

8. COAL LOADING PLAN

The Master of the Vessel has the final decision in determining the Coal Loading Plan.

8.1 PRE-ARRIVAL REQUIREMENTS / PLANNING

PWCS will distribute to the Master of the Vessel, through the Vessel Agent, a blank copy of the Coal Loading Plan. The Master of the Vessel must, or must cause the Coal Exporter to:

- Submit a Coal Loading Plan no later than ten (10) days prior to the vessel's ETL and in accordance with the conditions set out below
- Reach agreement with PWCS on the Coal Loading Plan no later than two (2) business days prior to the vessel berthing

PWCS may communicate directly with the Master of the Vessel to confirm the vessel's ETA, obtain the vessel's proposed Coal Loading Plan, and to reach agreement with the Master of the Vessel as to any proposed amendments to the Coal Loading Plan.

The order of loading of the vessel may be affected if amendments to a Coal Loading Plan are submitted to PWCS later than two (2) days prior to the vessel berthing.

PWCS requires vessels use the supplied Coal Loading Plan (see Appendix B) to help synchronise the deballasting program with the loading sequence.

8.2 COMPILING A COAL LOADING PLAN

The Coal Loading Plan must set out details of the vessel stowage plan, hatch loading sequence, ballasting/deballasting operations, and any requirement to access cargo holds (in accordance with Section 5.3).

Vessels loading at Carrington Terminal must prepare two Coal Loading Plans in case dual shiploaders are utilised to load the vessel. See Section 9.16 for further information.

In completing the Coal Loading Plan, the Master of the Vessel should be aware of and provide details relating to the following matters:

- Port Authority Port Entry Requirements (see Section 9.5)
- If loading more than one cargo, the cargoes must be loaded to completion before commencing the next cargo
- The number of passes should be minimised. The maximum number of passes is two passes per hatch plus a maximum of two trim passes. If stresses allow vessels should endeavour to completely fill 2 or more holds in single pours for each hold (BM, SF and tank top loadings must be considered)
- Recommended minimum cargo size is 20,000 tonnes
- Trim passes must be of one coal type
- The deballast time is configured so that the minimum load rate for KCT is 5,000 tph or 2,000 tph at CCT. If unable to synchronise the deballasting program with loading operation, please provide an approximate stoppage duration and pass number at which loading will stop
- It is preferable that the Master of the Vessel reduce or eliminate deballast stoppages provided it is safe to do so. If the vessel is not loading to a loadline or does not have a discharge port draft restriction, then stripping should be kept to a minimum therefore reducing deballast time. The appointed Marine Surveyor can be consulted to help with management of the deballasting program
- Vessels that are loading to their summer draft or have a discharge port draft restriction should identify this in the load sequence
- Vessels must meet terminal air draught requirements (see Section 9.8). PWCS recommends allowing sufficient margin in air draught calculations for tide (note highest astronomical tide is 2.1 metres)
- First passes within a hatch should be as large as possible, rounded to the nearest thousand tonnes ('000) where possible, unless completing the hatch
- The vessel should not be in a negative trim position (down by the head) for a prolonged period
- The Coal Loading Plan should note an interim draught survey prior to the two trim passes, departure draughts, expected departure tide and de-ballast time

Notice of the Marine Surveyor engaged to perform interim draught survey and to assist in the trimming of the vessel.

The Master of the Vessel must ensure that the PWCS Person in Charge is made aware of the requirements for harmonisation between ballast operations and cargo loading or unloading rates of their ship and the time required for ballasting operation.

At the same time a Coal Loading Plan is initially submitted PWCS must also be notified if the vessel will discharge or partially load in Newcastle prior to berthing at PWCS, as per instruction given in Section 9.5.

8.3 REVIEW OF COAL LOADING PLAN

Following receipt of the Coal Loading Plan PWCS may:

Confirm agreement of the Coal Loading Plan after reviewing it against the vessel's previously submitted Coal Loading Plan and this Handbook; or

Request the Master of the Vessel to amend the Coal Loading Plan. PWCS may at any time prior to loading, request the Master of the Vessel to amend the Coal Loading Plan due to:

- o Sailing times changing (tide)
- o Coal availability
- o Stockyard conflict
- o Breakdown issues
- o Any other reason PWCS considers necessary, including improving the performance of the vessel or Terminal.

The Master of the Vessel has the final decision on the manner in which the vessel is to be loaded and is not obliged to accede to any request by PWCS for amendments to the proposed Coal Loading Plan.

PWCS must receive confirmation of final tonnages, loading sequence and sailing draught at least two (2) days prior to vessel berthing.

The cargo type to be loaded in the first pass must be the same as on the Coal Loading Plan approved by PWCS, as the Terminals may have already sent cargo to the wharf.

8.4 VESSEL NOT READY

If a vessel is not ready, PWCS may require the vessel in question to carry out such actions as will allow it to load in a manner which does not detract from the overall efficiency of the Terminals and which minimises disruption to PWCS' operations and other Coal Exporters. Such actions may include:

Entering port to a lay-by berth where no further port navigation is required and commencing de-ballasting prior to loading at a PWCS berth or

Entering port to a lay-by berth or moving from a PWCS berth to a lay-by berth while repairs or other activities are carried out.

PWCS will notify the Coal Exporter where such action is required and will use all reasonable endeavours to maintain the order of loading for the vessel. Please be aware that it is the obligation of the Coal Exporter (not PWCS) to inform the Master of the Vessel of any of the above requirements. PWCS will not be liable on any account whatsoever for any costs associated with the above actions.