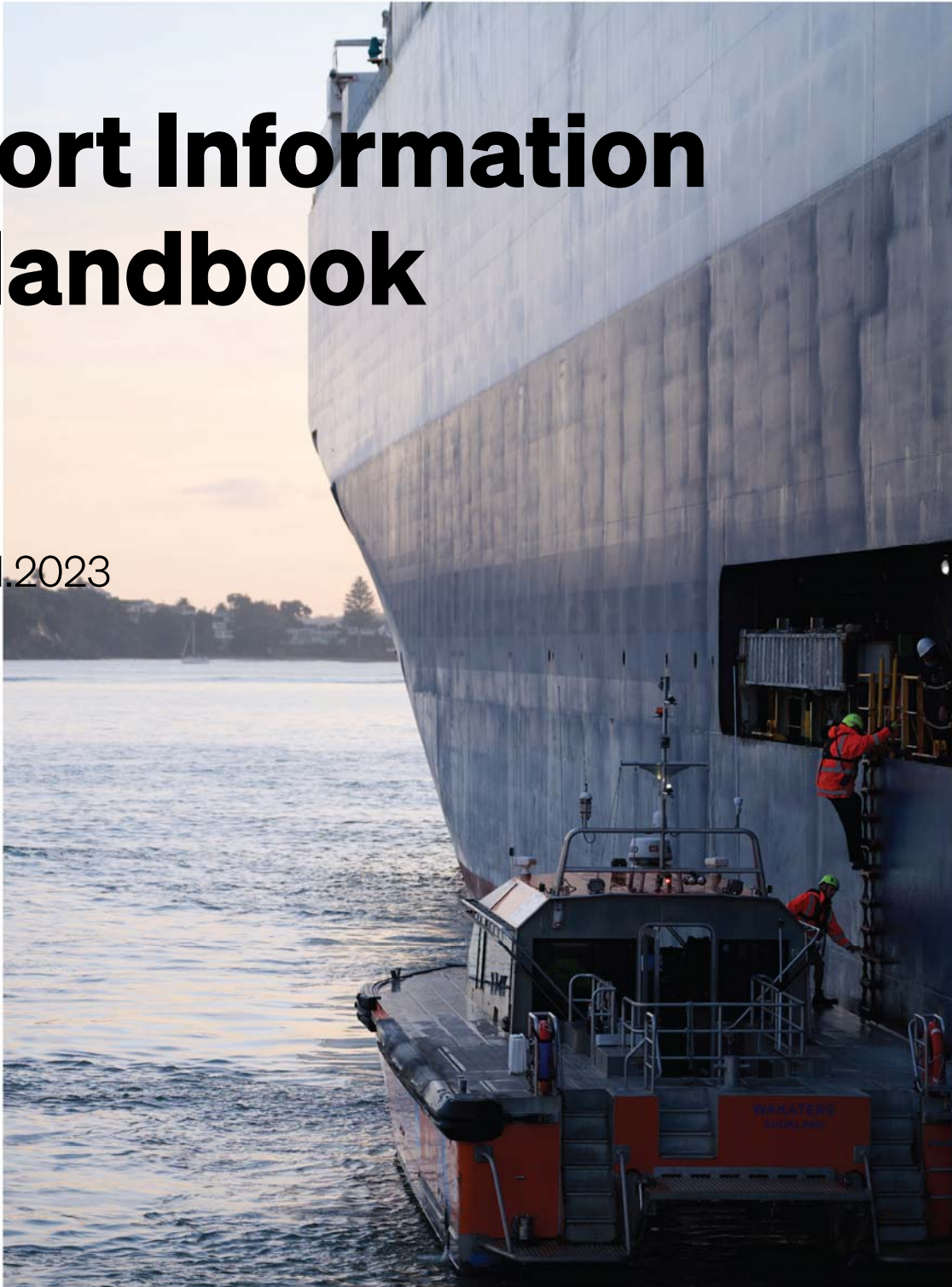


Port Information Handbook

15.11.2023



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General Information

About this handbook

It is intended that this Port Information Handbook will be revised and updated from time to time. Information is accurate at time of publishing.

The information and material contained within this Handbook has been compiled by Port of Auckland (POAL) as a guide only. POAL shall not in any way be or become responsible in law or otherwise for any errors in omission from this Handbook of whatsoever nature and howsoever occurring.

The information provided in no way whatsoever supersedes or detracts from that available in Admiralty charts and publications, NZ Hydrographic Charts, National ordinances, rules or regulations, or from publications of other relevant organisations, both public and private, and should thus be read not only in conjunction with but also subject to such material, documents and publications.

Masters should ensure that good seamanship and seamanlike behaviour is observed, at all times.

Contact information

Ports of Auckland Main Office:

Address: Ports of Auckland Building, 1 Sunderland Street, Mechanics Bay, Auckland 1010

Phone: +64 9 348 5000

Postal Address: Ports of Auckland Limited, PO Box 1281, Auckland 1140, New Zealand

Auckland Harbourmaster:

Main Office Address: Marine Rescue Centre, 3 Solent Street, Mechanics Bay, Auckland

Phone: +64 9 362 0397

Email: harbourmaster@at.govt.nz

Postal Address: Private Bag 92250, Auckland 1142

Communications

Auckland Harbour Control

Auckland Harbour Control is manned 24/7 to assist the safe and efficient movement of shipping within Auckland Harbour. Harbour Control schedules commercial movements around the harbour to ensure that adequate resources are available for each movement. It has an advisory role for providing information to ships and other craft entering the harbour limits.

Contact information:

- Call: Auckland Harbour Control
- VHF Frequency: VHF Ch 12
- Email: harbourcontrol@poal.co.nz
- Phone: +64 9 348 5200 (or if using phone supplied by POAL, speed dial '2')

All Vessels are expected to keep a listening watch on VHF Ch 12 during their stay on the Auckland Harbour.

Pre-arrival communications

All commercial vessels arriving at Auckland must notify the following information (either directly with Harbour Control or via Agent to Harbour Control):

- “Vessel Arrival Information” form (page 30) filled with all details MUST be sent to harbourcontrol@poal.co.nz at least 48hours prior arrival.
- **48 hours:** ETA/ Arrival draft / any defects
- **24 hours:** ETA/ Arrival draft / any defects
- **Within 24 hours** of notice given **and** the ETA varies by more than 1 hour, Harbour Control is to be informed **immediately** (either directly with Harbour Control or via Agent to Harbour Control) so that modification to the daily shipping schedule can be made.

