

Port Procedures and Information for Shipping

Port of Amrun

February 2024



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Harbour Master's Direction
Transport Operations (Marine Safety) Act 1994
Division 2, Subdivision 1, Sections 88 – 92

I, **Captain David Ferguson**, Regional Harbour Master, Cairns 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 Amrun. Sections of the Port Procedures and Information for Shipping – Port of Amrun (<https://www.msq.qld.gov.au/Shipping>) are mandatory and must be complied with.

I DIRECT THAT:

The Port Procedures and Information for Shipping – Port of Amrun must be complied with by all vessels within the Port of Amrun.

Note:

It is an offence to fail to comply with my direction without reasonable excuse. It is also an offence to obstruct a harbour master in the exercise of a power. The maximum penalty is \$20,000 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 from you as a debt in civil jurisdiction.



Captain David Ferguson
Regional Harbour Master – Cairns
Maritime Safety Queensland
DATED AT CAIRNS THIS 3rd Day of June 2020

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If you have any questions regarding this document or if you have a suggestion for improvements, please contact:

Contact officer: Regional Harbour Master (Cairns)

Phone: +61 7 4052 7400

Fax: +61 7 4052 7451

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February 2024	5.1.3, 8.2.3, 8.2.4	Information updated, new section added. Emergency cessation of loading	Regional Harbour Master

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 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 here in.

Information on external agencies (Border Force, Quarantine, Port Authority rules, and REEFREP and so on) is provided as an example only. Readers are strongly recommended to consult their respective web sites 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. Rio Tinto Alcan 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 (Cairns)

Maritime Safety Queensland

Postal address: GPO Box 1787, Cairns Queensland 4870

Phone: +61 7 4052 7412

Fax: +61 7 4052 7451

Email: rhmcairns@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 Australian Standard - AS 3846, 2005

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

1.4.3 Lowest astronomical tide (LAT)

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

1.4.4 Manager (Pilotage Services)

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

1.4.5 Manager (Vessel Traffic Services)

The person responsible for the management of the Vessel Traffic Service (VTS) center situated at Cairns.

1.4.6 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.

1.4.7 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.

1.4.8 Length Overall (LOA)

The LOA refers to the extreme length of a vessel.

1.4.9 Rio Tinto Alcan

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

1.4.10 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.

1.4.11 REEFREP

The mandatory [ship reporting system](#) established by International Maritime Organisation (IMO) Resolution MSC.52 (66), as amended by Resolution MSC.161 (78), and Resolution MSC.315(88) – see Marine Order 63 (Vessel reporting systems) 2015.

1.4.12 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.

1.4.13 Regional Harbour Master (RHM)

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

1.4.14 Sailing time

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

1.4.15 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](#).

1.4.16 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.

1.5 Contact information

1.5.1 The Regional Harbour Master

For operational maritime questions, marine incidents, pilotage, buoy moorings and navigation aids please contact the 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

1.5.2 Vessel Traffic Service

The VTS centre, (call sign "Weipa VTS" operated by Maritime Safety Queensland) is situated at the Regional Harbour Master's office.

For ship traffic scheduling, pollution incidents and reporting of defective navigation aids please direct initial enquiries to the VTS centre.

The service is provided by Maritime Safety Queensland and provides a 24 hour, seven days a week marine operations service to the port community. They are contactable on:

VHF radio: VHF channels 16 and 10

Phone: + 61 7 4033 3670

Phone: 1300 551 899

Fax: + 61 7 4052 7460

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 QSHIPS may be accessed on the website.

1.5.3 Port authority

The Port Authority is [Rio Tinto Alcan](#)

Marine Superintendent: Michael Austin

Phone: +61 (0) 400 754 991

Email: Michael.Austin@riotinto.com

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 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.

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.

1.6.2 Applicable legislation and regulations

The procedures outlined in this document are designed to include the requirements of the: [Transport Operations \(Marine Safety\) Act 1994](#) and [Transport Operations \(Marine Safety\) Regulation 2016](#)

[Transport Operations \(Marine Pollution\) Act 1995](#) and [Transport Operations \(Marine Pollution\) Regulation 2018](#)

[Great Barrier Reef Marine Park Act 1975](#)

[Environment Protection and Biodiversity Conservation Act 1999](#) (the EPBC Act)

International Maritime Dangerous Goods Code (IMDG Code).

Australian Standard – AS3846 2005 which 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.

International Ships and Ports Security Code (ISPS Code).

Maritime Transport and Offshore Facilities Security Act 2003 and Regulations.

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).

2. Arrival and departure procedures

2.1 General

For a quick reference of what and when to report please consult the following tables. Masters of vessels arriving at, staying in or departing from the port of Cairns are obliged to make previous notification on a variety of subjects, ranging from health and immigration to dangerous goods.

This section lists all the requirements for notifying the port authorities.

2.2 Arrival check list

Table 1 Arrival check list

Sequence	Time	Report
1	96 hours before arrival	Customs (section 2.5) - Australian Border Force
2	48 hours before arrival	Arrival information to Regional Harbour Master via QSHIPS. If the estimated departure draft is greater than 10 m the form must also be submitted.
3	Not more than 96 hours or less than 12 hours before arrival	Quarantine (section 2.4)
4	24 and 12 hours before arrival update estimated time of arrival if necessary.	Confirm arrival information to RHM via QSHIPS (section 3.5)
5	Two hours before arrival pilotage area	Call Weipa VTS on VHF 16 or VHF 10 (Bridge navigational equipment section 3.6 and Reporting Requirements – Arrival reporting requirements section 3.7.1)

2.3 Departure check list

Table 2 Departure check list

Sequence	Time	Report
1	24 hours before departure	Confirm estimated departure information to RHM via QSHIPS.
2	Two hours departure	Pre entry report to Reef VTS (MASTREP Reporting section 2.6 and Reef VTS section 2.7)
3	In transit	VTS reporting points

2.4 Quarantine

Source: Department of Agriculture, Water and Environment

The Department of Agriculture, Water and Environment (DAWE) requires vessels from overseas to submit their documentation no more than 96 hours and no less than 12 hours prior to arrival:

Contact details for DAWE at Cairns:

Phone: +61 7 4030 7800

Fax: +61 7 4241 7843 or +61 7 4035 9578

Email: nqldsea@aqis.gov.au via general enquiries on the website

Website: www.agriculture.gov.au

Postal address: PO Box 96, AAC Building, Cairns International Airport QLD 4870

2.4.1 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 or use an approved ballast water treatment system 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:

<https://www.agriculture.gov.au/biosecurity/avm/vessels/marine-pest-biosecurity/ballast/australian-ballast-water-management-requirements>

and

<https://www.agriculture.gov.au/biosecurity/avm/vessels/marine-pest-biosecurity/ballast>

2.5 Customs

Source: Australian Border Force (ABF)

Vessels arriving from overseas must submit their 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

All [Australian Border Force forms](#) may be accessed on their website

2.6 MASTREP Reporting

[Marine Order 63](#) issued by AMSA makes the provision of Position Reports mandatory for:

- Foreign vessels from the arrival at its first port in Australia until its departure from its final port 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](#).

2.7 Reef VTS

The Queensland and Australian Governments established Reef VTS in 2004. Its purpose is to:

- make navigation in Torres Strait and the inner route of the Great Barrier Reef safer by working with shipping to give the best possible information on potential traffic conflicts and other navigational information.
- minimise the risk of maritime accidents, and therefore avoid the pollution and damage which such accidents can cause to the marine environment in the Great Barrier Reef and Torres Strait; and
- assist with quick response if a safety or pollution incident does occur.

Reef VTS is operated by Maritime Safety Queensland (MSQ) as a VTS authorised by the Australian Maritime Safety Authority (AMSA) under Marine Order 64 (Vessel Traffic Services). AMSA is an agency of the Australian Federal Government; whilst MSQ is an agency of the Queensland State Government.

Reef VTS operates 24 hours a day from the VTS Centre, situated at Townsville on the Queensland coast. Reef VTS uses information from many sources, including the Automatic Identification System (AIS); Radar; Automated Position Reports (APR) via Inmarsat C and the route plans that vessels provide to Reef VTS.

To assist Master /Agents, the reporting requirements for REEFREP can be found on the [MSQ website](#) in the [Reef VTS User Guide](#).

2.8 Security

All commercial vessels with a gross tonnage of 500 tonnes or more and passenger ships are required to report their security information to the port authority. For further information refer to the following websites:

[Australian Border Force](#)

[FNQPCL \(Trading as Ports North\)](#)

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 or representative submitting movement details for a vessel to Weipa VTS via the QSHIPS ship planning program in accordance with this section.

All vessels, whether commercial or recreational, are to maintain a listening watch on VHF16 and if equipped on VHF10, whilst within the Amrun Pilotage Area.

All vessels within the Amrun Pilotage Area are to listen out on VHF16 for announcements made by the Weipa Vessel Traffic Service, call sign “Weipa VTS” regarding movements within the port. These announcements will be advised on VHF16, and full details are given on VHF10.

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 Amrun pilotage 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 Weipa VTS area, Weipa Compulsory Pilotage area and the Port of Weipa Limits. The VTS will operate under with the callsign “Weipa VTS” and provides this service in accordance with IMO Resolution 1158(32).

VTS is delivered from the VTS centre in Cairns 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 (Cairns).

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

Cairns 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

Cairns 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

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

3.2.1 Weipa VTS area

The Weipa VTS Area is described as the area of:

Waters bounded by an imaginary line Starting at the southern tip of Jantz Point

- then following the shoreline on an easterly direction at the high-water mark into Pine River Bay at latitude 12°29.000' south longitude 141° 39.627' east,
- then east across the river to 12°29.00' south, longitude 141°43.709' east
- then following the shoreline on a south easterly direction at the high-water mark to latitude 12°34.557' south, longitude 141°57.000' east,
- then south across the river to latitude 12°35.583' south, longitude 141°57.000' east
- then following the shoreline at the high-water mark into Embley River at latitude 12°43.483' south, longitude 141°57.000' east,
- then south across the river to latitude 12°44.604' south, longitude 141°57.000' east
- then following the shoreline at the high-water mark into Hey River to position latitude 12°53.400' south, longitude 141°56.787' east,
- across the river to latitude 12°53.400' south longitude 141°56.567' east,
- then west to latitude 12°53.400' south, longitude 141°55.764' east
- across the river to latitude 12°53.400' south, longitude 141°55.363' east
- then following the shoreline north at the high-water mark to the mouth of the Hey River
- then following the shoreline at the high-water mark south westerly to latitude 12° 57.121' south longitude 141° 36.026' east
- then northwest to position latitude 12°16.291' south, longitude 141°33.668' east
- then on a northerly direction to Jantz point

VTS coverage is afforded to the following areas:

- Amrun Compulsory Pilotage Area,

- External anchorages AN1, AN2, AN3, AN4 and Weipa anchorages A, B, C, D, E and F
- Amrun pilot boarding grounds
- Approaches to and departures from the Amrun loading 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 15.6 - Weipa Vessel Traffic Service Area

3.3 VTS Role

The role of the Weipa Vessel Traffic Service ('call sign: Weipa VTS') is to facilitate the safe and efficient movement of shipping within the VTS area, to ensure that a continual program of shipping movements can be affected to the advantage of all commercial shipping in an impartial manner.

