



PIL-PRO-001 BERTH PRIORITY CODE

1.0 INTRODUCTION

The following outlines the procedure for the conditions under which a vessels berthing priority is established.

This procedure is established under the provisions of the *Port Authorities Act 1999*.

2.0 PROCEDURE

2.1 Governing Rule

At all times, berth allocation and the order in which vessels are allowed to proceed to, or to be removed from, any berth will be decided entirely at the discretion of the Mid West Ports Authority (MWPA).

2.2 Berthing Order

As a general rule, the berthing priority is based on the order of arrival at the pilot boarding ground or designated anchorage providing:

- Such order is consistent with the overall objective of maximizing overall Port efficiency.
- The vessel is ready to commence loading or unloading its nominated cargo immediately upon arrival at berth.
- The vessel is able to work its nominated cargo on a continuous 24 hour basis at a nominated loading rate commensurate with the design capacity of the facilities.
- Application of clause 2.3 of this procedure has not resulted in an alternate order of priority.

The priority order may not apply where:

- Agreement between relevant parties is reached to change the berthing order.
- Cargo cannot be worked on a continuous 24 hour basis at a rate equal to the design capacity of the facility.
- A condition survey (where required) has not been passed.

2.3 Priority Berthing (Cruise vessels, Berth 3 Grain vessel, and Berth 6 Tankers)

If MWPA allows any non-grain vessel to berth at Berth 3 and a bulk grain vessel subsequently arrives and is ready to load, then any non-grain vessel berthed at Berth 3 must cease operations as soon as possible and vacate the berth at their own cost, if directed to do so by MWPA.

MWPA will grant cruise ships priority to:

- Berth 6:
- Berth 3 in the period 1 January to 31 October subject to:
 1. MWPA providing at least 12 months' notice of a cruise vessel's intention to use Berth 3.

2. Grain vessels will be given priority to Shore Tension Units (STUs) to the extent that these STUs are not being used to secure a cruise vessel at another berth.

Note: MWPA and the Co-operative Bulk Handling will review this arrangement if the number of cruise vessels increase to an extent that materially impacts on the Co-operative Bulk Handling export intentions or if cruise vessel scheduling becomes unreliable.

Note: Vessels at Berth 4 may be unable to occupy the berth 4 if the length of the cruise vessel at Berth 3 prohibits berth 4 from being occupied.

Tanker ships generally have priority to Berth 6 within the following limits:

- A vessel already berthed at Berth 5 or 6 and conducting cargo operations prior to a fuel tanker's arrival will generally be allowed to remain at the berth to complete its cargo work, providing it is carried out on a continuous 24 hour a day basis. Otherwise it must vacate the berth if directed to do so by the MWPA at the tanker's cost.

2.4 Deep Draught Vessels

Berthing priority will be given to vessels that are scheduled for a tide assisted departure if such priority will result in a vessel achieving a scheduled high tide departure; or if such priority enhances the overall Port operating efficiency.

Where several vessels seek to maximize departure draughts on the same tide, then sailing times will be offered in the same order as that established by arrival times.

Priority for departure will be lost if the loading rate falls below that stated on the berth application.

2.5 Applications for Berth

Applications for berth are to be lodged using the applicable request forms:

- F3.1b – Application for Berth
- F3.1c – Grain Vessels Application for Berth
- F3.1e – Tanker Application for Berth

The form must be fully completed and submitted to the Harbour Master's Office by either email (harbourmaster@midwestports.com.au) or to the MWPA Administration Building direct.

Berth applications are available at www.midwestports.com.au (and go to the Operations Drop down menu)

Applications must be lodged at least four (4) days prior to the expected time of arrival of the vessel. Applications for a berth that are not fully and properly completed may not be accepted.

2.6 Notification of Changes

The Harbour Master must be promptly notified of any material variations to any information provided in the berth application.

2.7 Cancellations

Facsimile, email or written confirmation is required for cancellation of a vessel's arrival.

2.8 Surveys (Condition and Draught)

If a vessel requires a condition survey prior to the commencement of cargo operations, the survey must be carried out and completed prior to the vessel's arrival at berth. This may be done either at the anchorage or, with the prior permission of the MWPA, at a berth.

If a vessel fails to pass condition survey the Harbour Master must be notified immediately.

A vessel which fails survey loses its berthing priority and, if alongside, must be moved, at its own cost, as soon as possible after being directed to move by the Harbour Master.

A vessel that has failed survey may, with the permission of the Harbour Master, remain alongside.

2.9 Completion of Cargo Operations

The DUKC Transit Parameters Form must be completed and returned at the completion of cargo operations for vessels of greater than 10m draught.

Vessels that have completed cargo operations and require further work, or are waiting for a tide to sail, will hold no right to the berth and must be moved at their own cost if so directed by the Harbour Master.

3.0 ASSOCIATED DOCUMENTS

F3.1a Terms and Conditions for the Berth Application

F3.1b Application for Berth

F3.1c Grain Vessels Application for Berth

F3.1d Terms and Conditions of the Tank Berth Application

F3.1e Tanker Application for Berth

4.0 REFERENCES

Port Authorities Act 1999

5.0 ADMINISTRATION

Custodian: Harbour Master

Approval: Paul Blundell
Acting General Manager Operations

Date: 28 May 2018