

# 1. Introduction

## 1.1 General

Welcome to the Port of Brisbane, the principal multi-modal port in Queensland.

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

The state of Queensland is divided up into five regions which are controlled by a Regional Harbour Master (RHM), all officers of Maritime Safety Queensland 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 pilotage, vessel traffic service and aids to navigation and
- encouraging and supporting innovation in the maritime industry.

The limit of Queensland coastal waters is defined by a line three nautical miles seaward of the territorial sea baseline. The arrangements outlined in these procedures apply to the geographical areas gazetted as pilotage areas in Queensland. Pilotage areas have been gazetted around designated ports and maritime areas to ensure the safe and efficient movement of shipping. These areas encompass the approaches, main shipping channels and waters of the port.

Collectively, the Regional Harbour Master and the Port of Brisbane Pty Ltd (PBPL) have responsibility for managing the safe and efficient operation of the port.

## 1.2 Port description

Brisbane is the state capital of Queensland and its Port is Queensland's largest general cargo port and the fastest growing container port in Australia. The Port occupies the lower reaches of the Brisbane River with channels extending north through the Moreton Bay Marine Park. There are currently twenty-eight berths including nine dedicated container berths in the port.

Imports include crude, refined oil, fertilisers, chemicals, motor vehicles, cement clinker and gypsum, paper, building products and machinery.

Exports include coal, refined petroleum products, grain and woodchips; mineral sand, scrap metal, tallow, live cattle, beef, dairy products and timber.

Cruise ships facilities are at the Brisbane International Cruise Terminal. Naval vessels are also frequent visitors

## 1.3 Purpose

This document defines the standard procedures to be followed in the pilotage area of the port; it contains information and guidelines to assist ship's masters, owners, and agents of vessels arriving at and traversing the area. It provides details of the services and the regulations and procedures to be observed.

Nothing in this publication is intended to relieve any vessel, owner, operator, charterer, master, or person directing the movement of a vessel from the consequences of any failure to comply with any applicable law or regulation or of any neglect of precaution which may be required by the ordinary practice of seamanship, or by the special circumstances of the case.

Information contained in this publication is based on information available as at the latest date in the document control sheet at the start of this manual. Although every care has been taken to ensure that this information is correct, no warranty, expressed or implied, is given in regard to the accuracy of all printed contents. The publisher shall not be responsible for any loss or damage resulting from or caused by any inaccuracy produced herein.

The latest version of this publication is available on the Maritime Safety Queensland website.

**Information on external agencies (customs, quarantine, port authority rules, and REEFREP and so on) is provided as an example only. Readers are strongly recommended to consult their respective websites for current information.**

Any significant updates to the content of these procedures will be promulgated on this site. [The Port of Brisbane Pty Ltd](#) website should be consulted for the latest information on port rules, available services 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.

## 1.4 Datum

All water depths refer to the 'lowest astronomical tide' height (LAT). All positions in this manual are in WGS84.

All directions are referenced to True North.

## 1.5 Definitions

### 1.5.1 AMSA – Australian Maritime Safety Authority

The [Australian Maritime Safety Authority](#) is the commonwealth authority charged with enhancing efficiency in the delivery of safety and other services to the Australian maritime industry.

### 1.5.2 Australian Standard – AS 3846 – 2005

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

### 1.5.3 Commencement (Movement)

This is defined as follows;

- Arrival – Pilot embarkation or when an exempt master passes the NW Fairway
- Removal – Last line or anchor aweigh time
- Departure – Last line or anchor aweigh time,

### 1.5.4 Completion (Movement)

This is defined as follows;

- Arrival – First line or anchored down time
- Removal – First line or anchored time
- Departure – Pilot disembark time or when an exempt master passes the NW Fairway

### **1.5.5 Deadweight tonnage (DWT)**

The cargo carrying capacity of a ship measured in metric tonnes.

### **1.5.6 Duty Harbour Master**

The person authorised to give direction under the relevant provisions of the Transport Operations (Marine Safety Act 1994). First point of contact available 24/7 to support VTS during emergent events.

### **1.5.7 Estimated time of arrival (ETA)**

Estimated time of arrival is the expected time of arrival at a designated place. This is defined as first line at the berth or anchor down in the anchorage.

### **1.5.8 Estimated time of departure (ETD)**

Estimated time of departure refers to the scheduled sailing time and is the expected time of the last line or anchor aweigh.

### **1.5.9 Extreme Weather Event**

Extreme Weather Event is defined as a weather event that has the potential to affect safe operation of vessels and result in injuries, damage to vessels, damage to infrastructure or disrupt movement scheduling.

