

THE MATERIAL IN THIS NOTICE HAS BEEN REPRODUCED FROM THE MARITIME NEW ZEALAND PUBLICATION, SHIPPING ROUTES AROUND THE NEW ZEALAND COAST. 2006.

**A VOLUNTARY CODE FOR SHIPS CARRYING OIL OR OTHER HARMFUL LIQUID SUBSTANCES IN BULK
MANDATORY AREAS TO BE AVOIDED BY ALL SHIPS OVER 45 METRES IN LENGTH/500 GROSS TONS**

SUMMARY

This Code has been introduced to prevent or reduce the risk of pollution or other damage to the marine environment caused by ships carrying oil or other harmful liquid substances in bulk.

If there is an oil pollution incident, the measures contained in this Code will also allow more time to respond to such an incident, whilst causing least disruption to existing shipping routes.

It stresses the importance of:

- The shipmaster's duty to exercise discretion in particular circumstances;
- Safe navigation;
- Prompt reporting to Maritime New Zealand when experiencing any difficulties, which could lead to pollution or other damage to the marine environment, and summoning of salvage assistance without delay; and
- Observing regional routeing schemes.

SCOPE

This Code applies to ships carrying oil or other harmful liquid substances in bulk as defined in *Annexes I and II of MARPOL 73/78*.

The Areas To Be Avoided apply to all vessels of the sizes specified.

GENERAL PROVISIONS

Safe Navigation

1. Passage Planning

Development of a passage plan, and close and continuous monitoring of the vessel's progress and position during the execution of such a plan, are of essential importance for safety of life at sea, safety and efficiency of navigation and protection of the marine environment. It is recommended that shipowners' standing instructions to their Masters specifically state that safety of the ship and crew, the prevention of pollution and prevention of damage to the marine environment must always take precedence over commercial considerations.

2. Systems Testing

International Chamber of Shipping's Bridge Procedure Guide, Part A, Guidance to Masters and Navigating Officers, section 3.2.5.1. states:

Operational checks on navigational equipment should be undertaken when preparing for sea and prior to port entry. Before lengthy ocean passages and before entering restricted coastal waters, it is important also to check that full engine and steering manoeuvrability is available.

It is also recommended that navigators follow the Bridge Checklists B2 & B3 of the above guide.

Master's Responsibility, Duty & Professional Judgement

This Code does not replace the obligations of the Master to use discretion in light of the many factors which contribute to a safe passage, including:

- The condition and manoeuvrability of the ship;
- The prevailing and expected weather conditions;
- Experience; and
- The safety and security of the ship and crew.

In law, and under the safety management system established by the shipowner, the Master has final authority for, and is free to exercise his professional judgement in, matters of safe navigation and protection of the marine environment.

Authority: Maritime New Zealand

The *New Zealand Maritime Transport Act, Part 3, Section 19* “Duties of Master” states that the Master shall be responsible for the safe operation of the ship, safety of cargo and safety and wellbeing of crew/passengers on voyage. He/she shall have the final authority to control the ship while in command.

Reporting Arrangements and Summoning Assistance

It is recommended that shipowners’ standing instructions to their Masters:

- Emphasise the need for immediate reporting to Maritime New Zealand, through any coastal radio station or by calling Taupo Maritime Radio (see opposite), of all situations which affect the safety of the ship or its navigation, or might lead to pollution.
- Confirm the Master’s position as set out in the *International Convention on Salvage 1989, Article 6(2)*:
The Master shall have the authority to conclude contracts for salvage operations on behalf of the owner of the vessel. The Master or the owner shall have the authority to conclude such contracts on behalf of the owner of the property on board the vessel.
- Note that Masters are required to comply with *Part 103 of the Marine Protection Rules* which requires ships carrying oil or other harmful liquid substances in bulk, to give at least 12 hours notice of arrival to the Harbourmaster in that port, and to give notification of the types of cargo carried and its distribution on board.
Operational transfers must be notified at least 3 hours but not more than 4 days before starting.
- Encourage them to report vessels breaching this Code to Maritime New Zealand.

