

Australian Amalgamated Terminals Port Kembla Berths 105, 106 & 107 Berth Priority Arrangements Effective July 2022

1 BERTH PRIORITY

Preamble

Australian amalgamated Terminals (AAT) is responsible for the allocations for Berths 105, 106 and 107. AAT is also responsible for Berth 103 which is covered by a separate arrangement “Berthing Arrangements Berth 103 Port Kembla”.

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 Port Kembla VTS as detailed in “Harbour Master Directions Port Kembla”.

General Requirements

Nominations and bookings are made by Ship Agents into the Ports Authority of New South Wales “One Port” shipping management system. Vessels will be allocated a “time slot” in the AAT Berthing Schedule based upon slot/berth, cargo commodities, weather conditions, vessel LOA and labour availability, with due regard to other shipping bookings.

Once the AAT Terminal working arrangements are agreed upon with respective stevedores at the AAT Daily Operations Meeting (held at 11:15 on Monday to Friday weekly) for the following day or weekend 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 or the vessel is delayed, then AAT will reallocate the priority berth to another vessel, as determined at the AAT Daily Operations Meeting or through consultation with the stevedores.

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/shipping agents appropriately on berthing allocations and required sequence, particularly during times of congestion. Shipping agents shall then adjust their berthing requirements in “One Port”.

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

AAT may require the agent to make arrangements to remove the vessel to anchorage (or another berth) at the vessels cost if

- the stevedore is, unable to supply sufficient labour to work the vessel continuously in an efficient manner.
- the vessel is waiting on export cargo.
- unable to work cargo for whatever reason including due to weather sensitive cargo in periods of extended heavy rain (as determined by AAT); or
- the vessel is defected or detained for any reason.

Additional Berthing Priority information

AAT must advise Port Kembla VTS of the preferred berthing sequence, berth allocations and berthing marks.

Vessel priorities for AAT Port Kembla can be summarized as such:

- Two berths are dedicated for PCC/PCTC/RO RO vessels and one berth is prioritized for General Cargo vessels.
- Contract vessels have priority. However noncontract vessels, once allocated a berth, shall not be operationally impacted by contract vessels.
- The wharf priorities detailed above will be maintained for a period of up to 8 hours over a vessel of lesser priority.
- Any vessel allocated a berth at AAT must complete all operations and vacate the wharf within the time allocated unless other arrangements have been made with AAT.
- Vessels alongside a berth and not working must give way to a working vessel requiring that berth.

Vessel Nomination

Shipping agents may nominate a vessel for arrival to AAT Port Kembla via “One Port” even without a firm ETA known. While this may be useful for advance planning, it does not constitute a confirmed vessel booking.

Vessel Booking

A booking must be made at least 48 hours prior to the desired Pilot embarkation time and confirmed 24 hours in advance.

Shipping agents must confirm berth allocation with AAT prior to confirmation of the booking with the New South Wales Port Authority (VTS).

Conflict Resolution

Any conflicts arising as a result of commercial interpretations of these berthing priorities, or from any circumstances or from any other circumstances involving shipping within the port limits, shall be arbitrated by the Harbour Master (or his authorized delegate) and the Harbour Masters decision is final.



Seaworthiness and Compliance

No vessel will be accepted for movement to AAT Port Kembla where the ship is not seaworthy and/or not compliant with all International and National shipping standards, AMSA Marine Orders and National/State legislative requirements.