

Operations Manual

Revised 2016



PORT OF HAY POINT OPERATIONS MANUAL

Table of Contents

1.	NORTH QUEENSLAND BULK PORTS CORPORATION LIMITED OVERVIEW	4
1.1.	Health and Safety.....	5
1.2.	Drug and Alcohol Policy.....	5
2.	MARITIME SAFETY QUEENSLAND (MSQ)	5
2.1.	Regional Harbour Master at Mackay.....	6
2.2.	Vessel Traffic Services.....	6
3.	PORT AUTHORITY ROLE AT HAY POINT.....	6
4.	THE PORT OF HAY POINT	7
4.1.	Description	7
4.2.	Location.....	7
4.3.	Time Zone	7
5.	TERMINAL OPERATOR ROLE AT HAY POINT.....	8
6.	ACCESS	8
6.1.	Port Access Protocol.....	8
6.2.	Restrictions.....	8
7.	SERVICES – MARINE OPERATIONS.....	8
7.1.	Facilities	8
7.2.	Berth Facilities.....	8
7.3.	Ship loaders	9
7.4.	Hay Point Coal Terminal Ship loaders	10
7.5.	Port Notices/Port Rules and Charges	11
7.6.	Application to Berth	11
7.7.	Estimated Time of Arrival (ETA) Notice	11
7.8.	Pilotage - Towage	11
7.9.	Tides.....	12
7.10.	Depths of Water	13
7.11.	Shore Leave	13
7.12.	Seaman's Club.....	13
7.13.	Repatriation	13
7.14.	Ship's Chandler.....	13
7.15.	Stowage Factor	13
7.16.	Final Quantity	13
7.17.	Loaded Tonnage	13
8.	SERVICES – LANDSIDE OPERATIONS.....	14
8.1.	Waste and Garbage Disposal	14
8.2.	Pratique/Health Regulations	14
8.3.	Port Security.....	14
8.4.	Emergency Services	15
8.5.	Extreme Weather Event (Cyclone) Procedures	15
8.6.	Oil Spill Procedures.....	15
9.	PORT LIMITS.....	16
10.	APPENDIX 1 – MAP OF THE WORLD SHOWING THE LOCATION OF NQBP PORTS.....	17

PORT OF HAY POINT OPERATIONS MANUAL

Table of Amendments

Version Number	Revision Date	Author	Summary of Changes	Approved by
2.0	December 2016	John Herekiuha	Second Issue	NQBP
1.0	October 2015	Eddie Mallan	First Issue	NQBP

This document is a port directory describing the general characteristics and facilities at the Port of Hay Point and is provided for information purposes only. Whilst reasonable efforts have been taken in preparation of this directory, no warranty is given as to its accuracy, reliability, currency or completeness (including the accuracy, reliability, currency or completeness of third party information).

Contact details of relevant service providers are included for information and convenience only and NQBP does not give any endorsement or warranty as to these products or services. Any relevant service provider either included or not included in this directory is welcome to contact NQBP at info@nqbp.com.au for correction or consideration of inclusion of its details in the next edition.

PORT OF HAY POINT OPERATIONS MANUAL

1. NORTH QUEENSLAND BULK PORTS CORPORATION LIMITED OVERVIEW

North Queensland Bulk Ports Corporation Limited (NQBP) became a port authority on 1 July 2009, under the *Transport Infrastructure Act 1994*, for the seaport facilities at Hay Point, Mackay, Abbot Point, Weipa and Maryborough.

We are one of Australia's largest port authorities by tonnage throughput and more than half of Queensland's trade, by tonnage, pass through our ports. Our aim is to be the recognised leader in the delivery of bulk cargo infrastructure. The sea port facilities we manage are vital to the export and import performance of Queensland and Australia. NQBP ports handle bulk shipments of coal, bauxite, sand, sugar, grain, petroleum and general cargo. Coal is by far the main commodity handled, but each port and each commodity is important in its own right.

As a port authority, NQBP is responsible for:

- strategic port planning
- port business development
- port infrastructure development
- environmental management and marine pollution (within port limits)
- port security and safety
- port efficiency
- maintaining navigable port depths for shipping; and
- issuing licences, leases and permits to other organisations for use of port land, infrastructure, and facilities (NQBP has a multi-user access policy in place at its ports to facilitate highest possible utilisation of port infrastructure, and greatest possible operational efficiency).

