

# 1. Introduction

## 1.1 General

Shipping legislation in Queensland is controlled by Maritime Safety Queensland (MSQ), a government agency of the Department of Transport and Main Roads (TMR).

The state of Queensland is divided up into six regions, five of which are controlled by a Regional Harbour Master (RHM) and the sixth by a manager, all officers of Maritime Safety Queensland who report to the General Manager and under the [Transport Operations \(Marine Safety\) Act 1994](#), are responsible for:

- improving maritime safety for shipping and small craft through regulation and education
- minimising vessel sourced waste and providing response to marine pollution
- providing essential maritime services such as port pilots and aids to navigation
- encouraging and supporting innovation in the maritime industry.

The limit of Queensland coastal waters is defined by a line three nautical miles (nm) seaward of the territorial sea baseline. The arrangements outlined in these procedures apply to the geographical areas gazetted as pilotage areas in Queensland. Pilotage areas have been gazetted around designated ports and maritime areas to ensure the safe and efficient movement of shipping. These areas encompass the approaches, main shipping channel and waters of the port.

Collectively, the Regional Harbour Master (Cairns) and the port authority North Queensland Bulk Ports Limited (NQBPL) have responsibility for managing the safe and efficient operation of the port.

### **MARITIME SAFETY QUEENSLAND ADVISES THAT ESTUARINE CROCODILES ARE PRESENT IN THE WATERS OF THE PORT**

## 1.2 Purpose

This document defines the standard procedures to be followed in the pilotage area of the port – it contains information and guidelines to assist ship's masters, owners, and agents of vessels arriving at and traversing the area. It provides details of the services and the regulations and procedures to be observed.

Nothing in this publication is intended to relieve any vessel, owner, operator, charterer, master, or person directing the movement of a vessel from the consequences of any failure to comply with any applicable law or regulation or of any neglect or precaution which may be required by the ordinary practice of seamanship, or by the special circumstances of the case.

Information contained in this publication is based on information available as at the latest date in the document control sheet at the start of this manual. Although every care has been taken to ensure that this information is correct, no warranty, expressed or implied, is given in regard to the accuracy of all printed contents. The publisher shall not be responsible for any loss or damage resulting from or caused by any inaccuracy produced herein.

**Information on external agencies (Border Force, Quarantine, Port Authority rules, and REEFREP and so on) is provided as an example only. Readers are strongly recommended to consult their respective web sites for current information.**

The latest version of this publication is available on the [Maritime Safety Queensland](#) website.

Any significant updates to the content of these procedures will be promulgated on this site. The [North Queensland Bulk Ports Corporation \(NQBP\)](#) website should be consulted for the latest information on port rules and notices:

Should errors or omissions in this publication be noted, it would be appreciated if advice of these could be forwarded to:

The Regional Harbour Master (Cairns)

Maritime Safety Queensland

**Postal address:** GPO Box 1787, Cairns Queensland 4870

**Phone:** +61 7 4052 7400

**Fax:** +61 7 4052 7451

**Email:** [rhmcairns@msq.qld.gov.au](mailto:rhmcairns@msq.qld.gov.au)

## **1.3 Datum**

All water depths refer to the lowest astronomical tide height (LAT).

All positions in this manual are in WGS84

All directions are referenced to True North.

## **1.4 Definitions**

### **1.4.1 Australian Maritime Safety Authority (AMSA)**

The [Australian Maritime Safety Authority](#) is the Commonwealth authority charged with enhancing efficiency in the delivery of safety and other services to the Australian maritime industry.

### **1.4.2 Australian Standard - AS 3846, 2005**

AS 3846 refers to the Australian requirements for the transport and handling of dangerous goods in port areas.

### **1.4.3 Length Overall (LOA)**

The LOA refers to the extreme length of a vessel.

### **1.4.4 Lowest astronomical tide (LAT)**

This is the zero value from which all tides are measured.

### **1.4.5 Manager (Pilotage Services)**

The person responsible for the service delivery of pilotage services within the region.

### **1.4.6 Manager (Vessel Traffic Services)**

The person responsible for the management of the Vessel Traffic Service (VTS) centre situated at Cairns.

### **1.4.7 Maritime Safety Queensland (MSQ)**

The state government agency responsible for the operations of pilotage, pollution protection services, VTS and the administration of all aspects of vessel registration and marine safety in the State of Queensland.

### **1.4.8 MASTREP – the Modernised Australian Ship Tracking and Reporting System**

The Modernised Australian Ship Tracking and Reporting System (MASTREP) is a Ship Reporting System designed to contribute to safety of life at sea and is operated by the Australian Maritime Safety Authority (AMSA) through the Rescue Coordination Centre (RCC) Australia in Canberra.

### **1.4.9 Navigation Act**

Refers to the [Navigation Act 2012](#).

### **1.4.10 North Queensland Bulk Ports Corporation (NQBP)**

North Queensland Bulk Ports Corporation (NQBP) is a statutory Queensland government owned corporation charged with overseeing the commercial activities in the port, including the maintenance of the port infrastructure.

### **1.4.11 Pilotage Exemption Certificate (PEC)**

Exemption granted to certain qualified masters who have satisfied the necessary legislative requirements and are authorised to navigate ships in the port pilotage area without a pilot.

