

Melanie Jones

From: David Greaves <david@enspire.co.nz>
Sent: Thursday, 8 October 2020 11:31 am
To: David Greaves
Subject: FW: Genera Further Information Request
Attachments: Appendix 12.pdf; Appendix 2.pdf; Appendix 5.pdf; Appendix 6.pdf; Appendix 11.pdf



David Greaves
Director

027 455 3355 | enspire.co.nz



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From: Keith Frentz <keith.frentz@beca.com>
Date: Wednesday, 13 May 2020 at 5:02 PM
To: David Greaves <david@enspire.co.nz>
Subject: RE: Genera Further Information Request

Hi David,

Just reached the point in the request where you point out you haven't got the FMP Appendices so I will provide those attached to the next series of emails.

At least one item ticked.

Regards

Keith

Ngā Mihi | Kind regards,

Keith Frentz
Technical Director
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www.beca.com

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Sensitivity: General

From: David Greaves <david@enspire.co.nz>
Sent: Tuesday, 12 May 2020 8:30 a.m.
To: Keith Frentz <keith.frentz@beca.com>
Cc: Matt Hill <matt.hill@genera.co.nz>; Theresa Le Bas <Theresa.LeBas@tompkinswake.co.nz>
Subject: Re: Genera Further Information Request

Hi Keith, I hope you are well.

Can you please give me a progress report on getting the first of the further information through.

Cheers



Our physical offices are closed as a result of Covid-19, but our services remain uninterrupted while our team works from home.
Do not hesitate to contact us.

From: Keith Frentz <keith.frentz@beca.com>
Date: Friday, 17 April 2020 at 2:03 PM
To: David Greaves <david@enspire.co.nz>
Cc: Matt Hill <matt.hill@genera.co.nz>, Theresa Le Bas <Theresa.LeBas@tompkinswake.co.nz>
Subject: Genera Further Information Request

Hi David,

I hope you are also safe in your bubble and enjoying more time with the co-bubblers.

We are continuing to work on the S92 request but I would say that at the present time we seem to have more to do and because of working remotely it is taking more time to do it. I can update you on the modelling work next week (I still expect 30/6 but will advise) and I am working through the other material but the EPA process at present is taking up more of the Golder time than we would like and other matters are also taking us away from the s92 (although still hopeful of a 30/4 time for at least some delivery).

The CVA is being drafted through this lockdown period ready for engagement when that is again possible – so timing is uncertain but moving forward.

All the best
Stay safe

Keith

Ngā Mihi | Kind regards,

Keith Frentz
Technical Director
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Sensitivity: General

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Appendix 2

**Table C4 HRC08002,
Interpretation**



Table C4: Interpretation

| |
|--|
| <p>1 hour exposure level means the average exposure level for each 60 minute time period from the start of ventilation until the end of the buffer zone period.</p> |
| <p>24 hour exposure level means the average exposure level for each 24 hour time period from the start of ventilation until the end of the buffer zone period.</p> |
| <p>Annual exposure level means the total 24 hour exposure level recorded over a calendar year and averaged over 365 days.</p> |
| <p>Apply, applied, and application include injecting methyl bromide into an enclosed space.</p> |
| <p>Authorised person means a person with a relevant appointment as an authorised person under s 103 of the Biosecurity Act 1993.</p> |
| <p>Buffer zone means an area extending outward in all directions from the perimeter of each enclosed space being fumigated to the relevant distance specified in the clause 6(1) of Table 2.</p> |
| <p>Buffer zone period means the period of time starting when methyl bromide is first applied to an enclosed space and lasts until the data required by clause 2 of Table 2 is no longer required to be recorded.</p> |
| <p>Container means anything used to contain methyl bromide during fumigation except a:</p> <ol style="list-style-type: none"> 1. ship's hold; and 2. sheet. |
| <p>Discharge means the unintentional release of methyl bromide into open air.</p> |
| <p>Enclosed space means a:</p> <ol style="list-style-type: none"> 1. container; and 2. sheet; and 3. ship's hold. |
| <p>Exposure level means the concentration of methyl bromide in the air recorded at the monitoring location.</p> |
| <p>Fumigation means the application and ventilation of methyl bromide for the purpose of destruction of rodents, pests, or other plant or animal organisms or fungi.</p> |
| <p>Location means where on the site the fumigation is occurring (recorded as either New Zealand Mapping Series grid references or on a map with a resolution of at least 1:10000).</p> |

| |
|---|
| <p>Methyl bromide means a gas containing 1000 g/kg methyl bromide.</p> |
| <p>Monitoring location means the point on land at the edge of the buffer zone that is in the most downwind direction from the enclosed space being ventilated.</p> |
| <p>Non-occupational bystander means any person who is not employed to work at the site where the fumigation is occurring.</p> |
| <p>Person in charge, in relation to a site where fumigation is or is intended to be carried out, means a person who is—</p> <ol style="list-style-type: none"> 1. the owner, lessee, sublessee, occupier, or person in possession of the site, or any part of it; or 2. any other person who, at the relevant time, is in effective control or possession of the relevant part of the site. |
| <p>Recapture technology means a system that mitigates methyl bromide emissions from fumigation enclosures such that the residual level of methyl bromide in the enclosed space is less than the Worker Exposure Standard set under section 77B.</p> |
| <p>Sensitive site means a place where members of the public are likely to be present and are unable to readily evacuate themselves, such as a school, playground, early childhood centre, prison, hospital or long-term care facility.</p> |
| <p>Sheet means a heavy duty polyethylene cover which is:</p> <ol style="list-style-type: none"> 1. gas-proof; 2. water-proof; and 3. non-permeable. |
| <p>Site means:</p> <p>Where the methyl bromide is used:</p> <ol style="list-style-type: none"> 1. an area of land which is: <ol style="list-style-type: none"> (a) comprised of a single allotment, or other legally defined parcel of land and held in a single certificate of title; or (b) comprised of a single allotment or legally defined parcel of land for which a separate certificate of title could be issued without further consent of the Council, being in any case the smaller of land area i) or ii); or 2. an area of land which is comprised of two or more adjoining legally defined parcels of land held together in one certificate of title in such a way that the lots cannot be dealt with separately without prior consent of the Council; or 3. an area of land which is comprised of two or more adjoining certificates of title where such titles are: <ol style="list-style-type: none"> (a) subject to a condition imposed under section 37 of the Building Act or section 240 Resource Management Act 1991; or (b) held together in such a way that they cannot be dealt with separately without the prior consent of the Council; and 4. in the case of land subdivided under the cross lease or company lease systems (other than strata titles), site shall mean an area of land containing: <ol style="list-style-type: none"> (a) a building or buildings for residential or business purposes with any accessory building, plus any land exclusively restricted to the users of that building; or |

