

Department of Transport and Main Roads

**Maritime Safety** Queensland

# Port Procedures and Information for Shipping – Abbot Point

January 2025



**Queensland**  
Government

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Department of  
Transport and Main Roads

## HARBOUR MASTER'S DIRECTION

*Transport Operations (Marine Safety) Act 1994*

Division 2, Subdivision 1, Section 86 - 92

I, Captain Frank D'Souza, Regional Harbour Master, Townsville, am appointed as harbour master under part 7 of *Transport Operations (Marine Safety) Act 1994*.

Under section 86 of the *Transport Operations (Marine Safety) Act 1994* a harbour master may give a direction only if the harbour master reasonably considers it necessary to ensure safety. Further, section 86A of the *Transport Operations (Marine Safety) Act 1994* enables a harbour master to give a general direction that applies to all ship owners, ship masters, ships, other persons or matters.

I am satisfied that it is necessary to issue this direction to ensure marine safety in the Port of Abbot Point. Sections of the Port Procedures and Information for Shipping – Port of Abbot Point (<http://www.qld.gov.au/Shipping.aspx>) are mandatory and must be complied with. Only those sections listed in Schedule 1 are mandatory by this general direction.

### I DIRECT THAT:

The sections of the Port Procedures Information for Shipping – Abbot Point listed in Schedule 1 of this direction must be complied with by all ship owners, ship masters, ships, other persons or matters in the Port of Abbot Point.

### Note:

It is an offence to fail to comply with my direction without a reasonable excuse. It is also an offence to obstruct a harbour master in the exercise of a power. The maximum penalty is 200 penalty units for an individual for each offence. If you fail to comply with my direction, then I may carry out the direction myself, and recover all expenses associated with performing the direction for you as a debt in civil jurisdiction.

A handwritten signature in black ink, appearing to read "Frank R. D'Souza", written over a faint, illegible background.

Captain Frank R. D'Souza  
Regional Harbour Master (Townsville)  
Maritime Safety Queensland

DATED AT Townsville this 14<sup>th</sup> day of October 2024

## Schedule 1

Section	Title
2.1	Arrival Departure Report
2.2	Booking a Vessel Movement
2.3	Booking a Vessel Movement QSHIPS
2.9	Dangerous Goods
3.1.2	Departure and Removal Reporting Requirements
3.5	Prior Notification of Movements
3.9	Anchoring
3.10	Movement information and Permission to Proceed
3.14	Reporting Defects
4.6	Trim Requirements
7.1	Under Keel Clearance, Arrivals
7.2	Dynamic Under Keel clearance, departures
8.4	Pilot transfer instructions
8.5.1	Departure Route
9.0	Tug procedures
10.0	Work permits
12	Emergency, pollution, marine incidents
12.4.1	Marine Pollution Reporting
12.6	Marine Incident
12.6.4	Marine Incident Reporting

# Contents

<b>Creative Commons information</b> .....	<b>2</b>
<b>Contents</b> .....	<b>5</b>
<b>List of Tables</b> .....	<b>9</b>
<b>Table of amendments</b> .....	<b>10</b>
<b>1. Introduction</b> .....	<b>11</b>
1.1 General .....	11
1.2 Purpose .....	11
1.3 Datum .....	12
1.4 Definitions .....	12
1.4.1 Australian Maritime Safety Authority (AMSA) .....	12
1.4.2 AS 3846 – 2005 – Australian Standard .....	12
1.4.3 Bridge Resource Management (BRM) .....	12
1.4.4 Dynamic Under Keel Clearance (DUKC) .....	12
1.4.5 Gross Registered Tonnage (GRT) .....	13
1.4.6 International Maritime Organization (IMO) .....	13
1.4.7 International Maritime Dangerous Goods Code (IMDG Code) .....	13
1.4.8 Length Overall (LOA) .....	13
1.4.9 Lowest Astronomical Tide (LAT) .....	13
1.4.10 Manager Pilotage Services .....	13
1.4.11 Manager Vessel Traffic Management .....	13
1.4.12 MASTREP – Modernised Australian Ship Tracking and Reporting System .....	13
1.4.13 MSQ – Maritime Safety Queensland .....	13
1.4.14 North Queensland Bulk Ports Corporation (NQBPC) .....	13
1.4.15 QSHIPS – Queensland Shipping Information Planning System .....	14
1.4.16 REEFREP .....	14
1.4.17 Reef VTS .....	14
1.4.18 Regional Harbour Master (RHM) .....	14
1.4.19 Sailing time .....	14
1.4.20 Vessel Traffic Service Operator (VTSO) .....	14
1.4.21 Vessel Traffic Service (VTS) .....	14
1.5 Contact information .....	15
1.5.1 The Regional Harbour Master .....	15
1.5.2 VTS Centre .....	15
1.5.3 Port Authority .....	15
1.6 Rules and Regulations .....	15
1.6.1 General .....	15
1.6.2 Applicable Regulations .....	16
1.6.3 Exemptions and permits .....	16
<b>2. Arrival and departure procedures</b> .....	<b>17</b>
2.1 Arrival/departure reporting obligations .....	17
2.1.1 Reporting to VTS .....	17
2.1.2 Permission to proceed within a Port VTS area or a Pilotage area .....	18
2.2 Booking a vessel movement .....	18
2.3 QSHIPS (Queensland Shipping Information Planning System) .....	19
2.4 Arrival check list .....	20
2.5 Departure check list .....	21
2.6 Quarantine .....	21
2.6.1 Ballast water information .....	21

2.7	Customs (Australian Border Force) .....	22
2.8	Arrival/departure report.....	22
2.9	Dangerous goods .....	22
2.10	MASTREP .....	22
2.11	Reef VTS .....	23
2.12	Security.....	23
<b>3.</b>	<b>Movement notification and traffic procedures.....</b>	<b>24</b>
3.1	General.....	24
3.2	Vessel Traffic Service (VTS).....	24
3.2.1	Abbot Point VTS area .....	25
3.2.2	VTS Role .....	25
3.3	VHF Communications.....	26
3.3.1	Language.....	26
3.3.2	Voice recordings.....	26
3.4	Harbour contact details.....	26
3.5	Prior notification of movements .....	27
3.6	Pilotage delays .....	27
<b>3.7</b>	<b>Tug and tow requirements.....</b>	<b>27</b>
3.7.1	Operational conditions .....	27
<b>3.7.2</b>	<b>Notification.....</b>	<b>28</b>
3.8	Scheduling of ship movements.....	28
3.8.1	Schedule changes .....	28
3.9	Anchoring .....	28
3.10	Movement information and Permission to Proceed .....	29
3.10.1	Arrivals – Permission to proceed .....	29
3.10.2	Removals – Permission to proceed .....	29
3.10.3	Departures – Permission to proceed .....	30
3.11	Arrival reporting requirements .....	30
3.12	Departure and removal reporting requirements .....	31
3.13	Detained Vessels.....	31
3.14	Reporting Defects .....	32
3.15	Access to Regional Harbour Master (Townsville).....	32
<b>4.</b>	<b>Port description .....</b>	<b>33</b>
4.1	General.....	33
4.2	Pilotage area .....	33
4.3	Abbot Point Compulsory Pilotage Area.....	33
4.4	Load lines .....	34
4.5	Maximum vessel size.....	34
4.6	Trim requirements .....	34
4.7	Air draft.....	35
4.8	Time zone.....	35
4.9	Working hours .....	35
4.10	Charts and books .....	35
4.11	Notices to Mariners.....	35
<b>5.</b>	<b>Port infrastructure .....</b>	<b>36</b>
5.1	Berth information .....	36
5.2	Ship / Shore Access .....	36
5.3	Navigation aids .....	37
5.3.1	Lighthouse and leading lights .....	37
5.3.2	Anchorage area.....	38
5.3.3	Coal loading gantry.....	38

<b>6.</b>	<b>Weather information.....</b>	<b>39</b>
6.1	General.....	39
6.2	Cyclone procedures.....	39
<b>6.2.1</b>	<b>Severe weather event.....</b>	<b>39</b>
6.3	Tidal information.....	41
6.3.1	Tidal information – tsunami effects.....	41
<b>7.</b>	<b>Port navigation and movement restrictions.....</b>	<b>42</b>
7.1	Under keel clearance (UKC).....	42
7.2	Dynamic Under keel clearance (UKC) - Departure.....	42
7.3	Dynamic Under keel clearance (DUKC) - Unavailable.....	43
7.4	Approaches to pilot boarding ground (AUS 255).....	43
7.5	Departure readiness – Vessels using DUKC.....	44
7.6	Departure from Abbot Point.....	44
7.7	Dangers off Abbot Point.....	44
7.8	Berthing requirements.....	44
7.8.1	Position at berth.....	45
7.9	Advisory Note – Interaction with Marine Mammals.....	45
<b>8.</b>	<b>Pilotage.....</b>	<b>46</b>
8.1	General.....	46
8.2	Night pilotage.....	46
8.3	Request for pilot.....	47
8.3.1	Notice required.....	47
8.4	Pilot Transfers.....	47
8.4.1	Pilot Boarding Place.....	47
8.4.2	Pilot Disembarkation Place.....	47
8.4.3	Pilot Transfer arrangements.....	48
8.5	Passage planning – bridge resource management (BRM).....	48
8.5.1	Departure route.....	48
8.6	Master/pilot responsibilities.....	49
8.6.1	Fatigue management.....	49
8.6.2	Alcohol consumption.....	49
8.7	Pilotage delays.....	49
8.8	Pilotage requirements for Torres Strait and Great Barrier Reef (GBR).....	49
<b>9.</b>	<b>Tug procedures.....</b>	<b>50</b>
9.1	General.....	50
9.1.1	Notification of tugs.....	50
9.1.2	Communicating with tugs.....	50
<b>10.</b>	<b>Work permits.....</b>	<b>51</b>
10.1	General.....	51
10.2	Work permits – description.....	51
10.2.1	Hot Work whilst alongside.....	51
10.2.2	Hot Work whilst at anchorage.....	51
10.2.3	Immobilisation main engines whilst alongside.....	51
10.2.4	Immobilisation main engines whilst at anchorage.....	51
10.2.5	Overside maintenance whilst alongside (hull painting, hull cleaning, and so on).....	52
10.2.6	Overside maintenance whilst at anchorage (hull painting, hull cleaning, and so on).....	52
<b>11.</b>	<b>Dangerous cargo.....</b>	<b>53</b>
11.1	General.....	53
11.1.1	Notification.....	53
11.1.2	Dangerous cargo limits.....	54

11.2	Dangerous cargo events.....	54
11.2.1	Ore bulk oil (OBO) ships.....	54
<b>12.</b>	<b>Emergency, pollution, marine incidents.....</b>	<b>55</b>
12.1	General.....	55
12.2	Emergency contact numbers.....	55
12.3	Port Authorities and Terminals.....	56
12.4	Marine pollution.....	56
12.4.1	Reporting a pollution incident.....	56
12.5	Marine incidents.....	57
12.6	Marine incident reporting.....	58
12.6.1	Ships under port pilotage or command of a Pilot Exempt Master.....	58
12.6.2	Recreational Vessels (vessels regulated under TOMSA).....	58
12.6.3	Domestic Commercial Vessels.....	59
12.6.4	Marine incident reporting – Australian Maritime Safety Authority.....	60
12.6.5	Great Barrier Reef Marine Park Authority incident report form.....	61
12.6.6	Procedures subsequent to serious marine incidents.....	61
12.6.7	Port community responsibilities.....	61
<b>13.</b>	<b>Security.....</b>	<b>62</b>
13.1	General.....	62
13.1.1	Security levels.....	62
13.2	Port security contacts.....	62
13.3	National security.....	63
<b>14.</b>	<b>Port state control inspections.....</b>	<b>64</b>
<b>15.</b>	<b>Port services.....</b>	<b>65</b>
15.1	General.....	65
15.2	Bunkering.....	65
15.3	Fresh water.....	65
15.4	Waste.....	65
15.5	Mission to Seafarers.....	65
<b>16.</b>	<b>Appendices.....</b>	<b>66</b>
16.1	Abbot Point Port and Pilotage.....	67
16.2	Abbot Point designated anchorages.....	68
16.3	Abbot Point - Pilot Boarding Place & Pilot Disembarking Place.....	69
16.4	Abbot Point Berth.....	70
16.5	Abbot Point VTS Area.....	71
16.6	Abbot Point – DUKC- Ship Departure Condition.....	72
16.7	Request to Immobilise Main Engines whilst at anchorage.....	73
16.8	Pilot Transfer arrangements - Checklist.....	74



# List of Tables

Table 1 – Arrival check list.....	20
Table 2 – Departure check list.....	21
Table 3 – Port VHF communications .....	26
Table 4 – Harbour contact details.....	26
Table 5 – Prior notification of movements .....	27
Table 6 – Inbound reporting requirements.....	31
Table 7 – Outbound reporting requirements.....	31
Table 8 – Berth information .....	36
Table 9 – Lighthouse and leading lights .....	37
Table 10 – Tidal information .....	41
Table 11 – Tug details .....	50
Table 12 – Tug company contact information.....	50
Table 13 – Notification of dangerous goods .....	53
Table 14 – Emergency contacts .....	56

## Table of amendments

Contact for enquiries and proposed changes. If you have any questions regarding this document or if you have a suggestion for improvements, please contact:

Contact officer: Regional Harbour Master (Townsville)

Phone: +61 7 44218 100

Revision Date	Page number or section	Summary of Changes	Approved by
August 2021		New Issue	Regional Harbour Master
October 2021	Section 9.1	Tugs - General	Regional Harbour Master
March 2022	Section 3 Section 7.5 Section 8.5.1	Movement notification and traffic procedures Departure from Abbot Point Departure Route	Regional Harbour Master
July 2022	s2, s3.2, s3.8 s8.43; s16.8	VTS description; Pilot transfer arrangements.	Regional Harbour Master
March 2023	s5.3.1, s8.5, s10.2.6, s16.6, s16.7, s16.8	Update in numbering oversight and some broken links, contact info and corporate forms	Regional Harbour Master
May 2023	S 8.4.1, 8.4.2	change the latitude and longitude	Regional Harbour Master
May 2023	s2.1.4; s3.11; s3.11.1; s3.11.2; s3.11.3	Permission to proceed	Regional Harbour Master
July 2023	s5.2, s7.8, s8.4.3	Information Updated	Regional Harbour Master
November 2023	s16.7,	Request to Immobilise Main Engines wording updated.	Regional Harbour Master
September 2024	s2.3, 3.2.1,3.9, 3.14,4.5, 4.7, 5.2, 7.1, 7.5,	Various	Regional Harbour Master
October 2024	Various	Information and broken links updated	Regional Harbour Master
January 2025	Section 16.8	Pilot ladder checklist updated	Regional Harbour Master

# 1. Introduction

## 1.1 General

The port of Abbot Point is situated 29 kilometres north of Bowen and services the coal fields owned by various coal mines in central North Queensland. The port is owned by [North Queensland Bulk Ports Corporation \(NQBP\)](#).

Shipping legislation in Queensland is controlled by Maritime Safety Queensland (MSQ), a State government agency attached to Queensland Transport and Main Roads (TMR).

The state of Queensland is divided up into five regions which are controlled by Regional Harbour Masters (RHM) and 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 seaward of the territorial sea baseline. The arrangements outlined in this procedure apply to the geographical areas gazetted as pilotage areas in Queensland 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 harbour master and the port authority have responsibility for managing the safe and efficient operation 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 of precaution which may be required by the ordinary practice of seamanship, or by the special circumstances of the case.

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**Information on external agencies (customs, quarantine, port authority rules, and REEFREP and so on) is provided as an example only. Readers are strongly recommended to consult their respective websites 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 (Townsville)

Maritime Safety Queensland

Postal address: GPO Box 1921, Townsville Queensland 4810

Phone: +61 7 44218100

Fax: +61 7 4721 2028

Email: [RHMtownsville@msq.qld.gov.au](mailto:RHMtownsville@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 AS 3846 – 2005 – Australian Standard

AS 3846 defines the requirements for the transport and handling of dangerous goods in port areas in Australia.

### 1.4.3 Bridge Resource Management (BRM)

An internationally recognised style of interaction between the pilot and the bridge team aimed at optimising the use of the personnel resources available to assist in the safe pilotage of the ship.

### 1.4.4 Dynamic Under Keel Clearance (DUKC)

A dynamic system using ship modelling and real time tidal information to predict tidal windows and/or maximum departure draughts on a particular tide.

### **1.4.5 Gross Registered Tonnage (GRT)**

The measurement indicated on the International Tonnage Certificate of a ship. This value is used in the calculation of conservancy fees.

### **1.4.6 International Maritime Organization (IMO)**

The world organisation charged with enhancing efficiency in the delivery of safety to the whole maritime industry.

