

BACKGROUND

Access to the car check-in lanes has been adapted to allow, under certain circumstances, the area to be used to hold excess freight trailers. The conditions of use are outlined below.

1 PROCEDURE

- 1.1 The Stevedore Berth Manager, or Duty Foreman, will action the use of the area for freight in conjunction with the Harbour Operations team.
- 1.2 The area is only to be used when the main Elizabeth RA has reached capacity - including the use of the RA car lanes (SOP 010), and there is significant disruption to conventional vessel services, that has caused a backlog of trailers to be shipped out.
 - a) Significant disruption includes but not limited to:
 - i. Single vessel rotation due to the other vessel being off service
 - ii. Weather disruption of more than 48hrs, preventing vessel's from docking
 - iii. Border restrictions – changes to border controls restricting the movement of freight at port of departure/destination.
 - b) The freight logistics company is responsible for the movement of trailers into/out of the area.
- 1.3 The car lanes cannot be used for freight trailers when there is a passenger sailing either HSC or conventional.
- 1.4 When the car check in lanes are required for vehicle check in, freight will be suspended.
- 1.5 Trailer movements within the lanes must be co-ordinated with the Ferry Operators.
- 1.6 Trailers can remain parked within car lanes 13, and 14 during a passenger sailing.
- 1.7 When there is a passenger sailing the chain across the freight access point to the car lanes must be in place and padlocked in accordance with 3, a. above, this is overseen by the stevedore Foreman.
- 1.8 When the check-in lanes are being used by freight, the 'No Pedestrian Access' sign must be placed at the pedestrian access point on the southern side of the lanes.