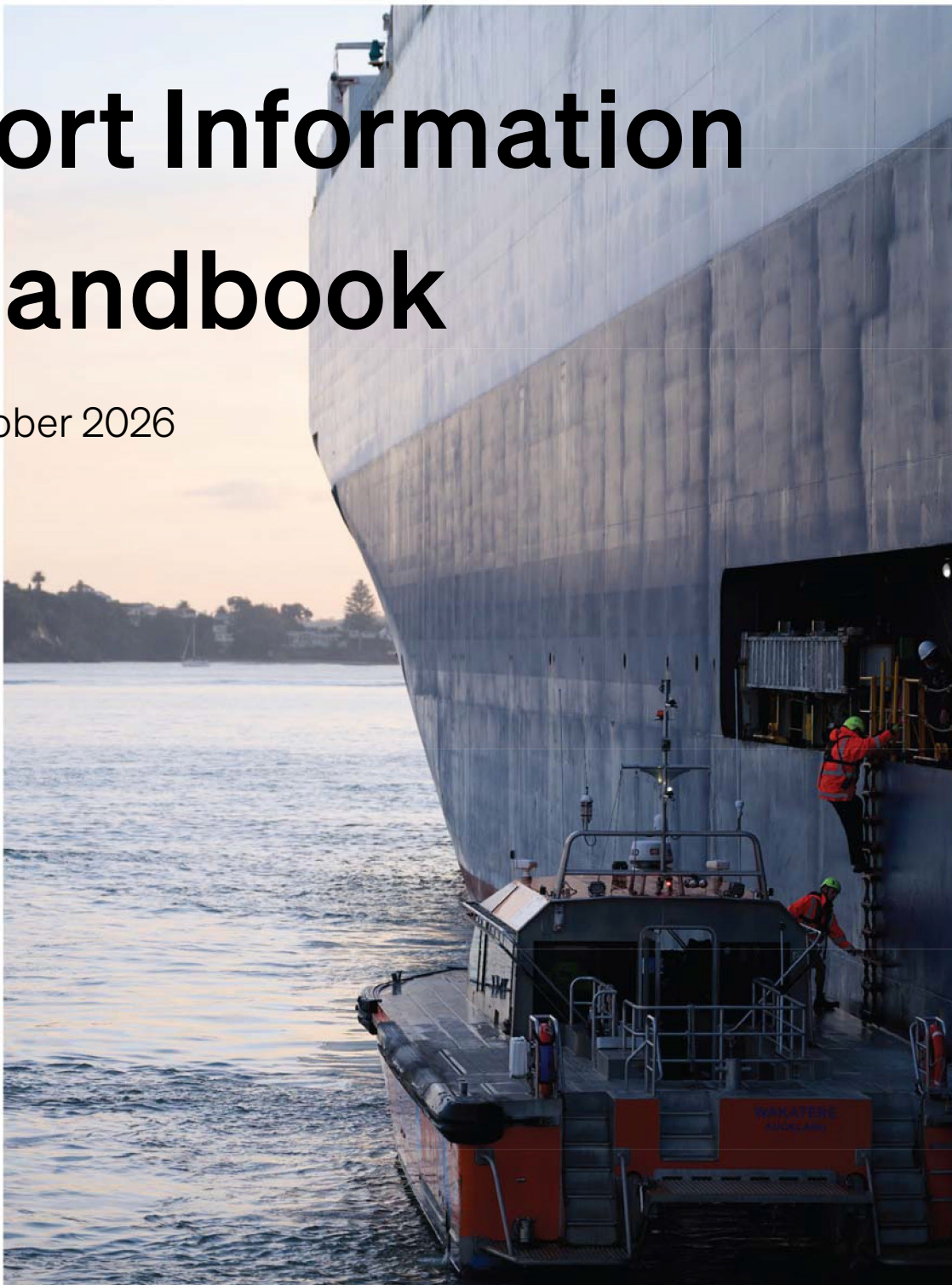


Port of Auckland
Tāmaki Herenga Waka

Port Information Handbook

October 2026



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Appendices

New Vessel Information Form

Vessel Arrival Information Sheet

Vessel Immobilisation Form

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

Port of Auckland Main Office

Address: Port of Auckland Building, 1 Sunderland Street, Mechanics Bay, Auckland 1010 Phone: +64 9 348 5000

