

## Trailer Movements

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Vehicles that are not involved in dock operations will not be admitted into dock operations areas, except in an emergency, or in exceptional circumstances or for law enforcement agencies to carry out their duties.

### 1 TOWING OF TRAILERS

The FO is responsible for the co-ordination of the unloading/loading of a vessel.

The FO Load marshal and the Stevedore foreman must always remain in radio contact.

Agreed radio protocol must always be followed.

### 2 TUG OPERATIONS

When stevedore tugs are operating, no other vehicles are to enter the southern operational area.

Note. The stevedore foreman should liaise with the security gate to ensure this is carried out.

- a) If a trade car is delivered during this period, they should be instructed to park the vehicle outside the restricted area until collected by the FO.
- b) FO should liaise directly with the trade car companies to ensure the above is adhered to.
- c) If the restricted area is experiencing high volumes of freight the FO should liaise with the trade car companies to inform them there may be further restrictions on collection and/or delivery of the vehicles.
- d) If a company or individual presents a vehicle to the security gate but they do not hold a temporary period pass they should liaise with the FO to make appropriate arrangements for collection/delivery outside of the restricted area.

### 3 FREIGHT VESSELS - PASSENGER OPERATIONS

- a) Freight Vehicles checked in by the FO are held at the Elizabeth trailer park entrance adjacent to the security gate.
- b) FO marshal notifies stevedore foreman and security gate they are ready to embark the vehicles.
- c) The ferry operator should validate the entry of every vehicle into the RA by checking the boarding card and the freight gate must conduct the relevant searches as per the security requirements.
- d) The security gate must notify stevedore foreman and the FO marshal when the vehicles are entering the ERA.

### 4 HIGH SPEED CRAFT - FREIGHT OPERATIONS

- a) A number of vehicle check in lanes may need to be shortened, at the discretion of the Stevedore foreman.
- b) Tug(s) and driver(s) to be parked at the head of the East Berth linkspan.
- c) If trailers are to be loaded, they should also be positioned at the head of the East Berth linkspan.
- d) Segregation of freight and passenger operations should be always maintained by physical barriers, where available. At all other times passenger movement, within the vehicle lanes, needs to be actively monitored by the FO to ensure the safety of their passengers.

### 5 FREIGHT OPERATIONS - WITHIN THE PASSENGER VEHICLE LANES

#### **West berth operation.**

- a) If freight trailers are being kept within the passenger vehicle lanes, then the FO load marshal should consider loading these trailers on to the freight vessel in the first instance.
- b) If passenger vehicles are within the vehicle check in lanes, then trailer movements within this area are not permitted.

#### **East berth operation.**

- a) If a freight vessel is required to be on the east berth and a passenger vessel is working the west berth, then freight operations must cease until passenger operations are complete. Both operations are not permitted simultaneously.

## 6 CONDITION OF TRAILERS

The FO will manage the outbound trailer checks, noting the following:

- a) Checkers must remain in constant radio contact with all parties.
- b) Checkers must not continue with checks whilst freight operations are being conducted, such as when tugs are moving.
- c) Checkers must make their location visible to others within the RA at all times, staying within the vicinity of their parked vehicle or agree directly with the stevedore foreman on another visible indicator of which bay they are located in.