

BERTH PROCEEDURE

Primeport Timaru will use best endeavours to provide optimum berthage. This policy sets out undertakings and protocols to manage potential conflicts on wharves. This policy remains subject to normal constraints of draft, resource, weather conditions and the direction of the Marine Manager, Pilot on duty or Harbourmaster. PrimePort reserves the right to amend this policy at any time.

North Mole Outer

The North Mole Outer is the main container vessel berth.

A berth window may be allocated by agreement to specific liner services with fixed day schedules:

Current berth windows are allocated to the North Mole Outer as per table below:

Service	Arrival Pilot Station	Depart Berth
Combined Maersk / Hamburg Sud – OC1/Trident (weekly)	0900 Saturday	0900 Sunday

Priority will be given to a ship with allocated berth window. A ship already working will need to vacate the berth, unless otherwise provided in this policy.

A ship “working” will have first right to continue until a conflicting berth window applies and needs to be taken up.

A ship arriving within 2 hours of berth window commencement may continue to complete ship loading, provided maximum productivity can be achieved.

If no berth windows apply, access to the berth will be governed by first arrival, provided reasonable (generally 4 hours) working (crane) time can be achieved before a berth window needs to be taken up.

A ship in its berth window will have priority for up to 2 mobile cranes and corresponding labour.

North Mole Inner

The North Mole Inner is a multipurpose berth which may include container / breakbulk / bulk and other cargo.

Priority will be given to liner trades, based on first arrival.

No 1 Extension

Berth access to No1 extension in the first instance will be according to first arrival.

No 1

This is a multipurpose berth which includes requirements for bunker access. Vessels which are not discharging, loading or bunkering, may be required to move to lay berths at vessel owner cost. Priority may be given to bunkering where no other bunker sites are available, but this will be determined by the Marine Manager or Pilot on duty-

Fishing Wharf

This is a multipurpose berth which includes requirements for bunker access. Vessels which are not discharging, loading or bunkering, will be required to move to lay berths at vessel owner cost. It is not to be utilized as a lay berth.

All other Berths

Vessels will be allocated to other berths according to direction of Marine Manager or Pilot on Duty.

General

First arrival shall be first vessel to reach Fairway Beacon. If in doubt determination shall be by Marine Manager (or in his absence, the Pilot on duty) whose ruling shall be final.

Depart berth shall mean the time that the last line is let go from the wharf.

Where berth conflicts have the potential to arise, shipping companies may themselves agree to vary standard priorities within this policy. This must be in writing and subject to PrimePort approval.

In the event of “force majeure” (such as weather, industrial action or other event which is beyond reasonable control), the Port will consult and determine appropriate response, but recognize existing berth priorities and order of delays which may ensue.

Berth access and/or priority may only be retained if the vessel is able to be worked productively. Vessels operating below reasonable productivity or incurring delay(s) may be required to move off the berth at cost to Vessel owner

PrimePort will endeavour to accommodate vessels laid-up or under repair but they shall be cleared at vessel owners expense, if a berth is required for load or discharge by another vessel which can not access another working wharf.

Ship / berth planning shall be determined based on information provided by shipping company (or agent) at least 12 hours in advance. The Port will endeavour to accommodate changes beyond this time but will not be held accountable if notifications change or variances occur.

Nothing in this policy shall counter the authority of the Marine Manager or Harbour Master to direct ships or reallocate berths.

This Policy will come into immediate effect.

**Chief Executive
PrimePort Timaru**