



**Bunge Grain Services Bunbury Pty Ltd**

**ABN: 91 148 115 511**

# Bunbury Port Terminal Loading Protocol

EFFECTIVE - 1<sup>st</sup> October 2024

## Version 1.6

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## A. Introduction

1. These Port Loading Protocols provide information on how Bunge Grain Services Bunbury Pty Ltd (BGSB) ACN 91 148 115 511 (the "Terminal Operator") will allocate and provide ship loading services at the BGSB Bunbury Port Terminal ("BBPT") and how vessels will be managed for loading.
2. The Terminal Operator provides services to parties (referred to as the "Client" in the Protocols) which have entered into Storage and Handling Agreements with the Terminal Operator. If a party which has not entered into a Storage and Handling Agreement requests services from the Terminal Operator, then the terms and conditions contained in the Terminal Operator's prevailing Storage & Handling Agreement for Grain Marketers as published on the Terminal Operator's website ([www.bunge.com.au](http://www.bunge.com.au)) is deemed to be accepted by that party through conduct, and shall be applicable to any services rendered by the Terminal Operator to the exporter.
3. The Terminal Operator operates on a just-in-time cargo accumulation basis. At all times the Terminal Operator's overriding objectives are to maximise terminal export throughput and operational efficiencies.
4. These protocols apply for all commodities, including Bulk Wheat. The protocols must be read in conjunction with the current Storage and Handling Agreement to which the Client or a party is otherwise bound pursuant to **clause 2**.
5. These protocols are at all times subject to the rules and regulations of the Bunbury Port Authority ("BPA") and Clients must ensure that they comply with all rules and requirements set by the BPA. The terms of the BPA's rules and regulations will prevail over the Bunge Storage and Handling Agreement and these Port Loading Protocols

## B. Interpretation and Definitions

7. Unless otherwise defined in these Protocols capitalised terms in these protocols have the same meaning as given to them in the Storage & Handling Agreement.
8. If anything in these protocols is in conflict with terms and conditions in the Storage and Handling Agreement, the Storage and Handling Agreement shall prevail.
9. The following definitions apply to these protocols:
  - (a) **Booking Fee** means the Booking Fee or Nomination Fee as detailed in the Storage and Handling Agreement between the Client and the Terminal Operator;
  - (b) **Shipping Year** means 1 October to 30 September;
  - (c) **Storage and Handling Agreement** means the agreement by that title entered into between the Terminal Operator and the Client, or the document by that title published on the Terminal Operator's website which the Client is bound pursuant to **clause A.2** of these protocols.
  - (d) **Business Day** means each day excluding Saturdays, Sundays and public holidays in Western Australia.
  - (e) **Cargo Assembly Plan or CAP** means the document provided by the Client to the Terminal Operator as set out Annexure of these Port Loading Protocols.
  - (f) **Client** means an entity (or its agent) that has entered into a Storage and Handling Agreement with the Terminal Operator and wishes to access the Loading Berth and Terminal Facilities for storing, accumulating and loading bulk grain and/or canola onto its vessel for export.
  - (g) **DAFF** means the Department of Agriculture, Water & Environment (formerly DAWR, DA, DAWE)



