

AAT FISHERMAN ISLANDS BMSB BERTHING PROTOCOL

In response to current berth congestion and vessels being affected by Biosecurity measures for Brown Marmorated Stink Bug (BMSB) the below process has been updated and is being implemented for all vessels calling AAT FI, **effective 14 November 2022**. This process is aligned with AAT FI's Berth Priority Arrangements and endeavours to minimise potential berth congestion and ensure greater port efficiency for all vessels calling Brisbane.

AAT FI Berthing Process:

- 1) Long range forecast to be provided in accordance with our berthing protocol – advising vessels due in next 15-30 days. Please indicate previous port.
- 2) ETA updates to be provided to AAT on a daily basis (5 days prior to arrival) prior to 1045hrs each day. The Biosecurity Status Document (BSD) for each vessel is to be sent to operations.fi@aaterminals.com.au and stevedores, when received from Biosecurity.
- 3) Prior to 1045hrs on the day of booking stevedore labour vessel ETA and BSD must be received:
 - a) **If BSD states approval to berth and discharge on arrival – then no further information is required.**
 - (i) PCC/RoRo maintains priority of “8 hours at the pilot station over a vessel of lessor priority” as per AAT FI's Berth Priority Arrangements.
 - (ii) Berth assigned and stevedore labour able to be allocated.
 - (iii) Vessel's original arrival time at the Pilot Station will be used for the Berth Priority Arrangements.
 - b) **If BSD states approval to berth and subject to seasonal pest inspection (SPI) – this inspection may take up to 6hrs.**
 - (i) PCC/RoRo loses priority of “8 hours at the pilot station over a vessel of lessor priority” as per AAT FI's Berth Priority Arrangements.
 - (ii) AAT require an email by 1045hrs on day of labour being booked, showing time of Biosecurity SPI booking.
 - (iii) Berth assigned and stevedore labour able to be allocated approx. 6hrs after berthing.
 - (iv) Note: Biosecurity entomologist is closed from 2200hrs to 0800hrs on Mon-Fri and 1700hrs to 0900hrs on Sat-Sun and Public Holidays.
 - (v) Following SPI, BSD with approval to discharge must then be emailed to operations.fi@aaterminals.com.au and stevedores once received from Biosecurity. Discharge operations commence as per labour booking.

- (vi) If vessel fails deck inspections or further action is required following deck inspections, vessel may be required to vacate berth to allow berthing of incoming vessels. Vessel may approach AAT for a “layup berth at AAT” or seek an alternative berth in the Port or go to anchorage.
 - (vii) See section c) If BSD states approval to berth and subject to fogging
 - (viii) If an alternate berth is utilised for SPI and the vessel passes inspection, then the vessel’s original arrival time at the Pilot Station will be used for Berth Priority Arrangements.
- c) If BSD states approval to berth and subject to fogging**
- (i) Vessel can approach AAT for a “layup berth at AAT” or seek an alternative berth in the Port or go to anchorage for fogging; AAT will provide a berth where available. Prior to AAT providing a lay-up berth a timeframe of the proposed treatment and reinspection must be supplied. Vessel must adhere to lay-up window provided by AAT.
 - (ii) Vessel undergoes fogging / treatment at lay-up berth.
 - (iii) Updated BSD with permission to discharge must be sent to operations.fi@aaterminals.com.au and stevedores.
 - a. Discuss any restrictions mentioned on BSD (e.g. to deck by deck discharge; or stow issues) with Stevedore and AAT. Discharge plan to be agreed (restows etc) by Shipping Line, Stevedore and AAT. If any discharge restrictions, Principal/Shipping Line Agent is to confirm via email their adherence to work according to the BSD and that they will not modify or attempt to modify the BSD and agreed working arrangements in any way. Vessel must vacate berth when agreed cargo operations have concluded.
 - (iv) Once clearance has been obtained, the vessel’s original arrival time at the Pilot Station will be used for Berth Priority Arrangements.
- d) If BSD states vessel not permitted to berth**
- (i) Vessel’s original arrival time at Pilot Station will be used for Berth Priority Arrangements when vessel receives a BSD with permission to berth and discharge.

The above process is to assist with accurate berth planning and minimise overall costs and delays for all shipping lines. Supplying accurate ETAs, BSDs and fogging/treatment programs in a timely manner is to ensure overall berth dwell time is kept to a minimum and to reduce potential berth congestion for all shipping lines.