



# National Gazette

**PUBLISHED BY AUTHORITY**

(Registered at the General Post Office, Port Moresby, for transmission by post as a Qualified Publication)

**No. G262]**

**PORT MORESBY, THURSDAY, 30th MARCH**

**[2017**

## **DIRECTION NO: 1/2016—VESSEL MOVEMENTS**

This Direction is made pursuant to Section 11(1) of the **Ports (Management & Safety) Regulations 2010** (the Regulations).

### **APPLICATION**

This Direction applies to all vessels with length overall (LOA) of 10 meters and over approaching and leaving the declared port precincts of Papua New Guinea.

### **DEFINITIONS**

'*Compulsory Pilotage Areas*' are ports declared by the Pilotage Authority or NMSA for the compulsory engagement of marine pilots for all vessel movements within the said port.

'*Declared Ports*' means ports that are declared by the Minister for transport and gazetted and managed by the Port Manager.

'*Exclusion Zones*' means zones within the declared port created for certain type of vessels only and restricted to other vessels.

'*Port Control*' refers to the duty Operations Officers of PNGCL where there is no VTS in operation.

'*Port Manager*' means a manager appointed by the Department Head or his delegate to manage a Port under Section 15K(2)(f) of the *Harbours Act* Chapter 240.

'*PBG*' refers to Pilot Boarding Ground.

'*PNGPCL*' refers to Papua New Guinea Ports Corporation Limited.

'*Vessel*' means a ship (that term is defined in the **Ports Management & Safety Regulation 2010**).

'*VTS*' means Vessel Traffic Services operated by PNGPCL.

### **DIRECTION**

Sections 20 and 26 of the Regulations set out requirements for a vessel entering and leaving a declared port. The Port Manager now directs the following;

- 1) Give the Port Manager or his/her delegate prior vessel arrival notices between the time intervals of 96 hours, 72 hours, 48 hours, 24 hours and 12 hours.

**Direction No: 1/2016—Vessel Movements—continued**

- 2) The masters of all vessels entering and leaving the declared ports must turn on VHF Channel 12 or 16, the listening watch for all the ports.
- 3) Arriving vessel(s) must call VTS/Port Control on VHF Channel 16 or 12 to report her arrival time at PBG at each 4 hour, 2 hour and 1 hour prior to ETA at PBG.
- 4) The master is required to give identity of the vessel including the condition, cargo and their intention to the Port Manager or his/her delegate.
- 5) Prior to entering the declared port limits, vessel(s) masters must call VTS/Port Control to seek Clearance approval to proceed inside.
- 6) VTS/Port Control will give Clearance/Approval or Deny entry into the port subject to prevailing traffic conditions and or other regulatory requirements.
- 7) In compulsory pilotage areas, the vessel to proceed to PBG or pilot station and wait for the appointed pilot service provider(s) to take the vessels to any approved facilities or anchorage.
- 8) In compulsory pilotage areas, all vessels must be sailed out by pilots except for the pilot exempt masters for that particular port.
- 9) Those masters with pilot exemption for that port may proceed direct to berth or anchorage only after seeking clearance approval from VTS/Port Control on VHF Channel 12 or 16.
- 10) The vessels shall take the established routes in the port as directed by the Port Manger or his/her delegates and as per the local Chart for that port.
- 11) The pilots or pilot exempted masters shall communicate on VHF Channge12 or 16 and report on specific locations to Port Control or Vessel Traffic Services (VTS) as the ship is moving through the port passages and channels.
- 12) A clear and safe separation distance is maintained between two vessels entering or leaving the ports.
- 13) The speed limit must be at a reasonable safe speed as determined by the pilots or masters.
- 14) All vessels moving in the port shall have clearly written draught marks and shall not load over their marks.
- 15) All vessels when entering or leaving the port shall have their anchors on standby and ready for immediate use.
- 16) All vessels are required to access the port area at partial power, full power only after leaving the port.
- 17) All vessels shall have the Under Keel Clearance (UKC) of 10 percent (%) of the vessel's draft within the port limits and anything below 10% is considered as unsafe.
- 18) The Port Manager or his/her delegate shall be notified four (4) hours before the vessel departs except in emergency situations.
- 19) Prior departure vessel master/pilot and or pilot exempted master must call VTS/Port Control and seek clearance approval to depart on VHF Channel 12 or 16.
- 20) VTS/Port Control shall give Clearance/Approval or Deny departure subject to prevailing traffic conditions and or other regulatory requirements.
- 21) Port Manager or his delegate must be notified of any move within the port.
- 22) The Port Manager and the pilot service providers must be informed of the ship's name, estimated time departure (ETD), deepest draft, next port of call and other necessary information.
- 23) All port charges or dues must be paid in full before that vessel leaves the port area.

**Liability**

Neither the Port Manager nor PNGPCL nor its agents shall, in any case, be responsible for and against any loss, damage or injury to a person or property caused by directly or indirectly, out of or in any way attributable or incidentally when entering and leaving the declared ports.