| |
|--|
| <p>(b) a remaining share or shares in the fee simple creating a vacant part of the whole for future cross lease or company lease purposes; and</p> <p>5. in the case of land subdivided under the Unit Titles Act 1972 (other than strata titles), site shall mean an area of land containing a principal unit or proposed unit on a unit plan together with its accessory units;</p> <p>(a) in the case of strata titles, site shall mean the underlying certificate of titles, immediately prior to subdivision; and</p> <p>(b) in the case of an activity that occupies more than one adjoining allotment, whether held in single legal title or multiple titles, for the purpose of compliance with any rules that specify a level of effect at the boundary or that specify capacities or discharge quantities, then the site shall be the total area of land occupied by that activity, and boundary shall be the boundary around that area of land. "Adjoining" (in the context of this definition) includes otherwise contiguous allotments which are straddled by a vehicle access or a legal road.</p> |
| <p>Use includes applying, discharging, and ventilating methyl bromide.</p> |
| <p>Ventilate and Ventilation mean the release of methyl bromide into the atmosphere.</p> |

Appendix 5

Port Information for Ships' Masters

Without Prejudice

PORT OF
TAURANGA



Port for the Future >>>
www.port-tauranga.co.nz

Port Information for Ships' Masters



| | |
|--|----|
| GENERAL PORT INFORMATION..... | 3 |
| Authority | 3 |
| Location | 3 |
| Port Radio / Customer Service Centre..... | 3 |
| Port Security | 3 |
| Charts | 4 |
| Pilotage..... | 4 |
| Pilot Ladder Arrangements | 4 |
| Tides..... | 4 |
| Prevailing Winds | 4 |
| Density..... | 4 |
| Maximum Size | 4 |
| Restricted Anchorage | 4 |
| Anchorage | 5 |
| Approach Routes - Tankers..... | 5 |
| General..... | 5 |
| Approaching Tauranga | 5 |
| Approach - Channel Depths | 5 |
| Boarding Times / Tidal Windows | 6 |
| Pilot Launches | 6 |
| Tugs..... | 6 |
| Berthing Facilities | 6 |
| Gangways..... | 6 |
| COMMUNICATIONS | 7 |
| Emergency Communications..... | 7 |
| Port Evacuation Procedures | 7 |
| Pre Arrival Communications | 7 |
| Health | 7 |
| Notices of Readiness..... | 8 |
| HARBOUR MASTER'S NOTICES..... | 9 |
| General Notices and Regulations | 9 |
| Rena Exclusion Zone..... | 9 |
| Hot Work Permit | 10 |
| Oil Spill | 10 |
| Sanding, Scraping, Painting and Contaminating Maintenance activities | 10 |
| CRITICAL SAFETY RULES..... | 11 |
| FUMIGATION | 13 |
| SHIPS SERVICES..... | 15 |
| MISCELLANEOUS CONTACTS..... | 18 |

GENERAL PORT INFORMATION

Authority

REGISTERED OFFICE
Port of Tauranga Limited
Salisbury Avenue
Private Bag 12504
Tauranga Mail Centre
Tauranga 3143
New Zealand

Phone: +64 7 572 8899
Fax: +64 7 572 8890
Website: www.port-tauranga.co.nz

Location

Tauranga (Mount Maunganui): 37° 39' S 176° 11'E
Admiralty Chart Reference: NZ 54, 541, 5412, 5413
Time Zone: UTC + 12
UTC + 13 during Daylight Saving Time
DST commences at 0200 on the last Sunday in September and ends at 0300 on the first Sunday in April the following year.

Port Radio / Customer Service Centre

Operated by Port of Tauranga Limited, manned 24 hours a day, seven days a week, for control and regulation of shipping, and is equipped with radar, AIS and VHF (listening watch on VHF Channels 16 and 12, call "Tauranga Port Radio", callsign ZMH 70). Surveillance cameras cover the entire port and berth area. All enquiries regarding pilotage, towage, berthage, ordering of cranes/hoppers/gangways/water, storage and any cargo related activity and port security should be directed to this Centre.

Phone: +64 7 572 8888
Fax: +64 7 572 8890
Email: csc@port-tauranga.co.nz

Port Security

Manager Operations Services/Security

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Charts

Charts to be used for approaches and entry to the port are NZ 541 Mayor Island to Okurei Point, NZ 5411 Tauranga Harbour, and NZ 5412 Port of Tauranga.

Pilotage

Pilotage is compulsory for merchant vessels over 250 tonnes gross tonnage. Compulsory pilotage is required in the area of the Bay of Plenty Harbour, bounded by an arc of a circle of radius three nautical miles, centred on North Rock and to include all the commercial area of Tauranga Harbour.

Pilot boarding area is 2.5nm NE of 'A' Beacon in position 37° 34.88' South and 176° 12.49' East.

Pilot Ladder Arrangements

Inbound vessels: Ladder to be rigged on lee side – 2m above the water.
Outbound vessels: Ladder to be rigged on as advised by the pilot 2m above the water, 2 manropes of minimum size 28mm maximum size 32mm diameter.

Requested boarding arrangements for Pilot must comply with SOLAS regulation V/23 and IMO resolution A.1045(27).

Tides

Tidal rise and fall is between 1.3 and 2.0m, and tides flow at a maximum flow of approximately 3 knots at neaps and 4.5 knots at springs through the entrance channel.

Prevailing Winds

South westerly.

Density

Salt water, 1,025.

Maximum Size

Maximum LOA allowable will be determined on a case by case basis. Maximum arrival and departure draught at high water is 14.5m and at low water 13.2m.

Restricted Anchorage

From the intersection of the three mile radius from North Rock and the No.1 Reach leading lights half a mile in width on the line of the leads. Any anchored vessel shall ensure that it does not impede the safe navigation of any vessel of 500 GRT or more.

