

PORT GUIDE

Last updated: 24th September 2015

FISYS id : PO5702
UNCTAD Locode : NZ NPL



New Plymouth, NEW ZEALAND

Lat : 39° 03' S Long : 174° 02'E

Time Zone: GMT. +12 Summer time kept as per NZ regulations
Max Draught: 12.5m subject to tide

Alternative Port Name: Port Taranaki

Vessels facilities	
<input checked="" type="checkbox"/> Multi-purpose	<input checked="" type="checkbox"/> Break-bulk
<input checked="" type="checkbox"/> Pure container	<input checked="" type="checkbox"/> Dry bulk
<input checked="" type="checkbox"/> Liquid (petro-chem)	<input checked="" type="checkbox"/> Gas
<input checked="" type="checkbox"/> Ro-ro	<input checked="" type="checkbox"/> Passenger/cruise

Authority/Co name: Port Taranaki Ltd

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New Plymouth
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New Zealand

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Key Personnel	Position	Email
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Capt Neil Armitage	Marine Services Manager / Harbour Master	narmitage@porttaranaki.co.nz

SECTION	CONTENTS	Page
2.0	Port Description	
2.1	Location.	3
2.2	General Overview.	3
2.3	Maximum Size	3
3.0	Pre Arrival Information.	
3.1	ETA's	4
3.2	Documentation.	4
3.3	Radio.	5
3.4	Health.	5
3.5	Customs and Immigration.	5
3.6	Standard Messages.	7
3.7	Flags.	7
3.8	Regulations and General Notices.	7
3.9	Agencies	9
4.0	Navigation.	
4.1	Port Limits.	9
4.2	Sea buoys, Fairways and Channels.	9
4.3	Pilot.	9
4.4	Anchorage's.	10
4.5	Tides.	10
4.6	Dock Density.	10
4.7	Weather	10
4.8	VHF.	11
4.9	Navigation	11
4.10	Charts and Publications.	13
4.11	Traffic Schemes.	13
4.12	Restrictions.	13
4.13	Tugs.	13
4.14	Coast Guard.	14
4.15	Berthing and Unberthing.	14
5.0	Berths and Cargo	
5.1	Berths.	14
5.2	Facilities.	16
5.3	Storage and Cargo.	17
5.4	Barges.	18
5.5	Ballast and slops.	18
5.6	Security Guards; Port emergencies	19
5.7	Safety.	19
5.8	Cargo Documentation.	20
5.9	General berthing information.	20
6.0	General.	
6.1	Repairs.	21
6.2	Bunkers/Water/Stores.	21
6.3	Medical Facilities.	21
6.4	Transport.	21
6.5	Reparation.	21
6.6	Consuls.	22
6.7	Banks.	22
6.8	Holidays.	22
6.9	Working Hours.	22
6.10	Developments.	22
6.11	Recreation.	22
6.12	Garbage.	22
6.13	Officials and visitors.	23
6.14	Fumigation/De-rat.	23
6.15	Pollution.	23
7.0	Port Dues.	
7.1	Charges.	23

2.0 PORT DESCRIPTION

2.1 Location

Port Taranaki is the only deep sea port on the west coast of New Zealand and accommodates a variety of large overseas and coastal vessels. The port is situated on the North Island approximately 135NM, SSW of Auckland.

The approach to the harbour is safe and easily navigable, with an open roadstead and anchorage in 18-22 metres. There is no bar and the port is protected by two breakwaters. Inside the harbour the approach fairways provide a swinging basin up to 410 metres. The maximum port draught is 10 metres, but vessels operating under the Dynamic Under Keel System (DUKC) may exceed this. Vessels can be berthed in most weathers, but draughts in excess of 9.5 metres depend on tide. Night berthing is available. (See 4.12 for restrictions)

2.2 General Overview

The port handles a large variety of cargo including bulk, logs, together with bulk liquids such as molasses, tallow and products of the petroleum and petro-chemical industries. Port Taranaki is also a base for the offshore oil industry. Two berths are available for landing heavy lifts; the breakwater berth can accept almost unlimited weights and Blyde Wharf up to 600 tonnes distributed load. Mobile cranes capable of lifting up to 70 tonnes are available. The port has wide experience in the handling of large heavy loads.

Blyde wharf is serviced by rail, and the port is situated 4km from the city centre. The port operates 24 hours a day, seven days a week.

Main Imports: Animal feed, Grains, Fertiliser, Petroleum Products & Manufactured Goods

Main Exports: Crude and Petroleum Products, Methanol, LPG & Logs.