Weipa VTS is situated at the Regional Harbour Master's office. For ship traffic scheduling, pollution and marine incidents and reporting defective navigation aids, direct initial enquiries to Weipa VTS.

The service is provided by Maritime Safety Queensland and provides a 24 hour, seven days a week marine operations service to the port community.

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.

3.4 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 marine 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.

Table 3 VTS communications

Communications:	Call sign	Service
VHF Channel 16	User	Emergency and initial calling
VHF Channel 10	Weipa VTS	Port operations/VTS
VHF Channel 11	User	Tug operations/working

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

3.5 Language

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

3.6 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.

3.7 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 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;

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

In addition, 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 AMSA using AMSA forms 18 and 19. Reports of suspected non-compliance with Navigation Act or safety/pollution Conventions –

<https://www.amsa.gov.au/vessels-operators/general-incident-reporting/suspected-non-compliance-reporting-form>

Deficiencies are also to be reported to the Regional Harbour Master, VTS Centre.

Vessels without serviceable bridge equipment will not be allowed to enter the port until assessed and authorisation given by the Regional Harbour Master – Cairns.

3.7.1 Reporting Requirements – Arrival reporting requirements

All ships greater than 24m LOA shall obtain approval from Weipa VTS before entering, leaving, or manoeuvring within the Amrun pilotage area.

All ships greater than 10m LOA and less than 24m LOA must advise Weipa VTS before entering, leaving, or manoeuvring within the Amrun pilotage area.

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

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

Table 4 Inbound reporting requirements

Report	Information to report	
1	Ship master to VTS Two hours prior to entry into the pilotage area or for pilot exempt vessels two hours prior to fairway beacon Entry to VTS/Port limits	Ships name, position, fore & aft draft, changes to ship details, defects, ETA to pilot boarding ground Master advises VTS passing limits
2	VTS/pilot to ship master Pilot transfer instructions Anchoring instructions	Instructions will include boarding side, course, speed, ETA, and anticipated conditions. Instructions will include anchorage allocation and latitude/longitude if required
3	Ship master to VTS Arrival at pilot boarding ground	Ships name, at pilot boarding ground, time of arrival
4a	Ship master to VTS On anchoring	Ships name, anchor position, time of anchoring.
4b	Ship master to VTS Departing anchorage	Ships name, anchor aweigh time
5	VTS/pilot to ship master Confirmation of pilot transfer and instructions for the ship	Instructions will include boarding side, course, speed, ETA, and anticipated conditions.
6	Pilot to VTS Pilot transfer (when the pilot transfer has been completed)	Ships name, pilot onboard, pilot onboard time, pilot name, ETA at port limits, Ships fore and aft draft, changes to ship details
7	Pilot to VTS Entering Entrance Channel	Time ship commences inbound
8	Ship master to VTS Secured alongside	Ships name, secured at (berth name), first line time, side to, all fast time

Exempt masters must call Cairns VTS before proceeding past the pilot boarding ground to obtain clearance before entering the channel and then report their movements as per the above table.

3.7.2 Departure and removal reporting requirements

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

Table 5 Departure and removal reporting requirements

Report	Information to report	
1	Ship master/pilot to VTS Pilot on board and ship ready to depart (not less than 30 minutes prior to ETD)	Ships name, pilot on board time, pilot name, fore and aft drafts, changes to scheduled movements
2	Ship master/pilot to VTS Departing berth	Ships name, anchor aweigh/last line time, destination
3	Ship master /pilot VTS Exiting Entrance Channel	Time ship commences outbound
4	Ship master to VTS Pilot transfer (when the pilot transfer has been completed)	Ships name, pilot disembarked, pilot off time
5	Ship master to VTS Departing anchorage	Ships name, anchor aweigh time
5	Ship master to VTS Exiting port limits	Ships name, vessel clear of port limits

3.8 Movement scheduling

3.8.1 Confirmation of schedules

On receipt of a movement booking Weipa VTS will cross check tug, pilot bookings and other movements while verifying draft restricted vessels and NGF requirements when putting the schedule together.

3.8.2 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 in order to ensure the safe and most 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 the VTS centre and marine services as soon as practicable advising the revised schedule. Changes to the ship management database will be made as they occur. Changes within 12 hours of the scheduled start time must be made by phone.

3.9 Movement clearance notification

All ships require a clearance from the Regional Harbour Master in order to enter, depart or move within the pilotage area. It is the responsibility of the master or pilot to contact Weipa VTS to obtain the necessary clearance and information prior to the movement.

Clearances are valid for uninterrupted passage to a specified location or until the voyage is interrupted, completed (for example, by anchoring, berthing or due to a breakdown) or

cancelled by the Regional Harbour Master. Ships will require a new clearance for any subsequent movement.

Refer to arrival / departure and removal reporting requirement table for applicable timings

3.10 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 Regulations, 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. The duty Vessel Traffic Service Operator (VTSO) is delegated to exercise the relevant functions of the Regional Harbour Master.

3.11 Shipping management contact details

VTS centre

Phone: +61 7 4033 3670

Fax: +61 7 4052 7460

Email: vtscairns@msq.qld.gov.au

Regional Harbour Master (Cairns)

Phone: +61 7 4052 7400

Fax: +61 7 4052 7451

Email: RHMCairns@msq.qld.gov.au

Duty pilot – Auriga Pilots

Phone: +61 437 515 294

Email: Amrunpilot@auriga.com.au

Rio Tinto Alcan terminal

Phone: +61 7 4069 8962

Email: WeipaShipping@RioTinto.com

Rio Tinto Marine Operations

Phone: +61 7 4069 8336

Email: weipamarineoperations@riotinto.com

3.12 Prior notification of movements

Sections 181-181A of the [Transport Operations \(Marine Safety\) Regulation 2016](#) require that all ship movements for vessels 35 m in length or more are reported according to the following table:

Table 6 Prior notification of movements

Action	Minimum notice	Approved form
Prior notification of movement in pilotage area	48 Hours prior to entry	Notification via QSHIPS, if the vessel is new to the port a vessel nomination email accompanied by ships particulars, pilot card and wheelhouse poster may be required to determine suitability. In addition, vessels loading bauxite will require a DUKC stability data request (16.1) if the estimated departure draft will be greater than 10m.
	24 hours prior to removal or departure	

4. Port description

4.1 General Information

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 and approximately 39 km to the Southwest of Weipa.

Its principal export is bauxite from the Rio Tinto Alcan (RTA) mine.

[Rio Tinto Alcan](#) is responsible for the operation and management of the port.

4.2 Pilotage area

The Amrun Port and Pilotage Limits are described in schedule 5 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 shoreline of the mainland at approximately latitude 12° 54.60' south, longitude 141° 38.18' east
 - then in a generally northerly direction along the south-west boundary of the Weipa pilotage area to latitude 12° 50.00' south, longitude 141° 37.60' east
 - then west to latitude 12° 50.00' south, longitude 141° 32.48' east
 - then in a generally southerly direction to latitude 13° 00.00' south, longitude 141° 32.73' east
 - then east to the high-water mark on the shoreline of the mainland at approximately 13° 00.00' south, longitude 141° 35.16' east
 - then by the high-water mark in a generally north-easterly direction along the shoreline of the mainland to the starting point; and
- b) the navigable waters of rivers and creeks flowing, directly or indirectly, into the waters mentioned in paragraph (a).

4.3 Load lines

Amrun is in the South Pacific seasonal tropical area.

Tropical: from 1 April to 30 November.

Summer: from 1 December to 31 March.

4.4 Maximum vessel size

The port limits ship size to 260m LOA, 43m beam.

Vessels in excess of 260 m LOA, with a beam greater than 43 m are subject to Full Mission Bridge Simulation (FMBS) exercises before any approval will be considered. Specific

vessels of greater length and beam will be assessed on an individual basis by the Regional Harbour Master (Cairns) upon written application.

4.5 Trim requirements

The safe handling of ships requires certain conditions of trim. Ships should be ballasted or loaded in order to have an even keel or trimmed by the stern with the forward draft not less than 2% LOA and the propeller fully submerged.

Vessels trimmed by the head or listing may be subject to restrictions and the Regional Harbour Master is to be informed when bookings are made. Ships not meeting trim requirements may experience considerable delays until the problem is rectified.

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 – November to April.

4.6 Time zone

UTC + 10 hours throughout the year.

4.7 Working hours

Port service providers are available 24 hours per day seven days per week.

4.8 Charts and books

For navigation in pilotage areas, masters should refer to the nautical charts produced by the Australian Hydrographic Office and Admiralty Sailing Directions NP13 (Australian Pilot Volume 1). Charts of the area include:

- AUS 4 - Approaches to Weipa
- AUS 301 - Booby Island to Archer River
- AUS 701 - Vrilya Point to Duyfken Point.
- AUS 4060 - Australasia and adjacent waters
- AUS 4603 - Australia – North Coast and adjacent waters
- AUS 4720 - Booby Island to Cape Wessel including Gulf of Carpentaria.

4.9 Shipping announcements

4.9.1 Notices to Mariners

Maritime Safety Queensland circulates marine safety information to mariners, organisations and other interested parties, in the form of [Notices to Mariners](#).

Notices to Mariners advise of:

- 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 and channel information

Table 7 Berth information

Channel / berth	Design depth at LAT (metres)	Required UKC	Berth pocket length (metres)
Departure Channel	13.9	DUKC System applies (refer Section 7.5) or SUKC of 10% Draft	-
Chith Export Facility - South Berth Pocket	16.0	1.6	350

Please note that depths are subject to change; consult the Notices to Mariners for latest information.

5.1.1 Amrun Wharf (Chith Export Facility)

The Amrun Wharf, termed Chith Export Facility is a jacket structure supporting a roadway, conveyor, and rail for the shiploader. It has a total length of 973.65m from the jetty abutment to the western end of jacket 7 – berth heading is 298° True.



The following minimum / maximum size restrictions apply:

Table 8 Amrun Berth minimum / maximum berth restrictions

	Minimum	Maximum
LOA	100m	260m
Beam	N/A	43m
Dead Weight	N/A	120,000t DWT
Laden Draft	TBA	15.50m DUKC rules apply
Laden Freeboard	5.30m	N/A
Laden Displacement	TBA	145,000t

Vessels outside of these parameters will only be approved berthing following a full assessment and permission granted by the Regional Harbour Master (Cairns), in consultation with Rio Tinto.