- (h) **Delivery Period** means the period included in the Intent to Ship Notice that indicates the Client's vessel's ETA at the Port. The Delivery Period nomination requires a 15-day laycan within which the Client's vessel is anticipated to arrive and load.
- (i) **ETA** means estimated time of arrival.
- (j) **Intent to Ship Notice** means the document supplied by the Client to the Terminal Operator when seeking to book shipping capacity, as set out in Annexure 1 of these Port Loading Protocols.
- (k) **Loading Berth** means Berth 3 at the Port of Bunbury.
- (l) **Load Plan** means the document supplied by the Client to the Terminal Operator that provides instructions on how the vessel shall be loaded, as set out in Annexure of these Port Loading Protocols.
- (m) **Port** means the Port of Bunbury, Bunbury, Western Australia.
- (n) **Port Terminal Services** means the services provided by the Terminal Operator which enables the Client to export bulk grain and/or canola, including but not limited to:
  - (i) receiving cargo into the Terminal Facilities;
  - (ii) accumulation of the cargo for export; and
  - (iii) facilitating access to the Loading Berth.
- (o) **Shipping Stem** means the list of vessels accepted to load at the Loading Berth, as published on the website [www.wapres.com.au](http://www.wapres.com.au).
- (p) **Storage and Handling Agreement** means an agreement between the Terminal Operator and the Client whereby the Terminal Operator agrees to provide access to the Terminal Facilities and associated services for the export of grain and/or canola.
- (q) **Terminal Facilities** means the grain receipt and storage facility at the Port together with a conveyor system that is owned by the Terminal Operator and leads to, and integrates with, an existing ship loader operated by WAPRES at the Loading Berth.
- (r) **Terminal Operator** means the operator of the Terminal Facilities, being Bunge Grain Services (Bunbury) Pty Ltd.
- (s) **Vessel Nomination** means the document supplied by the Client to the Terminal Operator as set out in Annexure of these Port Loading Protocols.
- (t) **WAPRES** means W.A. Plantation Resources Co Ltd

### C. Shipping Stem

10. The shipping stem is also published on the WAPRES website ([www.wapres.com.au](http://www.wapres.com.au)) as required by the Port Code of Practice regulation.
11. The BBPT berth is located at Berth 3 at the Port of Bunbury, Western Australia.
12. The Terminal Operator's shipping stem may not include other shipping allocated to the berth by the Port of Bunbury and or WAPRES. Clients are encouraged to check the BPA website and WAPRES website for other shipping allocations and to contact BBPT by email [bgm.trade.aus@bunge.com](mailto:bgm.trade.aus@bunge.com) to check other terminal operations which may impact ship-loading operations.

### D. Intent to Ship

13. To request shipping capacity at BBPT a Client must:
  - a) Complete and lodge an "Intent to Ship Advice" (see Annexure 1); and
  - b) Pay the Nomination Fee in accordance with the terms of the Storage and Handling Agreement.
14. By the close of business on the next business day after receipt of a valid Intent to Ship Advice the Terminal Operator will make a record of this intent on its Shipping Stem as "pending". The Terminal Operator will accept or reject the Intent to Ship Advice within 5 Business Days of receipt.
15. In deciding to accept or reject an Intent to Ship Advice the Terminal Operator may consider:
  - a) Existing Intent to Ship Advice submitted by the Terminal Operator's other clients;
  - b) Un-allocated capacity at BBPT;
  - c) Whether the Client has executed a Storage and Handling Agreement; and
  - d) Other matters which the Terminal Operator reasonably considers to be relevant, including, without limitation matters going to the efficiency and timeliness of cargo accumulation at port and of loading.
16. Subject to **clause 15**, Intent to Ship Advices will be dealt with in the order that they are received unless the Terminal Operator reasonably considers an alternative order to be more efficient for the operation of the port.
17. If the Terminal Operator accepts the Intent to Ship Advice, it will:
  - (a) Forward an acceptance notice to the Client;
  - (b) Forward an invoice for the applicable Booking Fee to the Client; and
  - (c) Change the status on its Shipping Stem.
18. A "Booking" is made upon notification of acceptance by the Terminal Operator of the Client's Intent to Ship Advice. An Intent to Ship Advice which is rejected or which the Terminal Operator does not respond to within 5 business days of receiving the relevant Intent to Ship Advice, is deemed to have lapsed and no Booking Fee shall be payable by the Client in respect thereof.
19. If the Client does not pay the Booking Fee within the terms of the Storage and Handling Agreement, then the Booking will be cancelled.



