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 VTS and pilotage areas.

The scheduling of ship movements is initiated by the agent or representative submitting movement details for a vessel to Hay Point VTS via the QSHIPS ship planning program in accordance with this section.

Pilotage Services accepts notification of movements via the QSHIPS system. Pilotage Services requires 24 hours advance notice for all new arrivals, departures and removals.

All vessels, whether commercial or recreational, are to maintain a listening watch on VHF16 and if equipped on VHF10, whilst within the Hay Point VTS area.

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 Hay Point VTS area.

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

VTS is delivered from the VTS centre at Hay Point 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 (Mackay).

The VTS centre is referred to as Hay Point VTS. Contact details are listed under 3.4.4. Shipping Management Contact Details.

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

Hay 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 vessels transit.

Monitoring and management of ship traffic

Hay 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

Hay 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 Hay Point VTS will be unable to provide navigational assistance and the requesting vessel will be advised of this information.

3.3 VTS area

Hay Point VTS will interact with inbound shipping two hours prior to arrival at:

- the outer boundary of the Hay Point VTS Area.

Hay Point VTS Area

The Hay Point VTS Area follows the established Pilotage area and port limits of the Port of Hay Point. Adjacent to the Hay Point VTS Area is the Mackay VTS Area which is administered by the same VTS Centre. A map of Hay Point VTS area is available in 16.11 Mackay Region VTS Area.

The Hay Point VTS area is the area of the waters bounded by an imaginary line drawn:

- starting at the high–water mark at the southern extremity of the north head of Bakers Creek entrance.
- then generally north-easterly to latitude 21° 10.760' south, longitude 149° 17.730' east,
- then generally north-easterly to latitude 21° 09.910’ south, longitude 149° 20.060' east,
- then east along the parallel to latitude 21° 09.910' south, longitude 149° 22.060' east,
- then north along to latitude 21° 02.963’ south, longitude 149° 22.060' east,
- then east north east to Bailey Islet,
- then east along the parallel to 21° 01.850’south, longitude 149° 50’000 east,
- then south east to latitude 21° 06.580’ south, longitude 149° 55.000’ east,
- then south to latitude 21° 20.000’ south to longitude 149° 55.000’ east,
- then west to the high-water mark on the mainland at 21° 20.000’ south, longitude 149° 17.918’ east,
- then generally in a northerly direction following the shoreline back to the starting point encompassing all navigable water ways of rivers and creeks.

3.4 VTS role

MSQ provides VTS as a traffic organisation service in accordance with IMO guidelines.

Hay Point VTS will;

- Wherever possible interact with vessel traffic by VHF radio
- interact with port services in Hay Point
- inform participating vessels of current traffic and safety information pertaining to the pilotage area
- where necessary communicate the directions of the Regional Harbour Master (Mackay) or delegate
- monitor compliance with the *Transport Operations (Marine Safety) Act 1994* and *Transport Operations (Marine Safety) Regulation 2016*
- record the details of shipping movements in the QSHIPS programme in real time
- maintain a situational awareness of traffic in the pilotage area to the extent of the available information
- participate in emergency procedures; and

- provide a navigation assistance service to pilots on demand.
    - Hay Point VTS will provide:
        - vessel position in relation to channel centreline and distance run
        - ship's heading.

3.4.1 Language

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

3.4.2 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. Access to the recordings is controlled by the Regional Harbour Master.

The VTS centre records external communications. For example: 'All voice communications with the VTS Centre and all radio communications on the channels monitored are recorded against a date and time stamp'.

3.4.3 Distress and Emergency

Hay Point VTS is not a coast radio station. Maritime Safety Queensland, Volunteer Marine Rescue (VMR) and the Australian Coastguard have an agreement that the VTS will monitor channels 16 and 67 when VMR is not operational for emergency and distress calls only. A distress call should, in the ordinary course of events, be referred to VMR 448 Mackay.

Any marine incident, for example a collision, grounding or fire, occurring within the port should be immediately reported to Mackay /Hay Point VTS on:

VHF radio: channel 10 or 16

Phone: 1300 645 022

3.4.4 VTS communications

Ships are not to move within the pilotage area unless satisfactory two-way communications are maintained with the VTS Centre.

Ships are required to establish two-way radio communications with the VTS Centre on VHF channel 16 or VHF channel 10. The designated port VHF channel is to be used for the communication of all routine operational and safety information.