5.1.2 Loading gantry

For the safe berthing of vessels at the berth the operator is required to have the shiploader slewed behind the quayline.

When any such equipment is required to have the main boom or structure down for maintenance and so on, and it protrudes out from the berth, and there is no vessel on the berth at the time, then the terminal operator is required to notify VTS of the times that the particular piece of equipment will be in this condition.

Should this equipment be in a lowered or in a boom down condition during night hours then the structure will need to be adequately lit.

The recommended mooring arrangement is 3 head/stern lines, 3 fore/aft breast lines and 2 fore/aft springs (3, 3 and 2).

5.1.3 Emergency cessation of loading

In the event that a ship is no longer securely attached to the wharf (e.g. a parted line) or if the ship requires a tug to stay alongside, loading is to cease immediately.

5.2 Leading lights and beacons

Table 9 Navigation aids

Duyfken			
Duyfken Point light	Tower	12° 34'S, 141° 36'E	Fl.5 sec 17M

			Racon (K)
Amrun Approaches			
Port Hand Beacon	Virtual Nav Aid		
Starboard Hand Beacon	Virtual Nav Aid		
PEL Sector Light – Northwest Approach	End of Jetty	Axis Bearing 163° T	Centre White – F Lateral R/G – FL 4S transitioning to ISO 6S Boundary
PEL Sector Light – Southwest Approach	End of Jetty	Axis Bearing 073°T	Centre White – F Lateral R/G – FL 4S transitioning to ISO 6S Boundary
Jetty Extremity	Dolphin		Qk Fl. W
Boat Passage under inner end of Jetty			Fixed Blue

After clearing the loading facility departure is generally to the Northwest on an axis bearing of 298° T

5.3 Anchorage areas

5.3.1 External anchorages

Mariners are advised that ships waiting at the pilot station for either pilots or orders should use the following anchorages in Albatross Bay:

Amrun anchorages

Table 10 Amrun anchorages

Area	Location	
AN 1	12° 45.0'S	141° 34.1'E
AN 2	12° 45.7'S	141° 33.1'E
AN 3	12° 46.9'S	141° 33.2'E
AN 4	12° 47.4'S	141° 34.3'E

The following anchorages may also be used if not occupied by vessels awaiting entry to Weipa:

Table 11 Additional Amrun anchorages if not occupied by vessels awaiting entry to Weipa

Area	Location	
Anchorage A	12° 44.8'S	141° 36.2'E
Anchorage B	12° 45.5'S	141° 35.2'E
Anchorage C	12° 46.0'S	141° 36.3'E
Anchorage D	12° 46.2'S	141° 34.2'E
Anchorage E	12° 46.7'S	141° 35.3'E
Anchorage F	12° 47.2'S	141° 36.4'E

Emergency anchorage for detained vessels inside the Weipa Pilotage Area

Table 12 Emergency anchorage

Area	Location	
Detained vessel anchorage	12° 45.5'S 141° 38.0'E	minimum UKC 10% draft

Ships are not to anchor in the zone indicated on chart AUS 4 which extends three miles to seaward of the Weipa South Channel fairway beacon.

The bottom is soft mud, and the holding is generally good, but care must be taken during strong westerly winds.

The attention of masters is also drawn to section 10 [Work Permits](#), which requires prior permission of the Regional Harbor Master for the immobilisation of propelling machinery and immediate notification in the event of immobilisation as a result of any breakdown or failure of the propelling machinery.

Immobilisation of main engines at anchorages within port limits will not be condoned except under special circumstances as decreed by the Regional Harbour Master.

6. Weather information

6.1 General

The prevailing winds tend to be easterly to south easterly. Although calmer conditions occur during the winter months, they may become very difficult during the summer months when the sea breeze augments the prevailing south easterlies.

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

[Coastwatch](#) is a website with useful nautical information links

6.1.1 Extreme Weather Contingency Plan

Extreme Weather Event Contingency Plan can be found at the following link to the MSQ website:

See <https://www.msq.qld.gov.au/Safety/Preparing-for-severe-weather>

6.2 Tidal information

Amrun has a diurnal tide range, which is a tide which has a period or cycle of approximately one tidal day (about 25 hours). Diurnal tides usually have one high and one low tide each day. When the wind has been constantly blowing from the Southeast it is not uncommon for the tides to be 25 to 30 centimeters (cm) below prediction.

Ships masters must take this factor into account when determining the load draft of the ship as ships with insufficient UKC will not be approved to sail.

There are no discharge facilities in Amrun for an overloaded ship to reduce its draft.

When tides are over prediction, export ships must determine load drafts based on predicted tides only.

6.2.1 Tidal streams

South-Easterly winds tend to decrease in strength from October to December. The flood tidal stream in Albatross Bay flows to the North-East, and the ebb to the South-West, attaining a maximum velocity in the middle of the bay of 1.5 knots.

Tidal flow at the Jetty is complex and varied with a max. velocity of 0.8 knots.

Amrun is a standard port in the Queensland Tide Tables.

The recorders refer to lowest astronomical tide and show the actual tide height above lowest astronomical tide. Maritime Safety Queensland provides tidal predictions for pilotage areas. The tidal times and heights for standard Queensland ports are available in the Queensland Tide Tables and may be accessed at the [Bureau of Meteorology](#) website.

Table 13 Tidal information

Tidal Information (in metres) – Amrun			
HAT	3.09m	LAT	0.00m
MHHW	2.73m	MLLW	1.36m
MLHW	2.17m	MHLW	0.80m
For tidal stream data refer to Australian pilot and hydrographic chart			

6.2.2 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 coastline 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.

Mariners are advised to take heed of such warnings, plan their bar crossings and tend their mooring or anchorages accordingly.

6.3 Water density

Sea water is usually 1025 kilograms per cubic metre but may vary during the summer months after periods of heavy rain.

7. Port navigation and movement restrictions

7.1 General

Draft figures are related to a draft in salt water of density 1025 kilograms per cubic metre.

7.2 Speed

The [Transport Operations \(Marine Safety\) Regulation 2016](#) sections 81, 83, 84 and 85 apply and refer to ships not being operated at a speed of more than six knots when within 30 m of any wharf, boat ramp or pontoon, a vessel at anchor or moored or made fast to a jetty.

The Regional Harbour Master (Cairns) will be responsible for all movements within harbour limits. No ships will enter or depart the port without the permission of the Regional Harbour Master (Cairns).

7.3 Channel depths and SUKCs

Table 14 Channel depths and SUKCs

Channel	Design depth at LAT (m)	Static UKC (m)
Departure Channel	13.9	10% draft
Amrun Port berth pocket	15.9	1.6

Please refer to the [Notices to Mariners](#) for the latest depth information.

Note DUKC program is in use. Refer Section 7.5.

7.4 Approaches to Amrun

Duyfken Point is some 300 nm east-south-east of Cape Wessel and 120 miles south from Booby Island. It consists of four small sandy tree covered low hillocky points, with shallow reefs extending over one nm to the south and west. These hillocks, about 21 m high, are the only conspicuous features of this part of the coast.

Albatross Bay is extensive and, with the exception of Duyfken Point, uniformly low as far as its southern extremity. This area, named Boyd Point, lies 22 nm from Duyfken Point and is conspicuous as at that point there are some reddish cliffs six to nine m high. The Mission and Embley Rivers flow into the bay to form the Weipa/Amrun Peninsula.

7.4.1 Sailing directions for arrival

Pilot boarding should not be undertaken when wind conditions reach approximately 30 knots or exceed 35 knots and significant wave height exceeds 2.5m or the current is running in excess of 0.6 knots.

From the pilot boarding ground, the Amrun Jetty is approached from the NW in SE'ly conditions.

When vessels should steer a course of 163°T, on the leading light, until 2 miles from the jetty when course should be altered to 180°T when abeam of the jetty vessels should then swing to starboard and berth bow to seaward on a heading of 298°T.

Vessels may also approach from the NW in N'ly conditions if the pilot deems it safe to do so.

From the SW in N'ly conditions.

When vessels should steer a course of 073°T, on the leading light, until 2 miles from the jetty when course should be altered to 000°T and swing to port when the jetty is 45° on the starboard bow berthing bow to seaward on a heading of 298°T.

7.4.2 Sailing Directions for Departure

The current sets across the facility and can run in excess of 0.6knots. Vessels will experience increased squat when entering the shipping channel. All departures should be delayed until the current is 0.5 knots or below.

Deep laden ships that require a tidal window may depart on a falling tide when the departure time is no later than 1 hour prior to the tide falling to a level when minimum UKC cannot be maintained.

For all departures current predicted to be 0.5 knots or less.

Departing vessels should maintain a course over the ground of 298° until clear of the departure channel and proceed to the Pilot Disembarkation Ground situated 12° 54.50'S 141° 34.81'E.

7.4.3 Dangers

Mariners should be aware of the soft corals approx. 1 mile NW of the berth bearing 343°T with a depth -13m LAT and two soft coral areas SW of the berth distance 400m and 1000m depth -9.0m and -10.0m LAT respectively.

7.5 Draft restrictions

Weather, tidal conditions or special circumstances, may require a departure from these guidelines.

A vessel is not to enter, depart or maneuver within the pilotage area unless tide, weather, transit time and traffic conditions allow the minimum UKC to be maintained until it clear of the pilotage area.

The Regional Harbour Master (Cairns) is to be consulted for determining the tidal window for the planned movement of a draft-restricted ship in the port.

7.5.1 SUKCs – alongside berths

The master is to ensure that the ship maintains a SUKC of 1.6 m while alongside; this may require loading operations to be adjusted to suit tidal conditions.

7.5.2 Dredge Under Keel Clearance Requirements

Vessels conducting dredging operations are exempt from under keel clearance restrictions. UKC limit for dredgers is set at 0.3 m.

7.6 Dynamic UKC program (DUKC)

A dynamic under keel clearance (DUKC) program has been installed in the port for deep draft vessel transits operated from the Cairns VTS center.

Vessels utilising DUKC for departure are not to leave the berth until the master has received a copy of the DUKC report from either the Pilot or their shipping agent.

DUKC methodology determines the UKC required for a given transit using the most accurate modelling techniques available and is the primary tool for determining sailing drafts and transit times. For each section of the transit, each UKC factor is individually determined based on the forecast environmental conditions, channel configuration, vessel dimensions, load state and speed.

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 program 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 predictions are provided at eleven hours before the appropriate high water and updated six hours before the departure tide and indicate the sailing time and maximum draft.

Masters of vessels with a departure draft over 10 m are required to supply information prior to their arrival via their agent to Weipa VTS on the [DUKC Vessel Particulars Request](#) form (section 15.1).

