

Port Information



2026.06.16

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OVERVIEW

ABOUT THIS HANDBOOK

The information and material contained within this Handbook has been compiled by Port Taranaki as a guide for vessels, agents, and other agencies. Port Taranaki shall not in any way be or become responsible in law or otherwise for any errors or omissions from this handbook.

It is intended that this Port Information Handbook will be revised and updated periodically, or as deemed necessary. Information is so far as possible accurate at time of publishing.

The information provided in no way whatsoever supersedes or detracts from that available in official hydrographic charts, and publications, national ordinances, rules or regulations, or from publications of other relevant organisations, both public and private, and should be read in conjunction.

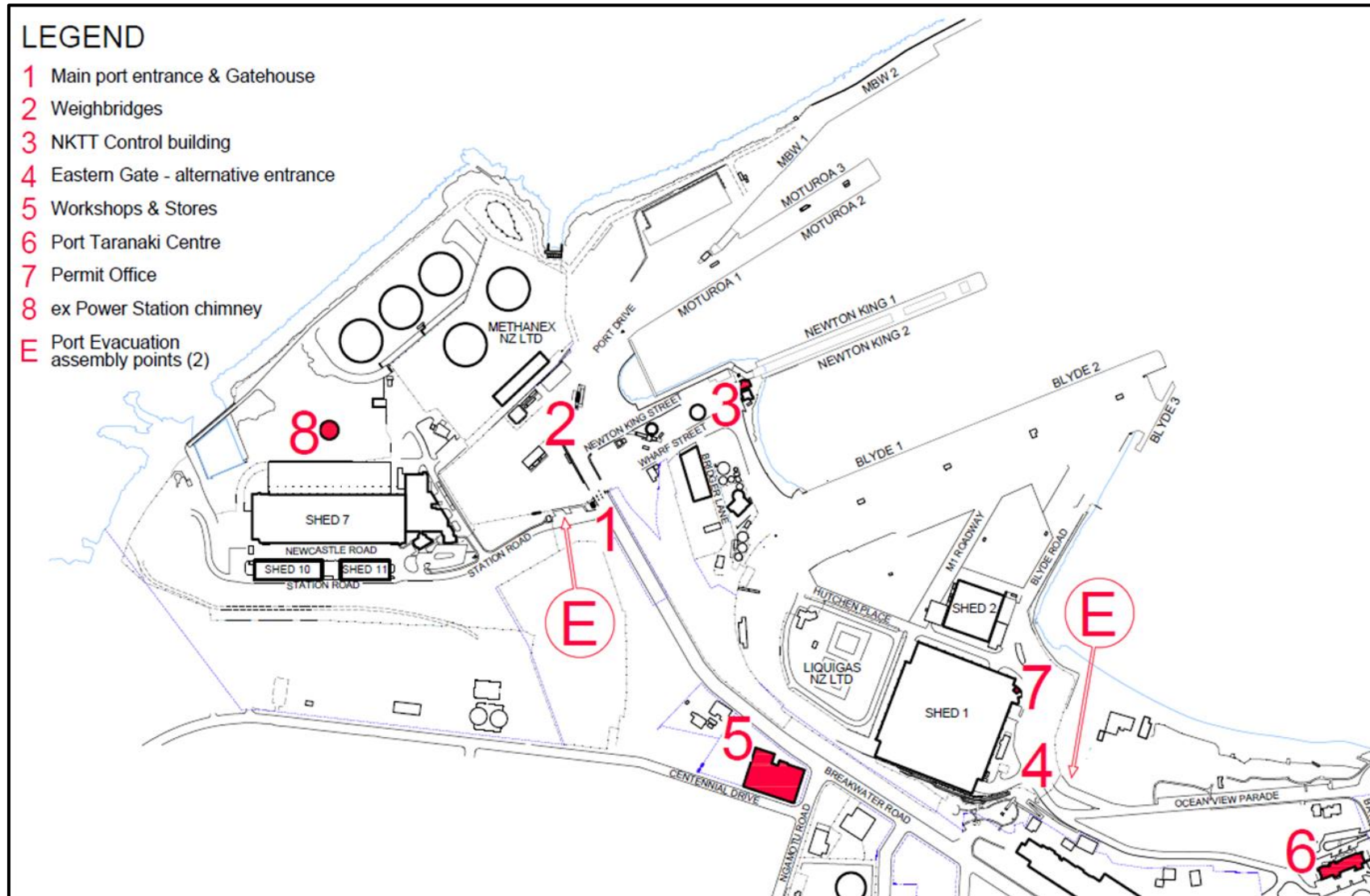
Authority/Co name: Port Taranaki Ltd
Address: Port Taranaki Ltd
PO Box 348
New Plymouth
New Zealand

Telephone: +64 6 751 0200
Email: marineservices@porttaranaki.co.nz

CONTACT INFORMATION

NEW PLYMOUTH HARBOUR RADIO (NPHR)		
<ul style="list-style-type: none"> • Protocol: <ul style="list-style-type: none"> ○ For vessels on arrival and departure in accordance with the procedures below, ○ For Vessel Agents and Planners for afterhours planning (17:00-08:00 Mon – Fri, all hours Sat & Sun), ○ For all general enquiries. • Call sign: New Plymouth Harbour Radio (NPHR), • VHF frequencies: <ul style="list-style-type: none"> ○ VHF Ch 12 (primary), ○ VHF Ch 61 (long range calling) • Phone (Landline): (+64) 06 759 9740 • Phone (Cell): (+64) 027 572 3915 • Email: watchhouse@porttaranaki.co.nz 		
PORT TARANAKI MARINE PILOT (DUTY PILOT)		
<ul style="list-style-type: none"> • Call sign: New Plymouth Pilot, • VHF frequency: <ul style="list-style-type: none"> ○ VHF Ch 12 (primary), • Phone (Landline): (+64) 06 759 9824 • Email: pilots@porttaranaki.co.nz 		
PORT TARANAKI OPERATIONS PLANNER		
<ul style="list-style-type: none"> • Protocol: <ul style="list-style-type: none"> ○ For Vessel Agents and Planners during business hours (08:00-17:00 Mon – Fri), ○ For all general planning and scheduling enquiries. • Phone (Landline): (+64) 06 759 9799 • Email: planning@porttaranaki.co.nz 		
PORT TARANAKI PORT FACILITY SECURITY OFFICER (PFSO)		
<ul style="list-style-type: none"> • Protocol: <ul style="list-style-type: none"> ○ For all general PFSO enquiries. • Phone (Cell): (+64) 27 238 7959 • Email: pfs@porttaranaki.co.nz 		
PORT TARANAKI PERMIT OFFICE		
<ul style="list-style-type: none"> • Protocol: <ul style="list-style-type: none"> ○ For all Permit to Work (PTW) enquires during business hours, • Phone (Landline): (+64) 06 759 9733 • Email: permitoffice@porttaranaki.co.nz 		
PORT TARANAKI GATEHOUSE		
<ul style="list-style-type: none"> • Protocol: <ul style="list-style-type: none"> ○ For all site access and card enquires during business hours, • Phone (Landline): (+64) 06 759 9783 • Email: gatehouse@porttaranaki.co.nz 		
KEY PERSONNEL	POSITION	EMAIL
Simon Craddock	Chief Executive	scraddock@porttaranaki.co.nz
Graham Emmerson	Harbour Master	harbourmaster@trc.govt.nz

