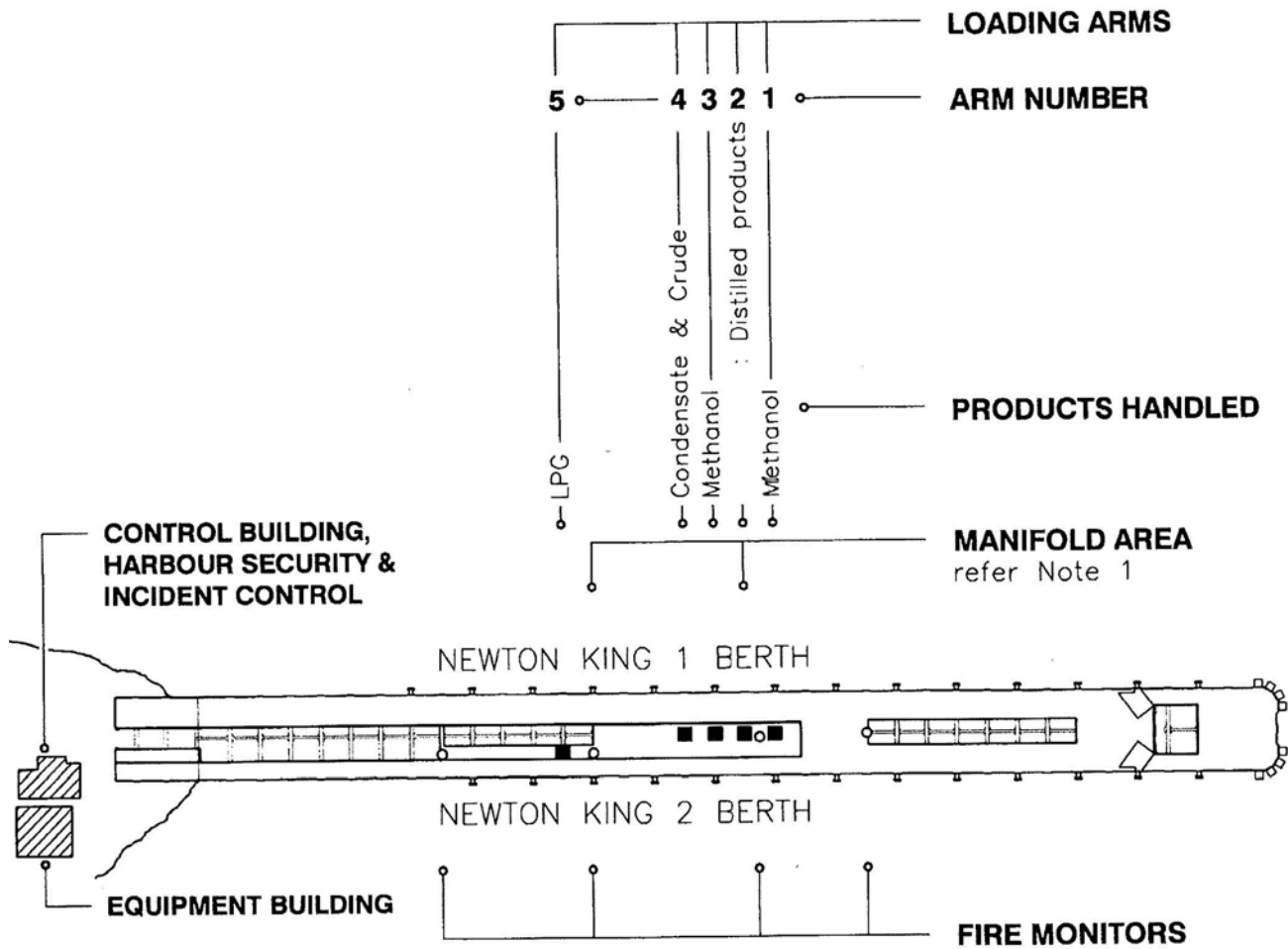
Whilst a visitor at the terminal, Port Taranaki asks that no job is given such urgency or importance that personal health and safety are set aside in its achievement.