Arrival communications

4 hours: Vessels are to call Harbour Control on VHF Ch 12 to confirm:

- ETA
- Pilot boarding instructions (Pilot Boarding Station/Pilot Ladder)
- Arrival draft
- Any defects

When crossing the Pilotage limits: A line between Shearer Rock and Rakino Island (as marked on chart NZ 532- Approaches to Auckland), vessels are to call Auckland Harbour Control on VHF Ch 12 to confirm details (as above).

Departure communications

Two hours to departure: Vessels are to call Auckland Harbour Control by VHF Ch 12 or Phone: +64 9 348 5200 (if using phone supplied by POAL, speed dial '2') to confirm ETD and maximum draft.

Hydrographic Information

Depths – Rangitoto Channel

The Rangitoto Channel has a minimum dredged depth of 12.5m at CD. A requirement for a minimum Underkeel Clearance (UKC) in the Rangitoto Channel of 10% of draft exists.

Depths – Berths and approaches

Due to POAL dredging and surveying programmes, berth depths vary. Contact Harbour Control for up to date depths.

Berth information

Wharf	Berth	Length	Bollard SWL	Standard Bollard Spacing	Wharf Height
Fergusson	FX	600m + dolphin	80T	15m	5.3m
	FZ	= 647m			
	FN	313m + dolphin = 350m	100T Dolphins 80T	Varies	5.3m
Freyberg	FD	198m	50T	15m	5.6m (N end)
	FB	216m	50T		5.3m (S end)
Jellicoe	JA-(JB)-JC	336m	65T		
	JG-(JE)-JF	335m	50T		5.3m
Bledisloe	B1	135m	25T		
	B2	224m	25T	Varies	5.4m
	B3	265m	65/50T	15m	
Capt. Cook	CE	247m	25T	12m	5.0m
	CB	231m	65/50T		
Queens	QA-QB	230m			
	QD-(QE)-QF	329m	65/50T		
Princes	PB-PC	335m	25T		5.4m
	PE	365m	65/50T		
Wynyard	WD	486m (Outer 196m in use)	50T		5.4m

Tidal information

MHWS	MHWN	MLWN	MLWS	SPRING RANGE	NEAP RANGE	MSL	HAT	LAT
3.35	2.80	1.05	0.49	2.86	1.75	1.91	3.72	0.07

The above figures were accurate as of 01st July 2022. Refer to LINZ website for latest figures <https://www.linz.govt.nz/products-services/data/types-linz-data/hydrographic-data>

Local notice to mariners

Refer to Auckland Harbourmasters website for Local Notice to Mariners and Navigation Warnings in force. <https://at.govt.nz/boating-marine/local-notice-to-mariners/>

Pilotage Information

Compulsory Pilotage

Pilotage is mandatory in the Auckland Pilotage Area for vessels over 500 GRT, unless the Master holds a Pilotage Exemption Certificate (PEC). In some circumstances, vessels over 40m may also require a Pilot.

Pilotage is available 24 hours a day/ 7 days a week.

At least 3 hrs notice shall be given for any changes to pilotage timings. Notice period less than 3 hrs will not guarantee the time requested.

Auckland Pilotage Area

The area of tidal waters inside a straight line drawn from the northern extreme of the eastern head of the Tamaki River (Musick Point) to the southern extreme of Park Point (Waiheke Island); then by the high water of ordinary spring tide to the northern extreme of the western entrance to Owhanake Bay; then by a straight line to the south-western most point of Rakino Island; then by a straight line from the northernmost point of Rakino Island to Shearer Rock; then by a straight line to the south-western extreme of Tiri Matangi Island, then by a straight line to the south-eastern extreme of Whangapararua Peninsula.

Pilotage Exemption Certificates

Pilotage Exemption Certificates (PEC) may be arranged through the Auckland Harbourmaster. For more information on PECs, refer to Maritime Rule 90- Pilotage.

Pilot Boarding Stations

Pilots primarily board at either of the two Pilot Stations:

- **Pilot Boarding Station Alpha (36 o 44.2'S / 174 o 50.5'E):**
Vessels of draft 11m or less, and length 240m or less must not navigate inwards South of Pilot Boarding Station Alpha without a Pilot onboard.
- **Pilot Boarding Station Bravo (36 o 43.2'S / 174 o 51.5'E):**
Vessels of draft greater than 11m, or length greater than 240m must not navigate inwards South of Pilot Boarding Station Bravo without a Pilot onboard.

Pilot Ladders

Pilot Ladders are to be rigged in accordance with SOLAS/NZ regulations (Maritime Rule 53- Pilot Transfer Arrangements).

Passage plans

Vessels are encouraged to obtain POAL passage plans from the POAL website. Such routes are provided from Pilot Stations to all commonly used POAL berths. Such routes are provided in a variety of file formats supporting commonly used ECDIS systems. Please note that these routes are indicative only and may be varied at the Pilot's discretion.

Maximum size limits

The maximum size limits imposed by the Harbourmaster within the Pilotage Area are:

Length	320m
Beam	43m
Draft	12.5m

No vessel in excess of the sizes stated above may navigate within the Pilotage Area without the prior written permission of the Harbourmaster.

Any vessels exceeding either the Harbourmasters maximum size limits, established POAL berth/size limits, or for any other vessels deemed necessary, will require further risk assessment and approval from the Harbourmaster/GM Marine/Senior Pilots as required.

Anchorage

Harbour Control may advise the use of one of the Gulf Anchorages (1.5nm N of Rangitoto Island) as listed below:

Anchorage	Latitude	Longitude
No.1	36° 43.45S	174° 50.45E
No.2	36° 44.22S	174° 51.40E
No.3	36° 42.86S	174° 50.85E
No.4	36° 43.61S	174° 52.10E
No.5	36° 42.41S	174° 51.30E
No.6	36° 43.11S	174° 52.60E
No.7	36° 41.91S	174° 51.70E
No.8	36° 42.50S	174° 53.37E
No.9	36° 41.38S	174° 52.10E
No.10	36° 42.00S	174° 54.00E
No.11	36° 40.82S	174° 52.61E

Vessels may transit to/from the Pilotage Limit to these anchorages, or to/from the Pilot Boarding Station to these anchorages without a Pilot on board, if advised by Harbour Control.

No.'s 10 and 11 Anchorages are designated Quarantine Anchorages. Restricted Anchorages are designated on the chart.

Environmental limits

Environmental limits (wind, tide and visibility) vary dependent on the vessel type/size and intended berth.

Harbour bridge transits

Daylight transits only. Air draft + height of tide must be less than 40.6m.

All Vessels MUST declare the KtM (Keel to Mast) height in the 'Vessel arrival information' form.

