

1. Introduction

Welcome to the port of Hay Point, one of the largest coal export ports in the world.

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

Maritime Safety Queensland's jurisdiction is divided up into six regions, five of which are controlled by a Regional Harbour Master and the sixth by a manager, these officers report to the general manager and under the [Transport Operations \(Marine Safety\) Act 1994](#), and 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 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 and the Port Authority have responsibility for managing the safe and efficient operation of the port.

1.1 Port description

The Port of Hay Point is situated 40 kilometres south of Mackay. The port is managed by the North Queensland Bulk Ports Corporation Limited, a statutory Queensland Government owned Corporation, who maintain the dredging, security, berths and operations at the port. There are currently two terminals that operate 24 hours a day seven days a week, BHP Billiton Mitsubishi Alliance and the Dalrymple Bay Coal Terminal (DBCT). Total nominal throughput is 140 million tonnes per annum.

BMA consists of three berths with a loading capacity of 4,500-10,000 tph.

Dalrymple Bay Terminal consists of four berths, serviced by three gantries with a loading capacity of 7,200-8,650 tph.

The pilotage limits for the port of Hay Point are divided between a Pilotage Area and a Compulsory Pilotage Area. Vessels may anchor within the designated Pilotage Area without utilising the services of a pilot.

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 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 on 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.

Any significant updates to the content of these procedures will be promulgated on this site.

Should errors or omissions in this publication be noted, it would be appreciated if advice of these could be forwarded to Regional Harbour Master (refer to [1.5.1](#))

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 The Australian Ship Reporting System – MASTREP

The Australian Ship Reporting System established under Section 7 of AMSA Marine Order 63.

1.4.3 Australian Standard – AS 3846 – 2005

AS 3846 defines the requirements for the transport and handling of dangerous goods in port areas in Australia.

1.4.4 Lowest astronomical tide – LAT

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

1.4.5 Manager (Pilotage Services)

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

1.4.6 Manager (Vessel Traffic Service)

The person responsible for the management of the VTS centre.

1.4.7 Maritime Safety Queensland – MSQ

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

1.4.8 Navigation Act

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

1.4.9 Overall length – LOA

The LOA is the extreme length of a vessel.

1.4.10 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 pilotage area without a pilot.

1.4.11 North Queensland Bulk Ports Corporation Limited (NQBP)

The North Queensland Bulk Ports Corporation Limited (NQBP) is a statutory Queensland government owned corporation charged with overseeing the commercial activities in the port, including the maintenance of the port infrastructure and management of the Pilotage Services. Refer [1.5.3](#) for contact details.

1.4.12 Queensland Shipping Information Planning System – QSHIPS

An internet-based ship movement booking service that is 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.

1.4.13 REEFREP

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

1.4.14 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.

1.4.15 Regional Harbour Master – RHM

The person authorised to give direction under the relevant provisions of the [Transport Operations \(Marine Safety Act\) 1994](#) and the [Transport Operations \(Marine Pollution Act\) 1995](#).

1.4.16 Sailing time

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

1.4.17 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](#).

1.4.18 Vessel traffic service – VTS

A VTS is any service authorised by a competent authority, designed to maximise the safe and efficient movement of waterborne traffic.

1.5 Contact information

1.5.1 The Regional Harbour Master

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

Physical address: 44 Nelson Street, Mackay Queensland 4740

Postal address: PO Box 58, Mackay Queensland 4740

Phone: +61 7 4944 3700

Email: RHMMackay@tmr.qld.gov.au

1.5.2 VTS centre

The Vessel Traffic Services (VTS) centre or port control (call sign Hay Point VTS) is situated at Hay Point. For ship traffic scheduling, pollution incidents and reporting 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: channel 10 and 16
Phone: 1300 645 022
Email: VTSHaypoint@msq.qld.gov.au

In the event of an emergency, the VTS centre is the key notification and communications facility that will activate the appropriate response agencies.

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

1.5.3 Port authority

The primary function of the [North Queensland Bulk Ports Corporation Limited](#) (NQBP) 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.

Contact details for NQBP are:

Address: Level 1 & 2, Waterfront Place, Mulherin Drive, Mackay Harbour
Queensland 4740
Shipping enquiries: +61 7 4955 8147 or portoperations@nqbp.com.au
General enquiries: +61 7 4969 0700 or info@nqbp.com.au

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 International Maritime Organisation (IMO), such as the Safety of Life at Sea convention (SOLAS) convention and its amendments (for example the IMDG Code) and state, national and local port authority regulations are in force in the port of Hay Point.

The [NQBP Port Notice](#) outlines the specific regulations for ships in the port for example the carriage of dangerous cargoes.

1.6.2 Applicable regulations

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

- [Transport Operations \(Marine Safety\) Act 1994](#) and [Regulation 2016](#)
- [Transport Operations \(Marine Pollution\) Act 1995](#) and [Regulations 2018](#) (TOMPA)

- Transport Infrastructure Act 1994
- International Maritime Dangerous Goods Code (IMDG Code)
- Australian Standard – AS3846 – 2005 – (defines the standards to be observed by masters, berth operators and consignors involved with the transport and handling of dangerous goods in port areas in Australia)
- 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:

- [Maritime Safety Queensland](#)
- [Australian Maritime Safety Authority](#)
- [Quarantine - Department of Agriculture, Fisheries and Forestry](#)
- [Customs - Australian Border Force](#)

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

1.7 Standard for Commercial Marine Activities

The [Mackay Region - Standard for Commercial Marine Activities](#) has been introduced to enhance the safety of commercial vessel activities in the region.

Compliance with the standard ensures the Regional Harbour Master is aware of the commercial activities that are being undertaken within Mackay and Hay Point, and allows Vessel traffic services (VTS) to monitor the activities and provides visibility of the activities for all users of the region's waterways.