"HEALTH AND SAFETY IS GOOD BUSINESS"

4.4 Port Taranaki Operational Area Diagram



4.5 Newton King Tanker Terminal Diagram



NOTE 1

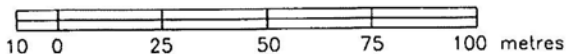
The manifold area services the following products:
 Ships bunker, White oil, Bitumen, Caustic, Nitric acid, Tallow and power station fuel oil.

NOTE 2

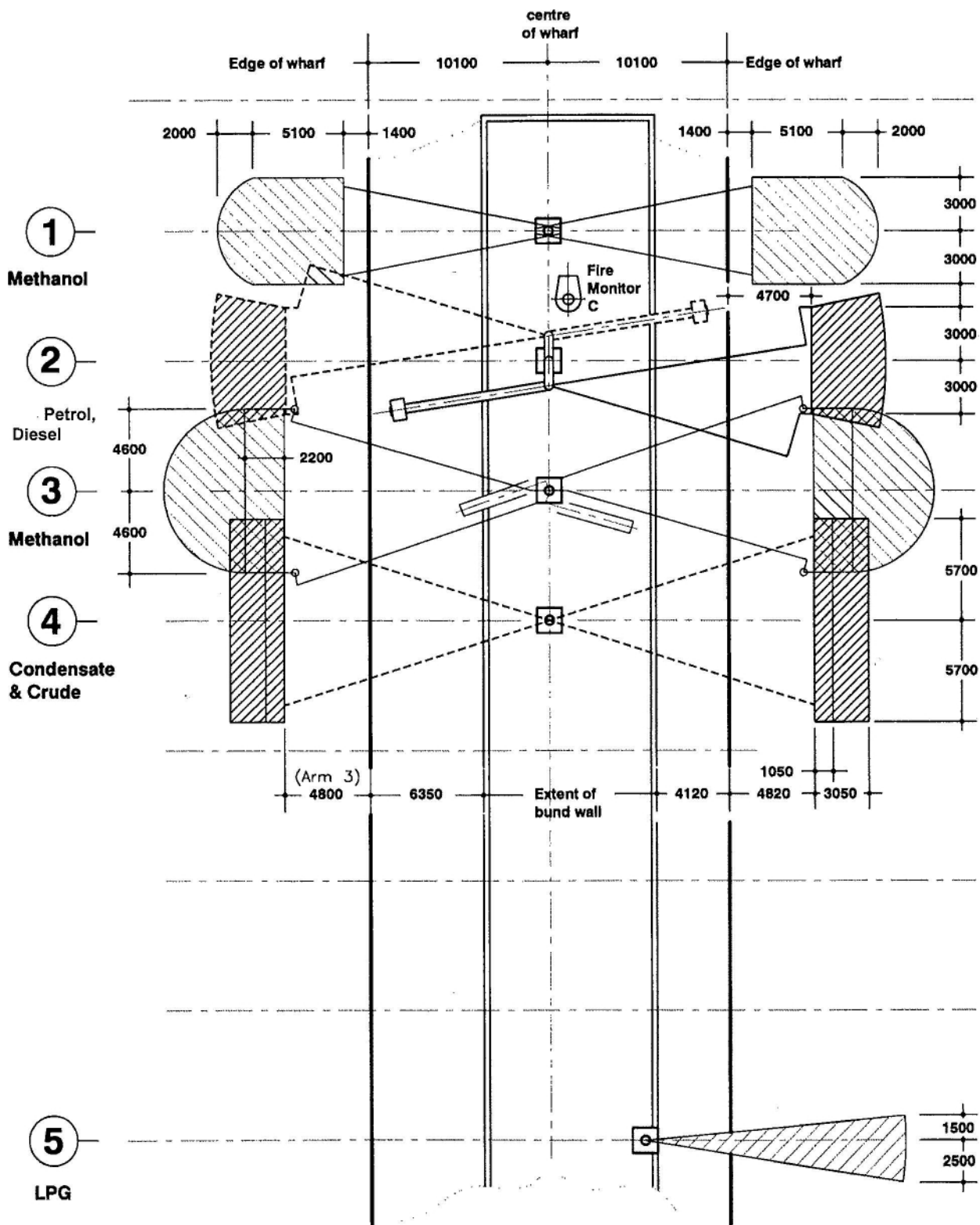
Maximum vessel dimensions – both berths:
 Draught = 10.0m, beam = 35m, length = 211m.