Postal Address: Port 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

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 48 hours prior to 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 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 = 647m	80T	15m	5.3m
	FZ				
	FN	313m + dolphin = 350m	100T Dolphins 80T	Varies	5.3m
Freyberg	FD	198m	50T	15m	5.6m (N end) 5.3m (S end)
	FB	216m	50T		5.3m
Jellicoe	JA-(JB)-JC	336m	65T		
	JG-(JE)-JF	335m	50T		5.3m
Bledisloe	B1	135m	25T	Varies	5.4m
	B2	224m	25T		
	B3	265m	65/50T	15m	
Capt. Cook	CE	247m	25T	12m	5.0m
	CB	231m	65/50T		
Queens	QA-QB	230m			5.3m
	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
3.37	2.82	1.07	0.51	2.86	1.75	1.94	3.74	0.10

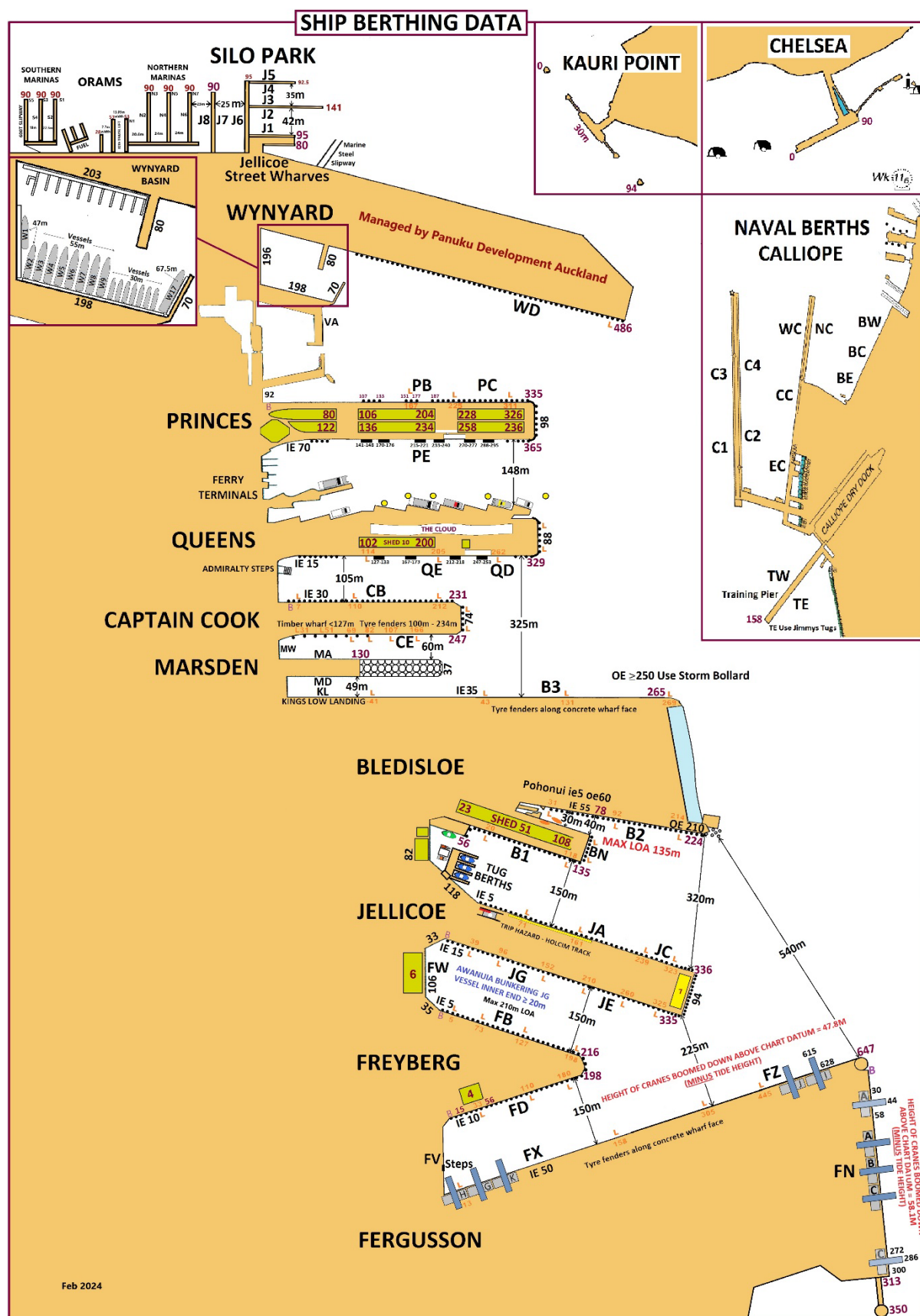
The above levels, in metres, are referred to Chart Datum, which is the same as the zero of the tidal predictions in all cases.