Port pilotage operations and navigation are the responsibility of NQBP for the Ports of Hay Point and Mackay. The Port of Townsville provides pilotage services for the Port of Abbot Point and Ports North is responsible for pilotage services at Weipa.

Stevedoring and towage services are outsourced to approved contractors at all of NQBP's ports.



Figure 1: NQBP Ports with Hay Point highlighted

PORT OF HAY POINT OPERATIONS MANUAL

1.1. Health and Safety

Safety is a core value for all NQBP employees with the objective of the Work Health and Safety Policy being to achieve zero injury or harm in any NQBP workplace. NQBP is committed to continuous improvement in its performance through the implementation of appropriate Work Health and Safety Management Systems.

NQBP systems cover the health and safety procedures, practices, responsibilities and legislation for all employees, contractors and visitors. NQBP requires these obligations be met as a minimum standard, with the Corporation striving for higher standards where appropriate.

Employees, contractors and visitors to NQBP are personally responsible for ensuring the Workplace Health and Safety Policy is adhered to.

1.2. Drug and Alcohol Policy

NQBP is committed to safety for its employees and all those visiting or working at its work sites. ALL personnel attending an operational NQBP work site (including before or after working hours) must:

- have a blood alcohol concentration of 0.00%; and
- not have any illicit drugs in their system.

In the event of an incident, personnel on an NQBP work site may be required to undergo incident or for-cause testing for the presence of alcohol or other drugs. Any testing that may be required will be undertaken by an independent, accredited external service provider engaged by NQBP.

2. MARITIME SAFETY QUEENSLAND (MSQ)

Maritime Safety Queensland is a branch of the Department of Transport and Main Roads within the Customer Services, Safety and Regulation Division. Their role is to protect Queensland's waterways and the people who use them - providing safer, cleaner seas.

Maritime Safety Queensland is responsible for:

- improving maritime safety for shipping and small craft through regulation and education;
- minimising vessel-sourced waste and responding to marine pollution;
- providing essential maritime services such as aids to navigation and vessel traffic services; and
- encouraging and supporting innovation in the maritime industry.

Maritime Safety Queensland is also responsible for delivering a range of services on behalf of the national regulator (the Australian Maritime Safety Authority) under the *Marine Safety (Domestic Commercial Vessel) National Law Act 2012*. The national system arrangements are implemented together with Maritime Safety Queensland's State marine legislative responsibilities.

Navigation information is controlled and maintained by MSQ and can be found at <http://www.msq.qld.gov.au/Shipping>

Marine Incidents/Marine Pollution (after hours)
Phone: +61-7-4956 3489 (Hay Point VTS)

PORT OF HAY POINT OPERATIONS MANUAL

2.1. Regional Harbour Master at Mackay

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

The Regional Harbour Master's office is located at:

Physical address:

44 Nelson Street
Mackay Queensland 4740

Postal address:

PO Box 58
Mackay Qld 4740
Phone: +61-7-4944 3700
Fax: +61-7-4944 3790
Email: mackaymarine@msq.qld.gov.au

2.2. Vessel Traffic Services

Vessel Traffic Services (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: +61-7-4956 3489
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](#).

3. PORT AUTHORITY ROLE AT HAY POINT

NQBP owns and develops the Port of Hay Point. As the port authority, NQBP's key role is to:

- manage and develop reliable, appropriate port facilities and infrastructure to cater for existing and future trade needs;
- facilitating appropriate levels of port security and safety with terminal operators;
- co-ordinate emergency response;
- protect the environment by minimising impact of development; and
- Be committed to and have regard for the interests of the community.

Maintaining navigable port depths and pilotage are the responsibilities of NQBP, while port navigation is controlled by Maritime Safety Queensland (MSQ).

PORT OF HAY POINT OPERATIONS MANUAL

4. THE PORT OF HAY POINT

4.1. Description

The Port of Hay Point is one of the largest coal export ports in the world, and is situated about 40 km south of Mackay. The port comprises two separate coal export terminals: Dalrymple Bay Coal Terminal (DBCT), leased from the State Government by DBCT Management Pty Ltd (DBCTM) and the Hay Point Coal Terminal (HPCT), owned by BHP Billiton Mitsubishi Alliance (BMA) and operated by Hay Point Services. Together the two terminals service mines in the central Bowen Basin region of Queensland.

