



Australian Amalgamated Terminals Webb Dock West Berths 1 & 2 and 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, Webb Dock West Berths 1 & 2 and 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 priority to one (1) berth at Webb Dock West.

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.

Where only one (1) berth is available, 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.

Webb Dock West will only be able to accommodate two (2) x 200 metre PCC/PCTC vessels or one (1) vessel greater than 200 metres at any one time 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 hrs. 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.

Note to AAT: In the initial stage of the PCP, weekly meetings to consider the schedule of vessels and berthing priority arrangements are to be held between AAT and VTS manager or his representative. (As MVTS would have no Portview knowledge of car carriers loading export cars this meeting seeks to provide clarification in this area as well as provide a platform for arranging advance berthing priorities as per the plan. AAT need to initiate reconfirmation of its berthing schedule by email or consulation with PoMC 48 hours prior.)

Berthing Priorities

General

Berthing allocations are generally conducted on a 'first booked, first served' basis.

Nominations and bookings are made by Ships Agents into the PKPC CPorts shipping management system. Vessels will be allocated a 'time slot' in the shipping schedule based upon slot availability, with due regard to other shipping bookings on either side and/ or the Vessel Cycling Table.

Conflict resolution

Any conflicts arising as a result of interpretations of these berthing priorities, or from any other circumstances involving shipping within port limits, shall be arbitrated by the Port Kembla Harbour Master (or his authorised delegate) and the Harbour Masters decision is final. The Harbour Master may give directions pursuant to *Part 7 Sections 88 and 89* of the *NSW Marine Safety Act, 1998*.

Vessel Nomination

Agents may nominate a vessel for arrival to Port Kembla via CPorts even without a firm ETA known. While this may be useful for advanced 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.

Agents must confirm berth allocation with the Terminal prior to confirmation of the booking with PKPC (see additional berthing priority information below).

Additionally, the following information to be supplied before a booking is confirmed:

- 48hr Pre-arrival Form
- Tanker Checklist (if applicable)
- Crew List
- ISPS

Berthing Priorities

When the information above has been received and processed by VTIC, the booking will be confirmed. Once confirmed, the time slot is assigned to the ship.

Relinquishing a Pilot Booking

A Booking can be relinquished under the following circumstances:

- Mutual agreement between agents and/ or terminals
- Failure to undertake Pilotage within 15 minutes after the assigned time (or as determined by the Harbour Master)
- As requested by the Terminal due to internal booking assignments in accordance with their own operating procedures (see additional berthing priority information below), or
- As directed by the Harbour Master

For vessels that fail to undertake Pilotage within 15 minutes of the assigned time, the vessel will be allocated a new time slot at the discretion of the Harbour Master on a 'non-interference' basis to other shipping already booked in the schedule.

Seaworthiness and Compliance

No ship will be accepted for movement at 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.

Special attention is drawn to the requirements for the correct rigging of Pilot Ladders as required by SOLAS regulations and IMO standards.

Additional berthing priority information

AAT Terminal

Schedule 2 of the AAT Management Deed as agreed between PKPC and AAT provides for AAT to manage the allocation of berthing spaces for Berths 103, 105, 106 & 107, including

Berthing Priorities

vessel and berth assignment. AAT must inform PKPC VTIC of the preferred berthing sequence and berth allocations.

If required and available, B104 can be made available to AAT by PKPC so long as it does not adversely affect grain ships that ordinarily berth at B104.

Vessel priorities for AAT can be summarised as such:

- Two berths are dedicated for PCC/ PCTC vessels and two berths are prioritised for General Cargo/ Container vessels
- Contract vessels have priority. However non-contract 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.
- If no other berths are available in the port and a berth is required by PKPC for a vessel (non-cargo), then the PKPC Harbour Master may direct that AAT make a wharf available to that vessel.

If there is a dispute between parties which cannot be resolved through normal mediation processes, the Harbour Master will make the final decision on the matter.

Vessel Cycling

PKPC Cports system is operated in strict vessel cycling times in accordance with the table at the rear of this code.

The Cports system will therefore only allow ship movements in accordance with the cycling times.

Cycling times are administered by the VTIC on behalf of the Harbour Master.

Berthing Priorities

Grain Terminal

Grain ships have priority over non-grain ships for berthing allocation at this berth. This protocol extends to non-grain ships that are already alongside the grain berth (working or not) – such vessels must vacate the berth at their own expense when provided with the required notice of an arriving grain ship (24 hours confirmed booking as per PKPC vessel booking requirements detailed above). Vessels that have not met the minimum 24 hour notice period will not take precedence over other vessels.