The values for the MHWS, MHWN, MLWN and MLWS tidal levels given in the table are the averages of the levels of all spring and neap tides predicted for the period 1 July 2026 – 30 June 2027 using the harmonic constituents derived from the analysis of the observations made at that port during the period given in the table on the [standard port periods of observation](#) page.

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-notices-to-mariners/>

Berth layouts



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 hours' notice shall be given for any changes to pilotage timings. Notice period less than 3 hours 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

There are several designated anchorages within the Auckland Pilotage Area, namely the Hauraki Gulf Anchorages, the Inner Waitemata Anchorages, the Matiatia Cruise Ship Anchorage and the Motuihe Explosives Anchorage. All anchorages are depicted on official LINZ nautical charts and described in Admiralty Sailing Directions NP51.

These anchorages are specifically for use by vessels over 40m LOA or 500GT. They provide safe and efficient waiting areas for commercial vessels and other approved users awaiting berth availability, cargo operations, pilotage services, inspections, crew transfers, weather moderation, orders or other operational requirements.

Masters remain responsible for ensuring their vessel can safely occupy an anchorage, taking into account vessel characteristics, anchor holding capability, available swinging room, forecast weather conditions, seabed characteristics and proximity to navigational hazards.

Hauraki Gulf Anchorages

The Hauraki Gulf Anchorage comprises of eleven individually designated anchorages located either side of the harbour approach leads. Conditions within the Gulf are influenced by prevailing south-westerly winds during settled weather and by easterly and north-easterly weather systems during frontal events. Wind-against-tide conditions may create steep sea states and reduced vessel comfort. Visibility may be affected by heavy rain, sea fog or thunderstorms. Commercial shipping traffic should be expected throughout the area.

Holding ground is generally considered good, with a seabed consisting predominantly of mud and fine sand. Water depths generally range between 17 and 25 metres at chart datum. Anchorages 10 and 11 are designated quarantine anchorages. Without prior Harbourmaster approval, the maximum dimensions for vessels using these anchorages is LOA 320m , Beam less than 43m, draft less than 12.5m

After they have made the necessary VHF calls to Auckland Harbour Control and been acknowledged, vessels may proceed directly between the pilotage area boundary and a designated Hauraki Gulf anchorage without embarking a licensed pilot.

Anchorage 1-4 are not normally offered to arriving vessels due to their proximity to vessels maneuvering at the pilot stations.

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

Inner Waitemata Anchorages

The Inner Waitemata Anchorage comprises eight designated anchorages within the Inner Waitemata Harbour. These anchorages provide convenient access to port facilities, pilotage services and operational support within Auckland Harbour. The maximum size of vessel is 200m LOA and/or a draft of 10.0m. A maximum forecast wind limit of 25kts also applies.

The anchorages may only be used on a short-term basis and only when approved by Harbour Control, the Harbourmaster or a Licensed Pilot.

Masters should anticipate strong tidal streams, high-density ferry operations, commercial vessel movements and recreational boating activity. While generally sheltered during south-westerly conditions, the inner harbour may experience significant effects from strong north-easterly weather systems.

Holding ground is generally considered good, consisting primarily of sand and shell substrates. Anchorage 6 is designated as an explosives anchorage for vessels carrying less than 100 tonnes of Class 1 explosives.

Matiatia Cruise Ship Anchorage

The Matiatia Cruise Ship Anchorage is designated as Anchorage W on navigational charts and provides an anchorage for cruise vessels visiting Waiheke Island.

The anchorage benefits from shelter during prevailing south-westerly conditions but may become exposed during easterly and north-easterly weather patterns. Vessel operators should also consider ferry traffic, seasonal recreational boating activity and local swell conditions.

Cruise vessels may tender passengers directly to Matiatia Wharf. Holding ground is generally considered good, consisting of sand and broken shell. Vessels may proceed directly between the anchorage and the pilotage boundary without embarking a licensed pilot, although the embarkation of a pilot for arrival is strongly encouraged.

Motuihe Explosives Anchorage

The Motuihe Explosives Anchorage provides a designated anchorage for vessels carrying more than 100 tonnes of Class 1 explosives and other hazardous cargoes requiring segregation from general shipping activities.

The anchorage is frequently used for transferring explosives and hazardous cargoes to barges and for the launching of cargo-handling craft. Holding ground is considered good, with a seabed comprising mud, shell and fine sand. Vessels should generally anchor within the centre of the designated anchorage where charted depths are approximately 10 metres at chart datum.

