

Australian Amalgamated Terminals Webb Dock West Berth 2 & Appleton Dock Berths 1 & 2 Berth Priority Arrangements during the Port of Melbourne Corporation Port Capacity Project

1 BERTH PRIORITY

Preamble

During the Port of Melbourne (PoMC) Port Capacity Project (PCP), berthing of vessels at both Appleton Dock and Webb Dock West (WDW) will be managed in accordance with the following berthing priorities, in order to efficiently accommodate the car trade in the port.

Australian Amalgamated Terminals (AAT) will be responsible for the allocations of all berths, WDW Berth 2, Appleton Dock Berths 1 (D & E) and 2 (B & C).

Priorities referred in this document to relate to berth priorities for the relevant berths only. The vessel movements or traffic priorities will be managed by VTS as detailed in Item 4.3.4 in PoMC's Operations Handbook.

Webb Dock West

Toyota export vessels will receive priorities at WDW 2.

This scheduled priority will commence 0600 hours on Wednesdays until loaded. All cargo operations will be continuous and productive. Permitted time alongside will be dependent on volume and agreed with AAT. In the event that a Toyota export vessel's scheduled ETA is after 0600 hours on Wednesday, it will no longer have priority.

Non Priority Vessels that arrive within 8 hours prior of the export loading vessel will have to wait or use Appleton Dock subject to yard and berth availabilities.

PCC/PCTC vessels to 200 metres will be accommodated at WDW as per the PoMC Operations Handbook, Harbour Master's Directions.

Appleton Dock

PCC/PCTC vessels will receive priorities at Appleton Dock 1 & 2.

General Requirements

Priorities will be maintained for up to 8 hours at the Fawkner Beacon over a vessel of lesser priority. Alternative arrangements, to maintain efficiency and avoid delays, can be permitted subject to



agreement between shipping agents and AAT. Vessels will be permitted to berth for more than 8 hrs, provided that cargo operations are continuous and productive.

Allocation of berthing for non-priority vessels (described above) will be based on the order of arrival at Fawkner Beacon.

The projected ETA at Fawkner Beacon provided on the day prior to arrival will be used by AAT to establish the terminal working arrangements in consultation with the Stevedores for the following day.

Once the terminal working arrangements for the following day have been finalized and the stevedores have ordered their labour, no changes can be made to the working arrangements. If the stevedore is not able to provide sufficient labour to ensure the vessel is able to achieve ETD, then AAT will reallocate the priority berth to another vessel, as determined at the AAT Daily Operations Meeting.

AAT will request the agent to make arrangements to remove the vessel to anchorage if the stevedore is unable to supply sufficient labour to work the vessel during operations.

Berthing vessels must have labour on arrival. The stevedore must commence work on the vessel immediately it is ready to be worked.

In keeping with these priorities, AAT will advise stevedores/agents appropriately on berthing allocations and required sequence, particularly during times of congestion. Shipping agents shall then adjust their berthing requirements in PortVIEW.

AAT/Terminal Superintendents will communicate daily and plan in consultation with PoMC Harbour Control.

Conflict Resolution

Any conflicts arising as a result of commercial interpretations of these berthing priorities shall be arbitrated by AAT.

Any conflicts arising as a result of operational interpretations of these berthing priorities, or from any other circumstances involving shipping within the port limits, shall be arbitrated by the Harbour Master (or his authorized delegate) as per the Port Operations Handbook (refer clause 4.3.4). The Harbour Masters decision is final.