No grain ship has any right to hold the grain berth in the event it has failed survey and/or been declared unfit to load or cargo has not been consolidated for shipment. If a subsequent grain ship is waiting for the berth and cargo is available, the ship that has failed survey may be instructed to vacate the berth at its expense.

Deep Draft Ships

Deep Draft Ships are ships over 14m that require tidal windows for safe movement in and about the port. These vessels will be given priority for vessel movements when two vessels are competing for the same unallocated time slot in the shipping schedule.

It is imperative that accurate times for arrival and departure along with accurate drafts are submitted when booking a tidal affected ship. Failure to submit accurate information may result in the shipping movement being re-scheduled to the next suitable tidal window, possibly resulting in significant delays.



March 2013

**Australian Amalgamated Terminals
Fisherman Islands Berths 1-3 / Grain Berth
Berth Priority Arrangements**

1. Berth Priority

- (a) The rules for berthing priorities are set out below. Despite these rules, alternative schedules can be arranged subject to the agreement of all relevant shipping agents and their respective stevedores, and provided such alternative schedules do not interfere with the proper and efficient management of the berthing of vessels at the berths.
- (b) First priority for Berths 1 and 2 will be given to PCC/PCTC vessels discharging vehicles for processing at Fisherman Islands facilities.
- (c) PCC vessels will always retain a minimum priority to any 2 (two) berths at Fisherman Islands.
- (d) The Grain Berth, if available and suitable, can be used in place of Berths 1 or 2, or in addition to Berths 1 and 2 when required for PCC/PCTC vessels.
- (e) First priority to Berth 3 will be given to Ro/Ro, general break bulk and containerised cargo vessels currently discharging at Fisherman Islands Berth 1 to 3 and those cargo vessels transferring from Hamilton wharves as part of the Hamilton Relocation.
- (f) The berth priorities outlined in the paragraphs above will be maintained for up to 8 hours at the pilot station over a vessel of lesser priority. A lesser priority vessel will not be held off the berths awaiting the arrival of the first priority vessel for longer than 8 hours.
- (g) Thereafter, allocation of a berthing priority will be based on the order of arrival at the pilot station.

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- (h) Each vessel must keep AAT informed of its schedule and regular updates as follows:
 - i. Long range schedule on a regular basis
 - ii. Projected ETA at pilot at least 5 days prior to arrival
 - iii. Estimated working arrangements, cargo type and volume 5 day prior to arrival
 - iv. Updated projected ETA at the pilot 48 hours prior to arrival
 - v. Updated projected ETA at the pilot by 1100 on the day prior to arrival for discussion at the AAT Daily Operations Meeting
 - vi. Ships Agents are responsible to provide updates on projected ETA as it changes thereafter
- (i) The projected ETA at pilot provided on the day prior to arrival will be used by AAT to establish the terminal working arrangements in consultation with the Stevedores for following day.
- (j) Once the terminal working arrangements for the following day have been finalised 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 the nominated ETD, AAT will reallocate the priority berth to another vessel, as determined at the AAT Daily Operations Meeting.
- (k) 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 (update December 2012)
- (l) If weather forecast indicates weather conditions that are not conducive to sensitive cargoes (operational safety or cargo care) AAT has the ability to prioritise non-sensitive weather vessels. (update 2March 2013)
- (m) While projected ETA at the pilot will be used for berthing priority, vessels which arrive at the pilot and wait at anchor for cargo will use their cargo cut-off time as their pilot time. Vessels that transfer from another operational berth will use their ETD from that berth as their pilot time.
- (n) The actual arrival time must be similar to the projected arrival time; delays due to ship breakdown or weather exempted.
- (o) Cargo documentation necessary to discharge the vessel is complete and received at least 24 hours (excluding weekends and public holidays) before the ETA of the vessel
- (p) Vessel will be made ready to be worked immediately on arrival.
- (q) Stevedore will commence work on vessel immediately it is ready to be worked.

2 Berth Requirements

- (a) AAT will be responsible for the allocation of all berths at FI 1-3 / Grain Berth. In the interest of maintaining optimum operational efficiencies PBPL will be the final arbiter in any dispute which may arise in relation to allocation of a berth at Berths 1, 2, 3 and the Grain Berth. AAT will provide to PBPL a daily schedule and a berth requirement update to facilitate any subsequent arbitration regarding berth operations.
- (b) Vessels will be allocated a berth using due cognisance of the anticipated ship exchange period and conditional upon the vessel notification and arrival.
- (c) Any vessel allocated a berth must complete all operations and vacate the berth within the time applicable to the agreed working schedule unless other arrangements are made with AAT; provided these changes do not unfairly impact on the business of another party. Failure to agree alternative suitable arrangements may result in the application of penalties or additional charges.

Signed:

Dated: 18/10/2013


AAT Authorised Officer


PBPL Authorised Officer