



Gladstone Ports Corporation

Growth, Prosperity, Community.

*Transport Infrastructure Act 1994
Gladstone Ports Corporation*

Port Notice 02/17 Shipping Movements Protocols – Auckland Point

For the purposes of this Port Notice, a “liner vessel” will be regarded as:

- a) A Passenger Vessel berthing at Auckland Point No1 Berth
- b) A Container Vessel berthing at Auckland Point No4 Berth on a regular basis of approximately one visit per month.

For the purposes of this Port Notice, a “bulk liquid vessel” will be regarded as:

- a) Any fuel, gas or other vessel required to berth at Auckland Point No3 Berth for the purposes of discharging cargo using the current manifold or pipeline infrastructure on the berth.

The following protocols will apply to berthing at:

- Auckland Point No1 (Passenger Vessels)
 - Auckland Point No3 (Bulk Liquid Vessel)
 - Auckland Point No4 (Container Vessels)
1. The owner/ charterer/ agent of a liner vessel or a bulk liquid vessel must notify the Gladstone Ports Corporation of the vessels arrival at least 7 days prior to arrival. The arrival time to be determined as the time from when the vessel crosses the 6 nautical mile radius from the Fairway Buoy.
 2. After the initial notification in paragraph 1, the owner/ charterer/ agent of the vessel will be required to confirm the vessels estimated arrival time with the Gladstone Ports Corporation on a daily basis before 12 noon each day until the vessels arrival at the 6 nautical mile radius from the Fairway Buoy.
 3. A 12-hour arrival window will be allocated for a period commencing from the vessels estimated arrival time at the 6 nautical mile radius from the Fairway Buoy as advised to Gladstone Ports Corporation before the midday cut off that is 48 hours prior to the vessels estimated arrival at the 6 nautical mile radius from the Fairway Buoy.
 4. If the vessel misses its allocated 12-hour estimated arrival window, the vessel will be rescheduled subject to other port movements.
 5. In order to maintain safe, secure and efficient operation of the Port of Gladstone, shipping movements at Auckland Point No1, No3 and No4 Berths may be varied or amended by a direction of an Authorised Officer of Gladstone Ports Corporation or their delegate.

These Gladstone Ports Corporation –Shipping Movement Protocols are also subject to the Gladstone Port Procedures and powers of the Regional Harbour Master under the *Transport Operations (Marine Safety) Act 1994*.

The provisions of Port Notice 02/06 Central Queensland Ports Authority’s – Shipping Movement Protocols- Auckland Point No.4 Berth, dated 18/01/2006 and Port Notice 05/10 Gladstone Ports Corporation – Shipping Protocols – Auckland Point No. 3 Berth dated 20/10/2010 are hereby revoked.