A licensed pilot must be embarked for arrivals and departures, and all transits to and from the anchorage are restricted to daylight hours.

Anchorage Rules and Operational Requirements

All vessels occupying a designated anchorage are required to report their arrival and departure to Auckland Harbour Control in accordance with the New Zealand Annual List of Radio Signals (ALRS). While Harbour Control may suggest an anchorage allocation, the final decision regarding anchoring remains the responsibility of the vessel Master.

A continuous listening watch must be maintained on VHF Channels 12 and 16 while occupying an anchorage. Vessels must also maintain a continuous anchor watch and take appropriate action to prevent anchor dragging or unsafe situations from developing.

Main propulsion machinery, steering systems and essential navigational equipment are to remain available for immediate use at all times. Engine immobilisation or maintenance that renders a vessel incapable of immediate manoeuvring is not permitted without prior written approval from the Harbourmaster.

The maximum stay within a designated anchorage is fourteen consecutive days unless specific Harbourmaster approval has been obtained.

A Navigation Safety Fee may apply to vessels of 40 metres LOA and greater. Applicable fees are published on the Auckland Harbourmaster website and may be amended from time to time.

Vessels are to remain wholly within the designated anchorage boundaries unless directed otherwise by Auckland Harbour Control or the Harbourmaster. Anchor dragging, machinery failures, collisions, groundings, pollution incidents and any other event affecting navigational safety must be reported immediately.

Bunkering operations are not permitted while at anchor.

The launching or recovery of lifeboats, rescue boats, tenders or other craft may be permitted with the prior approval of the Harbourmaster and New Zealand Customs Service.

The Harbourmaster may at any time direct a vessel to relocate, vacate an anchorage, proceed to sea, alter its anchoring arrangements or take any other action considered necessary to protect navigational safety, public safety or the marine environment.

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 'New Vessel 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

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/m2
Yard Spaces	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.

Crane Dimensions: A, B & C



Crane Tare Weights: A, B & C

Vessel Service Parameters: A, B & C

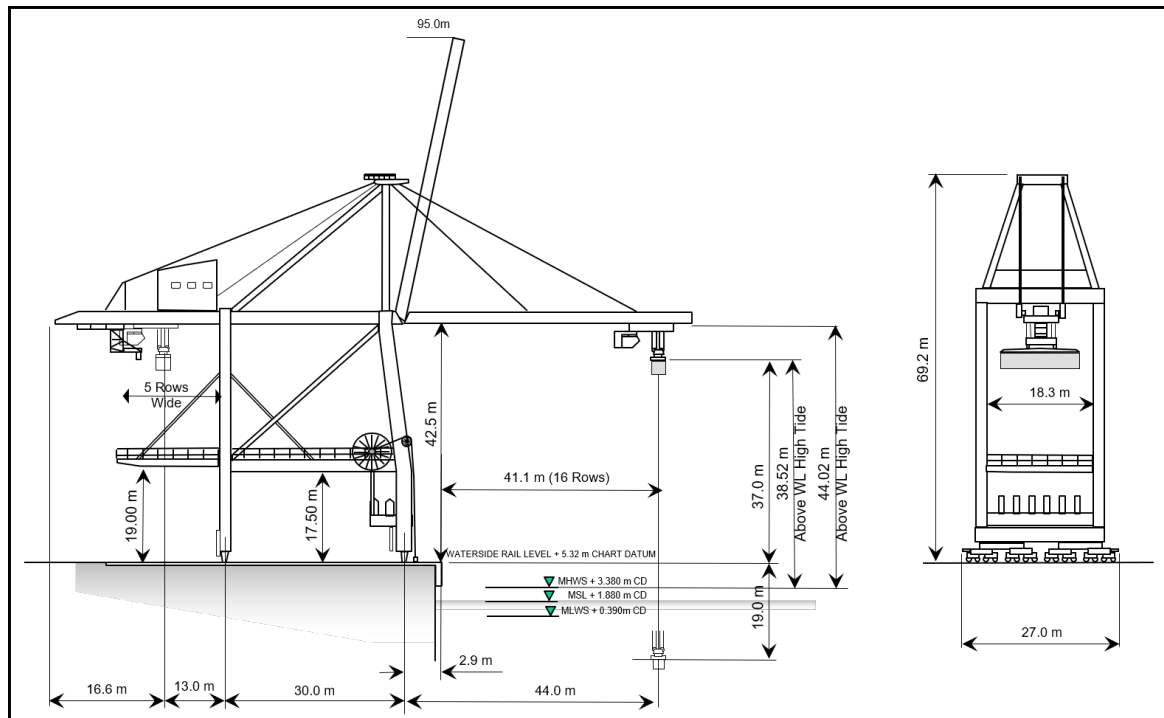
Crane Working Load Limits: A, B & C, Land-side Spreader / Sea-side Spreader

