UN/LOCODE : NZ NPL

Lloyds Maritime Port Facility Codes:

P	**Q**	**Y**	**G**	**R**	**T**	**A**

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 and Harbour Masters approval

Alternative Port Name: Port Taranaki

Vessels facilities			
[x]	Multi-purpose	[x]	Break-bulk
[ ]	Pure container	[x]	Dry bulk
[x]	Liquid (petro-chem)	[x]	Gas
[x]	Ro-ro	[x]	Passenger/cruise

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

Key Personnel	Position	Email
Guy Roper	Chief Executive	guyr@porttaranaki.co.nz
Tony Parr	Harbourmaster	harbourmaster@trc.govt.nz
Guy Roper	Head of Marine Services (Acting)	guyr@porttaranaki.co.nz

CONTENTS

1 PORT DESCRIPTION

1.1 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 road-stead 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 diameter of 410 metres. The maximum port draft is 12.5 metres when operating under the Dynamic Under Keel System (DUKC), otherwise the maximum is 10 metres. Vessels can be berthed in most weathers, but drafts in excess of 9.0 metres depend on tide. Night berthing is available (refer section 3.12 for restrictions).

The harbour is also a significant recreational area for owners of small vessels of all descriptions and includes a popular swimming beach. Information for recreational users of the harbour can be found at: https://www.trc.govt.nz/buses-transport/port-and-harbour/. The harbour area also includes a Marine Protected area and a Restricted area.

1.2 General Overview

The port is the base for the offshore oil exploration and production servicing, and for the export of products of the petroleum and petro-chemical industries. Two berths are available for landing heavy lifts; one Breakwater berth can accept almost unlimited weights and the Blyde Wharf can accept up to 600 tonnes distributed load. Mobile cranes capable of lifting up to 100 tonnes are available. The port has extensive 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:
  Grains, Feed, Fertiliser & Petroleum Products
- Main Exports:
  Crude and Petroleum Products, Methanol, LPG, Logs

1.3 Maximum Vessel Size

Berth	LOA	Draft		Beam
	(m)	*(m)*	*DUKC (m)*	*(m)*
Newton King No1	211	12.5	12.5	35
Newton King No2	211	12.5	12.5	35
Blyde No 1	*refer note 1	10.5	10.5	35
Blyde No 2	*refer note 1	12.5	12.5	35
Blyde No 3	78	6.5	6.5	20
Moturoa No 1	** refer note 2	7.5	7.5	20

Moturoa No 2	** refer note 2	12.5	12.5	35
Moturoa No 3	TUGS	5.5	5.5	20
Breakwater No 1	78	6.5	6.5	20
Breakwater No 2	150	8.5	8.5	25

*NOTE 1: Blyde Wharf is a continuous berth. The inner Blyde 1 berth pocket is 102m long and limited to 10.5m draft. The rest of the berth, Blyde 2, is 313m long and has a maximum draft of 12.5m. The Blyde 2 deep berth pocket extends for 50m past the end of the berth i.e. deep pocket of 363m. The total combined length of vessels alongside Blyde 1 & 2 may not exceed 360m e.g. 2 x vessels of 180m can be berthed concurrently.

**NOTE 2: Moturoa Wharf is a continuous berth. The inner Moturoa 1 berth pocket is 69m long and limited to a 7.5m draft. The rest of the berth, Moturoa 2, is 233m long and has a maximum draft of 12.5m. This deeper pocket extends for 50m past end of the berth. The maximum length of vessel that can be berthed at Moturoa 2 is 200m.

Largest Vessels to date

Type	Name	LOA	Beam	GRT	DWT
		(m)	*(m)*		*(m)*
Cellular Container	"Messologi"	294.00	32.25	52,181	
Cruise Ship	"Volendam"	237.91	32.28	61,214	
Oil Rig Carrier	"Sibig Venture"	222.20	42.10	21,166	
Tanker	"Jakob Maersk"			33,134	59,600
RO/RO Container	"Nedlloyd Rouen"	212.10		36,450	
Dry Bulk Carrier	"Kestrel Arrow"	207.62			
Dry Bulk Carrier	"Penguin Arrow"	199.7	32.2	36,008	51,468
Car Carrier	"Tochigi Maru"	190.50		47,500	

2 PRE-ARRIVAL INFORMATION

2.1 ETA's

In addition to Charter Party requirements, Agents and Masters are to send notices **daily** and at **72 / 48 / 24 / 12 / 6 / 2 hours prior to ETA** at pilot boarding ground (Latitude and Longitude - 39° 00'.00S 174° 02'.50E), stating exact position, course and speed. Notices are to include cargo type and quantity, including any discharge/ load combinations.

Oil and Chemical Tankers must send cargo details 48 hours prior to arrival. The details are to include Country of Registry, Nationality of Master, LOA, Draft, Distance from Bow to Manifold flanges, Cargo Plan, Condition of readiness and any other relevant information.

Requests for landside services are to be placed using the PTL website portal at least 48 hours prior to Pilot On Board (POB).

VAIS and Q88 (tankers on first visit and when Q88 is amended) are to be

completed in full and received by the Planner at least 24 hours prior to arrival at the pilot boarding ground.

Vessel Arrival Information Sheet (VAIS) is located on the PTL website and is to be emailed to marineservices@porttaranaki.co.nz. The VAIS contains details of vessel's ETA, draft, LOA, cargo, dangerous goods, and status of navigational equipment.

At least 6 hours firm notice of arrival time at the pilot boarding ground (and the corresponding request for POB) must be provided by Agents and Masters.