The mines are linked to the port terminals through an integrated rail port network. Aurizon owns the below rail component of the rail network (track, signalling and overhead wiring) which provides access to the above rail service providers (rolling stock and locomotives). The rail service providers are Aurizon, Pacific National and BMA Rail.

DBCT has a terminal capacity of 85 Mtpa and BMA completed the approved HPX3 expansion in 2014 upgrading its throughput from 44 Mtpa to 55 Mtpa. BMA is investigating further expansions in the longer term to a possible 75 Mtpa.



4.2. Location

The Port of Hay Point is located in the area surrounding Latitude 21° 15'S and Longitude 149° 19'E.

4.3. Time Zone

Time is Eastern Standard Time and equates to G.M.T + 10 hours. All ETA and other messages should be made in local time.

PORT OF HAY POINT OPERATIONS MANUAL

5. TERMINAL OPERATOR ROLE AT HAY POINT

Operation at both DBCT and HPCT can be broken into the following key components:

- receipt of coal from rail services;
- stockyard storage;
- yard machines to stack and reclaim coal to and from the stockpiles;
- blending of different coal types to meet customer requirements; and
- out loading to offshore berths; and ship loading.

All enquiries regarding the terminal operation, arrival notices and loading coal should be directed to DBCTM (the terminal lessee), Dalrymple Bay Coal Terminal Pty Ltd (the DBCT terminal operator) or Hay Point Services (the HPCT terminal operator).

6. ACCESS

6.1. Port Access Protocol

Access to the port is controlled and can be acquired through contacting DBCT or HPCT.

6.2. Restrictions

DBCT is classified as essential infrastructure under the Commonwealth Maritime Transport and Offshore Facilities Security Act 2003 and access is controlled according to the requirements of the Act. Access to the wharf and loading plant is restricted. Persons requiring access, crew members or visitors, must request permission to enter the terminal from the terminal operator, DBCT Pty Ltd and wear safety hard hats, safety shoes, 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.

7. SERVICES – MARINE OPERATIONS

7.1. Facilities

Infrastructure at the port consists of purpose-built rail in loading facilities, onshore stockyards and offshore jetties leading to wharves. The offshore wharves are serviced by conveyor systems which run the coal from the stockyard to the wharves situated between 2.2 km (HPS) and 3.8 km (DBCT) out to sea and allow loading in deep water.

The HPCT wharf is 1.8 km offshore. It has two berths and is owned and operated by the BHP Billiton Mitsubishi Alliance. Berth #1 is serviced by a luffing boom gantry with telescopic chute with an average loading capacity of 4,500 tph with a maximum of 6,000 tph. Berth #2 is serviced by a rail mounted shuttle boom with telescopic chute and an average loading capacity of 4,500 tph with a maximum of 6,000 tph.

7.2. Berth Facilities

There are seven berths for both terminals: four at Dalrymple Bay Coal Terminal and three at Hay Point Coal Terminal. Details for each berth are shown in the tables below.

7.2.1. Dalrymple Bay Coal Terminal

Information regarding DBCT berths is contained in the DBCT Terminal Information Booklet and is available by visiting <http://www.dbct.com.au/>

PORT OF HAY POINT OPERATIONS MANUAL



7.2.2. Hay Point Coal Terminal

Berth	Depth	Berth Length	Berth Pocket (L X W)	Max Dwt	Max Air Draft At Lat
HPCT #1	16.5 m	203.6 m	342.9 x 60.96 x 16.6 m	180,000 tonnes	23 m (minus tide height)
HPCT #2	16.7 m	188.7 m	365.7 x 60.9 x 16.7 m	230,000 tonnes	24 m (minus tide height)
HPCT #3	18.6 m	252.0 m	460.0 x 70.0 x 19 m	220,000 tonnes	30.897m (minus tide height)

Note: These figures were correct as at July 2015 (Source: BHP Billiton)

7.2.3. Half Tide Tug Harbour

Half Tide Tug Harbour is located south of the main berthing facilities at Hay Point and approximately 14km from the intersection of the Bruce Highway and Hay Point Road. The Tug Harbour accommodates the tugs that service DBCT and HPS vessels.

