

Operations Manual

Revised 2016



PORT OF ABBOT POINT OPERATIONS MANUAL

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This document is a port directory describing the general characteristics and facilities at the Port of Abbot 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.

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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

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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 Abbot Point highlighted

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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.

1.3. Contacts – Key Contacts and Emergency Services

Manager Port Operations and Port Security Officer
(Abbot Point)

David Baker
Phone: +61-7-4955 8166
Mobile: 0400 479 868
Email: dbaker@nqbp.com.au

Senior Manager Commerce & Trade

Eddie Mallan
Phone: +61-7-4969 0741
Mobile: 0490 021 529
Email: emallan@nqbp.com.au

Commercial Manager

Paul Crack
Phone: +61-7-3011 7902
Mobile: 0419 715 892
Email: pcrack@nqbp.com.au

Emergency Response (24 hours – 7 days)

NQBP duty Marine Operations &
Security Officer
Phone: +61-7-4955 8171
Mobile: 0417 761 086
Email: portoperations@nqbp.com.au

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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 supplied by MSQ and can be found at <http://www.msq.qld.gov.au/Shipping>

2.1. Regional Harbour Master at Abbot Point

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

The Regional Harbour Master's office is located at:

Physical address:	Ground Floor 60 Ross Street Townsville Qld 4810
Postal address:	GPO Box 1921 Townsville Qld 4870
Telephone:	+61-7-4421 8100
Fax:	+61-7-4721 2028
Email:	RHMTownsville@msq.qld.gov.au
After hours emergency:	VTS – 1300 721 263

2.2. Vessel Traffic Service

The Vessel Traffic Service (VTS) centre is operated by Maritime Safety Queensland and is situated at the Regional Harbour Master's office in Townsville. The centre's call sign is 'Abbot Point VTS'. The VTS should be contacted in relation to ship traffic scheduling, pollution/marine incidents and reporting defective navigation aids. The service is provided by Maritime Safety Queensland and provides a 24 hours, 7 days a week marine operations service to the port community.

Note: VHF coverage at Abbot Point is limited to VHF channel 12 and 16. Ships may also contact Abbot Point VTS through Reef VTS on VHF Channel 14.

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3. PORT AUTHORITY ROLE AT ABBOT POINT

As the port authority for Abbot Point, NQBP's key role is to:

- manage and develop reliable, appropriate port facilities and infrastructure to cater for existing and future trade needs;
- maintain appropriate levels of port security and safety;
- 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 responsibility of NQBP, while port navigation is controlled by Maritime Safety Queensland (MSQ).

4. THE PORT OF ABBOT POINT

4.1. Description

Australia's most northerly coal port, the Port of Abbot Point is located about 25 km north of Bowen, in North Queensland. The port is of significant strategic value to NQBP and the State, as there are very few locations along Queensland's seaboard where deep water (>15m) is so close inshore.

The primary infrastructure at the Port is the Abbot Point Coal Terminal (APCT), which was commissioned in 1984 and has been exporting coal continuously since that time. Since 2006 the terminal has been undergoing constant expansion. In November 2007, the first stage of planned expansions at the terminal increased capacity from 15 to 21 million tonnes per annum (Mtpa). The works included additional coal stockpiles and the addition of a third stacker/reclaimer at the terminal.

During 2010/11 a second offshore berth and second shiploader was commissioned. In the same year the expansion to 50 Mtpa capacity was complete with the commissioning of new stockpiles, new stacker/reclaimers and upgraded yard machinery.

On 1 June 2011, the Queensland Government entered into a 99-year lease of the Abbot Point Coal Terminal 1 to Mundra Port Pty Ltd. The terminal is now known as the Adani Abbot Point Terminal (AAPT) under the company name Adani Abbot Point Terminal Pty Ltd (AAPTPL).

Under the lease, the State retains ownership of the port land and fixed infrastructure such as the jetty and the wharf. The State will also continue to facilitate future private-sector funded expansion of export infrastructure within the broader port precinct, such as Terminals 0, 2 and 3.

4.2. Location

The Port of Abbot Point is located 25 km north of Bowen. For berthing, the pilot will board in position 19° 48·12'S, 148° 03·6'E (Transport and Main Roads 2013).

The ship's agent should ensure the ship's details are entered in QShips (VTS) at least seven days prior to the ship's arrival.

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

4.3. Time Zone

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

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5. TERMINAL OPERATOR ROLE AT ABBOT POINT

Adani Abbot Point Terminal Pty Ltd is the lessee and it contracts the operation and maintenance of the terminal to Abbot Point Bulk Coal Pty Ltd (APB).