BERTH LAYOUTS & KEY LOCATIONS



COMMUNICATIONS

PRE-ARRIVAL COMMUNICATIONS

All commercial vessels arriving at Port Taranaki must notify the following information:

- The Vessel Arrival Information Sheet (VAIS). Located on the [Port Taranaki website](#) and is to be emailed to marineservices@porttaranaki.co.nz at least 48 hours prior arrival,
- 48 hours: ETA/ Arrival draft / any defects,
- 24 hours: ETA/ Arrival draft / any defects, and,
- Within 24 hours of notice.

For further information on Pre-Arrival Documentation requirements please see the [Vessel Arrival Information](#) section below (linked).

ARRIVAL COMMUNICATIONS

Note(s).

- The following procedures are to be carried out by all vessels arriving,
- Contact: NPHR on VHF 12 (primary) & 61 (long range); 24hrs Phone (+64) 6 759 9740.

VESSEL ARRIVING - REQUIRING A PILOT ON ARRIVAL AT THE PILOT BOARDING GROUND:

Two (2) hours before Pilot on Board: Contact NPHR (VHF CH 12) to confirm:

- ETA,
- Pilot Boarding time,
- Pilot Boarding instructions,
- Arrival draft, and,
- Any defects.

Fifteen (15) minutes before Pilot on Board:

- The Pilot Boat (callsign: "Pilot boat") will call up 15 minutes before Pilot boarding to provide further instructions for boarding,

VESSEL ARRIVING – INTENDING TO ANCHOR WITHIN THE NORTH TARANAKI BIGHT:

Note(s):

- The North Taranaki Bight area is not a managed or 'controlled' anchorage area (sits outside Taranaki Regional Council (Harbourmaster) or PTL jurisdiction / control). Therefore, the safe anchorage of vessels remains the responsibility of the Master. However, NPHR will provide anchorage advice to vessels to direct them away from the navigational channel (top of the main leads - 017° / 197°) and into the area most suitable for anchoring.
- For further information on the anchorage please see the [Anchorage](#) section below (linked).
- The following procedures are to be carried out by all vessels arriving,
- Contact: NPHR on VHF 12 (primary) & 61 (long range); 24hrs Phone (+64) 6 759 9740.

Two (2) hours before Arrival: Contact NPHR (VHF CH 12) to confirm:

- ETA,
- Vessel anchorage advice,
- Pilot Boarding Time,
- Arrival draft, and,
- Any defects.

VESSEL ARRIVING - FROM NORTH TARANAKI BIGHT ANCHORAGE TO RECEIVE A PILOT:

Two (2) hours before Pilot on Board: Contact NPHR (VHF CH 12) to confirm:

- Pilot Boarding time,
- Weighing anchor and Pilot Boarding instructions,
- Arrival draft, and,
- Any defects.

DEPARTURE COMMUNICATIONS

Contact: NPHR (VHF CH 12) (primary); 24hrs Phone (+64) 6 759 9740.

Two (2) hours before Pilot on Board: Contact NPHR (VHF CH 12) to confirm:

- ETD,
- Pilot Boarding time,
- Pilot Boarding instructions,
- Departure draft, and,
- Any defects.

PILOTAGE EXEMPTION CERTIFICATE (PEC) COMMUNICATIONS

Contact: NPHR (VHF CH 12) (primary); 24hrs Phone (+64) 6 759 9740.

- Vessels operating under a valid Pilotage Exemption Certificate (PEC) must notify NPHR (VHF CH 12) of their intention to arrive or depart a minimum of **four (4) hours prior to arrival/ departure**,
- PEC vessels are to reconfirm their ETA/ETD and berthing intentions with NPHR (VHF CH 12):
 - Ninety (90) minutes prior to time alongside, or
 - Sixty (60) minutes prior to departure time,
- Any changes to ETA, PEC license holder, arrival draft, or defects are to be advised to NPHR (VHF CH 12) at the time of notification or reconfirmation.

HYDROGRAPHIC INFORMATION

DEPTHS – GENERAL

Due to Port Taranaki dredging and surveying programmes, channel, approaches, and berth depths vary. The Port Taranaki Pilot will be able to provide you with up-to-date depth information and resulting UKC (Under Keel Clearance). Latest bathymetric charts can be found at the following [link](#).

DEPTHS – MAIN NAVIGATIONAL CHANNEL

Please refer to chart NZ4432 and the Port Taranaki website for the latest information.

DEPTHS – SWING BASIN AND BERTHS

Please refer to the [Port Taranaki website](#) for the latest information.

BERTH INFORMATION

For the latest surveyed depths, see [Port Taranaki website link](#).