Marine Floating Plant

Tugs

Sparky



Type	Azimuth Stern Drive (ASD)
Bollard Pull	70T
Built	2021
LOA	24.5m
Displacement (full)	540T

Hauraki



Type	Azimuth Stern Drive (ASD)
Bollard Pull	70T
Built	2014
LOA	24.5m
Displacement (full)	467T

Waipapa and Wakakume



Type	Azimuth Stern Drive (ASD)
Bollard Pull	50T
Built	2000
LOA	22.5m
Displacement (full)	323T

Pilot Boats

Wakatere



Type	Catamaran
Speed	40 knots
Built	2015
LOA	15.6m
Displacement (full)	18T

Akarana



Type	Monohull
Speed	32 knots
Built	2007
LOA	14.6m
Displacement (full)	14T

Survey Boat

Acheron



Built	2007
LOA	8.6m
Displacement (full)	3.5T

Fergusson Container Terminal

Fergusson Container Terminal has some of the most advanced and comprehensive container terminal infrastructure in New Zealand, with eight post-panamax ship-to-shore cranes on 900m of berths.

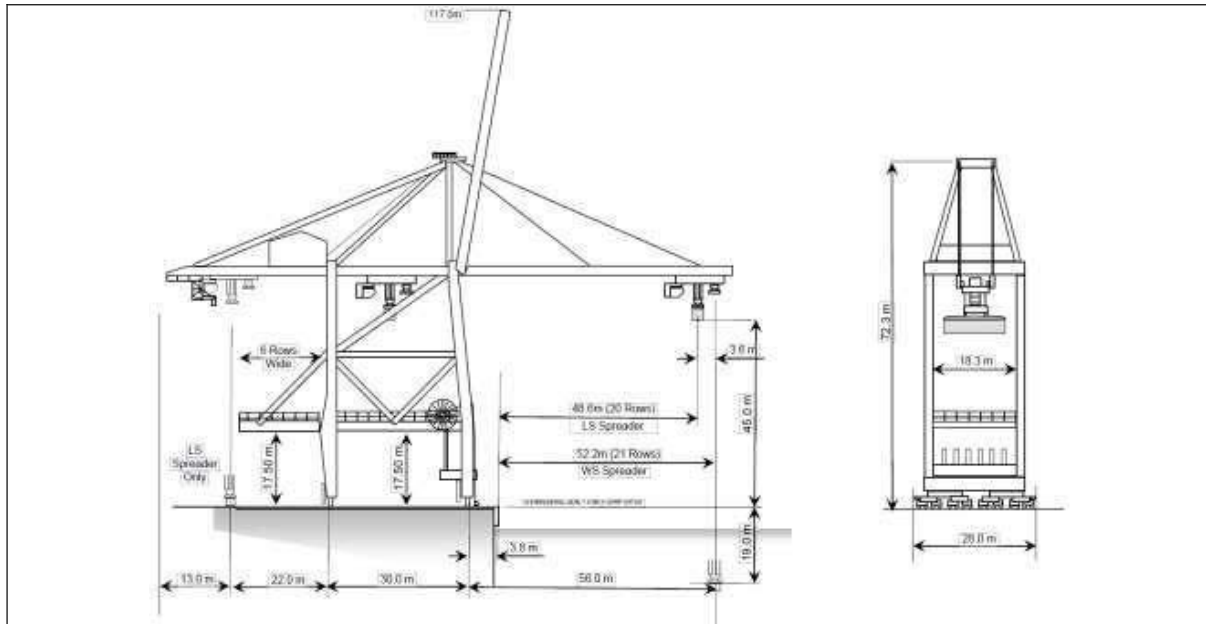
Each of the cranes is twin-lift capable and the six newest cranes boast extended outreach to help better service post-panamax vessels. It is also home to the largest and most sophisticated straddle carrier fleet in New Zealand, made up of hybrid diesel-electric machines.

Axle Loading	50 Tonnes
Wharf Loading	5 t/m ²
Yard Space	Total area 19.9ha of which 11.9ha for container handling and storage.
Cranes	3 x 65/70T twin lift (A, B & C Cranes) 2 x 60/70T twin lift (G & H Cranes) 3 x 65/70T twin lift (I, J & K Cranes)
Straddle Carriers	27 x A-Strad A-NSC 644 E Eco (twin lift) auto straddle carriers 39 x Noell/Terex (twin lift) straddle carriers
Other Cargo Handling Equipment	Empty Container Stackers - 5 x 9T, 2 x 7T Reach Stackers - 2 x 41T, 2 x 46T, 3 x 45T Hoists - 2 x 34T Top Lifters - 1 x 37T, 1 x 42T Fork Hoists - 1 x 3T, 3 x 5T, 2 x 7T, 1 x 12T
Terminal Capacity	10190 TEU
Container Storage	3497 TEU capacity, adjacent to terminal
Reefer	847 integral plug points All points remote monitored
Over- Dimension Lifts	Approximate maximum lift is 40m- check with Terminal to confirm if a specific oversize shape/weight can be lifted.
Cleaning	50 wash pads 10 hot air-drying machines Average capacity 150 per day

POAL has completed the Fergusson Container Terminal expansion, increasing it by 3.6ha and adding a third berth along the Northern face. Three post-panamax cranes service the Northern berth, currently in a manual mode. The project began in 1998 and when complete will enable POAL to accommodate larger ships and Auckland's growing freight needs for the foreseeable future.

ZPMC – PORTAINER CRANES: A, B & C

CRANE DIMENSIONS: A, B & C



DESIGN & MANUFACTURE: A, B & C

ZHENHUA PORT MACHINERY Co. Ltd (ZPMC) - SHANGHAI, CHINA

Commissioning date: 15 October 2019

Hatch platform install:	Date of manufacture	Lash platform install:	Date of manufacture
-------------------------	---------------------	------------------------	---------------------

CRANE TARE WEIGHTS: A, B & C

Est. tare weight (tonnes)	2100	Lash Platform (tonnes)	N/A
Hatch platform (tonnes)	N/A	Total crane weight (tonnes)	

VESSEL SERVICE PARAMATERS: A, B & C

Crane Height: Boomed Up	117.0m	Boom Length: Hinge Point	56.0m
Maximum Hoist Height	45.0m (Above chart datum)	Maximum Hoist Lower	19.0m (Below chart datum)
Vessel Out-Reach: LS Spreader	48.6m (20 Rows Wide)	Vessel Out-Reach: SS Spreader	52.2m (21 Rows Wide)