2 hours confirmation of ETA is to be given using VHF Channels 61 or 12. Any changes must be notified immediately.

PRO-0181 Vessel Planning Principles is available on the PTL website. It contains information and time frames for providing all required notices, making service requests, notification of changes, and berth allocation procedures.

All communications are to be addressed to 'New Plymouth Harbour Radio' by VHF or emailed to marineservices@porttaranaki.co.nz

2.2 Information for Port Taranaki Security

In addition to the information submitted to NZ Customs via the 'Advance Notice of Arrival" form the following is to be provided by the ships agent to security@porttaranaki.co.nz at least 24 hours prior to arrival:

- Notification of crew changes expected at Port Taranaki;
- Expected visitors / contractors;
- Stores /spares expected to be loaded to the vessel; and
- Any special security requirement

2.3 Documentation for Arrival

Vessels arriving in New Zealand are required to submit a "NZ Border Agencies Advance Notice of Arrival" (NZCS 344), a list of crew and passengers, and an inward cargo report (Online Declaration) not less than 48 hours prior to their entering New Zealand territorial waters (12-mile limit).

Further documentation required to enter and depart New Zealand, including relevant links to other agencies requiring document submission, can be sourced through the NZ Customs Service website:
www.customs.govt.nz/business/import/commercial-ships-and-cruise-liners/

Other documents may be required by Ministry for Primary Industries (MPI):

- Master's Declaration;
- Master's Declaration for Full Biosecurity Clearance (if needed); and
- Biofouling and Ballast Water Declaration – Parts 1, 2 & 3.

These forms and more information can be found on the Biosecurity New Zealand website:
www.biosecurity.govt.nz/importing/border-clearance/vessels/arrival-process-steps/

2.4 Radio

N32	Port of New Plymouth
CALL ZMH 70	NEW PLYMOUTH HARBOUR RADIO
SSB and VHF	Repeater Channel 61

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

2.5 Health

Pratique granted by email:
Taranaki Health Care (New Plymouth): port.health@tdhb.org.nz
- Telephone: +64 6 753 7798. Fax: +64 6 753 7788.

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

2.6 Customs and Immigration

- Telephone: +64 6 968 6101. Fax: +64 6 968 6109

All vessels arriving at New Plymouth from, and/or departing to a foreign port will be attended by NZ Customs Officers for clearance and immigration/emigration formalities.

Please note: Advanced Notice of Arrival (NZCS 344) should also be sent to Port Health at port.health@tdhb.org.nz

All required documentation must be completed and presented to the attending Customs Officer/s:

Other New Zealand authorities will require additional information. If the information required above is not applicable to the craft, a nil form will still need to be completed.

Vessels departing New Zealand are required to have completed an Outward Report (Form C2) and Certificate of Clearance at least 4 hours prior to the intended departure time of the vessel.

All the forms quoted above can be found, along with further information, on the Customs Service website www.customs.govt.nz

2.7 Duty Free Concessions

The following Duty-Free concessions are allowed per arriving crew member for Foreign Crewed Ships (This should be issued to crew prior to arrival at their first port as Customs will, most likely, seal the bond store upon arrival):

Tobacco products	Alcohol Products
50 cigarettes, or 50 grams of tobacco products (including cigars, or A mixture of all three weighing no more than 50 grams.	4.5 litres of wine, or 4.5 litres of beer, and 3 x bottles containing no more than 1125ml spirits, liqueur or other spirituous beverages.

For every *10 days* that the vessel remains on the coast, the crew are entitled to a further issue of the above entitlements, however permission must be granted *before* duty free stores are taken from the Ships Bond.

2.8 Standard Messages

Vessels will be passed information by VHF 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, whether fresh water (FW) is required, arrangement of pilot ladder and berthing details.

2.9 Flags

Standard flag etiquette used.

2.10 Notice of Readiness

As per Charter Party requirements.

2.11 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:

2.11.1 Ministry for Primary Industries

Masters of all vessels are required to notify MPI, a minimum of *48 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.

- Telephone: +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.

2.11.1.1 YACHTS

Port Taranaki is NOT approved by MPI for Yacht arrivals. Please refer to the MPI

website for more information.
www.biosecurity.govt.nz/importing/border-clearance/vessels/arrival-process-steps/yachts-and-other-recreational-vessels/

2.11.1.2 ASIAN GYPSY MOTH (AGM)

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, the 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, the 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 will 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.

Ministry of Primary Industry (MPI) requirements can be found on the MPI website: https://www.mpi.govt.nz/importing/border-clearance/vessels/ and within the Craft Risk Management Standards (2017) on the Biosecurity New Zealand website: https://www.biosecurity.govt.nz/importing/border-clearance/vessels/arrival-process-steps/hitchhiker-pests/

2.11.2 Maritime New Zealand (MNZ)

Vessels entering Port Taranaki may be inspected through the Port State Control system if their risk profile has them falling within the window requiring inspection, as per the Tokyo MOU New Inspection Regime (or by decision of Maritime New Zealand).

Follow up inspections may be requested to Maritime New Zealand so as to close off any open deficiencies. This inspection is at the expense of the vessel.

Maritime New Zealand is the designated agency to perform functions and exercise powers related to the Health and Safety at Work Act 2015, for the maritime sector.

Vessels in New Zealand are required to report any accident, incident or serious harm injury (legally defined as a "mishap") to Maritime New Zealand as soon as practicable following the event.