If the DUKC program is not working calculations will revert to a static calculation based on:

Maximum draft = channel depth + tide +/-residual - required UKC (refer Table 12).

Siltation occurs regularly and ships will be advised the maximum permissible sailing draft prior to commencement of loading at Amrun

7.7 Berthing and sailing times

Berthing and sailing times may be varied to take account of ships draft and other shipping movements.

7.8 Restricted areas

7.8.1 Waterside Security Zone

A waterside restricted zone extends 100 m from the Amrun Wharf, including the mooring dolphins. Vessels not involved in port operations, including recreational vessels are strictly prohibited from entering the waterside restricted zone. Note that Chith Export Facility includes a marked small boat passage under the shoreward end of the jetty for small local vessels.

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 \(Animals\) Regulation 2020 Chapter 6 Part 1](#) prescribes which prescribes minimum approach distances and maximum speeds within proximity to whales as illustrated in the diagram below.

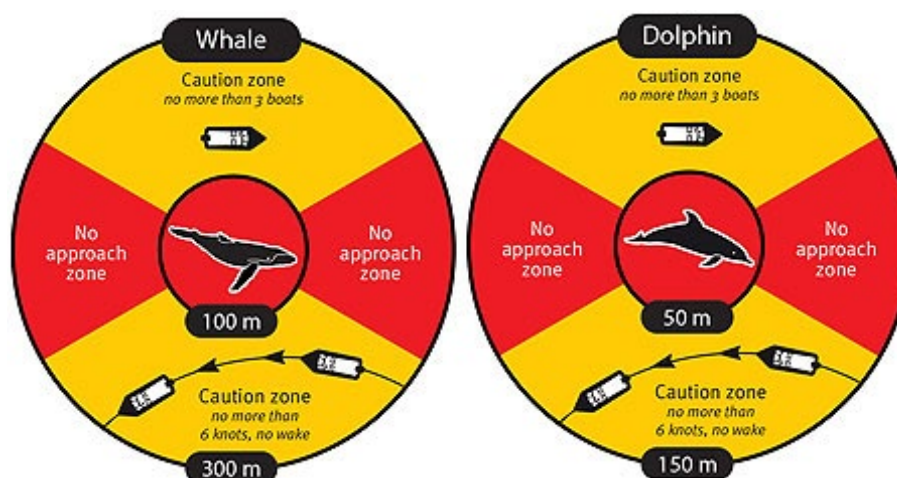


Figure 1 Minimum approach distances and maximum speeds within proximity to whales and dolphins

When whales or marine mammals are reported in the vicinity of port areas and a risk to marine mammals is perceived, then every possible endeavor 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 maneuver 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**

www.ehp.qld.gov.au/wildlife/caring-for-wildlife/marine_strandings.html

8. Pilotage

8.1 Vessels that require a pilot

The [Transport Operations \(Marine Safety\) Act 1994](#) specifies that, unless a current pilotage exemption certificate (PEC) is held by the master of a ship, pilotage is compulsory for:

- a ship that is 50 m or more
- a vessel towing another vessel where the combined length of the vessels is 50 m or more
- a ship whose owner or master asks for the services of a pilot
- a ship whose master is directed by the Regional Harbour Master (Cairns) to use the services of a pilot.

Pilotage exemption may be obtained by masters of ships, depending on ship length, trading regularly to the port after they have completed the required number of observation trips, mentored pilotage trips and check pilotage as determined by the Regional Harbour Master (Cairns) and completed a written examination ([Pilot transfer arrangements 03/2022](#)).

8.1.1 Night pilotage

There is normally no restriction as to movements during the hours of darkness, but this will depend on the particular circumstances prevailing at the time.

8.1.2 Request for pilot

The requirements of the [Transport Operations \(Marine Safety\) Regulation 2016](#) shall be observed for all bookings. Australian Reef Pilots provides a pilotage service for ship arrivals, departures and removals. Pilot transfers are carried out by pilot launch.

Requests for pilotage services are described in [Queensland Shipping Information Planning System \(QSHIPS\)](#) 1.4.10 booking procedures.

8.1.3 Notice required

Ships requiring the services of a pilot are required to submit arrival, removal and departure notices. Initial notification should be made via the [QSHIPS](#) website.

8.1.4 Personal Pilot Unit (PPU)

It is mandatory for pilots to use a PPU on all vessels in excess of 160m LOA.

8.2 Pilotage area

The Pilotage area is described in section 4.2. Vessels must not approach closer to the harbour than the pilot boarding position without a port pilot on board.

8.2.1 Pilot boarding places

Pilot Boarding Place	Lat/Long
Approaching from the Northwest	12° 48.9' S 141° 34.8' E

8.2.2 Pilot disembarkation place

Pilot Boarding Place	Lat/Long
	12° 54.50' S 141° 34.81' E

8.2.3 Pilot boarding arrangements

Pilot transfer instructions will be advised to the ship prior to the pilot boarding by Weipa VTS.

The instructions may include:

- Pilot boarding time
- Restrictions/requirements (by the regional harbour master (cairns))
- Boarding position
- Desired course and speed to conduct the transfer.

Ships are to be at the pilot boarding ground at the notified time of pilot boarding, with all preparations for boarding completed in accordance with the instructions in this section.

Ships should be underway,

- Proceeding at 7 knots and
- Providing a good lee.
- The pilot ladder is to be rigged on the lee side,
- 1.5 m above the water,
- With two manropes and
- A heaving line standing by,
- At night, a forward facing light is required to illuminate the ladder in accordance with IMO requirements and IMPA recommendations see [Pilot Boarding Ladder Arrangement](#) and [Pilot transfer arrangements – Marine Notice 04/2023](#).
- If the ship has freeboard of 9 meters of greater, a combination ladder must be rigged.

Full details of the regulations and fees are contained in schedule 10 of the [Transport Operations \(Marine Safety\) Regulation 2016](#).

8.2.4 Pilot /Personnel Transfer Safety

It is essential to ensure the safe transfer of pilots and other personnel at sea. Responsibility for safe practices for personnel transfers rests with each person involved in the activity including the ship owners, operators, master and crew, pilotage providers, pilots and pilot boat crew as well as the person being transferred. All parties should observe both the spirit and intent of the regulations, to ensure safety is not compromised.

The pilot ladder is to be rigged two metres above the water, with two manropes and a heaving line standing by. At night, a forward-facing light is required to illuminate the ladder in accordance with IMO requirements and IMPA recommendations.

Refer: [Pilot Boarding Ladder Arrangement](#) and [Pilot transfer arrangements – Marine Notice 04/2023. \(Pilotage - boarding ladder arrangements\)](#).

Where a Pilot suspects that the pilot transfer arrangement provided are unsafe, they should refuse to board the vessel until the matter is resolved and is made safe by the master and crew. If the issue cannot be resolved to the satisfaction of the pilot then the movement will be aborted until such time that the Pilot boarding arrangement is made to safe.

Additionally, the matter must be reported immediately to AMSA, Cairns VTS and the pilot's employer.

8.2.5 Passage planning – bridge resource management (BRM)

Marine Notice 11/2016 has been issued by the [Australian Maritime Safety Authority \(AMSA\) Bridge Resource Management](#) – Marine Notice 11/2016 and should be referred to by all masters of vessels operating in Australian waters. 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.

A passage plan for this port can be found on the [MSQ website](#).

8.2.6 Alcohol management

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 or about to depart the port. Severe penalties apply to infringements.

8.3 Pilot licences, pilotage area endorsements and exemption from pilotage licences

The master of a vessel with a LOA greater than 50m may be exempt from pilotage once they have obtained a pilotage exemption area endorsement.

8.3.1 Examination for pilotage exemption area endorsement

The examination will consist of written and oral components and will include an assessment to determine the candidate's ability to safely conduct the navigation of a ship without a pilot while within the pilotage area. Applicants will be expected to demonstrate a thorough knowledge of port procedures and the ability to navigate a ship through the pilotage area and port without the aid of navigational charts.

8.3.2 Cancellation of licences

A licence may be cancelled or suspended when major port changes or developments are taking place. It may also occur where masters fail to comply with port procedures.

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

All merchant vessels 70 m 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 Northeast Channel. Pilotage is also required for these vessels transiting the inner route from Cape York to Cairns Roads and for transit of Hydrographers Passage; significant penalties apply for non-compliance.

Full details can be found in [Marine Notice 06/2022 Coastal pilotage](#). Maximum draft for transit is 12.5 m; vessels with a draft greater than 10 m will be advised of the required tidal window by the pilotage company.

Refer to the [Reef VTS publication](#) for further information.

9. Tug procedures

9.1 General

Tugs are an aid to the safe and efficient maneuvering of ships in confined waterways.

Towage services are provided by Smit Lamnalco.

There are two tugs available for towage. Tugs are moored offshore at Boyd Point and are available on request.

Table 15 Tug information

Tug	Bhp	Bollard pull (t)	Duty Master Contact Details
SL Thunggun	6,780	85.3 tonnes	0436 635 416
SL Irrong	6,780	85.3 tonnes	0436 636 948

Amrun services terminal

Company profile: Smit Lamnalco provides Tugs and Draft Surveying Services to vessels in the port of Amgun

Address: PO Box 593, Weipa, Qld 4874

Operations phone: Operations Superintendent 0447 506 927

Email: gjamieson@smitlamnalco.com

Website: www.smitlamnalco.com

9.1.1 Notification of tugs

Generally, the vessel's agent will requisition tug services via the QSHIPS program. Updates to tug bookings should be made via the [QSHIPS](#) program.

9.1.2 Communicating with tugs

Amrun tugs use VHF channel 11 when communicating with ships during operations. VHF channel 06 may be used as an alternative.

9.1.3 Tug requirements

All movements two tugs. In some adverse conditions, the Regional Harbour Master (Cairns), ship's master or pilot may require additional tugs to the minimum requirements listed in this section.

9.1.4 Caution in N'ly Conditions

In N'ly conditions tugs should be made fast as the vessel heads south from the Pilot Boarding Ground while they are in the lee of the vessel.

9.1.5 Request for Tug Reduction

A ships' Master may consider it appropriate to seek a reduction in the number of tugs required for a movement. Master of the ship must submit a request to the Regional Harbour Master utilising the appropriate form for each movement.

Each request must address each of the following criteria:

- Ship's name and IMO,
- Berth and side too,
- Capacity of bow thruster,
- Condition of the bow thruster,
- Defects/restrictions with navigational and mooring equipment, steering gear and engines including auxiliary engines),
- Draft Forward and Aft,
- Displacement,
- Declaration from Master stating he has assessed the intended manoeuvre and is satisfied with the request.

Appendix [16.11 Application for reduction in tugs](#) contains the appropriate form for requesting a tug reduction.