### **1.4.7 International Maritime Dangerous Goods Code (IMDG Code)**

This code is published by the IMO with the purpose of providing information for the safe carriage, packing, handling, classing and transporting of dangerous goods.

### **1.4.8 Length Overall (LOA)**

The LOA is the extreme forward end of the bow to the extreme aft end of the stern.

### **1.4.9 Lowest Astronomical Tide (LAT)**

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

### **1.4.10 Manager Pilotage Services**

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

### **1.4.11 Manager Vessel Traffic Management**

The person responsible for the management of the VTS Centre.

### **1.4.12 MASTREP – Modernised Australian Ship Tracking and Reporting System**

[Modernised Australian Ship Tracking and Reporting System](#) established under the *Commonwealth of Australia Navigation Act 2012* and AMSA Marine Order 63.

### **1.4.13 MSQ – Maritime Safety Queensland**

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

### **1.4.14 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.

## 1.4.15 QSHIPS – Queensland Shipping Information Planning System

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

The programme 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.

All ship movements and resource requests must be entered by the relevant shipping agent at least 24 hours prior to the movement into the QSHIPS portal.

The [Transport Operation \(Marine Safety\) Regulation 2016](#) provides penalties for agents who fail to notify the Regional Harbour Master (via VTS) of the arrival of a ship at least 48 hours before the expected arrival. In the case of a departure or removal, at least 24 hours' notice must be given to the Regional Harbour Master (via VTS) and similar penalties apply.

## 1.4.16 REEFREP

REEFREP is the mandatory ship reporting system established by IMO Resolution MSC.52 (66), as amended by Resolution MSC.161 (78) and specified in Marine Orders 63 of 2015 (Reef VTS).

## 1.4.17 Reef VTS

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

## 1.4.18 Regional Harbour Master (RHM)

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

## 1.4.19 Sailing time

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

## 1.4.20 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](#).

## 1.4.21 Vessel Traffic Service (VTS)

A VTS is any service authorised by a competent authority, designed to maximise the safe and efficient movement of waterborne traffic.

## 1.5 Contact information

### 1.5.1 The Regional Harbour Master

For operational maritime questions, marine incidents, pollution, pilotage, buoy moorings, navigation aids, towage requirements and ship traffic scheduling please contact the harbour master's office. The Regional Harbour Master's office is located at:

Physical address: Maritime Safety Queensland, 60 Ross St, South Townsville, Queensland 4810

Postal address: GPO Box 1921, Townsville, Queensland 4810

Phone: +61 7 4421 8100

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

### 1.5.2 VTS Centre

The VTS centre, (call sign 'Abbot Point VTS' operated by MSQ) is situated at the regional office in Townsville. For ship traffic scheduling, pollution incidents and reporting defective navigation aids please direct initial enquiries to the VTS centre. The service is provided by Maritime Safety Queensland and provides a 24 hour, 7 days a week marine operations service to the port community. They are contactable on:

Postal address: GPO Box 1921, Townsville Queensland 4810

VHF radio: VHF 12 & 6

Phone: 1300 721 263

Email: [vtstownsville@msq.qld.gov.au](mailto:vtstownsville@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 North Queensland Bulk Ports Corporation (NQBP), under the [Transport Operations \(Marine Safety\) 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.

Senior Manager Port Operations and Maintenance +61 7 4955 8166

Port Security Officer +61 7 4955 8166

## 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 SOLAS convention and its amendments (for example. the IMDG code) and state, national and local port authority regulations are in force in the port of Abbot Point.

The port by laws are the 'house rules' of the port. Based on the [Abbot Point Port Notices](#), the port rules on dangerous substances contain additional specific regulations for ships carrying dangerous cargoes in the port.

## 1.6.2 Applicable Regulations

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

- [Transport Operations \(Marine Safety\) Act 1994](#) and [Regulation 2016](#)
- [Transport Operations \(Marine Pollution\) Act 1995](#) and [Regulation 2018](#)
- International Maritime Dangerous Goods Code (IMDG Code)
- Australian Standard – AS3846 – 2005
- International Ships and Ports Security Code (ISPS Code).

In addition, it will also complement the procedures of:

- [North Queensland Bulk Ports Corporation](#)
- [Whitsunday Regional Council](#)
- [Maritime Safety Queensland](#)
- [Australian Maritime Safety Authority](#)
- [Quarantine - Department of Agriculture](#)
- [Australian Border Force](#) [Royal Australian Navy \(RAN\)](#)

as they relate to ship movements within the jurisdiction of the Regional Harbour Master (Townsville)

## 1.6.3 Exemptions and permits

The Regional Harbour Master may grant exemptions from specific regulations. Permission is required for special activities such as repairs; hull cleaning and painting and so on (see [Section 10 Work permits](#)).



## 2. Arrival and departure procedures

The [Transport Operations \(Marine Safety\) Regulation 2016](#) requires that all ship movements for ships 35 metres in length or longer, or combination ships with a combined length > 35m, or ships carry dangerous cargo, or ships using the services of a pilot, are reported to VTS.

### 2.1 Arrival/departure reporting obligations

#### **Ships with length 50 metres or more, or a combination of ships with combined length 50 metres or more.**

Section 168 of the [Transport Operations \(Marine Safety\) Regulation 2016](#) details the general reporting obligations for ships arriving, departing or otherwise moving within the Abbot Point Pilotage Area.

Appointed Shipping Agents must use the QSHIPS programme for notification of the impending arrival and subsequent movements of a vessel.

Owners or masters who are not using an agent are required to complete an [arrival/departure report](#) and lodge it with Abbot Point VTS at least 48 hours before a vessel's arrival. For any other ship movement (removal or departure) the notification must be provided at least 24 hours before the expected movement. The report is the base document for the raising of conservancy and pilotage fees.

#### **Ships with length 35 metres or more but less than 50 metres, or a combination of ships with combined length 35 metres or more but less than 50 metres**

Section 169 of the [Transport Operations \(Marine Safety\) Regulation 2016](#) details the general reporting obligations for ships 35m arriving, departing or otherwise moving within the Abbot Point Pilotage Area.

Appointed Shipping Agents will use of the QSHIPS programme for notification of the impending arrival and subsequent movements of a vessel.

Owners or masters who are not using an agent are required to complete an [arrival/departure report](#) and lodge it with Abbot Point VTS at least 48 hours before a vessel's arrival. For any other ship movement (removal or departure) the notification must be provided at least 24 hours before the expected movement. The report is the base document for the raising of conservancy and pilotage fees. The report is to be emailed to Townsville VTS at: [vtstownsville@msq.qld.gov.au](mailto:vtstownsville@msq.qld.gov.au).

#### 2.1.1 Reporting to VTS

Section 170 - 175 of the [Transport Operations \(Marine Safety\) Regulation 2016](#) further details, in addition to the requirements detailed in s.2.2.1 and s 2.2.2 above, obligations for ships >35m (or combined ships >35m) fitted with VHF radio to report ship movements to VTS when

- I. entering a pilotage area,
- II. navigating a ship from a berth or anchorage,
- III. reaching a destination, and or
- IV. using services of a pilot.

These VHF reporting requirements are expanded in s. 3.11

## 2.1.2 Permission to proceed within a Port VTS area or a Pilotage area

All ships with LOA greater than 35 metres and all tug and tow combinations require permission from the Regional Harbour Master to

- a) enter,
- b) depart or
- c) move

within the pilotage area and the port VTS area.

The request for permission to proceed must be made through Vessel Traffic Services (VTS) and who will assess and grant (or deny) the request based on the applicable rules and SOP's

It is the responsibility of the master or pilot (if on board) to contact VTS to request the necessary permission to proceed and information prior to the movement.

Permissions are valid for uninterrupted passage to a specified location or until the voyage is interrupted or completed (for example, by anchoring, berthing or due to a breakdown) or cancelled by the Regional Harbour Master or VTS

Ships will require to request a new permission,

- a) for any subsequent movement; or
- b) Vessel arriving at a VTS area; if the vessel has not entered the VTS area – **at the declared time + 30 minutes**.
- c) All other movements; if the movement has not commenced within **30 minutes of permission being granted**.

## 2.2 Booking a vessel movement

When an agent is advised by their principals that a ship is bound for the Port of Abbot Point then that agent shall book-in the ship arrival via the QSHIPS programme at least 48 hours prior to the movement as required under [Transport Operations \(Marine Safety\) Regulation 2016](#) section 168 and/or s.169. Requests for the supply of a pilot, tugs and linesmen may also be made via QSHIPS.

The use of the QSHIPS programme is mandatory for notification of the impending arrival and subsequent movements of a vessel unless exceptional circumstances exist. The subsequent movement of vessels includes updating QShips to reflect the current known movement time and location (for example, berth changes)

To book a vessel into the QSHIPS program a shipping agent would log in to the programme using the supplied individual login, select the Create a Visit tab and then proceed to find the vessel in the Maritime Safety Queensland ship database by using the **IMO number** or the vessel name as the primary search tool. If this search produced a nil result the agent is requested to either email or phone the VTS office and request the ship be created in the database from information sourced from the Lloyd's sea web database.

Masters of vessels arriving at, staying in or departing from the port of Abbot Point are obliged to make prior notification on a variety of subjects, ranging from health and immigration to dangerous goods.

This section applies to all ships entering the Abbot Point pilotage area that are of overall length 35 metres and greater and all vessels that require a pilot (see section [8.1](#)) including

those ships whose master holds a pilotage exemption certificate for the Abbot Point pilotage area.

## 2.3 QSHIPS (Queensland Shipping Information Planning System)

The movement of all vessels of LOA 35 metres or more arriving at Abbot Point is recorded in an internet based programme known as [QSHIPS](#).

Shipping agents must submit booking information online in accordance with the reporting requirements (Prior notification of movements and record their requisitions for tugs and pilot). The ancillary services respond online to acknowledge the booking and allocate their resources; the movement then assumes the 'confirmed' status.

Permit requests should be submitted online and to the respective agencies if required (refer section 10). QSHIPS will indicate when the approval has been granted and the agent is then able to print the permit for the vessel.

Mandatory fields required to be submitted under section 2.4 (Prior notification of movement in pilotage area)

- IMO Number
- Ship's Name
- From
- To
- Side alongside
- Draft Forward and Aft \*
- Displacement \*
- DWT \*
- Port
- Agent
- Agency
- Invoicing body
- Last/next port
- Estimated start/end times
- Dangerous goods (yes/no)
- LOA; Beam; GT (**noting:** *LOA; GT; Beam are all provided by Lloyds data; however if the vessel has not previously visited a Queensland port the fields may not automatically be populated*)
- **Defects** (including but not limited to - navigational and mooring equipment, steering gear and main engines, auxiliary engines, main air compressors, thrusters (bow and stern), gyro compasses, radars, AIS, UMS status, VDR, any current Conditions of Class, outstanding Port State control deficiencies, and so on).

\* Draft, displacement and DWT is the information for that particular movement (arrival, departure or removal).

Agents are encouraged to provide any other information that may be beneficial to safety of navigation.

Shipping agents with approved access have the ability to submit the above information through the QSHIPS portal until 24 hours prior to the scheduled movement.

The [Transport Operation \(Marine Safety\) Regulation 2016](#) provides penalties for agents who fail to notify the Regional Harbour Master (via VTS) of the arrival of a ship at least 48 hours before the expected arrival.

The [Transport Operation \(Marine Safety\) Regulation 2016](#) provides penalties for agents who fail to notify the Regional Harbour Master (via VTS) of the departure of a ship at least 24 hours before the expected departure.

Note: The program is live, port service providers, agents, government agencies and the general community are able to view scheduled movements in any Queensland port in real time.

The following checklists are provided as a guide to the requirements for notifying the port authorities.

## 2.4 Arrival check list

Sequence	Time	Report
1	At least 96 hours before arrival	Customs – <a href="#">Australian Border Force</a> (see section 2.5 Customs)
2	96 hours before berthing	Dynamic Under Keel Clearance (DUKC) – departure Information
3	Not more than 96 hours or less than 12 hours before arrival	Quarantine (see <a href="#">2.4 Department of Agriculture</a> )
4	At least 48 hours before arrival	Arrival information to regional harbour master (via <a href="#">QSHIPS</a> ) – Refer section 2.3
		Dangerous goods report to regional harbour master and NQBP (see <a href="#">Dangerous cargo</a> )
		<a href="#">Gas-free status for tankers</a> (see section <a href="#">Dangerous cargo events</a> )
5	Amendments to movements made inside 24 hours.	Directed to VTS by phone or email
6	At least 24 hours before arrival	Pilot transfer arrangements - checklist
7	24 hours prior to loading/handling dangerous goods (includes bunkers)	Dangerous goods report to regional harbour master and NQBP (see <a href="#">11 Dangerous cargo</a> )
8	Two hours prior to pilot boarding time.	Abbot Point VTS on VHF 16

**Table 1 – Arrival check list**

## 2.5 Departure check list

Sequence	Time	Report
1	24 hours before departure	Departure information to Regional Harbour Master (via QSHIPS) Refer section 2.3
2	At least 3 hours prior to completion of loading	Dynamic Under Keel Clearance (DUKC) – FINAL departure Information
3	Three hours prior to departure	Call VTS 3 hours prior to ETD to confirm readiness to depart with final sailing drafts
4	At least 1 hour prior to departure	Pre entry report to Reef VTS
5	Prior to departure or removal	Departure or Removal reporting requirements

Table 2 – Departure check list

All agents must lodge arrival reports via the QSHIPS programme at least 48 hours prior to the movement as required under [Transport Operations \(Marine Safety\) Regulation 2016](#). Request for the supply of a pilot, tugs and linesmen must also be made via QSHIPS.

All agents must lodge departure reports via the QSHIPS programme at least 24 hours prior to the movement as required under [Transport Operations \(Marine Safety\) Regulation 2016](#). Request for the supply of a pilot, tugs and linesmen must also be made via QSHIPS.

## 2.6 Quarantine

### Source – [Department of Agriculture](#)

The Department of Agriculture, Fisheries and Forestry (DAFF) require vessels from overseas to submit their documentation no more than 96 hours and no less than 12 hours prior to arrival.

Contact details for Inspection Service at Townsville:

Phone: +61 7 4789 7888

Fax: +61 7 4789 7821

Postal address: GPO Box 858, Canberra ACT 2601, Australia

### 2.6.1 Ballast water information

Ships with ballast water from ports that are considered a high risk for introduced marine species and that have not exchanged water ballast in mid ocean are now forbidden to discharge this ballast into Australian waters. Vessels that do not need to discharge ballast in Australian waters are exempt from these requirements.

The Department of Agriculture (Biosecurity) provides a Ballast Water Management summary sheet for use by Masters/Agents which can be found at the following link:

[www.agriculture.gov.au/biosecurity/avm/vessels/ballast/australian-ballast-water-management-requirements](http://www.agriculture.gov.au/biosecurity/avm/vessels/ballast/australian-ballast-water-management-requirements)

## 2.7 Customs (Australian Border Force)

Source - [Australian Border Force](#)

Vessels arriving from overseas must submit [documentation](#) 96 hours prior to the nominated date of arrival. If the voyage from the last port is likely to take less than 96 hours, the following timeframes will apply –

72 hours or more but less than 96 hours – submit documentation 72 hours prior

48 hours or more but less than 72 hours – submit documentation 48 hours prior

24 hours or more but less than 48 hours – submit documentation 24 hours prior

## 2.8 Arrival/departure report

The use of QSHIPS programme is mandatory for notification of the impending arrival and subsequent movements of a vessel

Owners or masters who are not using an agent are required to complete the [Arrival/Departure Report](#) and lodge it with Townsville VTS 48 hours before a vessel's arrival. The report is the base document for the raising of conservancy and pilotage fees. The report is to be emailed to Townsville VTS at: [vtstowns@msq.qld.gov.au](mailto:vtstowns@msq.qld.gov.au)

## 2.9 Dangerous goods

Dangerous goods must not be brought into or handled in the pilotage area until notification has been sent to the Regional Harbour Master and NQBP in the approved form ([Dangerous goods declaration form](#)) at least 48 hours prior to arrival in port limits. For further information (see [Section 11 Dangerous cargo](#)).

## 2.10 MASTREP

Participation in the [Modernised Australian Ship Tracking and Reporting System \(MASTREP\)](#) is 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. Participation in MASTREP is mandatory for certain vessels but others are encouraged to participate.

The Commonwealth of Australia [Navigation Act 2012](#) and [Marine Order 63](#) makes the provision of Position Reports mandatory for certain vessels, the following vessels must report to MASTREP

- Foreign from the arrival at its first port in Australia until its departure from its final report in Australia; and
- All regulated Australian vessels whilst in the MASTREP area.