The terminal operations can be broken into the following key components:

- inloading – receiving coal via a rail dump station;
- stock yard – bunds with machines to stack and reclaim coal to and from the stockpiles;
- yard machines to stack and reclaim coal to and from the stockpiles;
- outloading – transfer of coal to the offshore berth; and
- shiploading – to load coal onto bulk carriers.

All enquiries on the operation of the terminal, arrival notices and loading coal should be directed to Abbot Point Bulk Coal Pty Ltd.

5.1. APB Contacts

Terminal	Phone: +61-7-4786 0300 Fax: +61-7-4786 0305
Head of Port Operations	Dwayne Freeman Phone: +61-7-4786 0332 Mobile: 0417 287 092 Email: dwayne.freeman@adani.in
Logistics Superintendent	Ken Jenkins Phone: +61-7-4786 0312 Email: ken.jenkins@apt1.com.au
Duty Supervisor	Phone: +61-7-4786 0330 Mobile: 0438 699 075
Port Facility Security Officer	David Mawhirt Phone: +61-7-4786 0335 Mobile: 0438 715 524 Email: david.mawhirt@apt1.com.au

6. ACCESS

6.1. Port Access Protocol

Access to Abbot Point Coal Terminal is controlled by Glencore. Access Cards will only be issued after:

- Glencore's Site Induction is successfully completed;
- Driver's license or other approved identification has been sighted; and
- Operational requirement for the card has been confirmed via a letter of operational need to access the port by PCBU inside the security regulated port.

Visitors needing access will need to be issued with a Visitor's Access Card and be escorted by an NQBP employee or designated person in possession of an Access Card.

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6.2. Restrictions

Access to the wharf and the loading plant is restricted. Persons requiring access, including crew members or visitors, must wear safety hard hats, safety shoes and adequate eye protection, as well as comply with all safety regulations. APB is not responsible for accidents incurred by personnel who use their wharf gangway.

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.

6.3. Transport Links

The nearest town to the Port is Bowen with a population of 13,239 (Office of Economic and Statistical Research 2011). Townsville has a population of approximately 192,000 (OESR 2011) and is the nearest regional centre situated about 200 km north of Bowen.

The Port of Abbot Point is accessed by a private road from the Bruce Highway which is the main road transport link to Bowen. Transport to the town can be arranged by taxi or private bus via the ship's agent.



7. SERVICES – MARINE OPERATIONS

7.1. Facilities

The Adani Abbot Point Terminal (AAPT) comprises:

- two rail inloading facilities;
- six coal stockpile rows all greater than 1 km in length;
- inloading and outloading conveyors; and
- two berths and two shiploaders 2.75 km offshore.

Trains transport coal by bottom dumping wagons to a rail inloading facility at AAPT on a balloon rail loop. Once unloaded, the coal is then conveyed from the unloading facility to the stockpile area and stacked by one of the stacker/reclaimer units. The stockyard is capable of holding more than two million tonnes of coal.

During shiploading operations, coal is delivered to a large surge bin before being conveyed along the trestle to the wharf where it is then loaded into ships via the shiploading unit.

7.2. Berth Facilities

The Port currently has two operational bulk coal loading berths.

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7.2.1. Berth 1

The berth length for berth 1 is 268m. There are seven breasting dolphins equipped with Bridgestone energy absorbing cell-type rubber fenders. The height of the top of the fenders above datum is about 7.5m and the height of underside of the fenders above the datum is about 0.9m. The berth pocket is 512m long x 70m wide.

7.2.2. Berth 2

The berth length for berth 2 is approximately 252m. There are seven breasting dolphins equipped with Bridgestone energy absorbing cell-type rubber fenders. The height of the top of the fenders above datum is about 8.05m and the height of underside of the fenders above the datum is about -0.26m.

The berth pocket is 480m long x 70m wide.

7.2.3. Material Offloading Facility (MOF)

Access to the Abbot 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. Shiploaders

7.3.1. Shiploader 1 - Specification

Type	Travelling gantry with luffing boom
Design rate	6,000 tonnes/ph
Length of travel	212m
Boom operating range	+12 ⁰ to -10 ⁰
Maximum outreach from fender line	34m
Height above datum (+ 12 °) (airdraft)	27.5m
Height below datum (-10 °)	19.5m
Travel speed	variable from 3m/min to 30m/min

7.3.2. Shiploader 2 - Specification

Type	Travelling gantry with luffing boom
Design rate nominal capacity	7,200 tonnes/ph
Length of travel	235m
Boom operating range	+12 ⁰ to -6 ⁰
Maximum outreach from fender line	34m
Height above datum (+ 12°) (airdraft)	27.5m
Height below datum (-6 °)	22.5m
Travel speed	variable from 3m/min to 30m/min

(Source: Abbot Point Bulk Coal Pty Ltd 2015)

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7.4. 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. Copies are displayed at NQBP's Bowen Office and are also available for downloading from <https://www.nqbp.com.au/our-ports/abbot-point>.