LEGEND

- Product loading arm
- Fire monitor tower



4.6 Loading Arm Operational Envelopes Diagram



4.7 Port Taranaki Tidal Information

New Plymouth Fundamental Bench Mark (BM) 20.099 metres
Port Taranaki is 6.721 metres below BM

Wharf Deck Level - Nominal Design 19.000 metres
Mean High Water, Spring (MHWS) 1990 16.888 metres
Mean High Water, Neap (MHWN) 1990 16.208 metres
Mean Sea Level (MSL) 1990 15.348 metres
Mean Low Water, Spring (MLWS) 1990 14.488 metres
Mean Low Water, Neap (MLWN) 1990 13.808 metres

Chart Datum

Zero for tide prediction and automatic tide gauge 13.378 metres

5.0 REGULATIONS

5.1 Mooring of Vessels

Vessels are normally berthed bow towards the port entrance and shall provide gangways inshore of manifolds and hose connections. No unauthorised person is allowed onto the terminal during the mooring and unmooring of a vessel.

No vessel shall moor at the terminal without the permission of the operations manager.

All vessels using the terminal are required to use moorings provided by the company. The company is responsible for tending the moorings at all times. A request for tending moorings can be made directly to the duty superintendent or alternatively through the wharf operator or watchhouse security officers.

The decision to call out the duty rope crew after hours will be left to the duty superintendent.

Masters shall ensure that:

- (a) a strict watch is kept on their vessel's moorings and gangway;
- (b) towing wires are secured to the off shore bow and quarter, with the towing eyes maintained just above the water level.

5.2 Gangways and Access

Masters of vessels shall provide a means of safe access between the terminal and the vessel, which shall when necessary include an upper platform and bulwark ladder to provide safe access to the ships deck. The means of access shall be provided with approved stanchions, guard ropes, securing lines and safety netting, and shall be adequately illuminated and maintained in a clean and well tended condition.

Masters shall ensure that safe access is provided to safe working areas in all parts of the vessel to which shore personnel require access in the course of their normal duties.

5.3 Conditions to be Observed During Operations

- (a) Sufficient crew must remain on board under the continuous supervision of a responsible officer to control routine operations and any emergencies.
- (b) An officer with good command of the English language, equipped with an intrinsically safe portable UHF radio tuned to the ship/terminal communication channel, must be on duty at all times. All external doors, portholes and openings in the after accommodation leading onto or overlooking the tank deck must be closed.
- (c) Air conditioning and ventilator vents that may permit the entry of cargo vapours into accommodation spaces must be closed.
- (d) All cargo lids shall be kept closed and secured except when specific permission is granted to open them by the duty superintendent. This permission will only be granted in respect of tanks requiring inspection, preparation or repairs to enable them to be used. Cargo tanks not being used shall be kept closed and secured. All cargo and bunker hose connections shall be securely blanked when not in use.
- (e) Sighting and ullage ports must be closed when not in use.
- (f) The venting of cargo tanks must only take place through the vessel's fixed venting system.

- (g) The responsible ship's officer shall give verbal notice to the wharf operator 60 minutes before the completion of any operation.
- (h) Every vessel must be maintained in a state of readiness for vacating the berth at short notice, except in cases of approved repair work authorised by Port Taranaki's operations manager.
- (i) Cargo machinery spaces and control room ventilation systems must be started before commencement of operations and the atmosphere maintained at a positive pressure throughout.
- (j) The carrying of matches and lighters is prohibited.
- (k) The use of naked lights is prohibited.
- (l) Two extinguishers shall be placed adjacent to the vessel's manifold.
- (m) Any deviation from the agreed cargo handling plan must be discussed and agreed upon in writing by the parties involved.
- (n) The vessel must display between sunrise and sunset the prescribed Flag "B" of the International code and between sunset and sunrise the prescribed all round red light.
- (o) In the event of any leakage all operations must be stopped immediately until the cause has been ascertained, the defect remedied and all hazards from the spill or vapour release eliminated.
- (p) Any leakage or spillage must be reported immediately to the duty superintendent.
- (q) Smoking is not permitted except for agreed upon areas of the vessel which have no openings onto the main deck. The entire terminal including the watchhouse and operations room is a no smoking area. New Zealand Law states that all workplace buildings are smokefree area.
- (r) The master must ensure that the Port Taranaki emergency procedures are understood by all on board. Should fire break out on the vessel the master shall make an immediate signal by continuous sounding of the ship's whistle supplemented by the sounding of the fire alarm, and shall notify the terminal duty superintendent.

