

## 4. Port description

The port of Bundaberg is situated 5.6 nautical miles from the mouth of the Burnett River; its principal exports is sugar, as well as silica and wood pellets. Bulk raw sugar is stored in two sheds with a capacity of 300 000 tonnes and is loaded via a travelling gantry loader at 1600 tonnes per hour. Bulk molasses is stored in three tanks with a capacity of 36 000 tonnes and loaded at 285 tonnes per hour through a 375 millimetre pipeline. The port also imports gypsum and molasses.

The port is managed by the Gladstone Ports Corporation, who maintain the dredging, security, berths and operations at the port.

### 4.1 Pilotage area

The [Bundaberg Port and Pilotage Areas](#) are described in schedule 2 of the [Transport Operations \(Marine Safety\) Regulations 2016](#) as the area of:

- (a) Waters at the high water mark consisting of the following:
- the Burnett River and connected waterways system from the head of navigation to the river mouth
  - from the river mouth, the waters within a four nautical mile radius centred at the Burnett Heads lighthouse; and
- (b) The navigable waters of rivers and creeks flowing, directly or indirectly, into the waters in paragraph (a).

### 4.2 Load lines

Bundaberg is in the summer zone.

### 4.3 Maximum vessel size

The port limits ship size to 190 metres LOA, beam 32 metres.

Vessels >180m are determined on a case by case basis.

Laden vessels are restricted to 180m LOA, beam 30 metres.

Maximum arrival draft to berth Starboard side alongside is 6.4m + tide height – 0.9m UKC.

Maximum arrival draft to berth Port side alongside is 8.4m + tide height – 0.9m UKC. Laden Gypsum/Molasses into sugar berth (1.2m if >180m x 32m)

SST Maximum departure draft 8.4m + tide height – 0.9m UKC.

PST Maximum departure draft 6.4m + tide height – 0.9m UKC

**Arrival draft to be confirmed with Regional Harbour Master's office prior to vessel's arrival.**

### 4.4 Time zone

UTC + 10 hours throughout the year (no summer time applies).

### 4.5 Working hours

Port service providers are available 24 hours per day, seven days per week.

## 4.6 Charts and books

For navigation in pilotage areas, masters should refer to the nautical charts produced by the Australian Hydrographic Office and Admiralty Sailing Directions NP15 (Australian Pilot Volume III / V).

Charts of the area include:

AUS 242 .....	Port of Bundaberg (mandatory)
AUS 817 .....	Hervey Bay
AUS 819 .....	Bustard Head to North Reef
AUS 4060 .....	Australasia and adjacent waters
AUS 4602	Tasman and Coral Seas – Australia to Northern New Zealand and Fiji

Mariners are advised that if no paper charts held, two\* (2) fully operational, independently operated and approved ECDIS systems containing the charts listed above are permitted. In addition, mariners should also confirm chart requirements with AMSA and any requirements detailed within SOLAS Regulation V19, which may be more stringent than the requirements listed above.

\*The requirement to carry two (2) fully operational, independently operated, and approved ECDIS systems can be relaxed based on the following requirements:

- One operational and approved ECDIS system, and
- The second non-operation ECDIS failed on the current voyage from the last port, and
- Repair timetable is in place while the vessel is alongside.

Redundancy for the non-operational ECDIS will be provided by the Pilot's PPU.

Vessels meeting the above requirements can be approved to enter the port of Bundaberg.

## 4.7 Shipping announcements

### 4.7.1 Notices to Mariners

Maritime Safety Queensland circulates marine safety information to mariners, organizations and other interested parties, in the form of Notices to Mariners.

[Notices to Mariners](#) advise of:

- navigation warnings and hazards (such as aids to navigation which may have been destroyed, missing or unlit);
- changes to the uniform buoyage system (which assists with the correction and updating of marine charts);
- navigation depths (necessary when navigating in channels with depth restrictions); and
- any other works which may affect the safe navigation of vessels in Queensland coastal waters and ports (such as dredging operations and construction works).