7.5. Maximum Vessel Size

The maximum LOA for the Port is 300m length overall (LOA) [or 200,000 summer deadweight tonnes (sdwt)] and 50m beam. Any vessels over this size may be able to enter the harbour at the discretion and determination of the Regional Harbour Master Townsville upon written application.

Note: This information is current as of April 2015. Refer to Maritime Safety Queensland's Port of Abbot Point Procedures and Information for Shipping

<http://www.msg.qld.gov.au/Shipping/Port-procedures/Port-procedures-abbot-point.aspx>



7.6. Application to Berth

The ship's agent should ensure the ship's details are entered in QShips (VTS) at least seven days prior to the ship's arrival. Shipping agents are to communicate changes regarding proposed shipping movements to Abbot Point VTS.

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

Vessels may communicate with Abbot Point VTS located in Townsville on VHF Channel 12. Abbot Point VTS will make initial contact with the ship on VHF Channel 12 or the Reef VTS working Channel for the area - Channel 14, generally about two hours prior to the pilot boarding time (Maritime Safety Queensland 2015).

7.7. Estimated Time of Arrival (ETA) Notices

Email the following information at least ten days before arrival to apbcoalshipping@apt1.com.au:

- name of vessel;
- estimated time of arrival;
- total cargo quantity required (subject to C/P requirements and allowances); and
- hatch loading sequence, pour by pour.

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Notes:

To avoid delays to berthing and tug cancellations, it is important that all adjustments to ETA are advised to all parties.

- All hatches are to be clean/dry and ready to load;
- Hatch covers are to be clearly numbered, for easy identification. No responsibility is attached to shore loading personnel if there is any infringement to this requirement; and
- All loading is expressed in metric tonnes.

For the latest information on arrival notices, contact the ship's agent.

7.8. Tugs

As demand dictates, up to three tugs will be deployed to service Abbot Point. Specifics at any time can be obtained from Svitzer by telephoning 1300 662 377.

Two ASD 80 TBP tugs and one ASD 65 TBP tug are available. Tugs' lines are always used.

The tugs are based in Bowen and take a minimum of 2½ hours and up to 4 hours to reach Abbot Point. Therefore, Masters are advised to request tugs in sufficient time, particularly taking into account that weather conditions may become unsafe, requiring the ship to move off the wharf (Maritime Safety Queensland 2010).



7.9. Pilotage

Maritime Safety Queensland provides pilotage services at the Port of Abbot Point.

Pilotage is compulsory and available 24 hours a day, seven days per week, subject to notice. Ships need to confirm estimated time of arrival and departure through their agent (Transport and Main Roads 2012):

- Arrivals 48 hours
- Removals 24 hours
- Departures 24 hours

7.9.1. Request for pilot

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

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7.9.2. 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](#).

7.9.3. 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.

7.10. Line Boats

There are no line boats available at Abbot Point.

7.11. Gangway/Deck Watchmen

The ship's gangway or terminal ship access ladder is used and the ship's crew are used as watchmen.

7.12. Tides

The tidal flows are approximately parallel to the wharf with the ebb flowing at 289° (T) and the flood at 109° (T).

Abbot Point is a standard port in the Queensland Tide Tables.

HAT	MHWS	MHWN	MLWS	MLWN
3.6m	2.69m	2.07m	0.67m	1.29m

The tidal times and heights for standard Queensland ports are available on the Bureau of Meteorology website: www.bom.gov.au.



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7.13. Depths of Water

Please note depths are subject to change. For the latest information on approach depths etc, please refer to the Notice to Mariners for the Port of Abbot Point at:

<http://www.qld.gov.au/transport/boating/notices/north-qld/abbot-point/index.html>

2016 Abbot Point Tidal Plane Information

HAT 3.60m above LAT

MHWS 2.7m above LAT

MHWN 2.1m above LAT

MSL 1.72m above LAT

AHD 1.63m above LAT

MLWN 1.3m above LAT

MLWS 0.7m above LAT

LAT 0.0m (Port Datum)

Semi Diurnal Tides

7.14. VHF Channel Call Sign Service

Abbot Point VTS maintains watch on VHF Channels 12 and 16. Ships may also contact Abbot Point VTS by telephoning 1300 721 263.

The Abbot Point pilot launch communicates with arriving/departing vessels initially on VHF Channel 16 and then go to the working VHF Channel 12.