2.3 Maximum Size

Berth	LOA	Draught		Beam
		(m)	DUKC (m)	
Newton King No1	211	12.5	12.5	35
Newton King No2	211	12.5	12.5	35
Blyde No 1	225	10.5	10.5	32.3
Blyde No 2	225	12.5	12.5	32.3
Blyde No 3	78	6.5	6.5	20
Moturoa No 1	98	7.5	7.5	20
Moturoa No 2	196	12.5	12.5	32.3
Moturoa No 3	75	5.5	5.5	20
Breakwater No 1	78	6.5	6.5	20
Breakwater No 2	150	9.0	9.0	25

NOTE: Vessels up to 300m can be berthed on Blyde Wharf, occupying both Blyde 1 and Blyde 2.

3.0 PRE ARRIVAL INFORMATION

3.1 ETA's

In addition to Charter Party requirements, notification is required from each arriving vessel at the following minimum times prior to the vessel arrival:

24 hours - Vessel Arrival Information Sheet to be emailed or faxed. This sheet contains details of vessel's ETA, draught, LOA, cargo, dangerous goods, and status of navigational equipment.

8 hours - ETA Update to be emailed or faxed.

2 hours - Confirmation of ETA on VHF Channels 61, 12 or 16

Any changes must be notified immediately

All communications are to be addressed to 'New Plymouth Harbour Radio' by VHF or email marineservices@porttaranaki.co.nz or Fax 64-6-759 9844

Oil and Chemical Tankers must send cargo details 48 hours prior to arrival. This is to include country of registry, Nationality of Master, LOA, Draught, Distance from Bow to Manifold flanges, Cargo Plan, Condition of readiness and any other relevant information.

3.2 Documentation

Pre arrival

- Advance Notice of Arrival (NZCS 344) – not less than 48 hours prior to their entering New Zealand territorial waters (12 mile limit).
- New Zealand Customs Service – Crew List (NZCS 355 & 342)
- Maritime Declaration of Health
- BALLAST WATER DECLARATION: PART 1 + PART 2
- MASTERS DECLARATION FOR FULL BIOSECURITY CLEARANCE

On arrival

- Inward Report (Form C1) including crew list
- Crew Declaration (Form 6 or 7)
- Passenger information
- Last port clearance
- Controlled drugs and firearms list
- Stores list.

On departure

- Advance notice of departure (FormC2)
- Certificate of Clearance (Form C3)
- New Zealand Customs Service – Crew List (NZCS 355 & 342)

The following information also needs to be included with the advance notice of departure:

- Craft stores requisitions – a form used to apply for approval to load ship's stores, duty free in NZ, and a receipt or validation that the stores have been received on board the craft.
- Controlled drugs and firearms list.

VAIS (Port Taranaki Ltd)

3.3 Radio

N32 Port of New Plymouth
CALL ZMH 70 NEW PLYMOUTH HARBOUR RADIO
SSB and VHF Repeater Channel 12 and 61(Long Range)

SSB call 2182 and 4125:

Working 2089, 2045, 2162, 4417 and 4146

Schedules 2182:

Every *four* hours from midnight between *00-15* past the hour

Schedules 4125:

Every *four* hours from midnight between *15-30* past the hour

3.4 Health

The "No change of Health Status Report for Radio Pratique" must be sent to Port Health by e-mail or fax between 12 – 24 hours before arrival.

Radio Pratique granted by email.

Taranaki Health Care - port.health@tdhb.co.nz

New Plymouth 64-6-753-7798. Fax: 64-6-753 7788.

Pratique automatic if the vessel has already called at another New Zealand Port.

3.5 Customs and Immigration

Ph. 64-6-9686101 (24hrs)

www.customs.govt.nz

Customs requires an NZCS 344 - New Zealand border agencies advance notice of arrival for all commercial and cruise ships, not less than 48 hours prior to their entering New Zealand territorial waters (12 mile limit).

The notice will contain information on the ship and the voyage, and details about the health and quarantine status of all on board.

All required documents as listed under section 3.2. and all of the forms quoted above can be found, along with further information on Customs website www.customs.govt.nz

Ship Stores (Alcohol & Tobacco)

Permission must be granted *before* duty free stores are taken from the Ships Bond.

Vessels entered, or about to be entered, on Temporary Import Entry ie, small craft, pleasure craft, fishing vessels and survey vessels are only eligible to load duty free consumable stores when they are about to depart final.

With the exception of cruise ships, the amount of duty free alcohol and tobacco that may be loaded is determined using a formula calculation, as follows:

Approved quota (detailed in table below)
multiplied by the number of crew and passengers
multiplied by the voyage duration

less any duty free alcohol and tobacco stores already on board.
The approved quota per crew member and passenger is:

Beer 6 x cans or bottles per day (each can or bottle not to exceed 375ml)
or
Wine 1 x 750ml bottle per day, and
Spirits or liqueur 3 x 1125ml bottles per 10 days
Cigarettes 20 cigarettes per day or
Tobacco 250g per 10 days or
Cigars 5 (regardless of weight) every 10 days

3.6 Standard Messages

Vessels will be passed information by VHF channel 12 (or channel 61 for long range) prior to arrival by New Plymouth Harbour Radio. This is a standard message consisting of prohibited areas, ship movements, vessels at anchor, pilot boarding times, arrangement of pilot ladder and berthing details.

