

BERTH PRIORITY PROCEDURE

PrimePort Timaru will use best endeavours to provide optimum berthage for visiting vessels. This document sets out undertakings and protocols to manage potential berthing conflicts on wharves. Berthing priority remains subject to normal constraints of draft, resource, weather conditions and the direction of the Marine Manager, Duty Pilot or Harbourmaster. PrimePort reserves the right to amend this procedure at any time.

North Mole Outer

The North Mole Outer is the main container vessel berth. Priority for this berth shall be determined by the Timaru Container Terminal Manager, based on contractual arrangements with container lines.

North Mole Inner

The North Mole Inner is a multipurpose berth which may include container/break bulk/bulk and other vessels, provided they do not compromise use or access to the North Mole Outer Berth. Priority will be given to container vessels, and determined based on "first arrival" (see meaning under **General**).

At the direction of the Duty Pilot any vessel (whether discharging or loading) may be required to vacate this berth to permit the entry or exit of large vessels into the Port. According to circumstances at the time, this may be to an alternative berth or to sea. If directed to vacate by PrimePort there will be no additional marine charge, but all other costs will be to account of customer or vessel operator.

No. 1 Extension

Berth priority for No. 1 Extension in the first instance will be according to first arrival. At the direction of the Marine Manager or Duty Pilot any vessel (whether discharging or loading) may be required to vacate this berth to permit the entry or exit of large vessels into the Port. Depending on the circumstances at the time, this may be to an alternative berth or to sea. If directed to vacate by PrimePort there will be no additional marine charge, but all other costs will be to account of customer or vessel operator.

No. 1 Wharf

This is a multipurpose berth which includes refuelling or bunkering facilities. Vessels which are not discharging, loading cargo or bunkering, may be required to move to lay berths at vessel owner's cost. Priority may be given to bunkering where no other bunker sites are available, but this will be determined by the Marine Manager or Duty Pilot.

In order to accommodate larger bulk vessels, smaller vessels which can be worked at other wharves may be moved to other wharves notwithstanding first arrival or loading underway. If so directed to relocate by PrimePort, there will be no additional marine charge, but all other costs will be to account of customer or vessel operator.

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 utilised as a lay berth.

All Other Berths

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

General

“First arrival” shall be first vessel to reach Fairway Beacon, with reasonable notice given of pending arrival (if reasonable notice is not given or proves unreliable, priority may be negated). If in doubt, determination shall be by Marine Manager (or in his absence, the Duty Pilot) 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 procedure. This must be in writing and subject to PrimePort’s 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 recognising 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/operator/charterer as applicable.

Log ships which are required to remain in Port to complete lashing may be required to move to another berth, provided the benefiting ship operator (or agent) accepts the additional marine tariff set by the Port will be to their account.

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 cargo operation by another vessel which cannot access another working wharf.

Ship/berth planning shall be determined based on information provided by shipping company (or agent) at least 48 hours in advance.

PrimePort reserves the right to vary from the ‘first arrival’ policy due to operational requirements. This will be at the discretion of the Marine Manager or in their absence the duty Pilot.

This Procedure will come into immediate effect.

This Procedure shall be read in conjunction with PrimePort Timaru’s Standard Terms and Conditions and Schedule of Rates