Maritime New Zealand: New Plymouth Office
- Name: David Vincente
- Email: david.vincente@maritimenz.govt.nz
- Mobile: +64 27 563 0960
- DDI: +64 6 751 3131

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

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

2.12 Agencies

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

Phoenix Shipping Agencies Ltd		151 St Aubyn Street, PO Box 225, New Plymouth	
+64 6 757 2797	+64 6 757 2798	phoenix@phoenix-shipping.co.nz	
Contact: Mr. B. Preston			
Cape Shipping Services Ltd		30 Centennial Drive, New Plymouth	
+64 6 751 4395	+64 6 751 4392	+64 27 442 7988	murray@capeshipping.com
Contact: Mr M. Dixon			
Hookers Shipping		24-30 Paraite Road, Bell Block, New Plymouth	
+64 6 755 9458		+64 27 686 5776	brian.jacobs@hookers.co.nz
Contact: Mr. B Jacobs			

3 NAVIGATION

3.1 Harbour and Pilotage Limits

All waters contained within the area of a circle with radius *2.5nm* whose centre is the trig station on Mount Moturoa in position:
Lat: 39° 03' 56.8" S Long: 174° 01' 44.9"E

The Statutory Authority for Safety and Navigation over the waters of Port Taranaki is the Taranaki Regional Council as prescribed under the Maritime Transport Act 1994, through its harbourmaster or his deputies.

Port Taranaki Ltd Pilots are licensed by the New Zealand Maritime Safety Authority (MNZ). Pilotage Exemption Certificates are issued to Masters or First Mates by MNZ after having been examined by, and having met the requirements of the Taranaki Regional Council Harbourmaster.

Port Taranaki Limited is the operating company for Port Taranaki.

Port Taranaki Limited provides, and is responsible for, the maintenance of all navigation aids and provides communications and traffic control/advice through New Plymouth Harbour Radio which keeps continuous watch on V.H.F. Ch. 61, 16 & 12.

3.2 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 section 3.12.1. Pilots board 3.0nm north of the Main Breakwater.

The Harbour is man-made and regularly sounded and dredged. The latest soundings may be requested from the Duty Pilot or downloaded from the Port Taranaki Website:
https://www.porttaranaki.co.nz/sites/default/files/attach/Pilotage126832_02_Base_

SoundingsContours_Rev0%20-%20Nov.pdf/126832_02_Base_SoundingsContours_Rev0%20-%20Nov.pdf

3.3 Pilotage

Pilotage is compulsory for all vessels in excess of 100 GRT. The pilot service is available on a 24 hour per 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 on a pilotage exempt vessel.

Pilots board approximately 3.0nm off port. The pilot ladder is required to be rigged as directed by the New Plymouth Harbour Radio or the Pilot vessel. Drafts to be consistent with the safe handling of the vessel, with propeller immersion and a maximum of 4m trim.

Masters of all vessels are required to partake in an Information Exchange with the Pilot as part of the passage plan, in line with the best practices of Bridge Resource Management principles. This exchange must take place before pilotage commences and on completion the Master is required to sign the **Pilot/Master Information Exchange Form.**

3.4 Outbound Vessels

Noting that sea conditions create significant increased hazard to disembarking pilots when clear of the protection afforded by the Sugarloaf Islands, pilots may, in compliance with Rule 90.23 (1) (b) (i) and (ii) elect to disembark after the vessel passes to seaward of the line of the Main Breakwater, providing that in the opinion of the pilot, the movement of the ship within the pilotage area can be completed safely, with the pilot's advice.

3.5 Pilot Transfer Arrangements Onboard Partially or Fully Loaded Log Carriers

SOLAS Chapter V Regulation 23 sets out the requirements a ship has to meet in order to ensure that the pilot transfer arrangements are as safe as practically possible. No pilot will board or disembark from a vessel whose pilot transfer arrangements do not conform with the above regulation.

It is realised that on occasions when the vessel has deck cargo the pilot or mooring staff may have to traverse this. If this is so the vessel must comply with the I, in that there should be a designated stable walkway across the deck cargo which has rails each side and give the same protection as the ship side rails i.e. be a metre high and of solid construction.

3.6 Anchorage's

Vessels may not anchor inside harbour limits, or within 1nm of land, unless permission is granted by the Duty Pilot. Anchorage is not recommended in Northerly weather conditions.

3.7 Guidance to vessels manoeuvring offshore awaiting pilotage

There will be occasions when pilotage is suspended due to adverse weather

conditions and this same weather may preclude safe anchoring. All potential anchoring positions of Port Taranaki are exposed and can experience severe sea conditions. If this is the case then the Master should make an early decision not to anchor, and to proceed seaward until pilotage is available.

As a rough guideline forecasts of winds over 25 knots shall prompt the Master to consider taking action under this guideline, particularly in on shore winds. When pilotage is not available, Masters shall take the following points into account when deciding if to anchor or stay at anchor:

- Present and forecast weather conditions;
- The freeboard and safety of crew who may have to go forward;
- Condition of windlass, known holding ability of the ships anchors, and ship's handling characteristics; and
- The mechanical state of the vessel, including ships engines, windlass reliability and speed, and any known defects or inefficient operating parameters of the vessel.

An early decision should be made to either proceed back to sea as soon as the vessel is advised a berth is not available, or to pick up anchor before conditions deteriorate and proceed to sea.
The vessel will be advised in good time when pilotage will be available, so there is no necessity to stay close to the harbour entrance in case they lose a priority.

