

September 2021

**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, however alternative berthing arrangements can be made with PBPL AAT subject to the agreement of all relevant shipping agents and their respective stevedores. Also provided such alternative schedules do not interfere with the proper and efficient management of the berthing of vessels at the terminal.
- (b) Based on arrival at the Pilot station, an eight (8) hour window of priority is given for AAT berths 1 and 2 to all Roll on Roll off type vessels (typically including vessels categorised PCC/PCTC/Ro-Ro).
- (c) 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 as and when required for Roll on Roll off vessels.
- (d) Priority to Berth 3 is given to general, break bulk and container vessels.
- (e) A vessel will not be delayed a berth while awaiting the arrival of the priority vessel for longer than 8 hours. Thereafter, allocation of berthing priority will be based on the order of arrival at the pilot station and suitability of the berth.
- (f) Each vessel must keep AAT informed of its schedule and regular updates as follows:
 - 1. Long range schedule on a regular basis ii. Projected ETA at pilot at least 5 days prior to arrival
 - 111. Estimated working arrangements, cargo type and volume 5 days prior to arrival iv. Updated projected ETA at the pilot 48 hours prior to arrival
 - v. Updated projected ETA at the pilot by 1100hrs of the day prior to arrival for discussion at the AAT Daily Operations Meeting vi. Shipping lines/Agents are responsible to provide updates on projected ETA as it changes thereafter

- (g) The ETA at the pilot station 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.
- (h) Once the following day's terminal working arrangements have been finalised and the Stevedore has ordered its labour, no changes can be made to the working arrangements.
- (i) If the stevedore is not able to provide sufficient labour to ensure the vessel is able to achieve the nominated ETD, AAT may reallocate the priority berth to another vessel, as determined at the AAT Daily Operations Meeting.
- (j) AAT may instruct the shipping company agent to remove the vessel to anchorage if the stevedore is unable to supply sufficient labour to complete agreed vessel operations.
- (k) If weather forecasts predict conditions that are not conducive to sensitive cargoes (e.g., operational safety or cargo care), AAT can prioritise non weather sensitive vessels.
- (l) While ETA at the pilot station is to be used to establish berthing priority, vessels that arrive at the pilot station, but are required to wait at anchor for cargo, will use their cargo cut-off time as their pilot time.
- (m) Vessels that transfer from another operational berth will use their ETD from that berth as their pilot time.
- (n) A vessel's actual arrival time must be similar to the projected arrival time, delays due to ship breakdown or bad weather may be exempted.
- (o) Any/all documentation necessary to commence cargo operations on the vessel is to be complete and received at least 24 hours (excluding weekends and public holidays) before the vessel's ETA.
- (p) Vessels will be ready and able to commence work immediately on arrival.
- (q) Stevedores will commence immediately the vessel 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.

- (b) In the interest of maintaining optimum operational efficiencies PBPL will be the final arbiter in any dispute which may arise in relation of allocation of a berth at Berths 1, 2, 3 and the Grain Berth.
- (c) AAT will provide PBPL with a daily vessel schedule and a berth requirement update to facilitate any subsequent arbitration regarding berth operations.
- (d) Vessels will be allocated a berth taking due consideration of the anticipated ship exchange period and will be conditional upon the vessel notification and arrival.
- (e) Unless agreed alternative arrangements have been made with AAT and any other affected parties, a vessel allocated a berth must complete all operations and vacate the berth within the time agreed in the working schedule.
- (f) Failure to agree upon alternative suitable arrangements may result in the application of penalties or additional charges.

Dated: 7/27/



Signed: Era-V.- *Katie*

PBPL Authorised Officer

Dated: 27/09/21



Signed: Antony Perkins

AAT Authorised Officer