7.2.4. NQBP MOF

Access to the Hay Point MOF is controlled by NQBP and can be obtained through contacting the Port Operations Centre on +61-7-4955 8147, completing the required Permit process and obtaining a key.

It is a condition of entry that while using the NQBP facility all persons must comply with all [Port Rules](#), signage and direction given by NQBP Authorised Officers.

NQBP has an online induction that must be completed before accessing the site' it can be found at <http://www.cell-training.com/NQBP/>

A site specific familiarisation will be conducted with a NQBP representative which will also need to be completed before accessing the site. To schedule this, contact the Mackay Port Operations Centre during office hours.

Please note there is a separate [operations manual for the MOF](#).

7.3. Ship loaders

7.3.1. Dalrymple Bay Coal Terminal

Information regarding DBCT ship loaders is contained in the DBCT Terminal Information Booklet and is available by visiting <http://www.dbct.com.au/>

PORT OF HAY POINT OPERATIONS MANUAL

7.4. Hay Point Coal Terminal Ship loaders

7.4.1. Hay Point Coal Terminal Ship loader 1

Type	Travelling gantry with luffing boom
Design rate maximum capacity	6,000 tonnes/hr
Length of travel	189 m
Boom operating range	+ 16° to 0°
Maximum outreach from fender line	26.5 m
Height above datum (+ 120)(air draft)	23 m
Travel speed	variable from 3 m/min to 30 m/min

Note: This information is correct as at October 2015 (Source: BHP Billiton).

7.4.2. Hay Point Coal Terminal Ship loader 2

Type	Ship loader with rail mounted shuttles
Design rate maximum capacity	6,000 tonnes/hr
Length of travel	191 m
Boom operating range	N/A – rail mounted shuttles extend horizontally
Maximum outreach from fender line	29 m
Height above datum (+ 120) (air draft)	24 m
Travel speed	variable from 3 m/min to 30 m/min

Note: This information is correct as at October 2015 (Source: BHP Billiton).

7.4.3. Hay Point Coal Terminal Ship loader 3

Type	Shiploader with rail mounted shuttles
Design rate maximum capacity	8,400 tonnes/hr
Length of travel	238 m
Boom operating range	- 5° to +12°
Maximum outreach from fender line	33.15 m
Height above datum (+ 120) (air draft)	30.897m
Travel speed (Boom conveyor running)	0 – 12 m/min

Note: This information is correct as at October 2015 (Source: BHP Billiton).

PORT OF HAY POINT OPERATIONS MANUAL

7.5. Port Notices/Port Rules and Charges

Port notices regulate the business operations of the Port. This reference document contains instructions for the orderly conduct of business and public safety in the Port of Hay Point. Copies of Port Notices are displayed on NQBP's website for downloading <https://nqbp.com.au/our-ports/hay-point>.

7.6. Application to Berth

An 'Application to Berth' form must be received by Hay Point VTS and either DBCT or HPCT no later than 48 hours before the vessel's estimated pilot boarding time. The ship's agent will send a blank 'Application to Berth' form to the vessel, seven to ten days before their arrival. This ensures up to date documents are always used.

Contact your ship's agent for the latest information on berthing applications at either DBCT or HPCT.



7.7. Estimated Time of Arrival (ETA) Notice

All Agents, Owners or Masters are required to complete arrival and departure information direct into QSHIPS (<http://www.qships.transport.qld.gov.au>).

7.8. Pilotage - Towage

NQBP provides marine pilotage services for the terminals, with most transfers to and from ships via helicopter with a pilot launch utilised for all other occasions. Each terminal has its own towage arrangement in place.

7.8.1. Request for pilot

The requirements of the *Transport Operations (Marine Safety) Regulation 2004* shall be observed for all bookings. North Queensland Bulk Ports provides a pilotage service for ship arrivals, departures and removals. Pilot transfers are carried out by pilot helicopter (primary means) and launch (secondary).

Requests for pilotage services are described in the QSHIPS booking procedures (Section 8).

PORT OF HAY POINT OPERATIONS MANUAL

7.8.2. Notice required

Ships requiring the services of a pilot are required to submit Arrival, Removal & Departure Notices no less than the indicated number of hours prior to the desired movement:

Arrivals 48 hours
Removals 24 hours
Departures 24 hours

Initial notification should be made via [the QSHIPS website](#).