In adverse weather, ships should stay a safe distance from the coast until advice is received to proceed to the pilot station.

Options the Master may consider are to leave the area and head towards a safe shelter or anchorage, perhaps at the top of the South Island or to proceed further out to sea.

3.8 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		

3.9 Dock Density

Normal Dock Water Density is 1.025 to 1.026 relative density.

3.10 Weather

In summer (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 New Plymouth Harbour Radio. Poor visibility is rare.

3.10.1 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.

3.11 VHF

Port uses the following VHF channels:

- VHF Ch16: used for calling only;
- VHF Ch61: used for long range ship / shore communications ETA's etc;
- VHF Ch12: Port Emergency and Main Working frequency; and
- VHF Ch11: Mooring staff communications

3.12 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.

3.12.1 Navigational Aids

Mikotahi Light	
Fl (2) W 5s 10M	Situated on a small hillock at the base of the Main Breakwater.
Main Breakwater Light	
Fl G 2s 10M	Situated on a green steel pole at the end of the Main Breakwater.
Lee Breakwater Light	
Q(4) R 6s 5M	Situated on a red steel pole at the end of the Lee Breakwater.
Wave Tower Light	
Fl Y 2s 3M	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: • Marks the edge of the shallow areas to shoreward; and • To assist in the judgement of speed and position of large vessels entering the port at night.

Main Leads	
VQ R 5M	Bearing 197° 16' from seaward. The main leads consist of large wooden Pyramid painted in 'Hi-Glow' orange with a vertical white stripe. 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 3M	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 4M	Bearing 242° 47' from seaward. The front lead is an orange triangle on the pipe bridge. The rear lead is an orange painted light pole. These leads have the following functions: The line of the leads marks the northern edge of the 'Deep Water Channel'; As a clearing line for the sandbank on the end of the main breakwater; and As a turning mark for vessels entering the harbour.
Breakwater Transits (Turning Leads)	
VQ R 3M	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.

3.13 Berth and Breakwater Headings

The bearings quoted below are approximate only.

Blyde Wharf	068 / 248
Newton King Wharf	068 / 248
Moturoa Wharf	058 / 238
Lee Breakwater	120 / 300

Main Breakwater	061 / 41

3.14 Distances

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

	Metres
Between Breakwater Heads	525
Between Blyde Wharf and Newton King Wharf	135
Between Newton King Wharf and Moturoa Wharf (Outer end)	145
Between Newton King Wharf and Moturoa Wharf (Inner end)	95
Between Moturoa Wharf and Breakwater	55
Length of Blyde Wharf	*437
Length of Blyde berthing pocket (alongside)	415
Length of Newton King Wharf	292
Length of Moturoa Wharf	320
Between Blyde Wharf and Lee Breakwater	560
Between end of Lee Breakwater and Wave Tower	220
Between Wave Tower and end Main Breakwater	465

*Refer section 4.1.2

3.14.1 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 0.5nm 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 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.

3.15 Charts and Publications

Chart	NZ 4432	Hydrographer RNZN
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
Chart Agency	Phoenix Shipping Agencies Ltd (ref: 2.10 Agencies).	

3.16 Vessel Traffic Management

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 5.0nm off the coast unless approaching the port or anchorage.

3.17 Restrictions

- Night berthing operations may be restricted when mean wind conditions exceed 25 knots and require the vessels radar and speed measuring devices to be operational.
- Vessels in excess of 9.5m are tide dependant.
- Vessels in excess of 10.0m are required to use the DUKC system for which a charge is levied.

3.18 Tugs

Four tugs are available.

Name	Bollard Pull	Lines	Fire capabilities	Foam
KINAKI	62 tonnes	Tugs line	1 x 23000 ltrs/min	Pending
TUAKANA	40 tonnes	Tugs line	2 x 11000 ltrs/min	Yes
RUPE	30 tonnes	Tugs line	2 x 11000 ltrs/min	Yes
KUPE	28 tonnes	Tugs line	Nil	No

- All are tractor tugs, the Tuakana being a Voith Schneider, Kinaki and Rupe being Azimuth Thruster tugs.
- The number of tugs required depends on vessel manoeuvrability and weather conditions, including surge.

3.19 Coastguard

The Police co-ordinate Search and Rescue (S.A.R.) for the local area

- Telephone +64 6 757 5449

For wider search areas the Rescue Coordination Centre (RCCNZ) of Maritime New Zealand, Wellington co-ordinates.

- Telephone 0508 472 269 (toll free) within New Zealand
- Telephone +64 4 577 8030 if calling from outside New Zealand

3.20 Berthing and Unberthing

Generally, ships are turned and berthed head to sea unless prior arrangements are made. Due to possible surge movement in the harbour, Port Taranaki supplies ShoreTension when deemed appropriate, which will be deployed as a supplement to ship's lines to reduce loads on the mooring lines:

- Port Taranaki personnel are monitoring the load on the ShoreTension units;
- Ship's crew must not adjust ShoreTension lines;
- Smaller vessels & OSV's are not moored using ShoreTension lines;
- Ships are to report any mooring rope breakage to New Plymouth Harbour Radio on VHF Ch12; and
- Should assistance or advice be required regarding moorings, call New Plymouth Harbour Radio on VHF Ch12 who will notify relevant parties.

4 Pilotage and Port Information for PEC Masters

4.1 Pilotage Exemption Certificates (PEC)

PEC's are issued by Maritime New Zealand (MNZ) under the Maritime Transport Amendment Act 2013, Rule 90. The maximum size of vessel that does not require a pilot in Port Taranaki shall be 100 gross tonnes. No oil tankers or gas tankers may be exempt from the requirement to carry a fully licensed pilot.