Anchorage

| Anchorage | Latitude | Longitude |
|------------------|-----------------|------------------|
| No. 1 | 37° 36.5' South | 176° 13.7' East |
| No. 2 | 37° 37.5' South | 176° 15.2' East |
| No. 3 | 37° 38.3' South | 176° 16.9' East |
| No. 4 | 37° 33.4' South | 176° 10.0' East |
| No. 5 | 37° 32.7' South | 176° 09.0' East |
| No. 6 | 37° 30.6' South | 176° 08.2' East |
| No. 7 | 37° 29.8' South | 176° 07.3' East |
| No. 8 | 37° 29.0' South | 176° 06.5' East |
| No. 9 | 37° 28.1' South | 176° 05.9' East |
| No. 10 | 37° 27.2' South | 176° 05.3' East |

Approach Routes - Tankers

The Maritime New Zealand has published a voluntary code for ships carrying oil or other harmful liquid substances in bulk as defined in Annexes I and II of MARPOL 73/78.

General

Ships are to keep at least five nautical miles off the land, any charted danger, or any outlying island(s) until reaching the 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 either the motive power or manoeuvrability.

Approaching Tauranga

From the North: Keep at least four nautical miles off Mayor Island (Tuhua) and thence to the Pilot Station.

From the East: Keep at least five nautical miles to the north of Volkner Rocks, thence three nautical miles to the north of Astrolabe Reef (which breaks in all swell conditions and in fair weather appears like a boat) and thence to the Pilot Station.

Eastbound: From the Pilot Station set course pass three nautical miles to the north of Astrolabe Reef passing abeam of Brewis Shoal (distance 3.38 nautical miles), thence keeping at least five nautical miles north of Volkner Rocks.

Approach - Channel Depths

The entrance approaches are dredged giving a minimum depth of 15.8m. During northerly and easterly gales, breaking seas may be experienced in this vicinity, particularly on an ebb tide. Inner harbour navigable channels have been dredged to 14.5m (transition point at buoy C2 in the Cutter Channel).

Boarding Times / Tidal Windows

In accordance with "tidal window" pertaining to vessel's grade. Due to the strength of the tidal flow in the harbour entrance, all vessels are assigned an individual grade inward and outward (A to E) dependent on LOA, draft, manoeuvrability, engine power and past history. This grade is used to allocate a tidal window to a vessel for the safe entry and exit of that vessel.

| | | |
|---|----|-----------|
| A | <= | 1.5kts |
| B | <= | 2.0kts |
| C | <= | 2.5kts |
| D | <= | 3.0kts |
| E | = | Non tidal |

Pilot Launches

Two pilot launches. *Arataki* painted bright yellow, length 16.3m, service speed 25 knots, the word "PILOT" on the side. *Te Awanui* painted bright yellow with the words "SURVEY/PILOT" on the side. Both fitted with radar, echo sounder, GPS, and VHF (working channels 16 and 12).

Tugs

Three tugs are available. Two with bollard pulls of approximately 72 tonnes and one 50 tonne. They usually join inward vessels in the vicinity of the harbour entrance. Tug's lines are used, for which there is no extra charge.

Berthing Facilities

The quay type concrete wharf at Mount Maunganui is 2,055m in length (nominally 11 berths) and is fitted with wood-faced piling and rubber buffers.

The quay type concrete wharf at Sulphur Point, Tauranga, is 770m in length (nominally three berths) and is fitted with wood-faced piling and rubber buffers except the first 170m of berth 23 which is fitted with discrete fender panels. There is a single purpose-built tanker berth.

Gangways

It is the responsibility of the ship's Master to provide a safe means of access and egress from the vessel to the berth and vice versa. Any gangways supplies shall be securely fixed and provide a safe and stable platform.

COMMUNICATIONS

All ETA messages may be forwarded through the vessel's local agent or direct to Tauranga Port Radio at csc@port-tauranga.co.nz.

All vessels inward bound must give 24 hours notice of their ETA off the port limits. If bound from Auckland or near ports, vessels send the ETA immediately on departure from that port.

A second message confirming or amending the first is to be sent four hours before the ETA. Should, however, the vessel expect to arrive later than her 24-hour message, her four hour message shall be sent four hours before the ETA given in her original message.

Emergency Communications

In a fire Emergency Dial 111 then advise Tauranga Port Radio on VHF Channel 12 or dial 572 8888. All other emergencies Dial 572 8888 or Tauranga Port Radio VHF Channel 12.

Port Evacuation Procedures

In the event of an emergency, notification of an evacuation will be made by **telephone, text message, email and radio telephone**, with instructions that are appropriate to the emergency.

- Be aware of the evacuation assembly points nearest to where you are working.
- Evacuate the port via your nearest exit gate.
- Be aware of the evacuation procedure of the work place, or operation you are visiting.

Pre Arrival Communications

These should be completed and sent to your local Port Agent at least 48 Hours prior to arrival to meet NZ requirements.

- NZ Border Agencies Advance Notice of Arrival (Form NZCS344)
- Inward Report (Form C1)
- Maritime Declaration of Health
- Ministry of Primary Industries Masters Declaration (list of Meat and Fresh Produce onboard)
- Ports of Call List (for last 2 years or since your last call to NZ whichever is the least)
- New Zealand (NZ) Biofouling and Ballast Water Declaration
- Certificate from AGM (Asian Gypsy Moth) if applicable
- Information on any Ship to Ship activities within the Last 10 Port calls (If applicable)

NZ Entry Papers. These should be completed and made available for presentation on berthing

- Ships Stores List (Form Part C)
- Individual Crew Declaration
- Nil Lists
- Last Port Clearance

Required Papers for your Last Port of Call Clearance

- Form C2 – Advance Notice of Departure (signed and stamped by the Master)
- Form C3 – Certificate of Clearance
- Departure Crew List

Health

Radio notification to be sent to "Port Health Tauranga", regarding state of health of crew and ETA between 12-24 hours before arrival requesting Radio Pratique.

Pratique is granted by Port Health Officer on arrival if Radio Pratique not requested or granted. Notification should be made by radio to Port Health in case of suspected disease or fever on board. Pratique is automatic if vessel has been previously cleared at another New Zealand port.

Notices of Readiness

As per charter party or at arrival at the pilot station.

HARBOUR MASTER'S NOTICES

General Notices and Regulations

Regional Council Bylaws apply. [Navigational Safety Bylaws](#)

Vessels must comply with ballast water discharge restrictions and be free from Asian Gypsy Moth.