5.4 Fire Precautions

The vessel's firefighting equipment, including main and emergency fire pumps, shall be ready for immediate use. The fire main system should when practicable be pressurised whilst alongside.

Two fire hoses fitted with jet/fog nozzles shall be uncoiled and connected to the fire main on the main deck.

An international shore connection shall be made available by the vessel in the vicinity of the gangway. The ship's firefighting plan shall also be available adjacent to the gangway.

5.5 Preventing of Sparking & Excessive Funnel Smoke

Opening and closing hatches and connecting loading hoses or arms, and any other operation on deck involving the use of metal hand tools, shall be carried out in a manner which avoids the generation of sparks.

Soot blowing and excessive funnel smoke is prohibited. Immediate steps must be taken to eliminate sparking from funnels.

5.6 Weather Precautions

Operations must be stopped during severe electrical storms, periods of high winds, or still air conditions, at the discretion of the responsible ship's officer or the duty superintendent. All tank openings, cargo valves and gas lines shall be closed, and the tank deck secured.

5.7 Portable Radio/Telephone Sets, Lamps & Hand Lamps

Portable R/T sets, lamps and hand lamps, electric or otherwise, shall not be used unless of an approved type. The use of portable electric lamps and equipment on wandering electric cables is prohibited in any cargo or adjacent ballast space, pump room, cofferdam, bunker compartment, hold, or anywhere over the cargo tanks.

5.8 Repair Work

Repairs which require immobilisation of the vessel's main engine can only be undertaken with the express permission of the operations manager.

At no time is your vessel to be immobilised without prior permission.

Hot work cannot be undertaken without written permission from the operations manager.

Cold work is permitted alongside providing activities do not interfere with cargo operations and are conducted safely without risk to personnel, plant or the environment. In all cases, except for routine work of a non hazardous nature, permission must be given in the written form of a permit to work.

5.9 General Cargo and Stores Handling

The handling of any form of packaged cargo/stores will be permitted only with the specific approval of the duty superintendent.

Major items of the ship's stores may be handled during operations provided that:

- (a) operations are not affected;
- (b) stores are handled at the aft end of the vessel.

For the handling of stores the company has available a special purpose vehicle, certified for use in hazardous locations and equipped with a "Hiab" hydraulic boom suitable for most storing requirements.

5.10 Landing of Materials

No materials may be landed from ships unless:

- (a) permission has been granted by the duty superintendent;
- (b) any necessary Customs and Excise approval has been granted;
- (c) arrangements have been made for the prompt removal of landed material from the company's premises. Any material landed from a ship shall be deposited ashore in a manner which will meet with the approval of the company.

If prompt removal does not take place, the company shall have the right to initiate any necessary removal or disposal and shall not be liable for any losses or damage so incurred. All

charges will be for the ship's account.

5.11 Emergency Procedures

In the event of an emergency please follow the directions contained on the Emergency Procedures card which is provided for your guidance. The card and its instructions will be explained at the ship/shore information exchange by the duty superintendent. (For reference a copy of the Emergency Procedures has been reproduced in Section 7.1 of this booklet).

5.12 Movements of Tugs and other Craft

During operations no vessel or small craft shall be allowed alongside the vessel unless approval has been given by the duty superintendent.

When tugs or other craft are alongside or assisting a vessel, all cargo system openings must be closed unless the tanks are gas free.

5.13 Pollution Avoidance

(a) During all operations scuppers shall be effectively plugged and no leakage or spillage on board shall be swept or allowed to leak overboard. Swabs or other absorbent material used for mopping up spillages must be brought ashore for disposal by the company.

(b) Rainwater is to be drained from the scuppers as it accumulates. Unplugged scuppers are not to be left unattended.

(c) Any spillage or leak of cargo, fuel or oily bilge or ballast water **MUST BE REPORTED IMMEDIATELY** to the duty superintendent and all operations suspended until the leakage or spill has been cleaned up to the satisfaction of the company.