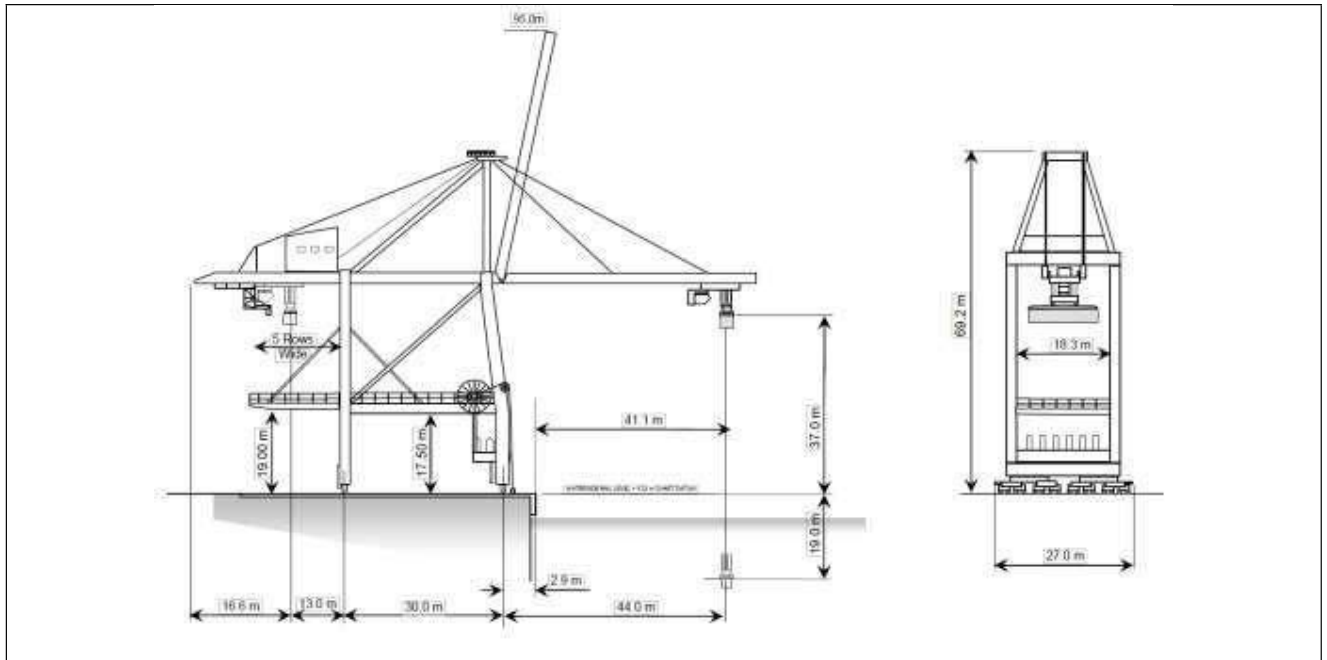
CRANE WORKING LOAD LIMITS: A, B & C LAND-SIDE SPREADER / SEA-SIDE SPREADER

Below Single-lift Spreader LS / SS	50 tonne	Below Twin-lift Spreader LS / SS	32.5 + 32.5 (65) tonne
Below Head-block LS / SS	80 tonne	Below Big Hook LS / SS	70 tonne
Max Capacity: Hatch Platform	140 tonne	Max Capacity: Lash Platform	65 + 65 (130) tonne

CRANE WORKING LOAD LIMITS: A, B & C QUAD- LIFT SPREADERS LS + SS

Below Head-block	80 + 80 (160) tonne	Below Quad-Lift Spreaders LS + SS	65 + 65 (130) tonne
Below Big Hook	130 tonne		

ZPMC – PORTAINER CRANES G & H



DESIGN & MANUFACTURE: G & H

ZHENHUA PORT MACHINERY Co. Ltd (ZPMC) - SHANGHAI, CHINA

Commissioning date: 15 February 2002

Hatch platform install	November 2016	Lash platform install	June 2019
------------------------	---------------	-----------------------	-----------

CRANE TARE WEIGHTS: G & H

Est. tare weight (tonnes)	1100	Lash Platform (tonnes)	57
Hatch platform (tonnes)	54	Total crane weight (tonnes)	1211

VESSEL SERVICE PARAMATERS: G & H

Maximum Boom Out-Reach	44.0m	Vessel Out-Reach	16 Containers Wide
Maximum Hoist Height	37.0m (above chart datum)	Maximum Hoist Lower	19.0m (below chart datum)

CRANE WORKING LOAD LIMITS: G & H

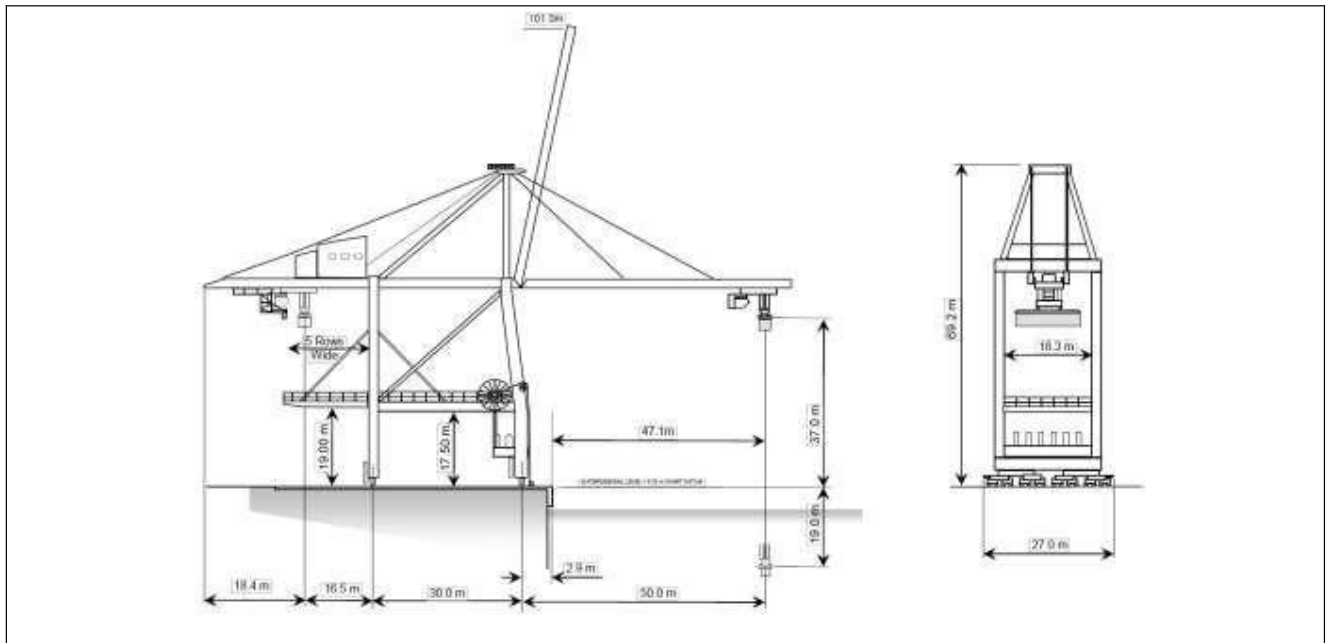
Below Single-lift Spreader	50 tonne	Below Twin-lift Spreader	30 + 30 (60) tonne
Below Head-block	75 tonne	Below hook-beam (Big Hook)	70 tonne