Approaches to Tauranga Exclusion Zones and Foul Areas

NZ 161(P)/16 NEW ZEALAND – North Island – East Coast – Approaches to Tauranga. Exclusion Zones and Foul Areas

1. In accordance with the Bay of Plenty Regional Navigation Safety Bylaw 2010 2.17 and 3.11 the following exclusion zones have been established. The exclusion zones apply only to vessels 500GT and over:

| <i>Position</i> | <i>Radius (NM)</i> | <i>Feature</i> |
|---------------------------------|--------------------|----------------|
| (a) 37° 32'.45S., 176° 25'.62E. | 2.0 | Astrolabe Reef |
| (b) 37° 34'.14S., 176° 22'.83E. | 1.5 | Brewis Shoal |
| (c) 37° 34'.91S., 176° 21.67E. | 1.5 | Okaparau Reef |
| (d) 37° 26'.75S., 176° 20.16E. | 1.0 | Penguin Shoal |
| (e) 37° 28'.62S., 177° 08.01E. | 2.0 | Volkner Rocks |

2. Foul grounds not dangerous to surface navigation but to be avoided by vessels anchoring or trawling occur in the following positions:

- (f) 37° 32'.49S., 176° 25'.05E.
- (g) 37° 32'.99S., 176° 25'.21E.
- (h) 37° 32'.95S., 176° 25'.61E.
- (i) 37° 33'.02S., 176° 25'.84E.
- (j) 37° 34'.79S., 176° 25'.71E.
- (k) 37° 34'.79S., 176° 25'.72E.
- (l) 37° 34'.55S., 176° 25'.66E.
- (m) 37° 31'.77S., 176° 16'.17E.
- (n) 37° 31'.39S., 176° 20'.86E.
- (o) 37° 31'.73S., 176° 23'.60E.
- (p) 37° 30'.32S., 176° 18'.96E.
- (q) 37° 34'.85S., 176° 25'.26E.
- (r) 37° 32'.76S., 176° 25'.72E.
- (s) 37° 32'.46S., 176° 25'.82E.
- (t) 37° 32'.42S., 176° 25'.79E.
- (u) 37° 32'.47S., 176° 25'.49E.

3. A waverider buoy, FI(5)Y.20s, remains in position 37° 32'.00S., 176° 25'.81E.

4. Charting action will take place in due course.

Charts affected: NZ 54, NZ 534, NZ 541, NZ 542, NZ300534, NZ300541, NZ300542

Hot Work Permit

Apply for a Hot Work Permit at: <https://maritime.boprc.govt.nz> or contact the Harbour Master at: TgaHarbourmasters@boprc.govt.nz

Oil Spill

Every precaution should be taken to prevent any oil spillages as in all cases the local authority will prosecute Masters who offend.

Should any spillage occur please immediately contact Tauranga Port Radio on VHF channel 12 or 16, and then advise your Agent.

Sanding, Scraping, Painting and Contaminating Maintenance activities

The discharge of contaminants from sanding, scraping, painting and contaminating maintenance activities must be fully contained and all wastes disposed to an appropriately authorised facility.

Where unauthorised discharges are detected enforcement action may result. Maximum penalties under the RMA are \$300,000 for individuals and/or up to two years imprisonment, or \$600,000 for business and industry.

If you have any questions about the rules and regulations applying to the discharge of contaminants to land, air or water, please phone the Bay of Plenty Regional Council Pollution Hotline on 0800 884 883.

Please note the discharge of contaminants onto or into land where they may enter water (or discharges directly to water) are managed under Section 15 of the Resource Management Act 1991 (RMA).

CRITICAL SAFETY RULES

Ships' crew can only transit the port if guided by POTL Security or inducted port personnel.

Pedestrian Traffic

Pedestrian traffic is NOT permitted in operational areas. No ships crew are permitted to walk beyond the yellow pedestrian lane. Non-compliance by ships crew may result in a complete cease to all vessel operations.



PPE

Ships crew in operational areas on deck must wear high visibility clothing and safety helmets. Non compliance by ships crew may result in a complete cease to vessel operations.

Bicycles

The riding of bicycles is strictly forbidden on any part of the port.



Port Transport / Shuttle Bus

All crew who disembark their vessel and intend on leaving the Port, SHALL carry photographic identification for presentation on their return to the Port. The photo identification credential shall meet the standard outlined in Section 79, New Zealand Maritime Security Regulations 2004.

A Port shuttle bus service is provided for ships crew and authorised visitors. This service operates from **0800 hours to 0200 hours** and will take crew members and visitors to the wharf gate and return. When cranes and container straddles are operating on berths 23, 24 and 25, crew and visitors are required to walk to the north or south end of the wharf using the pedestrian walkway and wait for the shuttle bus.

SHUTTLE BUS SERVICE FOR SHIPS CREW AND VISITORS TEL: 572 8868

Any persons, including visitors to your vessel, traverse the port at their own risk. Your crew are responsible for the safety of their visitors whilst onboard the vessel and within the port area.

Fresh Water

Vessels taking water onboard must maintain a 300mm air gap (unobstructed vertical space) between the outlet and the flood level of their water tank. If this is not possible contact the Customer Service Centre, 572 8888, for alternative arrangements. This is a requirement under the New Zealand Ministry of Health.

Testing Engines

POTL expect the minimum following precautions to be taken;

- NO engine test shall be undertaken while a vessel is engaged in cargo operations
- NO engine test shall be undertaken while a shore gantry is alongside or within 60m of a vessel unless authorized by Tauranga Container Terminal and/or a POTL Pilot
- Gangways must be clear of the wharf
- Mooring lines must be tight
- All personnel involved in the operation must be made aware prior to the test taking place
- When a POTL Pilot is onboard, no engine test shall be undertaken without their authority

Logs Lost Overboard

Should logs be lost overboard by crew during lashing operations please promptly advise Tauranga Port Radio on VHF channel 12. Then advise your Agent.

FUMIGATION

Methyl Bromide: The Facts

What is it?

Methyl bromide is a fumigant used against a wide variety of pests, including spiders, mites and other insects, fungi, plants, nematodes and rodents. It is the only fumigant allowed for biosecurity fumigation by the Ministry of Primary Industries.

Methyl bromide is a naturally occurring substance produced and destroyed in the ocean through chemical and biological processes. About 2,000 tonnes are naturally produced annually in marine ecosystems.

Can you smell it?

NO – methyl bromide is an odourless, colourless, non-flammable gas.