The operations manager may mobilise resources to assist in the containment and cleaning up of pollution caused by a ship, without the authority of the ship's master. In such action he shall be considered to be acting on behalf of the master with his approval.

(d) Discharge of segregated ballast water is permitted subject to inspection and approval by the New Zealand Ministry of Agriculture and Fisheries Officer.

5.14 Discarding Material Overboard

No garbage or hazardous material shall be thrown overboard, nor shall any other objectionable material, either solid or fluid, be thrown overboard or discharged from a vessel into the harbour.

5.15 Divers

Divers shall only enter the waters in the immediate vicinity of the terminal under the following conditions:

(a) A company permit has been issued covering the work to be undertaken.

(b) The operations manager has been advised.

(c) All divers are to be licensed commercial divers.

5.16 Tank Washing and Gas Freeing

Tank washing and gas freeing of cargo tanks is not permitted without written approval of the company.

When tank washing or gas freeing is authorised, safety and operational requirements will be in accordance with the provisions of the International Safety Guide for Oil Tankers & Terminals.

When decommissioning/recommissioning tanks an approved procedure must be used with the intention that an explosive atmosphere will not be formed in tanks, pipework or other equipment at any time. Gas free and oxygen level certificates will be required as part of the procedure using an independent third party agent.

5.17 Health Hazards

Masters are cautioned that certain products handled at this terminal are subject to particular handling restrictions as defined in the International Chamber of Shipping Tanker Safety Guide for Chemicals.

Masters are responsible for ensuring that the hazards of such products are known by the crews and that all applicable precautions are taken in their handling.

5.18 Inert Gas Systems

Masters of vessels fitted with inert gas systems shall ensure that the system is operational and in use as appropriate. Exceptions may be granted when entry into cargo tanks for approved repairs or inspections is required.

5.19 Closed Loading

All tank lids, ullage and sighting ports must be securely closed while loading cargo. The gas displaced by the incoming cargo should be vented to atmosphere via risers or through constant velocity valves.

5.20 Draft and Trim Restrictions

- (a) Maximum allowable draft alongside the berth is 10 metres without the specific permission of the operations manager.
- (b) The vessel's trim must not exceed 4 metres by the stern or 0.5 metres by the head at any time, without prior permission.

5.21 Use of Cellular Telephones & Cameras

Cellphones and other non-approved battery operated equipment such as cameras and radios must not be used on the terminal. In those circumstances where ships' agents wish to board a vessel their cellphone must be switched off until he/she is within the accommodation block of that vessel.

5.22 Visitors

The company does not permit visitors to board vessels berthed at the terminal. Those persons with legitimate business interests who wish to board vessels will however be permitted, subject to induction and at the discretion of terminal staff.

A departure from this regulation in respect of casual visitors may only be granted by the operations manager.

5.23 Security System

The terminal operates a proximity card system for entry and exit from the wharf. A crew list is required 24 hours prior to a ship arriving in order that security staff can process the cards.

A box containing terminal access cards will be issued to the vessel on arrival, and removed prior to departure. Instructions in the use of the cards are attached to the box.

The ship will be held responsible for the cost of cards lost or damaged through negligence.

Ship personnel leaving the secure port area must carry seaman's ID or their passport and present these at the main gate when exiting or entering the port.

5.24 Use of Cranes and Derricks

The use of cranes and derricks in close proximity to shore loading arms is prohibited. Suspended loads shall wherever practical have tag lines attached so that swinging loads can be controlled at all times.

5.25 Entry Into Vessels' Tanks

No entry is permitted into any ships tanks whilst alongside the jetty or within the port limits unless:

- A signed gas free certificate issued by a competent and approved chemist has been obtained.
- Permission is obtained from the Duty Superintendent.