A PEC may only be used by Masters of vessels for which they are certificated by MNZ. Mates may also be examined for a PEC but are only permitted to exercise the privileges if the Master also holds a current PEC.

The Harbourmaster is the Maritime New Zealand approved examiner for PEC applicants for Port Taranaki. When an applicant has passed the PEC examination they must apply to MNZ for the issue of the PEC. The Harbourmaster does not issue PEC's.

4.2 Where Pilotage Exemption Certificates are Invalid

Pilotage Exemption Certificates issued to Masters are valid only providing that navigational circumstances remain normal. Should these circumstances not remain normal, then the exempt Master must inform the Duty Pilot or Harbourmaster and the manoeuvre delayed, if possible, until permission to proceed has been granted by the Pilot or Harbourmaster.

Abnormal circumstances may include one or more of the following conditions:

- Any defect in the navigational equipment including machinery failure of engines, steering or thrusters;
- A vessel that normally does not require a tug requesting the services of a tug due to equipment failure or stress of weather or other circumstance that cannot be described as normal; or
- Mooring line failure, fire, damage to fenders or wharf structures etc.

In any of the above, the Pilotage Exemption Certificate becomes invalid, the Harbourmaster must be informed and a pilot is required to attend before the manoeuvre should continue.

If, for some reason, the exempt Master cannot delay the manoeuvre, then the Master should consider his options, particularly in severe sea conditions when it may be prudent to heave to or anchor if possible, with or without the use of a tug.

In severe weather conditions, a tug can be used on a line, or to push, but should not normally be lashed up alongside small vessels due to possibility of damage or line failure.

In all cases, New Plymouth Harbour Radio/Watch House must call the Duty Pilot and inform him of the situation.

Notwithstanding anything else herein contained the Harbourmaster may at his/her

sole discretion for reasons of safety or in the interest of all shipping, order that a Pilot be employed on a vessel, on which the Master/Mate holds a valid Pilotage Exemption Certificate.

4.3 Reporting and Navigation Incidents

Reports of any navigation incident should be made to the Harbourmaster as soon as practicable after the incident occurs through New Plymouth Harbour Radio and should be followed up in writing within 24 hours.

Reporting of damage to wharves, vessels or other equipment should be made to the Operations Manager of Port Taranaki Ltd or his deputy as soon as practicable after the damage occurs and should be followed up in writing within 24 hours.

4.4 Movement of Pilotage Exempt Vessels

In addition to the above sections, Pilotage Exempt vessels must request and obtain clearance from New Plymouth Harbour Radio before that vessel may approach the Harbour entrance.

The Pilotage Exempt Vessel must pass the following information to **New Plymouth Harbour Radio** prior to Entering or Departing the Harbour.

- Name of Master;
- Name of PEC holder;
- PEC number;
- A statement from the Master to confirm the PEC is current; and
- Any vessel defects

If the Pilotage Exempt vessel is NOT given clearance to enter, then that vessel should either anchor in the recommended anchorage or keep outside harbour limits until such time as clearance is obtained.

Pilotage exempt vessels on departure may not leave their berth for any reason unless clearance has been obtained from New Plymouth Harbour Radio.

No movement within Harbour Limits is permitted unless permission has been sought and obtained from New Plymouth Harbour Radio.

Nothing in these rules shall prevent the Master of a Pilotage Exempt Vessel from securing his vessel from imminent danger if the circumstances of the case should warrant departure from these rules and recommendations without prior clearance from New Plymouth Harbour Radio.

4.5 Ordering Procedures – Mooring Staff

While it is understood that mooring operations at the Port of Taranaki are undertaken on a 24/7 basis, it is important that those mooring staff on duty are utilised efficiently in order to minimise potential fatigue issues. To achieve this, Masters are requested to follow these guidelines as far as practicable when ordering mooring staff:

- Mooring staff should be ordered through New Plymouth Harbour Radio not less than 45 minutes before commencing berthing/unberthing operations both by day and by night.
- Incoming vessels requiring special mooring arrangements should inform New Plymouth Harbour Radio of this when giving first ETA.

It is understood that the nature of offshore support operations is such that last minute changes in requirements sometimes makes the above difficult to achieve at times.

4.6 Communications with mooring staff

Mooring staff communicate on VHF channel 11 and Masters must use this frequency on every mooring operation whether departing or arriving for both reasons of efficiency and that of safety.

Depending on the mooring arrangement at the time, different procedures are required to be followed by both the vessel and the mooring staff depending on such factors as:

- Whether fixed or adjustable shore moorings are being used;
- The numbers and types of ship's lines used;
- The particular berth;
- Weather and sea conditions;
- Day or night operations; or
- Wharf obstructions (stores, cargo, rubbish etc)

Mooring staff are specialists in their field and their instructions and guidance should be adhered to unless other operational factors over ride this requirement.

4.7 Wharf Deck

Clear and unobstructed access to wharf deck bollards is an absolute requirement before any mooring operations can take place. If such obstructions do exist, then delays are likely. While wharf deck access may not necessarily the direct responsibility of the Master, the Master is encouraged to pass on any concerns to the stevedores etc in good time before the mooring operation is scheduled to take place to eliminate the possibility of delay while access is being cleared.