Wharf	Berth	Cargo	Apron Width	Berth Length	Berth Pocket Length	Width of Berth Pocket	Max Vessel LOA	Max Vessel Beam	Max Vessel Displacement	UKC	Bollard SWL	Standard Bollard Spacing	Wharf Height (from CD / LAT)
Blyde	B1	General Cargo Berths	19.2m	313.0m	363.0m	40.0m	290.0m	35.0m	65000t	1.0m	38t / 70t	3.7m	5.8m
	B2			112.0m	112.0m	40.0m	290.0m	35.0m	65000t	1.0m	38t / 70t	3.7m	5.8m
<p>Blyde Note(s):</p> <ol style="list-style-type: none"> Berth LOA is 415.0m, with 437.0m of wharf, Blyde wharf can generally take 2x 180m LOA vessels concurrently, However, on occasion assessments will be made whether the total LOA of vessels is more than but near 360.0m LOA, Total quay length 415.0m, of which 313.0m has a depth alongside of 13.5m, this depth extends for 50m past the end of the berth i.e. total pocket of 363.0m, The majority of B1 and B2 have a total width incl. open storage of 82.0m, Vessels up to 290.0m LOA/32.0m beam may berth, Maximum berth axle capacities: Blyde-1 & 2: 70 tonnes, Bollard SWL in black denotes SWL of black un-refurbished bollards, yellow represents yellow refurbished bollards. Cargo note(s): <ol style="list-style-type: none"> Blyde Wharf is suited to the handling of all types of cargo including 4 hectares of wharf side log storage and is serviced by rail, No cargo is prioritised on Blyde wharf, Blyde 1 is the primary berth for 3i log operations, Blyde 2 is the primary berth for Qube log operations, Crossover of stevedore operations is not permitted on Blyde wharf. 													
Moturoa	M1	General Cargo / Dry Bulk Berths	30.0m	69.0m	69.0m	40.0m	N/A	20.0m	67700t	1.0m	45t / 70.0t	3.7m	5.9m
	M2			233.0m ²	283.0m	40.0m	200.0m	35.0m	67700t	1.0m	45t / 70.0t	3.7m	5.9m
<p>Moturoa Note(s):</p> <ol style="list-style-type: none"> Berth LOA is 302.0m. with 320m of wharf, This depth extends 50m past end of wharf i.e. total pocket length is 283m, Maximum berth axle capacities: Moturoa-1 & 2: 9.5 tonnes, Moturoa-3: 4.5 tonnes, Bollard SWL in black denotes SWL of black un-refurbished bollards, yellow represents yellow refurbished bollards. Cargo note(s): <ol style="list-style-type: none"> Moturoa Wharf is the Port's only berth for PKE and quarantine dry bulk, It is the primary berth for the discharge of other dry bulk cargoes, if available, Moturoa-1 has a dedicated cement manifold. 													

Wharf	Berth	Cargo	Apron Width	Berth Length	Berth Pocket Length	Width of Berth Pocket	Max Vessel LOA	Max Vessel Beam	Max Vessel Displacement	UKC	Bollard SWL	Standard Bollard Spacing	Wharf Height (from CD / LAT)
Break Water	BW1	General Cargo Berths	7.8m	97.0m	75.0m	N/A	78.0m	20.0m	N/A	0.5m	38t max	Varies	5.9m
	BW2		20.0m	150.0m	150.0m	N/A	150.0m	25.0m	26000.0t	1.0m	45t max	6.0m	5.9m
<p>Break Water Note(s):</p> <ol style="list-style-type: none"> The inner end of Breakwater-1 is a fishing vessel berth with davits and numerous bollards and cleats to provide mooring flexibility, Maximum berth axle capacities: Breakwater 2: 50 tonnes, Bollard SWL in black denotes SWL of black un-refurbished bollards, yellow represents yellow refurbished bollards. Cargo note(s): <ol style="list-style-type: none"> Breakwater-2 is a multipurpose berth, and is primarily used for coastal bulk traders, fishing vessels and offshore support, Breakwater-2 has heavy lift capabilities, with a laydown area at the wharf and a laydown area adjacent to the wharf, 													
Newton King	NK1	Liquid Cargoes Terminal	5.47m	273.0m	292.0m	40.0m	211.0m	35.0m	66000.0t	1.0m	45t / 78.0t	3.65m	5.9m
	NK2		3.16m		292.0m	50.0m	211.0m	35.0m	66000.0t	1.0m	45t / 78.0t	3.65m	5.9m
<p>Newton King Note(s):</p> <ol style="list-style-type: none"> The Newton King Tanker Terminal (NKTT) is Port Taranaki's dedicated energy wharf, The terminal handles a wide variety of petroleum and chemical products for both import and export, NKTT operates in accordance with the internationally recognised guideline ISGOTT (International Safety Guide for Oil Tankers and Terminals), The maximum berth axle load is 9.5 tonnes, For more detailed info, including loading arm specifications, see the NKTT Guidelines, Bollard SWL in black denotes SWL of black un-refurbished bollards, yellow represents yellow refurbished bollards. 													

TIDAL INFORMATION

Tidal streams are weak and erratic.

TIDAL RANGE

MHWS 3.5m	MHWN 2.8m	MLWS 0.4m	MLWN 1.1m
MSL 1.94m		LAT -0.1m	

NOTICE TO MARINERS

National Notices to Mariners can be found online at the official Land Information New Zealand (LINZ) website <https://charts.linz.govt.nz/>

Local navigation & safety notices can be found online at the Taranaki Regional Council website <https://www.trc.govt.nz/environment/coast/navigation-and-safety-2>.