Pilots and tugs communicate on VHF Channel 6.

7.15. Cargo Completion

Vessels must vacate the berth without delay, subject to tidal conditions.



7.16. Loaded Tonnage

Loaded tonnage is calculated by independent draft survey. For specific information on loaded tonnage, please contact Abbot Point Bulk Coal Pty Ltd by telephone on +61-7-4786 0300 or email apbcoalshipping@apt1.com.au.

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7.17. Stowage Factor

Steaming coal: Angle of repose from 35° to 50°

Mine	Cubic metre per tonne – m ³ /t	Cubic feet per long ton - ft ³ /ton	Cubic feet per metric tonne – ft ³ /t
Abbot Point Bulk Coal Pty Ltd - Newlands/Collinsville	1.11	39.82	39.19
Sonoma	1.05	37.66	37.08
Rio Tinto - Blair Athol/Clermont	1.161	41.66	41.0
Lake Vermont - Lvmp	1.133	40.65	40.00
Middlemount - Pci	1.12	40.17	39.55

Coking Coal: Angle of repose from 33°

Mine	Cubic metre per tonne – m ³ /t	Cubic feet per long ton – ft ³ /ton	Cubic feet per metric tonne - ft ³ /t
Abbot Point Bulk Coal Pty Ltd - Newlands/Collinsville	1.14	40.89	40.25
Sonoma	1.13	40.53	39.9
BMA Peak Downs/Goonyella/Caval Ridge	1.13	40.53	39.90
Middlemount Coking	1.12	40.17	39.55
Lake Vermont - Lvmc	1.133	40.65	40.00

Please contact the ship's agent or email apbcoalshipping@apt1.com.au for the latest information on stowage factors.

7.18. Ship's Chandler

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

7.19. Final Quantity

When requesting to stop loading, there are about 3,000 tonnes on the belt which must be run off. Consult the Independent Draft Surveyor, then contact Abbot Point Control using the internal telephone call 327 or external telephone +61-7-4786 0327.

7.20. Pratique/Health Regulations

Abbot 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 email MaritimeNCC@agriculture.gov.au or phone 1300 004 605 if in Australia and +61 8 8201 6185 if outside of Australia through 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,

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with a Quarantine Approval to Berth (ATB) which lists Quarantine directions placed on the vessel or installations.

7.21. Shore Leave

The crew is permitted to go ashore after immigration and customs clearance. The agent can arrange a return minibus service to Bowen.

7.22. Seaman's Club

There are no Seaman's clubs at Abbot Point or in Bowen.

7.23. Repatriation

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

8. SERVICES – LANDSIDE OPERATIONS

8.1. Emergency Services

Contact emergency services through Abbot Point Control using the internal telephone call 327 or external telephone +61-7-4786 0327 or by contacting the ship's agent. For local emergency services, telephone 000 and specify if fire, ambulance or police are required.

8.2. Garbage Disposal

There are no waste or garbage disposal services available.

8.3. 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:

- RHM Townsville through Abbot Point VTS on 1300 721 263 or 1300 721 239 or VHF Channel 12; and
- NQBP staff by telephone on +61-7-4955 8165 or 0408 558 169. If after hours, call NQBP's 24 hour number on +61-7-4955 8171.

8.4. Port Security

As Abbot Point is a security regulated port under the *Maritime Transport Security Act 2003*, NQBP has an approved Maritime Security Plan. This plan was officially approved by the Office of Transport Security.

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Under International Maritime Organisation legislation, there is a procedure that ships must follow when entering the Port. Before entering the Port, the ship's Master must report the following information directly to NQBP or via the 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 providore;
- 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 the security requirements at Abbot Point, follow this link: <https://www.nqbp.com.au/operations/safety-and-security>.



9. PORT LIMITS

The Port of Abbot Point consists of the area:

- (a) covered by waters, including tidal waters, of the sea or waters connecting with the sea within the following boundary -
 - starting at the high water mark on the eastern shoreline of the mainland at longitude 147° 59.07' east;
 - then due north to latitude 19° 47.91' south, longitude 147° 59.07' east;
 - then due east to latitude 19° 47.91' south, longitude 148° 08.07' east;
 - then in a south-easterly direction to the high water mark on the northern extremity of Gloucester Head on Gloucester Island;
 - then in a southerly direction by the high water mark along the western shoreline of Gloucester Island to the southern extremity of the island;
 - then across to the high-water mark on the northern extremity of Cape Gloucester on the mainland;
 - then by the high water mark along the shoreline of the mainland to the intersection of the high water mark and the northern edge of the wharf at Bowen (20° 01.05' south, 148° 14.91' east);
 - then 123°(T) by a straight line to the port entrance beacon to Bowen Boat Harbour (20° 01.34' south, 148° 15.39' east);
 - then 106°(T) by a straight line to the high water mark on the southern extremity of Dalrymple Point; and
 - then along the shoreline of the mainland at the high water mark returning to the starting point.
- (b) the navigable waters of rivers and creeks flowing directly or indirectly into the waters in paragraph (a) (Transport and Main Roads 2013).

