



*Transport Infrastructure Act 1994
Gladstone Ports Corporation*

**Port Notice 01/18
Port of Bundaberg Ship Scheduling and
Wharf Usage Rules**

1. Vessel nominations and scheduling

All port users will nominate and schedule cargo vessels for the Port of Bundaberg through a central point being the Gladstone Ports Corporation (GPC) Bundaberg office.

The GPC Bundaberg office will regularly distribute (at least on a weekly basis) a shipping calendar identifying proposed shipping for the Port of Bundaberg based on the information provided to the GPC Bundaberg office by port users.

Shipping agents will continue to utilise QShips for booking cargo vessels for the Port of Bundaberg.

2. Turn of Arrival

Subject to Rules 3, 4, 5 and 6 below, turn of arrival will apply to all cargo vessels seeking to enter the Port of Bundaberg.

For the purposes of clarity, in the event that a cargo vessel seeks to enter the Port of Bundaberg to load/unload bulk sugar from the *Sir Thomas Hiley Wharf* (the Bundaberg Bulk Sugar Terminal Wharf) and other ships are seeking to enter the Port of Bundaberg to load/unload cargo at or about the same time from the *John T Fisher Wharf* (the Bulk Liquids Wharf), then the Turn of Arrival rule shall apply.

It is noted that the Port of Bundaberg has been designed to allow two cargo vessels to be at berth within the Port at any one time, with one on the *Sir Thomas Hiley Wharf* and the other on the *John T Fisher Wharf*. However, only one ship movement is permitted within the Port of Bundaberg at any one time for safety reasons.

3. Use of the *Sir Thomas Hiley Wharf*

In relation to the berthing of cargo vessels on the *Sir Thomas Hiley Wharf*, cargo vessels visiting the port for the loading/unloading of sugar will take priority over all other cargo vessels. This priority will be managed in accordance with the following rules:

Planning stage:

- i. All parties seeking to use the *Sir Thomas Hiley Wharf* shall advise Sugar Terminals Ltd (**STL**) and GPC wherever possible of nominated vessel tonnage and estimated laydays for forecast vessels that are planned but not yet contracted three (3) months in advance.



Scheduling stage:

- ii. All parties seeking to use the *Sir Thomas Hiley Wharf* shall advise STL and GPC wherever possible at least ten (10) days in advance of detailed vessel ETAs, contracted laydays and tonnages for contracted vessels.
- iii. In the event that STL or its agents, schedules a sugar vessel to berth at the *Sir Thomas Hiley Wharf* in accordance with ii) above, at least ten (10) days in advance of the sugar vessels scheduled ETA, then the sugar vessel shall take priority over all other vessels scheduled to berth on the *Sir Thomas Hiley Wharf* for that scheduled period. This means that STL or its agents has the right to amend a sugar vessel's ETA up to ten (10) days prior to the vessel's scheduled ETA and maintain priority under this rule. In the event that STL or its agents change a sugar vessel's scheduled ETA within 10 days of the vessel's previously nominated scheduled ETA, then the sugar vessel will no longer take priority under this rule.
- iv. Other parties may schedule vessels to berth at the *Sir Thomas Hiley Wharf* in times not scheduled by STL or its agents under iii) above.

Arrival stage:

- v. Notwithstanding (i) to (iv) above, in the event that a sugar vessel is scheduled to arrive at the designated Port of Bundaberg Anchorage Area¹ within 24 hours of a non-sugar vessel's arrival at the Anchorage Area to use the *Sir Thomas Hiley Wharf* and the sugar vessel does in fact arrive in the Anchorage Area within the 24 hour period, then the sugar vessel will be given priority and will enter the port prior to the non-sugar cargo vessel. In the event that the sugar vessel does not in fact arrive within the Anchorage Area within the designated 24 hour period, then the non-sugar cargo vessel may enter the port first. In the alternative, direct commercial arrangements may be entered into by the shipping parties in question (acting reasonably) to the mutual benefit of the parties.

4. Confirmation of vessels ETAs:

At least seven (7) full days prior to arrival or, in the event this is not practicable, as soon as possible and no later than the ship's departure from the last port prior to arrival in Bundaberg, the Master/owner/charterer/agent of a cargo vessel will be required to confirm the vessel's ETA with STL and GPC. This will be undertaken on a daily basis until it arrives at the Anchorage Area.

An arrival Pilot on Board (POB) time will be allocated to a cargo vessel based on the ETA provided to QShips 48 hours before arrival and the Port of Bundaberg Ship Scheduling Rules. This time will take into account vessel draught, tidal and weather conditions and pilot availability.

5. GPC reserves the right to revise the arrival and departure schedule

GPC may revise the arrival and departure schedule having regard to the following criteria:

- i. Actual time of arrival;

¹ The designated Port of Bundaberg Anchorage Area is a position two miles off the S1beacon bearing 273 degrees as indicated on chart AUS 243 or within a one (1) mile radius of this position.



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- ii. Efficiency of port operations;
- iii. Port safety and security; and
- iv. In relation to the Sir Thomas Hiley Wharf, the priority afforded to sugar cargo vessels.

6. Rules pertaining to the use of the Sir Thomas Hiley Wharf

The following rules shall apply to vessels seeking to use the Sir Thomas Hiley Wharf:

- i. A vessel that is delayed for more than 12 continuous hours at berth (e.g. waiting for cargo or shore-side/ship-side delays) must vacate the berth to allow a waiting vessel that is able to continuously work to berth. Alternatively, direct commercial arrangements may be entered into by the shipping parties in question (acting reasonably) to the mutual benefit of the parties.
- ii. A vessel while at berth must be loaded or discharged in a safe and reasonable manner so as to allow the vessel to sail at any stage of the loading or discharging operation at short notice.
- iii. A vessel's loading or discharge plan is to be presented to GPC prior to arrival in the Port of Bundaberg and must comply with 6(ii) above.

7. Ship Scheduling and Wharf Usage subject to direction by the Regional Harbour Master (RHM)

Ship scheduling and wharf usage is subject to the powers of the RHM under the *Transport Operations (Marine Safety) Act 1994*. It is noted that the RHM will from time to time issue directives regarding safe navigation for commercial shipping within the Port of Bundaberg which may restrict vessel movements within the port.

The Port of Bundaberg Ship Scheduling and Wharf Usage Rules are subject to change from time to time, as deemed necessary by GPC.

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