COMMUNICATIONS

VHF

STATION CALLSIGN	CALLING CHANNEL	WORKING CHANNEL
CAPE REINGA Maritime Radio	16	68
KAITAIA Maritime Radio	16	71
WHANGAREI Maritime Radio	16	67
GREAT BARRIER Maritime Radio	16	25
AUCKLAND Maritime Radio	16	71
PLENTY Maritime Radio	16	68
RUNAWAY Maritime Radio	16	71
TOLOGA Maritime Radio	16	67
TARANAKI Maritime radio	16	67
CAPE EGMONT Maritime Radio	16	71
NAPIER Maritime Radio	16	68
WANGANUI Maritime Radio	16	69
WAIRARAPA Maritime Radio	16	67
WELLINGTON Maritime Radio	16	71
FAREWELL Maritime Radio	16	68
D’URVILLE Maritime radio	16	67
PICTON Maritime Radio	16	68
KAIKOURA Maritime radio	16	67
WESTPORT Maritime radio	16	71
GREYMOUTH Maritime Radio	16	68
FOX Maritime Radio	16	67
AKAROA Maritime Radio	16	68
WAITAKI Maritime Radio	16	67
FIORDLAND Maritime Radio	16	71
CHALMERS Maritime Radio	16	71
BLUFF Maritime Radio	16	68
PUYSEGUR Maritime Radio	16	67
STEWART ISLAND Maritime Radio	16	71
CHATHAM ISLANDS Fishermans Radio	16	60 (Chatham Island) 62 (Pitt Island)

Authority: Maritime New Zealand

HF/MF

STATION CALLSIGN	VOICE CALLING	VOICE WORKING	DSC CALLING
Taupo Maritime Radio ZLM (frequencies in kilo Hertz)	2182	2207	no MF DSC
	4125	4146	4207.5
	6215	6224	6312.0
	8291	8297	8414.5
	12290	12356	12,557.0
	16420	16531	16,804.5

Maritime Operations Centre (24 hours)

Tel +64-4-914 8333

Fax +64-4-914 8334

Satcom C 582-451-200-067 Answer Back MRNZ X

Email maritime@kordia.co.nz

Rescue Coordination Centre (24 hours) +64-4-577 8030

ROUTES AROUND THE NEW ZEALAND COAST

General

Ships are to keep at least 5 nautical miles off the land, any charted danger, or any outlying islands, until reaching a position where alteration is required to make port. A greater distance off may be necessary in adverse on-shore weather, or if it is known that the ship has any mechanical deficiency that might impair the motive power or manoeuvrability.

Recommended Approaches to New Zealand Ports

Whangarei	<i>From the North</i>	Pass to the east of the Poor Knights Islands' Mandatory Area to be Avoided (refer chart NZ 521), thence midway through Parry Channel and thence to the Pilot Station.
	<i>From the South</i>	Proceed through Colville and Jellicoe Channels keeping at least 3 nautical miles off the land and thence to the Pilot Station.
Auckland	<i>From the North</i>	Enter the Hauraki Gulf through Jellicoe Channel keeping at least 3 nautical miles off land, thence at least 3 nautical miles off Flat Rock, then pass through a point midway between Shearer Rock and the Noises (at least 3 miles off Shearer Rock) before proceeding westwards to intercept the sector light at St Leonard's beach, and thence to the Pilot Station.
	<i>From the East</i>	Enter the Hauraki Gulf through Colville Channel keeping to the north of Channel Islands and thence to the Pilot Station.

Transiting between Auckland and Whangarei

Vessels in transit between the pilot stations at Auckland and Whangarei, either north or southbound, should maintain a minimum distance of 3 nautical miles from Shearer Rock, Flat Rock and Cape Rodney and pass midway between Bream Tail and Taranga Island.