Given under my hand this 3rd of March, 2017.

H. KILA (MS),  
Port Manager.

## DIRECTION NO: 2/2016

**USE OF TUGS WITHIN THE DECLARED PORTS FOR BERTHING/UNBERTHING OPERATIONS**  
Pursuant to Section 39 of the 'Ports Management & Safety Regulation 2010'

**APPLICATION**

This Direction applies to all shipping agents, Ship Owners, Marine Pilots, Tug Boat Service Providers, Port Facility Operators and Port users in relation to the use of Tugs for berthing and un-berthing operations within the declared ports.

**DEFINITIONS**

'Declared Ports' means ports that are declared by the Minister for transport and published in the *National Gazette* and managed by the Port Manager.

'Master' means every person having for the time being, lawfully or de facto, the command, charge or management of vessel.

'Port Manager' means a manager appointed by the Department Head to manage a Port under Section 15K(2)(f) of the Act.

'Vessel' means a ship (that term is defined in the **Ports Management & Safety Regulation 2010**).

'PNGPCL' stands for Papua New Guinea Ports Corporation Limited.

**DIRECTION**

Section 39 of the Regulations requires the master of the vessels to engage the services of a tug for a vessel entering and leaving a declared port. The Port Manager now directs the following:

**1: Minimum Tug Requirements**

- a) A minimum number of tugs will be required to be used when berthing and un-berthing a ship.
- b) Pilots and masters are to assess the requirement for additional tugs on a case by case basis.
- c) All ships will require mooring gangs to assist with initial mooring lines at both bow and stern of berthig vessels.
- d) Pilots of vessels with low freeboard should confirm the suitability of the tug allocated for that vessel.
- e) Vessels that have bow thrusters shall not require tug assistance for berthing and un-berthing unless deemed necessary and appropriate by the master or pilot.

**2: Minimum Tugs to be used**

The Towage Matrix below can be described under normal conditions as the lowest common denominator with respect to the declared Ports towage requirements and is a baseline guide for the minimum number of tugs to be used when berthing or un-berthing a vessel in any declared port.

Action	LOA	Tugs	Other Criteria
Berthing	≤ 85m	Optional	
Berthing	≥ 85m ≤ 179m	1x tug	Tug to be engaged at the discretion of the Pilot or Master.
Berthing	≥ 180 m	2x tugs	Additional Tugs will be engaged at the discretion of the Pilot or Master or as per Port Facility Operator's safety requirement. Additional tugs to be engaged at the discretion of Pilot and Master.
	> 250m	3x tugs	
Unberthing	< 85m	Optional	
Unberthing	≥ 85m ≤ 179m	1x tug	Tug to be engaged depending on environmental conditions and proximity other of berthed ships.
Unberthing	> 180m	2x tugs	Third tug to be engaged depending on environmental conditions and proximity of other berthed ships.
	> 250m	3x tugs	
Ship to Ship Transfers	< 100m	1x tug	Vessels with operational and efficient thrusters may use one tug.
	> 100m	2x tugs	

**Direction No: 2/2016—continued****Use Of Tugs Within The Declared Ports For Berthing/Unberthing Operations—continued**  
**Pursuant to Section 39 of the 'Ports Management & Safety Regulation 2010'****3. Bollard Pull requirements**

As a general rule of operation, all ports will use the formula of one tonne bollard pull for every 1000 tonnes of displacement. Bollard pull required = displacement /1000. For all vessels of greater than 40,000 tonnes displacement it is assumed that the following additional conditions are met:

- a. weather conditions are favourable based on wind force and direction, fog, rain, visibility etc.
- b. the primary allocation of tugs is to be two twin screw tugs of similar bollard pull.

All Tug Operators must provide to the Port Manager results of a certified Bollard pull and push test current for every five (5) years.

Special circumstances or variance from the above conditions may require the tug allocation to be reviewed by the Port Manager in consultation with the Duty Pilots.

**Liability**

Neither the Port Manager nor PNGPCL nor its agents shall, in any case, be responsible for and against any loss, damage or injury to a person or property caused by directly or indirectly, out of or in any way attributable or incidentally when entering and leaving the declared ports.

Given under my hand this 3rd of March, 2017.

H. KILA (MS),  
Port Manager.

**DIRECTION NO: 3/2016—ANCHORAGE**

This Direction is made pursuant to Section 11(1) of the **Ports (Management & Safety) Regulations 2010** (the Regulations).

**APPLICATION**

This Direction applies to Masters of all vessels wishing to anchor within all the declared port precincts of Papua New Guinea.

**DEFINITIONS**

'*Accommodation vessels*' means dedicated offshore barges and ships that provides accommodation and acts as floating hotels that temporarily anchors within the declared ports.

'*Anchorage*' means a place in the sea where ships can lower their anchors.

'*Master*' means a person who is in charge of all the aspects of operation while at sea or at the port.

'*Vessel Operator*' means the person or a group that manages the operation with a trade group or group, instructing vessels, agents, contractors and stevedores on a daily basis. They also plan voyages.

