

Berthing Priority Protocols

The below protocols are applicable to all ports statewide including port specific protocols further on. Although stipulated requirements for vessel bookings is a minimum of 72 hours, TasPorts encourages bookings at least 7 days in advance to allow for scheduling of resources and priorities to be assessed.

1. All commercial vessels utilising TasPorts ports are booked and scheduled through TasPorts' VTS Centre.
2. All vessels must submit an online Movement Request through 'PortMate' at least 72 hours prior to the planned arrival. Movement Requests received less than 72 hours will be given no precedence over any other vessel already booked unless extraordinary circumstances justify. Vessel bookings received less than 72 hours prior to the vessel's arrival are subject to a late booking fee (Refer TasPorts Schedule of Port Charges) and may lose their priority status
3. With exceptions as defined hereunder in points 4-9, berths will be allocated on a *first-in-first-served* basis. The definition of *first-in-first-served* will be first vessel arriving at the relevant VTS Area and as advised by the Estimated Time of Arrival (ETA) on the Movement Request. ETA's must be updated at least 24 hours out and will be validated by VTS through AIS data and/or other systems.
4. Notwithstanding item 3, Cruise vessels statewide have berth priority over all other vessels at all ports unless the Cruise vessel's ETA has been amended within 14 days of the originally booked ETA. In such circumstances, berth priority for the Cruise vessel would not be guaranteed.
5. Any vessel to unload livestock cargo has priority over any other vessel except cruise vessels.
6. Notwithstanding item 3, product tankers have berth priority at Tasmanian ports over all other vessels (except for cruise vessels) when regional state fuel stocks are limited.
7. Fixed container shipping services have next order of berth priority after 4-6 above at Tasmanian ports as per port specific protocols.
8. Commercial vessels state-wide have berth priority over HMAS Naval and other non-commercial vessels at all relevant TasPorts ports.
9. Notwithstanding items 1 to 8, TasPorts reserves the right at its absolute discretion to change berth priority should weather, vessel dimensions, operational efficiencies, cargo loading timing completions and/or other factors warrant such a decision. TasPorts considers multiple users in determination of prioritisation of movements, no additional liability howsoever arising will attach to TasPorts as a consequence of it exercising this right.

Port of Bell Bay Specific Protocols:

10. Woodchips vessels have priority over other commercial vessels at Berth 6, port of Bell Bay.
11. Fixed Line Container Shipping services have berth priority over other commercial vessels at Berth 5, port of Bell Bay.
12. If any vessel does not wish to wait for the priority vessel to berth and complete operations, the ship operator will have the option to utilise TasPorts' Double Berthing Pricing policy.
(See appendix 1).

Refer Annex A - Bell Bay Separation Matrix

Port of Hobart Specific Protocols:

13. Movements under the Tasman Bridge are restricted to not occur Monday to Friday between 0615 - 0945 and 1515 – 1815.
14. In addition to the above times, the Department of State Growth may impose additional restrictions for special events such as sporting games at Bellerive Oval.
15. For arrival Bridge Transit vessels following departing Bridge Transit vessels, the arrival vessel is not to heave anchor until the departing vessel is clear of the bridge.

Refer Annex B - Tasman Bridge Curfew Times

Port of Devonport Specific Protocols:

16. TT Line and SeaRoad vessels under the control of an exempt master, will be given arrival and departure priority over other commercial vessels under pilotage. To facilitate this arrangement, the piloted vessels should (where possible) not be scheduled for arrival or departure at the following times:

Arrivals: 0500 - 0700

Departures: 1630 – 1930

17. Where a piloted vessel has arrival or departure restrictions that fall within the above, VTS will consider delaying an exempt vessel as required.
18. VTS should not allow vessels to access the Devonport channel or manoeuvre in the swing basin whilst another vessel is undertaking mooring operations. This applies to piloted and exempt vessels.
19. Consecutive vessel movements at Devonport will be scheduled in accordance with EXT HMI's currently in force being;

19.1 Outbound vessel followed by and inbound vessel:

Where an inbound vessel is awaiting the departure of an outbound vessel from the Port of Devonport, the Exempt Master or Pilot of the inbound

vessel must first advise **Devonport VTS** of entry into Port Waters. The inbound vessel must not proceed closer than 1.8nm from the Mersey River Fairway Beacon until the outbound vessel has cleared the Fairway Beacon and **Devonport VTS has given clearance** for the inbound vessel to enter the Mersey River.