Crane Working Load Limits: A, B & C, Quad-lift Spreaders LS + SS

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ZPMC – Portainer Cranes G & H

Crane Dimensions: 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	1100T	Lash Platform	57T
Hatch Platform	54T	Total Crane Weight	1211T

Vessel Service Parameters: G & H

Maximum Boom Out-reach	44m	Vessel Out-reach	16 containers wide
Maximum Hoist Height	37m (above chart datum)	Maximum Hoist Lower	19m (below chart datum)

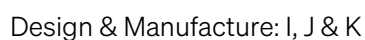
Crane Working Load Limits: G & H

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

Crane Platform Capacity: G & H

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

Crane Dimensions: I, J & K



Crane Tare Weights: I, J & K

Vessel Service Parameters: I, J & K

Crane Working Load Limits: I, J & K

Crane Platform Capacity: I, J & K

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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	76 Tonnes (40 Tonnes B1)
Wharf Loading	5.6 t/m ²
Yard Space	10.5ha
Vehicle Capacity (B3, B2, B2 Reef wharf areas)	Approx. 2890 new / 2040 used

Bledisloe Car Handling Facility

Vehicle Capacity	Approx. 1000 new / 792 used
------------------	-----------------------------

Other multi-cargo facilities encompass the following wharves: Captain Cook, Jellicoe and Freyberg Wharves in the middle of the port. We handle a variety of breakbulk cargo, steel, timber, dry 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	1x for general cargo and flat rack containers (Shed 6)
Yard Space	5.9ha
Reefer	40 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/m2
Storage Sheds	1x multipurpose shed (Shed 7)
Yard Space	8.2ha
Reefer	80 Integral
Container Storage	600 TEU (shared with Freyburg berths) + limited amount of block stack

Kings Low Landing

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

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

Marsden Wharf

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

Axle Loading	20T
Wharf Loading	2 t/m2
Vehicle Capacity	Approx. 230 new / 190 used

Captain Cook Wharf

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

Axle Loading	18T
Wharf Loading	1 t/m2
Vehicle Capacity	Approx. 940 new / 752 used (+ approx. 90 on fence line)

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	14T
Wharf Loading	1.7 t/m ²
Passenger Gangway	For working parameters contact the 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	20T
Wharf Loading	0.8 t/m ²
Passenger Gangway	For working parameters contact the 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 are provided by POAL.

Quay	94m
Cranes	1 x 10T Mobile Gantry Grab
Mooring	Mooring buoys used to assist berthing. Line boat used to assist mooring to 2 buoys astern, and 1 buoy 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: aucklandservice@interwaste.co.nz

Phone: +64 800 102 131

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:

- Security shuttle vehicles – Transport Van
- Harbour Control – Harbour Control
- Terminal Planners – Vessel Planners Terminal
- Duty Manager – Cargo Operations
- Reefer Faults – Cargo Operations
- Port Emergency

Shore Power

No shore power is available.

Wi-Fi Router

One Wi-Fi Router will be supplied if available. The username and password are displayed on the device. Both the phone and Wi-Fi router will be collected on your departure.

General requirements

Immobilisation

Vessels seeking to immobilise main engines are required to complete the Vessel Immobilisation form which must be sent to harbourcontrol@poal.co.nz. It is preferred this is completed prior to arrival. Vessel must contact Harbour Control by VHF Ch 12 or Phone: +64 9 348 5200 just prior to immobilisation for final permission.

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

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 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 27 497 7643

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 they are not satisfied adequate precautions have been taken, they 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 cargos 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 27 497 7643

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:

- Apply for a permit via Multi-Cargo or Fergusson Container Terminal
- Contact Harbour Control by VHF Ch 12 or Phone: +64 9 348 5200
- Display Flag Alpha.

Fergusson Container Terminal

Email: ctopsc@poal.co.nz

Phone: +64 27 497 7643

Multi-Cargo Berths

Email: mcops@poal.co.nz

Phone: +64 9 348 5346

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 Duty Manager before ship's cranes or booms are used to load or discharge stores or equipment onto the wharf.