'*Compulsory Pilotage Areas*' are ports declared by the Pilotage Authority or NMSA for the compulsory engagement of marine pilots for all vessel movements within the said port.

'*Port Control*' refers to the duty Operations Officers of PNGPCL where there is no VTS in operation.

'*Port Manager*' means a manager appointed by the Department Head or his delegate to manage a Port Under Section 15K(2)(f) of the Act.

'*PBG*' refers to Pilot Boarding Ground.

'*PNGPCL*' refers to Papua New Guinea Ports Corporation Limited.

'*Vessel*' means a ship (that term is defined in the **Ports Management & Safety Regulation 2010**).

'*VTS*' means Vessel Traffic Services operated by PNGPCL.

**Direction No: 3/2016—Anchorage—continued****DIRECTION**

Section 36 of the Regulations empowers the Port Manager to give directions concerning the movement, anchoring, mooring, location and speed of a vessel in a precinct of a declared port. The Port Manager now directs the following;

**A: Mooring of Accommodation Vessel**

- 1) Complete the application form and a letter stating the purpose of requesting a mooring space to moor an accommodation vessel,
- 2) A valid company registration documents,
- 3) The number of people to be accommodated at one time including ship's crew,
- 4) The company's plans for ship to shore movements,
- 5) The company's emergency and evacuation plans,
- 6) Oil Spill and harbour environment management plans,
- 7) Waste Disposal Management Plans,
- 8) Vessel Manning Plans,
- 9) Evidence of meeting NMSA requirements,
- 10) Vessel's contact details including radio communications,
- 11) Pay a security bond fee (refundable),
- 12) All port charges or dues must be paid upfront.

**B: Permanent and Temporary Mooring or Anchoring**

- 1) Vessels shall be permitted to lay mooring buoy or drop anchor in a mooring zone specifically allocated for a category of vessels.
- 2) Permanent Mooring positions are on an annual basis and fees paid three (3) months in advance.
- 3) All vessels taking up mooring positions to await berth availability shall not be charged anchorage fees if they take up berth space within the seven days period.
- 4) All vessels that take up anchorage positions for purpose of customs clearance and crew changeover shall pay anchorage fees.
- 5) All distressed vessels that take up anchorage positions shall not be charged within seven (7) days period and anchorage charges shall be applied after seven days.
- 6) All military and Government sanction vessels and all vessels engaged in hydrographical surveys shall be exempted from paying anchorage charges.
- 7) The Port Manager in consultation with the pilots shall direct vessels to respective anchorage zones.
- 8) In the event of allocated mooring positions being vacated for any reason during the tenancy period, or not renewed for a subsequent twelve (12) months, the owner of all mooring equipment located at such allocated mooring position shall remove it in its entirety from the mooring area.
- 9) All mooring positions are allocated to persons for use by the specific vessel for which a permit shall be issued. All allocated positions shall not be transferred or sublet without the written approval of the Port Manager.
- 10) The persons allocated permanent mooring positions shall accept full responsibility for the mooring of their vessels and shall notify the Port Manager forthwith in writing of any damage to property of other vessels or state and shall indemnify the Port Manager from and against all claims, losses, demands or other expenses arising out of such damage.

**Directions No: 3/2016—Anchorage—continued****C: Control of Mooring or Anchoring**

- 1) The master of the vessel shall ensure no discharge of oil, refuse, waste or other matter is made into the waters of the port and harbour areas.
- 2) The master or agent of the vessel shall not scrape and clean the hull of the vessel and dispose of any hull fouling material into the port waters. No painting of the vessel shall take place whilst the vessel is at anchorage.
- 3) A person shall not change the mooring or place of anchorage of a vessel, move a vessel from it or cut, break or destroy a mooring or unmoor, interfere, or cast off or take any boat away from an anchorage position without the written approval of the Port Manager.
- 4) A vessel at anchorage shall not have a boat riding astern of it, or attached to it greater distance than six (6) meters or have any lighter or deeply laden boat, log of timber or other floating objects riding astern while at anchor.
- 5) The master or agent of the vessel shall not put more than two (2) lighters lying abreast to prevent confusion about the number of vessels at berth.
- 6) The master or agent of the vessel at anchorage shall not undertake any ship to ship (STS) transfer operations or any other such similar operations including the discharge of cargo overside while at anchorage without the written approval of the Port Manager.
- 7) The Port Manager shall be notified within the 24 hours period in relation to the change of ownership for vessels at anchorage.
- 8) The master/owner/agent of the vessel are equally responsible for meeting all safety requirements set by relevant stage agencies such as DoT, NMSA, or conditions set by any other laws.

**Liability**

Neither the Port Manager nor PNGPCL nor its agents shall, in any case, be responsible for and against any loss, damage or injury to a person or property caused by directly or indirectly, out of or in any way attributable or incidentally when entering and leaving the declared ports.

Given under my hand this 3rd of March, 2017.

H. KILA (MS),  
Port Manager.