

## Inner Harbour scheduling, berth efficiency guidelines and rules of engagement

*Under the WA - Port Authorities Act 1999 (Part 4 Division 1 s.30)*

*The functions of a port authority are -*

- a) to facilitate trade within and through the port and plan for future growth and development of the port; and*
- (b) to undertake or arrange for activities that will encourage and facilitate the development of trade and commerce generally for the economic benefit of the State through the use of the port and related facilities; and*
- (c) to control business and other activities in the port or in connection with the operation of the port; and*
- (d) to be responsible for the safe and efficient operation of the port; and*
- (e) to be responsible for maintaining port property; and*
- (fa) to be responsible for port security; and*
- (f) to protect the environment of the port and minimise the impact of port operations on that environment.*

Therefore, as stipulated in the Act, berth allocations, scheduling and berthing side of a vessel will be carried out at the discretion of Fremantle Ports' obligation to facilitate trade, maintain port efficiency (cumulative vessel turnaround times) and act in fairness for all vessels arriving into Fremantle Ports. The rules of engagement are as given below

1. As a general rule, berthing schedule shall be based on "turn-of-arrival" criteria. The definition for the term "turn-of-arrival" is when a vessel physically crosses the Fremantle Ports reporting line. This applies to both, container terminals and common user berths. The turn-of-arrival process is however, subject to the following conditions

- Vessel has been granted Pratique and the BSD along with all pre-arrival documents (including COVID related documents and protocols) have been submitted in VOYAGER
- Readiness of ship's cargo gear (if required to be used) for cargo operations. A vessel with defective cargo gear is required to notify Fremantle Ports Operations supervisor in advance, so as to assist Fremantle Ports to make a full appraisal of the situation
- Vessel's machinery status as declared in the 48-hour Notice of Arrival so as to not impact safe navigation of the vessel to berth
- A vessel that makes a false declaration for the above three requirements will forfeit its berthing priority and will await the next berth availability

2. Keeping the above rules in mind, berthing of any vessel within Inner Harbour shall be at Fremantle Ports' discretion to determine the actual berth allocation. This allocation will be based on the following considerations

- Berth suitability and availability for intended cargo operations
- Congestion at berth, laydown areas and under cover storage areas
- Availability and readiness of labour to commence cargo operations as soon as possible / immediately after berthing
- Prevailing or forecast weather conditions
- Vessel equipment status
- Restrictions applicable to the vessel such as DUKC, daylight operations, non-routine tidal flow currents etc
- At container terminals, vessels will be allocated to berths by the Operator subject to the approval of the Harbour Master.

3. Berthing of any vessel shall be at Fremantle Ports' discretion to determine port side to or starboard side to. The decision will be to enable emergency evacuation of the vessel, if required.

4. Maximum permitted continuous berth time is - 5 days. Additional berth time exceeding 5 days is subject to the following considerations

- Vessels next in the berthing priority and which require a considerably short duration for cargo operations are not severely impacted
- The Fremantle Ports - Statement of Facts is forwarded to Fremantle Ports at the end of the 4<sup>th</sup> day for review
- Vessels are required to conduct cargo operations on a 24/7 basis except where night operations are not permitted, such as for vessels loading scrap metal

The maximum berthing time condition is based on the assessment by Fremantle Ports Harbour Master's office so as to aid port efficiency by reducing cumulative vessel turnaround times in the Inner Harbour and to retain competitiveness between other Australian ports providing the same trade facilities.

A vessel requiring more than 5 days of berth time for cargo operations is required to inform the Port Operations Supervisor and Harbour Masters Office prior to arrival in port.

5. Vessels may be required to vacate and evacuate the berth under the following conditions

- As above, after 5 continuous days alongside if other vessels with shorter port stay requirements are awaiting berth
- In case of an emergency
- In case of adverse weather
- Vessels that do not have labour booked and working OR in case working at reduced capacity, such that this impacts other vessels awaiting berth
- Vessels that have not booked labour during a public holiday
- When large container vessels are required to berth and turning circles require the vessel to vacate berth to facilitate the operation
- Non-operational or sub-optimal status of cargo equipment such as cranes, hatch cover etc

A vessel that is required to vacate her berth due to large container vessel movements or is required to evacuate berth due to adverse weather will maintain her berthing priority for the berth that the vessel was shifted from.

All berth evacuation costs - pilotage, towage, mooring services and other incidental costs shall be to the vessel's account.

6. A vessel operator with two or more vessels awaited berth may exchange / swap berthing priority for their vessels on the condition that this swap does not impact the immediate next vessel in queue adversely.

Harbour Masters office approval is required prior to a berthing priority swap being scheduled.

7. Vessel berthing, shifting, unberthing schedules may be altered at the discretion of Fremantle Ports. Considerations will include prevailing / predicted weather conditions or other priority operational reasons.

8. Any adjustment to ETD shall be made in the Voyager system no less than 6 hours prior to departure. A vessel that fails to meet her departure schedule will be re-scheduled to the next available window and will lose any priority to depart that may impact other vessels in the planned schedule.

9. All vessels are required to complete the FPA - Statement of Facts form and submit the same to Fremantle Ports on departure.

10. All negotiations on the rules above between any external party and any Fremantle Ports staff shall be undertaken in a professional and business acceptable manner. Failing to communicate in a professional and business acceptable manner will result in negotiations being terminated. Fremantle Ports reserve the right to terminate the negotiations.

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