Phone: +64 9 348 5322

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 monkey's fists shall be used.

If assistance is required, contact Harbour Control by VHF Ch 12 or Phone: +64 9 348 5200

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 Duty Manager to be advised. Shipment 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



20 Viaduct Harbour Avenue, Auckland 1010
Private Bag 92250, Auckland 1142, New Zealand
Phone 09 355 3553 Website www.AT.govt.nz

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.

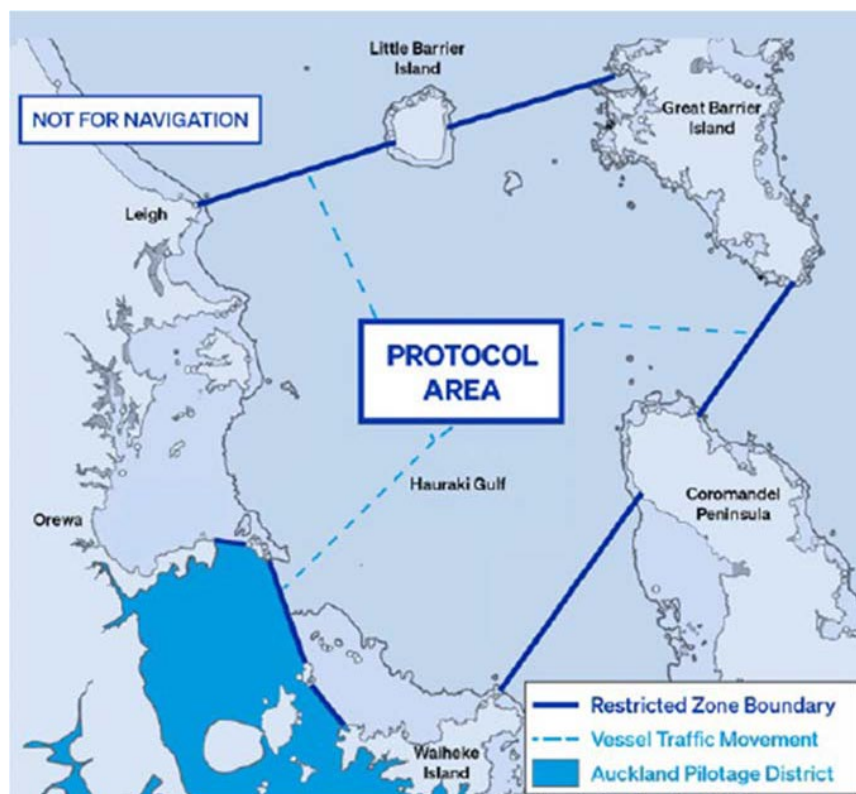
Crew are not permitted to work on hatch lids while the lids are on the wharf.

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 5394, Option 2

Emergencies Onboard

In event of an emergency onboard where external assistance is required, please call the Port Emergency number +64 9 348 5777 or notify Harbour Control by VHF Ch 12.

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: paul.blackmore@poal.co.nz

Phone: +64 9 348 5201

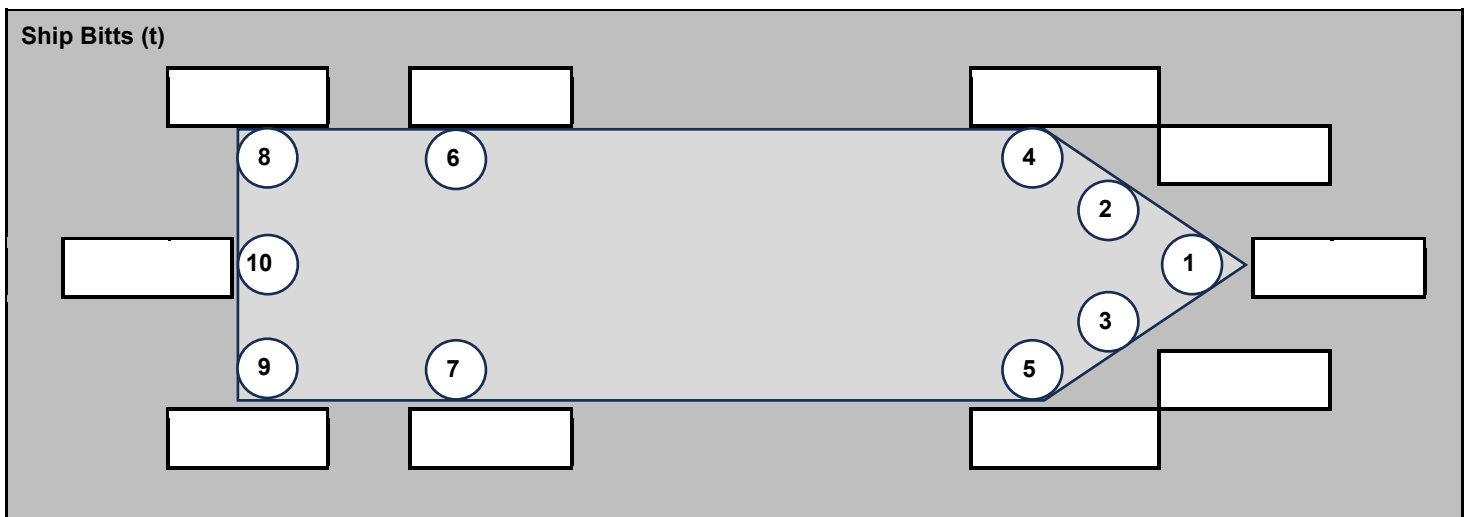
PORT OF AUCKLAND – NEW VESSEL INFORMATION