This form is to be submitted to Cairns VTS via email.

10. Work Permits

10.1 General

In order to be able to perform certain work on ships in the port masters, owners or their agents must first apply for and obtain the necessary permits before that work can proceed. Applications for approval by the Regional Harbour Master (Cairns) must be submitted via the QSHIPS program and by fax or email to the relevant authorities; the required terms and conditions are completed by the Regional Harbour Master's office and the agent may then print off the completed permit for passing to the master of the applicable vessel.

Works requiring permits include:

- engine immobilisation
- lifeboat drills
- hot work
- overside work

Ship's masters must comply with all requirements specified in the permit.

Please note that permits for the above works will not be considered for typical operations, unless a regulatory and / or other legislative requirement is in effect requiring the works to be undertaken whilst the vessel is at the berth.

Works strictly prohibited at Amrun Wharf include:

- bunkering
- ship to ship/shore transfer operations
- live flare (pyrotechnic) demonstration.

10.1.1 Permit requests

Table 16 Permit requests

Who	Permit	When	Comments
All ships	Overside work	48 hours prior to arrival	Lodged to Rio Tinto
All ships	Lifeboat drill	24 hours prior to event	Lodged to the RHM and Rio Tinto
All ships	Hot work	48 hours prior to arrival	Lodged to wharf operator
All ships	Engine immobilisation	24 hours prior to commencement	Lodged to Rio Tinto and RHM

10.2 Work permit description

10.2.1 Immobilisation main engines

Ships may not be immobilised without first obtaining written permission from the Regional Harbour Master (Cairns). Permission may not be given for more than 24 hours during the cyclone season (November to April), or more than 48 hours during the rest of the year ([Permission to Immobilise Main Engines](#) section 16.2).

Ships wishing to immobilise main engines must lodge an application via [QSHIPS](#) with the Regional Harbour Master and to the port authority at least 24 hours prior to the requested immobilisation.

Weipa VTS is to ensure that the duty and allocated marine pilots are advised of any work being carried out to main engines in Amrun.

10.2.2 Hot work permit

Ships wishing to carry out repairs and any form of metal work, which includes performing hot work, must lodge an application in writing with the berth operator. When granted, masters must comply fully with the requirements of the permit.

10.2.3 Boat drills

Ships wishing to put boats in the water for painting, maintenance purposes or to carry out lifeboat drills, must first obtain clearance from the Regional Harbour Master (Cairns) and Rio Tinto. This clearance is to be obtained by the vessel's agent. The ship's agent is to lodge an advice via QSHIPS or email to the Regional Harbour Master (Cairns). Masters are requested to contact Cairns VTS on VHF channel 16/12 prior to commencement and again on completion of such drills when the boats have been returned on board and secured.

10.2.4 Overside maintenance work

For environmental reasons, Rio Tinto has strict guidelines on the performance of overside maintenance work on ships within the port limits. Ships wishing to undertake overside maintenance work must lodge a request, with Rio Tinto for permission to undertake overside work. No scraping of the hull is permitted in port waters.

11. Dangerous cargo

11.1 General

The port authority 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 Regional 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 annexe to the IMDG Code, Marine Orders part 41
- AAPMA – Dangerous Substances Guidelines.

11.1.1 Notification

Section 90 and 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 Regional Harbour Master at least 48 hours prior to the arrival of the ship. The dangerous cargo report form should be emailed to the Regional Harbour Master and the port authority. The FNQPCL duty officer will issue a permit for the handling of the cargo within the jurisdiction of the port authority.

Accompanying the [Dangerous Cargo Report](#) should be a copy of the dangerous cargo manifest, giving the correct technical name as listed in the IMDG Code, the UN number, IMDG class and particulars regarding stowage and marks of each parcel of dangerous goods.

Under no circumstances are security sensitive ammonium nitrate, class 5.1 oxidising substances and explosives as classified in the IMDG Code under the United Nations classification as Class 1 explosives to be brought into the port without first notifying the port authority.

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

Table 17 Dangerous goods notification

Movement	Minimum notification
Ship inbound	48 hours prior to scheduled arrival at pilot boarding ground
Ship departure or removal	Three hours
Ship to Ship transfer	24 hours
Loading, removal or handling alongside	24 hours
Operation of a local marine service	48 hours (<i>See section 90 &91 TO(MS) Reg 2016</i>)

11.1.2 Dangerous Cargo Limits

The port authority will promulgate the limits that apply to the class of dangerous cargo loaded and unloaded in the port, including the maximum permissible types and quantities for approved berths. Master/owners should check the port authority website regarding the latest limitations.

11.1.3 Dangerous Cargo Events

Section 9 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
- 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 are required to report the event immediately to the VTS centre or relevant authority.

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

12. Emergency, pollution, marine incidents

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.

12.1 Emergency contact numbers

Rio Tinto Marine Operations

Phone: +61 7 4069 8336

Fax: +61 7 4069 8951

Email: weipamarineoperations@riotinto.com

Rio Tinto Emergency Services

Phone: +61 7 4069 8444 – Emergency Only

Fax: +61 7 4069 8903

12.1.1 Regional Harbour Master/pilot

Regional Harbour Master (Cairns)

Phone: +61 7 4052 7400

Fax: +61 7 4052 7451

Manager VTM centre (Cairns)

Phone: +61 7 4052 7474

Fax: +61 7 4052 7460

Amrun rostered shipping pilot (Auriga Pilots)

Mobile: +61 437 515 294

Amrun pilot launch duty coxswain (Auriga Pilots)

Mobile: +61 0436 372 079

Manager (Auriga Pilots)

Phone: +61 7 3666 4041

Mobile: +61 437 515 294

Weipa VTS

Phone: +61 7 4033 3670

Fax: +61 7 4052 7460

12.1.2 Government services

Dept Agriculture – Amrun

Phone: +61 7 4069 7380

Mobile: +61 427 747 659

Fax: +61 7 4069 7390

Dept Agriculture – Cairns

Phone: +61 7 4030 7800

Fax: +61 7 4035 9578

ABF – Customs

Phone: +61 7 4069 7158

Mobile: above landline diverts to on call

Fax: +61 7 4069 7496

Bureau of Meteorology

Phone: +61 7 4069 7059

Fax: +61 7 4069 7087

Department of Environment and Heritage Protection

Phone: +61 7 4069 7908

Fax: +61 7 4069 7739

12.1.3 Emergency Services

Port control – Amrun VTS

Phone: +61 7 4033 3670

Fax: +61 7 4052 7460

Police

Phone: 000

Mobile: 112

Fax: +61 7 4069 6000

Fire

Phone: 000

Mobile: 112

Ambulance

Phone: 000 or 13 12 33

Mobile: 112

Hospital

Phone: +61 7 4090 6222

Volunteer Marine Rescue

Phone: +61 7 4069 7535

Rio Tinto Emergency Services

Phone: +61 7 4069 8444 – Emergency Only

Fax: +61 7 4069 8903

12.1.4 Security

Rio Tinto Marine Operations

Phone: +61 7 4069 8336

Fax: +61 7 4069 8951

Email: weipamarineoperations@riotinto.com

Deputy port security officer (Rio Tinto)

Phone: +61 7 4069 8962

12.1.5 Port Services

Tugs – SL Irrong – Duty Master (Smit Lamnalco)

Mobile: +61 436 636 948

Tugs – SL Thunggun – Duty Master (Smit Lamnalco)

Mobile: +61 436 635 416

Tugs – Operations Superintendent (Smit Lamnalco)

Mobile: +61 447 506 927

12.2 Authorities

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](#). Rio Tinto has published an emergency response plan for the port of Amrun which details the required response to an emergency within the port. All emergencies should be reported to Weipa VTS on VHF channel 16, who will activate the emergency response plan and call the appropriate emergency response service.

12.3 Fire

Notify Weipa VTS on VHF channel 16. The Regional Harbour Master (Cairns), in consultation with the facility operator will make the decision if the vessel is to be removed from the berth for the safety of the port.

12.3.1 Emergency Plans

It is the responsibility of port users/customers and organisations carrying out an operation or activity within the port to develop and manage their own emergency plan and procedure in accordance with relevant legislation, standards and codes. Depending on the nature and size of the operation or activity the authority may request that a copy of this plan/procedure be provided for the authority's perusal. There may also be a requirement to link this plan/procedure with those used by the authority.

It is an offence to fail or to refuse to supply a copy of the emergency plan/procedure to the authority upon request.

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.

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

There are no waste facilities available at the port terminal.

Please note that there are strict environmental restrictions at the Amrun Port:

- Washing of the vessel deck is strictly prohibited and no material is allowed over the side of the vessel whilst at the port (including spilled bauxite material)
- No hydrocarbon materials are to be stored on the vessel deck prior to arrival or whilst at the port.
- Lighting is to be maintained at the minimum safe level for operations during turtle season between July and September.

12.4.1 Reporting

Section 67 of the [Transport Operations \(Marine Pollution\) Act 1995](#) requires the master of a ship to report a discharge or probable discharge without delay to the Regional Harbour Master. The report should be made via Weipa VTS (24 hours)

The following details should be provided in a report of marine pollution:

- 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
- any additional information that relates to the spill

The Maritime Safety Queensland regional office will complete [Marine Pollution Report \(F3968\)](#) based on the above information and email to the relevant authorities.

In addition to advising the RHM office in Cairns, any incidents relating to vessels loading from the Amrun Terminal are to be reported to Rio Tinto Marine Operations / Phone: +61 7 40698336 and email: weipamarineoperations@riotinto.com

12.5 Marine incidents

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

- the loss of a person from a ship
- the death of, or grievous bodily harm to, a person caused by a ship's operations
- the loss or presumed loss or abandonment of a ship
- a collision with a ship
- the stranding of a ship
- material damage to a ship
- material damage caused by a ship's operations
- danger to a person caused by a ship's operations
- danger of serious damage to a ship
- danger of serious damage to a structure caused by a ship's operations.

12.5.1 Procedures subsequent to serious marine incidents

In the case of a serious marine incident as defined in section 11.5 including a vessel grounding or if structural damage has occurred, the vessel is to be removed to a position of safety. The Regional Harbour Master (Cairns) through Weipa VTS is to be immediately advised and advice sought.

The vessel will be surveyed by the appropriate authority (AMSA or classification society) to ensure seaworthiness before it leaves port limits.

12.5.2 Marine Incident Reporting – Maritime Safety Queensland

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 reporting form used for recreational vessels is:

- Maritime Safety Queensland - Marine Incident Report (F3071) Recreational Vessels

The form is available online from Maritime Safety Queensland or 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 onboard 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.

