1. Introduction

1.1 General

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

The state of Queensland is divided up into six regions, five of which are controlled by a Regional Harbour Master (RHM) and the sixth by a manager, all 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 (nm) 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. These areas encompass the approaches, main shipping channel and waters of the port.

Collectively, the Regional Harbour Master (Cairns) and the port authority Rio Tinto Alcan (RTA) have responsibility for managing the safe and efficient operation of the port.

**MARITIME SAFETY QUEENSLAND ADVISES THAT ESTUARINE CROCODILES ARE PRESENT IN THE WATERS OF THE PORT**

1.2 Port description

The port of Amrun is situated approximately 280 km south from the tip of Cape York on the west coast of the Cape York Peninsula. Its principal export is bauxite from the Rio Tinto Alcan (RTA) mine.

1.3 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 or 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.
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 AS 3846, 2005 – Australian Standard

AS 3846 refers to the Australian requirements for the transport and handling of dangerous goods in port areas.

1.5.3 Lowest astronomical tide (LAT)

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

1.5.4 Manager (Pilotage Services)

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

1.5.5 Manager (Vessel Traffic Management)

The person responsible for the management of the Vessel Traffic Service (VTS) centre situated at Cairns.
1.5.6 **Maritime Safety Queensland (MSQ)**

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

1.5.7 **MASTREP – the Modernised Australian Ship Tracking and Reporting System**

The Modernised Australian Ship Tracking and Reporting System (MASTREP) is a Ship Reporting System 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.

1.5.8 **Length Overall (LOA)**

The LOA refers to the extreme length of a vessel.

1.5.9 **Rio Tinto Alcan**

Rio Tinto Alcan oversees the commercial activities in the port, including the maintenance of the port infrastructure.

1.5.10 **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 program 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.

1.5.11 **REEFREP**

The mandatory ship reporting system established by International Maritime Organisation (IMO) Resolution MSC.52 (66), as amended by Resolution MSC.161 (78), and specified in Marine Orders Part 56 (Reef VTS) Issue 2.

1.5.12 **Reef VTS**

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

1.5.13 **Regional Harbour Master (RHM)**

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

1.5.14 **Sailing time**

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

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.

1.6 Contact information

1.6.1 The Regional Harbour Master

The Regional Harbour Master (Cairns) is the Regional Harbour Master for the port of Amrun. For operational maritime questions, marine incidents, pollution, pilotage, buoy moorings, navigation aids and towage requirements please contact the Regional Harbour Master’s office located at:

Physical address: 100–106 Tingira Street, Portsmith, Cairns, Queensland 4870
Postal address: GPO Box 1787, Cairns Queensland 4870
Phone: +61 7 4052 7400
Fax: +61 7 4052 7451
Email: rhmcairns@msq.qld.gov.au

1.6.2 Vessel Traffic Service

Maritime Safety Queensland operates a Vessel Traffic Service (VTS) for the Port of Amrun. The VTS will operate with the callsign “Weipa VTS” and is based at the Regional Harbour Master’s office in Cairns. VTS operators at Cairns have direct contact with shipping via VHF channels 16 and 10.

Phone: +61 7 4052 7470
Fax: +61 7 4052 7460
Email: vtscairns@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. Also refer to (12.1) Emergency contact numbers.

The Amrun VTS area is part of the Weipa VTS Area and follows the established compulsory Pilotage area for the port and includes the external anchorages 1,2,3,4, A, B, C, D, E, F and Amrun Pilot Boarding Ground VTS coverage is afforded to the following areas:

- Amrun Compulsory Pilotage Area,
- External anchorages 1,2,3,4, A, B, C, D, E and F,
- The pilot board ground
- Approaches to the Amrun Facility

Weipa VTS will interact with inbound shipping two hours prior to arrival at the external anchorages

The area covered by the VTS is shown in Appendix 15.7 Weipa (including Amrun) Vessel Traffic Service Area.

Maritime Safety Queensland provides VTS in accordance with IMO Resolution A.857 (20). The role of the Cairns Vessel Traffic Service (‘callsign: Weipa VTS’) is to facilitate the safe and efficient movement of shipping within the VTS area, including all necessary coordination of port services, and dissemination of relevant information, to ensure that a continual program of shipping movements can be affected to the advantage of all commercial shipping in an impartial...
manner. In discharging this role VTS will within the declared VTS area provide the following levels of service:

**Information Service (INS)**

The VTS or at the request of a vessel, 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.

**Traffic Organisation Service (TOS)**

The VTS will forward 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.

1.6.3 **Weipa VTS does not provide a Navigational Assistance Service**

1.6.4 **Port authority**

The Port Authority is Rio Tinto Alcan:

Marine Superintendent: Audrey Cigrovski  
Phone: 07 4069 8485  
Mobile: 0427 094 053  
Email: Audrey.Cigrovski@riotinto.com

1.7 **Rules and regulations**

1.7.1 **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 Safety of Life at Sea (SOLAS) Convention and its amendments (for example the International Maritime Dangerous Goods (IMDG) Code) and state, national and local port authority regulations are in force in the port of Amrun. Based on the Rio Tinto Alcan port notices, the port rules on dangerous substances contain additional, specific regulations for ships carrying dangerous cargoes in the port.

1.7.2 **Applicable regulations**

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

- *Transport Operations (Marine Pollution) Act 1995* and *Transport Operations (Marine Pollution) Regulation 2018*
- International Maritime Dangerous Goods Code
- Australian Standard, AS3846, 2005 – defines the standards to be observed by masters, berth operators and consignors involved with the transport and handling of dangerous goods in port areas in Australia.

In addition, it will also complement the procedures of:

- *Australian Maritime Safety Authority*
- *Quarantine - Department of Agriculture*
• **Customs - Australian Border Force**

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