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# Discharge of excessive smoke whilst at berth

## Ports of Auckland

### Effective Friday 26 July, 2019

There has in the past been an informal operational practice of allowing vessels to conduct certain engine maintenance functions whilst at the berth. These functions sometimes result in the discharge of significant amounts of smoke.

There is an increasing awareness of the effect of such activities on people's health and the environment. Excessive smoke discharge impacts most on our staff and/or contractors who work in close proximity to vessels, but as a city port we also have to be sensitive to the impact on our residential neighbours. Such discharges always attract a number of complaints and have a negative impact on the reputation of both the port and the shipping industry in general.

For these reasons, such discharges while at berth are no longer acceptable.

We have been raising these incidents with the vessels and local agents as and when they happen, advising that this behaviour is no longer acceptable, but this has not been an effective means of control. Therefore, we will put more formal rules in place.

We accept that there will be times on arrival or departure when vessels may discharge higher amounts of smoke for short periods. This is understood and while not ideal, it will continue to be tolerated for now.

However, we wish to advise all lines that the 'burn off' or release of excessive smoke from vessels is not permitted whilst vessels are alongside at Ports of Auckland.

Marine teams, ships agents and specifically all vessels need to be aware of this requirement when visiting Ports of Auckland with immediate effect.

If vessels undertake a burn off or release excessive smoke while at the Container Terminal, we will cease cargo operations immediately and will not resume until it is deemed safe to do so by port management.

Multi-Cargo stevedores will make their own assessment about whether or not to maintain cargo operations.

In addition, Ports of Auckland firmly believes that there needs to be a consequence to any breach and will be considering more stringent actions for any non-conformance of this instruction.

We will consult with lines prior to the introduction of any further action, but feel that it is of such importance that all lines need to be made aware of the significance of not adhering to this requirement when in port.