

1.0 INTRODUCTION

Port Taranaki Ltd (PTL) endeavours to work cooperatively with customers and agents to facilitate the efficient movement of ships and cargo. PTL requires timely and accurate information to coordinate vessel and operations planning. Notification requirements are detailed in the Port Guide.

2.0 RESPONSIBILITIES

The PTL Head of Operations has authority for decisions where conflicts arise over scheduling. Underlying all vessel planning decisions are the statutory rights and obligations of PTL, Pilots, the Harbour Master, and Deputy Harbour Masters as they relate to HSE and navigational safety.

3.0 VARIATIONS

PTL reserves the right to depart from the guidance contained in these principles for operational reasons that may include, but not be limited to, the following:

- Health, safety, security, and environmental issues
- Berth maintenance requirements
- Tidal, draft and long period wave (LPW) restrictions
- Weather conditions
- Emergency situations and other unforeseen events

4.0 SERVICES

PTL will endeavour to provide services at the times requested by customers but reserves the right to adjust timing of services in accordance with port requirements. PTL will endeavour to meet service requests placed with less than 48 hours' notice, though this cannot be guaranteed. PTL reserves the right to levy additional charges for services requested with less than 48 hours' notice.

5.0 BERTH AND PILOTAGE ALLOCATION PRINCIPLES

Berths are assigned based on the overall operations and requirements of PTL as per the following points.

- (a) PTL will endeavour to grant requests for a specific berth, although this is not assured. It should be noted that:

- i. Blyde 1 is the primary berth for SSA log operations
 - ii. Blyde 2 is the primary berth for ISO log operations
 - iii. Moturoa wharf is the primary berth for all dry bulk cargoes and the only berth for PKE and quarantine dry bulk
- (b) Crossover of stevedore operations is not permitted on Blyde wharf. (Ie ISO cannot load logs on Blyde 1 if SSA is loading on Blyde 2 and vice versa)
- (c) An inbound vessel that wishes to make use of its primary berth may incur a shift charge to move a vessel occupying that berth.
- (d) Where a vessel has multiple cargoes, necessitating a berth shift, the Principal Agent will allocate costs to customer(s) and advise PTL.
- (e) Prior to granting a request for pilotage PTL will seek assurance that cargo transfer operations are ready to proceed in all respects at the highest safe rate.
- (f) When conflicts occur in vessel scheduling, priority will be given to vessels that can be moored safely and represent the best use of the berth, utilisation of assets, and cargo rates. When vessels are deemed by PTL to be constrained to a particular berth by reason of length, draft or cargo, they will have priority on those berths.

5.1 Inbound and Outbound Vessels

- (a) Port Taranaki may choose to berth a vessel ahead of a confirmed pilot time, to facilitate efficiency in port operations.
- (b) After 2000 hrs, user requests to bring a movement forward are unlikely to be granted, unless in exceptional circumstances.
- (c) The vessel may lose its turn on the planning schedule for the following reasons:
- i. When information or advice is not received in the requisite time or is incorrect.
 - ii. When any legislative requirement is not met, for example Free Pratique has not been granted.
 - iii. When the vessel is not ready in all respects, including deficiencies in machinery, equipment, or manning.
 - iv. When the vessel is not able to be at the pilot boarding ground at the confirmed time.

Revised pilot on board times will be determined at PTL's discretion.

5.2 Berth

A vessel may be ordered to vacate a berth at own cost for the following reasons:

- i. If cargo transfer stops or is proceeding significantly slower than forecast and another vessel can make more efficient use of the berth.
- ii. When there has been a significant change to the schedule at any time whilst alongside the berth.
- iii. When the vessel is not included in a guaranteed berth agreement and is occupying a guaranteed berth within the specified time slot or permanent allocation, it will be expected to vacate the berth in order to accommodate a vessel that is guaranteed the berth.

If a vessel is removed from a berth due to a port closure, or at PTL's convenience, then that vessel will generally hold priority for re-entry to continue load or discharge once the port reopens.

5.3 Guaranteed Berth

Guaranteed berths may be allocated from time to time. 'Guaranteed Berth' means the right to occupy a berth on a permanent or temporary basis; usually allocated within a specified regular weekly or monthly time slot, though may be a permanent allocation within a specified time frame, at PTL's discretion. Guaranteed berths designated by PTL may change from time to time for operational reasons.