CRANE PLATFORM CAPACITY: G & H

Max Load: Land-side Lash Platform	65 tonne	Max Load: Sea-side Lash Platform	28 tonne
Max Load: Hatch Platform	105 tonne		

ZPMC – PORTAINER CRANES: I, J & K

CRANE DIMENSIONS – I, J & K



DESIGN & MANUFACTURE: I, J & K

ZHENHUA PORT MACHINERY Co. Ltd (ZPMC) - SHANGHAI, CHINA

Commissioning date: 10 February 2007

Hatch platform install	November 2016	Lash platform install	June 2019
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CRANE TARE WEIGHTS: I, J & K

Est. tare weight (tonnes)	1200	Lash Platform (tonnes)	57
Hatch platform (tonnes)	54	Total crane weight (tonnes)	1311

VESSEL SERVICE PARAMATERS: I, J & K

Maximum Boom Out-Reach	50.0m	Vessel Out-Reach	18 Containers Wide
Maximum Hoist Height	37.0m (above chart datum)	Maximum Hoist Lower	19.0m (below chart datum)

CRANE WORKING LOAD LIMITS: I, J & K

Below Single-lift Spreader	50 tonne	Below Twin-lift Spreader	32.5 + 32.5 (65) tonne
Below Head-block	80 tonne	Below hook-beam (Big Hook)	70 tonne

CRANE PLATFORM CAPACITY: I, J & K

Max Load: Land-side Lash Platform	65 tonne	Max Load: Sea-side Lash Platform	28 tonne
Max Load: Hatch Platform	128 tonne		

Multi-Cargo Berths

The Bledisloe multi-purpose wharves are located to the West of the Fergusson Container Terminal, offering approximately 14.5ha of operational space. Its longest berth (B3) is our primary roll-on roll-off berth. Bledisloe has two other berths: B1 for Golden Bay Cement and B2 for smaller general cargo and heavy-lift vessels.

Bledisloe Wharf

Axle Loading	50 Tonnes (20 Tonnes B1)
Wharf Loading	5 t/m ²
Yard Space	10.5 ha
Vehicle Capacity (B3, B2, B2 Reef wharf areas)	Approx. 3290 new / 2640 used
Reefer	38 Integral plug points

Bledisloe South Storage

Vehicle Capacity	Approx. 600 new / 390 used / 160 used (MPI Area)
------------------	--------------------------------------------------

Other multi-cargo facilities encompass the following wharves: Captain Cook, Jellicoe and Freyberg Wharves in the middle of the port and Wynyard Wharf, which provides a bulk liquid terminal in the West. We handle a variety of breakbulk cargo, steel, timber, dry and liquid bulk, containers and vehicles. Many of the vessels calling at the multi-cargo wharves serve the Pacific Islands.

Freyberg Wharf

General multi-purpose wharf.

Axle Loading	76 Tonnes
Wharf Loading	3 t/m ²
Storage Sheds	1 x for general cargo and flat rack containers (Shed 4)
Vehicle Capacity	Approx. 1000 + (Contact MC Operations Manager)
Yard Space	5.9 ha
Reefer	72 integral
Container Storage	600 TEU (shared with Jellicoe berths) + limited amount of block stack

Jellicoe Wharf

General multi-purpose wharf and heavy-duty berth for heavy lifts for discharge of steel products.

Axle Loading	87 Tonnes
Wharf Loading	4.5 t/m ²
Storage Sheds	1 x multipurpose shed (Shed 7)
Vehicle Capacity	Approx. 1000 + (Contact MC Operations Manager)
Yard Space	8.2 ha

Reefer	146 integral
Container Storage	600 TEU (shared with Freyburg berths) + limited amount of block stack areas

Kings Low Landing

General multi-purpose area with no undercover storage, primarily used for car trades.

Axle Loading	2.5T max. vehicle weight
Vehicle Capacity	Approx. 189 new/129 used vehicles

Marsden Wharf

General multi-purpose area with no undercover storage, primarily used for car trades.

Axle Loading	20 Tonnes
Wharf Loading	2 t/m ²
Vehicle Capacity	Approx. 250 new/200 used vehicles

Captain Cook Wharf

General multi-purpose wharf with no undercover storage, primarily used for car trades - no containers permitted.

Axle Loading	14 Tonne
Wharf Loading	1.8 t/m ²
Vehicle Capacity	Approx. 1079 new/769 used vehicles (+ approx.100 on fence line)
Yard Space	2.2 ha

Support:

For further questions relating to Multi-Cargo berths, contact:

Email: mcops@poal.co.nz

Phone: +64 9 348 5346

Cruise Berths

POAL manages the logistics of every cruise call, including berthing ships, processing passengers, and working with shipping agents, hospitality and tourism providers, stevedores, the New Zealand Customs Service, the Ministry for Primary Industries and other agencies, to ensure each visit goes smoothly.

Queens Wharf

Shed 10 on Queen's Wharf is POAL's primary cruise berth. Shed 10 operates as a dual-purpose facility, available for functions and events when not required for cruise visits. Prior to a visit, the open area of the upper level is transformed into check in, customs and x-ray screening area. All equipment is then cleared away after passenger processing.

Axle Loading	14 Tonnes
Wharf Loading	1.7 t/m ²
Passenger Gangway	For working parameters - contact Cruise Manager

Princes Wharf

Neighbouring Princes Wharf is POAL's secondary cruise berth, also a dual-purpose facility as when it's not being used for cruise visits it forms part of the Hilton Auckland Hotel's function and event space.

Axle Loading	20 Tonnes
Wharf Loading	0.8 t/m ²
Passenger Gangway	For working parameters - contact Cruise Manager

Support:

Any queries regarding cruise ships contact the Cruise Manager:

Email: opsc@poal.co.nz

Phone: +64 9 348 5264

Chelsea Sugar Berth

Berth used for the handling of bulk sugar to Chelsea Sugar Refinery. Berth is not operated by POAL, Pilotage, Tugs and linesmen provided by POAL.

Quay	94 m
Cranes	1 x 10 tonne Mobile Gantry Grab
Mooring	Mooring buoys used to assist berthing. Line boat used to assist mooring to 2 buoy astern, and 1 buoys ahead of vessel, in addition to wharf bollards when vessel in a bow East configuration.