7.8.3. Compulsory Pilotage

The following sections of GBR are subject to compulsory pilotage for merchant vessels 70m in length and over and all oil, gas and chemical tankers irrespective of size:

- The Torres Strait;
- Great North East Channel;
- Inner route between Torres Strait and Cairns roads;
- Hydrographer's Passage off Mackay; and
- Whitsunday Passage north of Mackay.

Maximum draft for transit is 12.2m, vessels with a draft >10m will be advised of the required tidal window by the pilotage company.

7.9. Tides

The mean spring tide range is about 4.9 m and the mean neap tide range is about 2.3 m (Transport and Main Roads 2009). Tides are affected by prevailing winds and currents are very strong at times.

For current marine and shipping information for the Port check:

- 'Queensland Notice to Mariners' at <https://www.qld.gov.au/transport/boating/notices/about>
- MSQ Hay Point Procedures at <https://www.msq.qld.gov.au/Shipping/Port-procedures/Port-procedures-hay-point>
- Contact the VTS Office by telephone on +61-7-4956 3489; or VHF Radio channels 10 and 16.



PORT OF HAY POINT OPERATIONS MANUAL

7.10. Depths of Water

Please check the latest Notice to Mariners for the Port of Hay Point at: <https://www.qld.gov.au/transport/boating/notices/central-qld/hay-point/index.html> for the most current depth information.

2016 Hay Point Tidal Plane Information

HAT 7.1m above LAT
MHWS 5.8m above LAT
MHWN 4.5m above LAT
MSL 3.41m above LAT
AHD 3.340m above LAT
MLWN 2.3m above LAT
MLWS 0.9m above LAT
LAT 0.0m (Port Datum)
Semi Diurnal Tides

7.11. Shore Leave

The crew is permitted to go ashore after receiving Immigration and Customs clearance. The agent can arrange a minibus service to Mackay and return.

7.12. Seaman's Club

The Stella Maris Seafarers Centre is located at 43 Brisbane Street, Mackay. The Centre can be contacted via telephone +61-7-4953 4038 or mobile 0417 619 015.

7.13. Repatriation

Repatriation can be arranged through contact with the ship's agent.

7.14. Ship's Chandler

The chandler will attend the vessel if necessary. Bonded stores are also available. Contact ships agent.

7.15. Stowage Factor

For the latest information on stowage factor at either DBCT or HPCT, contact the ship's agent.

7.16. Final Quantity

For the latest information on final quantity, contact the ship's agent.

7.17. Loaded Tonnage

Loaded tonnage is calculated by draft survey. For specific information on loaded tonnage at DBCT or HPCT, contact the ship's agent.

PORT OF HAY POINT OPERATIONS MANUAL

8. SERVICES – LANDSIDE OPERATIONS

8.1. Waste and Garbage Disposal

Waste facilities are available onshore. However, collection of tank washing slops, oily bilge water and oily mixtures containing chemicals and oil sludge cannot be arranged.

Garbage disposal is available through JJ Richards who provides a service for the collection of garbage, sewage and quarantine waste.

For quarantine waste contact JJ Richards:

Phone: +61-7-4956 3897
Fax: +61-7-4956 3898
Mobile: 0434 070 504 or 0418 760 528
Email: portscorp@jjrichards.com.au

For all other disposal contact JJ Richards Mackay Office:

Phone: +61-7-4952 3555
Fax: +61-7-4952 3932
Email: operations.mackay@jjrichards.com.au

8.2. Pratique/Health Regulations

Hay Point is a proclaimed Australian first port of entry and therefore all overseas arriving vessels or installations are required to give prescribed information (pratique status of your vessel) to the Maritime National Coordination Centre, (MNCC). You are required to complete a Pre-Arrival Report for Vessels (QPAR) and submit it to the MNCC by emailing MaritimeNCC@agriculture.gov.au. If you are in Australia, phone 1300 004 605 or if you are outside Australia, phone +61-8-8201 6185, with the help of your agent.

The information must be submitted on the QPAR no less than 12 hours, and no more than 96 hours prior to the Estimated Time of Arrival (ETA) of the vessel or installations at anchorage or berth. Once forwarded to the MNCC, the information supplied on the QPAR will be assessed by a Quarantine Officer (QO). The QO will then issue the Vessel Master, through the Shipping Agent, with a Quarantine Approval to Berth (ATB) which lists quarantine directions placed on the vessel or installations.

