

1 Introduction

The following outlines the procedure for the conditions under which a vessel's berthing priority is established. This procedure is established under the provisions of the *Port Authorities Act 1999*.

2 Procedure

2.1 GOVERNING RULE

At all times, berth allocation and the order in which vessels are allowed to proceed to, or to be removed from, any berth will be decided entirely at the discretion of the Mid West Ports Authority (MWPA).

2.2 BERTHING ORDER

- a) As a rule, the berthing priority is based on the order of arrival at the Port limits providing:
- Such order is consistent with the overall objective of maximising overall Port efficiency.
 - The vessel is ready to commence loading or unloading its nominated cargo(s) immediately upon arrival at berth once survey has been passed.
 - The vessel is able to work its nominated cargo on a continuous 24 hour basis and at a load rate acceptable to MWPA.
 - Application of clause 2.3 of this Procedure has not resulted in an alternate order of priority.
- The priority order may not apply where:
- Agreement between relevant parties is reached to change the berthing order.
 - Cargo cannot be worked on a continuous 24 hour basis and at a load rate acceptable to MWPA.
 - A condition survey (where required) has not been passed.
- b) Notwithstanding clause 2.2 (a), the order of berthing may be varied by MWPA where an alternative order would provide opportunities for improved port efficiency for various berths.

2.3 PRIORITY BERTHING (CRUISE VESSELS, NAVAL VESSELS, BERTH 3 GRAIN VESSEL, BERTH 6 TANKERS AND LINER SERVICE VESSELS)

If MWPA allows any non-grain vessel to berth at Berth 3 and a bulk grain vessel subsequently arrives and is ready to load, then any non-grain vessel berthed at Berth 3 must cease operations as soon as possible and vacate the berth at their own cost, if directed to do so by MWPA.

- a) MWPA will grant Cruise ships priority at Berth 3 between 01 January and 31 October subject to:
- All other MWPA berths being unavailable or unsuitable for the cruise ship dimensions.
 - MWPA being provided at least 12 months' notice of a Cruise vessel's intention to use Berth 3.

Note: MWPA and Co-operative Bulk Handling will review this arrangement if the number of Cruise vessels increases to an extent that materially impacts on Co-operative Bulk Handling export intentions or if Cruise vessel scheduling becomes unreliable.

Note: Vessels at Berth 4 may be unable to occupy Berth 4 if the length of the Cruise vessel at Berth 3 prohibits Berth 4 from being occupied.

b) MWPA will grant Cruise ships / Naval ships priority at Berth 6 subject to:

- MWPA being provided at least 3 months' notice of a Cruise / Naval vessel's intention to use Berth 6.

Tanker ships can request priority to Berth 6 once they have departed from their previous port within the following limits:

- A vessel already berthed at Berth 5 or 6 and conducting cargo operations prior to a fuel tanker's arrival will generally be allowed to remain at the berth to complete its cargo work, providing it is carried out on a continuous 24 hour a day basis. Otherwise it must vacate the berth if directed to do so by the MWPA at the tanker's cost.

The information which MWPA requires to accompany a request for priority from a tanker ship is:

- the current level of fuel for the relevant fuel in stock at the Geraldton Depot;
- estimated usage rate for the relevant fuel without interrupting supply to customers;
- impact for customers whose supply may be interrupted.

If a Liner trade is established for the Port of Geraldton, consideration may be given to offering berthing priority to a Liner vessel.

2.4 DEEP DRAUGHT VESSELS (DUKC MOVEMENTS)

Berthing priority will be given to vessels that are scheduled for a tide assisted movement if such priority will result in a vessel achieving a scheduled high tide; or if such priority enhances the overall Port operating efficiency.

Where several vessels seek to maximise departure draughts on the same tide, then sailing times will be offered in the same order as that established by arrival times.

Priority for departure will be lost if the loading rate falls below a load rate acceptable to MWPA.

2.5 BERTH ACCESS LIMIT

Berth access will be provided for a maximum continuous period of four days (96 hours), with time starting from the vessel all-fast time. If there is no competing vessel for the berth, the berth access may be extended with permission from Harbour Master's office.

If a vessel hasn't completed cargo and is required to vacate a berth at the end of four (4) days, the vessel will be placed at the bottom of the queue of ships waiting to access that berth.

2.6 BERTH QUEUEING

Please refer to MWPA **Queuing for Berths Procedure**.

For multi-port cargo operations, vessels which could have worked cargo if berthed can reserve their spot on the berth queue subject to the following conditions being met:

- Vessel physically arrives within the port limits of the Port of Geraldton. Once done, the vessel is free to proceed to another destination.
- It is the responsibility of the ship to return to Geraldton before its place in the queue is due (scheduled POB time as updated). Failure to be physically at the pilot boarding station in time will result in forfeiture of the priority established and the ship will be treated as if it has just anchored at the time of its second arrival.
- Ships using this process will need to be ready in all respects on berthing, including all surveys being completed at the previous port.

2.7 APPLICATIONS FOR BERTH

Applications for berth are to be lodged using the applicable request forms:

- Application for Berth Form
- Application for Berth (Grain Vessels) Form
- Application for Berth (Tankers) Form

The form must be fully completed and submitted to the Harbour Master's Office by email (shipping@midwestports.com.au).

Berth applications are available at www.midwestports.com.au

Applications must be lodged at least four days prior to the expected time of arrival of the vessel. Applications for a berth that are not fully and properly completed may not be accepted.

2.8 NOTIFICATION OF CHANGES

The Harbour Master must be promptly notified of any material variations to any information provided in the berth application.

2.9 CANCELLATIONS

Email or written confirmation is required for cancellation of a vessel's arrival.

2.10 SURVEYS (CONDITION AND DRAUGHT)

When a vessel requires a condition survey prior to the commencement of cargo operations, should the vessel fail survey, it will lose its berthing priority. In addition, if alongside, it must be moved, at its own cost, as soon as possible after being directed to move by the Harbour Master.

If a vessel fails to pass condition survey, the Harbour Master office must be notified immediately.

A vessel that has failed survey may, with the permission of the Harbour Master, remain alongside.

2.11 COMPLETION OF CARGO OPERATIONS

The DUKC Transit Parameters Form must be completed and returned at the completion of cargo operations for vessels of greater than 10m draught.

Vessels that have completed cargo operations and require further work will hold no right to the berth and must be moved at their own cost, if so, directed by the Harbour Master.

2.12 DISPUTE ESCALATION

For any dispute escalation, the Harbour Master should be contacted in writing. The dispute will be internally reviewed, and a response provided in a timely manner.

3 Associated Documents

Document Title
Terms and Conditions of the Berth Application
Terms and Conditions of the Tanker Berth Application
Application for Berth
Grain Vessels Application for Berth
Application for Berth (Tankers)
Queuing For Berths Procedure
DUKC Transit Parameters Form

Location - Mid West Ports Intranet – [Document Centre](#)

Act or Reg	Description
<i>Port Authorities Act 1999</i>	

Location:

Western Australian - <https://www.legislation.wa.gov.au/>

4 Monitoring, Evaluation and Review

This document is required to be reviewed every year from the last scheduled review date. Minor updates made within this yearly period, will not be taken as a *full review*. The Document Custodian is responsible for conducting the review in accordance with **Controlled Documents Review and Approval Process Work Instruction**.

5 Administration

Document Custodian:	Harbour Master
Document Approver:	Harbour Master
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