

BMSB BERTHING PROTOCOL

AAT FISHERMAN ISLANDS

Effective Date: 14 September 2026

For the 2026-2027 BMSB season, AAT Fisherman Islands Brisbane (AAT FI) will continue to implement its established BMSB Berthing Protocol.

This protocol is aligned with AAT FI's Berth Priority Arrangements and is designed to reduce berth congestion and enhance overall port efficiency for all vessels calling Brisbane.

Where any inconsistency exists between this protocol and AAT FI's Berth Priority Arrangements, the Berth Priority Arrangements shall prevail.

AAT FI Berthing Process:

1. A long-range forecast must be provided in accordance with the Berthing Priority Arrangements, identifying vessels that are expected to arrive within the next 15-30 days. The previous port of call must also be included.
2. Daily ETA updates must be provided to AAT FI from five (5) days prior to arrival and no later than 1045 hours each day.
3. The Biosecurity Status Document (BSD) for each vessel is to be sent to operations.fi@aaterminals.com.au and stevedores, when received from Biosecurity.

QUICK REFERENCE - BSD STATUS GUIDE

BSD Outcome	Status	Protocol Reference
Eligible to berth and discharge	GREEN LIGHT	Section 4(a)
Eligible to berth, subject to SPI	ORANGE LIGHT (SPI)	Section 4(b)
Eligible to berth, subject to fogging/treatment	ORANGE LIGHT (FOGGING)	Section 4(c)
Not permitted to berth	RED LIGHT	Section 4(d)

4. Prior to 1045 hours on the day stevedore labour is booked, AAT FI must receive the vessel's ETA and BSD.

a) GREEN LIGHT

If the BSD permits the vessel to berth and discharge cargo:

- (i) PCC/RoRo will maintain a priority of "8 hours at the pilot station over a vessel of lesser priority" (refer AAT FI's Berth Priority Arrangements).
- (ii) Vessel's original arrival time at the Pilot Station will be used for Berth Priority Arrangements.
- (iii) The berth will be assigned and stevedore labour to be allocated.

b) ORANGE LIGHT (SPI)

If the BSD requires a Seasonal Pest Inspection (SPI) prior to discharge:

- (i) The vessel's original arrival time at the Pilot Station will continue to be recorded for Berth Priority Arrangements. However, the vessel will forfeit the PCC berthing priority of "8 hours at the pilot station over a vessel of lesser priority" (refer AAT FI's Berth Priority Arrangements) until Biosecurity clearance is received.
- (ii) AAT FI must receive an email by 1045 hours on the day labour is booked confirming the scheduled Biosecurity SPI inspection time.
- (iii) A berth may be assigned and stevedore labour is to be allocated approximately six (6) hours after commencement of the Biosecurity inspection to allow for the inspection to be completed, receipt of Biosecurity clearance and labour to complete in the nominated time.
- (iv) Biosecurity entomologist services are unavailable from:
 - i. 2200hrs to 0800hrs Monday to Friday
 - ii. 1700hrs to 0900hrs Saturday, Sunday and Public Holidays
- (v) Following the Biosecurity inspection, the BSD with approval to discharge must be emailed to operations.fi@aaterminals.com.au and the stevedores. Cargo discharge operations are to commence in accordance with the confirmed labour booking. The vessel is required to complete cargo operations and depart in accordance with the confirmed labour booking.
- (vi) If the vessel fails inspection, or further treatment or assessment is required, the vessel may be required to vacate the berth to accommodate incoming vessels. The vessel may approach AAT FI for a lay-up berth at AAT FI or seek an alternative berth in the Port or go to anchorage.
- (vii) Where the BSD requires fogging treatment, refer to section 4(c).

- (viii) If an alternative berth is utilised for SPI and the vessel receives Biosecurity clearance, the vessel's original arrival time at the Pilot Station will apply for Berth Priority Arrangements and the PCC/RoRo priority will be reinstated in accordance with AAT FI's Berth Priority Arrangements.

c) ORANGE LIGHT (FOGGING)

If the BSD requires fogging and reinspection:

- (i) The vessel may request a lay-up berth at AAT FI or seek an alternative berth within the Port, or proceed to anchorage, to undertake fogging treatment.
- (ii) AAT FI may provide a lay-up berth, subject to availability. Prior to allocation of a lay-up berth, the vessel must provide the proposed treatment schedule and anticipated reinspection time. The vessel must comply with the lay-up window allocated by AAT FI.
- (iii) Vessel undergoes fogging / treatment at the lay-up berth.
- (iv) Following reinspection, the updated BSD with permission to discharge must be sent to operations.fi@aaterminals.com.au and stevedores.
- (v) Once clearance has been obtained, the vessel's original arrival time at the Pilot Station will be used for Berth Priority Arrangements and the PCC/RoRo priority will be reinstated in accordance with AAT FI's Berth Priority Arrangements.
- (vi) Where the BSD contains discharge restrictions:
 - a. Any BSD restrictions (for example, deck-by-deck discharge requirements or stowage restrictions) must be discussed with AAT FI and the stevedore prior to booking labour.
 - b. A discharge plan, including any required restows, must be agreed between AAT FI, the Shipping Line and stevedore.
 - c. The Principal, Shipping Line or Agent must confirm in writing that:
 - i. all cargo operations will be conducted in accordance with the BSD;
 - ii. the BSD will not be altered or amended; and
 - iii. the agreed discharge arrangements will be strictly adhered to.
- (vii) The vessel must vacate the berth upon completion of the agreed cargo operations.

d) RED LIGHT

If the BSD states that the vessel is not permitted to berth:

- (i) The vessel's original arrival time at the Pilot Station will be used for Berth Priority Arrangements once a BSD permitting the vessel to berth has been received.

SUMMARY

BSD Status	Outcome
GREEN LIGHT	- Berth and discharge permitted - PCC/RoRo "8 hour" priority berth protocol remains - For berthing, labour is required to be booked
ORANGE LIGHT (SPI)	- SPI required before discharge - PCC/RoRo priority forfeited until clearance received - For berthing, SPI & and labour are required to be booked
ORANGE LIGHT (FOGGING)	- Treatment and reinspection required - PCC/RoRo priority forfeited until clearance received - Lay-up berth, alternative berth or anchorage required - Arrival time retained for berth priority assessment once Biosecurity clearance is obtained
RED LIGHT	- Berthing not permitted - Arrival time retained for berth priority assessment once Biosecurity clearance is obtained

This protocol assists AAT Fisherman Islands in the accurate planning and allocation of berth resources, while minimising delays and costs for all shipping lines. Timely and accurate reporting to Biosecurity prior to arrival is critical to reducing delays. The provision of accurate ETAs, BSDs and treatment schedules enables efficient berth utilisation, minimises vessel dwell time, and reduces berth congestion across the terminal.