8.3. Port Security

As Hay Point is a security regulated port under the *Maritime Transport and Offshore Facilities Security Act 2003*, NQBP has an approved whole of port Maritime Security Plan. Each terminal has responsibility to maintain and manage its own facility Security Plan. All plans are officially approved by the Office of Transport Security and audited on a regular basis.

Under International Maritime Organisation (IMO) legislation there is a procedure ships must follow when entering the Port. Before entering the Port of Hay Point, the ship's Master must report the following information directly to NQBP or via their ship's agent:

- International Ship and Port Facility Security Code (ISPS) compliance number;
- current ship security level or any change to the ship security level while in port;
- ship security officer contact details;
- list of expected visitors/contractors;
- nominated provedore;
- crew list and identification; and
- any security incident (as defined under the ISPS code or Maritime Transport Security Legislation) while in port.

For more information on security requirements at Hay Point, please click on the following link: <https://nqbp.com.au/operations/safety-and-security>.

PORT OF HAY POINT OPERATIONS MANUAL

8.4. Emergency Services

NQBP has developed an Emergency Response Plan that covers situations such as cyclones, marine incidents, bomb threats, fire, explosion or fatalities. Copies of the Response Plan are held at NQBP's office in the Port, by the Regional Harbour Master in Mackay and by a number of port users and other key agency contacts.

Where a non-marine incident is caused through the activities of a port user on port land, the initial response is the responsibility of the port user. NQBP and Hay Point VTS can be contacted on VHF 16 and they will coordinate the required response based on procedures detailed in the NQBP Emergency Response Plan for the Port of Hay Point. For local emergency services telephone 000 and specify if fire, ambulance or police are required.

8.5. Extreme Weather Event (Cyclone) Procedures

Detailed cyclone procedures are provided in the NQBP Emergency Response Plan and are consistent with the Extreme Weather Event Plan for the Port of Hay Point issued by MSQ. Alert phases in the port provide a guide for action as a cyclone or severe heavy weather approaches an area. All cyclone-related responses are managed and communicated by the Regional Harbour Master through Hay Point VTS.

Further details can be found at:

<http://www.msq.qld.gov.au/Shipping/Port-procedures/Portprocedures-hay-point.aspx>

8.6. Oil Spill Procedures

For oil spill incidents, NQBP has a first strike response role in all of its ports. The first strike role is typically considered to be around the first 12 hours of the response after which outside resources are provided by MSQ to take over the response.

The first strike response will be under the direction of the MSQ Regional Harbour Master. The most senior port operations officer in each port will act as team leader in the response under the direction of MSQ, unless an MSQ person assumes this role.

NQBP's obligations for first strike response are defined in the Oil Pollution First Strike Response Deed signed with MSQ for each port.

NQBP is responsible for providing trained personnel and equipment for this first strike response. The number of personnel and equipment is defined in the deed of agreement for each port. Personnel in the first strike response team can include local NQBP staff, plus other locals who have been appropriately trained. NQBP is responsible for maintaining the oil spill equipment in a fit state for use.

In the event of an oil spill, immediately notify the Regional Harbour Master and NQBP's Port Operations Centre:

Regional Harbour Master	NQBP's Port Operations Centre
Phone: +61-7-4944 3700	Phone: +61-7-4955 8171 or 0417 761 086
After hours phone: +61-7-4956 3489	After hours phone NQBP's 24 hour number: +61-7-4955 8171

PORT OF HAY POINT OPERATIONS MANUAL

9. PORT LIMITS

The port limits which are defined in the regulations of the *Transport Infrastructure Act 1994*, are highlighted on the map on the following page and include the waters within the following boundaries:

- starting at the high water mark at the southern extremity of the north head of Bakers Creek entrance;
- then generally north-easterly along the geodesic to latitude $21^{\circ}10.76'S$, longitude $149^{\circ}17.73'E$;
- then generally north-easterly along the geodesic to latitude $21^{\circ}09.91'S$, longitude $149^{\circ}20.06'E$;
- then east along the parallel to latitude $21^{\circ}09.91'S$, longitude $149^{\circ}30.06'E$;
- then south along the meridian to latitude $21^{\circ}17.91'S$, longitude $149^{\circ}30.06'E$;
- then west along the parallel to the intersection of the high water mark on the mainland at latitude $21^{\circ}17.91'S$; and
- Then generally northerly along the high water mark on the mainland to the starting point (Transport and Main Roads 2010).