Domestic commercial vessels fitted with Global Maritime Distress and Safety System (GMDSS) and AIS technology are also encouraged to participate in the system as MASTREP assists AMSA in carrying out SAR activities.

To assist Master /Agents, the MASTREP and Australian Mandatory Reporting Guide can be found on the [AMSA website](#).

## 2.11 Reef VTS

Reef VTS is a coastal vessel traffic service (VTS) dedicated to the Great Barrier Reef and Torres Strait mandatory ship reporting system (SRS) operated under joint federal and state arrangements between Maritime Safety Queensland and the Australian Maritime Safety Authority (AMSA) from the Reef VTS Centres at Townsville and Gladstone. The purpose of Reef VTS is to enhance navigational safety in the Torres Strait and the inner route of the Great Barrier Reef which encompasses the Whitsunday region.

Under section 6(2) of Marine Order 63 the following vessels are required to report to Reef VTS:

- All vessels of 50 metres or more in overall length.
- All oil tankers, liquefied gas carriers and, chemical tankers or ships coming within the INF Code regardless of length.
- Ships engaged in towing or pushing where it or the ship being pushed or towed is from one of the above categories or where the length of the tow is 150 metres or more.

The SRS applies to all ships in the above categories irrespective of whether they are on overseas, interstate or intrastate voyages. This regulation does not apply to any warship, naval auxiliary or government vessel but they and all other vessels not mentioned above are encouraged to report.

To assist Master /Agents, the reporting requirements for REEFREP can be found on the MSQ website in the Reef VTS User Guide

## 2.12 Security

All commercial vessels with a gross tonnage of 500 tons or more and passenger ships are required to report their security information to the port authority. Refer to NQBP Security Advice Facts Sheet.



## 3. Movement notification and traffic procedures

### 3.1 General

Maritime Safety Queensland, through the authority of the Regional Harbour Master, has jurisdiction over the safe movement of all shipping within the pilotage area.

The scheduling of ship movements is initiated by the agent submitting movement details for a vessel to the Regional Harbour Master's office via the QSHIPS ship planning programme in accordance with this section.

All vessels, whether commercial or recreational, are to maintain a listening watch on VHF16 and if equipped on VHF12, whilst within the Abbot Point VTS Pilotage Area.

All vessels within the Abbot Point VTS Area are to listen out on VHF16 for announcements made by the Abbot Point Vessel Traffic Service, call sign Abbot Point VTS regarding movements within the port. These announcements will be advised on VHF16 and full details are given on VHF12.

### 3.2 Vessel Traffic Service (VTS)

Vessel Traffic Service is the principal tool by which the Regional Harbour Master manages the safe and efficient movement of vessel traffic approaching, departing and operating within the Townsville/Abbot Point VTS area.

This service is provided by Maritime Safety Queensland on a 24 hour, seven days a week rotating roster and operates within the declared Abbot Point VTS area, Abbot Point Pilotage area and the Port of Abbot Point Limits. The VTS operates under with the callsign "Abbot Point VTS" and provides this service in accordance with IMO Resolution 1158(32).

Abbot Point VTS is delivered from the VTS centre in Townsville and is manned by trained and qualified vessel traffic service operators, under the management of the Manager (Vessel Traffic Services) and the Regional Harbour Master (Townsville).

The purpose of VTS is to contribute to safety of life at sea, safety and efficiency of navigation and the protection of the environment within the VTS area by mitigating the development of unsafe situations through:

- The provision of timely and relevant information on factors that may influence the ship's movements and assist on-board decision making.
- The monitoring and management of ship traffic to ensure the safety and efficiency of ship movements.
- Responding to developing unsafe situations

In discharging this role, VTS will, within the declared VTS area provide a vessel traffic service that includes:

#### **Timely Information**

Abbot Point VTS will, transmit essential and timely information to assist in the on-board decision-making process, which may include, position, identity and intentions of other traffic, hazards and other factors which may affect a vessel's transit.

#### **Monitoring and management of ship traffic**

Abbot Point VTS will plan vessel movements to prevent congestion and provide for safe and efficient movement of traffic. The VTS will identify and manage potentially dangerous traffic situations and provide essential and timely information to assist the on-board



decision-making process and may advise, instruct, or exercise the authority to direct movements.

### **Responding to developing unsafe situations**

Abbot Point VTS may provide navigational support to an individual vessel, at the request of the vessel or when deemed necessary by the VTS, to assist the decision-making process on board the vessel concerned. This service consists of navigational matters relating to a specific vessel and may include information, warning, advice and instruction subject to the authority of the VTS. There may be occasions where Abbot Point VTS will be unable to provide navigational assistance and the requesting vessel will be advised of this information.

The provision of assistance does not absolve the master from of the responsibility for the safety of the vessel and, specifically, the responsibility for collision avoidance.

Note: that in the event of the VTS centre being disabled, all functions of the VTS centre will be temporarily transferred to a remote standby location. VTS will advise all parties of the new communication numbers at such a time.

## **3.2.1 Abbot Point VTS area**

Abbot Point VTS area is described 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° 59.000' east
  - then north to latitude 19° 40.000' south, longitude 147° 59.000' east
  - then east to latitude 19° 40.000' south, longitude 148° 05.500' east
  - then southeast to latitude 19° 48.000' south, longitude 148° 17.700' east
  - then south to latitude 20° 02.000' south, longitude 148° 17.700' east
  - along the shoreline of Stone Island to latitude 20° 02.000' south, longitude 148° 16.732' east
  - then west to the high-water mark on the shoreline of the mainland at latitude 20° 02.000' south
  - 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).

## **3.2.2 VTS Role**

The role of the Abbot Point Vessel Traffic Service ('call sign: Abbot Point VTS') is to facilitate the safe and efficient movement of shipping within the VTS area, ensuring a continual program of shipping movements is impartially delivered to the advantage of all commercial shipping.

Abbot Point VTS is a 24 hour, seven days a week marine operations service provided by Maritime Safety Queensland. Abbot Point VTS is situated at the Regional Harbour Master's office.

Enquiries relating to Ship traffic scheduling should be directed to Abbot Point VTS. Ship traffic movements may be accessed on the [QSHIPS](#) website.

Reports regarding marine pollution incidents, marine incidents, defective navigation aids, defective ship navigational equipment or propulsion machinery should be directed to Abbot Point VTS.

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

### 3.3 VHF Communications

Ships intending to navigate within the pilotage area must establish two-way communications with Abbot Point VTS on marine VHF channel 16 or VHF channel 12.

The designated port VHF channel is to be used for the communication of all routine operational and safety information.

VHF channel	Call sign	Service
VHF channel 16	Abbot Point VTS	Distress and initial calling
VHF channel 12	Abbot Point VTS	Mandatory reporting, vessel traffic management and Port working channel
VHF channel 6	User	Pilot and tugs
VHF channel 8	User	Pilot and tugs

Table 3 – Port VHF communications

#### 3.3.1 Language

The English language is to be used in all communication. The IMO's Standard Marine Communication Phrases (SMCP) 2001 will be used.

#### 3.3.2 Voice recordings

All voice communications with the VTS Centre and all radio communications on the channels monitored, are recorded against a date and time stamp.

### 3.4 Harbour contact details

Organisation	Telephone	Mobile	Email
<b>Abbot Point VTS</b>	1300 721 263	VHF 12	<a href="mailto:vtstownsville@msq.qld.gov.au">vtstownsville@msq.qld.gov.au</a>
<b>Abbot Point Port Superintendent</b>	+61 7 4786 4187	0428 180 243	
<b>Regional Harbour Master Townsville</b>	+61 7 44218100		<a href="mailto:RHMTownsville@msq.qld.gov.au">RHMTownsville@msq.qld.gov.au</a>
<b>Manager Pilotage Services</b>	+61 7 47811561		<a href="mailto:marinepilots@townsville-port.com.au">marinepilots@townsville-port.com.au</a>

Table 4 – Harbour contact details

## 3.5 Prior notification of movements

The [Transport Operations \(Marine Safety\) Regulation 2016](#) require that **all ship movements for vessels 35 metres in length or more are reported** according to the following table:

Action	Minimum notice	Approved form
Prior notification of movement in pilotage area	48 Hours prior to entry	Notification via QSHIPS (see 3.5 in this section)
	24 hours prior to removal or departure	
Transport of dangerous goods in pilotage area	48 hours prior to entry	Dangerous Cargo Report ( <a href="#">Form</a> )
	3 hours prior to departure	
Commencement of a movement in a pilotage area	3 hours prior to entry	VHF channel 12 or 16
	3 hours prior to departure	

Table 5 – Prior notification of movements

## 3.6 Pilotage delays

A delay fee is payable if the programmed ship movement is delayed by more than 30 minutes but not more than one hour for the first hour. If the ship is delayed for more than one hour but not more than two hours then for each of the first two hours;

A delay in excess of two hours constitutes a cancellation.

These charges can be found in Schedule 6 Part 2 Division 2 of the [Transport Operations \(Marine Safety\) Regulation 2016](#).

## 3.7 Tug and tow requirements.

For the purposes of this section the following definitions shall apply:

- The length of tow – the combined length of the vessels (prime mover and towed vessels).
- Composite unit - a vessel or barge pushed ahead by a tug lashed and secured alongside. Length overall of a composite unit is the total of the length of the vessel or barge and the length of the tug.
- Splitting a multi-unit tow – is when a tow consisting of two or more vessels and/or barges are separated to form single units
- Towing Operation requiring a pilot will be permitted only during daylight hours.

### 3.7.1 Operational conditions

All tugs and tows, ocean going or coastal, will be handled in the Port of Abbot Point under the following conditions:

All tugs and tows will be required to engage a licensed pilot as per section [8 Pilotage](#)

- All tows are to be shortened up prior to arrival at the pilot boarding ground.

- A multi-unit tow will require to be split and towed independently from the Pilot station to the berth.

Any tow that is in a damaged condition will not be granted entry into the pilotage area until the Regional Harbour Master is satisfied that the vessel/s does not pose a threat to the marine environment or a hazard to navigation in the port.

Note: a vessel or barge designed to have a tug (prime mover) secured astern as a composite unit shall not be deemed a tug and tow if operated in this manner, however, this combination may be required to be allocated tugs (in addition to the prime mover). The LOA of a composite unit is defined under section 3.9 "The length of tow".

### **3.7.2 Notification**

When a tug and tow is bound for, due to depart from or to do a removal within the port, the master, owner or agent is required to book the tug and tow in with the Regional Harbour Master via the QSHIPS program using the same arrangements as defined for other vessels. A visit for the towing vessel will need to be created in QSHIPS and then the details of the tow added by using the add convoy tab.

## **3.8 Scheduling of ship movements**

The terminal is responsible for nominating the priority of shipping.

Abbot Point VTS will liaise with shipping agents to schedule shipping movements as planned by the terminal. The Regional Harbour Master will arbitrate on matters relating to the scheduling of ship movements.

It is important that the master and agent nominate realistic movement times and keep authorities informed of any changes. Ships Masters failing to provide timely updates to a movement may incur delays and/or cancellation charges and unnecessary inconvenience.

### **3.8.1 Schedule changes**

Maritime Safety Queensland may make changes to the approved schedule of ship movements up to two hours prior to the commencement of the movement in order to ensure the safe and efficient movement of shipping.

Changes requested by the master/agent to scheduled movements may be made via QSHIPS, phone or email and are to be communicated to Abbot Point VTS as soon as practicable advising the revised schedule. Changes in QSHIPS will be made upon advice from the agents and relevant service providers notified.

Changes within 24 hours of the scheduled start time must be made by contacting Abbot Point VTS:

Telephone: 1300 721 263

VHF channel: 12, or 16

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

## **3.9 Anchoring**

Abbot Point has 18 designated anchorages located outside the compulsory pilotage area. refer Map C2-370 Abbot Point designated anchorages. Appendix 16.2

Abbot Point VTS will direct a ship to a vacant anchorage at the 3 hours' notice. Upon anchoring, ships are to advise Abbot Point VTS of their anchoring time. Ships at anchor

must maintain a continuous listening watch on VHF channel 16 and 12 and report if dragging their anchor.

Ships are not permitted to immobilise engines without the written approval of the Regional Harbour Master. Refer section 10.2.4 and section 16.7

## 3.10 Movement information and Permission to Proceed

All ships with LOA greater than 35 metres and all tug and tow combinations require Permission to proceed issued by the port VTS to enter, depart or move within the pilotage area or a Port VTS area.

It is the responsibility of the master or pilot to contact the VTS centre to obtain the necessary permission and information prior to the movement.

Permissions are valid for uninterrupted passage to a specified location or until the voyage is interrupted or completed (for example, by anchoring, berthing or due to a breakdown) or cancelled by the Regional Harbour Master (or the delegate).

Ships will require to request a new permission;

- for any subsequent movement; or
- Vessel arriving at a VTS area; if the vessel has not entered the VTS area – **at the declared time + 30 minutes**.
- All other movements, if the movement has not commenced within **30 minutes of permission being granted**.

### 3.10.1 Arrivals – Permission to proceed

#### Arriving at the VTS area.

The master is to contact Abbot Point VTS to obtain permission to proceed into the VTS area and for arrival information, two hours before the estimated time of arrival at the Pilot boarding Place or Anchorage area (see section [8.4 – Pilot boarding position](#)).

The arrival permission to proceed into the VTS area is valid for uninterrupted passage to the pilot boarding place or anchorage area, unless specified otherwise.

#### Arriving into the Pilotage area.

The **Pilot** or master must contact Abbot Point VTS to request permission to proceed

- into the Abbot Point Pilotage area;
- for information to support a safe pilotage; and
- on completion of Pilot/Bridge Team exchange.

The arrival permission to proceed is valid for uninterrupted passage from the pilot boarding place to the berth, unless specified otherwise.

### 3.10.2 Removals – Permission to proceed

The **Pilot** or Master (Person having the con of the vessel) must contact Abbot Point VTS to request permission to proceed

- from one berth (or place) within the pilotage area to another berth (or Place) within the Pilotage area;
- for information to support a safe pilotage; and

- on completion of Pilot/Bridge Team exchange.

The permission to proceed is valid for uninterrupted passage of the removal, unless specified otherwise.

### 3.10.3 Departures – Permission to proceed

Masters of all vessels are to call Abbot Point VTS, 3 hours prior to the scheduled departure to confirm readiness to depart and advise final sailing drafts.

The ship should be ready for departure, with all documentation completed not less than 30 minutes prior to the confirmed departure time

The Pilot or Master (Person having the con of the vessel) must contact Abbot Point VTS to request permission to proceed

- Depart from a berth (or place) within the pilotage area to sea or an anchorage outside the pilotage area;
- for information to support a safe pilotage; and
- on completion of Pilot/Bridge Team exchange.

The permission to proceed is valid for uninterrupted passage of the removal, unless specified otherwise.

Ships that have departed a berth at Abbot Point and proceeded to anchorage, must obtain Permission to proceed from Abbot Point VTS prior to weighing anchor and proceeding to sea.

## 3.11 Arrival reporting requirements

The master of a ship entering, or about to enter the pilotage area must report to Abbot Point VTS by VHF radio according to the following table:

Sequence	Report	Information to report
1	Ship master to 'Abbot Point VTS' two hours prior to entry into the pilotage area <b>Request "Permission to proceed"</b>	Ship's name, position, ship's fore and aft draft, changes to ship details, defects, estimated time of arrival to pilot boarding place <b>Request "Permission to proceed"</b>
2	'Abbot Point VTS'/ pilot to ship master Confirmation of pilot transfer and instructions for the ship	Instructions will include, boarding side, course, speed, estimated time of arrival and anticipated conditions
3a	<b>Ship master to 'Abbot Point VTS'</b> On anchoring	Ship's name and anchor position
3b	<b>Ship master to 'Abbot Point VTS'</b> Departing anchorage <b>Request "Permission to proceed"</b>	Ship's name, <b>Request "Permission to proceed"</b> anchor aweigh time
4	<b>Pilot to Abbot Point VTS'</b>	Ship's name, 'pilot onboard', pilot onboard time, pilot name, ship's fore and

Sequence	Report	Information to report
	Pilot Transfer (when the pilot transfer has been completed) <b>Request "Permission to proceed"</b>	aft draft, changes to ship details; MPX completed <b>Request "Permission to proceed"</b>
5	Pilot to 'Abbot Point VTS' Vessel secure alongside	Time of first line and when secured alongside, berth and direction and pilot disembarkation time.

Table 6 – Inbound reporting requirements

### 3.12 Departure and removal reporting requirements

Masters of all vessels are to call VTS 3 hours prior to ETD to confirm readiness to depart with final sailing drafts.

