

## Section 8 Construction traffic rules

### 8.1.1 Introduction

The port development in Gladstone has seen a dramatic increase in the number of construction craft and vessel movements. To ensure the safety of vessel movements, in May 2011 MSQ in partnership with LNG proponents and GPC established the Maritime Scheduling Committee.

At recent meetings of the group it was agreed that in areas of congestion and interaction that the establishment of on water rules would be the most efficient way of regulating the movement a vessels so to reduce the risk of an incident.

In order to identify risks and to develop an agreed set of rules and procedures MSQ held a risk workshop on 23 August 2011. A number of port stakeholders were invited to the workshop including several of the contractors currently on the water, the GPC, restricted pilots, MSQ marine pilots, and MSQ regulatory officers. The results of this workshop are contained in the MSQ report *LNG Construction Traffic, Risk Analysis and Rule Development Workshop, Gladstone 23 August 2011*.

There were a number of proposed interventions raised at the workshop that could not be readily translated into on water rules. These will be addressed by MSQ separately.

This report details the on water rules that MSQ proposes to impose primarily as a result of the findings of the workshop, but also due to recent marine incidents, compliance activities and internal deliberations.

These rules will be reviewed from time to time as changes occur to construction and development activities in the port.

Nothing in this publication is intended to relieve any vessel, owner, operator, charterer, master, or person directing the movement of a vessel from the consequences of any failure to comply with any applicable law or regulation or of any neglect of precaution which may be required by the ordinary practice of seamanship, or by the special circumstances of the case. In particular the *International Regulations for Preventing Collisions at Sea 1972* (COLREGS) must continue to be obeyed.

## 8.2 Rules

The philosophy used when developing the rules was for them to be simple, easy to understand, based primarily on water and effective in reducing the identified risk in the area.

The rules fall into two broad categories, on water and onboard.

The on water rules are in addition to the existing rules found in the *Port Procedures Manual and Information for Shipping* and the *Standard for Marine Construction Activities in Gladstone Harbour* that the relevant vessels must obey.

The onboard rules are additional best practices that the master of the vessel is to carry out as part of safe vessel operations.

## 8.3 On water rules

Location	Rule
Port Central	All departing vessels to contact VTS before letting lines go.
	Only one construction vessel moving at any one time in the area south from a line between Barney Point Wharf and Auckland 4 Wharf.
	See chart at Attachment A
Marina	Departing construction vessels greater than 17 m have right of way over inbound construction vessels. Vessels to make all ships call on 15 when exiting and entering.
Back of RG Tanna	Only one tug/barge combination or RORO vessel moving at any one time in the area behind Clinton Coal Terminal.
	See chart at Attachment A
	All departing vessels to contact VTS before letting lines go.
Fishermans Landing	Only one construction vessel moving at any one time in the area west from a line of wharves to the bund wall.
	See chart at Attachment A
Passage Island Channel	Narrows Crossing and Laird Point traffic to transit via the mainland side of North Passage Island.
	All APLNG construction vessels from Fisherman's Landing will transit via the mainland side of North Passage Island.
	APLNG construction vessels from other locations will preferentially transit via the mainland side of North Passage Island unless there are navigational considerations that would make the transit along the Curtis Island side of North Passage Island safer.

Auckland inlet	LNG construction traffic to keep a minimum clearance of 0.5 nautical miles (nm) from all small sail vessels undertaking club races.
All areas	Construction passenger and personnel ferries to display yellow flashing light <sup>6</sup>
	Speed limit ferries to 25 knots.
	All LNG construction traffic to remain outside of the shipping channel when a trade ship is in, or approaching, that channel.

In addition to the above rules, it was identified that additional on water rules are required to reduce the risk of a collision or close quarters situation in the Clinton Channel, Clinton Bypass Channel and the Clinton Channel Swing basin. Due to the large variables affecting ship interaction in this area it is difficult to set a simple rule that is safe but fair to all operators. The following is mandated.

Location	Rule
Clinton Channel Swing Basin	No LNG construction vessels to be in the Clinton Channel swing basin when a trade ship is in or entering the swing basin.
Clinton Channels	No tug or barge operations to be in the Clinton Channels when a trade ship is due to be in that same area.

The following guidance is provided to assist masters with their decision making.

Clinton Channels	General	Where safe to do so vessels are to transit outside of the main shipping channel.
	Inbound ship for Clinton Coal Facility passes A5	All LNG tug and barge operations west of T2 to stop and hold at Hamilton Point until the coal ship has completed swing.
		All LNG tug and barge operations at berth east of Clinton Coal Facility to remain at berth until the coal ship has completed swing.
	Outbound ship from Clinton Coal Facility	All LNG tug and barge operations west of T2 to stop and hold at T2 until the coal ship has passed A7.
		All LNG tug and barge operations at berth east of Clinton Coal Facility to remain at berth until the coal ship has passed.

<sup>6</sup> The yellow flashing light is to be in accordance with the specifications prescribed by Rule 21 of the International Regulations for the prevention of Collisions at Sea and must:

- (a) Satisfy the colour and intensity specifications of Sections 7 and 8 of Annex 1;
- (b) Be installed so as to provide 360° arc of visibility;
- (c) Only be displayed when the vessel is underway.

	Inbound ship for Fishermans Landing passes A5	All LNG tug and barge operations west of T2 to stop and hold at Hamilton Point until the trade ship has passed.
		All LNG tug and barge operations at berth east of Clinton Coal Facility to remain at berth until the trade ship has passed.
	Outbound ship from Fishermans Landing passes T10	All LNG tug and barge operations west of T2 to stop and hold at Hamilton Point until the trade ship has passed
		All LNG tug and barge operations at berth east of Clinton Coal Facility to remain at berth until the trade ship has passed.

#### 8.4 Onboard rules

Location	Rule
At berths	All departing vessels to use all available means including the AIS display to check for potential traffic conflicts before letting lines go. If in doubt that there is enough time to make a safe transit before trade ship requires a clear channel then the vessel is not to leave the berth
Marina	All inbound vessels to check AIS display for potential traffic conflicts coming out of the marina before they commit to entering Auckland Inlet.
All areas	All vessels to use all available means including the AIS display to check for potential traffic conflicts during transits.
	Bright deck lights on construction craft to be shielded to sea.
	Non-essential deck lights on construction craft to be turned off when underway.
	All construction craft to use bypass channels as preferred routes.
	Do not communicate on the VHF radio channels used for tug communication – channels 8 and 12.
	Vessels are only to display warning flags/shapes when operations require them and to remove them when not necessary.
All swing basins	Do not call up the ship/pilot on VHF radio when a ship is swinging – they are busy concentrating on the manoeuvre.

8.5 Chartlets