3.7 Flags

National flag of New Zealand is the appropriate courtesy ensign for Foreign Registered vessels.

3.8 Regulations and General Notices

General notices appertaining to item's such as garbage, port regulations and customs will be presented to the Master on first arrival in New Zealand by the appropriate Authorities and/or Ships' agent.

The following Authorities will also attend the ship depending on circumstances.

Ministry for Primary Industries

Masters of all vessels are required to notify the Ministry for Primary Industries (MPI), a minimum of *12 hours* before their ETA.

MPI Quarantine Inspectors attend vessels checking stores, plants or animals, garbage, ballast water, cargo, and crew leaving the vessel. They will also inform Masters of notices regarding local requirements relating to any of the above.

MPI Border Clearance Services, New Plymouth.
Tel 64-6-968 6116, Fax 64-6-759-1671

If dunnage or pallets are to be landed an Inspector will attend to check for bark and insects.

ASIAN GYPSY MOTH

Any vessel that is possibly carrying this moth will be inspected for signs.

For vessels arriving from Russian far East ports with **no** certificate of Freedom from AGM – ship will be boarded *4 miles* off coast.

For vessels arriving from Russian far east ports with a certificate of Freedom from AGM, or ports in China, Korea or Japan – ship will be inspected in daylight hours. Depending on possible risk a vessel may only be permitted to enter the port in daylight hours. MPI would communicate this requirement via the ships agent prior to arrival.

All vessels are requested to send Port's Visited in the past *2 years* prior to arrival.

For full MPI requirements see

<http://www.biosecurity.govt.nz/regs/sea-craft-ports/sea-craft>

Maritime New Zealand (MNZ)

Maritime New Zealand: New Plymouth Office

2-8 Bayly Rd
Blagdon
New Plymouth 4310

PO Box 6091
New Plymouth 4344

Phone: +64 6 751 3131
Fax: +64 6 751 4097

Wellington Head Office
0508 22 55 22 - **toll-free** within New Zealand
+64 4 473 0111 - call from outside of New Zealand

Fax: +64 4 494 1263
Email: enquiries@maritimenz.co.nz

3.9 Agencies

There are no special requirements for nominating an agent to handle a vessel's affairs. The following agents are located in New Plymouth:

Telephone	Fax	Mobile	Email
Company Name			
Phoenix Shipping Agencies Ltd		151 St Aubyn Street, PO Box 225, New Plymouth 4310	
64-6-757-2797	64-6-757-2798	phoenix@phoenix-shipping.co.nz	
Contact: Billy Preston (64-274-777-545) or Kerry Mullin			
Cape Shipping Services Ltd		PO Box 358, New Plymouth	
64-6-751-4395	64-6-751-4392	64- 27 4427988	murray@capeshipping.com
Contact : Murray Dixon			
ISSM Ltd		PO Box 358, New Plymouth	
64-4-4983750	64-4-4996629		wgn@iss-mckay.co.nz
Contact : Mary-Vina Adams, Morris Van Voornveld, Brent Kerr			
Hooker Shipping		24-30 Paraite Road, Bell Block, New Plymouth	
64-6-755 9990		64- 276 865 776	shipping@hookershipping.co.nz
Contact : Brian Jacobs or Katrina Hartley			
Wilhelmsen Ships Service Pty Limited (As Agents Only)		WSS Operations Wellington, Oceania	
		64- 21542582	David.Chapman-Taylor@wilhelmsen.com
David Chapman-Taylor			
Quadrant Pacific Limited as agents only		Office 8, Blyde Terminal Offices, Hutchen place, Port Taranaki, New Plymouth 4310	
		64 29 255 5346	port.npl@quadrantpacific.co.nz
Contact : Chris Mann			

4.0 NAVIGATION

4.1 Port Limits

All waters contained within the area of a circle with radius *2.5 nautical miles* whose centre is the trig station on Mount Moturoa in position:

Lat: 39° 03' 56.8" S Long: 174° 01' 44.9"E

4.2 Sea Buoys, Fairways and Channels

There is one wave rider buoy in location 39 02.5S 174 03.2E. Leading lights mark the entrance to the harbour. See 4.9. Pilots board 3nm north of the Main Breakwater.