The master of a ship that is departing or moving within the pilotage area must report to "Abbot Point VTS" by radio according to the following table:

Sequence	Report	Information to report
1	<b>Ship master to 'Abbot Point VTS' - Clearance prior to movement</b>	Ship's name, radio check, destination port/anchorage, ship's fore and aft draft, changes to ship details
2	<b>Pilot to 'Abbot Point VTS'</b> Pilot onboard and ship ready to depart <b>Request "Permission to proceed"</b>	Ships name, pilot onboard time, pilot name, fore and aft draft, changes to scheduled movements; MPX completed <b>Request "Permission to proceed"</b>
3	<b>Pilot to Abbot Point VTS</b> <b>Departed berth</b>	Time of last line.
4	<b>Pilot/Ship master to 'Abbot Point VTS'</b> Pilot transfer (when the pilot transfer has been completed from outbound ship to launch)	Ships name, 'pilot disembarked', pilot off time

Table 7 – Outbound reporting requirements

### 3.13 Detained Vessels

Confirmed bookings for vessels under Port State Control detention will not be accepted until clearance from AMSA is received. This is to ensure efficient application of port resources. A tentative booking may be accepted to aid in future scheduling, but no timings will be allocated.



## 3.14 Reporting Defects

The [Transport Operations \(Marine Safety\) Regulations 2016](#) requires the master of a ship that is

- underway and entering, or about to enter a pilotage area; or
- navigating a ship from a berth or anchorage,

must report to the area VTS by VHF radio, details of damage to, defects and deficiencies in the ship that could affect the safety of the ship, a person or the environment;

**Failure to report defects to VTS in a prior to entering the VTS area may result in the vessel being delayed or movement cancelled.**

Defect to navigational and mooring equipment, steering gear, main engines, auxiliary engines, main air compressors, thrusters (bow or stern), gyro compasses, Radars, AIS, ECDIS, UMS status, VDR, Pilot ladders, Accommodation ladders, any current Conditions of Class, deficiency notices and so on must be reported to VTS as soon as possible by VHF or telephone.

VTS will notify the Regional Harbour Master and AMSA of the damage, defects and deficiencies.

In addition, Australian Maritime Safety Authority (AMSA) requires notification of any deficiencies or suspected deficiencies on ships visiting Australian ports. Deficiencies are to be reported to AMSA using Report of suspected non-compliance with Navigation Act or safety/pollution Conventions –

AMSA 18– [Incident alert \(form 18\) | Australian Maritime Safety Authority \(amsa.gov.au\)](#)

AMSA 19 - [Incident report \(form 19\) | Australian Maritime Safety Authority \(amsa.gov.au\)](#)

AMSA 355 - [Report of marine safety concern \(form 355\) | Australian Maritime Safety Authority \(amsa.gov.au\)](#)

A copy of the AMSA form must be sent to the RHM.

## 3.15 Access to Regional Harbour Master (Townsville)

For ordinary business, and issues arising in relation to ship scheduling, agents are to contact the VTS centre. Agents continue to have full access to the Regional Harbour Master on any subject should circumstances warrant; however outside normal working hours this should be restricted to emergencies.



## 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
Maximum allowable air draft 21.5m at 0 tide	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).

## 5. Port infrastructure

### 5.1 Berth information

Berth	Design depth	Berth pocket	Wharf face	Berth alignment	Comments
Abbot Point 1	19.0	512 x 70	264	109°/289°	Two mooring dolphins at each end. Distance between dolphins 466m.
Abbot Point 2	19.5	410 x 70	250	109°/289°	Two mooring lines or dolphins at each end. Distance between dolphins 435m

Table 8 – Berth information

Approach depth to the berth is 17.2 metres.

Please note that depths are subject to change; please consult [Notices to Mariners](#) for latest information.

### 5.2 Ship / Shore Access

#### Abbot Point Berth No. 1

Access is normally provided by

- Ship access ladder (SAL) installed on the ship loader. If SAL is not available (either due to maintenance or defect)
- the alternate arrangement is by the vessel's accommodation ladder. Safe access can only be assured if the accommodation ladder is landed firmly on a solid base installed approximately 1 metres inside the fender face.

Master's are advised to ensure the accommodation ladder is landed firmly on the platform **whilst a person is on the accommodation ladder during boarding/disembarking.**

Should the vessel be unable to land the accommodation ladder and the SAL is not available, the vessel may be scheduled to berth at Berth No. 2 impacting its berthing prospects.

#### Abbot Point Berth No. 2

Access is provided by either

- a wharf mounted - Ship's Access Ladder (SAL); or
- Ship Loader mounted- Ship's Access Ladder (SAL).

The terminal operates these SAL's to provide access to and from the vessel.

Masters are advised to refer to AMSA

AMSA Marine Order 12 sections 22, 23, 24 and schedule 2.

[2023/06—Means of embarkation and disembarkation from ships in port | Australian Maritime Safety Authority \(amsa.gov.au\)](#) , and [Marine Notice 13/2017 - Ship accommodation ladders with unapproved secondary means of support arrangements](#)

## 5.3 Navigation aids

### 5.3.1 Lighthouse and leading lights

Navigational aid	Type	Characteristic
Bald Hill Landfall Light (rear in line with Abbot Hill) Bearing 225°) Departure Channel (197°<->198°;198°<->199°; 199°<-> 212°; 212°<->213°; 213°<->214°)		Fl 4s. F by day, 55m, 12M FR; OccR3s; FW; OccR3s; FR
Front Lead Beacon (situated on the western side of trestle conveyor)	Bn	F Bu, F by day, 22m, 5M
Abbot Hill Common lead beacon - front lead when in transit with Bald Hill Landfall Light on bearing 225°(t) - rear lead when in transit with the front lead on the trestle conveyor - bearing 164°(t)	Bn	F.Bu, F by day, 22m, 5M
Wharf 1 - Clearing leads - established to define 15° approach angles from centre point of wharf face Front & Rear	Bn	FG (FW by night)
Wharf 2 - Clearing leads - established to define 15° approach angles from centre point of wharf face Front & Rear	Bn	FBu (FW by night)
Clark Shoal Beacon (east cardinal)	Bn	Q(3) 10s
Abbot Point MOF – Front lead	Bn	FBu , Triangle Apex up
Abbot Point MOF – Rear Lead	Bn	FBu, Triangle Apex down

Table 9 – Lighthouse and leading lights

Virtual Aids to Navigation	Type	Characteristic
ABB PT PORT LAT4	AIS	MMSI 995036177
ABB PT PORT LAT3	AIS	MMSI 995036178
ABB PT PORT LAT2	AIS	MMSI 995036079
ABB PT PORT LAT1	AIS	MMSI 995036078
ABB PT STBD LAT2	AIS	MMSI 995036175
ABB PT STBD LAT1	AIS	MMSI 995036176

For list of applicable charts see [4.9 Charts and books](#). For notification of navigation light defects refer to Notices to Mariners (see [4.11.1](#)).

### 5.3.2 Anchorage area

Abbot Point has 18 designated anchorages located outside the compulsory pilotage area. Refer Map C2-370 Abbot Point designated anchorages. Appendix [16.2](#)

### 5.3.3 Coal loading gantry

Berth	Loading Rate	Height of Gantry Arm in lowered position	Maximum Outreach	Comments
Abbot Point 1	5500TPH	27.5m	34m	Air Draft Refer section 4.7
Abbot Point 2	7900 TPH	27.5m	34m	Air Draft Refer section 4.7

## 6. Weather information

### 6.1 General

The prevailing southeast trade winds may blow strongly at times, making it difficult to berth. In these conditions it is prudent for the pilot, ship's master, tug masters and berth operator to liaise in order to determine whether berthing should be attempted.

Weather conditions do not normally affect departures.

Port operation may be affected by tropical cyclone conditions in summer months. The Regional Harbour Master (Townsville), pilot and berth operator will jointly decide when it is not safe for a ship to be alongside.

A tropical cyclone watch message is issued when a cyclone or potential cyclone is expected to affect conditions in the area within the next 48 hours and is reviewed every three hours.

A tropical cyclone warning message is issued when a cyclone or potential cyclone is expected to affect conditions in the area within the next 24 hours and is reviewed every three hours.

Weather charts, satellite images, warnings and reports may be polled by fax - 1800 630 100 and from the [Australian Bureau of Meteorology](#).

Alternatively, the following telephone numbers offer the listed information service.

1300 659 210..... tropical cyclone information

1300 659 210..... coastal marine warning

1300 878 6264.....current tsunami threat

### 6.2 Cyclone procedures

The Regional Harbour Master (Townsville) is responsible for shipping and navigation within the port of Abbot Point.

The management of North Queensland Export Terminal (NQXT) is responsible for the offshore loading facility including safety for the berth and personnel on the facility.

[North Queensland Export Terminal \(nqxt.com.au\)](http://nqxt.com.au)

#### 6.2.1 Severe weather event

The Townsville region severe weather contingency plan is located on the MSQ website ([Preparing for extreme weather](#)).

The ports of Abbot Point and Bowen adhere to the Australian Warning System for extreme weather events incorporating a tier alert system of five distinct phases.

[Appendix 11 – Abbot Point and Bowen \(publications.qld.gov.au\)](#)

In the event of an extreme weather event threat the Regional Harbour Master will take the following action:

- Restrict the movement of vessels if necessary.
- Direct and oversee the evacuation of ships within the port, the anchorages or specific areas of the port or other affected areas if applicable.

- Provide directions which restrict and/or allow the entering or leaving a pilotage area, in effect closing and reopening the port.

The Regional Harbour Master will also:

- Advise mariners of relevant warnings and response requirements
- Seek compliance with the response requirements.

These actions will be enacted over five distinct phases that allows for the development of appropriate responses to the threats faced.

## Yellow – Advice

Destructive Winds, Swell, Rain or Riverine Flooding Forecast Within 24-48 Hours

## Orange – Watch and Act

Destructive Winds, Swell, Rain or Riverine Flooding Forecast Within 12-24 Hours

## Red – Emergency Warning

Destructive Winds, Swell or Riverine Flooding Forecast Within 6 Hours

## Yellow – Advice

After The Event Has Passed, Recovery Underway

## White – All clear

Port Open To All Traffic, Business As Usual

### Reopening of the port

The pilotage area will not be re-opened until the Regional Harbour Master is satisfied that all danger has passed, and the pilotage area is safe for vessels to re-enter and following inspections and surveys to critical maritime infrastructure (for example navigational aids and wharves) as well as clearance of navigational hazards.

The vessel traffic services centre will coordinate the safe movement of vessels following the opening of the pilotage area in accordance with normal practice. Berths will be re-opened and operations resumed when wind and sea conditions are within operational limits.

### Communication

The successful implementation of this plan relies on high quality communication of information and directions.



The vessel traffic services centre will implement the extreme weather event contingency plan on behalf of the Regional Harbour Master by acting as the central communications point for the duration and aftermath of the extreme weather event.

The vessel maritime control centre call sign is Abbot Point VTS

VHF channels 16, and 12 will be continuously monitored before and during the extreme weather event. Extreme weather watches, warnings and any directions will be issued on these channels.

If the plan requires actions such as port evacuation or closure such will be coordinated by the Abbot Point VTS

### 6.3 Tidal information

The tidal flows are approximately parallel to the wharf with the ebb flowing at 300° (T) and the flood at 120° (T).

Abbot point is a standard port in the Queensland Tide Tables.

HAT	MHWS	MHWN	MLWS	MLWN
3·6m	2·69m	2·07m	0·67m	1·29m

**Table 10 – Tidal information**

The tidal times and heights for standard Queensland ports are available in the Queensland Tide Tables and are also available on the [Bureau of Meteorology](#) website.

Tidal stream predictions for standard Queensland ports are available upon request through the Regional Harbour Master's office.

Real time tidal data is available on the Dynamic Underkeel Clearance System

#### 6.3.1 Tidal information – tsunami effects

The north-west and east coasts of Australia are bordered by active tectonic plates which are capable of generating a tsunami that could reach the coast-line within two to four hours. The resultant change in swell height could have an adverse effect on a vessel with a minimum under keel clearance navigating within or close to port areas.

The [Joint Australian Tsunami Warning Centre](#) (JATWC) has been established to monitor earthquake activity that may lead to a tsunami forming. Warnings are currently issued for the Pacific Ocean region by the Pacific Tsunami Warning Centre (PTWC) in Hawaii and for the Indian Ocean region by the Japan Meteorological Agency (JMA). Mariners are advised to take heed of such warnings, plan their bar crossings and tend their mooring or anchorages accordingly.

# 7. Port navigation and movement restrictions

## 7.1 Under keel clearance (UKC)

The depth alongside at datum

Berth	Design depth	UKC requirements
Abbot Point 1	19.0m	10% of deepest draft
Abbot Point 2	19.5m	10% of deepest draft
Approach depth	17.2m	Static UKC:6% of deepest draft + 1.00 metre
Departure Channel	17.2m	Dynamic Under-Keel Clearance System (DUKC) <i>If DUKC unavailable refer section 7.3</i>

**Refer** Notices to Mariners for current depths.

The required Static UKC must be maintained for a minimum of 1.5 hours from commencement of the movement.

## 7.2 Dynamic Under keel clearance (UKC) - Departure

All ships with departure draft greater than 15.0 metres departing Abbot Point Terminal will use the Dynamic Under keel Clearance (DUKC) System

DUKC uses ship modelling and real time tidal information to scientifically calculate the under-keel clearance (UKC) of a ship in real time as it transits a channel. For each section of the transit, each UKC is individually determined based on the forecast environmental conditions, channel configuration, vessel dimensions, load state and speed.

DUKC uses the same ship modelling and real time tidal information to determine the tidal window for departing vessels or maximum departure draft a vessel may safely navigate from the berth on a particular tide.

DUKC® methodology removes the requirement for UKC allowances to be unnecessarily conservative in favourable conditions. Extreme conditions are accounted for as required, with UKC allowances increased accordingly to provide additional safety.

The DUKC® programme is used to determine the tidal window for vessels to depart or to determine the maximum draft that a vessel may sail at for a particular tide.

The ships data is input into the system as soon as it is received. The system then calculates the tidal windows and maximum departure drafts for each tidal cycle. DUKC continuously updates the tidal window predictions. This enables the terminal to plan the load out.

3 to 12 hours prior to completion and sailing (no later than 3 hours prior to sailing) the ship provides its final updated calculations which is input into the system to predict the final sailing tidal window.

### Procedure

1. Agents for Abbot Point vessels must notify the Master to complete the DUKC® – ABBOT POINT – SHIP DEPARTURE CONDITION
2. The **completed DUKC form** must be emailed to VTSTownsville ( [vtstownsville@msq.qld.gov.au](mailto:vtstownsville@msq.qld.gov.au) ) with cc to Abbot Point Terminal) **no later than 96**

hours prior to a vessel's scheduled berthing or as soon as the ship responds to the Terminal's loading instructions/specification.

**Important Note:** *If the completed form is not received when the terminal loading instructions/specifications is returned to the terminal and VTS – Terminal will **not** program the Vessel's berthing.*

**Important Note:** *Completed form not received – vessel will be rescheduled.*

3. VTS will input the information into DUKC system and the status will remain planned
4. **Three (3) hours prior to the vessel planned departure** - Master to **email the completed DUKC form updated with the vessel's departure information to VTS.** *The updated DUKC® Data Request forms can be sent 3 to 6 hours prior to departure, but the 3-hour mark is the minimum before departure that this should be received.*

**Important Note:** *Completed form not received – VTS will direct Abbot Point terminal to cease loading till the vessel has submitted the updated form.*

5. On receipt of the updated form VTS will update the information into DUKC system and amend status to status to “Approved”.

## 7.3 Dynamic Under keel clearance (DUKC) - Unavailable

Once the data is input into DUKC system, the program automatically recalculates the tidal windows at regular intervals. If an outage occurs

- Within 3 hours of departure – Vessel may depart in accordance with the calculated draft and tidal windows obtained by the final 3hour update
- Within 12 hours – Vessel may depart in accordance with the calculated draft and tidal windows immediately before the outage.
- Beyond 12 hours – Static rule – Notify RHM and cease loading at static draft await restoration of DUKC or sail on static. Consider stability implications; check with OMC regarding restoration of DUKC

RHM – will consider the last calculated DUKC for this movement, implications on vessels stability, consider the reason for the outage, consult with OMC regarding restoration of the system to decide a safe and appropriate action

### Static Rule

Under Keel Clearance (UKC) 6% of deepest draft + 1.00 metre

Maximum transit draft = (departure channel depth\* + tide – 1.00) divided by 1.06

\* Departure channel depth is the depth declared by notice to mariners.

## 7.4 Approaches to pilot boarding ground (AUS 255)

The port of Abbot Point is situated in Abbot Bay and may be approached from either the NE or NNW direct from the Inner Route of the Great Barrier Reef.

