

## Berthing and Priority Policies and Procedures

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### A - Berthing Priority Policy

1. All commercial vessels utilising TasPorts ports are scheduled through TasPorts' VTS Centre at Bell Bay;
2. All vessel arrivals will submit a Vessel Movement Advice (VMA) and this is to be forwarded to the VTS Centre email address ([radio.room@TasPorts.com.au](mailto:radio.room@TasPorts.com.au)) indicated on the VMA form at least 72 hours prior to movement to confirm the booking;
3. With some exceptions as defined hereunder, 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 Pilot Boarding Ground (PBG);
4. Notwithstanding item 3, Cruise vessels state-wide have berth priority over all other vessels at all relevant ports unless the Cruise Vessel's Estimated Time of Arrival (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. Notwithstanding item 3, 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;
6. Notwithstanding item 3, Container shipping services have berth priority at Tasmanian ports over all other vessels (except for Cruise vessels);
7. Notwithstanding item 3, Minerals and Fuel vessels have priority over other commercial vessels at Berth 5, port of Burnie (except for Cruise vessels) and at berth 4, port of Devonport.
8. Notwithstanding item 3, Woodchips vessels have priority over other commercial vessels at Berth 7, port of Burnie (except for Cruise vessels) and other commercial vessels at Berth 6, port of Bell Bay;
9. Notwithstanding item 3, Commercial vessels state-wide have berth priority over Naval and other non-commercial vessels at all relevant TasPorts ports;
10. At the ports of Burnie or Hobart, if a non-Cruise 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;
11. At the ports of Bell Bay or Hobart, if a non-Liner Container 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;
12. Notwithstanding items 1 to 9, TasPorts reserves the right at its absolute discretion to change berth priority should weather, vessel dimensions, operational efficiencies, cargo and/or other factors warrant such a decision. No additional liability howsoever arising will attach to TasPorts as a consequence of it exercising this right.

## B - Exempt Vessel Priority Procedure

### Purpose

This procedure describes how priority arrangements for exempt vessel arrival and departures at Devonport and Burnie will be implemented.

### Scope

This procedure applies to TT Line, SeaRoad and Toll vessels operating at Devonport and Burnie. It will only apply to vessel arrivals and departures.

### Reference Documents

Ports Procedures Manual

### Definitions

POB – Pilot on Board

ETD – Estimated Time of Departure

ARR – Arrival

DEP – Departure

### Actions

1. Where possible TT Line, SeaRoad and 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 for arrival or departure at the following times:

		<b>POB</b>		<b>ETD</b>
		<i>on ARR</i>		<i>on DEP</i>
<b>Devonport</b>	<i>TT Line</i>	0500	to	0600
		1845	to	1945
	<i>SeaRoad</i>	0645	to	0745
		1445	to	1545
<b>Burnie</b>	<i>Toll</i>	0530	to	0700
		Nil		

2. Where a piloted vessel has arrival or departure restrictions that fall within the above scheduling process, VTS will consider delaying an exempt vessel in consultation with the master and pilot. Unresolved issues should be referred to the Harbour Master for a final decision.
3. 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.

## C – Double Berthing Policy

Under the existing Berth Priority Protocols, a non-Cruise or non-Container vessel “...may be required to move to an alternate suitable available berth within the port, irrespective of whether cargo operations have been completed, in sufficient time to permit the arrival of a vessel with berth priority. The cost of moving the vessel from the berth to be to the account of the vessel unless determined otherwise by TasPorts.”

In the future, TasPorts will offer an incentive to shipping operators to consider a ‘Double Berthing’ option. For 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.