How does it work?

Methyl bromide fills air spaces in enclosed areas and penetrates cracks, crevices and pores in sawn timber and logs.

To be an effective treatment, an appropriate concentration of methyl bromide must be contained at the application site for a given period of time. This is why large black plastic tarpaulins are used to cover the items being fumigated.

What happens when the covers are removed?

Once fumigation is complete and the tarpaulins are removed, methyl bromide rapidly disperses into the atmosphere – within seconds.

There is no methyl bromide residue left on the surface of the products that have been fumigated.

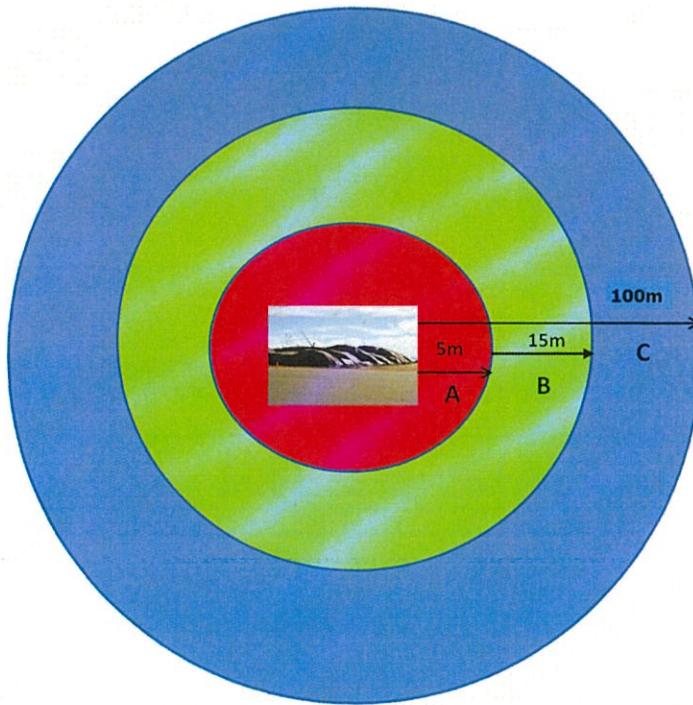
Why are there different safety zones?

The Environmental Protection Authority (EPA) has established two different zones – (a) an **inducted port personnel zone** and (b) a **general public zone**.

Why the difference?

- (a) **Inducted port personnel** have knowledge of methyl bromide hazards / controls and are fit / healthy individuals. They know how to recognise methyl bromide operations and how to safely manage any associated hazards. These individuals become officially classified as “occupational bystanders”.
- (b) The **general public** have no knowledge of methyl bromide hazards / controls and include young children and elderly people who are more susceptible to injury and / or illness. These individuals do **NOT** know how to recognise methyl bromide operations nor how to safely manage any associated hazards. They become officially classified as “non-occupational bystanders”.

UNDER FUMIGATION SAFETY ZONES - LOGS

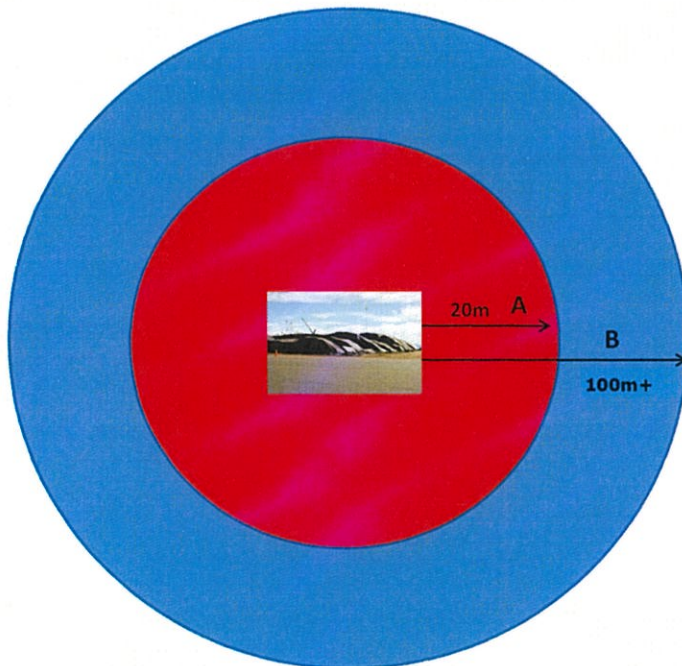


- A RISK AREA**
- 5m radius from fumigation site
 - **Authorised fumigation personnel only**
 - Full fumigation PPE worn
 - Inducted Port personnel **not** allowed to enter

- B MONITORED SAFETY ZONE**
- 15m radius from edge of risk area boundary
 - **Inducted Port personnel can enter** as they have knowledge of methyl bromide hazards / controls and are fit / healthy individuals
 - Area monitored by fumigator

- C GENERAL PUBLIC**
- 100m minimum radius from fumigation site
 - Larger radius as **general public** zone includes young children and elderly who are physically weaker and have no knowledge of methyl bromide hazards / controls

VENTING SAFETY ZONES



- A RISK AREA**
- 20m radius from fumigation site
 - Authorised fumigation personnel only
 - Full fumigation PPE worn
 - Inducted Port personnel **not** allowed to enter
 - Area continually monitored by fumigator
 - Area coned off
 - Area may increase in size depending on

- B GENERAL PUBLIC**
- 100m+ radius from fumigation site
 - Larger radius as zone now includes young children and elderly who are physically weaker and have no knowledge of methyl bromide hazards / controls

SHIPS' SERVICES

Port of Tauranga Ltd - [Tariffs and Terms](#)

Telephones

Telephones are placed on board all ships on arrival to Port of Tauranga. International calls can be made from the telephone with the use of prepaid phone cards which can be purchased from the Seaman's Mission, or most convenience stores.

Garbage Disposal

Daily collection provided by Port of Tauranga Limited, charges will apply.

Fresh Water

Fresh water is supplied by pipeline at 20 tonnes/per hour, charges will apply.

Bunker Fuel

Bunkering connections are placed at berths 1 to 11 and the Tanker berth. HBFO 380 is supplied through a 10" line to all bunker points at rates of up to 150 tonnes per hour. Marine gas oil is also available ex road tanker.