6.0 OPERATING PROCEDURES FOR SHORE PERSONNEL

6.1 Loading and Discharging

- (a) Day to day supervision of all operations and functions at the tanker terminal will be undertaken by the company's tanker terminal duty superintendent who shall be advised prior to any loading or discharge, product change or cessation of loading and discharge.
- (b) For reasons of safety, the operations manager or his agent may stop loading or discharge operations or remove vessels from the terminal or both. The decision of the operations manager pursuant to this clause shall be final.
- (c) Every pipeline owner shall provide the company the following information in writing for approval by the operations manager, and shall not commence operations until such approval has been given in writing:
 - description of pipeline, including maximum permissible pressure and flow rate;
 - a schematic diagram of the pipeline showing location of all valves, fittings, gauges, other equipment and their control systems;
 - diagram showing loading arm operation parameters;
 - a flow diagram for all conditions of operations;
 - the liquids to be passed through the pipeline, together with their physical characteristics, IMDG classifications, UN number and details of any special hazards;
 - the complete "HAZOP" procedure shall be followed, which will include a Port Taranaki representative;
- (d) An operations manual detailing the following particulars will be supplied to the port company by each cargo operative or contractor:
 - pre-operations preparation;
 - arm/hose connection procedures;
 - establishing flow procedures;
 - standard flow procedures;
 - product change procedures;
 - shutdown procedures;
 - arm/hose disconnection procedures;
 - post operations requirements procedures;
 - routine inspection and checks;
 - manning requirements for each of the above operations;
 - a clear and detailed explanation of any logic of electronic control systems.

None of the procedures, having been approved by the operations manager, shall be changed without his approval.

6.2 Operational Personnel

- (a) All such personnel shall be approved by the operations manager on production of proof to his satisfaction that they have received satisfactory dangerous liquids jetty operating training, by their general training and experience are suitable for undertaking safe and efficient operations in a zone 1 locality and have attended a basic fire-fighting course.

(b) General training and instruction must include:

- a thorough knowledge of the safety features of the terminal and their use;
- a thorough knowledge of the various products being handled on the terminal and their hazards;
- an understanding of the behaviour of vapour and gases which may be encountered;
- an understanding of the way in which spills and minor fires should be dealt with;
- instruction in actions to be taken in the event of a major fire or spill;
- in brief, a common sense approach to hazards which may exist in such a working environment.

It is not intended that training should extend to a high technical level, but to a point at which any worker authorised to be on the terminal shall be able to carry out his/her work confidently, safely and thoroughly, under supervision, and that he/she shall be trained in the possible hazards that may be encountered to a level at which, in the event of such an occurrence, he/she will be able to act in a responsible and effective way.

Training in first-aid work for dangerous liquids is recommended.

- (c) Every operation shall be under the control of a person who is fully competent in the operation of the pipeline including the ship/shore connection and in malfunctions and emergencies, such a person shall ensure compliance with all dangerous goods requirements and be conversant with the terminals fire fighting equipment and it's operation.
- (d) The number of persons to be admitted to the tanker terminal shall at all times be limited to those essential for undertaking the phase of operations at hand.
- (e) A complete ban on alcohol and drugs is imposed on personnel working on the Newton King Tanker Terminal while on duty. If any crew member of a vessel working at the tanker terminal is seen to be under the influence of either alcohol or drugs while on duty, operations will cease immediately until the crew member has been replaced. Should a crew member arrive at the tanker terminal security gate in a state of intoxication which could make his/her entrance to the terminal a safety risk, the crew member shall not enter the terminal until a ship's officer is available to escort the crew member to the vessel.

6.3 Hydro Tests

- (a) A six-monthly hydro test for both the loading arms and pipelines will be performed and test certificates issued to the tanker terminal manager (this does not apply to LPG equipment).
- (b) All hoses used at the tanker terminal will have test certificates lodged at the terminal to confirm their integrity.

6.4 Bunkering

- (a) No bunkering between ship and shore or ship to ship is permitted unless an oil transfer permit to work has been issued by the tanker terminal superintendent. Any subsequent alteration to commencement time of bunkering or oil transfer must be notified. Such an oil transfer operation is not to commence unless the ship/shore safety checklist has been completed and duly signed.

7.0 APPENDICES

7.1 Emergency Procedures

A copy of this notice is presented to all vessels berthing at the terminal. Please post in a conspicuous position.