4.8 Fenders

The dock side fenders systems are plastic faced steel panels which are extremely susceptible to damage when in contact with projections from the vessel's sides.
Vessels causing such damage may be held responsible for charges incurred repairing such damage. Whenever possible, lugs, projecting scuttles etc. and other iron works should be removed prior to coming alongside. If this cannot be done, then every endeavour should be made to ensure that he vessel is placed such that any projections are situated between shore fenders.

It is also important to ensure that no overhanging structures or objects such as

tyres, rubbing strakes etc. create vertical forces or impacts on the shore fenders resulting from changes in vessel draught or tidal changes.

4.9 Newton King Tanker Terminal (NKTT)

The existence of the tanker terminal, and its inherent dangers, must be taken into account in planning manoeuvres and determine whether they can be accomplished in safety.

PEC Master's should liaise with the NKTT Duty Superintendent on Channel 12 before any movement adjacent to a tanker loading or discharging.

Vessel manoeuvring in the proximity of tankers moored at Newton King Tanker Terminal or the terminal itself should not impinge on the safety zone around them of 50 metres. If for some reason beyond the control of the master or pilot, the zone is going to be entered, then New Plymouth Harbour Radio should be advised immediately in order for cargo transfer operations to be shut down to reduce the possibility of ignition.

4.10 Night Berthing

Night berthing, as with all vessel movements, will be undertaken entirely at the discretion of the Pilot or Pilotage Exempt Master in charge of the operation, unless it is postponed or cancelled on the direction of the Harbourmaster.

<u>Criteria</u>

Night berthing should NOT proceed under the following conditions:

1. If the mean wind speed exceeds 25 knots;
2. If navigation aids required for safe berthing are not operational;
3. If surge conditions are unsuitable, risking injury to personnel or damage to the vessel or wharf;
4. If the vessel is not fitted with an operational radar;
5. If the vessel is not fitted with an operational speed measuring device; or
6. If the visibility is less than 0.5nm

If there any doubt whatsoever as to whether the prevailing conditions are suitable for berthing, the Duty Pilot or Harbourmaster should be contacted.
Wind speed and direction are available through the New Plymouth Harbour Radio on VHF Channel 12.

4.11 Pilot/Tug Interchange

The following forms the basis of the Pilot/Tug interchange but is by no means the definitive list. Pre planning a manoeuvre where possible is definitely encouraged.

4.12 Tug Instructions

Instruction	Meaning
Pull	Both units pulling in the direction indicated
Push	Both Units pushing in the direction indicated
Line	One unit pulling in the direction indicated
Side	One unit pushing in the direction indicated
End On	Tug positioned on and square to the Ships side
Angled Push Ahead	Tug rotates from the End On position to push the ship ahead while ship is alongside
Angled Push Astern	Tug rotates from the End On position to push the ship astern while ship is alongside
(Indirect)Astern	Tug having made fast at the stern, puts the skeg across the wake in the Ships line of travel
(Indirect) Stern to port/Stbd	Tug moves to take the Ships stern to port/stbrd
Stem Push	Tug positions on the stem of the Ship to push the Bow in the direction required

All orders, other than indirect, will be prefaced with either; easy, dead slow, slow, half, or full. Tugs are to be referenced as "Tug Forward" or "Tug Aft". In the case of a one tug operation, Tugs name is used.

Indirect towing will be, as above if line astern or 'standby' for indirect to port/stbd in position indicated, i.e. 2 points, 4 points, or on the beam etc.

4.13 Useful Navigational Information

The end face of Newton King Tanker Terminal is marked with a Horizontal white neon light.
It is worth noting that the line joining the Lee Breakwater light and the front lead on Moturoa Beach provides a convenient clearing mark for the 7m shallow patches NNE of the wave tower.

The two spar buoys between the end of the Lee Breakwater and the end of Blyde Wharf mark the edge of the shallower water to shoreward.

The sand bank around the end of the Main Breakwater extends up to 150 metres from the Breakwater light. Vessels should not, therefore, approach closer than 200 meters from the light.

The Moturoa Basin transits provide a clearance line marking the edge of the deep-water channel.
Inward bound vessels are recommended to approach the port along the line of the Main Leads on Ngamotu beach until the Moturoa transits are in line or open to seaward before commencing the turn to starboard to enter the port entrance.

All vessels, when approaching Blyde Wharf or Moturoa Wharf, should maintain as much distance as is safe and practicable from the Newton King Tanker Terminal. As a general rule, vessels should not pass closer than half the basin width to the terminal.

Vessels approaching Moturoa 1 berth should be aware of the soundings of the approaches to the berth. A shoal area extends from the base of Newton King Tanker Terminal to nearly half way across the basin.

Vessels approaching the Main Breakwater berths should do so at a reasonable angle to avoid the sand bank along the main breakwater which commences approximately at the end of the wave wall along the main breakwater.

Vessels approaching the Breakwater berth and wishing to lay an anchor should be aware that the tugs berthed on Moturoa 3 berth also lay anchors which may extend into the entrance to the basin or up to half way across the basin.

It is worth noting that due to their construction, the Breakwater transit lights are visible only from the middle of the harbour.

5 BERTHS AND CARGO

5.1 Berths

5.1.1 General Cargo / Bulk Berths

Moturoa Wharf:	Length of wharf	320.0m
	Length of berthing pocket alongside	302.0m
	Width of apron	30.0m
	Depth on outer berth - 233m* long	13.5m
	Depth on inner berth - 69m long	8.5m

*Note: this depth extends 50m past end of wharf i.e. total pocket length is 283m
Moturoa Wharf is the port's principal berth for the discharge of general bulk cargoes.