The VHF channels used in the port are:

Hay Point Vessel Traffic Services (VTS)		
VTS area	**Yes**	
Level of VTS Service	**IALA level IV: Traffic Organisation Service**	
Communications	**Call sign**	**Service**
VHF Ch 16	User	Emergency and initial calling
VHF Ch 10	Hay Point VTS	Mandatory reporting, vessel traffic management, helicopter, port working
VHF Ch 11	Reef VTS (Townsville)	Coastal ship reporting system
VHF Ch 12	User	Port operations Dalrymple Bay
VHF Ch 08	User	Port operations Hay Point Services

Table 3 - Vessel Traffic Services

The VTS centre has telephone and email services for administrative and emergency purposes. Any marine incident, for example a collision, grounding or fire, and pollution occurring within the port should be reported immediately to Hay Point VTS on **VHF channel 10.**

3.5 Shipping management contact details

Organisation	Telephone	Email
VTS Centre	1300 645 022	vtshaypoint@msq.qld.gov.au
Regional Harbour Master	+61 7 4944 3700	RHMMackay@msq.qld.gov.au
North Queensland Bulk Ports Corporation Limited - *General Enquires*	+61 7 4969 0700	info@nqbp.com.au
North Queensland Bulk Ports Corporation Limited - *Port Operations*	+61 7 4955 8147 +61 417 761086	portoperations@nqbp.com.au
Dalrymple Bay Terminal	+61 7 4943 8444	shipping@dbct.com.au
Hay Point Services	+61 7 4943 5220	dl-col-bma-hpt-productioncoordinators@bhp.com

Table 4 - Shipping Management Contact Details

3.6 Prior notification of movements

Sections 168 to 169 of 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/VTS Pre-arrival form
	24 hours prior to removal or departure	
Transport of dangerous goods in pilotage area	48 hours prior to entry	Dangerous cargo report
	3 hours prior to departure	
Loading, removal or handling of dangerous cargo alongside (includes bunkering)	24 hours prior to handling	Dangerous cargo report
Ship-to-ship transfer of dangerous cargo	24 hours prior to cargo transfer	Dangerous cargo report
Gas-free status (bulk liquid cargo ships)	48 hours prior to entry, departure or removal	Declaration by Master if vessel is gas-free for movement purposes.

Table 5 - Prior notification of movements

3.7 QSHIPS (Queensland Shipping Information Planning System)

The movement of all vessels of LOA 35 metres or more arriving at Hay Point is recorded in an internet-based programme known as QSHIPS.

The programme is operated from the VTS centre; shipping agents submit booking information online in accordance with the reporting requirements and record their requisitions for tugs, pilot and linesmen. The ancillary services respond online to acknowledge the booking and allocate their resources; the movement then assumes the confirmed status. Work notifications should be submitted online and to the respective agencies if required (10 Work notifications).

Since the programme 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.

3.7.1 Booking a vessel movement

When an agent is advised by his principals that a ship is bound for Hay Point then that agent should book in the ship via the QSHIPS programme at least 48 hours prior to the movement as required under *Transport Operations (Marine Safety) Regulations 2016* section 169. Request for the supply of a pilot and tugs should 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 preclude this. If an agent is unable to submit a booking by QSHIPS the Pre-arrival Form must be emailed to the VTS centre.

Details of any berthing (arrival), removal movement and departure information are to be submitted at least 24 hours prior to the start time in a similar manner to the above.

Request for the supply of a pilot and tugs shall also be made via QSHIPS. In addition the VTS Pre Arrival Formand the Helicopter Suitability form must be uploaded to QSHIPS.

The shipping agent shall enter initial movement bookings into QSHIPS. The movement is to be entered as a “Planned Movement” with a time of 00:00 of the anticipated day of the movement.

The terminal operators (BMA/DBCT) will send their requests for vessel movement times to VTS by 1000 and 1630 daily for their respective terminals. VTS will determine the best schedule to allow for safe and efficient movements in consolation with both terminals.

Arrival advice should be confirmed to the VTS centre 24 hours prior to the start of the movement.

This section applies to all ships entering the Hay Point pilotage area that are of LOA 35 metres and greater and all vessels that require a pilot including those ships whose master holds a pilotage exemption certificate for the Hay Point pilotage area.