PORT OF ABBOT POINT OPERATIONS MANUAL

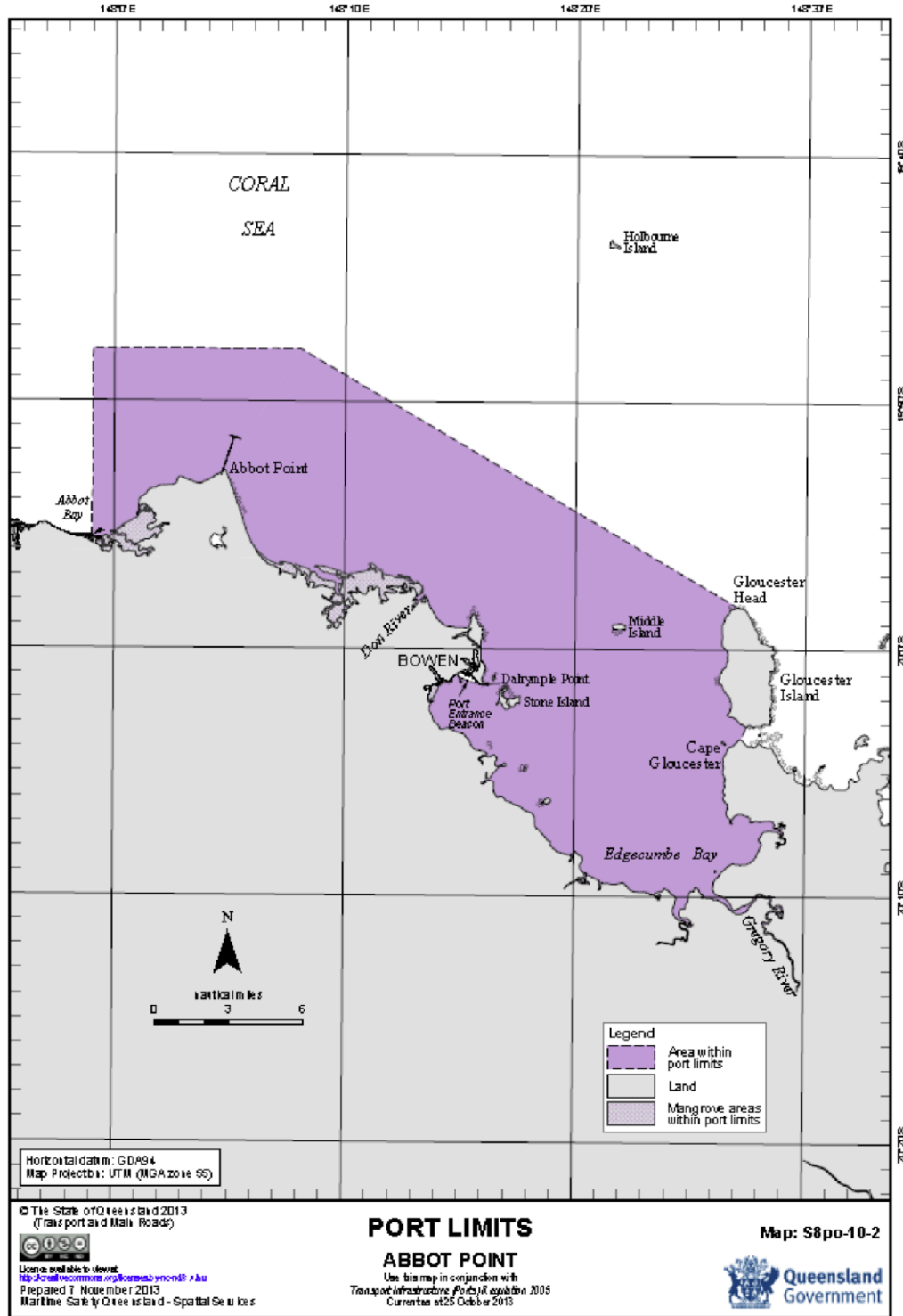


Figure 3: Abbot Point Port Limits
 (Source: Maritime Safety Queensland 2013)

PORT OF ABBOT POINT OPERATIONS MANUAL

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