From the NE – the front lead is situated on Abbot Point and the rear lead on Bald Hill, the leading lights in line bearing 225°.

From the NNW – the front lead is situated towards the shore end of the jetty 315 metres in front of the rear lead on Abbot Point, the leading lights in line bearing 163.6°.

## 7.5 Departure readiness – Vessels using DUKC

All ships must be ready for departure, accommodation ladder lifted and crew on stations a minimum 15 minutes prior to close of tidal window. It is critical the vessel departs (last line is released) prior to the window closing. Failure to comply may result in the vessel not departing and staying alongside for the next tidal window.

**Note: Vessel's Masters and Terminal operators need to recognise the risk of the vessel being neaped and remaining alongside for a prolonged period till a suitable tidal window is available.**

## 7.6 Departure from Abbot Point

All ships departing the Abbot Point terminal berth 1 and berth 2, port of Abbot Point must proceed to a pilot disembarking place in position latitude 19° 48.500' S, longitude 148° 06.900' E, where the pilot will disembark.

All ships are further directed to proceed in an Easterly direction to position Latitude 19° 48.500' S, Longitude 148° 15.000' E in the 2way route; and

- then in a Northerly direction, around the Abbot Point anchorages to join the 2way route if proceeding North; or
- continue along the 2way route if proceeding South.

Refer: s16.3 – map S3t-27

## 7.7 Dangers off Abbot Point

Clark Shoal extends for approximately three miles in a NW direction from Abbot Point. Clark Shoal is marked by an east cardinal beacon in approximate position 19° 51·20'S, 148° 03·82'E. The beacon is fitted with the appropriate top mark and exhibits Q (3) 10 s.

## 7.8 Berthing requirements

- Pilot and terminal operator will liaise on conditions (that is weather, tide) and other factors of safety prior to berthing.
- Ships will generally berth starboard side to or as determined by the Regional Harbour Master (Townsville) and/or pilot.
- During periods of unsuitable wind and sea conditions, further restrictions may be imposed in the interests of safety.
- Two tugs are generally used for berthing (refer section 4.5)
- Ship should ensure that engines are ready and fully operational, that mooring ropes with heaving lines are ready for use, and anchors are cleared and ready.
- Cranes and derricks are to be stowed and lashed so as to provide clear vision forward of the bridge wings and wheelhouse.
- Gangways are not to be broken out until the ship is safely moored alongside.
- Discharge outlets in the vicinity of tug lashing points are not to be used unless absolutely essential to berthing operations.

## 7.8.1 Position at berth

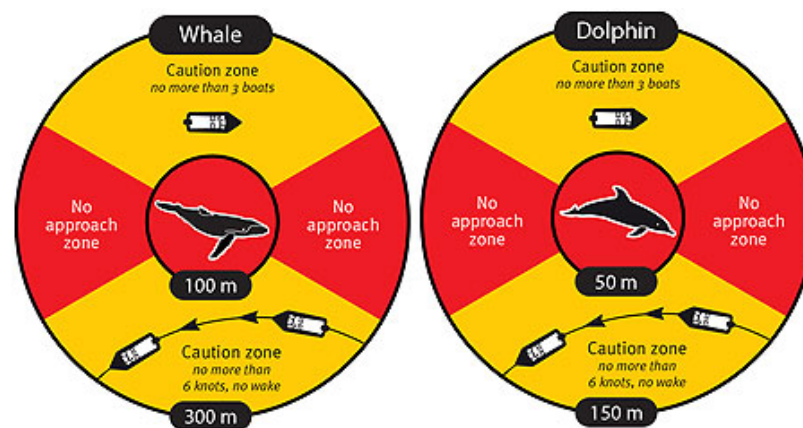
- Ship position at the berth should enable loading of all hatches of the ship (unless agreed otherwise by the terminal operator and Regional Harbour Master (Townsville)).
- Ship position at the berth should limit overhang past outermost fenders in contact with the ship to less than 25% of the ship's LOA.
- Ship position at the berth must achieve acceptable angular contact with fender frames, particularly those in contact with the flare of the ship's stern and bow.
- Ship's crew must not allow mooring lines to slacken (due to tidal range and loading rate, moorings can become slack allowing the ship to shift out of position).

## 7.9 Advisory Note – Interaction with Marine Mammals

The presence of whales or marine mammals indicates that our ports are seen as environmentally attractive places.

The safety of life and the security of the environment from ship-based incidents is paramount.

All vessel masters are required to fully comply with relevant marine mammal legislation, such as the provisions of the [Nature Conservation \(Wildlife Management\) Regulation 2006](#) part 5A which prescribes minimum approach distances and maximum speeds within proximity to whales as illustrated in the diagram below.



When whales or marine mammals are reported in the vicinity of port areas and a risk to marine mammals is perceived, then every possible endeavour will be undertaken to manage shipping movements around the marine mammals to keep them safe, provided the safety of life, the ship and other environmental protection objectives are not threatened. Such action may include not commencing transits until the mammals are deemed clear.

In situations where a vessel is underway and restricted in its ability to manoeuvre or constrained to a channel and marine mammals are reported in the vicinity of the transit and a risk to marine mammals is perceived, the master must take all reasonable action necessary to keep them safe, without endangering the vessel, crew and the environment. Such action may include the reduction of speed to the minimum safe speed to safely navigate the channels.

Masters are required to report collisions with marine mammals to VTS and Department of Environment and Science **1300 130 372**

[Marine wildlife strandings | Environment, land and water | Queensland Government \(www.qld.gov.au\)](#)

## 8. Pilotage

### 8.1 General

There is no exemption from pilotage applicable to the offshore coal loading facility. Services of a port pilot must be employed for all shipping movements at this facility.

Consideration may be given for an exemption from pilotage for the Materials Offloading Facility (MOF) at Abbot Point and the main wharf located at Edgecombe Bay, Bowen.

The Abbot Point pilotage area 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° 59.07' east
  - then north to latitude 19° 47.91' south, longitude 147° 59.07' east
  - then east to latitude 19° 47.91' south, longitude 148° 08.07' east
  - then in a south-easterly direction to the high-water mark at the northern tip 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 tip of the island
  - then to the high-water mark on the northern tip 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 (latitude 20° 01.05' south, longitude 148° 14.91' east)
  - then 123° (T) by a straight line to the port entrance beacon to Bowen Boat Harbour (latitude 20° 01.34' south, longitude 148° 15.39' east)
  - then 106° (T) by a straight line to the high-water mark at the southern tip of Dalrymple Point
  - 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).

**The Abbot Point Compulsory pilotage area - refer section 4.3 ( and drawing section 16.1)**

**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***

### 8.2 Night pilotage

The Port of Abbot Point is open for pilotage 24 hours per day.



## 8.3 Request for pilot

The requirements of the [Transport Operations \(Marine Safety\) Regulation 2016](#) shall be observed for all bookings. Port of Townsville provides a pilotage service for ship arrivals, departures and removals. All pilot transfers are carried out by pilot launch. Requests for pilotage services are described in [QSHIPS \(Queensland Shipping Information Planning System\)](#) booking procedures.

### 8.3.1 Notice required

Ships requiring the services of a pilot are required to submit arrival, removal and departure notices no less than the indicated number of hours prior to the desired movement:

- Arrivals: 48 hours
- Removals: 24 hours
- Departures: 24 hours

Updates to the pilot boarding time should be sent at 12 hours and six hours prior to arrival.

## 8.4 Pilot Transfers

Pilot transfer instructions will be given by Abbot Point VTS to the ship two hours prior to pilot boarding.

The instruction shall include:

- Pilot boarding time
- Restriction/Requirements (by the Regional Harbour Master)
- Boarding position

Boarding and disembarkation is generally undertaken with the ship underway proceeding at a Safe speed and providing a good lee.

Pilot transfer instructions from the Pilot vessel may be given to the ship if the Pilot determines the requirement to do so and may include:

- Desired course and speed to conduct the transfer
- Stopping of Engines, and so on

Master must comply if safe to do so and must not obstruct another vessel manoeuvring in the vicinity.

### 8.4.1 Pilot Boarding Place

For berthing, the pilot will board in position latitude 19° 47.5' S, longitude 148° 03.5' E ([Refer section 16.2 Pilot Boarding Place](#)).

Ships must proceed to the pilot boarding place at the notified time of pilot boarding as instructed by Abbot Point VTS.

### 8.4.2 Pilot Disembarkation Place

On departure pilot will disembark in the vicinity of Latitude:19° 48.5' S; longitude: 148° 06.9' E

### 8.4.3 Pilot Transfer arrangements

All preparations shall be completed prior to the pilot boarding time; in accordance with the instructions in this section

Ships pilot ladders must comply with the requirements of SOLAS CH V – Regulation 23 – Pilot Transfer Arrangements Resolution A.1045(27).

Ships must complete the Pilot Ladder Checklist (see Section 16.8). The checklist must be submitted port duty officer and VTS Townsville at least 24 hours prior to arrival.

Reference should also be made to [Marine Notice 04/2023 Pilot transfer arrangements](#) and [Pilot Boarding Ladder Arrangement](#)

## 8.5 Passage planning – bridge resource management (BRM)

The master and pilot should exchange information regarding navigational procedures, local conditions and rules and the ship's characteristics. The proposed manoeuvre should be well discussed with the master and any doubts/queries he/she may have should be resolved prior to commencement of pilotage. The exchange of information should include at least:

- The presentation of a completed standard pilot card (by ship). In addition, information should be provided on rate of turn at different speeds, turning circles, stopping distances and, if available other appropriate data.
- General agreement on plans and procedures including contingency plans for the anticipated passage ([Pilotage – Abbot Point passage plan](#))
- Discussion of any special conditions such as weather, depth of water, tidal currents and marine traffic that may be expected during the passage.
- Discussion of any unusual ship-handling characteristics, machinery difficulties, navigational equipment problems or crew limitations that could affect the operation, handling or safe manoeuvring of the ship.
- Information on berthing arrangements; use, characteristics and numbers of tugs and other external facilities.
- Information on mooring arrangements.
- Confirmation of the language to be used on the bridge (normally English) and with external parties.

Any passage plan is a basic indication of preferred intention and both pilot and Master should be prepared to depart from it when circumstances so dictate.

### 8.5.1 Departure route

All ships departing the Abbot Point terminal berth 1 and berth 2, port of Abbot Point must proceed to a pilot disembarking place in position latitude 19° 48.500' S, longitude 148° 06.900' E, where the pilot will disembark.

All ships are further directed to proceed in an Easterly direction to position Latitude 19° 48.500' S, Longitude 148°15.000' E in the 2way route; and

- then in a Northerly direction, around the Abbot Point anchorages to join the 2way route if proceeding North; or
- continue along the Two way route if proceeding South.



## 8.6 Master/pilot responsibilities

Masters and owners of vessels are responsible for due compliance with the provisions of the [Transport Operations \(Marine Safety\) Act 1994](#) (the Act) and [Transport Operations \(Marine Safety\) Regulation 2016](#) (the Regulation). When a vessel is under the direction of a pilot, the pilot is responsible for due compliance with the provisions of the Act and Regulation, however the responsibility of the pilot does not relieve the Master and the owner of a vessel of their responsibility. Arising from these responsibilities is the obligation of persons directing the navigation of vessels to comply with directions of the Regional Harbour Master.

### 8.6.1 Fatigue management

Port of Townsville provides professional pilotage services for the port of Abbot Point. The service is provided on a 24 hour basis but is not an 'on-demand' service. A pilot fatigue management plan is followed to ensure that adequately rested pilots are assigned to ships.

### 8.6.2 Alcohol consumption

The [Transport Operations \(Road Use Management\) Act 1995](#) section 79 requires that persons in charge of ships have a zero blood alcohol reading. The Queensland Water Police periodically conduct random breath tests of masters and pilots on ships arriving at Abbot Point, or about to depart. Severe penalties apply to infringements.

## 8.7 Pilotage delays

A delay fee is payable if the programmed ship movement is delayed for more than 30 minutes but not more than one hour for the first hour. If the ship is delayed for more than one hour but not more than two hours, then for each of the first two hours; a delay in excess of two hours constitutes a cancellation. These charges can be found in section 21 of Schedule 6 Part 2 Division 3 of the [Transport Operations \(Marine Safety\) Regulation 2016](#).

## 8.8 Pilotage requirements for Torres Strait and Great Barrier Reef (GBR)

All merchant vessels 70 metres in length and over and all oil, gas and chemical tankers irrespective of size are required to take a licensed marine pilot when transiting the Torres Strait and Great North East Channel. Pilotage is also required for these vessels transiting the Inner Route from Cape York to Cairns Roads and for transit of Hydrographers Passage.

## 9. Tug procedures

### 9.1 General

All ocean going ships will require two tugs for berthing and two for departure.

The tugs are based at mooring buoys off Abbot Point. Masters are advised to request tugs in sufficient time, particularly taking into account that weather conditions may become unsafe, requiring the ship to move off the wharf.

Towage services are provided by Engage Marine; their North Queensland operations office is based in Bowen, Queensland.

	Bollard pull	H.P.	Steering system
Engage Raider	85t	6866	ASD
Engage Rogue	85t	6866	ASD
Engage Rebel	85t	6866	ASD

Table 11 – Tug details

Engage Marine	
Company:	Engage Marine
Physical address:	Shop 2, 34-38 Herbert Street, Bowen
Email	<a href="mailto:Abbotpoint.office@engagemarine.com">Abbotpoint.office@engagemarine.com</a>

Table 12 – Tug company contact information

#### 9.1.1 Notification of tugs

The vessel's agent will requisition tug services via the QSHIPS programme (see [2.3 - QSHIPS](#)). Tug bookings are accepted by Engage Marine. Amendments to booking times should be made by phone to VTS Townsville. The office email address is monitored from 0800 to 1700 weekdays.

#### 9.1.2 Communicating with tugs

Abbot Point tugs use VHF channels 6, 8 and 12 for communicating with ships during berthing operations.

## **10. Work permits**

### **10.1 General**

In order to be able to perform certain work on ships in the port of Abbot Point, Masters, owners or their agents must first apply for and obtain the necessary permits before that work can proceed.

- Repair and maintenance work – due to the exposed nature of the berth, routine engine repairs and maintenance are not permitted.
- Life boat drills – the agent is required to notify the Regional Harbour Master, Customs (Australian Border Force) and the quarantine services prior to any boat being lowered into the water.

### **10.2 Work permits – description**

#### **10.2.1 Hot Work whilst alongside**

Hot Works (welding, gas cutting, grinding producing sparks, and so on) are NOT PERMITTED anywhere on or within the ship, whilst along-side at Abbot Point.

#### **10.2.2 Hot Work whilst at anchorage**

Ships intending to carry out Hot Works (welding, gas cutting, grinding producing sparks, and so on) at Abbot Point anchorage must apply for permission from the Regional Harbour Master in the prescribed form during normal business hours.

Master to provide the following information

- Location of works (Engine room workshop; engine room; tank; cargo hold; main deck; accommodation)
- Whether the ship is loaded, partially loaded or in ballast
- Declaration from Master that all safety precautions are implemented.

Abbot Point VTS will notify the Master if the request is approved and conditions of approval.

#### **10.2.3 Immobilisation main engines whilst alongside**

The immobilisation of ship's engines whilst alongside the Abbot Point Offshore Facility or whilst at anchor within port limits is not permitted by the Regional Harbour Master.

#### **10.2.4 Immobilisation main engines whilst at anchorage**

Ships intending to immobilise main engine/s to undertake routine maintenance at Abbot Point Anchorage must apply for permission from the Regional Harbour Master in the prescribed form (section 6.7 Request to immobilise Main Engines whilst at anchorage).

Any such request must be submitted through QShips by the agent at least two working days prior to the intended works, such entry to also include any sea trial movement that may be required to ensure the engines are run in and ready in all respects.

During cyclone season (November to April), permission may not be given for more than 24 hours.

Outside of cyclone season April to November permission may not be given for more than 48 hours.

### **10.2.5 Oversight maintenance whilst alongside (hull painting, hull cleaning, and so on)**

For environmental reasons, the North Queensland Bulk Ports, Abbot Point Terminal has strict guidelines on the performance of oversight maintenance work on ships within the port limits. Ships wishing to undertake oversight maintenance work must:

- Lodge a request with the North Queensland Bulk Ports for permission to undertake oversight work. When granted, master's must comply with the conditions of the permit.

### **10.2.6 Oversight maintenance whilst at anchorage (hull painting, hull cleaning, and so on)**

A vessel at anchor outside port limits will require a permit to undertake oversight maintenance work. All Abbot Point anchorages are in the Great Barrier Reef Marine Park.

Master/Agent must apply to GBRMPA for a permit noting a processing fee and an application assessment timeframe of 16 weeks may be applicable.