3.8 Reporting defects

The Australian Maritime Safety Authority (AMSA) requires notification of any deficiencies or suspected deficiencies on ships visiting Australian ports. Deficiencies are to be reported to VTS via the QSHIPS programme and the Australian Maritime Safety Authority using Form AMSA 355 – Defects Report (report of suspected non-compliance with Navigation Act or safety/pollution conventions).

3.9 Pilotage delays and cancellations

The following will apply to all piloted vessels when arriving, departing or being removed within the Hay Point pilotage area:

- Delay fees will apply if a vessel departs after the programmed or booked departure time:
    - If the pilotage service for the vessel is delayed for longer than 30 minutes but not longer than 1 hour a single fee unit will be charged as per Schedule 6 Part 2 Div 3.
    - If the pilotage service for the vessel is delayed for longer than 1 hour but not longer than 2 hours than two fee units will be charged as per Schedule 6 Part 2 Div 3.

- If the delay exceeds two hours, then pilotage is deemed to have been cancelled and a full cancellation fee applies as per Schedule 6 Part 2 Div 2. When a cancellation fee is applied then the hourly delay fees are not applicable.
- A delay exceeding two hours may necessitate a rescheduling of the ship

A delay fee will not be charged if the cause of the delay is:

- Weather affecting a ship's ability to be safely navigated.
- When the ship is ready to commence the movement, however is unable to because to do so would be unsafe (for example, where there is port congestion; or the required port services are unavailable).

Equipment and mechanical failures will constitute a delay and attract a delay fee or cancellation fee as described above.

In determining the delay time the following criteria will be used:

- Inbound – delay fees will be incurred if the pilot boards a vessel more than 30 minutes after the programmed estimated time of arrival of the vessel at the pilot boarding place or the agreed boarding place.
- Outbound or removal – delay fees will be incurred if the vessel departs the berth or anchorage more than 30 minutes after the programmed estimated time of departure. The actual time of departure will be taken as ‘last line’ or ‘anchor aweigh’ as these times are recorded in QSHIPS and are the acknowledged and accepted time of departure.

MSQ will not enter into any debate on responsibility for delays and cancellations.

Agents would be aware that some vessels take longer to let go all lines and this fact should be taken into consideration when nominating sailing times.

Full details of the regulations and fees are contained in Schedule 6 Part 2 Division 3 of the Transport Operations (Marine Safety) Regulation 2016.

3.10 Tug and tow requirements

Tug and unpowered tow combinations are classified as a 'small ship' as detailed in section 163(1)(b) of the *Transport Operations (Marine Safety) Regulation 2016.*

For combinations of ships over 50 metres (total length of ships) operators/Masters are to refer to the Mackay Region - Standard for Commercial Marine Activities.

3.10.1 Operational conditions

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

- Open water pilot boarding daylight hours only. If night boardings required safety analysis to be conducted to the satisfaction of RHM and Pilot Manager.
- All tugs and tows (of over 50 metres as per definition in 3.10) will be required to engage a licensed pilot (8 Pilotage);
- Any tow greater than 250 metres that is a multi-unit tow, will require to be either split prior to transit or require the assistance of an accompanying harbour tug for the full passage, and
- Master to confirm with VTS tow line and ship/barge fixed equipment is in survey, in good condition and suitable for port of entry.

Any tow that is in a damaged condition will not be granted entry into the Hay Point pilotage area until the RHM 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 pushed ahead by a tug or lashed and secured alongside is deemed a tug and tow when entering or exiting the harbour. In addition, this combination may be required to be allocated tugs (9 Tug Procedures).

3.10.2 Notification

For any tug and tow movements within the port of Hay Point, notification to VTS via QSHIPS is required. 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.

If an agent is unable to submit a booking by QSHIPS, the agent must complete the VTS Tug and Tow Booking Request form.

All tows and combined units shall be deemed to be hampered vessels and subject to varying scheduling arrangements.

3.11 Movement scheduling

3.11.1 Confirmation of schedules

On receipt of a movement booking Hay Point VTS will cross check tug and pilot bookings and other movements whilst verifying draft restricted vessels requirements when putting the schedule together.

3.11.2 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 to ensure the safe and most efficient movement of shipping.