Rail

Rail	4 rakes of rail – track length for each rake 500m
Straddles	Shared with Container Terminal
Cargo Handling Equipment	3 x 46T Reach Stackers 1 x 12T Empty Hoist 2 x 35T Top Lifters 2 x 30T Fork Hoists 1 x 7T Fork Hoist

Services:

Bunkering

The primary bunker service at POAL is via the Seafuels owned bunker barge Awanuia. The Awanuia will bunker alongside all commercial wharves in the harbour.



The Awanuia carries up to:

2900MT of 380cst HFO;

600MT of MGO.

Pump rates 400MT per hour, per pump for 380cst. Up to 750MT per hour overall.

Support:

For all enquiries about the Awanuia bunkering service and fuel pricing, please contact the Marine co-ordinator:

Email: BPMarineANZ@bp.com

Quarantine Garbage Collection

Collected everyday between 0700-1500. Collections outside these hours must be pre-arranged with the Contractor and an after-hours fee may apply. Hazardous substances or dangerous goods must be advised to the Contractor at least 48hrs prior to visit, including quantities and items to be discharged.

Support:

Email: ports@interwaste.co.nz or aucklandservice@interwaste.co.nz

Phone: +64 (0)21 905 210

Fresh Water

Fresh water is available at all berths (44mm hose: instantaneous couplings). Delivery rate approximately 40TPH. Order via Agent prior to arrival else contact Harbour Control (by phone/VHF Ch 12).

Phones

One mobile phone is supplied on arrival via Linesmen. These useful numbers are listed in the Contacts folder:

- Security shuttle vehicles -Transport Van
- Harbour Control - Harbour Control
- Terminal Planners -Vessel Planners Terminal
- Shift Manager- Cargo Operations
- Reefer Faults - Cargo Operations

Shore Power

No shore power is available.

Wifi Router

One Wifi Router will be supplied if available.

The username and password are displayed on the device.

Both the phone and wifi router will be collected on your departure

General requirements

Immobilisation

Vessels seeking to immobilise main engines shall contact Harbour Control by VHF Ch 12 or Phone: +64 9 348 5200 (or if using phone supplied by POAL, speed dial '2')

Use of Lifeboats in Port

Vessels seeking to launch Lifeboats or Rescue Boats shall contact Harbour Control by VHF Ch 12 or Phone: +64 9 348 5200 (or if using phone supplied by POAL, speed dial '2')

Use of Propellers Alongside

Vessel wishing to operate propulsion machinery (propellers or thrusters) shall contact Harbour Control by VHF Ch 12 or Phone: +64 9 348 5200 (if using phone supplied by POAL, speed dial '2')

If permission is granted, the vessel shall notify the vessels at adjacent berths of the intention to operate such propulsion machinery. The operation of CP propellers up to 30 min prior to intended departure is permitted.

Hot Work

Vessels wishing to carry out Hot Work (cutting or welding) are required to complete a Hot Work Permit Form and return it to the relevant controlling department no less than 2 hours before commencing work. All hot-work must comply with Code of Safe Working Practices for Merchant Seafarers.

Fergusson Container Terminal

Email: ctopsc@poal.co.nz
Phone: +64 27 2562056

Multi-Cargo Berths

Email: mcops@poal.co.nz
Phone: +64 9 348 5346

Cruise Berths

Email: opsc@poal.co.nz
Phone: +64 9 348 5264

Audits of hot work operations may be undertaken by the Harbourmaster. If he is not satisfied adequate precautions have been taken, he may forbid operations to commence or continue.

This Hot Work Permit will confirm that a risk assessment has been made and that the appropriate safety precautions have and will be taken. Once the Hot Work Permit has been accepted, and returned to vessel, work may commence at the time stated, if declined work cannot commence until stated requirements are in place.

Tankers

All tankers carrying cargoes of bulk oil inside port limits shall display:

- A red Flag Bravo by day, or;
- A red all-round light by night.

All tankers must comply with the current edition of the International Safety Guide for Tankers and Terminals (ISGOTT), and ICS Tanker Safety Guide Chemicals.

All tankers must:

- Berth or moor the vessel only at places authorised in writing by the Harbourmaster;
- Keep the tanks containing products closed, except when opened for loading or discharging; and
- Ensure that vessels propulsion system is available at all times to enable the vessel to be moved immediately from the berth in case of fire or other emergency.

Dangerous Cargos (DG)

All vessels carrying cargoes of dangerous or explosive cargoes inside port limits shall display:

- A red Bravo Flag by day, or;
- A red all-round light by night.
- A full manifest of the DG cargoes carried on board must be made available to the port via the agent along with the vessel arrival information.

All vessels carrying explosive cargoes must comply with the directions of the Harbourmaster (or designate).

All vessels carrying Class 1 DG will be directed:

- Less than 36T - To a berth as required.
- 36T-100T- Orakei Explosives Anchorage (barge to wharf in batches to match wharf limits)
0.5nm SW of North Head (36° 50.3'S 174°48.2'E).
- Over 100T- Motuihe Explosives Anchorage (barge to wharf in batches to match wharf limits).
Note - Transits to Motuihe Explosives Anchorage shall be conducted in daylight only.
1.25 nm SE of Rangitoto Island (36° 49.0'S 174°54.4'E).

For further questions relating to the handling of DG cargoes, contact:

Fergusson Container Terminal

Email: ctopsc@poal.co.nz

Phone: +64 27 2562056

Multi-Cargo Berths

Email: mcops@poal.co.nz

Phone: +64 9 348 5346

In all cases the handling of DG cargo is subject to the requirements of the POAL Hazardous Substances & Dangerous Goods Code of Practice.

Diving

Vessels wishing to carry out diving operations must:

- Contact Harbour Control by VHF Ch 12 or Phone: +64 9 348 5200 (or if using phone supplied by POAL, speed dial '2')
- Display Flag Alpha.

Ship's Stores

Agent to ensure POAL terms of entry are adhered to for Ship Chandlers and Providers wishing to access the port.

Cranes and Gangways (when at Container Terminal)

Container cranes must be free to move along the ship at any time and must not be impeded by a ship's cranes, booms or gangways.

Vessels must advise the Terminal Shift Manager before ship's cranes or booms are used to load or discharge stores or equipment onto the wharf.

Phone: +64 9 348 5322 (or if using phone supplied by POAL, speed dial '5')

Gangways must always be kept clear of container cranes. POAL will not accept responsibility for gangways struck by container cranes. Gangways must be correctly and safely rigged at all times.

Moorings

Vessels shall ensure that they are always safely moored. Moorings should be regularly tended. Vessels requiring extra moorings should not hesitate to deploy them.

No weighted heaving lines other than monkeys fists shall be used.