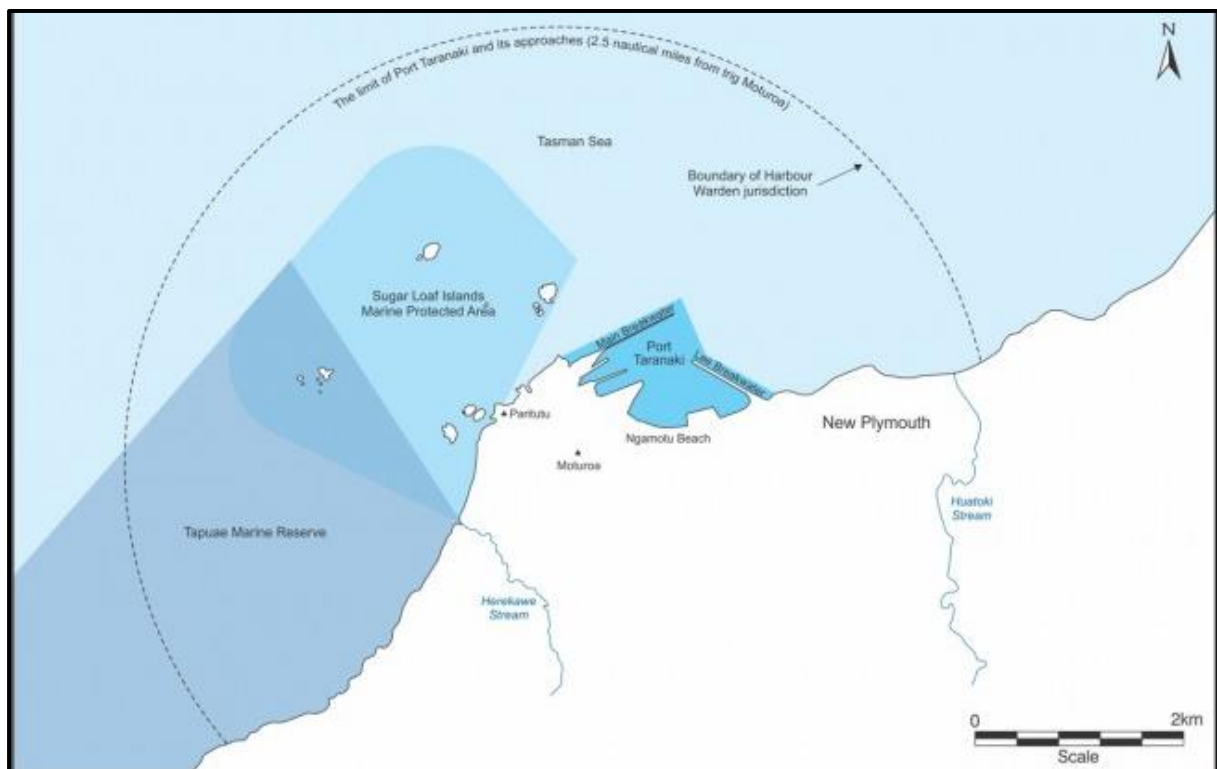
PILOTAGE INFORMATION

COMPULSORY PILOTAGE

Pilotage is mandatory in the Taranaki Pilotage Area for vessels of more 500 GT, unless the Master holds a current Pilotage Exemption Certificate (PEC). Pilotage is available 24 hours a day / 7 days a week.

TARANAKI PILOTAGE AREA

In accordance with Maritime Rule Part 90, the Taranaki Pilotage Area is defined by the area bounded by the seaward arc of a circle radius 2.5 miles centred on Mount Moturoa (39°03.8'S, 174°01.7'E), as shown below:



The statutory authority for safety and navigation within this area is the Taranaki Regional Council as prescribed under the Maritime Transport Act 1994, exercised through its Harbour Master and / or deputies.

Port Taranaki provides, and is responsible for, the maintenance of all navigational aids and provides communications and traffic control/advice through NPHR, which maintains a continuous watch on VHF channels 61 (long-range calling), 16 & 12.

TRIM LIMITATIONS

Vessels with a trim in excess of 3m will be subject to assessment prior to transit by Port Taranaki.

EMPX

Port Taranaki Marine Pilots utilise the [Trelleborg eMPX](#) system for all Master Pilot Exchange (MPX) requirements.

Whenever possible, the eMPX will be emailed to the vessel within 12 hours of the confirmed Pilot on Board time.

PILOT BOARDING GROUND / STATION

A Vessel is deemed to have arrived in New Plymouth when in a position 5 nautical miles North of the Pilot Boarding Ground (PBG) and having successfully contacted NPHR (VHF CH 12).

Pilot station defined by position: 39° 0.00 S 174° 2.50 E

DO NOT proceed beyond the Pilot Station unless requested by the Pilot.

PILOT LADDERS

Pilot ladders are to be rigged in accordance with SOLAS (Safety of Life at Sea) /NZ regulations (Maritime Rule 53 – Pilot Transfer Arrangements).

In addition to the international and national rules and regulations, to ensure the safety of its Pilots, Port Taranaki has set the following additional safety criteria, which **must be adhered to**:

PILOT LADDER & MANROPE SAFETY CRITERIA

- Maximum age of Pilot ladders is **not to exceed 24 months** from date of manufacture,
- Maximum age of manropes used with Pilot ladders are **not to exceed 12 months** from date of manufacture, and
- All vessels fitted with a combination arrangement should, if safe to do so, lower the **maximum vertical climbing height to no more than 5m**.

Certificates showing the date of manufacture for both ladders and manropes are to be forwarded to the Port prior to a Pilot booking request being accepted.

ENFORCEMENT

Any Pilot transfer arrangement that is presented in a state non-compliant to the requirements of SOLAS (Safety of Life at Sea) Regulations V/23, IMO Resolution A 1045 (27), NZ Maritime Rules Part 53, or the above requirements, should expect to have the boarding Pilot refuse to use the arrangement.

This may result in delays or costs attributable to your vessel.

PASSAGE PLAN

WAYPOINTS

The below waypoints **must be entered into the vessel's ECDIS** (Electronic Chart Display & Information System) prior to Pilot boarding:

Piloting notes				
Waypoint List			Turn Radius	Notes
Pilot Station	39° 0.0000	S	N/A	Pilot station
	174° 2.5000	E		
Point Charlie	39° 1.6700	S	0.5nm	Top of leads
	174° 3.3055	E		
Point Alpha	39° 2.4368	S	N/A	Make Fast Tugs (see note 3 below)
	174° 2.9944	E		
Wave Tower	39° 3.1848	S	0.4nm	Turning into Harbour
	174° 2.6946	E		
Harbour Centre	39° 3.2800	S	N/A	Centre of swing basin (radius 200m)
	174° 2.4000	E		
<p>Note(s): Ensure that the above route is planned and checked on the vessels ECDIS prior to the pilot boarding,</p> <ol style="list-style-type: none"> 1. Failure to do so may result in your pilotage being cancelled and the pilot disembarking. 2. Route is reversed for departure, 3. Ensure that only heaving lines with monkeys' fist, or equivalent, <u>no requirement for a messenger</u>. 				

NAVIGATION

Reference should be made to Admiralty Sailing Directions NP51 for information regarding Port Taranaki. For exact and accurate characteristics and position details of navigational aids, the current New Zealand Nautical Almanac/Admiralty list of lights should be consulted together with the New Zealand Notices to Mariners.

Buoyage system in the area is IALA System A.

Chart	NZ 4432	LINZ
Pilot Book	NP51	UK Hydrographic Office
Tide Tables	Admiralty Tide Tables Vol. 3	UK Hydrographic Office
Lights	Admiralty List of Lights Vol. K	UK Hydrographic Office

FUEL CHANGEOVER

Vessels are to ensure that they have transitioned to their "harbour manoeuvring fuel" at least four (4) hours prior to their Pilot on Board time.

ENGINE / SHAFT POWER LIMITERS

ENGINE POWER LIMITERS / OVER-RIDABLE POWER LIMITER

As part of efforts to cut greenhouse gas emissions, some vessel operators have either installed or modified existing engine power or shaft power limiters to comply with new amendments to the IMO's MARPOL convention. In some cases, these limiters may reduce vessel manoeuvrability to an unacceptable level when navigating within a confined channel or harbour limits.

For the safety of navigation within Port Taranaki, vessels must be able to respond to all engine and helm commands without delay or restriction whilst under Pilotage within Port Taranaki harbour limits. Accordingly, the following requirements are in place forthwith:

- *Any power limiting or automatic acceleration limiting devices or software that would limit the speed or power of response to the vessel engine orders must be overridden at least one (1) hour prior to the Pilot boarding your vessel.*
- *Any vessel without the capacity to attain the posted RPMs in a timely fashion because of limiting devices, software or other engine defect(s) may be permitted entry or exit subject to consideration of reduced weather limits and/or additional Pilotage and tug requirements.*

INFORMATION REQUIRED FOR ALL ARRIVING VESSELS

To identify vessels that may pose additional navigational risk, due to a power or shaft limiting device, Port Taranaki require the following information within the Vessel Arrival Information Sheet (VAIS):

1. *Is the vessel equipped with an engine or shaft power limiter? If yes, is the limiter mechanical or software based?*
2. *If the vessel is equipped with a mechanical limiter, will it be removed or disabled prior to Pilot boarding?*
3. *If the vessel is equipped with a software-based limiter, will it be able to be overridden prior to Pilot boarding?*

The attending Pilot for the vessel transit will re-confirm the information provided during the Master/ Pilot exchange.