For Southeast Queensland this includes, but not limited to, severe thunderstorms, river flooding, east coast lows the effects of a cyclone offshore or other natural weather hazards. These can occur at any time but occur more frequently between October and May each year.

### **1.5.10 Highest astronomical tide (HAT)/lowest astronomical tide (LAT)**

These are the highest and lowest levels that can be predicted to occur under average meteorological conditions and any combination of astronomical conditions. These levels may not be reached every year. Highest astronomical tide or lowest astronomical tide are not the extreme levels that can be reached, as storm surges can cause considerably higher or lower levels to occur.

Lowest astronomical tide is the port datum to which all soundings and heights are referred to for all channel and berth surveys in the port.

### **1.5.11 International Chamber of Shipping (ICS)**

A voluntary organisation of national shipowners' associations whose interests cover all aspects of marine affairs but are particularly active in the field of marine safety, ship design, construction, pollution prevention and maritime law. The International Chamber of Shipping has consultative status with such organisations as the IMO.

### **1.5.12 International Maritime Dangerous Goods Code (IMDG Code)**

The codes are published by the IMO for the safe carriage, packing, handling, classing and transporting of dangerous goods.

### **1.5.13 International Maritime Organization (IMO)**

The world organisation charged with enhancing efficiency in the delivery of safety to the whole maritime industry.

#### **1.5.14 International Safety Guide for Oil Tankers and Terminals (ISGOTT)**

ISGOTT is the standard reference guide for the safe operation of oil tankers and terminals published by the International Chamber of Shipping, the Oil Companies International Maritime Forum (OCIMF) and the International Association of Ports and Harbours (IAPH).

#### **1.5.15 International Ships and Ports Security Code (ISPS Code)**

An international ship and port security code to combat global terrorism developed by the IMO.

#### **1.5.16 International Tonnage Certificate (ITC)**

A certificate issued under the provisions of the International Tonnage Convention on Tonnage Measurement of Ships 1969.

#### **1.5.17 Length overall (LOA)**

LOA is the extreme length of a vessel.

#### **1.5.18 Local Traffic**

Local traffic is defined as vessels conducting a voyage solely within the pilotage area, not arriving or departing, from or to sea. Vessels or combinations are normally below 50m LOA however can be above 50m LOA, but no more than 80m LOA, if operated under pilotage or pilotage exemption. Local traffic is normally exempt from being scheduled through QSHIPS.

#### **1.5.19 Manager (Vessel Traffic Services) (MVTTS)**

The manager of VTS - reporting to the Harbour Master. Holds the appropriate delegation to give direction under the relevant provisions of the [Transport Operations \(Marine Safety\) Act 1994](#).

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

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

#### **1.5.21 MASTREP – the Modernised Australian Ship Tracking and Reporting System**

The Modernised Australian Ship Tracking and Reporting System (MASTREP) is a Ship Reporting System designed to contribute to safety of life at sea and is operated by the Australian Maritime Safety Authority (AMSA) through the Rescue Coordination Centre (RCC) Australia in Canberra.

#### **1.5.22 Navigation Act**

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

#### **1.5.23 Nett explosive mass (NEM)**

The nett explosive mass refers to the nett content of explosive material in any given amount or parcel of cargo (sometimes referred to as the nett explosive content (NEC), or net explosive quantity (NEQ)).

#### **1.5.24 Non 'gas free' tankers – (NGF)**

A tanker (includes OBO) or product carrier which has not had its cargo tanks washed, vented and inspected, or been issued with a 'Gas Free' certificate.

### **1.5.25 Pilotage Exemption Certificate – (PEC)**

Exemption granted to certain qualified masters who have satisfied the necessary legislative requirements and are authorised to navigate ships in the port area without a pilot.

### **1.5.26 Port of Brisbane Pty Ltd (PBPL)**

Port of Brisbane Pty Ltd (PBPL) manages and develops the Port of Brisbane, under a 99 year lease from the Queensland Government.

### **1.5.27 QSHIPS – Queensland Shipping Information Planning System**

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

The programme allows port service provider organisations the ability to accept service requests made by shipping agents and streamline ship movement planning by significantly reducing the existing levels of point to point communications that are necessary to ensure a planned ship movement has been adequately resourced with supporting services.

### **1.5.28 REEFREP**

The mandatory [ship reporting system](#) established by IMO resolution MSC.52 (66), as amended by resolution MSC.161 (78), and specified in Marine Orders Part 56 (Reef VTS) issue 2.

### **1.5.29 Reef VTS**

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

### **1.5.30 Regional Harbour Master (RHM)**

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

### **1.5.31 Sailing time**

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

### **1.5.32 Ship to Ship Transfer (STS)**

The basic operation of transferring cargo from one ship to another without crossing a wharf or using a land based operation and is more often used as a term for transferring liquids from one tanker to another.