Tauranga	<i>From the North</i>	Keep at least 4 nautical miles off Mayor Island and thence to the Pilot Station.
	<i>From the East</i>	Keep at least 5 nautical miles to the north of Volkner Rocks, thence 3 nautical miles to the north of Astrolabe Reef and thence to the Pilot Station.

Authority: Maritime New Zealand

Gisborne	<i>From the North</i>	Proceed to the east of Ariel Bank keeping 5 nautical miles off the charted dangers to the south-east of the Bank, thence to a position 3.4 nautical miles due east of Young Nicks Head, thence to the Pilot Station.
	<i>Alternatively</i>	Pass midway between Ariel Bank and Monowai Rocks, thence at least 4 nautical miles off Tuaheni Point and thence to the Pilot Station.
	<i>From the South</i>	Keep at least 5 nautical miles off Table Cape and thence to the Pilot Station.
Napier	<i>From the North and South</i>	Keep at least 5 nautical miles off any charted danger and thence to the Pilot Station.
Wellington	<i>From the East</i>	Keep at least 5 nautical miles off Cape Palliser and 3 nautical miles off Baring Head until due south of the harbour entrance. A vessel in this position and requiring pilotage may now proceed to the designated pilot boarding station.
	<i>From the West</i>	Pass midway between the Brothers and Fisherman's rock, thence at least 4 nautical miles off Cape Terawhiti, thence at least 4 nautical miles off Karori Rock. When abeam Sinclair Head, vessels requiring a pilot should proceed directly to the designated pilot boarding area. Vessels not requiring a pilot may adjust course to join the leads no closer than 2 nautical miles off the entrance (or greater in southerly weather). Such vessels should beware of departing vessels.
Departing vessels – All departing vessels should note that:		
<ol style="list-style-type: none"> 1. Vessels in bound for pilotage are likely to be under instructions from a local pilot and will be approaching the designated boarding areas of either ALPHA, BRAVO or CHARLIE (or the supplementary bad weather boarding area of DELTA); and 2. Numerous ferries and other vessels exempt from pilotage are likely to be approaching from the west to a position on the leads not less than 2 nautical miles south of the entrance; and 3. Vessels heading east are initially to head southward on the approximate line of the leads but avoiding conflict with vessels manoeuvring to pick up their pilot. Such vessels should maintain this course until clear of harbour limits and in a position to intersect the coastal course line between Baring Head and Cape Palliser. 		
Picton		Pass midway between Cook and Walker Rocks at the entrance to Queen Charlotte Sound, and thence to the Pilot Station.
Nelson		Keep at least 5 nautical miles off Pitt Head and at least 5 nautical miles off Pepin Island and thence to the Pilot Station.
Lyttelton	<i>From the North</i>	Keep at least 5 nautical miles off the land until approaching the Pilot Station.
	<i>From the South</i>	Keep at least 5 nautical miles off Steep Head, thence at least 3 nautical miles off Long Lookout Point and thence to the Pilot Station.
Timaru	<i>From the North</i>	Keep at least 5 nautical miles off the land until reaching the Pilot Station.
	<i>From the South</i>	Keep at least 5 nautical miles off the land and at least 3 nautical miles off Tuhawaiki Point and thence to the Pilot Station.
Otago Hbr.	<i>From the North</i>	Keep at least 5 nautical miles off the land until approaching the Pilot Station.
	<i>From the South</i>	Keep at least 4 nautical miles off Cape Saunders, thence at least 3 nautical miles east of Tairaroa Head, and thence to the Pilot Station.