PILOTAGE EXEMPTION CERTIFICATES

Pilotage Exemption Certificates (PEC) may be arranged through Port Taranaki and the Taranaki Regional Council appointed Harbour Master.

PECs will not be issued for the following vessels:

- Any vessel over 100m LOA,
- Any vessel over 7.5 metres draft, and
- Tankers.

PECs can only be issued to the Master or First Mate by Maritime New Zealand (MNZ), under Maritime Rule Part 90: Pilotage (MR 90), after having completed the MNZ approved PEC Training (Port Taranaki PRO-0196) and being successfully examined by the Harbour Master. The PEC applicant must apply to MNZ for the issue of their PEC - it is the PEC holder's sole responsibility to revalidate their PEC annually and other currency requirements to exercise the privileges, in accordance with the PEC training procedure and MR 90.

Pilotage Exempt Masters (PEC holders) may at any time request the services of a Port Taranaki Pilot. In general, a Pilot should be engaged if a tug is required on a Pilotage exempt vessel, or the vessel is experiencing any machinery or similar issues which may not permit the vessel to be navigated as under normal circumstances.

VESSEL ARRIVAL / DEPARTURE – MANAGING SAFE SEPARATION BETWEEN VESSELS

To reduce the risk of collision or the development of close quarters between vessels, the following controls apply:

- Pilots and Masters are to maintain awareness of all vessel movements within the pilotage area, including Pilotage Exemption Certificate (PEC) vessel movements,
- Two vessels may only be within harbour limits concurrently where clear communication has been established and a positive deconfliction plan is agreed between the Pilots,
- Deconfliction is to be carried out on NPHR (VHF CH 12) in sufficient time to allow for safe execution of the agreed plan,
- Outbound vessels have priority unless an alternative plan is positively agreed between the Pilots and Masters,
- Two vessels over 500GT are not to be in the main navigational channel at the same time.

ANCHORAGE

Vessels are not to anchor inside harbour limits, or within two and a half nautical miles (2 ½ nm) from the nearest land, except in cases of emergency OR if permission is granted by the Duty Pilot or Harbour Master. Anchorage is not recommended in Northerly weather conditions due to the lee shore and poor holding ground.

ANCHORAGE IN THE NORTH TARANAKI BIGHT

The North Taranaki Bight area is not a managed or ‘controlled’ anchorage area (sits outside Taranaki Regional Council (Harbourmaster) or PTL jurisdiction / control – outside harbour limits).

Therefore, the safe anchorage of vessels remains the responsibility of the Master. However, NPHR will provide anchorage advice to vessels to direct them to anchor East of the navigational channel (top of the main leads - 017° / 197°) and within the area generally suitable for anchoring.

NPHR anchorage instructions:

- DO NOT anchor inside the New Plymouth Harbour and Pilotage Limit,
- ADVISED that you may only anchor in the area East of 174°04.00E,
- Keep more than two and a half nautical miles (2 ½ nm) from the nearest land,
- Keep outside the 30m depth contour, and,
- Masters are advised to be exercise caution when anchored with due regard to weather conditions and poor holding ground.

NOTE: Relevant chart **NZ4432 Taranaki Roads** advises that: “Extreme caution is advised when anchoring in all areas bound by Chart NZ4432 due to the poor nature of the holding ground throughout the area”.

Wind Limitations: Masters are strongly cautioned against a wind from the Northerly quarter as it will present lee shore conditions for anchored vessels.

Vessels anchored in the area are **strongly advised to be prepared to get underway** in strong wind conditions – equal or greater than Beaufort Scale 6: (22–27 knots wind speed).

Vessels are **strongly advised to get underway** in near gale wind conditions – equal or greater than Beaufort Scale 7: (28-33 knots wind speed).

NPHR will provide warnings of these conditions on VHF CH 12. Warnings will be based on weather forecast information received by Port Taranaki.

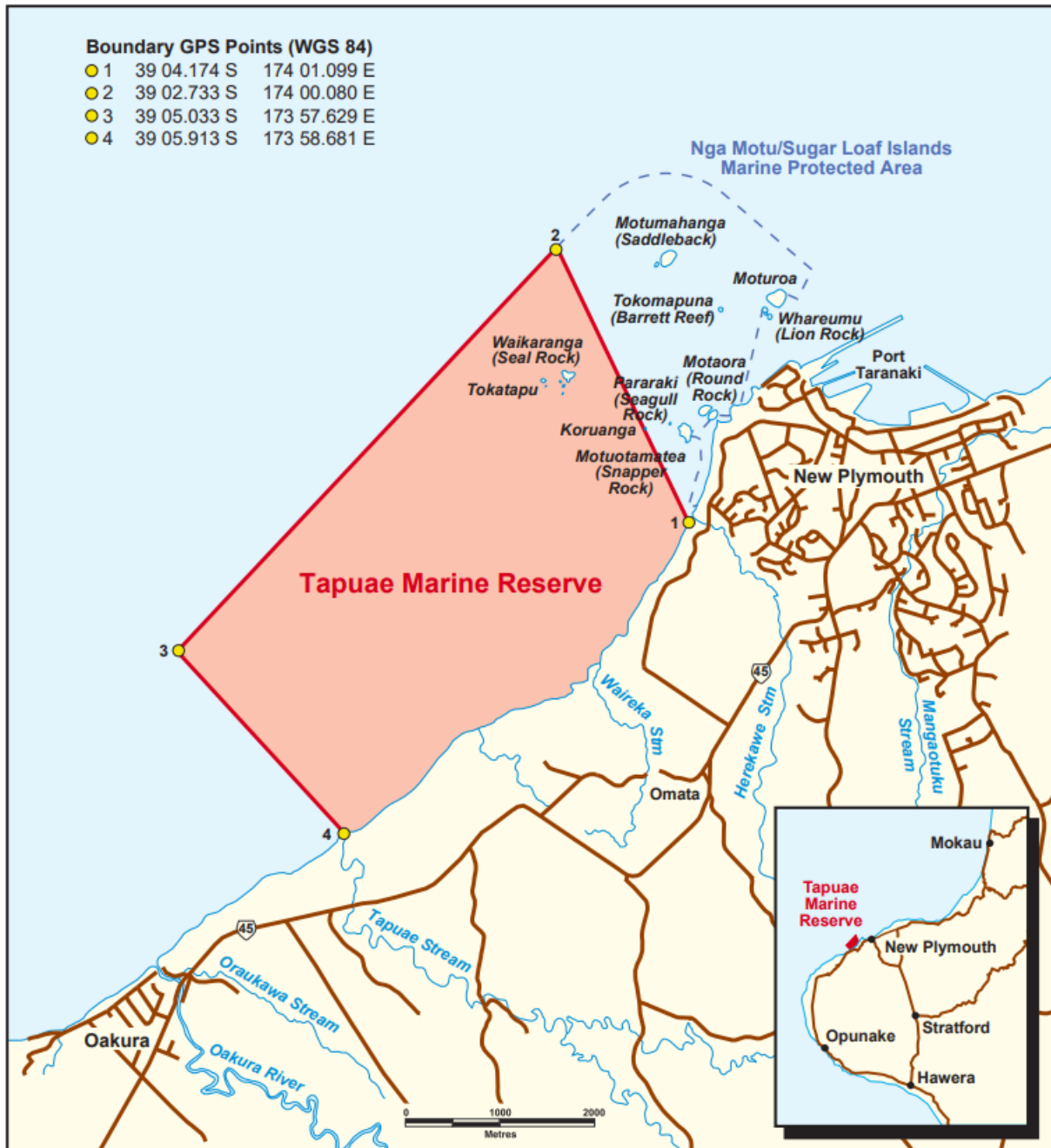
Effluent Disposal at Anchor: The New Zealand Resource Management (Marine Pollution) Regulations 1998 apply to vessels anchored in the area within New Zealand Waters.