The Harbour is a man-made harbour with average dredged depths of 9.5 to 13.5m chart datum. The bottom is subject to moderate siltation and is periodically dredged to maintain the required depth.

4.3 Pilot

Pilotage is compulsory for all vessels in excess of 100 GRT. The Pilot Service is available on a 24 hour/day basis. Pilotage exempt Masters may

at any time request the services of a Pilot. In general, a Pilot should be engaged if a tug is required.

Pilots board approximately 3.0 nautical miles off port. The pilot ladder is required to be rigged on the port side of the vessel as close as possible to amidships, 2 metres above the water with no man-ropes.

Draughts to be consistent with the safe handling of the vessel, with propeller immersion and a maximum of 4 metres trim.

4.4 Anchorage's

No vessel may anchor within New Plymouth Harbour and Pilotage Limit as shown on Chart NZ4432. This limit is the seaward arc of a circle, radius 2.5 nautical miles, centred on Mount Moturoa (30° 03.8S 174° 01.8E).

All vessels wishing to anchor off Port Taranaki are advised that masters may seek a safe anchorage outside Port Limits and that extreme caution should be used in any onshore wind.

4.5 Tides

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		

Currents may be strong in the offing and are much influenced by the winds. After prolonged SW weather a current sets NE at rates up to 1½ knots; after prolonged E weather a current sets West at similar rates.

4.6 Dock Density

Normal Dock Water Density is 1025 to 1026 kg/m³

4.7 Weather

In summer from November to February, land and sea breezes blow regularly, the latter from the SW. In winter the weather is variable with frequent SE winds and good visibility. Gales are strongest during spring and autumn blowing from the W. Wind direction and strength information is available at any time from the New Plymouth Harbour Radio. Poor visibility is rare.

4.7.1 Swell

Swell prevails throughout the year but is heaviest during autumn and winter. The port is susceptible to long period swell conditions which can cause considerable movement of vessels moored alongside in the Harbour; this is due to the long fetch of sea extending deep into the Southern Ocean. The predominant direction is SW'ly.

4.8 VHF

Port uses following VHF channels 16, 11, 12 and 61
VHF 61 used for long range ship / shore communications ETA's etc.
VHF 12 P Main Working frequency and Port Emergency
VHF 11 Pilot & Tug working frequency.

4.9 Navigation

Reference should be made to the pilot book BA No 51 for information regarding Port Taranaki. For exact and accurate characteristics and position details of navigational aids, the current New Zealand Nautical Almanac should be consulted together with the New Zealand Notices to Mariners. Buoyage system in the area is IALA System A

4.9.1 Navigational Aids

General Description of Lights

Mikotahi Light	
Fl.(2)5s30m 10M	Situated on a small hillock at the base of the Main Breakwater.
Main Breakwater Light	
Fl. G.2s13m 10M	Situated on a steel pole at the end of the Main Breakwater.
Lee Breakwater Light	
Q(4)R.6s13m 5M	Situated on a steel pole at the end of the Lee Breakwater.
Wave Tower Light	
Fl.Y.2s9m3M	The wave tower is a three-legged metal structure, painted orange, situated 220m North East of the Lee Breakwater light. The tower supports hydrographic data gathering equipment.
Spar Buoys	
Fl.R.2s	2 red spar buoys sited on a line at approximately one third of the distance from the end of the Lee Breakwater and Blyde Wharf respectively. These buoys have two main functions: <ol style="list-style-type: none">1. Marks the edge of the shallow areas to shoreward.2. To assist in the judgement of speed and position of large vessels entering the port at night.
Main Leads	
VQR.5M	Bearing 197° 16' from seaward. The main leads consist of large wooden Pyramid painted in 'Hi-Glow' orange. These leads are to be used on the approaches to the port entrance and as a departing line for vessels leaving the port. High intensity red lead lights are turned on by request to New Plymouth Harbour Radio
Blyde Transits	
VQG.20m3M	Bearing 247° 31' from seaward. The front lead is a metal pole, the rear lead is situated on a building. Both have triangles painted with 'Hi-Glow' orange.

	These leads are used as a clearing mark for passing the lee breakwater.
Moturoa Transits	
VQ.8m4M	Bearing 242° 47' from seaward. The front lead is an orange triangle on the pipe bridge. The rear lead is an orange triangle on light pole. These leads have the following functions: 1. The line of the leads marks the northern edge of the 'Deep Water Channel'. 2. As a clearing line for the sandbank on the end of the main breakwater. 3. As a turning mark for vessels entering the harbour.
Breakwater Transits (Turning Leads)	
VQR.24m3M	Bearing 285° 06' from seaward Both leads are metal poles. These leads provide a turning mark and reference for large vessels turning off the end of Newton King Wharf. These leads are only visible shoreward of the end of the main breakwater.