Changes requested by the master/agent to scheduled movements must be made via QSHIPS greater than 24 hours prior to scheduled time. Changes inside 24 hours are via a phone call to VTS.

Changes to movements at the Port of Hay Point will be requested by the terminal to VTS. If the terminal requests a change in a ship’s departure time, it is not to impede the scheduled time of any other movements that have not

changed from their initial requested time unless in the interest of safety or port efficiency as determined by the RHM or their delegate. Once movement changes have been approved, affected stakeholders will be notified by VTS in accordance with the Hay Point Scheduling Standard Operating Procedure.

3.12 Prioritising of ship movements

3.12.1 Deep draft ships

Where a ship is at maximum draft or restricted thereby to a narrow tidal/time window it will usually be given priority. Advice on draft restrictions can be obtained from the VTS centre.

3.12.2 Other commercial activities other than coal export trade

Refer Standards for Commercial Marine Activities Mackay Region

3.12.3 Movement priority of arrivals, removals and departures

Refer section 3.14.1.1 for prioritisation of arrival movements and section 3.14.1.1 for prioritisation of removal and departure movements.

3.13 Movement clearance information

All ships **require a clearance** from the VTS centre to enter, depart or move within the pilotage area. It is the responsibility of the master or pilot to contact the VTS centre to obtain the necessary clearance and information prior to the movement.

3.13.1 Clearance for externals/arrivals

The master is to report to Hay Point VTS to obtain clearance and arrival information two hours before the estimated time of arrival to the VTS area.

3.13.2 Clearance for removals

The master is to report to Hay Point VTS to obtain a clearance and removal information prior to commencement of the movement within the pilotage area.

3.13.3 Clearance for departures and testing engines

The ship should be ready for departure, with all documentation completed and marine services in attendance not less than 30 minutes prior to the scheduled departure time. Lines are not to be released until clearance has been obtained to depart the berth. Lines are not to be slacked down and let go unless instructed by the master or pilot. The Master is to seek approval from the terminal and VTS for the engine to be tested, 30-60 minutes prior to departure.

The master or pilot is to obtain VTS clearance, prior to the scheduled departure time. Ships at anchor prior to departure from the pilotage area require clearance before departure from anchorage to continue, which is to be obtained two hours before the estimated time of departure from the anchorage area.

For ships that stop loading for low water at berth, the Master must seek approval from the terminal to test engines during the low water delay prior to the scheduled departure time. This requirement is in addition to testing engines on completion of loading.

If there are any issues identified during engine testing, the terminal and VTS must be notified immediately.

3.14 Anchoring

Ships are only to anchor in the area designated by Hay Point VTS. Upon anchoring, ships are to advise Hay Point VTS of their anchoring time. Ships at anchor in the VTS area are to maintain a continuous listening watch on VHF channel 16, 10 and any other channel as instructed. Ships are not permitted to immobilise engines without the written approval of the Regional Harbour Master (10.2.1 Immobilisation of Main Engines) and are to **immediately** report to VTS if dragging their anchor.

Vessels are to advise VTS **prior to any change** to draft so as VTS can assess UKC safety margins for the anchorage.

3.15 Reporting requirements

3.15.1 Arrivals

The master of a ship entering the pilotage area must report to 'Hay Point VTS' by VHF radio according to the following table:

	Report	Information to report
1	Ship Master to Hay Point VTS Two hours prior to entry into the pilotage area	Ship’s name, position, fore and aft draft, changes to ship details, defects, estimated time of arrival to port limits. Any further information requested by VTS as required.
2	Ship Master to Hay Point VTS Arrival at VTS Limits	Ship’s name and time of arrival at VTS limits
3	Ship Master to Hay Point VTS On anchoring	Ship’s name, anchorage position and time of anchoring
4	Ship Master to Hay Point VTS Heaving Anchor	Ship's name and heaving anchor time
5	Ship Master to Hay Point VTS Departing anchorage	Ship’s name and anchor aweigh time

	Report	Information to report
6	Hay Point VTS to Ship Master Pilot Boarding Instruction	Time of boarding and transfer method, confirmation of berthing drafts and propeller immersion
7	Pilot to Hay Point VTS Upon Pilot Boarding	Ship's name, pilot onboard time, defects, drafts, berth & side to, permission to proceed, request traffic information
8	Hay Point VTS All Ships call When pilot is safely aboard	Ship's name, intentions and arrival berth
9	Pilot to Hay Point VTS When secure in berth	Ships name, first line time, and pilot disembark time. Changes to ship details. Confirmation of breast line status if vessel size 220-240m and beam >34m.