### **1.5.33 Tow Split**

When a tow consisting of two or more vessels and/or barges are separated to form single Operational conditions

### **1.5.34 Tug and Tow Length - Total Combination Length**

For the purposes of this section the following definitions shall apply:

- The length of tow – is the total length of all items that go to make up the tow, to include tow lines, wires, bridles, vessels and/or barges, taken from the bow of the tug to the stern of the last vessel or barge making up the tow
  - Example: tug towing a barge on a tow line: Length is calculated based on length of tug, length of tow and bridles, and length of barge

- Example: Tug hipped up to barge. Length is barge plus the length of the tug that is overhanging the stern of the barge.
- Example: Tug pushing barge. Length is barge plus the length of the tug

### 1.5.35 Under Keel Clearance (UKC)

This is the depth of water under a ship between the ship's keel and the bottom of the sea or river.

Static under keel clearance (SUKC) is a computer programme that is used for calculating tidal windows for deep draft vessels based on tidal predictions, declared depths and drafts of vessels.

NCOS is a cloud-based computer programme that calculates live tidal windows based on real-time environmental conditions and specific stability information for the vessel. Calculations are conducted by VTS operators.

### 1.5.36 Vessel Traffic Service (VTS)

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

### 1.5.37 Vessel Traffic Service Operator (VTSO)

The officer reporting to the Manager (Vessel Traffic Management) at the VTS Centre who has appropriate delegation to give direction under the relevant provisions of the [Transport Operations \(Marine Safety\) Act 1994](#).

## 1.6 Contact information

### 1.6.1 The Harbour Master

For operational maritime questions, marine incidents, pilotage, buoy moorings, navigation aids and towage requirements please contact the Harbour Master's office.

The Harbour Master's office is located at:

|                   |  |
|-------------------|--|
| Physical address: | MacArthur Avenue East (off Farrer Street)<br>Pinkenba, Brisbane, Queensland 4008 |
| Phone:            | +61 7 3632 7500  |
| Email:            | <a href="mailto:rhmb Brisbane@msq.qld.gov.au">rhmb Brisbane@msq.qld.gov.au</a>   |

### 1.6.2 VTS Centre

The VTS Centre is situated at the Harbour Master's office. For ship traffic scheduling, pollution incidents and reporting defective navigation aids please direct initial enquiries to the VTS centre.

Call sign is 'Brisbane VTS' provided by Maritime Safety Queensland 24 hours, seven days a week. The contact details are:

|            |  |
|------------|--|
| VHF Radio: | VHF channels 12 and 16   |
| Phone:     | +61 7 3623 3900  |
| Email:     | <a href="mailto:VTSBrisbane@msq.qld.gov.au">VTSBrisbane@msq.qld.gov.au</a> |

In the event of a maritime emergency, VTS will activate the appropriate response agencies.

Ship traffic movements may be accessed on the [QSHIPS](#) website.

### 1.6.3 Port Corporation

The primary function of the [Port of Brisbane Pty Ltd \(PBPL\)](#), under the Transport Infrastructure Act 1994, is to establish, manage and operate effective and efficient facilities and services within the port while maintaining appropriate levels of safety and security.

Phone: +61 7 3258 4888

Email: [info@portbris.com.au](mailto:info@portbris.com.au)

## 1.7 Rules and regulations

The rules and regulations in the port contribute to the safe, efficient and environmentally responsible handling of shipping traffic. The international rules of the IMO, such as the SOLAS convention and its amendments (for example the IMDG code) and state, national and local port authority regulations are in force in the port.

Based on the [Brisbane Port Notices](#) the port rules on dangerous substances contain additional, specific regulations for ships carrying dangerous cargoes in the port.

### 1.7.1 Applicable regulations

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

- [Transport Operations \(Marine Safety\) Act 1994 \(TOMSR\)](#) and [Regulation 2016 \(TOMSA\)](#)
- [Transport Operations \(Marine Pollution\) Act 1995 \(TOMPA\)](#) and [Regulation 2018 \(TOMPR\)](#)
- International Maritime Dangerous Goods Code (IMDG Code)
- Australian Standard – AS3846 – 2005
- 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:

- [Port of Brisbane Pty Ltd](#)
- [Maritime Safety Queensland \(MSQ\)](#)
- [Australian Maritime Safety Authority \(AMSA\)](#)
- [Australian Border Force \(Customs and Immigration\)](#)
- [Royal Australian Navy \(RAN\).](#)
- [Department of Agriculture, Water and Environment \(Biosecurity/Quarantine\)](#)

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