4.9.2 Berth and Breakwater Headings

The bearings quoted below are approximate only.

Blyde Wharf	068 / 248
Newton King	068 / 248
Moturoa Wharf	055½ / 235½
Lee Breakwater	120½ / 300½
Main Breakwater	061 / 241

4.9.3 Distances

The distances quoted below are approximate and should only be used as a rough guideline.

	Meters
Between Breakwater Heads	525
Between Blyde Wharf and Newton King	135
Between Newton King and Moturoa Wharf (Outer end)	145
(Inner end)	95
Between Moturoa wharf and Breakwater	55
Length of Blyde Berth	445
Length of Newton King Wharf	292
Length of Moturoa Wharf	315
Between Blyde Wharf and Lee Breakwater	560
Between end of Lee Breakwater and Wave Tower	220
Between Wave Tower and end Main Breakwater	465

4.9.4 Marine Park - Sugar Loaf Island Marine Park

A marine park exists between Mikotahi Light, Moturoa Island, Saddleback Island and Seal Rocks.

The water area enclosed by lines 0.5 mile 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 Harbourmaster. There is a protected area around Sugar Loaf Islands which vessels should avoid.

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 metres.

4.9.5 Local Magnetic Anomaly

There is a local magnetic anomaly reported to occur in shallow waters.

4.10 Charts and Publications

Chart	NZ 4432	Hydrographer RNZN
Pilot Book	BA No 51	UK Hydrographic Office
Tide Tables	Admiralty Volume of Tide Tables Vol. 3	UK Hydrographic Office
Lights	Admiralty List of Lights Vol. K	UK Hydrographic Office
Chart Agency	Phoenix Shipping Agencies Ltd.	(See 3.9 Agency)

4.11 Traffic Schemes

There is no Traffic Scheme in operation but movements of vessels within port limits are controlled by New Plymouth Harbour Radio.

Tankers are recommended to maintain 5 nautical miles off the coast unless approaching the port or anchoring.

4.12 Restrictions

Night berthing operations may be restricted if wind conditions are in excess of 20 knots and require the vessels radar and speed measuring devices to be operational.

Vessels with a draft in excess of 9.5 metres are tide dependant, and in excess of 10.0m are required to use the DUKC system for which a charge is levied.

There are no air draft limitations.

4.13 Tugs

Three tugs are available.

Name	Bollard Pull	Lines	Fire capabilities
TUAKANA	40 tonnes	Tugs line	2 x 11000 ltrs/min
RUPE	30 tonnes	Tugs line	2 x 11000 ltrs/min
KUPE	28 tonnes	Tugs Line	13,638 ltrs/min

All tugs have foam fire-fighting capabilities.

They are tractor tugs, "**Tuakana**" and "**Kupe**" being Voith Schneider, and **Rupe** being a Liaan Compass Thruster tug.

Towage is compulsory for all vessels; the number of tugs required depends on size of vessel and weather conditions.

4.14 Coast Guard

The Police co-ordinate S.A.R. for the local area. Telephone 64-6-757 5449
For wider search areas the Marine Duty Officer of the Maritime New Zealand, Wellington co-ordinates. Telephone 64-4-472 7367

4.15 Berthing and Unberthing

Generally, ships are turned and berthed head to sea unless prior arrangements are made. Due to surge movement in the harbour, vessels use shore moorings on Newton King Terminal and ShoreTension on Blyde and Moturoa, supplied by Port Taranaki Ltd.

Smaller vessels, exempted by the Port Company from this requirement, can be supplied with special moorings on request.

Two shore staff normally board the vessel inside the harbour, to assist ships' crews with moorings.

These moorings are monitored and adjusted by Shore Staff as necessary; they can also be ordered through "New Plymouth Harbour Radio" on VHF 12.

5.0 BERTHS AND CARGO

5.1 Berths

See Port Plans

General Cargo / Bulk Berths

Moturoa Wharf :	Length	320.0m
	Width of apron	30.0m
	Draught	12.5m on outer berth 7.5m on inner berth

The port's principal berth for the discharge of dry bulk fertiliser, loading urea and general bulk cargoes.

Container / Refrigerated Cargo / General Cargo Berths

Blyde Wharf:	Length	420.0m
	Width of apron	19.0m
	Width inc. open storage	82.0m
	Draught	10.5m (B1) 12.5m (B2)

Gearless vessels regularly use these berths.

RO/RO vessels of up to 225m LOA with starboard quarter ramps have used the port. Ramp details to be supplied to the Marine Services Manager prior to first visit.

There is a heavy lift pad available at Blyde No 2 berth of 30.5m in length, the outer end of which is situated 71.2m from outer end of Blyde Wharf.