12.5.3 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.

must be reported to the Australian Maritime Safety Authority (AMSA)

- AMSA Incident form Domestic Commercial Vessels (DCV)
- AMSA form 18 (incident alert within 4 hours of the incident occurring)
- AMSA form 19 (detailed incident report must be submitted 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.

Complete details of these requirements are available on the AMSA web site.

12.5.4 Environmental incident reporting

Incidents with potential to cause or which have caused environmental harm as defined in the [Environmental Protection Act 1994](#) within the port including land and facilities under the control of the port authority must be reported to the authority as soon as reasonably practicable. Failure to report an incident that impacts adversely on the environment is an offence.

Port users, owners, masters and organisations are reminded it is their responsibility to notify the Department of Environment and Heritage Protection and/or Cairns Regional Council where the incident is of the nature that requires notification under the [Environmental Protection Act 1994](#) and environmental protection policies.

12.6 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 MSQ regional office (VTS) and/or the emergency response agencies of police, fire or ambulance.

AMSA requests pilots, stevedores, port authority officers and others to notify them of suspected deficiencies on ships.

13. Security

13.1 General

The [Department of Infrastructure, Transport, Regional Development and Communication](#) is responsible for administering maritime safety legislation for the Australian Government. Australia's primary framework for maritime safety is established under the Navigation Act 2012 (Navigation Act) and the Marine Safety Domestic Commercial Vessel) National Law Act 2012 (National Law Act).

The Navigation Act 2012 establishes Australia's regulatory framework for international ship and seafarer safety, shipping aspects of protecting the marine environment, and the actions of seafarers in Australian waters. The Navigation Act also gives effect to international conventions and treaties developed by the International Maritime Organization, the International Labour Organization and United Nations Conferences to which Australia is a signatory.

The Australian Government regulates the security of the Australian maritime transport through the [Maritime Transport and Offshore Facilities Security Act 2003](#) (MTOFSA) and the [Maritime Transport and Offshore Facilities Security Regulations 2003](#). This legislation was introduced to meet obligations in response to Chapter XI-2 of the International Convention for the Safety of Life at Sea 1974 (SOLAS) and the International Ship and Port Facility Security Code 2003 (ISPS).

The MTOFSA sets out a regulatory framework which centres on maritime industry participants assessing their operations for security risks and preparing a security plan which sets out measures to counter these identified risks. Under this framework, security regulated ships, port operators, port facility operators, offshore facilities and offshore service providers are regulated.

The department is responsible for administering the Act and regulations, while maritime industry participants are responsible for delivering security on a day-to-day basis.

Far North Queensland Ports Corporation Limited 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 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 procedure
- 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 maritime security levels (MarSec levels).

- MARSEC Level 1 – minimum appropriate protective security measures will be maintained at all times.
- MARSEC Level 2 – appropriate additional protective security measures will be enacted because of heightened risk of a security incident.
- MARSEC 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 **MarSec Level 1**.

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

- If directed by officers of DITRDC
- The current ship security level is higher than security Level 1 or the port/port facility security level.

Responsibility for the implementation of the additional security measures will be agreed via a Declaration of Security between the ship and port authority or the port facility operator. If between the ship and the port facility operator, the port security officer must be consulted and agree with the security measures proposed to be implemented.

13.1.2 Maritime Security Zones

Dependent upon the security level in force, these zones will apply in particular areas of the port.

Zones which will typically apply are:

- Landside restricted zone – an area of land, to which access is controlled, within the boundaries of a port facility or of land under the control of a port service provider.
- Waterside restricted zone – an area of water within the port where a ship may berth, anchor or moor, and access to the area is controlled. It extends below the water level to the seabed and under any wharf adjacent to the zone.

Zones established at maritime security Level 1 are as follows:

- Waterside restricted zone – 30m from any wharf or the outside face of a security regulated fuel or cruise ship.
- Landside restricted zones – areas defined by security fences and signage on all berths.

All zones will be clearly identified and conditions must be observed by all port users.

Access to the zones is controlled and entry into the zones is not permitted unless authorised by the ship and/or port authority, as required. To do so is an offence under the *Maritime Transport and Offshore Facilities Security Act 2003* (the MTOFSA) and subject to significant penalties.

13.1.3 Security measures

Security of individual vessels or property is the responsibility of the vessel owner. When landside security zones are in operation these zones will be secured in accordance with the Cairns maritime security plan.

13.1.4 Shore access to ships and port facilities

Access to the wharf and loading plant is strictly prohibited, except if driven by operational necessity or in emergencies. Requirements to access the wharf are to be formally approved by the Port Security Officer prior to access being permitted. Persons requiring access, crew members or visitors, must wear safety hard hats, safety shoes, hi-vis vest or shirt and pants, adequate eye protection and comply with all safety regulations. Pedestrian access along the wharf approach is not permitted. Special authorisation is required for private vehicles and visitors within the port for wharf access. Access to the remainder of the port site is strictly forbidden.

A number of cameras are stationed around the port to assist security officers monitoring the operations. The vision from these cameras can, if required, be passed onto third parties for their use in investigating incidents. Third parties include but are not restricted to the Australian Border Force, Queensland Police Service, Office of Transport Security and MSQ. It is an offence to enter or leave the port area by any means other than a designated entrance or exit.

All security breaches, or potential activities that may breach security or cause harm, should be immediately reported to the port security officer

13.1.5 Reporting of incidents

All port users are expected to exercise a high level of security awareness. Any threat of, or actual, unlawful interference with maritime transport must be reported as specified in part 9 of the MTOFSA to the port authority and other parties as appropriate.

13.1.6 Shore access to ships and port facilities

Access to the wharf and loading plant is strictly prohibited, except if driven by operational necessity or in emergencies. Requirements to access the wharf are to be formally

approved by the Port Security Officer prior to access being permitted. Persons requiring access, crew members or visitors, must wear safety hard hats, safety shoes, hi-vis vest or shirt and pants, adequate eye protection and comply with all safety regulations. Pedestrian access along the wharf approach is not permitted. Special authorisation is required for private vehicles and visitors within the port for wharf access. Access to the remainder of the port site is strictly forbidden.

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All security breaches, or potential activities that may breach security or cause harm, should be immediately reported to the port security officer

13.1.7 Port security contacts

Port security officer

Mobile: +61 400 754 991

Deputy port security officer

Mobile: +61 419 943 861

Entry on to, and use of, the port area is subject to compliance with the Rio Tinto – port rules. A copy of the port rules is available from the ship's agent.

13.2 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 National Security Hotline: 1800 123 400

Email: hotline@nationalecurity.gov.au

Suspicious activities reporting:

<https://www.homeaffairs.gov.au/about-us/what-we-do/borderwatch/overview>

14. Port state control in Australia

Select the link below to view the current information issued by the Australian Maritime Safety Authority.

www.amsa.gov.au/forms-and-publications/fact-sheets/PSC-Fact-Sheet.pdf

15. Port Services

15.1 Bunkering

There are no bunkering services available.

15.1.1 Fresh water

Fresh water is available at the berth.

15.1.2 Waste

No waste facilities are available.

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

15.1.3 Electric power

Shore power connection is not available.

15.2 Miscellaneous contacts

Australian Volunteer Coastguard

Phone: +61 7 4069 7867

Bureau of Meteorology

Phone: +61 7 4069 7059

15.3 Shipping agencies

Wilhelmsen Ship Service

Phone: +61 7 4069 7203

Email: wss.weipa@wilhelmsen.com

Toll Marine Logistics

Phone: +61 7 4069 7309

Mobile: +61 7 4069 8301

Email: perkins@perkins.com.au

Sea Swift P/L

Phone: +61 7 4035 1234

Email: admin@seaswift.com.au

16. Appendices

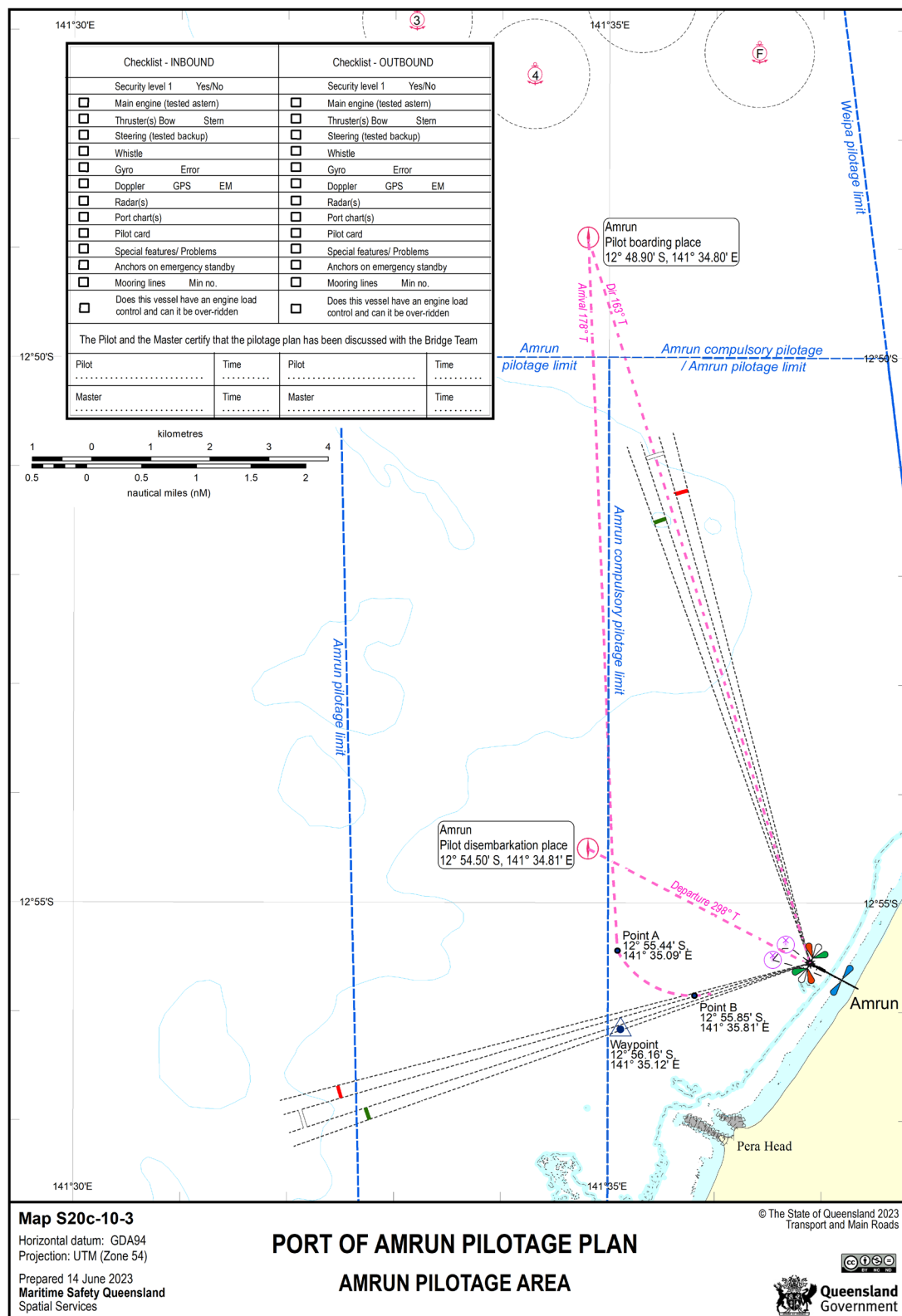
<u>16.1</u>	<u>Port of Amrun and Pilotage Plan</u>	71
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For a high resolution map please visit [Section 16.1 - Amrun Port Procedures and Information for Shipping - Amrun: Port Procedures and Information for Shipping - Publications | Queensland Government](#)

[illegible]

16.2 Amrun Pilotage area

For a high resolution map please visit [Section 16.3 - Amrun Port Procedures and Information for Shipping - Amrun: Port Procedures and Information for Shipping - Publications | Queensland Government](#)



16.3 DUKC Vessel Particulars Form

Please follow this link to access the official fillable PDF form: [F5371 - DUKC Particulars Request](#)

This is a replica of the form and is not intended to be used.