Works on Vessels' Machinery while at Anchor: Only essential work on vessels' machinery, including propulsion plant, generators and steering gear should be undertaken while at anchor. Intention to conduct work on any machinery which involves immobilising the vessel should be advised to NPHR (VHF CH 12) before the work is commenced.

Slipped Anchor: In an emergency only, where there is a requirement to slip an anchor, the position of the anchor on the seabed is to be reported immediately to NPHR, thereafter in writing as an incident report to Maritime New Zealand.

Emergencies: These should be advised over VHF radio channel 16 / 61 (long range calling) using the recognised 'PAN PAN' and 'MAYDAY MAYDAY' protocol, as appropriate.

MARINE PROTECTION AREAS



The Tapuae Marine Reserve is located as above. Commercial vessels should not enter *under any circumstances*, without the express permission of the Harbour Master.

Ngā Motu/Sugar Loaf Islands Marine Protected Area borders Tapuae Marine Reserve. The water area enclosed by lines 0.5nm seaward of these islands to the shore is a protected area and should, *under no circumstances*, be entered by commercial vessels without the express permission of the Harbour Master.

The off-lying islands are conspicuous; Moturoa Island 39° 03.0'S 174° 01.6'E being the most prominent of the islands at 81 meters.

LONG PERIOD WAVES (INFRA-GRAVITY)

Due to its geographical location, harbour shape and exposure to the Tasman Sea, Port Taranaki experiences [Long Period Waves](#) (LPW), also known as Infra-gravity waves or surge conditions.

These waves are difficult to observe due to their relatively small amplitude, however, even at 5-10cm amplitude they can energise a moored vessel causing excessive movement / surging against the mooring lines and fenders. This movement increases the risk of breaking vessels lines, damaging vessels or infrastructure, and poses a risk to personnel.

During elevated LPW periods, the Port will issue weather warnings / advisory notices, which will be sent to agents via email. Any additional vessel requirements or Port restrictions will be clearly outlined within the warning / advisory.

GANGWAYS

A gangway should be made ready as soon as possible after berthing to avoid delays to Port officials and surveyors. It is the Masters responsibility to always ensure safe access and that the safety precautions are in place even if using shore gangways.

The requirements for safely rigging vessel access equipment are set out in MSC. 1/ Circ.1331 and SOLAS regulation II-1/3-93.

MOORINGS & SHORETENSION

All vessels must adhere to the International Mooring Equipment Guidelines.

Given the prevalence of surge conditions (infra-gravity, also known as long period waves (LPW)) and the high tidal range, Masters are to ensure moorings are tended to regularly and in good condition. Port Taranaki may deploy the [ShoreTension system](#) where required and suitable, however, it is only supplementary to the vessel's mooring lines. Crew must not touch or adjust the ShoreTension moorings, and any concerns must be reported immediately to NPHR (VHF CH 12).

MARINE FLOATING PLANT

TUGS					
Name	Type	Bollard Pull	Lines	Foam	Fire Fighting Capability
KINAKI	ATD (Aziumuth Tractor Drive)	60 tonnes	Tugs line	YES	1 x 23000 ltrs/min
TUAKANA	Voith Schneider	40 tonnes	Tugs line	YES	2 x 11000 ltrs/min
KAROO	ASD (Aziumuth Stern Drive)	50 tonnes	Tugs line	NO	Nil
PILOT LAUNCHES					
Name	Type	Speed	Built	LOA	Displacement
MIKOTAHI	Monohull	24 knots	2014	19.5 m	27 tonnes
RAWINIA	Monohull	26 knots	2008	17.6 m	18 tonnes

Note: For full vessel details see: [Tugs & Launches | Port Taranaki](#)

SERVICES

Port Taranaki will endeavour to confirm services, requested via the Port Taranaki internet request Portal, between 0830 and 1600 within 4 hours of receiving the request, and otherwise within 18 hours.

BUNKERING

Heavy Oil Bunkering is not available.

Bunkering within the Port's operational area is a permitted activity; Port Taranaki operates under the Common Permit to Work (PTW) system. Gas Oil/Diesel is available by road tanker depending on berth.

CRANES / LIFTS

Lifts can be ordered via the Port Taranaki Portal by using the following link: [Service Requests | Port Taranaki](#)

Lift requests are to be submitted, where possible, no less than 48 hours prior to requested lift time.

Port Taranaki owns and operates the following lifting assets:

MOBILE HARBOUR CRANES				
Type	Max Load (on hook)	At Radius of	Min Load (on hook)	At Radius of
Liebherr LMH400 #1	104 tonnes	22m	N/A	N/A
Liebherr LMH400 #2	104 tonnes	22m	N/A	N/A
REACH STACKERS				
Type	Max Lift	Max Container Stack Height		
Hyster RS45-31CH	40 tonnes	5		

GARBAGE COLLECTION

Removal can be ordered via the Port Taranaki Portal by using the following link: [Vessel Garbage Removal | Port Taranaki](#).

