

## 4. Port description

### 4.1 General

The port of Abbot Point, situated 25 kilometres north of Bowen, is leased by North Queensland Export Terminals (NQXT) and operated by Abbot Point Operations (APO). Annual capacity for the port is currently 50 million tonnes per annum when both berths are operating. The port has two off shore berths serviced by a conveyor system 2¾ kilometres from the stockpiles and berth 1 ship loader has a loading rate of 5500 tonnes per hour, berth 2 ship loader has a loading rate is 7000 tonnes per hour.

### 4.2 Pilotage area

The Port and pilotage areas (section 16.1) are described in Schedule 2 of the [Transport Operations \(Marine Safety\) Regulation 2016](#) as the area of:

- (a) Waters bounded by an imaginary line drawn:
- starting at the high water mark on the eastern shoreline of the mainland at longitude 147° 59.07' east
  - then due north to latitude 19° 47.91' south, longitude 147° 59.07' east
  - then due east to latitude 19° 47.91' south, longitude 148° 08.07' east
  - then in a south-easterly direction to the high water mark on the northern extremity of Gloucester Head on Gloucester Island
  - then in a southerly direction by the high water mark along the western shoreline of Gloucester Island to the southern extremity of the island
  - then across to the high water mark on the northern extremity of Cape Gloucester on the mainland
  - then by the high water mark along the shoreline of the mainland to the intersection of the high water mark and the northern edge of the wharf at Bowen (20° 01.05' south, 148° 14.91' east)
  - then 123°(T) by a straight line to the port entrance beacon to Bowen Boat Harbour (20° 01.34' south, 148° 15.39' east)
  - then 106°(T) by a straight line to the high water mark on the southern extremity of Dalrymple Point
  - then along the shoreline of the mainland at the high water mark returning to the starting point; and
- (b) The navigable waters of rivers and creeks flowing, directly or indirectly, into the waters in paragraph (a).

### 4.3 Abbot Point Compulsory Pilotage Area

The [Abbot Point Port and Pilotage](#)(section 16.1) is described in Schedule 3 of the [Transport Operations \(Marine Safety\) Regulation 2016](#) as The part of the Abbot Point pilotage area that is the area of—

- (a) waters bounded by an imaginary line drawn—

- starting at the high-water mark on the eastern shoreline of the mainland at longitude 147° 59.070' east
  - then north to latitude 19° 48.999' south, longitude 147° 59.070' east
  - then east to latitude 19° 48.999' south, longitude 148° 07.000' east
  - then south to the high-water mark on the shoreline of the mainland at longitude 148° 07.000' east
  - then along the shoreline of the mainland at the high-water mark to the starting point; and
- (b) the navigable waters of rivers and creeks flowing, directly or indirectly, into the waters mentioned in paragraph (a).

Transport Operations (Marine Safety) Act 1994 section 99 states

**A person must not navigate a ship in a compulsory pilotage area unless the person uses the services of a pilot.**

*Maximum penalty – 200 penalty units*

## 4.4 Load lines

Abbot Point is in the tropical load line zone within the Great Barrier Reef.

## 4.5 Maximum vessel size

|   | Berth 1   | Berth 2   |
|---|-----------|-----------|
| <b>Maximum Length overall</b>                           | 300m      | 320m      |
| <b>Maximum berthing displacement</b>                    | 110,000mt | 110,000mt |
| <b>Maximum displacement during loading/at departure</b> | 260,000mt | 260,000mt |

## 4.6 Trim requirements

Ships should be ballasted or loaded in order to have an even keel or trimmed by the stern with:

- a) the propeller fully submerged; and
- b) trim should not be greater than 1.4% of LOA by stern.

Ships not meeting this requirement may experience considerable delays until a solution is identified and implemented.

Ships trimmed by the head or listing may be subject to restrictions. The Manager (Pilotage Services) and Regional Harbour Master are to be informed when bookings are made.

Ships having a displacement greater than 80,000 tonnes on arrival may require additional tug power with conditions.

Masters should pay special attention to their loading/ballasting plans to ensure that their ships are suitably trimmed and able to put to sea at short notice, especially during the cyclone season from November to April.

## 4.7 Air draft

|  | Berth 1 | Berth 2 |
|--|---------|---------|
| <b>Maximum allowable air draft 21.5m at 0 tide</b> | 21.5m   | 21.5m   |

Maximum allowable air draft of 21.5m minus the height of the tide. i.e. If height of tide is 3 meters, distance from the water line to the top of the hatch coaming must not exceed 18.5m

Cape size and larger vessels must not to commence de-ballasting without consulting with the terminal loading foreman.

## 4.8 Time zone

The time zone in all Queensland ports is UTC + 10 hours throughout the year.

## 4.9 Working hours

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

## 4.10 Charts and books

Masters shall have the latest edition charts (paper and electronic) with temporary and permanent corrections not exceeding three months. 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)

## 4.11 Notices to Mariners

Maritime Safety Queensland circulates marine safety information to mariners, organizations and other interested parties, in the form of Notices to Mariners. The Notices to Mariners are posted on the MSQ website. Link: [www.qld.gov.au/transport/boating/notices/north-qld/abbot-point](http://www.qld.gov.au/transport/boating/notices/north-qld/abbot-point)

Notice to Mariners provide advice on:

- 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)
- any other works which may affect the safe navigation of vessels in Queensland coastal waters and ports (such as dredging operations and construction works).