

*Transport Infrastructure Act 1994*  
Gladstone Ports Corporation

**Port Notice 09/17**  
**Shipping Protocols for the Port of Bundaberg**

***Take notice that the following shipping protocols will apply to cargo ships entering the Port of Bundaberg to berth.***

1. For the purposes of this Port Notice, a cargo ship will be regarded as any vessel required to berth at the Port of Bundaberg for the purposes of loading or unloading cargo including bulk cargo, break bulk cargo or containerised cargo.
2. The Master/owner/charterer/agent of a cargo ship must notify Gladstone Ports Corporation of the cargo ship's estimated arrival time at least 7 full days prior to arrival or, in the event that this is not practicable, as soon as possible but no later than the ship's departure from the last port prior to arrival in Bundaberg. The arrival time will be determined as the time from when the cargo ship arrives at the designated Port of Bundaberg Anchorage Area being a position two miles off the S1 beacon bearing 273° as indicated on chart AUS 243 or within a 1 mile radius of this position.
3. After their initial notification under paragraph 2, the Master/owner/charterer/agent of a cargo ship will be required to confirm the vessel's estimated arrival time with Gladstone Ports Corporation on a daily basis until the vessel's arrival at the Anchorage Area.
4. The above notifications are in addition to the reporting requirements of MSQ.
5. An arrival Pilot on Board time (POB) will be allocated to the cargo ship based on the ETA provided to MSQ 48 hours before arrival. This time will take into account vessel draught, tidal and weather conditions and pilot availability.
6. As bulk sugar cargoes have priority over all other cargoes using the Sir Thomas Hiley Wharf, in the event that a sugar cargo vessel is scheduled to arrive within +/-12 hours of a non-sugar cargo vessel to use the Sir Thomas Hiley Wharf, then the bulk sugar cargo vessel will be given priority and will enter the port first.
7. Gladstone Ports Corporation may revise the berthing schedule having regard to the following criteria:
  - Actual time of arrival
  - Efficiency of port operations
  - Port safety and security
8. In order to maintain the safe, secure and efficient operations of the port, shipping movements within the Port of Bundaberg may be varied or amended by a direction of an authorised officer of Gladstone Ports Corporation or their delegate.

**This Port Notice is also subject to the powers of the Regional Harbour Master under the *Transport Operations (Marine Safety) Act 1994*.**

**Failure to comply with this Port Notice is an offence against the *Transport Infrastructure Act 1994* – maximum penalty 100 penalty units.**

Peter O'Sullivan  
Chief Executive Officer