

8. Pilotage

1.1 General

There is no exemption from pilotage applicable to the offshore coal loading facility. Services of a port pilot must be employed for all shipping movements at this facility.

Consideration may be given for an exemption from pilotage for the main wharf located at Edgecombe Bay, Bowen.

8.1.1 Night pilotage

The Port of Abbot Point is open for pilotage 24 hours per day.

8.1.2 Request for pilot

The requirements of the *Transport Operations (Marine Safety) Regulation 2016* shall be observed for all bookings. Maritime Safety Queensland provides a pilotage service for ship arrivals, departures and removals through contractual arrangements with the [Port of Townsville](#). All pilot transfers are carried out by pilot launch. Requests for pilotage services are described in [QSHIPS \(Queensland Shipping Information Planning System\)](#) booking procedures.)

8.1.3 Notice required

Ships requiring the services of a pilot are required to submit arrival, removal and departure notices no less than the indicated number of hours prior to the desired movement:

- Arrivals: 48 hours
- Removals: 24 hours
- Departures: 24 hours

Updates to the pilot boarding time should be sent at 12 hours and six hours prior to arrival.

8.2 Pilot boarding instructions

Pilots are based at Townsville.

The pilot will generally call the vessel on VHF 16 two hours prior to the pilot boarding time with berthing instructions.

For berthing, the pilot will board in position 19° 48-12'S, 148° 03-6'E ([see 16.2 Pilot boarding ground](#)). Ships waiting for a pilot should anchor within one n. mile of this position.

Ships must be underway at the time of pilot boarding and provide a good lee for the pilot launch. The pilot ladder must comply in all respects with SOLAS regulations. The following points should be noted:

- Ships with a freeboard greater than nine metres require a combined ladder/accommodation ladder with the accommodation ladder secured flush with the ship's side.
- Pilot's ladder and accommodation ladder to be lashed together.
- Accommodation ladder handrails should extend to the end of the lower platform and not finish at the last stanchion of the accommodation ladder.
- A lifebuoy equipped with a self-igniting light shall be kept on hand ready for use.
- On departure regulation manropes must be used.

The pilot ladder is to be rigged 1.5 metres above the water, with two manropes and a heaving line standing by. At night, a forward facing light is required to illuminate the ladder in accordance with IMO requirements and IMPA recommendations. ([Pilot boarding ladder arrangement](#)).

Ships are to be at the pilot boarding ground at the notified time of pilot boarding, with all preparations for boarding completed in accordance with the instructions in this section and should be underway, proceeding at 6 knots and providing a good lee.

8.3 Passage planning – bridge resource management (BRM)

The master and pilot should exchange information regarding navigational procedures, local conditions and rules and the ship's characteristics. This information should be a continuous process that generally continues for the duration of the pilotage.

The proposed manoeuvre should be well discussed with the master and any doubts/queries he/she may have should be resolved prior to commencement of pilotage. The exchange of information should include at least:

- The presentation of a completed standard pilot card (by ship). In addition information should be provided on rate of turn at different speeds, turning circles, stopping distances and, if available other appropriate data.
- General agreement on plans and procedures including contingency plans for the anticipated passage ([Pilotage – Abbot Point passage plan](#))
- Discussion of any special conditions such as weather, depth of water, tidal currents and marine traffic that may be expected during the passage.
- Discussion of any unusual ship-handling characteristics, machinery difficulties, navigational equipment problems or crew limitations that could affect the operation, handling or safe manoeuvring of the ship.
- Information on berthing arrangements; use, characteristics and numbers of tugs and other external facilities.
- Information on mooring arrangements.
- Confirmation of the language to be used on the bridge (normally English) and with external parties.

Any passage plan is a basic indication of preferred intention and both pilot and Master should be prepared to depart from it when circumstances so dictate.

8.4 Master/pilot responsibilities

Masters and owners of vessels are responsible for due compliance with the provisions of the [Transport Operations \(Marine Safety\) Act 1994](#) (the Act) and [Transport Operations \(Marine Safety\) Regulation 2016](#) (the Regulation). When a vessel is under the direction of a pilot, the pilot is responsible for due compliance with the provisions of the Act and Regulation, however the responsibility of the pilot does not relieve the Master and the owner of a vessel of their responsibility. Arising from these responsibilities is the obligation of persons directing the navigation of vessels to comply with directions of the Regional Harbour Master.

8.4.1 Fatigue management

Maritime Safety Queensland provides professional pilotage services for the port of Abbot Point. The service is provided on a 24 hour basis but is not an 'on-demand' service. A pilot fatigue management plan is followed to ensure that adequately rested pilots are assigned to ships.

8.4.2 Alcohol consumption

The Transport Operations (Road Use Management) Act 1995 section 79 requires that persons in charge of ships have a zero blood alcohol reading. The Queensland Water Police periodically conduct random breath tests of masters and pilots on ships arriving at Abbot Point, or about to depart. Severe penalties apply to infringements.

8.5 Pilotage delays

A delay fee is payable if the programmed ship movement is delayed for more than 30 minutes but not more than one hour for the first hour. If the ship is delayed for more than one hour but not more than two hours then for each of the first two hours; a delay in excess of two hours constitutes a cancellation. These charges can be found in section 21 of Schedule 6 Part 2 Division 3 of the *Transport Operations (Marine Safety) Regulation 2016*.

8.6 Pilotage requirements for Torres Strait and Great Barrier Reef (GBR)

All merchant vessels 70 metres in length and over and all oil, gas and chemical tankers b irrespective of size are required to take a licensed marine pilot when transiting the Torres Strait and south to Cairns. Ships transiting Hydrographers Passage also require a licensed marine pilot.

Significant penalties apply for non-compliance.

Full details can be found in the REEFVTS User guide at;

http://www.msq.qld.gov.au/-/media/MSQInternet/MSQFiles/Home/shipping/REEFVTS/Reef_VTS_2016.pdf?la=en

Maximum draft for transit is 12.2 metres; vessels with a draft greater than 10 metres will be advised of the required tidal window by the pilotage company.