20. If a Booking remains unused by the end of the nominated month it lapses, and any Booking Fee paid by the Client is forfeited.
21. If the nominated or actual tonnage loaded exceeds that initially nominated, then an additional Booking Fee is payable by the Client. The Client will be invoiced for any additional Booking Fee once the Terminal Operator becomes aware that the tonnage to be loaded or that has been actually loaded is higher than the original Booked tonnes.
22. If the nominated or actual tonnage loaded is greater than 10% lower than that initially nominated then the shortfall and associated Booking Fee is forfeited or the Terminal Operator may at its sole discretion allocate the unused nominated capacity to a later month with spare capacity (but no later than 30 September of that Shipping Year). Unused nominated capacity that has been re-allocated by the Terminal Operator in accordance with this Clause shall be deemed to be a discrete and individual Booking and not an addition to another Booking that the Client may have in that later month.
23. The Terminal Operator may, at its sole discretion, allow the deferral or splitting of a Booking provided it receives written notice from the Client at least 60 days prior to the start of the of the Shipping Window. In determining acceptance or rejection of a Client's request to defer or split a Booking the Terminal Operator will consider, amongst other matters:
  - a) Existing Intent to Ship Advices/ Bookings/Vessel Nominations; and
  - b) un-allocated capacity at BBPT.
24. The Terminal Operator may, at its sole discretion, consider requests made by Clients with less than 60 day's notice. In such circumstances, the Terminal Operator's Country Manager's (or his/her authorised representative's) determination is final.
25. The Client must make a written request for "Shipping Windows" when completing the Intent to Ship Advice. The Shipping Window will include the period within which the Client vessel ETA will occur and be either:
  - a) Between the 1st and 15th of the month; or
  - b) Between the 16th and the last day of the month.
26. The Terminal Operator will make the final allocation of Shipping Windows at its sole discretion taking into account all other provisions of these protocols and especially clause A.4.

#### **E. Vessel ETA and Nomination**

27. Written notice of the vessel ETA must be provided at least 22 consecutive days prior to the beginning of the first day of the Shipping Window. Further notifications are required at 10, 7 days, 4 days, 3 days, 2 days and 24 hours.
28. Written nomination of a vessel name must be received at least 15 consecutive days prior to the vessel's ETA in the form of the "Vessel Nomination" (see Annexure 2). Vessel Nomination must be provided by the Client with all required details completed for such nomination to be considered for acceptance or approval by the Terminal Operator (unless otherwise agreed in writing by the Terminal Operator).
29. BBPT, unless otherwise agreed in writing or by email, that all Vessel's complete a Rightship Questionnaire and the Questionnaire to be included as part of the Vessel Nomination documents.

30. Vessel Nominations are to be accompanied by a Cargo Assembly Plan (CAP) detailing the supply chain arrangements to be used to deliver the relevant Grain to BBPT and must include load sites, load grade, quality specifications, fumigation statements and associated tonnages.
31. If the Terminal Operator believes, on reasonable grounds, that the Client's CAP would impact adversely on the efficiency of the terminal and timeliness of loading at BBPT, then the Terminal Operator shall consult with the Client, and may request changes to the CAP. If no changes to the CAP can be agreed, the Terminal Operator may at its discretion reject the Vessel Nomination, in which case the Booking Fee will be forfeited.
32. Unless otherwise agreed in writing or by email, the Client agrees that BGSB will be the nominated carrier to move grain from the BGSB sites or alternatively will accept a stock swap for respective tonnage at BBPT.
33. In the absence of a CAP, the Terminal Operator shall consult with the Client. If the lack of a CAP or any non-compliances are not thereafter redressed by the Client in a timely manner, and the Terminal Operator on reasonable grounds believes this would impact adversely on the efficiency and timeliness of loading at BBPT, then the Terminal Operator may at its discretion do any of the following:
  - (a) Arrange for the transport of client grain from any of its upcountry storage sites to the terminal to complete the cargo using road or rail freight, the full cost of which will be to the client account; or
  - (b) Reject the Vessel Nomination, in which case the Booking Fee will be forfeited.
34. Upon receipt of the Vessel Nomination and the accompanying CAP the Terminal Operator may, at its sole discretion, accept or reject the Vessel Nomination. The Terminal Operator will accept or reject the Vessel Nomination within 5 Business Days of receipt.

