

Section 6 Marine execution plans

6.1 Operational aspects

All commercial operators must submit a marine execution plan at least 30 days prior to commencement of operations.

The purpose of the marine execution plan is:

- to provide an overview for the Port of Gladstone on the way vessels are intended to be operated when in the harbour,
- the nature and scope of operations to be undertaken
- to provide an indication of requirements for local bunkering and waste facilities
- to demonstrate the understanding of the operator of local conditions
- to demonstrate understating of regulatory requirements for operating in the port of Gladstone
- to demonstrate or reference the vessels safety management system and method and handling emergencies.

The *Standard for Marine Construction Activities within Gladstone Harbour* describes specific information that must be included in the MEP. In addition, further information of intended vessel activities may be covered under the following headings. It should be noted that this is a guide that covers many types of vessels. It is not intended that every vessel will need to include every heading.

6.2 Example marine execution plan contents

A. Introduction

Brief on type of vessel, chartered by whom, and operational purpose.

B. Adherence to government documents

State, federal and international legislation as applicable

C. Operational plan

- Intended start date
- Operational activity and duration
- Number of persons involved
- Departure and arrival points
- Public facilities utilised
- Navigation equipment on board as required
- Passenger counting procedure

D. Vessel specifications

E. Crew qualifications

- E.1 Tug and barge combination
- E.2 Passenger vessels
- E.3 Ropax

F. Manoeuvring plan

- F.1 General including scheduling
- F.2 Tides and prevailing weather conditions
- F.3 Curtis Island effects

G. Communications

All vessel owners/operators are to provide details of their means of communication, for example:

- name of vessel
- primary contact: VHF radio (fitted to vessel) – channel 13 VHF
 - hand held VHF – channel 13 VHF
 - mobile phone contact number –

G.1 Harbour control communications

G.2 Ship to Shore/ Shore to ship

G.3 Intra-ship communications

H. Waste management

H.1 Garbage

H.2 Sewage

H.3 Bilge/engine waste

I. Incident reporting

All operators must provide a plan on internal reporting responsibilities to demonstrate reporting requirements will be met in the event of an incident.

I.1 Marine incident

I.2 Marine pollution

J. Bunkering plan

J.1 A description of the pollution plan that will be in place prior to any commencement of activities.

J.2 A description of the emergency pollution equipment will be readily available and its location.

K. Maintenance plan

L Evacuation procedure

As outlined in section 5.3.

M. Cyclone contingency procedure

All Construction vessels operating in the port are required to have cyclone contingency procedures endorsed by the regional harbour master (RHM). Construction traffic will enact their individual cyclone contingency plans when the port cyclone contingency plan is activated.

It is recognised that most vessels less than 17 metres in the Gladstone regional harbour master's jurisdiction will be moored in the marina and owners may not wish to move them from there. Vessels greater than 17 metres in Gladstone marina must comply with directions from the RHM and will be required to evacuate the marina and inner anchorages and proceed to their nominated safe havens.

Nominated safe havens can be any of the following:

- a. The streams and creeks in the upper reaches of the harbour such as The Narrows.
- b. Creeks that enter the Port Limits to the South of the harbour such as Colosseum Inlet and Rodd's Harbour.
- c. Anchor and ballast down in more sheltered waters in the far western or northern parts of the harbour.
- d. Departing Gladstone for waters to the south in Bundaberg, Hervey Bay or Brisbane.

The following points are to be noted by all port users:

- a. Graham's Creek is reserved for local recreational, charter and commercial vessels and is not available to construction traffic.
- b. Moorings located in the GPC buoy mooring areas and laid by GPC at Fisherman's Landing, Quoin Channel and Facing Channel are not cyclone rated and should not be relied for use as part of cyclone contingency plans.

N. Health, safety and environment and emergency response

When this information already exists in another document, for example vessel safe ship management plan, this should be referenced rather than re-created.

Emergency contacts must be readily available to the master on board the vessel in the event of an emergency.