

**Berthing Allocation Principles
Port Taranaki Limited (PTL)**

These Berth Allocation Principles are valid from Friday 14 October 2016 until further notice. Reviews will be undertaken on a regular and continuous basis and any amendments will be promulgated.

1. Harbour Master Duties & Responsibilities

- a. Underlying all procedures and priorities are the statutory obligations of the Harbour Master details in the Maritime Transport Amendment Act 2013

2. Berthing – First Come, First Served

- a. A vessel takes its place in the berthing queue only when the Ship's Master or her agent has informed PTL of the following –
 - The date and time at which the vessel is available at the pilot boarding ground and ready in all respects to enter port and work cargo. If the vessel is not at the pilot boarding ground at the stated time, then the vessel will lose its place in the queue,
 - That cargo transfer operations are ready to proceed in all respects ashore,
 - Details of the quantities of cargo to be transferred and the expected duration of each cargo transfer, and
 - The expected duration of stay alongside
- b. The vessel may lose its position in the queue if information in section 2a above is –
 - Not received in good time at least two hours before berthing,
 - Incorrect, or
 - Significantly changed at any time alongside the berth

Loss of position in the queue for the above will be assessed on a case by case basis at PTL's discretion.

The first come, first served principle may be varied by mutual agreement in writing between all parties involved i.e. cargo owners, charterers, agents etc. noting that PTL will accept such written mutual agreement whether it has played a facilitation role or not.

3. Guaranteed Berth

- a. A "Guaranteed Berth" means the right to occupy an exclusive berth and will usually be allocated within a specified regular weekly or monthly time slot but may, at the Port's discretion, be a permanent allocation within a specified timeframe.
- b. 'One Off', usually short term, guaranteed berthage may be implemented from time to time
- c. Any vessel not included in the guaranteed berth agreement that is occupying the berth within the specified time slot or permanent allocation will be expected vacate the berth in order to accommodate a vessel that is guaranteed the berth
- d. Examples of guaranteed berths are –
 - Container vessels on Blyde
 - Guaranteed berth for offshore vessels or OSV's
 - "One Off" guaranteed berthage may be implemented from time to time for cruise vessels, project vessels, Navy, Sail Training vessels etc.

Note: berths designated by Port Taranaki as Guaranteed or on a Priority Basis can change from time to time for operational reasons. These designations are available on request to the Head of Commercial.

4. Priority Berth (Offshore Vessels Only)

Cargo vessels have preferred status for the purposes of being able to berth

If an OSV is bunkering on the berth it will give way to a cargo vessel on a guaranteed or first come, first served basis

An example of this is a cement vessel or a large bulk vessel on Moturoa 2 berth that will not fit when an OSV occupies Moturoa 1 – that OSV will be required to move to accommodate the cargo vessel

5. Bulk Liquids

The following principles are those generally used at PTL in determining berth allocations and priorities at Newton King Tanker Terminal (NKTT). PTL reserves the right to vary them in particular circumstances in the best interests of the operations of the port, at the discretion of the Head of Marine Services, in consultations with the Bulk Liquids & Security Manager.

- a. Ships set their berthage priority by order of arrival as described in section 2 above

- b. When a customer has serious operational problems such as tanks reaching capacity, which a change in these priorities will alleviate, they should in the first place advise PTL of the problem to seek relief. The decision made will recognise the prevailing circumstances as set out in section 6 below.

6. Post Berthing Disruption – all berths

- a. Inability to transfer cargo

If cargo operations cease for any reason and the cargo transfer cannot resume within a period of 12 hours as a result of insufficient resources, capacity, cargo, cartage or other operational issues, then a vessel may be required to vacate the berth if another vessel is waiting off shore and can immediately commence cargo operations at the same berth.

Where this has occurred the departing vessel will be allocated a position in the queue immediately after the replacement vessel as part of the first come first served principle. PTL will be in dialogue with affected parties when this circumstance comes into effect.

- b. Weather disruption

If cargo operations cease due to weather restrictions preventing the transfer, this will not normally be cause for a vessel to vacate the berth. Where circumstances are forecasted for an extended disruption and that weather event does not impact the next vessel in the queue, PTL will facilitate dialogue with affected parties but be under no obligation to determine an outcome.

- c. Long period wave (LPW) disruption

When, in the interests of Health, Safety and Asset protection, PTL require the vacation of a berth, this will proceed at the discretion of the Head of Marine Services and with due regard to the parameters outlined in section 7 below, the berthing allocation principles will be adhered to.

In the circumstance of LPW alone and until further notice, PTL will not charge MSC for the resulting departure and re-berthing of the vessel, noting that all other services provided will be subject to the relevant schedule of charges.

Nothing will require PTL to moor a vessel when a berth is available if in the Duty Pilot's opinion a delay or deferment will lead to a safer berthing for the intended duration of the stay alongside.

7. PTL Reservation of Rights

PTL reserves the right to vary any and all of the above berthing allocation principles for operational reasons that may include, but not be limited to, the following:

- Safety issues
- Berth maintenance requirements
- Tidal and draft restrictions (DUKC)
- Weather restrictions
- Emergency situations
- Unforeseeable events
- Operational reasons

This will be at the discretion of the Head of Marine Services in consultation with the Head of Commercial. Communication of the particular circumstances and the decision will be made to affected parties in a timely manner.