7.2 Emergency Shut Down Notice

7.3 Oil Pollution Notice

7.4 Emergency Telephone Numbers

7.5 Ship's Telephones

7.6 Warnings

7.6.1 Smoking

7.6.2 Pollution

EMERGENCY PROCEDURES



DO NOT HESITATE TO RAISE THE ALARM

The port alarm is an oscillating siren which is tested every Wednesday at 1130 hours

IN CASE OF EMERGENCY

- **Sound one or more blasts on the ship's whistle, each blast of not less than ten seconds duration supplemented by the continuous sounding of the general alarm system**

■ Contact

Harbour Control

■ **VHF Channel 12**

■ **Phone 06 751 1920**

ACTION - SHIP

FIRE ON YOUR SHIP

- Raise the alarm
- Fight fire & prevent spreading
- Inform the terminal
- Cease all cargo operations
- Stand by to disconnect hose/arm
- Bring engines to standby

FIRE ON ANOTHER SHIP or ASHORE

STAND BY & WHEN INSTRUCTED

- Cease all cargo operations and close all valves
- Disconnect hoses/arms
- Bring engines and crew to standby, ready to unberth

ACTION - SHORE

FIRE ON SHIP

- Raise the alarm
- Contact the ship
- Cease all cargo operations
- Stand by to disconnect hose/arm
- Stand by to assist fire fighting
- Inform all ships
- Implement Emergency Plan

FIRE ASHORE

- Raise the alarm
- Cease all cargo operations and close all valves
- Fight fire & prevent fire spreading
- If required, standby to disconnect hose/arm
- Implement Emergency Plan

7.2 Emergency Shut Down



For an
EMERGENCY
SHUT **D**OWN

Call

STOP STOP STOP

TO STOP LOADING

**Shore side valves must be closed
first to prevent damage
to the loading arm**

7.3 Oil Pollution

A copy of this notice is supplied to all vessels berthing at the terminal. Please display in a prominent location.



OIL POLLUTION

The Laws of New Zealand state that severe penalties may be incurred if oil or other contaminants escape into the harbour.

The port company must be advised of any spillage of product into the waters of Port Taranaki IMMEDIATELY.

Telephone 751 0200

Or VHF channels 12 or 16

- * **IF LOADING -**
Open radio contact with shore immediately,
to activate an Emergency Shutdown

- * **IF DISCHARGING -**
Shut down immediately, then open radio
contact with shore

We are on call 24 hours a day to assist with
the containment and recovery of any spillage

Any delay in notification will be costly -
REPORT AT ONCE

751 0200 (Watchhouse)
VHF channels 12 or 16

7.4 Emergency Telephone Numbers

**Fire
Police
Ambulance**

Dial 111

or when calling from a cellular phone:

**◆Make sure the power is on
Dial 111**

Spillage and Marine Incidents

**Call:
“New Plymouth Harbour Radio”**

Channel 12 VHF or phone 751 0200

When calling from a cellular phone dial 06 751 0200

7.5 Ships' Telephones

A mobile cellular telephone is supplied to all vessels on arrival. The master is responsible for the safekeeping of the telephone, and is required to sign for receipt of the telephone when installed. Prior to departure the master will also be required to sign the cellular contract document in acknowledgement of the total number of minutes used.

You can place calls to two cellular networks in New Zealand, the Telecom Mobile cellular network and the Vodafone network.

To call a cellular phone, call these numbers first:

027 for calls to the **Telecom Mobile** network
.....

021 for calls to the **Vodafone** network
.....

For more information there is a toll free help line - **dial 123**.

Overseas calls cannot be made on the cellular telephones supplied by Port Taranaki.

Important Port Authority Numbers

Operations Manager	06 759 9816
Pilots Office	06 759 9824
Tanker Terminal Manager	06 759 9791
Duty Superintendent	06 759 9805
Watchhouse	06 751 0200

7.6 Warnings

7.6.1 Smoking

SMOKING

Smoking is **strictly prohibited** on the berth and inside any buildings. Smoking is also prohibited on board vessels alongside except in those spaces prescribed by the master and agreed by the terminal superintendent. Failure to comply with the foregoing regulation will involve **cessation of operations**, and may result in the vessel being ordered off the berth pending a complete investigation and receipt of written assurance from the master that effective controls have been established and that these will be monitored.

7.6.2 Pollution

POLLUTION

It is an offence to spill oil, dump garbage, emit excessive funnel smoke or discharge bilges into the harbour. All incidents in or about Port Taranaki will be investigated and prosecution by the Taranaki Regional Council could result. In New Zealand the **penalties for such offences are severe**.