19.2 Two inbound vessels:

Where two vessels are inbound for the Port of Devonport, the second vessel must not proceed closer than 1.8nm from the Mersey River Fairway Beacon until the first vessel is all fast at her berth, and **Devonport VTS has given clearance** for the second inbound vessel to enter the Mersey River.

19.3 Two outbound vessels:

Where two vessels are outbound from the Port of Devonport, the second vessel is not to commence departure from the berth until the first vessel has cleared the Mersey River Fairway Beacon, and **Devonport VTS has given clearance** for the second vessel to depart.

19.4 Inbound vessel followed by an outbound vessel:

Where an outbound vessel is awaiting the arrival of an inbound vessel, the outbound is not to commence departure from the berth until the inbound vessel is all fast at her berth, and **Devonport VTS has given clearance** for the outbound vessel to depart.

Refer Annex C - Devonport Separation Matrix

Port of Burnie specific protocols:

20. Woodchips vessels have priority over other commercial vessels at Berth 7, port of Burnie (except for Cruise vessels).
21. Minerals and Fuel vessels have priority over other commercial vessels at Berth 5 and will be prioritised considering operational requirements as described in item 6, page 1(except for Cruise vessels).
22. Toll vessels under the control of an exempt master, will be given arrival and departure priority over other commercial vessels under pilotage. To facilitate this arrangement, the piloted vessels should (where possible) not be scheduled between 0515 to 0715 Tuesday to Sunday.
23. Where a piloted vessel has arrival or departure restrictions that fall within the above, VTS will consider delaying an exempt vessel in consultation with the master and pilot.
24. TasPorts reserves the right to review and change the allocated berth of Cruise vessels on berths 5 and/or 6 to berth 7 (subject to berth availability) up to *five* (5) days prior to a cruise vessel arrival at the port of Burnie.
25. If any vessel does not wish to wait for the priority vessel to berth and complete operations, the ship operator will have the option to utilise TasPorts' Double Berthing Pricing policy; (See appendix 1)
26. In the port of Burnie whereby two vessels (i.e., cruise and/or woodchip and/or log vessel) cannot berth concurrently at berths 6 & 7 due to limited space between the respective vessels to provide a safe working space for tugs. The below broad parameters governing the required space between vessels, however, note that these parameters can be impacted adversely by variable factors such as poor weather and individual pilot evaluation.

Note: These parameters are to be used as a minimum only. Environmental conditions/vessel anomalies/defects, or other external factors may cause the duty pilot to alter these as required. The vessel's master may also have their own requirements which should be considered prior to arrival.

Refer Annex D – Parameters Governing the Required Space Between Vessels at Burnie Berths 6 & 7

Refer Annex E – Burnie Separation Matrix

Burnie and Devonport:

27. Consideration should be given when scheduling piloted movements in Burnie and Devonport as to whether there are sufficient resources available to complete concurrent movements in both ports. This will be assessed depending on the required resources for specific movements and compared to the resources available.
28. Movements will not be scheduled at Devonport or Burnie between 2359 – 0500 except for:
 - Where vessels are tidally restricted or
 - It will result in major delays to the vessel arriving to the next port or
 - If the vessel misses the tidal window in the next port, causing delay

King Island:

29. Fixed line container services have priority over all other vessels at Port of Grassy.

30. Timings to be used when scheduling movement Grassy will be;

- The scheduled commencement time for an arrival is the POB time which should be the estimated time crossing port limits.
- This time should be 30 minutes prior to the planned/expected time alongside the berth (first line).
- Where there is a vessel already on the berth with another vessel due to arrive, the departure (last line) time should be no later than the POB time of the arrival, however the last line of the departure may be the same time as the POB (crossing port limits).