Authority: Maritime New Zealand

Bluff	<i>From the East</i>	Keep at least 3 nautical miles off Slope Point, at least 3 nautical miles off Waipapa Point, and thence at least 1.5 nautical miles south of Dog Island, and thence to the Pilot Station.
	<i>From the West</i>	Keep at least 5 nautical miles south of Centre Island and thence to the Pilot Station.
West Coast Stewart Island/ Rakiura	<i>From the South</i>	Keep at least 3 nautical miles off The Knobbies, at least 3 nautical miles off Rugged Island and 3 nautical miles off Bishop and Clerk Island. From there run a course to the Pilot Station at Bluff.
East Coast Stewart Island/ Rakiura	<i>From the South</i>	Keep 3 nautical miles off Breaksea Islands thence at least 3 nautical miles off Wreck Reef, thence on to a position at least 2 nautical miles off Kanetotoe Island in the Fancy Group, and then on to a position at least 2 nautical miles off Zero Rock – North Island. From Zero Rock plot a course to the Pilot station at Bluff.
New Plymouth	<i>From the West</i>	Keep at least 5 nautical miles off Cape Egmont, thence at least 5 nautical miles off the land, thence at least 3 nautical miles off Saddleback Island and thence to the Pilot Station.
	<i>From the North</i>	Keep at least 5 nautical miles off the land until approaching the Pilot Station.
Manukau		<p>From any direction from seaward, proceed to the Outer Manukau Pilotage Limit.</p> <p>Boarding/Disembarking position: 37° 05.3'S 174° 25.3'E. On approaching that position, contact with South Head Signal Station on Channel 11 VHF will allow for the current bar transiting information to be communicated to the vessel.</p> <p>Complete information on mandatory notification and pilotage procedures are available from Ports of Auckland Limited.</p> <p>On transiting the bar proceed to the normal Manukau Harbour Pilot Boarding/Disembarking position: 37° 02.3'S 174° 34.4'E.</p>

IMO APPROVED SHIPS' ROUTEING MEASURES

In the vicinity of the Poor Knights Islands

In order to avoid the risk of pollution and damage to the environment of this sensitive area, all vessels greater than 45 metres in length (except as specified below) shall avoid the following area.

The area bounded by a line connecting the following geographical positions is designated as a **Mandatory Area To Be Avoided**, the westward boundary of which is delineated by Mean High Water Springs.

1.	35° 51'.30S	174° 35'.50E
2.	35° 34'.55S	174° 49'.20E
3.	35° 29'.60S	174° 50'.80E
4.	35° 24'.70S	174° 50'.20E
5.	35° 10'.20S	174° 20'.10E

Reference Chart:

New Zealand NZ 521

Exceptions: The following exemptions are granted in respect of vessels entering the Area To Be Avoided:

- **All fishing vessels engaged in fishing operations.**
- **Barges under tow, provided the cargo is not oil or other harmful liquid substances as defined in Annexes I & II of MARPOL 73/78.**

Authority: Maritime New Zealand

In the vicinity of the Three Kings Islands

In order to avoid the risk of pollution and damage to the environment of this sensitive area, all vessels of 500 gross tons or more should avoid the following area.

The area bounded by a line connecting the following geographical positions is designated as an **Area To Be Avoided**.

1. 34° 06'.00S 172° 00'.00E
2. 34° 06'.00S 172° 12'.50E
3. 34° 13'.50S 172° 12'.50E
4. 34° 13'.50S 172° 00'.00E

Reference Chart:

New Zealand NZ 41

New Zealand NZ 4111

Precautionary Area off West Coast of the North Island

In order to reduce the risk of a maritime casualty and resulting marine pollution, all ships should navigate with particular caution in the precautionary area defined by a line connecting the following geographical positions, the landward extent of which is determined by Mean High Water Springs (MHWS):

1. The charted line of MHWS at approximately 38° 31'.00 S 174° 37'.80 E
2. 39° 18'.50 S 173° 05'.00 E
3. 39° 26'.00 S 173° 01'.00 E
4. 40° 03'.00 S 173° 04'.00 E
5. 40° 10'.00 S 173° 16'.00 E
6. The charted line of MHWS at approximately 39° 53'.50 S 174° 54'.50 E

Reference Chart:

New Zealand NZ 21 (INT 641)

New Zealand NZ 23 (INT 640)

New Zealand NZ 25 (INT 648)

New Zealand NZ 43

New Zealand NZ 45

New Zealand NZ 48

New Zealand NZ 443

New Zealand NZ 4432

Authority: Maritime New Zealand