

7. VESSEL SUITABILITY

7.1 VESSEL SUITABILITY REQUIREMENTS

The Terminals are designed to accept single deck, self-trimming bulk carriers. Such vessels are expected to be classed Lloyd's 100A1 or equivalent, and have a valid ISM Certificate.

PWCS will review all vessels to determine their suitability to safely and efficiently load at the Terminals. In determining whether or not a vessel is suitable, the following will be considered by PWCS but is not limited to:

- Vessel characteristics, such as minimum deadweight capacity, maximum length and beam as outlined in Sections 4.2.2 and 4.3.2

- The requirements stipulated by the Port of Newcastle, Port Authority, RightShip, AMSA, IMO or any other relevant authority

- Information and assessment available and supplied regarding the vessel's safety, security and operational performance by RightShip or any other relevant sources

- Information supplied by the vessel regarding its safety, security and operational performance via the PWCS Vessel Acceptance Questionnaire, vessel and performance criteria as per 7.2 and any other relevant information

- Previous safety, security and operational performance at PWCS Terminals or any other similar bulk terminals

- Whether the Master of the Vessel has previously failed to provide a Coal Loading Plan or to accede to any request to amend a proposed Coal Loading Plan

- Any actual or potential legal action that may cause the vessel to be arrested or otherwise detained

- Any other vessel suitability requirements that PWCS may reasonably determine from time to time.

In respect to geared vessels, it is expected that the vessel's gear will be positioned so as to not impede the normal operation of the shiploader and otherwise reduce the loading performance of the Terminals. It is the intention of PWCS to load most geared vessels at the Carrington Terminal.

Owners/Charterers of vessels wishing to load at PWCS for the first time may be required to submit General Arrangement drawings showing the dimensions of their hatches, deck structures and gangway position. Periodically, vessels will be required (via the Vessel Agent) to submit vessel dimension details to assist with planning vessel positions along our berths.

Please be aware that Coal Exporters will request information to permit them to submit a 'Create Vessel Request Form' and 'Vessel Acceptance Questionnaire' to PWCS.

7.2 VESSEL PERFORMANCE CRITERIA

PWCS is committed to improving the service and value it provides to the Hunter Valley Coal Chain and the loading performance of vessels is an important component of this. PWCS will continually monitor each vessel's performance to achieve this aim.

The main measure utilised by PWCS in its review is the Vessel Load Rate (VLR) metric as shown in Table 1 Vessel Load Rate (VLR) Performance. However, there are other performance criteria that are reviewed to ensure we continue to safely and efficiently load vessels. PWCS review several items including, but not limited to, the below key performance measures:

- Delays prior to start of loading due to vessel issues such as but not limited to excessive air draught (see Section 9.8), sign up delays, gangway rigging or opening hatches

- Stopping of loading in an unplanned manner due to vessel issues or requests

- Stopping loading due to deballasting. PWCS is mindful that some vessels may be able to achieve suitable load rates and still require a deballast stoppage. PWCS is also mindful that due to shear forces, bending moments and other safety requirements the vessel will require a stoppage

- Excessive delays prior to loading or during loading for standard vessel operations such as for Interim Draught Surveys

Causing inefficiencies to loading. For example, vessels loading multiple cargoes each cargo must be completed in its entirety before commencing the next cargo

Moderate or poor loading performance (refer Table 1 Vessel Load Rate (VLR) Performance)

Ensuring the vessel is ready to sail no later than 1 hour from last coal on board, preferably within 30 minutes from last coal on board

Any other performance criteria that PWCS may reasonably determine from time to time.

Terminal	Performance		
	High	Moderate	Poor
Carrington	2,000 tph	1,800 tph and < 2,000 tph	< 1,800 tph
Kooragang	5,000 tph	4,500 tph and < 5,000 tph	< 4,500 tph

Table 1 Vessel Load Rate (VLR) Performance

7.3 IMPOSITION OF CONDITIONS

If PWCS determines that a vessel does not comply with the requirements stated in Section 7.1 above, it may agree with a Coal Exporter to provide coal handling services to load the vessel on conditions that will allow the vessel to load in a manner which does not detract from the overall efficiency of the Terminals and which minimises disruption to PWCS' operations.

PWCS will advise the Coal Exporter of any conditions imposed on a vessel and the Coal Exporter will be responsible for providing the details of the conditions to the Master of the Vessel.

7.4 UNSATISFACTORY VESSEL PERFORMANCE

In the event that PWCS determines that there has been unsatisfactory vessel performance having regard to the requirements contained in Section 7, it will advise the Master of the Vessel and the Vessel Owners via the Vessel Agent and the Coal Exporter in writing of relevant particulars of the unsatisfactory performance within five (5) business days of the vessel sailing.

Where there has been unsatisfactory performance by the vessel, as determined by PWCS in its discretion, and the Master of the Vessel and/or the Vessel Owners have been unable to provide acceptable reasons for the unsatisfactory vessel performance, PWCS may determine that the vessel is not suitable to load at the Terminals.

PWCS will keep Coal Exporters, the Master of the Vessel, the Vessel Owners, the Vessel Agent and any other relevant parties informed of all communications in relation to vessel performance.

7.5 VESSEL EQUIPMENT

All vessel equipment including stores cranes, deck cranes and deck machinery shall not at any time extend beyond the extreme breadth of the vessel on the berthed side unless authorised by the PWCS Person in Charge.

For the purpose of storing, the Master of the Vessel must inform the PWCS Person in Charge of the need to use the vessel's stores crane, the use of which must not delay shiploading operations or cause damage to PWCS property. See Section 9.18 for further information regarding stores crane operation.

7.6 DANGEROUS VESSELS

If in the opinion of PWCS a vessel is in such poor repair or otherwise not suitable to load at the Terminals such that it could endanger the Port of Newcastle, the Terminals or the health and safety of any persons, PWCS may refuse to load that vessel notwithstanding that PWCS may have previously advised that the vessel was suitable to load or request that the vessel leave our berth.