#### **F. Special Priority for Loader Owner (WAPRES)**

35. BBPT Berth and Ship-loader is owned by WAPRES. BGSB lease access from WAPRES. WAPRES retains certain priorities at the Loading Berth, which in turn will prevail over any rights granted to the Terminal Operator or to the Client under these Port Loading Protocols. In circumstances where WAPRES has complied with the shipping protocols agreed with BGSB (ie. Including, but not limited to, such as the WAPRES vessel having been shown on 3 month forward forecast, and has been shown for at least one month on the Shipping Stem, and a minimum 14 day vessel nomination was provided), and the WAPRES vessel arrives 0 - 24 hours before the arrival of the non-WAPRES vessel, irrespective of the order of vessels on the shipping stem, the WAPRES vessel will have berthing priority.
36. The Client explicitly acknowledges and agrees to this clause 35 above.

#### **G. Estimated Load Dates**

37. Upon acceptance of a Vessel Nomination the Client will be notified of any vessel queuing and an estimate of load dates based on:
  - (a) Other vessels nominated to be loaded;
  - (b) Site accumulation and transport plan, including transport availability;
  - (c) Nominated vessel ETA;



- (d) Ownership of stock; and
  - (e) Impact on terminal efficiencies.
38. Estimated load dates are approximate only and are not fixed or final. Estimated load dates may change due to:
- (a) Changes to cargo;
  - (b) Delays in cargo accumulation;
  - (c) Delays in loading prior vessels;
  - (d) Weather;
  - (e) DAWE instructions;
  - (f) Cargo quality problems; and
  - (g) BPA instructions.

## **H. Cargo Accumulation**

39. Cargo accumulation will not commence prior to payment of the Booking Fee by the Client and receipt by the Terminal Operator of a properly completed Vessel Nomination.
40. As a general rule cargo accumulation should not commence more than two weeks before relevant vessel ETA.
41. The Terminal Operator will determine, at its sole discretion, the order of cargo accumulation taking into account:
- (a) Vessel ETA;
  - (b) Date Vessel Nomination received by the Terminal Operator;
  - (c) Grain availability at BBPT;
  - (d) Site accumulation and transport plan;
  - (e) Ownership of stock and agreed stock swaps between clients; and
  - (f) Impact on terminal efficiencies.
42. Only grain that is owned by the Client will be accepted for accumulation. The Terminal Operator may accept grain for accumulation that is not owned by the Client if the owner of the grain provides the Terminal Operator with written confirmation of its intention to either:
- (a) Sell the grain to the Client in port prior to vessel ETA; or
  - (b) Swap the grain with the Client's other grain stored with the Terminal Operator.
43. The Terminal Operator reserves the right not to fully accumulate a cargo in accordance with a Vessel Nomination if this is necessary in order to maximise efficiency for all of the Terminal Operator's client vessel turnarounds (for example where multiple vessels are arriving within a short time frame).
44. Clients acknowledge and agree that Grain accumulated at BBPT will be commingled with stock of the same grade and not segregated by ownership.
45. Where a Client's grain remains at BBPT after completion of ship-loading pursuant to a Vessel Nomination and the Client retains ownership of that grain (Surplus Grain), the Client must arrange to relocate the Surplus Grain away from BBPT within 2 business days of being notified by the Terminal Operator or be charged a storage fee at the discretion of the Terminal Operator. If the Terminal Operator reasonably considers that the presence of the Surplus Grain may interfere with the receipt of grain for future shipment(s), the Terminal Operator may relocate the Surplus Grain to another Terminal Operator storage site and all costs of transport and associated storage fees will be payable by the Client.