Tanker Berths

Newton King Tanker Terminal:

Length Max LOA 211.0m
Maximum Draught 12.5m (NK1) 12.5m (NK2)

The terminal is fitted with high capacity fire fighting and gas detection systems.

Loading is either through dedicated loading arms or hoses. In addition to the major products a variety of smaller products are also handled, namely caustic soda, tallow, bitumen and nitric acid.

Maximum Vessel Dimensions

Loading Arms	Max LOA		Max Stern to Loading Arm		Max Bow to Loading Arm	
	NK1	NK2	NK1	NK2	NK1	NK2
Methanol Outer	211m	211m	125m	125m	90m	90m
Chevron	211m	211m	118m	118m	97m	97m
Methanol Inner	211m	211m	111m	111m	104m	104m
Condensate/Crude	211m	211m	102m	102m	113m	113m
LPG				72m		

Max. beam at 12.5m draught NK 1 - 35m NK 2 - 35m

Special Conditions

Arrival draught is not to be less than normal seagoing condition.
Maximum trim 4.0m at any time.

Newton King Tanker Terminal**Wharf Structures**

Maximum Displacement Tonnage 60,000 tonnes
Mooring Maximum Design Load Tension 700kN (71.4 tonnes)

Berthing Loads

50,000 tonnes Displacement Vessel at 100mm/sec
Berthing Energy = 250kJ
25,000 tonnes Displacement Vessel at 200mm/sec
Berthing Energy = 500kJ

Offshore Services Berth

Blyde 3 Wharf: Length 80.0m
Draught 6.5m

Road transport only.

Heavy lifts can be performed at Blyde 2 berth.

General Purpose Berth**Breakwater Berths**

No 1 (Inner) Length 78.0m
Draught 6.5m

No 2 (Outer)	Length	150.0m
	Draught	9.0m

Road transport only. Unlimited weights can be landed on the inner berth.

5.2 Facilities

Equipment for Gear-less Ships

2 x Liebherr LMH400 Mobile Harbour Crane with following capabilities

- On spreader for container handling plus twin lifting spreaders
34.9 tonnes at 48 metres
- On hook
101 tonnes at radius 10 - 22 metres
69.2 tonnes at radius 30 metres
46.3 tonnes at radius 40 metres

1 x Liebherr LMH1200 Mobile Crane with the following capabilities

- On hook
47 tonnes at radius 10 – 29 metres
29.5 tonne at radius 41 metres

1 x Fantuzzi CS45KC Reachstacker with telescopic spreaders
Max lift 45mt. stack 5 high.

2 x Hyster RS45-31CH Reachstacker with telescopic spreaders
Max lift 45mt. stack 5 high.

1 x Hyster H16-22.00XM-EC empty handler
Max lift 22mt. 6 high single lift / 7 high twin lift.

Equipment for Bulk Cargo Ships

4 Hoppers of 29.3m³ are available.
2 Environmental Hoppers of 50 m³

Diggers and other specialist equipment are arranged via the Stevedores.

5.3 Storage and Cargo

Liquid Cargoes

Product	Storage Capacity	Av. S.G.	Av. ° C
Methanol	125,000mt.	0.7924	Ambient
Condensate	75,000mt.	0.7468	19
Crude	40,000mt.	0.8300	28
LPG	1,000mt.	0.5320	20
Gas Oil	20,000mt.	0.8300	Ambient
Molasses	3,000mt	1.4000	Ambient variable heating
Nitric	900mt	1.5000	20
Caustic	2,700mt	1.5000	20
Tallow	2,500mt	0.8819	When heated to 60° C for Cargo Ops.

Loading Arm Information

<i>Loading Arms</i>	<i>Manifold Size</i>	<i>Loading Rate TPH</i>	<i>Maximum Overreach m</i>	<i>Longitudinal Movement m</i>	<i>Freeboard at HHW 4.0m m</i>
Methanol Outer	10"	1500	8.00	±3.0	11.90
Chevron	12"	1200	8.40	±3.0	20.00
Methanol Inner	12"	1500	10.00	±4.6	11.80
Condensate/ Crude	12"	1300/1800	6.35	±5.7	11.40
LPG	6"	170	5.50	±3.0	6.00

The LPG has an operating envelope of 2.5m - 6.0m (14.0m reach).
At 15.3m reach a warning alarm sounds and disconnection will occur at 16.0m, extreme reach.

Dry Cargo

Purpose built dry Storage of 17,200 square metres on-wharf with rail and road access for food grade product.

Under cover packing/unloading for containers up to 45 feet, wagons and trucks.

Containers

Storage area of 25,000 m²

Yard Storage for 7,000 TEU (4,700 Empty TEU / 2,300 Full TEU)

Wash and repair and cleaning facilities are available

Container reefer points = 404 points available

F.C.L. boxes are delivered throughout the North Island within 24 hours of discharge.