For example:

- Vessel A – Grassy to Sea – Departure 0730
- Vessel B – PBG to Grassy – Arrival 0730

Schedule of Port Charges & Scheduling Controls

31. A late change fee will be applied where a vessel movement is changed within four (4) hours of the time for which a Pilot has been ordered at a port.
32. Where tugs are ordered with less notice than four (4) hours, a Late Order Fee will be charged.
33. When an agent Requests to bring a movement forward, inform the agent it is only a request and subject to resources confirming the request.
34. Other charges to be applied as per the current Schedule of Port Charges (attached)
35. Tug requirements for the next day's shipping must be confirmed with TasPorts VTS by 1600 hrs.
36. If any vessel does not wish to wait for the priority vessel to berth and complete operations, the ship operator will have the option to utilise TasPorts' Double Berthing Pricing policy; (See appendix 1)
37. A scheduled movement time cannot be brought forward between the hours of 2200-0600.
38. This means both the scheduled time and the time the agent is requesting to bring a movement forward to.
39. Where there is a requested movement clash (IE Arrival 0730; Departure 0800) VTS will assess the movements in consultation with Operations and adjust the arrival or departure so there is not an overlap and inform the vessel of the revised time.
40. Where there is an arrival followed by a departure and vice versa, the later vessel is to seek clearance from VTS prior to entering port limits for arrivals or letting go lines for departures.

Appendix 1.

Double Berthing Policy

TasPorts may offer an incentive to shipping operators to consider a 'Double Berthing' option.

As an example, where a Cruise or Container vessel is due to arrive during a 3 or 4 day loading operation, instead of the non-Cruise/non-Container having to wait off the berth, TasPorts will offer a pricing incentive for the non-Cruise/non-Container vessel to berth and start work immediately upon arrival. The incentive would be for the shipping operator and TasPorts to equally share the port services costs (i.e., Pilotage and Towage) of an additional berthing. An example scenario would be:

- A Woodchip vessel is due to arrive at Berth 7 Burnie on 15 December with a four-day loading task.
- A Cruise vessel has an arrival and departure date at Berth 7 Burnie of 17 December.
- The Woodchip vessel commences loading task on 15 December but vacates Berth 7 on 17 December to allow the Cruise vessel to berth.
- The Woodchip vessel re-berths at Berth 7 either late 17 December or early 18 December following the Cruise vessel departure and resumes its loading task.
- The Woodchip vessel completes its loading task on 19 December.
- The Woodchip vessel operator pays the full cost of port services provided on 15 & 19 December.
- The Woodchip vessel operator and TasPorts equally share the cost of additional port services provided on 17/18 December.

The benefit for the shipping operator undertaking the double berthing would be to save two days of schedule time & vessel operating costs. The benefits to TasPorts would be two additional days of berth utilisation that would have otherwise been unutilised & wasted, resulting in exacerbated berth congestion.

Definitions

**Commercial: A vessel definition is a vessel that is either loading or unloading cargo not for its own consumption or use.*

POB: Pilot on board

ETA: Estimated time of arrival

ETD: Estimated time of departure

VMA: Vessel Movement Advice

VTS: Vessel Traffic Service

AIS: Automated Identification System

Reference Documents

Port Procedures Manual

**ANNEX A to
Berthing Priority Protocols
29 June 2022**

Separation Timing Matrixes

The below separation timing matrixes are used by VTS when scheduling movements to ensure safe separation of vessel movements. The timing of these matrixes may vary when circumstances require.

Bell Bay Separation Matrix

Separation Matrix for Bell Bay with more than one pilot available and using same tugs on following movements

		Loc_B	LR	LR	BB1	BB1	BB2	BB2	BB3	BB3	BB3	BB4	BB4	BB5	BB5	BB6	BB6	BB6	
		Mov	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	
Loc_A	Mov	Side	SST	SST	PST	PST	SST	SST	PST	SST	P/S	SST	SST	PST	PST	PST	SST	P/S	
LR	DEP	SST		75	60	75	60	75	60	60	75	60	60	60	75	60	45	75	
LR	ARR	SST			150	90	150	90	150	150	90	150	90	150	90	150	150	90	
BB1	DEP	PST	5	45		45	30	45	30	30	45	30	45	45	45	30	15	45	
BB1	ARR	PST	135	45			120	45	120	120	45	120	45	120	45	120	120	45	
BB2	DEP	SST	5	45	30	45		45	30	30	45	30	45	45	45	30	15	45	
BB2	ARR	SST	135	45	120	45			120	120	45	120	45	120	45	120	120	45	
BB3	DEP	PST	5	45	30	45	30	45			45	30	45	45	45	30	15	45	
BB3	DEP	SST	5	45	30	45	30	45				45	30	45	45	45	30	15	45
BB3	ARR	P/S	135	45	120	45	120	45				120	45	120	45	120	120	45	
BB4	DEP	SST	5	45	30	45	30	45	30	30	45		45	45	45	30	15	45	
BB4	ARR	SST	5	45	120	45	120	45	120	120	45			120	45	120	120	45	
BB5 ²	DEP	PST	0 ³	30	20	30	30	30	30	30	30	30	30		30	30	15	30	
BB5	ARR	PST	135	45	120	45	120	45	120	120	45	120	45			120	120	45	
BB6	DEP	PST	5	45	30	45	30	45	30	30	45	30	45	45	45			45	
BB6	DEP	SST	20	60	45	60	45	60	45	45	60	45	60	60	60			60	
BB6	ARR	P/S	135	45	120	45	120	45	120	120	45	120	45	120	45				