5.1.2 General Cargo Berths

Blyde Wharf:	Length	437.0m
	Width of apron	19.0m
	Width incl. open storage	82.0m
	Depth	11.5m (B1)
		13.5m (B2)

Total quay length 415m, of which 313m has a depth alongside of 13.5m, this depth extends for 50m past the end of the berth i.e. total pocket of 363m (The remaining 102m has a depth of 11.5m). Vessels up to 290m LOA/32m beam may berth. Vessels operating under DUKC may load to 12.5m.

Blyde Wharf is ideally suited to the handling of all types of cargo including 4 hectares of wharf side log storage and is serviced by rail.

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

Gear-less vessels regularly use these berths.

5.1.3 Offshore Services Berth

Blyde 3 Wharf: Length 78.0m Depth 7.5m

Road transport only. Heavy lifts can be performed at Blyde 2 berth.

5.1.4 General Purpose Berth

Breakwater Berths

No 1(Inner)Berth Length 97.0m Depth 7.5m
No 2(Outer) Berth Length 150.0m Depth 9.5m

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

5.1.5 Tanker Berths

Newton King Tanker Terminal: NK1 and NK2 berths

Max LOA 211.0m
Maximum draft 12.5m
Maximum depth 13.5m

The terminal is fitted with high capacity firefighting 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	NK 2	NK 1	NK 2	NK 1	NK 2
Methanol Outer	211m	211m	125m	125m	90m	90m
Port Taranaki Arm	211m	211m	118m	118m	97m	97m
Methanol Inner	211m	211m	111m	111m	104m	104m
Condensate/Crude	211m	211m	102m	102m	113m	113m
LPG	N/A	211m	N/A	72m	N/A	143m

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

Special Conditions
Arrival draft 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 66,000 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

Specific information and regulations related to Tanker Operations is found in PRO-0071 NKTT Jetty Regulations on the PTL website.

5.2 Height of wharf decks above MHWS:

Breakwater:	2.3 m
Moturoa:	2.3 m
Newton King:	2.3 m
Blyde:	2.2 m

5.3 Facilities

5.3.1 Equipment for Gear-less Ships

2 x Liebherr LMH400 Mobile Harbour Cranes with the following capabilities:

- On spreader for container handling plus twin lifting spreaders
  - 34.9 tonnes at 48 metres
- Crane #1, on hook;
  - Max load is 100 tonnes (under a 4-tonne bull nose hook) at a radius of 22m
- Crane #2, on hook (currently this crane is down rated)
  - Max load on hook: 70 tonnes at radius 10-28 metres
  - Min load on hook: up to 33.71 tonnes at radius 48 metres

2 x Hyster RS45-31CH Reachstacker with telescopic spreaders:

- Max lift 45mt. stack 5 high.

5.3.2 Equipment available for Bulk Cargo Ships:

- 4 Hoppers of 29.3m^3
- 2 Environmental Hoppers of 50m^3

Bulldozers and other specialist equipment is arranged via the Stevedores.

5.4 Storage and Cargo

5.4.1 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.
Bitumen	14,350mt	1.036	Ambient. When processing it is heated to 180°C

Loading Arm Information

Loading Arms	*Manifold Size*	*Loading Rate*	*Maximum Overreach*	*Longitudinal Movement*	*Freeboard At HHW 4.0m*
		TPH	*m*	*m*	*m*
Methanol Outer	10"	1500	8.00	±3.0	11.90
Port Taranaki Arm	12"	1200	8.40	±3.0	20.00
Methanol Inner	12"	1500	10.00	±4.6	11.80
Condensate/Crude	12"	1300	6.35	±5.7	11.40
LPG	6"	170	5.50	±3.0	6.00

The LPG arm 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.

5.5 Barges
There are no barge facilities for lightening operations.

5.6 Ballast and Slops
Ballast facilities are available for tankers with lead free ballast water only.
Maximum receiving capacity is 22,000mt consisting of two tanks of 14,000 and 8,000 tonnes respectively.

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

5.7 Security Guards on Board
It is the Masters responsibility for the security of the vessel at all times.
Watchmen are available but are not compulsory.

5.8 Port Emergency 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 is tested weekly at 1130 hours on Wednesday mornings:

Action required
- Cease work, muster crew, open contact with Harbour Radio on VHF 12 for further instructions; and
- Contact Emergency Services

Police: +64 6 759 5500	Fire: +64 6 757 3860	Ambulance: +64 6 753 6139

5.9 Emergency on Ship

- Sound one or more blasts on the ship'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*" on VHF Channel 12,16 or 61 and advise nature of emergency; and
- Contact Emergency Services

Police: +64 6 759 5500	Fire: +64 6 757 3860	Ambulance: +64 6 753 6139

Further security and emergency information is contained within the Ship's Crew Handout – Security and Emergency Information 2019 on the PTL website: https://www.porttaranaki.co.nz/sites/default/files/attach/Ships%20and%20CrewShips_Crew_Handout_150219.pdf/Ships_Crew_Handout_150219.pdf

5.10 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.
- All cargo placed or landed on wharves shall be placed or landed or stored as and where directed by Port Taranaki;
- The Port User shall not place on the wharves any package of a greater weight than twenty (20) tonnes without the permission in writing and under the direction of Port Taranaki, provided that Port Taranaki may give a general authority in writing on such terms as it sees fit;
- Any non-routine operation (i.e. does not occur on a daily basis) where cargo, container or equipment is transferred using a vehicle or crane requires Port Users to contact the Port Permit Office before any cargo, container or equipment is transferred using vehicle or crane; and
- No electronic flashes, battery operated cameras, radios, matches or lighters are allowed on Newton King Tanker Terminal.