Table 6 - Inbound Reporting Requirements

The following restrictions and rules are for arrivals at HPCT and DBCT:

1. Exempt masters must obtain clearance from Hay Point VTS before entering the compulsory pilotage area. Exempt masters must report to Hay Point VTS the time of first line and the time the vessel is secure alongside the berth.

2. A minimum under keel clearance of 1.5m is to be maintained at all times for arrivals to DBCT and Hay Point terminals. POB times are as follows:
    - On the flood tide – when the UKC reaches 1.5m
    - On the ebb tide - no later than 2 hours before the UKC reaches 1.5m

3. Manoeuvring parameters for all arrivals are as follows:
    - The propeller is to be fully immersed
    - The trim is to be no more than 2.5m by the stern
    - Trim by the head is not permitted

4. Where there is a Strong Wind Warning, or the wind is consistently 26kts or above for more than 30 minutes then the following is to occur:
    a. VTS will inform the terminals of the strong wind warning
    b. The terminal will arrange for the lines boat to assess the conditions prior to the POB time for the arrival movement
    c. The lines boat is to contact VTS on VHF Ch 10 or by phone to inform VTS of the conditions and the feasibility of them safely conducting the berthing
    d. VTS is to inform the pilot for the arrival movement of the lines boat's assessment prior to the pilot departing

e. If an arrival is cancelled by the lines boat or allocated pilot at night and due to weather, then the arrival is to be rescheduled for daylight hours and on the ebb tide except in the following exception.

f. If the weather is forecast to abate during the night and both the allocated pilot and the lines boat deem that it would be safe to attempt to berth the vessel, then the terminal may then request to re-schedule the arrival prior to daylight and only on the ebb tide.

5. Table 7 below illustrates the deadweight, displacement and current restrictions upon arrival for each berth:

	HP1	HP2	HP3, DB 1-4
Maximum DWT Ships in excess of Max. DWT to be approved on a case by case by the terminal. RHM, MVTM & Duty Pilot to be informed	180,000 tonnes	200,000 tonnes	220,000 tonnes
Maximum berthing displacement *Ships in excess of Max. disp. to be approved on a case by case by the terminal. RHM, MVTM & Duty Pilot to be informed. Duty pilot to assess whether additional tug is required*	100,000 tonnes	110,000 tonnes	110,000 tonnes
Berthing side to (subject to UKC)	Ships ≥ 240m LOA Must berth SST For ships berthing SST the following restrictions will apply: The earliest POB will not be earlier than when the flood current reduces to 0.1kt at the end of the flood tide. The latest POB will be 90 minutes hour before the ebb current reduces to 0.1kt	May berth either side	May berth either side

Table 7 - Hay Point and DBCT arrival restrictions

3.15.1.1 Priority of arrivals

Priority of arrivals will be determined according to the following rules:

- Departures will generally have priority over arrivals except as determined by the RHM for safety and or port efficiency.

- Arrival ships that will be loading on completion of berthing will have priority over arrival ships that will not be commencing loading on completion of berthing.
- If there is insufficient time for a planned arrival to complete berthing ahead of a channel departure that will pass the arrival berth, then the arrival is to be scheduled after the channel departure. See section 3.11.2 for exceptions.

3.15.2 Alongside

The DUKC system will calculate the maximum draft a ship may safely have at a low tide. If the DUKC is unavailable, a static UKC calculation will be used with an UKC of 1.5m.

In the interest of safety, when a ship is alongside the Port of Hay Point, the ship's Master and/or Chief Mate must be contactable, at all times by a reliable means of communication. The form of communication used must be in addition to the ship's VHF radio and must be capable of providing two-way communication with the ship's agent, the terminal, VTS and emergency services.

The minimum loading and ballast conditions when alongside the berths at the Port of Hay Point are as follows.

Less than 26kts wind strength

- Propeller is to be no less than 90% immersed
- Trim is not to exceed 3.5m

If a Strong Wind Warning or above is in force:

- The propeller is to be immersed to the Master's satisfaction for emergency use
- Trim not to exceed 3.5m

3.15.3 Removals and departures

The master of a ship that is departing, moving or about to depart or move within the pilotage area must report to Hay Point VTS by radio according to the following table.