Bunker Suppliers

| | | |
|------------------|-------|----------------|
| Mobil Oil NZ Ltd | Phone | +64 7 575 4061 |
| | Fax: | +64 7 575 6415 |

Waste Oil Disposal

Service by road tanker.

| | | |
|----------------------------|---------|-----------------|
| NZ Marine Services Limited | Phone: | +64 7 575 8445 |
| PO Box 5286 | Mobile: | +64 274 982 429 |
| Mount Maunganui 3150 | | |

Fire Precautions

The tanker berth is securely fenced and the gate is manned by the Port's Security Staff to prevent entry by unauthorised persons. A pass system operates. Normal precautions are taken. The berth is equipped with a remotely controlled foam monitor.

Repairs

All types of engines and deck repairs are possible. A variety of different companies provide this service. Details can be provided on request.

Compass Adjusters

Local compass adjusters are available.

Storing

Vessels can be stored by truck - barges not used. Trucks can proceed alongside at the berth and remain close alongside if not interrupting cargo operations.

Forklift trucks may be used to handle stores but are normally not necessary. Customs regulations in force when bonded stores are being loaded. Storing carried out by ship crew/providers.

Ship Supply Service

A small scale launch service is available when required for the ship-to-shore transport of personnel and/or essential stores and/or sick crew members. This can be arranged through local shipping agents.

Shore Leave

No restrictions.

Identification Cards

All crew who disembark their vessel and intend on leaving the Port, SHALL carry photographic identification for presentation on their return to the Port. The photo identification credential shall meet the standard outlined in Section 79, New Zealand Maritime Security Regulations 2004.

Customs Allowances

50 cigarettes or 50 grams of tobacco or cigars or a mixtures of all three weighing not more than 50 grams. Three 1.125 litre bottles of spirits or 4.5 litres of wine / beer. Vessels are entitled to an issue of duty free stores every 10 days while remaining on the coast.

Gyro/Radio Repairs

Gyro/radio repairs services available.

Consular Services

Consular Services for most countries located at either Auckland or Wellington.

Repatriation

All facilities exist.

Visitors

By arrangement with Port Administration Officers.

Airport

The airport is situated 1.6km from the wharf and is served with regular internal flights to other main centres Wellington (544km) and Auckland (221km) where overseas flights may be connected with.

Holidays

New Year's Day; 2nd January; Picnic Day and Anniversary Day, both in late January; Waitangi Day, 6 February; Good Friday; Easter Monday; Anzac Day, 25 April; Queen's Birthday, early June; Labour Day, late October; Christmas Day and Boxing Day.

Banks

All major New Zealand banks (available within 1km of Port Company Administration Building in Mount Maunganui).

MISCELLANEOUS CONTACTS

New Zealand Customs Service

| | | |
|-----------------------------------|--------|-----------------|
| Office | Phone: | +64 7 928 7690 |
| Boarding Inspectors / After hours | Phone: | +64 29 277 0635 |

Ministry for Primary Industries

| | | |
|----------|--------|-----------------|
| Office | Phone: | +64 7 927 5700 |
| 24 hours | Phone: | +64 29 909 5017 |

Seamen's Clubs/Services

| | | |
|---|--------|----------------|
| United Seafarers' Mission Tauranga Oceania House 127 Hull Road Mount Maunganui | Phone: | +64 7 575 8341 |
|---|--------|----------------|

Medical

Unless specifically required for arrival, Agents do not require advice. Local medical practitioners are consulted and services of one public or two private hospitals are utilised.

Medical Facilities:

| | | |
|--|--------|---------------------------------|
| Mount Medical Centre | Phone: | +64 7 575 3073 |
| Dee Street Medical Centre | Phone: | +64 7 575 4057 |
| Bayfair Doctors | Phone: | +64 7 575 5077 / +64 7 572 6800 |
| BayCare Medical Services | Phone: | +64 7 578 8111 |
| Accident & HealthCare | Phone: | +64 7 577 0010 |
| Tauranga Hospital (12km from the port) | Phone: | +64 7 577 8000 |

Taxis

| | | |
|----------------------|--------|----------------|
| Tauranga Mount Taxis | Phone: | +64 7 578 6086 |
| Citi Cabs | Phone: | +64 7 577 0999 |
| NZ Cabs Ltd | Phone: | +64 7 577 0304 |
| Tauranga Dial a Cab | Phone: | +64 7 543 5050 |
| Tauranga Taxi Cabs | Phone: | +64 7 578 7878 |

Providores

| | | |
|--------------------|--------|----------------|
| Bay Providores Ltd | Phone: | +64 7 574 7760 |
|--------------------|--------|----------------|

Classifications Societies

American Bureau of Shipping
Surveyor N K Farell
PO Box 1974
Shortland Street
Auckland 1140

Phone: +64 9 303 1284
Fax: +64 9 309 5655

Bureau Veritas (NZ) Ltd
27 Bath Street
Parnell
Auckland 1052

Phone: +64 9 309 8279
Fax: +64 9 777 663

Lloyd's Register of Shipping
PO Box 2682
Shortland Street
Auckland 1140

Phone: +64 9 373 3311
Fax: +64 9 309 5786

Appendix 6

Genera Forms



Statement of Pre-fumigation Notice of Compliance



Tel: 00 64 7 575 6530
Fax: 00 64 7 574 7505
Email: service@genera.co.nz

Vessel: _____

Port of registry: _____

Official number: _____

Name of ship's master: _____

Year built: _____

Fax number: _____

Vessel particulars: yes / no

Date of pre-fumigation survey: _____

Name of Genera technician: _____

Port of pre-fumigation survey: _____

First port of discharge: _____

This is notification that methyl bromide as a fumigant will be applied to the logs in cargo holds;
1 – 2 – 3 – 4 – 5 / all holds.

The fumigant will be applied at 100% methyl bromide.

The following information is provided separately – **these documents must be read and understood:**

- Gas suitability statement
- Statement of vessel suitability
- Crew disembarkment statement
- Method statement

Cargo holds and other areas with warning signage are not safe!