5.11 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 suitably 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.

5.12 Oil, Gas and Chemical Tankers

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

5.13 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.

5.14 General Berthing Information

- 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 ships agent.

A gangway 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 must 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.

5.14.1 Life boat testing

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

6 GENERAL

6.1 Repairs

Repairs of all kinds are possible <u>except</u> underwater work of a major nature that requires dry-docking the vessel.

- 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 the ship's agent.

6.2 Bunkers/Water/Stores

<u>Heavy Oil Bunkering is not available.</u>

- Gas Oil/Diesel is available by road tanker at the present time depending on berth;
- Fresh water is available at all berths;
- Shore power available at Blyde and Moturoa wharf: 440V, 3 phase, 60 Amp;
- Storing is possible by road or rail:
    - For tankers, stores are by road to wharf gate and then 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.

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

6.3 Medical Facilities
Taranaki Base Hospital is situated 4km from port and can take care of medical emergencies.

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

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

6.5 Repatriation
Repatriation is possible for all nationalities with no restrictions.
A number of hotels and motels are available in New Plymouth.

6.6 Consuls
No consuls are available in Taranaki. The nearest consulates are located at Auckland and Wellington.
    - Shipping Agents can contact if required.

6.7 Banks
All major NZ banks are within New Plymouth and most international currencies are available.
A minimum of *72 hours*' notice should be given with amounts to agent.

6.8 Holidays
New Year's 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; and Boxing Day (26th December).
Port operates 365 days of the year.

6.9 Working Hours
Stevedores work 24 hours per day, 7 days a week. Agents should be advised ETA at least 24 hours, preferably 72 hours, in order to arrange cargo if vessel is loading.

Ships are normally charged on a contractual basis and not daily/weekly rates.

Normal shift hours are 0001 - 0800; 0800 - 1530; 1530 - 2359.

SSA NZ (Taranaki)	*Taranaki Contact: Andy Matuku*
Cell-phone: +64 27 741 5354	Andrew.Matuku@ssanzl.com
ISO Limited	*Taranaki Contact: Lance Evans*
Cell-phone: +64 27 500 1059	lance.evans@iso.co.nz

6.10 Surveyors

Society	**Telephone**	**Fax**
Classification Society		
None locally, except for Lloyd's Register of Shipping and American Bureau of Shipping who have an Acting Surveyor in New Plymouth. Other surveyors can be arranged.		
Lloyd's Register of Shipping American Bureau of Shipping	+64 9 419 8503	+64 9 419 8504
Bureau Veritas	+64 9 216 8720	
Det Norske Veritas (DNV)	+64 9 414 5572	
Germanischer Lloyd (GL)	+64 9 573 0018	+64 9 573 0073
China Corporation Register, Bahamas MoT, Germanischer Lloyd, Korean Register, Nippon Kaiji Kyokai, Panama, Polskei Rejestr Statkow, Registro Italiano Navale.	+64 9 478 1238	+64 9 478 1239
Cargo Surveyors		
NZ Offshore Services Ltd	+64 6 751 4395	+64 6 751 4392
SGS (NZ) Redwood Ltd	+64 6 751 2272	+64 6 751 3127
Intertek Marine Services	+64 7 575 6988	
P&I Clubs		
Correspondents in New Zealand for all P&I Associations P&I Services		
Auckland	+64 9 303 1900	+64 9 308 9204

6.11 Recreation

- There are no restrictions to shore leave.
- Crews require shore passes on Tankers.

The city centre is approximately 4km from the port and costs $NZ10-15.00 by taxi. Small local shops are also situated about 1km from port.

6.12 Garbage

All types of garbage can be landed, including plastics. There is a charge for landing garbage, as quarantined garbage is transferred to Auckland. A certificate can be supplied if required. Quarantined garbage must be in a covered container which PTL supply.

- All other rubbish can be in rubbish bags.

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

6.13 Visitors on Official Business

Visitors are not allowed on the Tanker Terminal or Blyde Wharf area unless prior approval obtained.

Visitors have access to other areas subject to operating restrictions.

6.14 Fumigation

Fumigation services are available and may be required by MPI prior to loading. Accommodation can also be fumigated; depending on nature of fumigation this may require crew to be put ashore.

- Agent arranges fumigation services.

6.15 De-rat Exemption Certificate

Renewal of De-rat Exemption Certificate is available

Certificates are issued by
Taranaki Healthcare Ltd, Private Bag 2016, New Plymouth
Telephone: +64 6 753 7798 Fax: +64 6 753 7788

- Agent arranges De-rat Exemption Certificates

6.16 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.
- Ballast water must be managed in accordance with New Zealand Maritime Rules and IMO convention.
- Bilge water must not be discharged into the port at any time.
  - Bilge water can be discharged ashore to road tankers, or, if a tanker to the terminals slop facilities
- No viable 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 Harbourmaster, 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 Terminal Superintendent immediately.

7 PORT DUES

All port charges are set by Port Taranaki Limited who conducts all commercial operations within the Harbour. The Standard Conditions of Business for Port Taranaki and the Schedule of Charges can be found on the port website: https://www.porttaranaki.co.nz/general/schedule-charges-and-standard-conditions-business

These figures do not take into account Stevedore Services, Agency Fees etc.