## I. Vessel Loading

46. The order of vessel loading will generally be determined by the Terminal Operator having consideration to the following:
  - (a) Clause A.3
  - (b) Vessel ETA;
  - (c) Date Vessel Nomination received by the Terminal Operator;
  - (d) Successful marine survey at port anchorage
  - (e) Date Vessel passed surveys;
  - (f) Grain availability at BBPT;
  - (g) Site accumulation and transport plan;
  - (h) Ownership of stock and stock swaps between clients; and
  - (i) Impact on terminal efficiencies.
47. The Terminal Operator may, at its sole discretion, determine that loading a vessel the subject of the Vessel Nomination received later or with a later ETA is in the interests of terminal efficiency.
48. Where reasonable and necessary to facilitate the efficient loading of clients' vessels, the Client acknowledges and agrees to the Terminal Operator loading Stored Grain of equivalent grade onto the Client's vessel. If the Terminal Operator loads Stored Grain onto a Client's vessel, the Client agrees that, if requested by the Terminal Operator, it will execute grain Stock Swaps (See Annexure 3) with the Terminal Operator or the Terminal Operator's other clients to facilitate continued efficiency at BBPT.
49. The Client acknowledges that specific terminal and supply chain efficiency requirements, including the desire to fully utilize available resources and the ability to optimize positioning of stock may result in clients' vessels being loaded out of arrival order.
50. Clients may negotiate changes to cargo accumulation and estimated load dates with the Terminal Operator's other clients. The Terminal Operator may or may not, at its sole discretion, agree to implement such changes.
51. Prior to commencement of loading, a vessel must have passed a marine, and DAWE survey or any other survey required by law and/or by the Terminal Operator.
52. Should a vessel fail such survey (or be made the subject of a detention order) the Terminal Operator may, at its sole discretion, change the order of loading or direct the vessel's removal from the berth.
53. The Client indemnifies the Terminal Operator for all costs, expenses and liabilities incurred by the Terminal Operator in connection with a vessel failing any surveys. Such costs, expenses and liabilities may include but are not limited to:
  - a) labour costs;
  - b) treatment costs;
  - c) lost profits; and
  - d) any third-party claims (for example where the terminal is blocked and causes other Terminal Operator clients to experience delays.
54. If the Terminal Operator determines, at its sole discretion, that a vessel has a high risk of failing surveys it may require the Client to procure or pay for an "in transit" marine surveyor's report be provided prior to allowing the vessel to berth.



55. The Terminal Operator will not commence loading without prior written instructions from the Client to do so.

#### **J. Weights**

56. Weights will be the basis onshore weights as determined by the Terminal Operators batch weigher

#### **K. Vessel Substitution or Delay**

57. In the event that a vessel is substituted or delayed, the substituted vessel must not have an ETA greater than 5 days later than the original vessel ETA that was nominated. If the substituted vessel arrives earlier than the original ETA, it may not necessarily be loaded before the original ETA if in the reasonable opinion of the Terminal Operator the substitution or delay would cause disruption to the efficient operation of BBPT.

58. The Client indemnifies the Terminal Operator for all costs, expenses and liabilities in connection with:

- (a) The failure of a vessel to pass survey(s)
- (b) the cancellation of a vessel within 14 days of the original ETA;
- (c) the delay of a vessel from its original ETA by more than 5 days; or
- (d) a substituted vessel ETA being more than 5 days after the original ETA,
- (e) such cost, expenses and liabilities may include but are not limited to:
  - repositioning costs;
  - storage costs;
  - treatment costs;
  - lost profits; and
  - any third-party claims where the terminal is blocked and causes other Terminal Operator clients to experience delays.

59. The Terminal Operator will use its best endeavours to mitigate any costs and expenses incurred in relation to the situations outlined in **clause 58** and will verify any costs, expenses and liabilities incurred in writing with reasonable supporting documentation. However, the Client agrees it will remain ultimately responsible.