Bulk Storage

There is Bulk storage for 18,000 tonnes in humidity controlled store.
Dry flat storage for bulk or palletised cargo with capacity of 15,000 cubic metres or 7500 tonnes.

Discharge Rates

Fertilisers 160 tph per crane
Average ship 2 gangs - 4800 tonnes per 15 hour day

Grain 180 tph per crane
 2700t per 15 hour day
Average Ship 3500 tonnes - 1 ½ days

Refrigerated

Three independently controlled cold-stores capable of maintaining an operating temperature down to minus 25° C.

<i>Store</i>	<i>Area (m²)</i>	<i>Volume (m³)</i>	<i>Racking (pallet size mm)</i>	<i>Capacity (pallets)</i>
No 1 Coldstore	895	7411	1080 x 1080 x 2100	1080
No 2 Coldstore	693	5738	1200 x 1000 x 1500	1160
No 3 Coldstore	715	5920		1320
Loading Areas	929	5297		
TOTAL	3232	24366		3560

5.4 Barges

There are no barge facilities for lightening operations.

5.5 Ballast and Slops

There are no port reception facilities for the receiving of ballast water or slops. It is possible these may be discharged to road tanker and transported to a remote location, depending on quantity and nature of the product.

5.6 Security Guards on Board : Port Emergency Signal

It is the Masters responsibility for the security of the vessel at all times. Watchmen are available but are not compulsory.

Port Alarm

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 tested weekly at 1130 hours on Wednesday mornings.

Action : Cease Work, muster crew, open contact with Harbour Radio on VHF 12 for further instructions.

Ship Emergencies: Contact New Plymouth Harbour Radio on VHF 12.

Emergency Services : Telephone Contacts for emergency services

Police 64-111	Fire 64-111	Ambulance 64-111
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5.7 Safety

Any vessel required to carry out Hot Work within the Port's Operational Area must obtain a "Hot Work" Permit. Hot Work includes, but is not limited to, welding, gas cutting and grinding.

For all heavy lifts required to be landed, or loaded, for parcels exceeding 20mt. requires a Heavy Lift/Load Permit; obtainable from the Port Taranaki Civil Engineers

No electronic flashes, battery operated cameras, radios, matches or lighters are allowed on Newton King Tanker Terminal.

Hazardous Cargoes

The Master shall inform the Port no less than 24 hours prior to arrival of any hazardous goods onboard, or goods that are to be loaded. If doubt exists as to the nature of the cargo a suitable qualified person may be employed, at the expense of the owner or agent, to assist the Company in deciding what action is to be taken in regard to the goods.

Oil, Gas and Chemical Tankers

Tank-washing and gas-freeing, with or without Inert Gas purging, is not permitted without prior authority from the Harbourmaster.

Crude Oil washing is not permitted at any time.

When vessels are to be inerted on arrival, tanks are to be below 8% oxygen. If tanks are to be inspected, the tanks are to be gas-free with *nil* hydrocarbons.

5.8 Cargo Documentation

Approximately two hours is required for documentation after the completion of cargo. Unless expedience is required for vessels that are tide dependant, documentation will normally be completed ashore. Documentation includes, but not limited to, Statement of Facts, Cargo Manifest, Stowage Bay Plans etc.

5.9 General Berthing Information

All vessels are supplied with shore phones on arrival. General Cargo Vessels phones are for local calls only and the cost is included in the berthage charges.

Tankers have cell phones and are for local and NZ calls only. Their use is charged and forwarded to the Agent.

A gangway/ accommodation ladder should be made ready as soon as possible after berthing to avoid delays to port officials and surveyors. The gangway must have a safety net rigged and be adequately lit. It is the Masters responsibility to ensure safe access at all times and that the safety precautions are in place even if using shore gangways. Safety precautions are to remain in place until all shore personnel have departed prior to ship sailing.

The port has a supply of gangways for hire should it be impractical or unsafe to use the ship's own gangway/accommodation ladder.

Lifeboats can be tested in New Plymouth with prior approval from the Harbour Master. For tankers, lifeboats can only be tested when no cargo operations are taking place.

6.0 GENERAL

6.1 Repairs

Repairs of all kinds are possible except underwater work of a major nature that requires the vessel to enter dry dock.

Divers are available for underwater inspections, bottom cleaning etc. Bottom cleaning requires Resource Management Consent from Taranaki Regional Council.

Electronic and Electrical Services are also available.

Repairs are arranged through ship's agent.

6.3 Bunkers/Water/Stores

Heavy Oil Bunkers is not available.

Gas Oil/Diesel is available by road tanker, or pipeline, depending on berth.