Start with Column A then follow with Row B

²If BB5 vessel is a vessel other than the Statesman or a MSC vessel then add 15 minutes

³ BB5 vessel to have let go lines prior to LR letting go lines.

Tasman Bridge Curfew Times

	0615 - 0945		1515 - 1815	
	<i>POB ARR</i>	<i>Last Line DEP</i>	<i>POB ARR</i>	<i>Last Line DEP</i>
	<i>Not between</i>	<i>Not between</i>	<i>Not between</i>	<i>Not between</i>
Risdon	0530 – 0915	0530 – 0930	1430 – 1745	1430 – 1800
Selfs Point	0530 – 0915	0530 – 0930	1430 – 1745	1430 – 1800

**ANNEX C to
Berthing Priority Protocols
29 June 2022**

Devonport Separation Matrix

	Departure Pilotage	Departure PEC - tug	Departure PEC + tug	Arrival Pilotage	Arrival PEC - tug	Arrival PEC + tug
Departure Pilotage	90	30	45	45	30	30
Departure PEC - tug	30	30	30	30	30	30
<i>Departure PEC + tug</i>	45	30	45	45	30	45
Arrival Pilotage	90	60	90	120	60	60
Arrival PEC - tug	45	45	45	45	45	45
<i>Arrival PEC + tug</i>	90	60	90	45	45	45
<i>* If more than one pilot is available use PEC + tug</i>						

Parameters Governing the Required Space Between Vessels at Burnie Berths 6 & 7

Orientation	Alongside or Arrival	Scenarios	
Berth 7 vessel head out (SST)	Can vessel be alongside B6 during B7 arrival/departure	Yes, IF combined beam of vessels <67m	No IF combined beam of vessels >67m
	Can B6 vessel arrive when B7 vessel alongside	Yes, IF combined beam of vessels <67m	No IF combined beam of vessels >67m

Orientation	Alongside or Arrival	Scenarios	
Berth 7 vessel head in (PST)	Can vessel be alongside B6 during B7 arrival/departure	No	No
	Can B6 vessel arrive when B7 vessel alongside	Yes, IF combined beam of vessels <67m	No IF combined beam of vessels >67m

**ANNEX E to
Berthing Priority Protocols
29 June 2022**

Burnie Separation Matrix

	Departures (LL)		Arrivals (POB)	
	Toll	Berths 5, 6 & 7	Toll	Berths 5, 6 & 7
Departure Toll		15	0	0
Departure Berths 5, 6 & 7 <i>Head Out</i>	15	90 1 ½ hrs	1 ¼ hrs	75 1 hr
Departure Berths 5, 6 & 7 <i>Head In</i>	30	105 1 ¾ hrs 105 1 ¾ hrs	1 ¼ hrs	90 1 ¼ hrs
Arrival Toll		60		90 1 ¼ hrs
Arrival Berths 5	60	105 1 ¾ hrs	1 ¼ hrs	120 2 hrs
Arrival Berths 6 & 7 Berth 7 (woodchip)	45	105 1 ¾ hrs 2hrs	1 ¼ hrs	120 2 hrs
<p>* Toll not to proceed past 5-mile radius until clearance provided by Burnie VTS and all other movements are clear of channel or all fast.</p> <p>*No vessels to be scheduled between 0500 – 0730 Monday to Saturday 0530 – 0800 Sunday</p>				