If assistance is required, contact Harbour Control by VHF Ch 12 or Phone: +64 9 348 5200 (or if using phone supplied by POAL, speed dial '2')

Environmental

Bunkering

All vessels wishing to conduct bunkering within port limits must complete a Bunkering Notification Form and return to the Harbourmaster.

Oil deliveries and Sludge transfers

Stevedores or Shift Managers to be advised. Shiplside operations should not be impacted.

Oil Spills

Every precaution should be taken to prevent any oil spillages. Should any spillage occur immediately contact Harbour Control (by phone/VHF Ch 12).

Emissions

Vessels both alongside, and within port limits are required to keep emissions to a minimum. No Burn Out operations are permitted, and excessive funnel smoke and/or other breaches may lead to delays in vessel operations.

See below for guidance on Scrubbers from the Auckland Harbourmaster.

Noise from Generators on board vessels

The ships' staff are expected to undertake all means to keep to a minimum the sounds emanated from the generators during the stay at the berth. In case of complaints received from port neighbours about noise from a particular vessel then we shall monitor the noise levels from that vessel.

Following particulars will also be requested from the vessel concerned:

- Number of reefers on arrival at Auckland
- Number of generators being used and load on each generator (also percentage of the full load for generator/s in use)
- Similar information will be requested on departure of the vessel.

Guidance to Ship Operators - Scrubbers

Regional Councils, Maritime New Zealand, the Ministry for the Environment and Harbourmasters are currently working on a nationwide strategy to address the implementation of MARPOL VI regulations in New Zealand. While this is being progressed, the following guidance is in place from the Harbourmaster for the waters of the Auckland region:

Navigation Safety

Any vessel wishing to utilise a different fuel for manoeuvring or use in sensitive areas must change over to that fuel prior to entering the region's waters and at least 4 hours prior to arrival at a pilot station or anchorage. The vessel must remain on the same fuel until it has departed from the region's waters and may not change the fuels used whilst within the region's waters.

Discharges and Contaminants

Any contaminants entering the environment can have adverse effects. The requirements of MARPOL Annex VI came into force around the world on 1 January 2020. This note provides guidance on compliance with requirements of MARPOL Annex VI, best practice and the level of public expectation for vessels operating within the Auckland region's waters.

All vessel within the waters of the Auckland region should:

- Utilise MARPOL Annex VI compliant fuel: or
- Operate closed loop exhaust gas cleaning systems, certified and approved in accordance with the International Maritime Guidelines and retain any effluent on board until able to dispose of at the next available port facility.

Vessels fitted with open loop scrubbers should:

- Only operate open loop exhaust gas cleaning systems, certified and approved in accordance with the International Maritime Guidelines, if water treatment post scrubbers is in place (i.e. there is no direct untreated discharge to water), and retaining any contaminants on board until able to dispose of at the next available port facility.
- Open loop scrubbers should not be used whilst alongside a berth in port or whilst at anchor.

Please be aware that any reports of an untreated discharge into the coastal marine area will be investigated by the Council.

Further direction will become available as national policy is created. Any queries should be directed to Auckland Council's Regulatory Services division or the Environmental Protection Authority.

Andrew Hayton
Auckland Harbourmaster



Painting

Vessels wishing to paint must contact Harbour Control (by phone/VHF Ch 12). If permitted, vessels are to ensure no paint, or paint scrapings are spilt or dropped in the water.

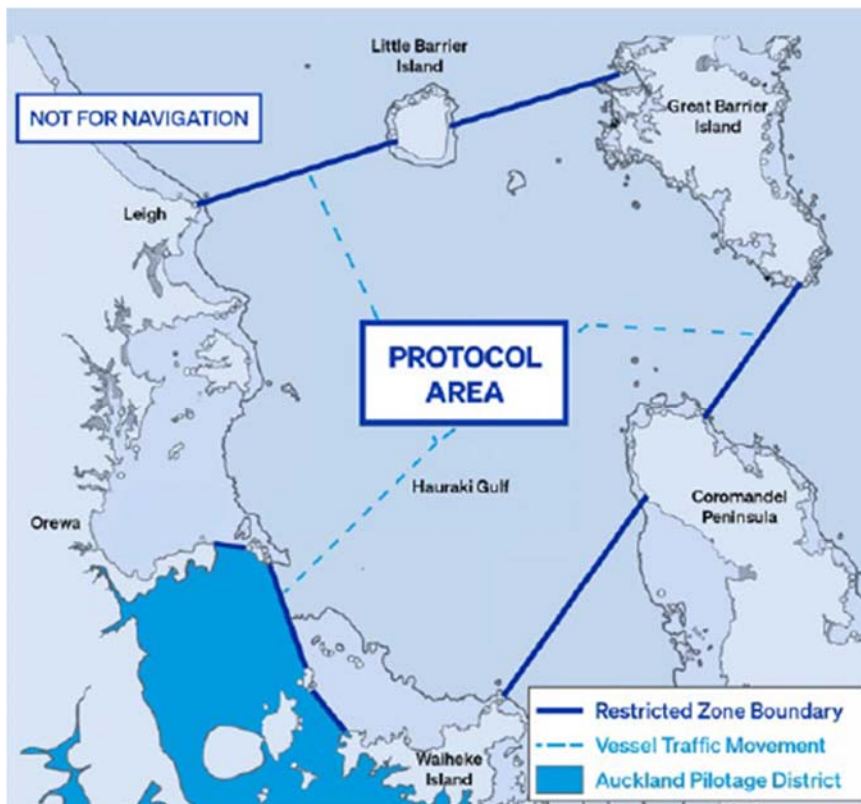
Crew are not permitted to work on hatch lids while the lids are on the wharf.

Whale Protocol

POAL encourages participation in the “Hauraki Gulf Transit Protocol for Commercial Shipping”. This protocol aims to protect a population of Bryde’s whales that are semi-resident in and around the Hauraki Gulf Marine Park.

This voluntary protocol encourages:

- Vessels to plan transits through the Hauraki Gulf at speeds as close to 10 knots as possible;
- Vessels to use recommended approach routes through the Hauraki Gulf to Auckland;
- Vessels to keep a good look-out for whales;
- Vessels to report any whale sighting to Harbour Control.



Safety

Vessel Access

All vessels must always provide safe access for crew and visitors. If required a shore gangway can be provided on request.

Crew Access

There is NO PEDESTRIAN ACCESS to or from the vessels. Walking through the port is not permitted under any circumstances.

Crew Transportation

All crew or passenger movement within the Port must be via POAL Security shuttle service vehicle only. All shuttle passengers must remain onboard vessel until instructed to proceed to a POAL Security shuttle vehicle.

