



**Port of Bundaberg**

*Growth, Prosperity, Community.*

*Port Information Handbook 2010*





## *Contact Us*

Port of Bundaberg Port Information Handbook 2010  
is published by Gladstone Ports Corporation.

If you have any comments on this publication,  
please contact us via telephone, fax or our website.

Tel: +61 7 4976 1333 Fax: +61 7 4972 3045 [www.gpcl.com.au](http://www.gpcl.com.au)  
19 Yarroon Street / PO Box 259, Gladstone QLD 4680 Australia

Gladstone Ports Corporation Limited ACN 131 965 896 ABN 96 263 788 242

The information contained in this publication was current and correct at the time of  
publication. As information contained in this publication is subject to change without  
notification, please contact Gladstone Ports Corporation for the latest available information.



# About Us

## Gladstone Ports Corporation Limited

On 13 March 2008, Central Queensland Ports Authority was renamed the Gladstone Ports Corporation (GPC). On 1 July 2008, GPC converted to a Company Government Owned Corporation (GOC), constituted under the provision of the *Government Owned Corporations Act 1993* (GOC Act), and became Gladstone Ports Corporation Limited as part of the process.

On 1 November 2009, pursuant to the *Government Owned Corporations (Bundaberg Port) Regulation 2009*, the Port of Bundaberg was transferred to and became a business unit of GPC. GPC also incorporates Port Alma to the north of Gladstone and trades under the name Port Alma Shipping Terminal.

GPC's vision is to ensure the Port of Gladstone, the Port of Bundaberg and the Port Alma Shipping Terminal operate effectively, efficiently and on a commercial basis for the continuing benefit of the communities of Central Queensland and the Wide Bay-Burnett region, port users, and the State of Queensland.

GPC plays an integral role in planning the future of the ports. In consultation with the community, industry and government, GPC undertakes a strategic approach to planning, setting the vision and direction for the Port of Gladstone, the Port of Bundaberg and the Port Alma Shipping Terminal for both the long and short term.

## GPC Management

<i>Leo Zussino</i>	Chief Executive Officer
<i>Michael Galt</i>	Commercial General Manager
<i>Ian Drury</i>	Port Planning and Development General Manager
<i>Mark Greenaway</i>	Project General Manager
<i>Craig Walker</i>	Port Operations General Manager
<i>Emma Kirkby</i>	Corporate Relations General Manager

## Contact Numbers

### Port of Bundaberg

#### Port Office

Jason Pascoe  
Port Manager, Bundaberg  
45 Wharf Drive  
Burnett Heads QLD 4670 Australia

**Telephone: 07 4130 2200**  
Telephone: 07 4130 2222  
Mobile: 0434 606 476  
Fax: 07 4159 4655  
Email: [pascoej@gpcl.com.au](mailto:pascoej@gpcl.com.au)  
Web: [www.portofbundaberg.com.au](http://www.portofbundaberg.com.au)

### Gladstone Ports Corporation – Port of Gladstone

19 Yarroon Street (PO Box 259)  
Gladstone 4680 Queensland Australia

Telephone: 07 4976 1333  
Fax: 07 4972 3045  
Web: [www.gpcl.com.au](http://www.gpcl.com.au)

If contacting GPC from outside of Australia, please add 61 to the start of both telephone and fax numbers, and remove the zero (0) from the 07.

# Port Information

## Port Location

The Port of Bundaberg is situated on the Burnett River, 19.3 kilometres downstream from the City of Bundaberg, 4.8 kilometres from the mouth of the Burnett River. The Port of Bundaberg owns land, on both sides of the river, totalling approximately 507 hectares.

## Port Boundaries

The Port Limits extend 7.25 nautical miles east from the Port, 5.50 nautical miles north from the Port, and 25.9 kilometres upstream from the mouth of the Burnett River to the Branyan Barrage. Please refer to the Bundaberg Port Limits Plan (*Queensland Government Gazette 25 June 2004*) - **Appendix A**.

The Maritime Safety Queensland Regional Harbour Master, Captain Mike Lutze, representing Queensland Transport, controls the safe movement of vessels within the Port area.

## Port Services & Facilities

The Port of Bundaberg is serviced by two main wharves.