Queensland
Government

DUKC Particulars Request

Vessel particulars

Ship's name	LOA (m)
IMO Number	LBP (m)
DWT	Beam (m)

Torres Strait Transit

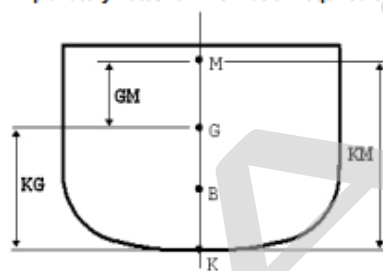
Is the vessel restricted to Torres Strait draft of 12.20m? Yes ☐ No ☐

Loading condition

Expected Departure Draft -50cm		Expected Departure Draft		Expected Departure Draft +50cm	
Displacement		Displacement		Displacement	
Draft		Draft		Draft	
GM(f)		GM(f)		GM(f)	
GM(s)		GM(s)		GM(s)	
KG		KG		KG	
KM		KM		KM	

KG+GM(S)-KM=			
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Explanatory notes for information required on pre-arrival form



KG: Is the distance from the keel to the centre of gravity (in metres). To be provided for the vessel's expected departure condition.

KM: Is the distance from the keel to the metacentre (in metres). With the metacentre of a ship being defined as the line of intersection of the upward buoyant force when a ship is at rest, and when a ship is displaced. $KM = KG + GM/GMs$. To be provided for the vessel's expected departure condition.

GMs: Is the distance (static) between the centre of gravity and the metacentre, known as the metacentric height. To be provided for the vessel's expected departure condition.


GMf: Is again the distance from the centre of gravity to the metacentre but differs from the GM/GMs as it accounts for free surface correction effects. These effects apply to any space that is partially filled with fluid. GMf is less than GM.

16.4 Permission to Immobilise Main Engines

Please follow this link to access the official fillable PDF form: [F5199 - Permission to Immobilise Main Engines - Cairns Region](#)

This is a replica of the form and is not intended to be used.

(THIS FORM IS ONLY TO BE USED IF THE REQUEST CANNOT BE SUBMITTED BY THE AGENT WITHIN QSHIPS)

**Queensland
Government**

**Permission to Immobilise Main Engines -
Cairns Region**

Before operations are carried out this form should be filled out by ship's agents/masters and forwarded to the Regional Harbour Master for approval on:
Fax: 07 4052 7460 or
Email: vtsc Cairns@msq.qld.gov.au

Location: Cairns ☐ Karumba ☐ Thursday Island ☐ Mourilyan ☐
Cairns anchorage ☐ Karumba anchorage ☐ Thursday Island anchorage ☐ Mourilyan anchorage ☐
Weipa ☐ Amrun ☐ Cape Flattery ☐ Skardon River ☐
Weipa anchorage ☐ Amrun anchorage ☐ Other ☐

Vessel name Agent

Permission is sought to immobilise main engines - master to complete noting the conditions below:
From hrs On / / To hrs On / /

Scope of repairs (if appropriate)

Time required to mobilise in emergency situation

Subject to the following conditions:
1. Prior to immobilising, advise VTS on port working channel.
2. For vessels alongside moorings, to be tended throughout.
3. For vessels at anchorage, anchored position to be monitored at all times.
4. During daylight hours, fly signal flags 'R' over 'Y'.
5. On completion, advise VTS on port working channel.

For vessels at anchor, this permission is only valid whilst weather conditions are suitable.

Masters are requested not to conduct prolonged engine trials whilst berthed at Cairns Port Authority wharves.

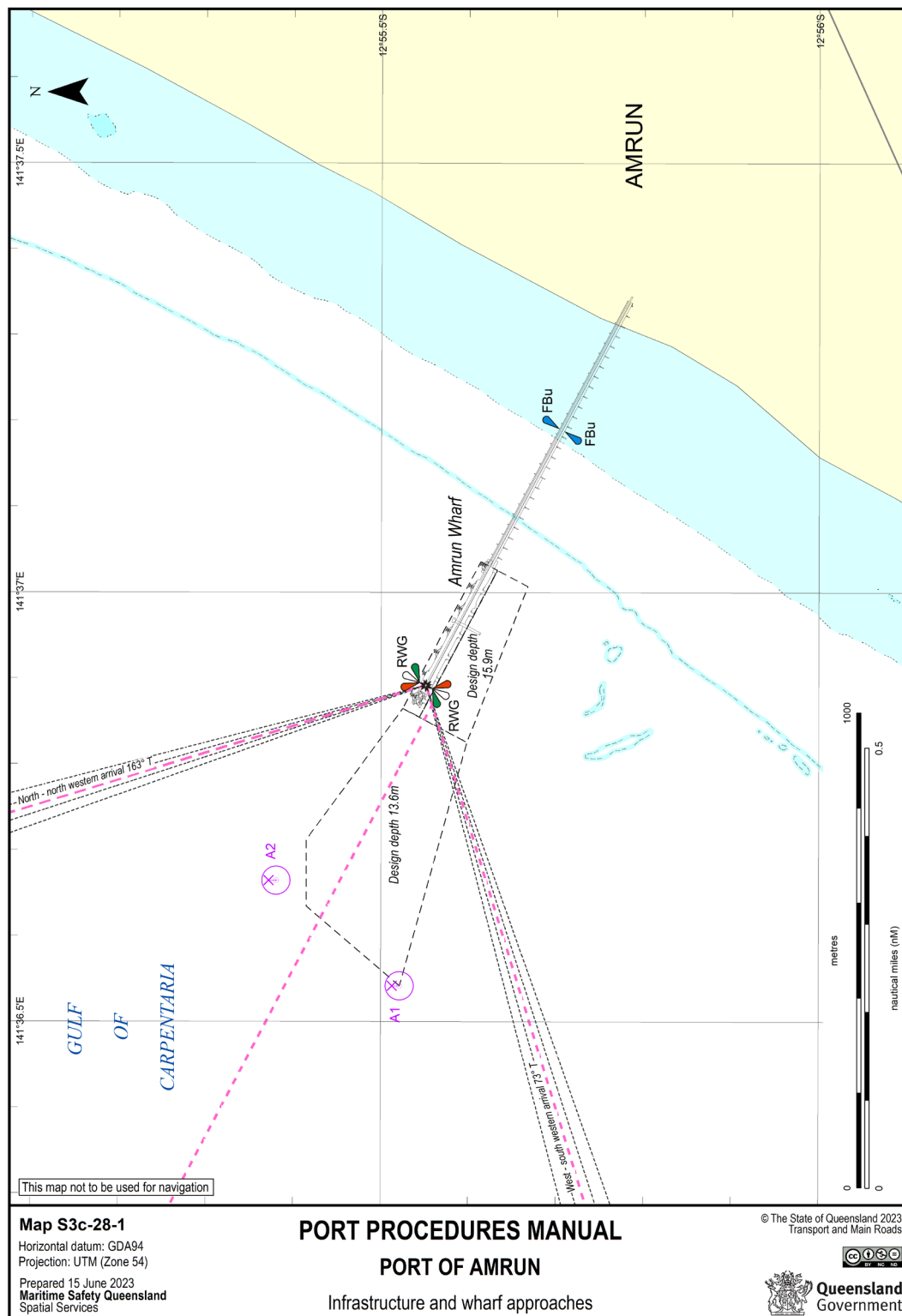
Approved/Not approved Date / /

Privacy Statement: The Department of Transport and Main Roads is collecting the information on this form under the provisions of the Transport Operations (Marine Safety) Act 1994. The department 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.