Signed by Genera technician: _____

Master's signature: _____



Member of International Maritime Fumigation Organisation

Gas Suitability Statement



Tel: 00 64 7 575 6530
 Fax: 00 64 7 574 7505
 Email: service@genera.co.nz

Vessel: _____

Date of pre-fumigation survey: _____

| Hatches and Deck | 1 | 2 | 3 | 4 | 5 |
|--|---|---|---|---|---|
| Hatch Closing Mechanism | | | | | |
| Hatch Rubber Seals | | | | | |
| P/V Valve – No 3 | | | | | |
| Manhole access seals and securing device | | | | | |
| Ventilation seals and securing device | | | | | |
| Ventilation yes / no | | | | | |
| CO2 fire system yes / no | | | | | |

| | |
|--------------------------------------|--|
| Accommodation and engine room | |
| Air conditioning intakes | |
| Bulk head | |
| Duct keel | |
| CO2 detection device on bridge | |

*Note: **S** = Satisfactory **I** = Insufficient (to be improved as per surveyor request - below) **N/A** = Not Available

I certify that I have inspected the holds requiring fumigation and found them to be suitable for fumigation.

The vessel is suitable for fumigation and no repair or replacement work is required: **Yes / No**

Signed Genera technician: _____

Master's signature: _____

Pre-fumigation inspection / Application notes (for Genera use only):



Member of International Maritime Fumigation Organisation

Statement of Vessel Suitability for Compliance



Tel: 00 64 7 575 6530
Fax: 00 64 7 574 7505
Email: service@genera.co.nz

To The Vessel's Master or Officer in Charge of the Vessel: _____

It is hereby certified that:

- a) Pre-fumigation inspection checks have been completed before the fumigation as per IMFO recommendations and written instructions received regarding necessary precautions to be taken to fulfil the requirements of the IMFO recommendations on 'The Safe Use of Pesticides in ships 1996' paragraph's 3.4.3.1 - 3.4.3.12.
- b) Application of the fumigant will be in accordance with the registered label and or manufacturer's instructions.
- c) Application of the fumigant containing 100% Methyl Bromide as the active ingredient will be made to lumber in the holds of the vessel once loading is completed and on confirmation by the master or his representative that fumigation can commence by his signature below.

The following holds will be treated:

| Hold | Volume m ³ | Quantity - kg |
|--------------|-----------------------|---------------|
| 1 | | |
| 2 | | |
| 3 | | |
| 4 | | |
| 5 | | |
| Total | | |

- d) All hatch covers are to be closed prior to applying any fumigant.
- e) Prior to commencement of this fumigant application the master or officer in charge of this vessel has to ensure that none of the crew members or other personnel remain in the holds or other spaces to be fumigated, and to the best of their ability also ensure that there are no unaccounted for or unauthorised personnel on board.

Signed Genera Technician: _____

Master's Signature: _____

Port of Fumigation: _____

Date: _____



Member of International Maritime Fumigation Organisation

Statement of Pre Fumigation Notice of Compliance

M1

Ready for Fumigation and Crew Disembarkment

Statement



Tel: 00 64 7 575 6530
Fax: 00 64 7 574 7505
Email: service@genera.co.nz

To the ship's master of vessel: _____

It is hereby certified that:

1. The vessel is ready for fumigation and that all persons other than skeleton crew have left the vessel and will not be permitted to return until the technician in charge has advised the vessel agent.
2. A search has been completed for stowaways and unauthorized persons.
3. The moorings are adequate to meet any contingencies likely to arise before and during the fumigation.
4. A 24-hour watchperson is onboard the vessel during the fumigation and ventilation, they are to ensure there is no unauthorised entry.

Signed Genera technician: _____

Master's signature: _____

Date: _____



Member of International Maritime Fumigation Organisation

Method Statement



Tel: 00 64 7 575 6530
Fax: 00 64 7 574 7505
Email: service@genera.co.nz

Pre Inspection and Procedures before Completion of Loading:

1. The crew are to seal all hold access ways, ventilation and any adjacent gear storerooms.
2. The hatch coaming water drainage holes are to be sealed with duct tape.
3. A Genera worker will discuss with the master who is to stay on board. A list containing the names of the vessel crew staying on board is to be given to the Genera worker.
4. The Genera worker is to liaise with vessels master and ships agent as to the timing of crew's departure from the vessel.
5. Fire Wires are to be rigged to fore and aft for emergency removal from the berth, if applicable to your port requirements.

On Completion of the Vessel Being Loaded

1. The vessel crew are to close the hatch covers once the fumigation equipment has been set up. The stanchions are to be erected ready for loading of the deck cargo when the stevedores return to the vessel.
2. A final check is to be completed by the technician in charge and the chief officer to ensure all sealing of the hold access ways and drainage holes are satisfactorily.
3. The ship's agent is to transfer the nominated crew ashore.
4. The master is to advise the technician in charge when to start the application of the fumigant.
5. The accommodation and engine room ventilation must run on recirculation and a positive pressure maintained with all doors closed after use until the Gas Free Certificate is issued.

Procedure While Logs in Hold Are Under Fumigation

1. Warning signs and barrier tape is to be displayed on the buffer zone, port and starboard entrances to the deck and gangway. These are to be displayed until ventilation operations are completed.
2. The above mentioned main deck/hatch cover areas, forward of the accommodation block are out of bounds to ALL workers.
3. Genera will provide a watchperson whilst the vessel is under fumigation and during ventilation. They are to check for possible gas leakage around the adjacent areas of the hold, engine room and accommodation areas.
4. Visitors are to report to the watchperson.



Member of International Maritime Fumigation Organisation



Method Statement Continued

Tel: 00 64 7 575 6530
Fax: 00 64 7 574 7505
Email: service@genera.co.nz

Ventilation Procedures of Vessel Holds

1. One crew member is required to assist in opening of the hatch covers on completion of the fumigation. He will be provided with breathing apparatus and will be checked by the technician in charge for correct application.
2. The manhole access covers will be opened to allow clean air movement whilst ventilation is still blowing air from aft to forward vents.
3. A Buffer Zone is to be set up on shore as per port requirements with warning signage and barrier tape.
4. Regular checks with Methyl Bromide gas detectors will be completed by the Genera worker in both the accommodation and engine room while ventilation is taking place.
5. The crew that were taken ashore will be allowed back on board when the gas levels are low but are confined to the area of the accommodation block until further notice.
6. A minimum of 12 hours for natural ventilation and a minimum of six hours where mechanical ventilation is available.
7. A gas clearance certificate is to be issued when all holds are gas free.
8. Once confirmed and certified that the hatch is safe for entry, the crew can remove the duct tape from the outlets and drainage holes.
9. The hatch covers can then be closed.