### **1.4.12 Queensland Shipping Information Planning System (QSHIPS)**

An internet web-based ship movement booking service that may be accessed by the shipping community 24 hours a day seven days a week.

The program allows port service provider organisations the ability to accept service requests made by shipping agents and streamline ship movement planning by significantly reducing the existing levels of point to point communications that are necessary to ensure a planned ship movement has been adequately resourced with supporting services.

### 1.4.13 REEFREP

The mandatory [ship reporting system](#) established by IMO Resolution MSC.52(66), amended by Resolution MSC.161(78) and Resolution MSC.315(88) – see Marine Order 63 (Vessel reporting systems) 2015.

### 1.4.14 Reef VTS

The Great Barrier Reef and Torres Strait Vessel Traffic Service ([Reef VTS](#)) was established by Australia as a means of enhancing navigational safety and environmental protection in Torres Strait and the Great Barrier Reef.

### 1.4.15 Regional Harbour Master (RHM)

The person authorised to give direction under the relevant provisions of the [Transport Operations \(Marine Safety Act 1994\)](#).

### 1.4.16 Sailing time

The actual sailing time is the time of the last line.

### 1.4.17 Vessel Traffic Service Operator (VTSO)

A person, suitably qualified, delegated by the Regional Harbour Master to monitor the safe movement of vessels and to give direction under the relevant provisions of the [Transport Operations \(Marine Safety\) Act 1994](#).

### 1.4.18 Vessel Traffic Service (VTS)

VTS is any service implemented by a competent authority, designed to maximise the safe and efficient movement of water-borne traffic.

## 1.5 Contact information

### 1.5.1 The Regional Harbour Master (Cairns)

For operational maritime questions, marine incidents, pilotage, buoy moorings and navigation aids please contact the harbour master's office located at:

**Physical address:** 100–106 Tingira Street, Portsmith Queensland 4870

**Postal address:** GPO Box 1787, Cairns Queensland 4870

**Phone:** +61 7 4052 7400

**Cairns VTS phone:** 1300 551 899

**Fax:** +61 7 4052 7451

**Email:** [rhmcairns@msg.qld.gov.au](mailto:rhmcairns@msg.qld.gov.au)

### 1.5.2 Vessel Traffic Service

The VTS centre, (call sign "Weipa VTS" operated by Maritime Safety Queensland) is situated at the Regional Harbour Master's office.

For ship traffic scheduling, pollution incidents and reporting of defective navigation aids please direct initial enquiries to the VTS centre. The service is provided by Maritime Safety Queensland and provides a 24 hour, seven days a week marine operations service to the port community. They are contactable on:

**VHF radio:** VHF channels 12 and 16

**Phone:** + 61 7 4033 3670

**Phone:** 1300 551 899

**Fax:** + 61 7 4052 7460

**Email:** [vtscairns@msq.qld.gov.au](mailto:vtscairns@msq.qld.gov.au)

In the event of an emergency, the VTS centre is the key notification and communications facility that will activate the appropriate response agencies.

Ship traffic movements may be accessed on the QSHIPS website.

### 1.5.3 Port authority

The primary function of the [North Queensland Bulk Ports Corporation](#) (NQBPC), under the *Transport Infrastructure Act 1994*, is to establish, manage and operate effective and efficient facilities and services within the port while maintaining appropriate levels of safety and security

NQBP port superintendent:

**Phone:** +61 7 4069 7749 (business hours):

**Phone:** +61 4 2818 0243 (outside business hours)

NQBP head office (24/7):

**Phone:** +61 7 3224 7426

**Fax:** +61 7 4069 7518

## 1.6 Rules and regulations

### 1.6.1 General

The rules and regulations in the port contribute to the safe, efficient and environmentally responsible handling of shipping traffic. The international rules of the IMO, such as the Safety of Life at Sea (SOLAS) Convention and its amendments (for example the International Maritime Dangerous Goods (IMDG) Code) and state, national and local port authority regulations are in force in the port.

Based on the North Queensland Bulk Ports Corporation [port notices](#), the port rules on dangerous substances contain additional, specific regulations for ships carrying dangerous cargoes in the port.

## 1.6.2 Applicable legislation and regulations

The procedures outlined in this document are designed to include the requirements of the following:

[Transport Operations \(Marine Safety\) Act 1994](#) and [Transport Operations \(Marine Safety\) Regulation 2016](#)

[Transport Operations \(Marine Pollution\) Act 1995](#) and [Transport Operations \(Marine Pollution\) Regulation 2018](#)

[Great Barrier Reef Marine Park Act 1975](#)

[Environment Protection and Biodiversity Conservation Act 1999](#) (the EPBC Act)

International Maritime Dangerous Goods Code (IMDG Code).

Australian Standard – AS3846 2005 which defines the standards to be observed by masters, berth operators and consignors involved with the transport and handling of dangerous goods in port areas in Australia.

International Ships and Ports Security Code (ISPS Code).

Maritime Transport and Offshore Facilities Security Act 2003 and Regulations.

In addition, it will also complement the procedures of:

- [North Queensland Bulk Ports Corporation \(NQBPC\)](#)
- [Weipa Town Authority](#)
- [Australian Maritime Safety Authority](#)
- [Quarantine - Department of Agriculture](#)
- Customs - Australian Border Force
- [Royal Australian Navy \(RAN\)](#)

As they relate to ship movements within the jurisdiction of the Regional Harbour Master (Cairns).