Phone: +64 9 348 5335 (or if using phone supplied by POAL, speed dial '3')

Emergencies Onboard

In event of an emergency onboard where external assistance is required, please call Harbour Control by VHF Ch 12 or Phone: +64 9 348 5200 (if using phone supplied by POAL, speed dial '2')

Port Evacuation/Emergency

If there is an emergency at the Port which:

- Threatens the safety of your vessel, its crew or cargo;
- Requires the assistance of your vessel's crew.

POAL will contact you.

Emergency sirens are installed that play pre-recorded messages to notify everyone at the Port of an emergency event or potential emergency, including:

- Tsunami alert;
- Tornado alert;
- Any other port emergency that may be in progress.

Security

POAL complies with several national and international security measures to keep our port safe and secure. POAL has policies and measures in place that comply with the International Ship and Port Facility Security (ISPS) Code. We also are compliant with legislation local to New Zealand; the Maritime Security Act 2004. These regulations ensure the security of trade and tourism, and to safeguard port staff, users and local communities from terrorism and transnational crime.

The government-appointed regulatory body, Maritime New Zealand (MNZ), is responsible for verifying POAL as compliant with these international security requirements - they are also responsible for setting the Maritime Security Levels of all New Zealand ports.

POAL operates at Security Level 1 unless otherwise informed.

Access and ID Requirements:

Tamper-resistant photo ID can be:

- An ID card issued by any other New Zealand port;
- A driver's licence issued by Land Transport Safety;
- A valid passport;
- An identification card issued by a New Zealand government agency or New Zealand Defence Force;
- A seafarer's identity document issued by a contracting government;
- An identification credential issued by a recognised company, union or trade association;
- Any other form of identification approved by the Chief Executive of Maritime New Zealand.

The above identification credentials must have the holder's name, photograph and the name of the issuing authority.

As a condition of entry to the port, any bags you are carrying in may be subjected to a random search by the security staff. Failure to comply with this request by security staff may cause them to deny entry of the bags, or in extreme cases, the individual themselves.

For information on access to the POAL and related security measures, please contact POAL Port

Facility Security Officer:

Email: gladmanm@poal.co.nz

Phone: +64 9 348 5201

Vessel Visit Information

Arrivals: Must be sent at least 48 hours prior to harbourcontrol@poal.co.nz

Vessel Information

Vessel						IMO #	
Vessel Type	Bulk Carrier	Tanker	Container	Car Carrier	Other:		
LOA (m)						LBP (m)	
Keel to Mast (m)						Summer Deadweight	
Beam (m)						Owner/ Operator	
Ship Email						Ship Phone	

(Part A) Voyage Information - Arrival

ETA Pilot Station				Voyage #	
Commence Work				ETD	
Last Port				Next Port	
Berth				Side Alongside	PORT STARBOARD
Agent Attending				Agent Phone	
Arrival Drafts	Fwd:			Mid:	Aft:
GM (m)				Displacement	

Voyage Information – Departure

Departures: Must be sent at least 4 hours before departure to harbourcontrol@poal.co.nz

Departure Drafts	Fwd:			Mid:	Aft:
GM (m)				Displacement	
Vessels Master confirms receipt of the Port of Auckland Port Handbook and accepts the terms and conditions in the following sections:				General requirements	Yes / No
				Safety	Yes / No
				Security	Yes / No

(Part B)

Additional Requirements	
Water	Yes / No
Gangway	Yes / No
Interwaste garbage collection	Yes / No
Painting operations request	Yes / No
Hot work permit request	Yes / No
Diving operations booked	Yes / No
Hull condition cleared by MPI	Yes / No

Pilot ladder will be rigged on the Leeward side and conform with the IMO and SOLAS requirements?	Yes / No
Ensure Pilot has a clear passage from Pilot Ladder to the Bridge free of lashings and cargo	Yes / No
Hull condition is free from algae for the safety of port tugs?	Yes / No
No modifications have been made to the vessel which may affect the manoeuvring characteristics since last call? If yes, note below:	Yes / No
Any navigational and/or manoeuvring defects? If yes, note below:	Yes / No

Note for agents: Completion of this form does not release you from your obligation to provide port security with the mandatory "Maritime Security Report" as per Part G of the New Zealand Border Agencies Advance Notice of Arrival (NZCS 344). This border agency form must be emailed to security@poal.co.nz

Declaration from Agents and Vessels' Masters / We understand below and have advised our staff accordingly.

Signature - MASTER/AGENT: _____ Date: _____

- | | |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------|
| A) No pedestrian access throughout the port | Yes / No |
| Master has been advised and understands about no pedestrian access between main gate and vessel or between two vessels. Crew MUST use the security van for all transfers
Transport Phone: 09 348 5335 | |
| B) Ship chandlers and provedores | Yes / No |
| Completed induction and signed POAL - Terms of Entry | |
| C) No painting of shipsides or oversides at berth | Yes / No |
| Painting of the ship's hull whilst alongside a berth is not permitted | |
| D) Bunkering | Yes / No |
| Pollution prevention precautions in place as per SOPEP, Suppliers to have Tier 1 plans in place Harbourmaster permission to be obtained. Shipside operations should not be impacted | |
| E) Sludge transfer | Yes / No |
| Pollution prevention precautions in place. Stevedores or Shift Managers to be advised. Shipside operations should not be impacted | |
| F) Lubeoil and oil deliveries | Yes / No |
| Appropriate PPE; Stevedores or Shift Managers to be advised; Shipside operations should not be impacted | |
| G) Funnel smoke & noise reduction | Yes / No |
| Are auxiliary generators fitted with a reactive silencer
Environmental pollution is not permitted whilst in Auckland. No Burn Out operations permitted Breaches may lead to delays in vessel operations | |
| H) For draft and ship related activities (gangway etc.) | Yes / No |
| Stevedores or Shift Managers to be advised. Shipside operations should not be impacted | |
| I) Quarantine garbage collection | Yes / No |
| Contractor (Interwaste) will visit each ship in port each day between 07:00 - 15:00.
If collection required outside these times, please email aucklandservice@interwaste.co.nz
with time for pick up and estimated garbage offload quantities | |
| J) Whale protocol area | Yes / No |
| Master acknowledges the Hauraki Gulf Transit Protocol for Commercial Shipping to reduce the risk of collisions with whales. | |
| K) Modifications since last call | Yes / No |
| Master to confirm that the vessel has had no modifications to hull/machinery since last call at AKL.
If for first call, then information if modifications cause any changes to manoeuvring characteristics - provide details. | |
| L) Is the vessel burning low sulphur fuel whilst in Auckland waters | Yes / No |
| Confirmation of the type of fuel being used by vessel or if vessel is fitted with scrubbers | |

At least 3 hours notice shall be given for any changes to pilotage timings. Notice period less than 3 hours will not guarantee the time requested. This is a requirement for you to confirm your booking time.