

# 1. Introduction

## 1.1 General

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

The State of Queensland is divided up into five regions, which are controlled by a Regional Harbour Master (RHM). All officers of Maritime Safety Queensland 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; and
- 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 these procedures apply to the geographical areas gazetted as pilotage areas in Queensland. Pilotage areas have been gazetted around designated ports and maritime areas to ensure the safe and efficient movement of shipping.

The Regional Harbour Master has the responsibility for managing safe and efficient shipping within the region.

## 1.2 Pilotage Area Description

Maryborough Pilotage Area is situated between Fraser Island and the mainland and encompasses the waterway known as the Great Sandy Strait. The area is a temperate/tropical transition zone and as a result has species and habitats that are reflective of both climates. The area has large sheltered bays and vast beaches and the ideal sailing conditions and wide variety of marine species and habitats make it a popular location for recreational boating.

## 1.3 Purpose

This document defines the standard procedures to be followed in the Maryborough Pilotage Area. It contains information and guidelines to assist ship's masters, owners, and shipping agents of vessels arriving at and transiting the area. It provides details of services, 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.

Information contained in this publication is based on information available as at the latest date in the document control sheet at the start of this manual. Although every care has been taken to ensure that this information is correct, no warranty, expressed or implied, is given

in regard to the accuracy of all printed contents. The publisher shall not be responsible for any loss or damage resulting from or caused by any inaccuracy produced herein.

Information on external agencies (customs, quarantine, port authority rules, REEFREP and so on) is provided as an example only and may have changed. 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 and noted on the Table of Amendments.

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

Address: PO Box 123, Gladstone Queensland 4680

Phone: +61 7 4971 5200

Fax: +61 7 4971 5520

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

### 1.3.1 Change Management

Changes to the Port Procedures and Information for Shipping manual (PPM) will be required from time to time as circumstances change. These changes may have a significant impact upon shipping within the region. Therefore, a Change Management Process has been introduced to ensure that change is appropriately managed. The authorised version of the PPM resides on the MSQ website and is a controlled document amended as required under the authority of the Regional Harbour Master (RHM).

The RHM will approve changes to the PPM either as a:

- follow up to an urgent change to commercial operations that will have been communicated initially by other means; or
- routine amendment implemented in response to changed circumstances and initiated by any Port User

*The RHM reserves the right of powers under section 86 of the [Transport Operations \(Marine Safety\) Act 1994](#), to give a direction to ensure safety and the effectiveness and efficiency of the Queensland maritime industry. Furthermore, 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.*

## 1.4 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.

## **1.5 Definitions**

### **1.5.1 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.

### **1.5.2 Estimated Time of Arrival (ETA)**

ETA refers to the expected time of arrival at a designated place.

### **1.5.3 Estimated Time of Departure (ETD)**

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

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

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

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

The Branch of the Queensland Department of Transport and Main Roads responsible for the operations of pilotage, ship-sourced pollution protection services, Vessel Traffic Services (VTS) and the administration of marine safety in the state of Queensland.

### **1.5.6 Modernised Australian Ship Tracking and Reporting System (MASTREP)**

The Australian Ship Reporting System established under division 14 of the Navigation Act 2012 and specified in MO63 Vessel Reporting Systems.

### **1.5.7 Navigation Act**

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

### **1.5.8 Overall Length (LOA)**

Extreme length of the vessel.

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

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

The 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.

## 1.5.10 REEFREP

The mandatory [ship reporting system](#) established by IMO Resolution MSC.52 (66), as amended from time to time and specified in Marine Orders 63 Vessel Reporting Systems.

## 1.5.11 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.

## 1.5.12 Regional Harbour Master (RHM)

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

## 1.5.13 Departure Time

The scheduled departure time is the time of the last line or anchor aweigh.

## 1.5.14 Ship Scheduler

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

## 1.5.15 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](#).

## 1.5.16 Vessel Traffic Service (VTS)

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

# 1.6 Contact Information

## 1.6.1 The Regional Harbour Master

For operational maritime questions, marine incidents, pollution, buoy moorings and navigation aids please contact the Gladstone regional office.

The Gladstone regional office is located at:

Physical address:           Level 7  
                                      21 Yarroon Street  
                                      Gladstone Queensland 4680

Postal address: PO Box 123, Gladstone Queensland 4680  
Phone: +61 7 4971 5200  
Fax: +61 7 4971 5520  
Email: [RHMGladstone@msq.qld.gov.au](mailto:RHMGladstone@msq.qld.gov.au)

## 1.6.2 Gladstone Vessel Traffic Services (VTS)

The VTS centre is situated at the Gladstone regional office. For ship traffic scheduling, pollution incidents and reporting defective navigation aids please direct initial enquiries to the VTS centre.

Call sign 'Gladstone VTS' is provided by Maritime Safety Queensland and provides a 24 hours, seven days a week marine operations service to the port community. The contact details are:

VHF radio: VHF 13 and 16  
Phone: +61 7 4839 0208  
Email: [VTSGladstone@msq.qld.gov.au](mailto:VTSGladstone@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.

## 1.6.3 Port authority

The Gladstone Ports Corporation under the *Transport Infrastructure Act 1994*, maintains the care and authority of the Port of Maryborough.

Phone: +61 7 4976 1333  
Fax: +61 7 4972 3045

## 1.7 Regulations

The regulations in the region contribute to the safe, efficient and environmentally responsible handling of shipping traffic. The international conventions of the IMO and ILO, such as the SOLAS convention and its amendments (for example the IMDG Code), MLC and MARPOL and state, national and local port authority Port Notices are in force in Maryborough Pilotage Area.

### 1.7.1 Applicable Regulations

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

- [Transport Operations \(Marine Safety\) Act 1994 \(TOMSA\)](#)
- [Transport Operations \(Marine Safety\) Regulations 2016 \(TOMSR\)](#)
- [Transport Operations \(Marine Pollution\) Act 1995 and Regulations 2018 \(TOMPR\)](#)
- *Australian Standard AS3846 – 2005*
- *International Ships and Ports Security Code (ISPS Code)*

- [Maritime Safety Queensland Act 2002](#)

In addition, it will also complement the procedures of:

- [Maritime Safety Queensland](#) (MSQ)
- [Australian Maritime Safety Authority](#) (AMSA)
- [Australian Border Force](#)
- [Department of Primary Industries](#)
- [Royal Australian Navy](#) (RAN)

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