The use of permits helps the Great Barrier Reef Marine Park Authority (GBRMPA) ensure the conservation and sustainable use of the Great Barrier Reef's state and Commonwealth Marine Parks.

More information on GBRMPA [Permits](#) and [Permit Assessment Fees](#) are available from their website

# 11. Dangerous cargo

## 11.1 General

North Queensland Bulk Ports Corporation (NQBPC) is responsible for the management of dangerous goods in port, including the loading and unloading of ships alongside and movement across the wharf.

Maritime Safety Queensland is responsible for monitoring and managing the safe movement of ships in Queensland waters. The harbour master will assist the port authority in controlling traffic movement in the port, maintaining on-water safety distances, and responding to any emergency situation.

Maritime Safety Queensland and other relevant authorities operate under the codes and guidelines of:

- IMO – IMDG Code
- International Chamber of Shipping Oil Companies, International Marine Forum
- Society of International Gas Tankers and Terminals (ISGOTT)
- Australian Standard AS 3846-2005
- AMSA –Australian Annex to the IMDG Code – Marine Orders Part 41
- AAPMA – Dangerous Substances Guidelines.

### 11.1.1 Notification

Section 90 & 91 of the [Transport Operations \(Marine Safety\) Regulation 2016](#) requires owners or masters to report all proposed handling or carriage of dangerous goods within a pilotage area. Reports are to be made to the Harbour Master at least 48 hours prior to the arrival of the ship. The [Dangerous goods declaration form](#) must be lodged either by email to the Regional Harbour Master and NQBPC accompanied by a copy of the ship's dangerous cargo manifest giving the correct technical name as listed in the IMDG Code, the UN No, IMDG Class and particulars regarding stowage and marks of each parcel of dangerous goods.

These requirements apply to dangerous goods and cargoes that remain on-board a ship or are loaded or handled during a port visit.

Minimum notification times for the scheduled movement or handling of dangerous cargo in a pilotage area are as follows:

Movement	Minimum notification
Ship inbound	48 hours prior to scheduled arrival at pilot boarding ground
Ship departure or removal	3 hours
Ship to ship transfer	24 hours
Loading, removal or handling alongside	24 hours
Operation of a local marine service	48 hours (see section.90&91 <a href="#">Transport Operations(Marine Safety) Regulation 2016</a> )

Table 13 – Notification of dangerous goods

## 11.1.2 Dangerous cargo limits

Class 1 substances are not permitted in this port.

Ammonium nitrate cargo is restricted to 400 tonnes and organic peroxides to 125 kilograms. Consult the port authority for complete details on dangerous cargo limits and restrictions.

## 11.2 Dangerous cargo events

Section 93 of the [Transport Operations \(Marine Safety\) Regulation 2016](#) defines a dangerous cargo event as the loss, or likely loss, of the cargo from a ship into Queensland waters; the report should contain the following information:

- correct technical name or names of goods
- UN number or numbers
- IMO hazard class or classes
- names of manufacturers of goods when known, or consignee or consignor
- types of packages including identification marks. Specify whether portable tank or tank vehicle, or whether vehicle or freight container or other cargo transport unit containing packages. Include official registration marks and numbers assigned to the unit
- an estimate of the quantity and likely condition of the goods
- whether lost goods floated or sank
- whether loss is continuing
- cause of loss
- a breach, or danger of a breach, of the containment of the cargo that could endanger marine safety
- anything else involving, or that could involve, the cargo that causes risk of explosion, fire, a person's death, or grievous bodily harm of a person
- for a cargo that is a materials hazardous only in bulk (MHB) – an event that causes risk of explosion, fire, a person's death, or grievous bodily harm to a person.

The master and/or the person-in-charge of a place where a dangerous cargo event has occurred is required to report the event immediately to the VTS centre or relevant authority.

A full written report is to be submitted on [Dangerous Cargo Event Report – Form F3220](#) to the Harbour Master as soon as reasonably practical.

### 11.2.1 Ore bulk oil (OBO) ships

OBO ships must declare their previous cargo and must provide a [gas free certificate](#) that is not more than 24 hours old.

## 12. Emergency, pollution, marine incidents

### 12.1 General

The aim of this section is to provide guidance to the port community for initial response procedures in the event of dangerous incidents, emergencies, terrorist acts and disasters.

**All marine incidents occurring within the Townsville region which includes Abbot Point Port and its Pilotage area must be reported to the Regional Harbour Master (Townsville) regardless of the regulatory agency**

Initial reports should be conveyed through to Abbot Point VTS:

Telephone: 1300 721 263 or 1300 721 293

VHF channel: 12, or 16.

Written reports must be submitted within the relevant timeframes as specified in the respective regulations (refer: 12.6.1; 12.6.2; 12.6.3) in the appropriate format to:

The Regional Harbour Master (Townsville)

Maritime Safety Queensland

Postal address: GPO Box 1921, Townsville Queensland 4810

Email: [RHMTownsville@msq.qld.gov.au](mailto:RHMTownsville@msq.qld.gov.au) or  
[vtstownsville@msq.qld.gov.au](mailto:vtstownsville@msq.qld.gov.au)

### 12.2 Emergency contact numbers

Organisation	Telephone
Abbot Point VTS	1300 721 263 (24 hours)
Pollution reports	1300 721 263 (24 hours)
Police (Townsville)	000 or +61 7 4759 9777
Water Police	+61 7 4781 8572
Ambulance (Townsville)	000
Fire	000
Abbot Point Control Room	+61 7 4786 0327
Hospital (Townsville General)	+61 7 4796 1111
Regional Harbour Master	+61 7 44218 100 (After Hours contact Abbot Point VTS)
Quarantine (Department of Agriculture, Water and Environment) (Canberra)	1800 020504
Quarantine (Department of Agriculture) (Townsville)	+61 7 4721 5900

Organisation	Telephone
Customs (Australian Broder Force) (Townsville)	+61 7 4722 3700
Maritime Safety Queensland (Townsville)	+61 7 44218 100 (After Hours contact Townsville VTS)
Marine Rescue Queensland ( MRQ)	+61 7 4771 4831

Table 14 – Emergency contacts

## 12.3 Port Authorities and Terminals

Maritime Safety Queensland's emergency procedures are prepared under the provisions of the [Transport Operations \(Marine Safety\) Act 1994](#) and the [Transport Operations \(Marine Pollution\) Act 1995](#).

North Queensland Bulk Ports (NQBP) manages port emergencies at the port of Abbot Point in accordance with the NQBP Ports Emergency Management Plan which details the required response to an emergency within the port.

All emergencies should be reported to Abbot Point VTS on VHF channel 16, 12 or telephone 1300 721 263 as appropriate.

Abbot Point VTS will notify the Regional Harbour Master and relay the emergency call to the appropriate emergency response service (fire/police/ambulance) on 000 if required.

## 12.4 Marine pollution

The [Transport Operations \(Marine Pollution\) Act 1995](#) is designed to protect Queensland's marine and coastal environment by minimising deliberate and negligent discharges of ship-sourced pollution. Discharges of oil, noxious liquid substances, packaged harmful substances, sewage and garbage (MARPOL Annexes I, II, III, IV and V) from ships are prohibited in Queensland coastal waters and pilotage areas.

The whole of the Reef VTS area and the Great Barrier Reef is environmentally sensitive and must be protected.

The discharge of any kind of marine pollutant into the sea anywhere in the area is forbidden under Australian and international law. Strict enforcement measures operate throughout the area. There are severe penalties for pollution and failure to report pollution.

**The Master of the ship must report a discharge or probable discharge or if pollution (oil, noxious liquid substances, sewage and garbage) is observed on the water, in the vicinity of the ship without delay to the Regional Harbour Master by contacting Abbot Point VTS on VHF channel 12 or 16 or by telephone 1 300 721 263.**

Maritime Safety Queensland has the authority to detain any vessel suspected of causing marine pollution and to intervene where there is imminent danger to the coastline.

Ships should dispose of all waste ashore using the waste reception facilities available.

### 12.4.1 Reporting a pollution incident

Section Section 67 of the [Transport Operations \(Marine Pollution\) Act 1995 \(TOMPA\)](#) requires the master of a ship to report a discharge or probable discharge without delay to the Regional Harbour Master.



**The Master of the ship (or a person observing pollutants in the water) must report a marine pollution incident immediately to the VTS Centre.**

**The Master of the ship must also complete form [F3968 Marine Pollution Report](#) and submit the same as soon as possible and in any event within 48 hours of the incident.**

The following details should be provided in a report of marine pollution to the VTS centre:

- Date/time of incident;
- Location (latitude, longitude and physical site);
- Report source and contact number;
- Nature, extent and estimated quantity of spill;
- Type of oil or description;
- Spill source and point of discharge from source;
- Identity and position of nearby ships or name of alleged polluter;
- Nature and extent of spill and movement and speed of spill;
- Local weather/tide/sea conditions;
- Whether a sample of the substance spilled has been collected; and
- Any additional information that relates to the spill.

The VTS centre will

- Notify the relevant authorities
- If the report is from **a person observing pollutants in the water**, VTS will complete form [F3968 marine pollution report](#) and submit the same.

## 12.5 Marine incidents

Section 125 of the [Transport Operations \(Marine Safety\) Act 1994](#) requires the master of a ship to report an incident to a shipping inspector.

**All marine incidents occurring in the Townsville Region which includes Abbot Point Port and Pilotage area must be reported immediately (as soon as safe and practical) to a shipping inspector or the Regional Harbour Master (Townsville) through Abbot Point VTS**

Telephone: 1300 721 263 or 1300 721 293

VHF channel: 16 or 12.

Written reports must be submitted within the relevant timeframes as specified in the respective regulations (refer: 12.7.1; 12.7.2; 12.7.3) in the appropriate format to:

The Regional Harbour Master (Townsville)

Maritime Safety Queensland

Postal address: GPO Box 1921, Townsville Queensland 4810

Email: [RHMTown@msq.qld.gov.au](mailto:RHMTown@msq.qld.gov.au) or [vtstownsville@msq.qld.gov.au](mailto:vtstownsville@msq.qld.gov.au)

## 12.6 Marine incident reporting

### 12.6.1 Ships under port pilotage or command of a Pilot Exempt Master

A **marine incident** is an event causing or involving

- (a) the loss of a person from a ship; or
- (b) the death of, or grievous bodily harm to, a person caused by a ship's operations; or
- (c) the loss or presumed loss or abandonment of a ship; or
- (d) a collision with a ship; or
- (e) the stranding of a ship; or
- (f) significant damage, or danger of significant damage, to a ship; or
- (g) significant damage caused by a ship's operations; or
- (h) danger of significant damage to a structure caused by a ship's operations; or
- (i) danger to a person caused by a ship's operations.

A **near miss** is an unplanned event which the potential to develop into a marine incident and required action to prevent an incident occurring.

Where a marine incident or a near miss occurs during the pilotage, the **pilot must**

- I. As soon as practical notify Abbot Point VTS of the situation, requesting assistance as required; and
- II. Within 48 hours of the incident or near miss submit a written report to the Regional Harbour Master providing details of the incident or near miss. The report must be made on the approved [Marine Incident Report Form F3071](#).

### 12.6.2 Recreational Vessels (vessels regulated under TOMSA)

Under the [Transport Operations \(Marine Safety\) Act 1994](#), a marine incident is classified as an event causing or involving:

- (a) the loss of a person from a ship; or
- (b) the death of, or grievous bodily harm to, a person caused by a ship's operations; or
- (c) the loss or presumed loss or abandonment of a ship; or
- (d) a collision with a ship; or
- (e) the stranding of a ship; or
- (f) significant damage, or danger of significant damage, to a ship; or
- (g) significant damage caused by a ship's operations; or
- (h) danger of significant damage to a structure caused by a ship's operations; or
- (i) danger to a person caused by a ship's operations.

A marine incident must be reported to a shipping inspector within 48 hours of the incident unless there is a reasonable excuse. Shipping inspectors are marine safety officers (located at Maritime Safety Queensland marine operations bases), and officers of Queensland Water Police and Queensland Boating and Fisheries Patrol. If you are unable to access one

of these offices, contact a shipping inspector by phone. They will advise you what to do next.

The report must be made on the approved [Marine Incident Report Form 3071](#). These forms are also available from Department of Transport and Main Roads customer service centres, Maritime Safety Queensland regional offices, Queensland Boating and Fisheries Patrol and Water Police offices. This form is used to report all incidents, no matter the type of ship involved.

The form may be completed with the assistance of a shipping inspector to ensure the information is accurate, unbiased and as reliable as possible. It is important that the form is filled in completely, with the incident described in as much detail as possible. The shipping inspector who receives the form will check to ensure it has been correctly completed.

If the initial report is not made in the approved form, the owner or master must make a further report to a shipping inspector in the approved form as soon as possible. The master would normally report a marine incident, but the owner would report if the master, for some justifiable reason, was not able to make the report. Each marine incident reported will be investigated by a shipping inspector and the results of the investigation reported in the approved form.

Section 124 of the [Transport Operations \(Marine Safety\) Act 1994](#) requires ships masters to assist if a marine incident involves two or more ships. The master of each ship involved in the marine incident must to the extent that he can do so without danger to his ship or persons on board his ship:

- give the other ship involved in the incident, its master and persons on-board the ship the help necessary to save them from danger caused by the marine incident
- stay by the other ship until no further assistance is required
- give the master of the other ship reasonable particulars adequate to identify the ship and its owner.

Section 129 of the [Transport Operations \(Marine Safety\) Act 1994](#) requires the master of a ship to promptly report dangers to navigation including, an abandoned ship, a damaged aid to navigation, severe weather conditions and so on.

### 12.6.3 Domestic Commercial Vessels

#### **Ships regulated under the Marine Safety (Domestic Commercial Vessels) National Law Act 2012**

Under the [Marine Safety \(Domestic Commercial Vessels\) National Law Act 2012](#) (National Law), a **marine incident** means any of the following:

- (a) a death of, or injury to, a person associated with the operation or navigation of a domestic commercial vessel;
- (b) the loss or presumed loss of a domestic commercial vessel;
- (c) a collision of a domestic commercial vessel with another vessel;
- (d) a collision by a domestic commercial vessel with an object;
- (e) the grounding, sinking, flooding or capsizing of a domestic commercial vessel;
- (f) a fire on board a domestic commercial vessel;
- (g) a loss of stability of a domestic commercial vessel that affects the safety of the vessel;
- (h) the structural failure of a domestic commercial vessel;

- (i) a close quarters situation;
- (j) an event that results in, or could have resulted in:
  - (i) the death of, or injury to, a person on board a domestic commercial vessel; or
  - (ii) the loss of a person from a domestic commercial vessel; or
  - (iii) a domestic commercial vessel becoming disabled and requiring assistance;
- (k) the fouling or damaging by a domestic commercial vessel of:
  - (i) any pipeline or submarine cable; or
  - (ii) any aid to navigation within the meaning of the *Navigation Act 2012* of the Commonwealth;
- (l) a prescribed incident involving a domestic commercial vessel.

The [Marine Safety \(Domestic Commercial Vessels\) National Law Act 2012](#) (National Law) requires that both the owner and master of a Domestic Commercial Vessel that is involved in a marine incident, report the incident within the time frames provided for by the National Law, to the National Regulator.

As soon as possible and within 4 hours after becoming aware of the incident, you must complete and submit incident alert form 18.

You can either complete the online form below to submit an incident alert, or download form 18 and email the completed form to [reports@amsa.gov.au](mailto:reports@amsa.gov.au).

It is important that incidents are reported so that AMSA can analyse the occurrence and, if necessary, take steps to improve vessel safety.

For further information regarding ‘what is a marine incident?’, ‘when do I report a marine incident?’, and ‘who do I report it to?’ – please refer to the [Incident Report Guidance Notice](#) and [Marine Incident Report](#).

## 12.6.4 Marine incident reporting – Australian Maritime Safety Authority

Under section 19 of the [Transport Safety Investigation Act 2003](#) any incident involving a ship in Australian waters including:

- breakage of gear or injury to any person during cargo work
- damage or defect to ship, machinery or equipment
- peril or a close quarters situation
- stranding or disappearance
- death, serious injury or a dangerous occurrence
- a birth.

These must be reported to the Australian Maritime Safety Authority (AMSA) using form 18 [incident alert](#) within four hours of the incident occurring. A detailed [Incident report](#) must be submitted to the Australian Maritime Safety Authority, Canberra on form 19 within 72 hours of the incident occurring.

Reports are to be submitted by fax: +61 2 6230 6868 or 1800 622 153 or email: [reports@amsa.gov.au](mailto:reports@amsa.gov.au).

Complete details of these requirements are available on the Australian Maritime Safety Authority website.

