

Natship '09 Managing the Port of Newcastle Vessel Arrival System

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Delivering Opportunity

Present Booking System

- Trigger for current booking system is arrival 10 nautical miles from Nobbys
- Based on turn of arrival
- Current experience is that vessels 'sprint' to Newcastle
- Arrival has no relationship to time of loading

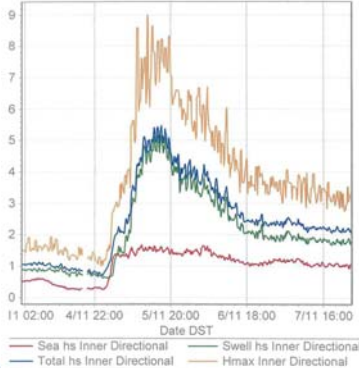
Present System

- Vessels anchor off the coast of Newcastle
- Peak number was 83 in June 2007 – waiting time 28 days
- Current numbers have varied between mid 20s and mid 40s for 2009



Anchorage

- Considered to be fair weather
- Adjacent to lee shore
- Conditions change rapidly



The graph plots wave heights in meters against time (Date DST). The Y-axis ranges from 0 to 9. The X-axis shows dates from 11/02:00 to 7/11 16:00. Four data series are shown: Sea hs Inner Directional (red), Swell hs Inner Directional (green), Total hs Inner Directional (blue), and Hmax Inner Directional (orange). A significant peak in all series occurs around 5/11 20:00, with Hmax reaching nearly 9 meters.

Lessons from the June 2007 Storms



Item 2.8 Page 52 of ATSB Report states:

“Therefore, any measure which effectively controls the congestion and reduces the number of ships, waiting at anchor, in the queue also reduces the risks to the ships, the port and the environment.”

Vessel Arrival System

- NPC aims to limit numbers of vessels at anchor waiting to enter the Port of Newcastle
- Major growth is forecast – not acceptable for increase in the vessel queue
- NPC wants to achieve a reduction in the vessel queue without detriment of throughput

Introduction of Trial

- Trial started January 2009
- Involves installation of equipment and training of staff
- Inmarsat C satellite communication system and Automated Identification System
- Collection of data



How it Works

- Vessels tracked via Inmarsat C from 14 days
- Vessels given a deemed arrival time at 10 days
- NPC will then provide a preferred arrival time
- NPC fully understands that most vessels can only reduce to 50-60% MCR
- A 20% reduction in vessel speed equates to a 40% reduction in fuel usage

Current Status

- Trial is proceeding well – good co-operation from owners
- Trial is continuing until August 2009
- Intention is to implement the system for all coal vessels visiting the Port of Newcastle