The port limits also include all navigable waters of rivers and creeks flowing directly or indirectly into the waters as described above.

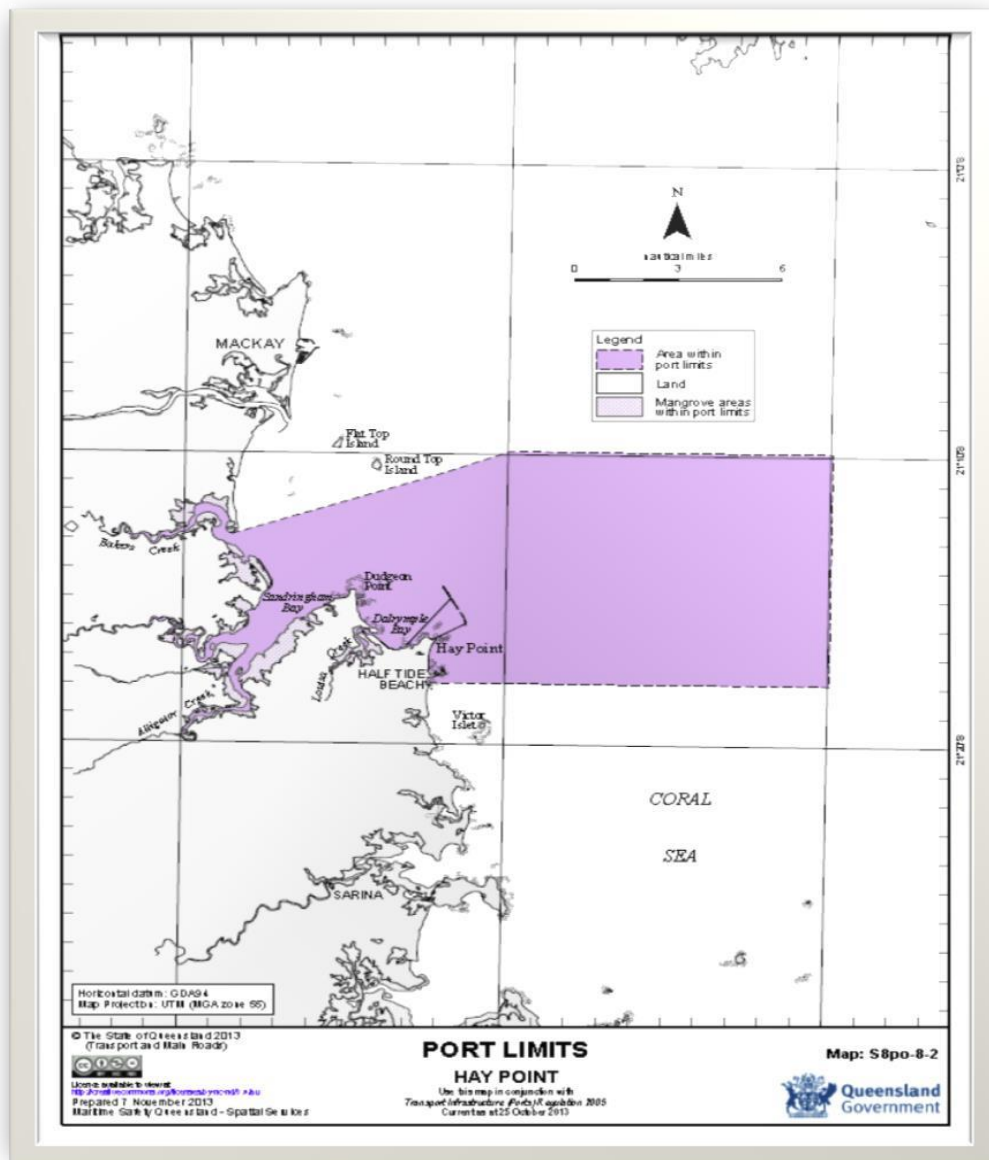


Figure 3: Hay Point Port Limits - (Source: Transport and Main Roads 2013)

PORT OF HAY POINT OPERATIONS MANUAL

10. APPENDIX 1 – MAP OF THE WORLD SHOWING THE LOCATION OF NQBP PORTS