Fresh water is available at all berths.

For tankers stores by road to wharf gate and transferred to hand truck to ship side, approximately 120 metres. Storing is done by ships staff.

Ship chandlers prefer *72 hours* notice in advance. All types of stores are available: frozen foods, fresh vegetables, chemicals, lube oils and general deck, catering, electrical and engine.

Telephone	Fax	Email
Company Name		
New Plymouth Providers		
64-6-751 2531	64-6-751 2073	npplissanz@xtra.co.nz
Kingston Providers		
64-6-751 0347	64-6-751 0347	kingston@xtra.co.nz

6.4 Medical Facilities

Taranaki District Hospital situated 4km from port and can take care of medical emergencies

6.5 Transport

New Plymouth Airport situated 21 km from port with frequent daily flights to Auckland and Wellington International Airports. International flights to most countries from these airports.

The port is connected to New Zealand's national road and rail network, but there are no facilities for passengers on rail system from New Plymouth.

6.6 Repatriation

Repatriation is possible for all nationalities with no restrictions, provided confirmed outward ticketing is held.

A number of hotels/motels are available in town.

6.7 Consuls

There are none available locally – the nearest being at Auckland and Wellington.
Shipping Agents can contact.

6.8 Banks

All major New Zealand banks are in town and most international currencies available. A minimum of 72 *hours* notice should be given with amounts to agent.

6.9 Holidays

New Year Day (2nd January); Waitangi Day (6th February); Taranaki Anniversary Day (2nd Monday in March); Good Friday; Easter Monday; Anzac Day (25th April); Queen's Birthday (1st Monday in June); Labour Day (4th Monday in October); Christmas Day; Boxing Day.
Port operates 365 days of the year.

6.10 Working Hours

Stevedores work 24 hours per day, 7 days a week. Agents should be advised of ETA at least 24 hours, preferably 72 hours, in order to arrange cargo if vessel loading. Ships are normally charged on a contractual basis and not daily/weekly rates.

New Plymouth Stevedoring Services
Tel 64-6-751 0440 Fax 64-6-751 3646
parkers@sxs.co.nz

6.11 Developments

Additional cargo storage and handling facilities are under development.

6.13 Recreation

There are no restrictions to shore leave, but original photo ID document is to be carried. Advice will be given on arrival by
Crews require shore passes on Tankers.

There is a Seafarers Club located outside the port on Breakwater Road. Snacks, shop, money exchange and international telephone are available. The club is open from 1830-2200 in the evening. 1200-1700 if shipping movements require seafarersnpnz@yahoo.com
The city centre is approximately 4 km from the port and costs about NZ\$20 by taxi. Small local shops are also situated about 1 km from port.

6.14 Garbage

All types of garbage can be landed, including plastics. There is a charge for landing garbage, as quarantine has to be transferred to Auckland. A certificate can be supplied if required. Quarantined garbage must be in a covered container which the port supplies. All other rubbish can be in

bags.

Collection can be arranged through Agent or New Plymouth Harbour Radio.

6.15 Visitors on Official Business

Visitors who have not completed the Port's safety induction are not permitted to enter the Port without prior arrangement. These visitors must have a host throughout their visit who will be responsible for their health and safety ensuring compliance with minimum standards.

6.16 Fumigation

Fumigation services are available and may be required by MPI prior to loading. Accommodation can also be fumigated; depending on nature of fumigation may require crew to be put ashore. Agent arranges fumigation services. There is currently no on-port fumigation available for bulk logs (for deck cargoes).

Sanitation Certificate

Renewal of "Sanitation Certificate" is available, and may be arranged by ship's agent.

Certificates are issued by
Taranaki District Health Board, Private Bag 2016, New Plymouth
Tel: 64-6-753 7798 e-mail: port.health@tdhb.org.nz

6.17 Pollution

Great care must be taken to prevent the discharge of oil while the vessel is in harbour. Failure to do so may result in a heavy penalty being placed on your vessel.

Only clean ballast water in segregated ballast water tanks may be discharged into the port. All other ballast shall be retained on board.

Bilge water must not be discharged into the port at any time. Bilge water can be discharged ashore to road tankers.

No visible emissions into the atmosphere are allowed. This includes flue emissions, dust from cargoes etc.

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

Any incident must be reported to the Harbour Master, or his deputy, and also to the Taranaki Regional Council via New Plymouth Harbour Control on VHF 12. For Tankers any incident must also be reported to the Tanker Superintendent immediately.

7.0 PORT DUES

7.1 Charges

All port charges are set by Port Taranaki Ltd. who conducts all commercial operations within the Harbour. For up to date charges see

<http://www.porttaranaki.co.nz/documents>. These figures do not take into account the use of stevedore services, Agency Fees etc.