This form must be completed and emailed to harbourcontrol@poal.co.nz for all:

- Vessels who are calling Auckland for the first time.
- Vessels who have changed shipping line / agency.

VESSEL PARTICULARS									
Vessel Name							IMO Number		
Vessel Type							Year Built		
Call Sign							Flag		
Ship Email (eMPX)									
GRT(t)							Summer Deadweight(t)		
LOA(m)					LBP(m)		Beam(m)		
Keel to Mast(m)							Bow to Bridge (m)		
Thrusters	None		Fwd Thruster Power (kw)					Aft Thruster Power(kw)	
Propellor		☐	N°				Propellor type		Not Know
Azipod		☐	N°				Turn		Not Know
Engine Type		-	N°				Total Engine Output (kw)		
Rudder Type		Not known				No. of Rudders			

Ship Bitts (t)



The diagram shows a top-down view of a ship's hull. There are 10 numbered circles representing bitts: 1, 2, 3, 4, 5, 6, 7, 8, 9, and 10. Each bitt is associated with an empty rectangular box for weight input in tonnes (t). The boxes are arranged as follows: 1 and 2 are on the right side; 3, 4, 5, 6, 7, 8, 9, and 10 are on the left side. The hull is represented by a grey area with a blue outline.

SHIPPING LINE INFORMATION	
Shipping Line	
Shipping Service	
AGENT AND INVOICING INFORMATION	
Agent	
Marine Invoices to	

PORT OF AUCKLAND VESSEL ARRIVAL INFORMATION SHEET (VAIS)

This form must be completed and emailed at least 48 hours before arrival to harbourcontrol@poal.co.nz

Vessel Particulars

Vessel Name		IMO Number		Date	
Vessel Type	Bulk ☐	Car Carrier ☐	Container ☐	Passenger ☐	Other ☐
Ship Email (eMPX)		Agent Name			
Master Name		Agent Phone			

PILOT LADDER

IMPORTANT: Does your Pilot Ladder conform to IMO and MNZ 'Rule Part 53' requirements?	Yes ☐	No ☐
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VISIT DETAILS

ETA Pilot Station			Voyage Number		
Berth			Side alongside	Port ☐	Starboard ☐
Previous Port		Next Port		Additional Requirements	Yes No
Arr. Draft Fwd		Dep. Draft Fwd		Water	☐ ☐
Arr. Draft Mid		Dep. Draft Mid		Gangway/Brow	☐ ☐
Arr. Draft Aft		Dep. Draft Aft		Garbage Collection	☐ ☐
Arr. Displacement		Dep. Displacement		Provisions / Stores delivery	☐ ☐
Arr. GM (m)		Dep. GM (m)		Diving Operations	☐ ☐
Immobilisation Request (Please complete Immobilisation form)				☐	☐
Hot Work Permit (please complete Hotwork Permit form)				☐	☐
Hull cleared by MPI and is free from Algae for safety of Port Tug				☐	☐
Do you have Class 1 Explosives on board?				☐	☐

EQUIPMENT IN SPECIFICATION AND IN GOOD WORKING ORDER

	Y	N	NA		Y	N	NA		Y	N	NA
Main Engines	☐	☐	☐	Engine Telegraph	☐	☐	☐	Main Steering Gear	☐	☐	☐
Bow Thruster	☐	☐	☐	Stern Thruster	☐	☐	☐	Anchor Gear	☐	☐	☐
Mooring Lines	☐	☐	☐	Mooring Winches	☐	☐	☐	Pilot Ladder	☐	☐	☐