## **12.6.5 Great Barrier Reef Marine Park Authority incident report form**

To report an incident where a breach of Great Barrier Reef Marine Park Authority regulations is observed witnesses are asked to complete the [GBRMPA incident report form](#). Urgent matters should be reported by phone to the appropriate number listed on the form.

## **12.6.6 Procedures subsequent to serious marine incidents**

In the case of a vessel grounding or if structural damage has occurred, the vessel is to be removed to a position of safety. Immediate advice from the Regional Harbour Master and the manager (pilotage services) should be sought in this instance.

The vessel is to be surveyed by the appropriate authority (Australian Maritime Safety Authority or classification society) to ensure the seaworthiness of the vessel before it leaves port limits.

## **12.6.7 Port community responsibilities**

As a responsible member of the maritime community, any person witnessing an incident which was/or is capable of becoming an emergency is obliged to report the matter to the Regional Harbour Master's office and/or the emergency response agencies of police, fire or ambulance.

The Australian Maritime Safety Authority requests pilots, stevedores, NQBP officers and others to notify them of suspected deficiencies on ships.

# 13. Security

## 13.1 General

The International Ship and Port Facility Security Code (ISPS) is administered in Australia by the [Department of Infrastructure, Transport, Regional Development and Local Government \(DITRD LG\)](#). NQBP has an approved Maritime Security Plan as required under the [Maritime Transport and Offshore Facilities Security Act 2003](#).

A ship's master, prior to entering the port must report directly to NQBP or via their respective ship agency the following:

- ISPS compliance number
- current ship security level or any change to the ship security level whilst in port
- ship security officer contact details
- list of expected visitors/contractors
- nominated provedore
- crew list and identification
- any security incident (as defined under the ISPS code or maritime transport security legislation) whilst in port.

### 13.1.1 Security levels

The federal government determined, and will declare when necessary, three security levels.

- **Level 1:** Minimum appropriate protective security measures will be maintained at all times.
- **Level 2:** Appropriate additional protective security measures will be enacted because of heightened risk of a security incident.
- **Level 3:** Further specific protective security measures maintained for limited times when a security incident is probable or imminent, although it may not be possible to identify the specific target.

Unless otherwise advised the port will operate on **level 1**.

In addition to normal security measures undertaken, additional security measures on the land and water may be implemented:

- if directed by the Australian Office of DITRD LG
- the current ship security level is higher than security level 1 or the port/port facility security level

## 13.2 Port security contacts

Emergency response (24 hours) ..... +61 0401 776 490

Port security Supervisor

Telephone: ..... +61 0401 776 490

Port Security Gatehouse

Telephone: ..... +61 4786 0314

Abbot Point Operations Port Facility Security Officer

Telephone..... +61 0438 771 828

Abbot Point Operations HSEC Manager

Telephone..... +61 0438 930 013

### **13.3 National security**

In line with the federal government's recent publications to do with the reporting of any possible terrorist activity then these procedures are to be followed.

Contact the National Security 24-hour Hotline if you have any information of possible terrorist activity or have seen or heard something suspicious that may need investigating by the security agencies.

24-hour hotline: 1800 123 400

Email: [hotline@nationalsecurity.gov.au](mailto:hotline@nationalsecurity.gov.au)

## 14. Port state control inspections

Australian Maritime Safety Authority (AMSA) conducts [Port State control](#) (PSC) inspections to ensure that foreign vessels visiting Australian ports comply with the relevant international regulations are sea-worthy, do not pose a risk of pollution and provide a safe working environment; accordingly, under the [Navigation Act 2012](#) AMSA surveyors may board a vessel at any time to conduct an inspection.

**Cargo ships may be inspected every six months and tankers over 15 years old may be inspected every three months**

Inspections are based on resolutions of the IMO and the International Labour Organisation (ILO). All required certificates and documentation and areas of critical safety for example, lifeboats, engine room firefighting equipment and cargo gear may be inspected in accordance with a Ship Inspection Record (SIR) book which contains guidelines.

In all cases a Form A is completed stating that an inspection has been carried out and if any deficiencies are noted a Form B is issued.

Critical deficiencies can lead to a ship being detained from sailing until the problems are rectified. Details of all detentions are forwarded to the IMO, the relevant flag state and the classification society.

Vessels that are intending to use their cargo gear to load stores or handle cargo should ensure that they comply with Marine Orders Part 32. This requires all individual pieces of cargo handling equipment to be certificated (test certificate) and clearly marked with the identifying mark and the safe working load (SWL) as stated in the certificate. This applies to all gear; shackles, chains, sheave blocks, bins, tubs rings and so on. Periodical inspections must be entered in the cargo gear register or else the cargo gear cannot be used.



## **15. Port services**

### **15.1 General**

The nearest medical, banking and shopping facilities are located at Bowen, approximately 30 kilometres to the south. The nearest airports are located at Proserpine (70 kilometres south) or Townsville (200 kilometres north).

### **15.2 Bunkering**

There are no bunkering facilities available at this port.

### **15.3 Fresh water**

Fresh water is not available at this port.

### **15.4 Waste**

It is an offence for a person to discard, dispose of, or leave rubbish, refuse, and sewage, waste of any kind (including galley waste), wastewater or other liquid waste.

There are no facilities available at Abbot Point for the collection of waste materials and all should be retained on board in covered receptacles.

### **15.5 Mission to Seafarers**

The nearest Missions to Seamen facility is located at Townsville.

Physical address: Suter Pier, Port of Townsville.

Postal address: P O Box 729, Townsville Queensland 4810

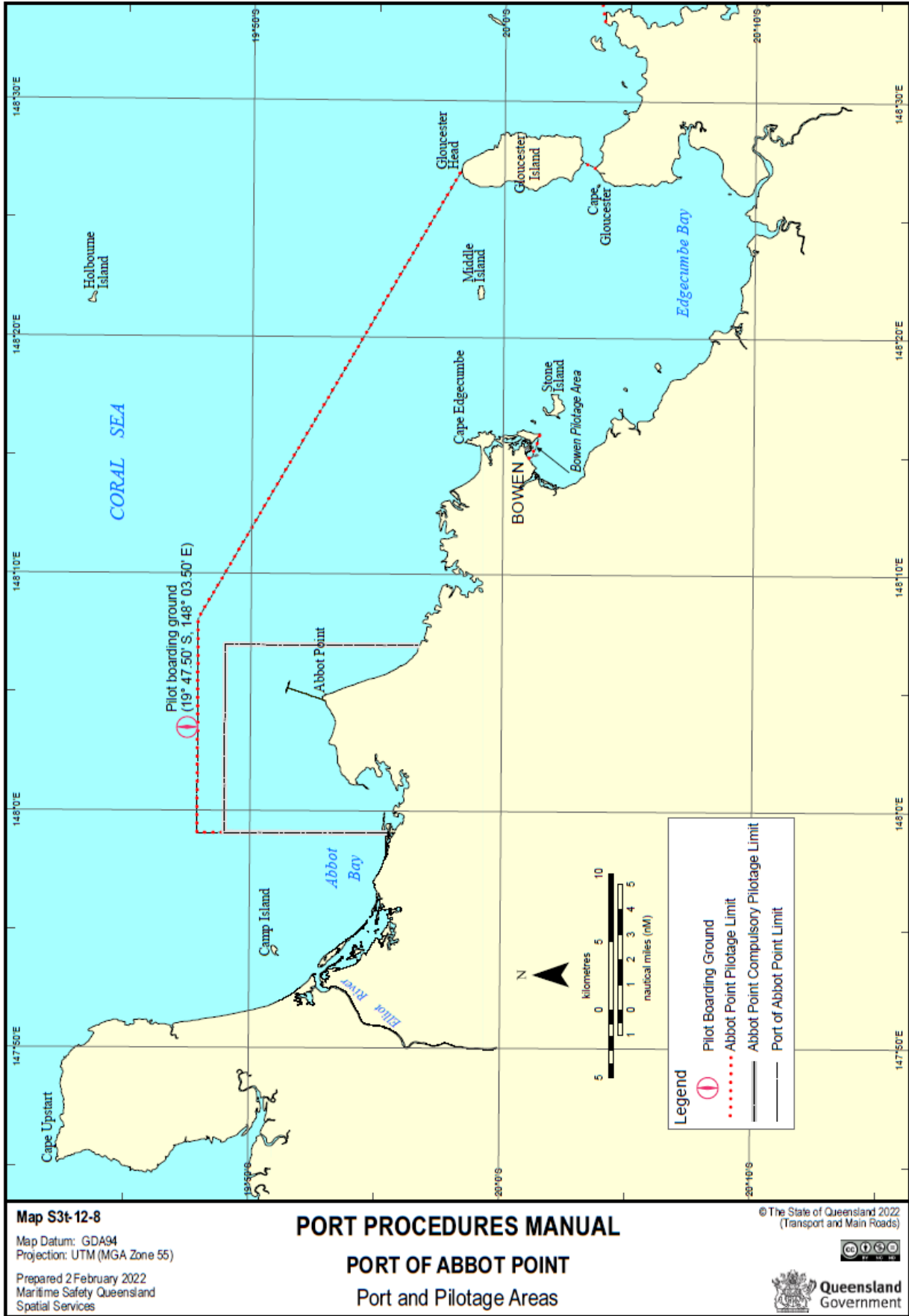
Telephone: +61 7 4772 2774

Email: [seafarers.tsv@beyond.net.au](mailto:seafarers.tsv@beyond.net.au)

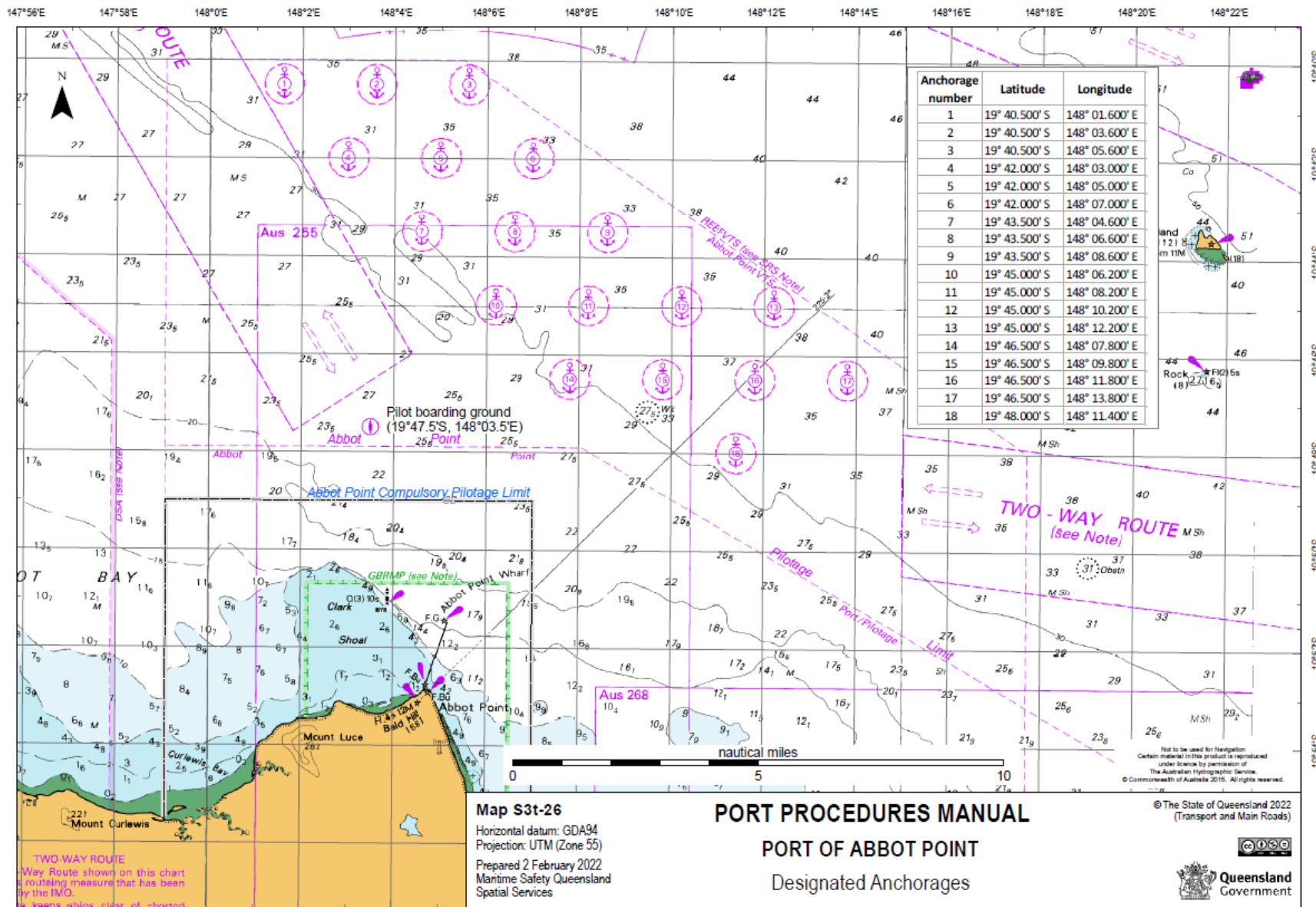
## 16. Appendices

<u>16.1</u>	<u>Abbot Point Port and Pilotage</u> .....	67
<u>16.2</u>	<u>Abbot Point designated anchorages</u> .....	68
<u>16.3</u>	<u>Abbot Point - Pilot Boarding Place &amp; Pilot Disembarking Place</u> .....	69
<u>16.4</u>	<u>Abbot Point Berth</u> .....	70
<u>16.5</u>	<u>Abbot Point VTS Area</u> .....	71
<u>16.6</u>	<u>Abbot Point – DUKC- Ship Departure Condition</u> .....	72
<u>16.7</u>	<u>Request to Immobilise Main Engines whilst at anchorage</u> .....	73
<u>16.8</u>	<u>Pilot Transfer arrangements - Checklist</u> .....	74

