

# 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](#)).