Garbage Removal Requests for both General and Quarantine Garbage are to be submitted, where possible, no less than 48 hours prior to Pilot on Board time.

General Garbage can be landed. Port Taranaki Ltd cannot accept the following garbage items for disposal. Alternative arrangements for disposal of the below items can be made with the acting Agent.

- Medical Waste,
- Batteries,
- Used Paint tins.
- Used steel/plastic drums

Quarantine Garbage can be landed in small quantities with the approval from Port Taranaki Ltd. An electronic docket confirming volume is supplied via email.

There are charges related to the landing and disposal of General and Quarantine garbage, these can be seen on the Port Taranaki Ltd website: [Customer Information | Port Taranaki](#)

FRESH WATER

Vessel Water Requests can be ordered via the Portal: [Vessel Water Supply | Port Taranaki](#)

Vessel Water Requests are to be submitted, where possible, no less than 48 hours prior to Pilot on Board time. Fresh water is available at all berths.

PHONES

All vessels are supplied with shore phones on arrival.

- General Cargo vessel phones are for local calls only and the cost is included in the berthage charges, and
- Tankers have cell phones and are for local and NZ calls only. Their use is charged and forwarded to the vessel's agent.

SHORE POWER

Shore power may be available on request at Blyde and Moturoa wharf: 440V, 3 phase, 60 Amp.

WIFI

Nil Wi-Fi available.

RAIL

The Port is connected to the national road and rail network. There are no facilities for passengers on the rail system from New Plymouth.

GENERAL INFORMATION

SEAFARER MISSION

The Mission to Seafarers New Plymouth		
Contact: Pieter Borsje	+64 (0)220781570	npl.swb@gmail.com

VESSEL IMMOBILISATION

Vessel Immobilisation Requests can be made via the Portal: [Vessel Immobilisation Request | Port Taranaki](#)

Requests for Vessel Immobilisation in Port are to be submitted, where possible, no less than 48 hours prior to Main Engine immobilisation being required. This request does not guarantee that work can be conducted, this will need to be assessed and confirmed by the Duty Pilot on a case-by-case basis.

Confirmation will be sent to the vessel's Agent once this has been conducted.

The vessel must notify NPHR (VHF CH 12) prior to and on completion of work being carried out.

Note: If a vessel becomes immobilised inadvertently, the Master must advise NPHR (VHF CH 12).

USE OF LIFEBOATS IN PORT

Lifeboats can be tested with prior approval from NPHR (VHF CH 12). For tankers, lifeboats can only be tested when no cargo operations are taking place.

USE OF PROPELLERS ALONGSIDE

Vessel wishing to operate propulsion machinery (propellers or thrusters) shall contact NPHR (VHF CH 12) prior for permission. The operation of Controllable Pitch Propellers (CPP) up to 30 min prior to intended departure is permitted.

HOT WORK

Hot work within the Port's operational area is a permitted activity; Port Taranaki operates under the Common Permit to Work (PTW) system. Hot work includes, but is not limited to, welding, gas cutting and grinding. Hot work on Offshore Tenders and Commercial Vessels may be undertaken in accordance with the vessel's approved Permit to Work system. The vessel must notify NPHR (VHF CH 12) prior to the commencement of any hot work. NPHR (VHF CH 12) will acknowledge the notification and request confirmation once the hot work has been completed.

DRONES

Drone operation within the Port's operational area is a permitted activity; Port Taranaki operates under the Common Permit to Work (PTW) system.

TANKERS

- Tank-washing and gas-freeing, with or without Inert Gas purging, is not permitted without prior authority from the Terminal Safety Officer,
- Crude oil washing is not permitted at any time,
- When vessels are to be inerted on arrival, tanks are to be below 8% oxygen; and,
- If tanks are to be inspected, the tanks are to be gas-free with *nil* hydrocarbons.

DANGEROUS GOODS (DG)

A Dangerous Good Transit Notification must be made through the Portal: [Dangerous Goods Transit Notification | Port Taranaki](#)

To comply with relevant maritime rules, and in accordance with the Port Taranaki Limited Standard Conditions of Business requires 48 hours' notice if any hazardous goods and substances (including fumigants) are on board or intended to be loaded onto a vessel at the Port. In addition to advanced prior notice, the quantity and stowage, or intended stowage, of the hazardous goods and substances must be confirmed with the Port.

DIVING

Diving within the Port's operational area is a permitted activity, Port Taranaki operates under the Common Permit to Work (PTW) system. Local divers may be available for underwater inspections, bottom cleaning. Bottom cleaning requires Resource Management Consent from Taranaki Regional Council.

Vessels wishing to carry out diving operations must:

- Obtain a permit for the planned work,
- Contact NPHR (VHF CH 12) or (+64) 06 759 9740, and,
- Display Flag Alpha.

VESSEL'S STORES

Vessel Stores Requests can be made via Portal: [Vessel Stores | Port Taranaki](#)

Vessel Stores Requests are to be submitted, where possible, no less than 48 hours prior to Pilot on Board time.

- Storing into Port is possible by road or rail:
 - o For tankers, stores are by road to wharf gate and then transferred by hand trolley to vessel side (approximately 120 metres),
 - o Storing is done by vessels staff.
- Vessel chandlers prefer 72 hours' notice in advance
 - o All types of stores are available: frozen foods; fresh vegetables; chemicals; lube oils and general deck; catering; electrical; and engine.

New Plymouth Providores		
+64 6 751 2531 (phone)	+64 6 751 2073 (fax)	npplissanz@xtra.co.nz
Kingston Providores		
+64 6 751 0347 (phone)	+64 6 751 2528 (fax)	kingston@xtra.co.nz

BALLAST AND SLOPS

No shore ballast facilities are available.

Slops can be discharged ashore and various tanker trucks are available. This is arranged through the vessel's agent.

ENVIRONMENTAL

Any accident, incident or near-miss must be reported immediately to the Harbour Master and Port Taranaki Duty Pilot via NPHR (VHF CH 12).

For Tankers, any accident, incident or near-miss must also be reported immediately to the NKTT Terminal Safety Officer.

Vessel Masters must submit an event, incident, or situation notification to [Maritime New Zealand](#) as soon as possible after it occurs.

OIL SPILLS

In the event of an oil spill / pollution occurring, all available means must be used to stop and contain. If the source, or cause, is unknown it must be investigated; for tankers, this may require stopping cargo operations.

EMISSIONS & DISCHARGES

Vessels both alongside, and within harbour limits are required to keep emissions and discharges to a minimum.