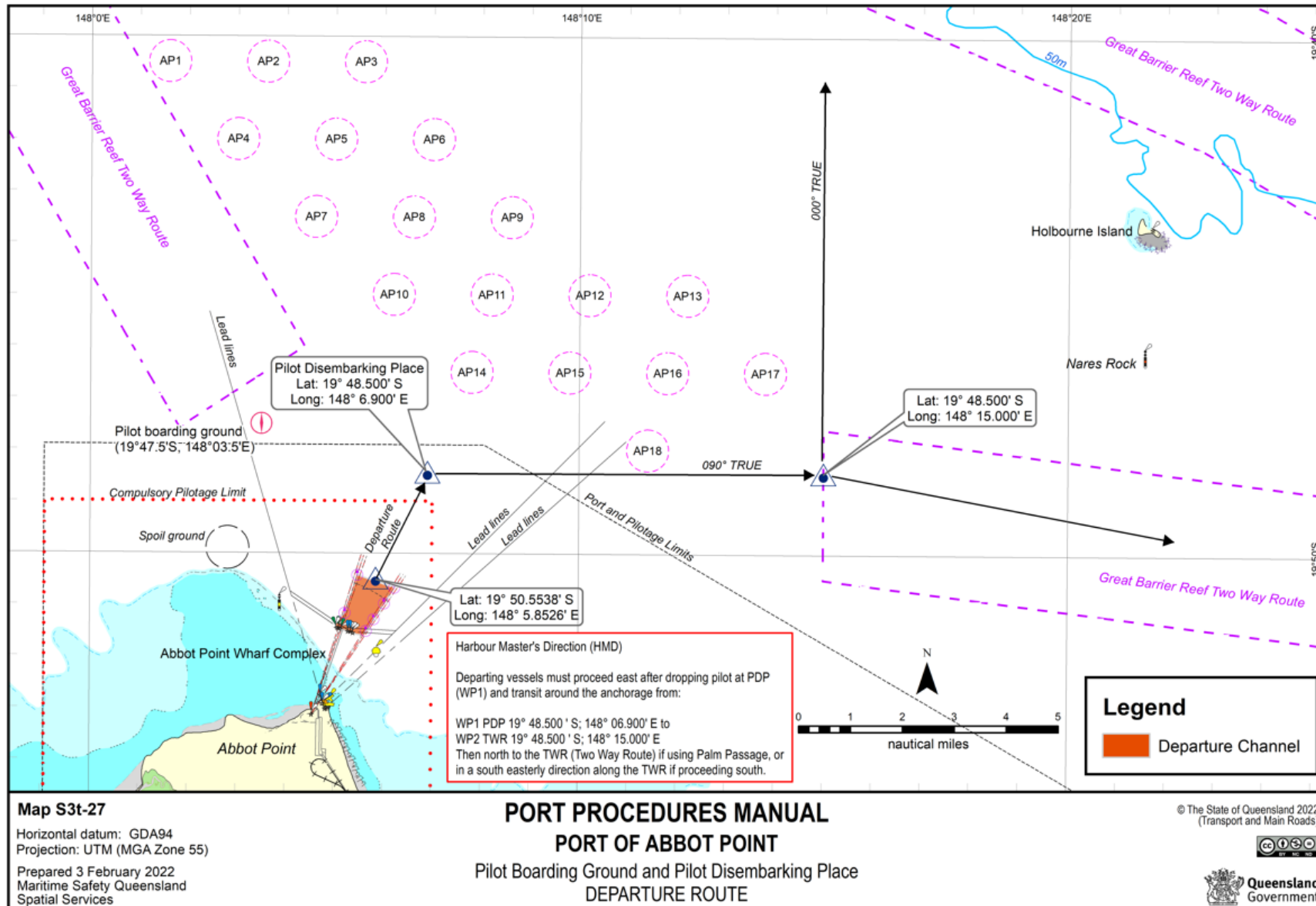
# 16.1 Abbot Point Port and Pilotage



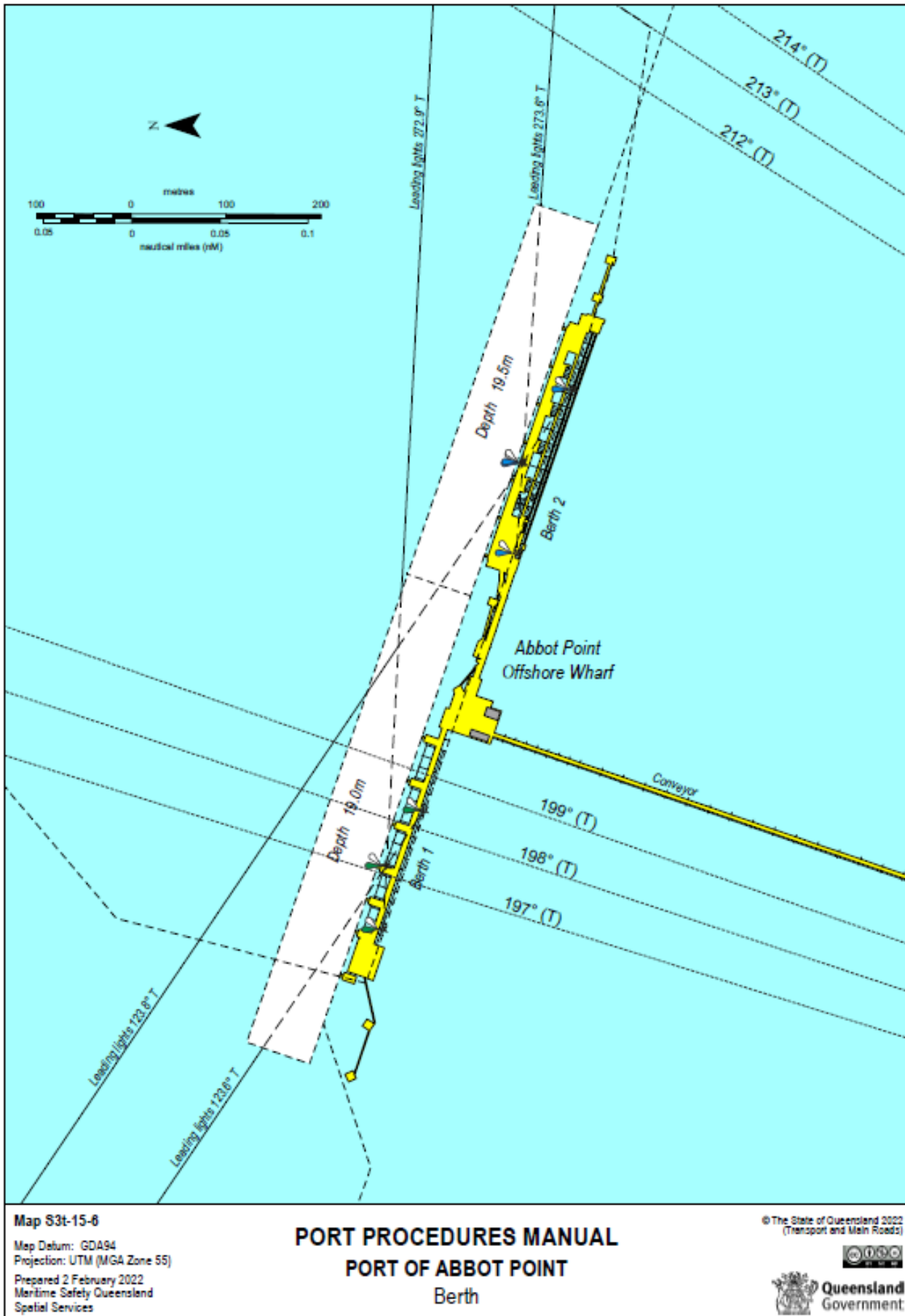
# 16.2 Abbot Point designated anchorages



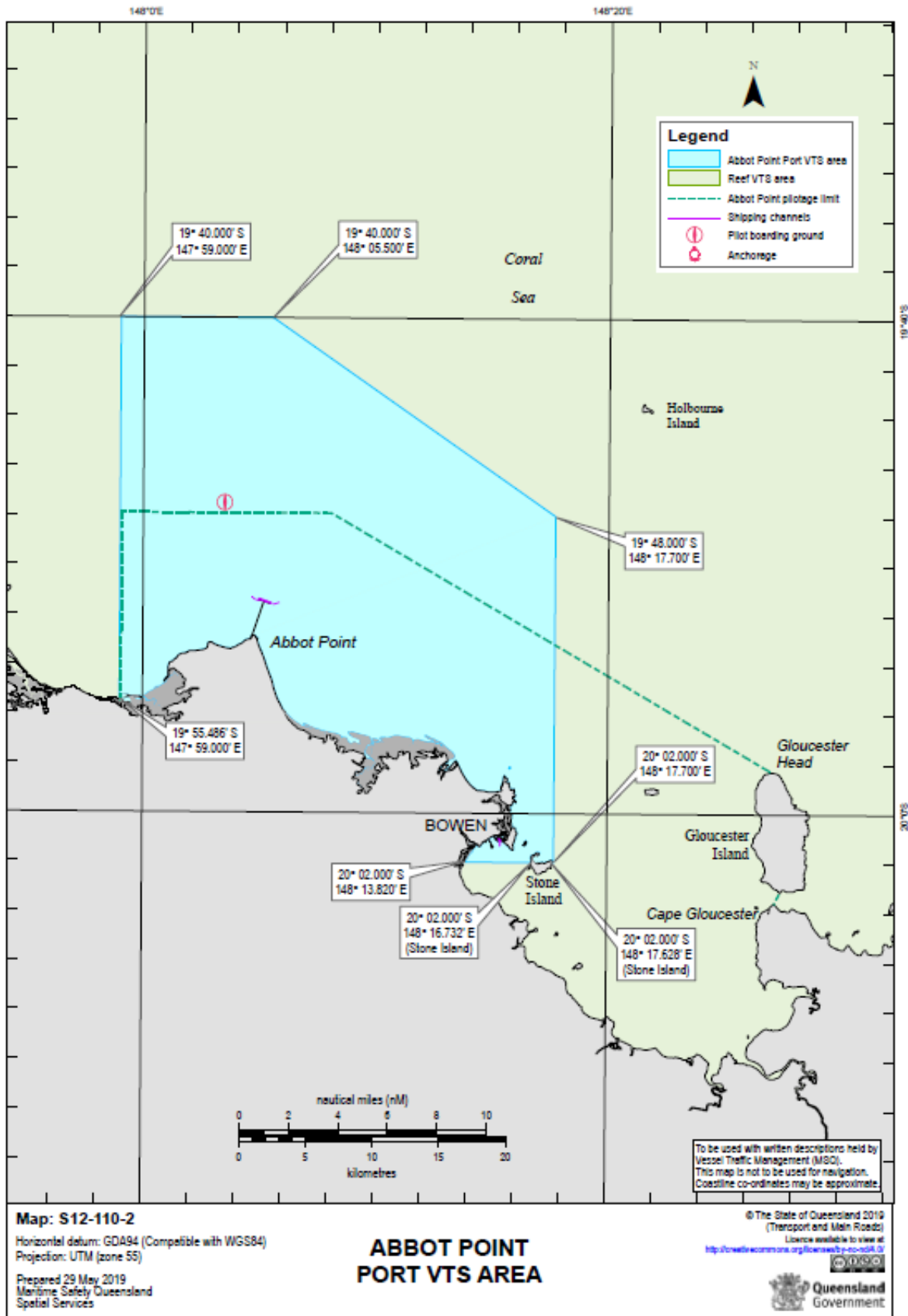
# 16.3 Abbot Point - Pilot Boarding Place & Pilot Disembarking Place



## 16.4 Abbot Point Berth



# 16.5 Abbot Point VTS Area





# 16.6 Abbot Point – DUKC- Ship Departure Condition

[Link to fillable PDF](#)



**Queensland  
Government**

## DUKC® - Ship Departure Condition - Abbot Point

**This form is to be completed by all vessels departing Abbot Point**

Dynamic Under Keel Clearance (DUKC®) is mandatory for all vessels departing Abbot Point Terminal.

Master is responsible for providing accurate information to all fields below.

Master must email completed form to vtstowns ville@msq.qld.gov.au and apbcoalshipping@apt1.com.au

- 96 hours prior to a vessel's scheduled berthing - planned departure condition
- At least three hours prior to the vessel planned departure - final departure condition

### Section 1: Vessel details

IMO Number

Vessel name

Expected departure:

Date

Time

SWL of towing bollards:

Forward

Aft

### Section 2: Cargo Information

Cargo on board arrival

Cargo to be loaded

Cargo on board departure

### Section 3: Vessel Stability Information at Departure

Departure displacement:

Deepest draft (draught) at which the vessel intends to depart the berth:

GM fluid [GM(F)]: Transverse metacentric height corrected for free surface

KG: Vertical centre of gravity

Master/Chief Officer's signature

Date

Vessel stamp



# 16.7 Request to Immobilise Main Engines whilst at anchorage

[Link](#) to fillable PDF

**ON EACH OCCASION THIS FORM IS TO BE COMPLETED & SIGNED BY THE MASTER AND UPLOADED AGAINST THE [QSHIPS](#) MOVEMENT AND EMAILED TO TOWNSVILLE VTS**



Queensland Government

## Permission to Immobilise Main Engines at Anchorage - Townsville Region

This form is only to be used if the request cannot be submitted by the agent within Qships

Vessel  Port and Anchorage Number

Request for Permission to Immobilise Main Engine/s to carry out (e.g. Main Engine Unit overhaul or Main Engine crank case inspection)

From  hrs  /  /  To  hrs  /  /  On  /  /

Will immobilisation result in restrictions on Main Engine Manoeuvring Speed or Manoeuvring response on next movement/departure? (e.g. Maximum 'dead slow' (4kts) for 30 min, or Maximum 'Slow' (8kts) for 30 min). This assessment should be made in consultation with the Chief Engineer to determine if a 'Running in' period is required).

No  Yes  Please specify the restrictions

Time required to mobilise in emergency is  hrs

Number of tugs for next movement

Is the Bow Thruster fully operational? Yes  No

Bow Thrust Power

Vessel LOA

Vessel Draft - Fwd  Aft

### Master's Declaration

I,  declare that, the above information is accurate. I have consulted with the chief engineer and confirm the vessel will be able to provide the full range of Manoeuvring speed/RPM and Manoeuvring response (Dead Slow, Slow, Half and full ahead and Astern) for berthing or departure from the port. If the vessel is not able to provide the full range of Manoeuvring speed/RPM, it will result in cancellation of the movement till a risk assessment is conducted to determine the conditions for safe transit.

Master's Signature  Date

Request is approved/declined buy the Regional Harbour Master

### Approval is subject to the following conditions:

1. Vessel to contact VTS and confirm weather conditions prior to commencement.
2. Notify VTS on VHF channel 12 on commencement of immobilisation.
3. Notify VTS on VHF channel on completion.
4. Display signal flags "R" over "Y" during daylight hours.
5. Conduct engine trials (or running in if required) on completion.
6. Notify VTS when testing completed and vessel ready.
7. This authorisation is subject to cancellation without notice if a strong wind warning or higher is forecast for the area.

Regional Harbour Master (Townsville)  Date

**Privacy Statement:** The Department of Transport and Main Roads (TMR) is collecting the information on this form under the provisions of the Transport Operations (Marine Safety) Act 1994. TMR may disclose this information to authorised departmental officers and officers of Queensland port authorities. Your personal information will not be disclosed to a third party without your consent unless required or authorised to do so by law.

# 16.8 Pilot Transfer arrangements - Checklist

[Link to fillable PDF](#)



## Pilot Ladder Securing and Boarding Arrangements Checklist For Townsville, Abbot Point or Lucinda

Pilot ladder will comply with and be rigged in accordance with:  
 (1) SOLAS Reg. V/23 'minimum standards for equipment installed and arrangements for pilot transfers on ships'  
 (2) IMO Resolution A.1045(27) 'Pilot transfer arrangements'  
 (3) AMSA Marine Notice 04/2023, 'Pilot transfer arrangements'  
 (4) ISO 799:2019 'Ships and marine technology - pilot ladders'  
 (5) IMO/IMPA Pilot Ladder Poster

I, \_\_\_\_\_, Master of the Vessel \_\_\_\_\_ confirm compliance with the above and will ensure that the following checklist will be complied to for Pilot ladder rigging prior to arriving or departing the ports of Townsville, Abbot Point or Lucinda.

Port: _____	Height of climb (Waterline to Pilot boarding deck) : _____ m	Yes/No
a.	Pilot ladder is less than 30 months old.	<input type="checkbox"/>
b.	Pilot ladder will be secured to the strong point on the deck using rope and not solely held by shackles or a guillotine bar.	<input type="checkbox"/>
c.	Pilot ladder on winch reels will be secured to the strong point on the deck using rope.	<input type="checkbox"/>
d.	Tripping line, if used, must lead forward to avoid fouling with Pilot launch and must not be secured to the bottom most step and have no loops.	<input type="checkbox"/>
e.	Manropes are less than 12 months old.	<input type="checkbox"/>
f.	Man ropes are secured to the strong point on the deck and pass through the eye on handhold stanchions.	<input type="checkbox"/>
g.	Man ropes are of natural fibre (example: manila rope) with dimensions between 28 to 32mm diameter and in good, clean condition.	<input type="checkbox"/>
h.	Man ropes will be passed behind the side ropes and hung from a height of 1.5m above accommodation ladder lower platform in a combination arrangement.	<input type="checkbox"/>
i.	Pilot ladder will be firmly secured to ship side 1.5m above accommodation ladder lower platform in a combination arrangement.	<input type="checkbox"/>
j.	Accommodation ladder will be secured to the ship side in a combination arrangement.	<input type="checkbox"/>
k.	Pilot ladder will not be secured to the lower platform of the Accommodation ladder in a combination arrangement.	<input type="checkbox"/>
l.	Lower platform of the Accommodation ladder will not obscure the Pilot ladder in a combination arrangement. The horizontal distance between Pilot ladder and the lower platform will be between 0.1 to 0.2m.	<input type="checkbox"/>
m.	Climb of Pilot ladder is not less than 1.5m and not more than 9m in a combination arrangement.	<input type="checkbox"/>
n.	The lower platform of Accommodation ladder is at least 5m above sea level in a combination arrangement.	<input type="checkbox"/>
o.	Pilot ladder steps are horizontal and chocks under the steps are tightly secured.	<input type="checkbox"/>
p.	Pilot ladder rigging will be supervised by responsible officer and in compliance with above mentioned regulations.	<input type="checkbox"/>

**Note:** If any of the above items are ticked 'No', explain the reason for doing so:  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

Master's signature  Date

**Note:** Complete this form and email this page only to: [dutyofficer@townsville-port.com](mailto:dutyofficer@townsville-port.com) and [VtsTownsville@msq.qld.gov.au](mailto:VtsTownsville@msq.qld.gov.au) at least **24 hours prior to Arrival or Departure - Townsville, Abbot Point or Lucinda.**

# REQUIRED BOARDING ARRANGEMENTS FOR PILOT



In accordance with SOLAS Regulation V/23 & IMO Resolution A.1045(27)  
INTERNATIONAL MARITIME PILOTS' ASSOCIATION

H.Q.S. "Wellington" Temple Stairs, Victoria Embankment, London WC2R 2PN Tel: +44 (0)20 7240 3973 Fax: +44 (0)20 7240 3518 Email: [office@impahq.org](mailto:office@impahq.org)  
This document and all IMO Pilot-related documents are available for download at: <http://www.impahq.org>