Signed Genera technician: _____

Master's signature: _____

Date: _____



Member of International Maritime Fumigation Organisation

Appendix 11

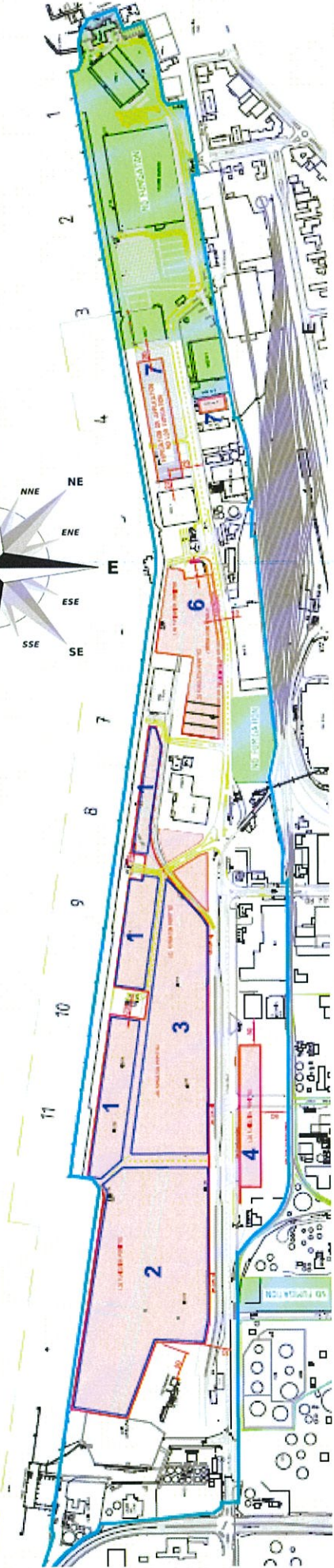
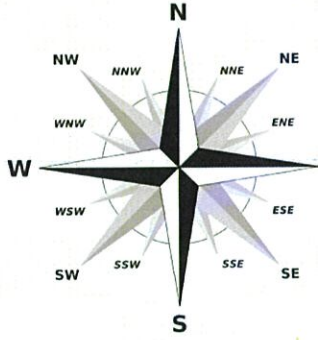
**Port of Tauranga – Mount
Wharves Monitoring Sheet v4**



Mount Wharf Monitoring Report

16

0m 100m 200m



| Tec Name | Zones | Downwind | N° | 37 ° 3 | S | 176 ° 1 | E | |
|------------|-----------------------------|--------------------------------|----|--------|---|---------|---|--|
| Job No | No Rows/Holds/Containers | Upwind | N° | 37 ° 3 | S | 176 ° 1 | E | |
| Date | MB (Kg) | Distance from Fumigation (m) : | | | | | | |
| Start Time | Volume | Downwind | N° | 37 ° 3 | S | 176 ° 1 | E | |
| End Time | Wind Speed | 45 ° Left | N° | 37 ° 3 | S | 176 ° 1 | E | |
| Vessel | Wind Direction | 45 ° Right | N° | 37 ° 3 | S | 176 ° 1 | E | |
| Exporter | Other vessels vented today? | | | | | | | |



Appendix 12

Protocol for Monitoring Under Sheets



Memorandum

To: Matt Hill
From: Keith Frentz
Copy:
Subject: Protocol for Monitoring under Sheets

Date: 26 April 2019
Our Ref: 4286154

The purpose of this memo is to propose a practical methodology for monitoring for methyl bromide remaining under sheets after recapture for logs and timber. The key drivers are that the process is:

1. Practical and Effective
2. Accurate and Efficient

Methodology

The purpose of monitoring under sheets prior to ventilation is to demonstrate that effective recapture is being achieved using the methodology proposed.

The monitoring shall be undertaken:

1. At intervals no longer than every six months, representative fumigation events that are subject to recapture will be assessed for efficacy. In this context a representative sample of fumigations that consist of at least 10 log recapture events over a three day period. The first sampling will occur within 2 months of this protocol being agreed.
2. By extracting a series of samples over time of the gas remaining in the headspace around the log stacks. This may be done by using a syringe or a dedicated sampling port or similar technique as the technology for recapture and monitoring is developed. The technique will be amended as necessary to reflect changing technology as agreed between Genera and the Council.
3. Analysis shall be carried out using a gas chromatograph (or an equivalent technique that provides the same detection limits and levels of certainty of MB concentrations as agreed by the parties) operated by suitably qualified and experienced personnel prior to ventilation. The gas chromatograph must be calibrated and stabilised before use.
4. Monitoring shall proceed at approximately 20 minute intervals for each of 6 sampling points equi-distant around each log stack until it shows that the average MB concentration in the headspace under the sheets is reduced to less than or equal to 20% of the measured MB concentration in the headspace under the sheets at the commencement of recapture.

When the concentration has been reduced to 20% or less the sheets may be removed in accordance with the Safe Operating Procedures/Fumigation Management Plan. The requirement to monitor multiple recapture events over a period of two to three days is to ensure that a representative measure of efficiency over a range of operational circumstances (such as the age of the MB scrubbing solution) is assessed.

5. Methyl bromide concentrations shall be measured and recorded against the time the sample was taken and the location of the sample.

Memorandum

6. All monitoring results are to be reported to the Bay of Plenty Regional Council via notify@boprc.govt.nz within one month of completion of sampling being undertaken and as a minimum shall include:
 - a. a record of weather conditions at the time (temperature, wind speed and direction, humidity and antecedent rainfall);
 - b. the volume of logs fumigated (m³);
 - c. The time recapture commenced and was completed;
 - d. Methyl bromide concentrations shall be measured and recorded against the time the sample was taken, and the location of the sample and the General recapture equipment used (i.e. the scrubber);
 - e. The original MB concentration immediately after fumigant delivery and at the start of recapture;
 - f. The MB concentrations recorded at 20 minute intervals from commencement of recapture until venting, with the corresponding time and a diagram showing the location of the sampling locations;
 - g. The location of sampling points on the stack identified on the diagram required by 6f above;
 - h. the relevant WES and TEL monitoring results for the fumigations monitored;
 - i. the 'freshness of the scrubbing solution (i.e. how much if any MB the solution has captured previously);
7. The Council will be notified at least a week in advance of the monitoring commencing.

Keith Frentz

Technical Director - Planning

Direct Dial: +64-7-577 3887

Email: keith.frentz@beca.com