If **NO** to any of the above, provide details:

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Any vessel main engine, auxiliary, bridge, navigational equipment failure in last 30 days? Details:	Y ☐	N ☐
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Has the vessel been detained by any PSC/USCG in the last 12 months? Details:	Y ☐	N ☐
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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	
		Y	N
A	No pedestrian access throughout the port 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 Completed induction and signed POAL Terms of Entry	☐	☐
C	No painting of shipside or overside at berth Painting on the ship's hull whilst alongside is not permitted	☐	☐
D	Bunkering Pollution prevention precautions in place as per SOPEP. Suppliers to have Tier 1 plans in place. Harbourmaster permission to be obtained. Shiplside operations should not be impacted	☐	☐
E	Sludge Transfer Pollution prevention precautions in place. Stevedores or Shift Managers to be advised. Shiplside operations should not be impacted	☐	☐
F	Lube Oil and Oil deliveries Appropriate PPE; Stevedores or Shift Managers to be advised; Shiplside operations should not be impacted	☐	☐
G	Funnel smoke and noise reduction 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) Stevedores or Shift Managers to be advised. Shiplside operations should not be impacted	☐	☐
I	Quarantine garbage collection 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 Master acknowledges the Hauraki Gulf Transit Protocol for Commercial Shipping to reduce the risk of collisions with whales.	☐	☐
K	Modifications since last call Master to confirm that the vessel has had no modifications to hull/machinery since last call at Auckland. 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? Confirmation of the type of fuel being used by vessel or if vessel is fitted with scrubbers	☐	☐

Engine power limiter / Shaft power limiter system(s)

Type	☐ Mechanical ☐ Electronic ☐ Not installed	Status	☐ Activated ☐ Deactivated ☐ Not Applicable
Accessible power with Engine power limiter / Shaft power limiter system(s) activated		If activated, time required to override Engine power limiter / Shaft power limiter system(s) and access Maximum power	

Note: Vessels that have installed power limiting devices (EPLs or permanent governors) should ensure that Pilot cards are updated with the maximum available power as allowed by the EPL or governor installed.

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 to confirm your booking time

VESSEL IMMOBILISATION FORM

Where practicable, vessel to request immobilisation at least 24 hours prior to vessel's arrival using this form

To: Harbour Control Duty Officer harbourcontrol@poal.co.nz

CC: Auckland Harbourmaster harbourmaster@at.govt.nz

Vessel Details

Vessel Name		Ship Email	
Berth location		Master's Name	
Agent Name		Master's	
Agent Phone		Signature	

I the above-mentioned Master request permission to immobilize my main engine for repairs and routine maintenance

Immobilisation

	HH:MM	Date
Commencing		
Estimated Completion		
In case of emergency, main engine can be ready for use in (hours):		

Harbourmaster's Requirements for Immobilisation:

- ❖ Immobilisation unable to take place:
 - If winds 20 knots or more, or
 - Where a wind speed of more than 20 knots or more is forecast, or
 - If a Tsunami warning is in effect
- ❖ Vessel to call Harbour Control on VHF Ch 12:
 - Prior to commencing immobilisation (to confirm conditions remain appropriate)
 - Maintain a listening watch during period of immobilisation
 - When immobilisation complete
- ❖ Vessel to remain securely moored at all times, with lines properly tended
- ❖ Vessel unable to immobilise when at anchor
- ❖ After immobilisation, main engines/propulsion machinery to be returned to normal operating condition.
- ❖ If testing of main engines/propulsion machinery is required, see below

Testing of Main Engines (or other Propulsion Machinery) when Alongside:

- ❖ Vessel to inform Harbour Control prior to testing main engine/propulsion machinery when alongside
- ❖ Vessel not to test main engine/propulsion machinery
 - When working cargo, e.g. cranes over vessel, hoses connected, etc
 - When other shipping movements are taking place in the vicinity
 - If there punts/workboats/etc operating or moored in the vicinity
 - In Queens-Princes Ferry Basin, no vessel over 500GRT shall test propulsion machinery:
 - Without a Pilot onboard
 - Between the hours of 06:30 to 09:05 and 16:30 to 19:05 on weekdays, 08:30 to 12:00 and 16:30 to 19:05 on weekends and Public Holidays:
- ❖ Vessel must be securely moored with crew standing by forward and aft
- ❖ All testing must be kept to a minimum to reduce risk of damage to port infrastructure