#### **L. Notices**

60. All notices and communications under these Port Loading Protocols are to be sent by the Client to the Terminal Operator by email addressed to: [bgm.trade.aus@bunge.com](mailto:bgm.trade.aus@bunge.com).
61. The Client must include in its Intent to Ship Notice a contact email address, to which the Terminal Operator will send all notices and communications under these Port Loading Protocols.

#### **M. Dispute Resolution**

62. In the event that the Client disputes the Terminal Operator's adherence to these protocols (including, without limitation the acceptance or rejection of a Vessel Nomination, or prioritisation of terminal services), the following procedures will apply:

- (a) The Client must notify the Terminal Operator in writing of the dispute, the reasons for the dispute and the resolution which the Client requests.
  - (b) In the case of a dispute regarding rejection of an intent to Ship or Vessel Nomination, the dispute notice must be received by the Terminal Operator by 16:00 Australian Eastern Standard Time on the next business day following receipt of the notice from the Terminal Operator of the rejection.
  - (c) The Terminal Operator must use its best endeavours to respond to the Client within 2 Business Days following receipt of the dispute notice. The Terminal Operator response must notify the Client whether the Terminal Operator will change its decision and, if not it must provide an explanation or basis for the Terminal Operator's decision.
  - (d) If the Client is not satisfied by the Terminal Operator's response, or if the Terminal Operator fails to respond to the dispute notice within one business day of its receipt, the Client may serve written notice to the Terminal Operator within one business day of receipt of the Terminal Operator's response, or within one business day of when the Terminal Operator's Response was due.
  - (e) Upon receipt of this escalation notice, the Terminal Operator must use all reasonable endeavours to arrange a meeting between the Terminal Operator's General Manager and the Client within two business days of receipt of the escalation notice. Where the Terminal Operator's General Manager is unavailable for such a meeting within the timeframe specified, the Terminal Operator will make available a suitable alternative authorized representative to meet with the Client within two business days of receipt of the escalation notice. To facilitate the expeditious resolution of disputes, the meeting can take place either face to face or by telephone.
  - (f) At the meeting, the Terminal Operator's General Manager (or appointed representative) and the Client will discuss the subject of the dispute notice and the Terminal Operator's response and use all reasonable endeavours to reach an agreed outcome. Where such agreed outcome cannot be achieved, given the need for clarity, efficiency and certainty in this dispute resolution process, the Terminal Operator's General Manager (or appointed representative) will make a final decision in relation to the dispute notice and (within 10 business days after the meeting) notify that decision and the reasons for that decision in writing to the Client.
63. In reaching the final decision, the Terminal Operator's Country Manager (or appointed representative), acting on behalf of the Terminal Operator, must take into account the circumstances of the dispute and details set out in the dispute notice and, acting reasonably and in good faith, reach a decision that is consistent with the wording, or if that is unclear, the intent of these Protocols (and, in the case of Bulk Wheat, the Access Undertaking). the Terminal Operator's General Manager (or appointed representative) may also have regard to the objectives of:
- (a) maximizing the efficient operation of BBPT;
  - (b) maximizing export throughput at the BBPT;
  - (c) ensuring the non-discriminatory treatment of clients; and
  - (d) ensuring consistency of decisions.



## Annexure 1 - Intent to Ship Advice

### Client contact details

Client name	
Client contact	
Client contact email address	
Client contact telephone number	

### Load Details

Projected Load Ports		
Total tonnage		
Tolerance		
Shipping month		
Shipping Window (FH / LH)		

### Quality Parameters / Comments

Load Grade	Quality Specifications	Parcel 1	Parcel 1

Name:

Signature:

Date:



## Annexure 2 - Vessel Nomination & Cargo Assembly Plan

### Vessel Details:

<b>Vessel name</b>			
<b>IMO Number</b>		<b>Flag</b>	
<b>Laycan</b>		<b>Year Built</b>	
<b>ETA Load Port</b>		<b>ETD last port</b>	
<b>Load tonnage (min)</b>		<b>Load Tonnage (max)</b>	
<b>Load grade</b>			
<b>Hatches/ Holds</b>			
<b>Last 3 commodities loaded</b>		<b>Last 3 ports visited</b>	
<b>DWT</b>		<b>Draft</b>	
<b>LOA</b>		<b>Beam</b>	
<b>GT</b>		<b>NT</b>	
<b>TPC</b>		<b>Load Port Agent</b>	
<b>Destination Country</b>		<b>Destination Port</b>	
<b>Arrival draft</b>		<b>Departure draft</b>	
<b>De-ballasting requirements</b>			
<b>Right Ship Survey</b>	Y/N	<b>Right Ship Report Attached</b>	Y/N
<b>Comments:</b>			



**Load Details:**

Vessel Name	
Load ports	
ETA	
Total tonnage	
Tolerance	
Contract grades	
Stowage factor	
Client reference	
Contract number	
Destination	
Discharge port	
Exporter	
Export Inspection charge	
Special Fumigation and/or Phytosanitary Requirements	
Other Comments	







## Annexure 4 - Berth 3 Dimensions

- Refer to the Berth 3 Dimensions as described by the Bunbury Port Authority in the table below.
- Note, the vessel's crew will be required to fleet or walk the vessel to ensure access to loading holds can be achieved.
- Vessels greater than 210m LOA will require Bunge / Harbour Master approval.
- In addition, the Harbour Master will need to approve draft requests deeper than 11.6m.

Location	<a href="#">Inner Harbour</a>
Construction	Dolphin berth
Fendering	<a href="#">Metal-faced Rubber</a> water lubricated to within 1.5m of chart datum
Height of Wharf decking	3.66m above datum
Berth Length	381 m
Maximum Vessel Length	170-229
Maximum Vessel Beam	36.5 m
Maximum Draft	11.6m+ Tide (up to 12.0)
Depth Alongside	12.2 m
Security	Fencing with sliding gate operated by <a href="#">Security Swipe Cards</a> W.A.Chip & Pulp have inner gate limited access to their adjacent facilities.
Water	Potable water - supply rate 25 kLitres/hour
<p>Dolphin berth. The normal mooring line configuration is three head and stern lines, two breasts at each end and extra-long springs which cross each other midships.</p> <p>Panamax vessels to load Hold 1 as early as possible during load sequence and not to be loaded at more than 10.0m draft. Vessels with LOA under 180m may experience difficulties warping along the berth due line configuration.</p> <p>Shippers may at their discretion load day shift only</p> <p>Vessels usually berthed port side to.</p> <p>Vessels should prepare long backsprings on the main deck for warping the vessel during loading operations <a href="#">SEE DIAGRAM OF MOORING DETAILS</a></p> <p>Shore gangway is provided and is integrated into the ship-loader.</p>	

<b>Woodchip Ship-loader</b>
<ul style="list-style-type: none"><li>• Primarily a specialised woodchips loading berth equipped with a fixed loader linked to adjacent storage.</li></ul>
<ul style="list-style-type: none"><li>• Loading rated at 1,000 tonnes per hour</li></ul>
<ul style="list-style-type: none"><li>• Air draught 21m (loader in stowed position)</li></ul>
<ul style="list-style-type: none"><li>• Maximum clearance - bottom of chute - 17m above chart datum</li></ul>



**Annexure - 5 Shipping time table Summary:**

Notice	Time
Request to Ship Advice	Per Agreement with Terminal Operator
Shipping Window (FH/LH) request	To be included in Request to ship advice
Nomination Fee	Payable per invoice terms
Vessel ETA	22 calendar days prior to nominated ETA
CAP	Submit with nominated Vessel ETA
Vessel Nomination	15 calendar days prior to nominated ETA
Load Plan	Submit with Vessel Nomination