TRB Forms Area Form F5199 CFD V01 Feb 2019

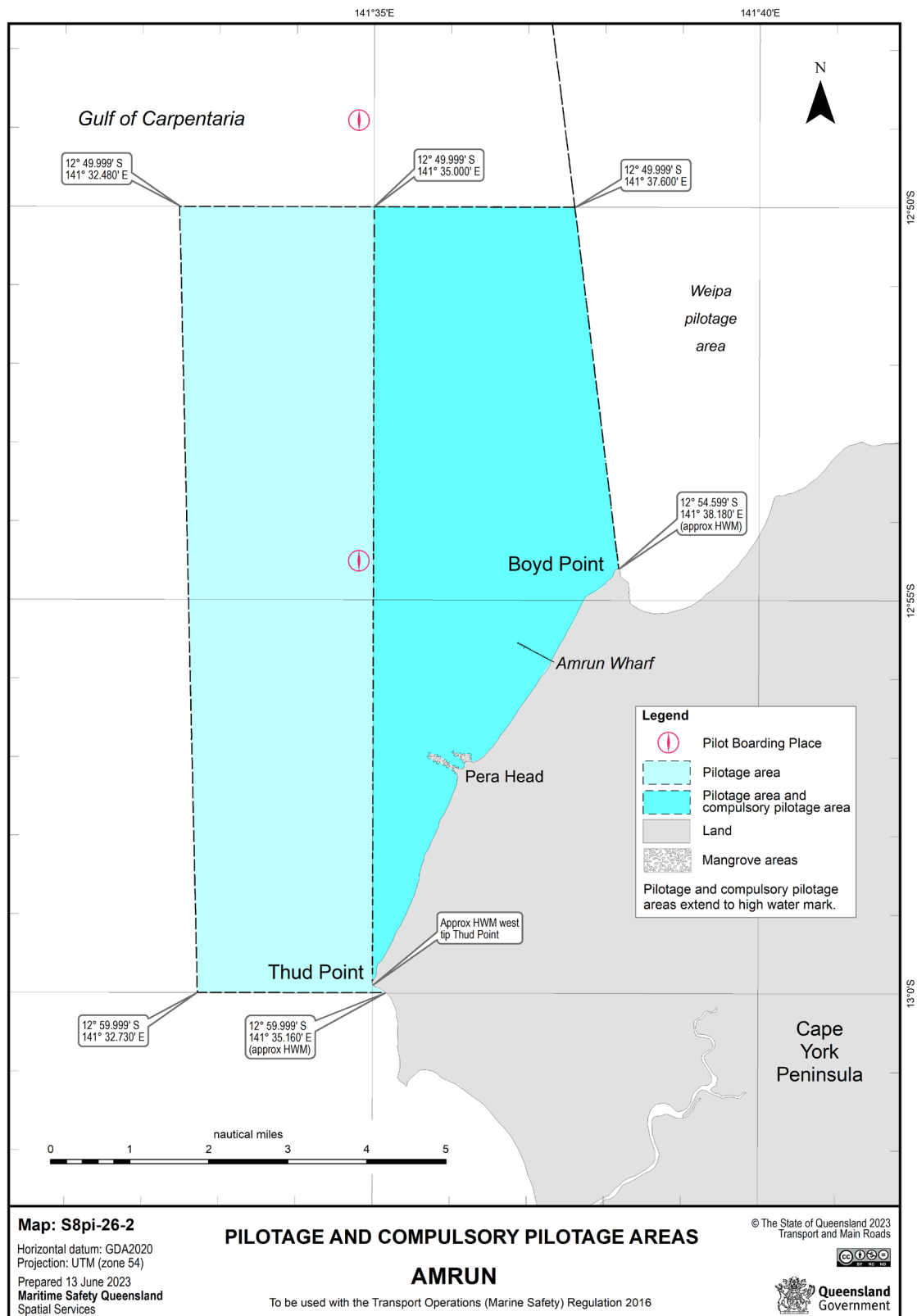
16.5 Amrun Port Layout

For a high resolution map please visit [Section 16.5 - Amrun Port Procedures and Information for Shipping - Amrun: Port Procedures and Information for Shipping - Publications | Queensland Government](#)



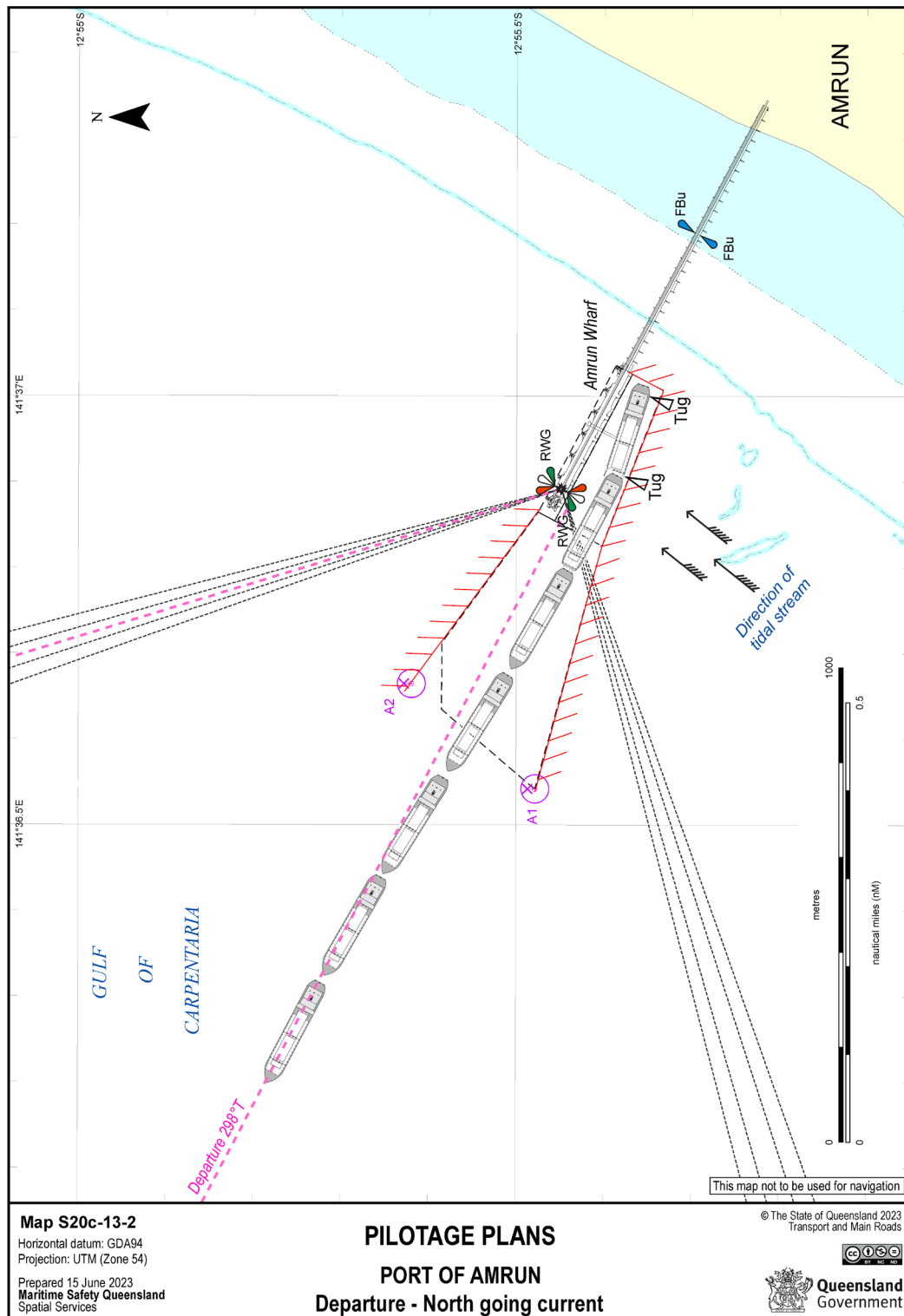
16.6 Pilotage and Compulsory Pilotage Areas

For a high resolution map please visit [Section 16.6 - Amrun Port Procedures and Information for Shipping - Amrun: Port Procedures and Information for Shipping - Publications | Queensland Government](#)



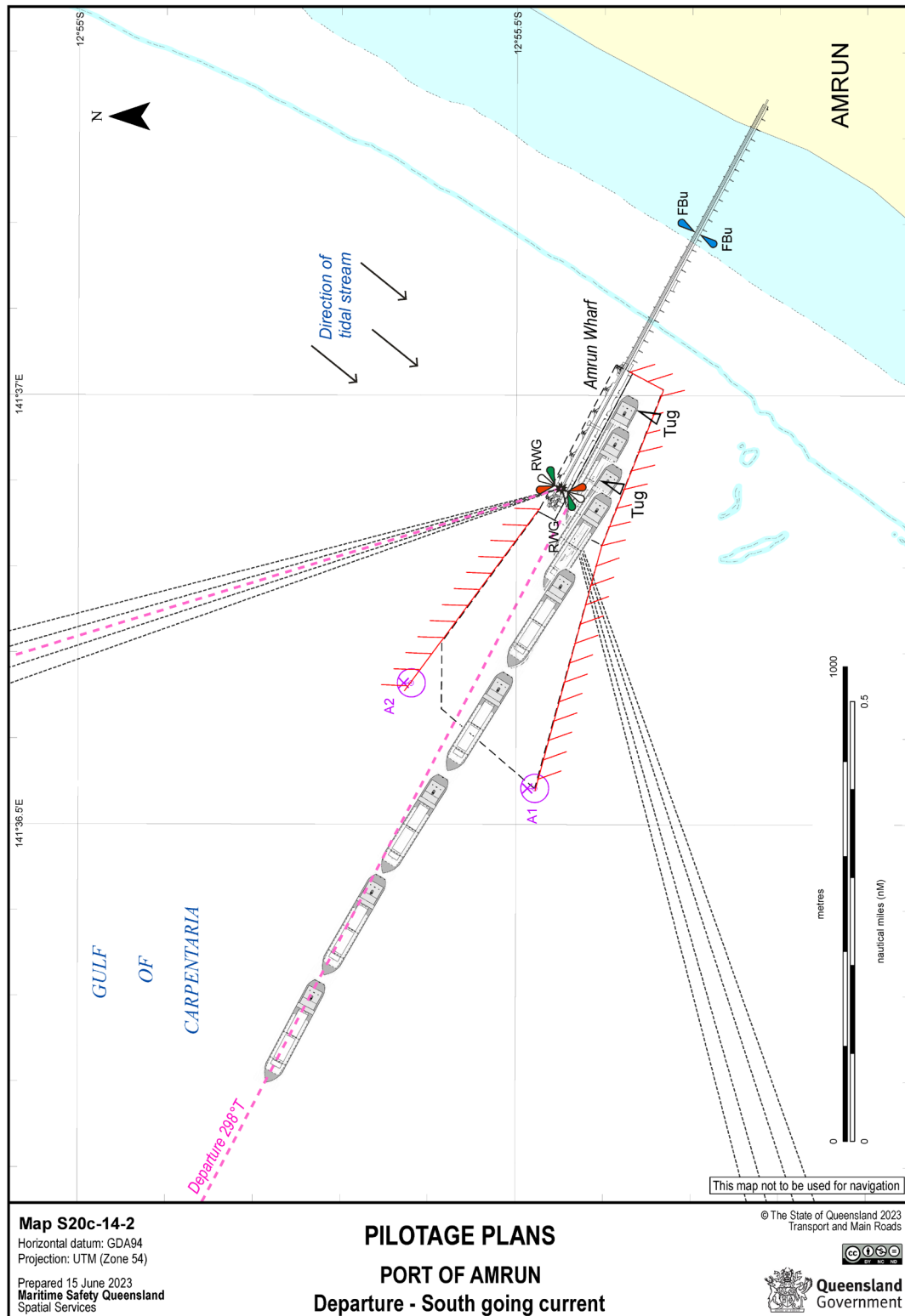
16.7 Port of Amrun – Departure - North going current

For a high resolution map please visit [Section 16.7 - Amrun Port Procedures and Information for Shipping - Amrun: Port Procedures and Information for Shipping - Publications | Queensland Government](#)



16.8 Port of Amrun – Departure South going current

For a high resolution map please visit [Section 16.8 - Amrun Port Procedures and Information for Shipping - Amrun: Port Procedures and Information for Shipping - Publications | Queensland Government](#)



16.9 Weipa (including Amrun) Vessel Traffic Service Area

For a high resolution map please visit [Section 16.9 - Amrun Port Procedures and Information for Shipping - Amrun: Port Procedures and Information for Shipping - Publications | Queensland Government](#)