	Report	Information to report
1	Ship Master/pilot to Hay Point VTS Ship ready to depart (5 to 15 minutes prior to estimated time of departure)	Ship's name, radio check, destination port/anchorage, departure drafts, permission to proceed, request for traffic information
2	Ship Master to Hay Point VTS Unassisted removal along the berth	• ship's name, time of commencement of movement • ship's name, time of completion of movement
3	Hay Point VTS All Ships call	Ship's name, departure berth and ships intentions

	Report	Information to report
	Upon release of last line	
4	Pilot to Hay Point VTS Shortly after departure, before pilot disembark	Ship's name, last line time and request for traffic information
5	Ship Master to Hay Point VTS Departing anchorage Hay Point VTS	Ship's name, anchor aweigh time, destination and request for traffic information

Table 8 - Outbound reporting requirements

The following restrictions and rules are for departures at Hay Point from BMA and DBCT terminals:

1. Once a ship has berthed, the terminal is to request a nominated departure draft and a nominated departure tide. The scheduler is to use the DUKC system to plan the departure for the requested tide and draft, and notify the terminal if the requested draft cannot be achieved for that tide. The scheduler will issue the terminals and agents a DUKC report for vessels alongside at one hour past high water.

2. Multiple channel departures are to be scheduled as such as to have a minimum separation at the channel beacons of 30 minutes.

3. A third tug may be required for vessels greater than 270m in length if a Strong Wind Warning is issued by the Bureau of Meteorology. Further details can be located in section 9.3 Strong Wind Warning & Engagement of Third Tug.

4. The table below illustrates the displacement and tidal flow restrictions upon departure for each berth:

	HP1	HP2 & 3, DB 1-4
Port side to (PST)	< 240m LOA – any time (subject to UKC)	≤ 110,000t disp Anytime (subject to UKC > 110,000t disp Anytime on the flood tide, and no later than when the current reaches 0.5kts on the ebb tide (subject to UKC)
Starboard side to (SST)	≤ 110,000t disp Anytime (subject to UKC > 110,000t disp Anytime on the flood tide, and no later than when the current reaches 0.3kts on the ebb tide (subject to UKC)	Anytime (subject to UKC)

Table 9 - Hay Point and DBCT departure restrictions

3.15.3.1 Priority of departures

Priority of departures will be determined according to the following rules:

- Departures will generally have priority over arrivals except as determined by the RHM for safety and or port efficiency.
- Ships that have low water restrictions for the following low tide have priority over all other departures.
- Channel restricted departures have priority over paddock departures.
- When multiple ships are requesting to depart on the same tide the priority will be allocated on the order of berthing, subject to the following.
    - Safety and port efficiency.
    - If a ship has moved from the original requested tide, then the ship will lose its priority on the new requested departure tide. See Schedule Changes 3.11.2 for further details.
    - If the ship cannot sail at the time allocated by the scheduler for the requested tide, then the terminal may elect to reduce the draft to meet the allocated time or elect to sail on a different tide (subject to low water restrictions).
- Ships with known engine issues are to be scheduled such that they do not impede the departure of other ships.

3.16 Small ships reporting requirements

All ships require a clearance from the VTS centre to enter, depart or move within the pilotage area. It is the responsibility of the Master or pilot to contact Hay Point VTS to obtain the necessary clearance and information prior to the movement.

1. All ships greater than 35m must obtain approval from VTS prior to entering, departing or manoeuvring with the Hay Point pilotage area.
2. A small ship that is less than 35m and;
    - is combined with another vessel where the combined ships are greater than 35m or;
    - the vessels master asks for the services of a pilot or;
    - the master is directed by the Harbour Master to use the services of a pilot or;
    - is carrying dangerous cargo

    must obtain approval from VTS prior to entering, departing or manoeuvring within the Hay Point Pilotage area.
3. A small ship that is less than 35m operating in Restricted Area A must be authorised or obtain approval from VTS prior to entering or departing the area.

4. A small ship that is less than 35m transiting through restricted area B must advise VTS prior to entering and departing the area. Vessels are to cross restricted area B at 90°, at best speed, and are not to loiter in the restricted zone.