Masters and vessel operators should refer to Maritime Rule Part 199 and Maritime New Zealand's '[Prevention of air pollution from vessels](#)' webpage for further guidance on New Zealand's application of MARPOL Annex VI.

NOISE FROM GENERATORS ON BOARD VESSELS

Vessels are expected to undertake all means to keep to a minimum the sounds emanated from vessel systems during the stay at the berth. In the event of complaints being received from Port neighbours about noise, we shall monitor the noise levels from that vessel.

PAINTING

Vessels wishing to paint must contact NPHR (VHF CH 12). If permitted, vessels are to ensure no paint, or paint scraping is spilt or dropped in the water.

SECURITY

ACCESS AND ID REQUIREMENTS

SEAFARERS

Seafarers must always carry with them acceptable identification. This can be:

- valid passport,
- seafarers identity documents issued by a contracting government or flag state administration,
- or,
- an identification credential issued by a recognised company, union or trade association.

Note: photocopies or digital copies are not acceptable.

Vessels berthed alongside the Newton King Tanker Terminal will be issued with access cards and crew shall use them to get in and out of Newton King Tanker Terminal.

All vessel's crew must use the crew shuttle van to travel to and from the main gate on Breakwater Road - see [Crew Transportation](#).

The identity of the seafarer will be checked against the vessel's crew list held at the Gatehouse. If the Main Gatehouse is unmanned, the call button on the intercom should be pushed, so that security personnel can assist with access. Seafarers are required to remain there until they have been attended to and cleared by Port security.

NON-SEAFARERS

For information on access to the Port Taranaki and related security measures, please visit: porttaranaki.co.nz/access-and-security.

CREW TRANSPORTATION

Port Taranaki provides a shuttle service for crew going ashore for shore leave. Bookings are required at least 30 minutes prior to requested pick up time.

To book a shuttle:

- Press and hold #2 on the mobile phone provided to be connected to the NPHR, you will be given a time the shuttle is next available.

Or,

- Call NPHR (VHF CH 12), you will be given a time the shuttle is next available.

Please note that the shuttle may be delayed due to urgent Port operations. If this happens the vessel will be notified by the Port Communications Centre.

VESSELS AT BLYDE AND MOTUROA WHARFS

- Crew must remain on vessel until the shuttle arrives.

VESSEL AT NKTT WHARF

- Crew will use a provided access card to walk from the vessel to the NKTT Terminal building at the booked shuttle time only. **The crew must not leave the NKTT Terminal building by foot.**

All crew must carry original photo identification. Photocopies or digital copies will not be accepted. The shuttle holds a maximum of 7 crew. No bicycles will be transported. A taxi can be booked on request to the shuttle driver.

Crew can return to the Port Gatehouse at any time. When the Gatehouse is unmanned crew must use the intercom at the Gatehouse pedestrian area to request entry and shuttle pick up.

SAFETY

Any accident, incident or near-miss must be reported immediately to the Harbour Master and Port Taranaki Duty Pilot via NPHR (VHF CH 12).

Vessel Masters must submit an event, incident, or situation notification to [Maritime New Zealand](#) as soon as possible after it occurs.

VESSEL ACCESS

All vessels must always provide safe access for crew and visitors. Visitors are not allowed on the Tanker Terminal area unless prior approval obtained from NKTT Terminal Safety Officer. Contact the Port Taranaki Gatehouse 24-hrs prior to visitor arrival for guidance.

PEDESTRIAN ACCESS

There is no pedestrian access to or from vessels. Walking through the Port is not permitted under any circumstances.

EMERGENCIES ONBOARD

- Sound one or more blasts on the vessel's whistle, each blast must not be less than 10 seconds duration supplemented by the continuous sounding of the general alarm;
- Call "New Plymouth Harbour Radio (NPHR)" on VHF Channel 12,16 or 61 and advise nature of emergency; and
- Contact Local Emergency Services on **111 or 999**.

Further security and emergency information is contained within the Vessel's Crew Handout – Security and Emergency Information 2019 on the Port Taranaki website or by following this link: [Vessel's Crew Handout- Security and Emergency Information](#).

PORT EVACUATION / EMERGENCY

This is a wailing siren with a red flashing light on top of the cement silo at the inshore end of Newton King Tanker Terminal. Alarm is tested weekly at 1130 hours on Wednesday mornings.

Action required upon hearing the Port Emergency Alarm:

- Cease work, muster crew, open contact with NPHR (VHF CH 12) for further instructions; and
- Contact Local Emergency Services on **111** or **999**.

VESSEL ARRIVAL INFORMATION

FORMS REQUIRED

NOTIFICATION	WHEN	BY	TO
Berth Booking Request	10 days before arrival	Agent	Internet Request Portal
<p><i>PRE-ARRIVAL INFORMATION</i></p> <p>Bulk cargo:</p> <ul style="list-style-type: none"> Advanced Notice of Arrival Crew manifest Passenger manifest Previous 10 Ports of Call Mooring Equipment Arrangement Traffic Management Plan Vessel Arrival Information Sheet (VAIS) Declaration of Health Load/Discharge Plan Vessels Particulars (generic) Pilot Card (generic) Pilot Ladder Certificate (including Manrope Certificate) <p>If Applicable:</p> <ul style="list-style-type: none"> Free Pratique CEDO BACC 	At least 48 hours before arrival	Agent	security@porttaranaki.co.nz marineservices@porttaranaki.co.nz planning@porttaranaki.co.nz
<p>Oil & chemical tankers:</p> <ul style="list-style-type: none"> Cargo details Q88 if first visit or there is a change to the Q88 	48 hours before arrival	Agent	planning@porttaranaki.co.nz
<p><i>SECURITY INFORMATION</i></p> <ul style="list-style-type: none"> Crew changes Visitors/contractors Stores/spares for loading Special security requirements 	48 hours before arrival	Agent	security@porttaranaki.co.nz
<i>SERVICES REQUESTS</i>	48 hours before arrival	Agent	Internet Request Portal
Confirmed cargo schedule	ASAP & prior to Pilot on Board	Agent	planning@porttaranaki.co.nz
<p>Schedule alterations:</p> <ul style="list-style-type: none"> Cargo volumes +10% Arrival time Time alongside 	ASAP	Agent	planning@porttaranaki.co.nz

NOTIFICATION	WHEN	BY	TO
<ul style="list-style-type: none"> Departure time 			
Pilot on board request	Minimum 6 hours before Pilot on Board	Agent	Internet Request Portal
Pilot on board change request	Minimum 6 hours before Pilot on Board	Agent Master	Internet Request Portal NPHR
Confirm ETA	2 hours before arrival	Master	NPHR