**The Sir Thomas Hiley Wharf** is currently used for the shipment of sugar, and is available for the shipment of other dry bulk commodities. It is 191 metres in length with 11.0 metres LAT available depth at berth. The Sir Thomas Hiley Wharf services the terminal operated by Queensland Sugar Limited for the storage and loading of sugar. The terminal has a storage capacity of 300,000 tonnes of bulk raw sugar in two sheds, one of which is 425 metres in length. The belt conveyor system has an average loading capacity of 1400 tonnes per hour. The loading facilities can be utilised for the loading of other dry bulk commodities.

An **Approach Wharf**, 63 metres in length was constructed by the Port for general cargo users, to provide access to the Sir Thomas Hiley Wharf for laden semi and B-double vehicles and forklifts.

**The John T. Fisher Wharf** is used for the loading and unloading of bulk liquids. The wharf is 240 metres in length including dolphins and has a berth depth of 9.7 metres LAT.

The John T. Fisher Wharf currently services the bulk molasses terminal which has three storage tanks with a total capacity of 36,641 tonnes. A loading rate of 285 tonnes per hour is attained through a 375 millimetre pipeline connected to five electrically operated pumps.

An oil storage facility, with a capacity of 24,650 tonnes, is located adjacent to the John T. Fisher Wharf. Petroleum shipments through the Port ceased in January 2002, however the owners of the facility are currently looking towards the recommissioning of the facility with a view to recommencing petroleum imports by the end of 2010.

Please refer to the Port of Bundaberg Layout Plan – **Appendix B**.

## Products

The Port is well placed to ship dry and wet bulk commodities, as well as general cargo.

The Port currently exports bulk raw sugar and imports bulk molasses. The Port has also handled general cargo such as machinery and treated timber logs, and bulk petroleum products from a tank farm facility located at the Port.

## Local Industries

Sugar is the major local industry which includes growing, harvesting, milling and distribution. The distilling of rum is also a facet of the sugar industry. Other significant industries include horticulture, forestry, livestock, agriculture, fishing and marine, food and beverages, construction, project engineering management, mining, plastics, light aircraft manufacturing, metal casting, machining, tourism, and education.

Bundaberg is a thriving regional city with strong economic and population growth experienced over the last ten years. As a major provincial city it is the largest single retail centre between Brisbane and Rockhampton.

## Pratique

The Port of Bundaberg is a gazetted first port of entry for overseas vessels. Full quarantine and customs facilities are available.

**Australian Quarantine and Inspection Service (AQIS)** requires vessels from overseas to submit their documentation no more than 96 hours and no less than 12 hours prior to arrival. AQIS authorises the release of garbage from bulk carriers for collection by port personnel and delivery to freezer storage at the Bundaberg Port Marina. The garbage is then transported by road to Brisbane for incineration. Information regarding AQIS fees and forms is available from <http://www.daff.gov.au/aqis/avm/vessels> .

Please see section on Port Charges for port garbage handling fees.

AQIS is the lead agency for the management of ballast water taken up overseas with the intention of discharge within an Australian port.

**Australian Customs & Border Protection Service** conducts clearances on arrivals of yachts and ships to Australia. Vessels arriving from overseas must submit their documentation 48 hours prior to the nominated date of arrival. If the voyage from the last port is likely to take less than 48 hours, then the report is required at least 24 hours before the estimated time of arrival. Information is available from <http://www.customs.gov.au/site/page4360.asp> and <http://www.customs.gov.au/site/page4358.asp> .

## Ballast Water Information

Ships with ballast water from ports that are considered a high risk for introduced marine species and that have not exchanged water ballast in mid ocean are now forbidden to discharge this ballast into Australian waters. Vessels that do not need to discharge ballast in Australian waters are exempt from these requirements.

The *Ballast Water Decision Support System (BWDSS)* is a computer based application that has been developed to assist Masters with the decision as to whether they are required to complete an ocean exchange of ballast prior to arrival. Masters/agents can access the programme by inputting details of where ballast was taken. The programme will then decide on the data provided whether this ballast is high risk or not and whether ballast management is required. Information is available from

<http://www.daff.gov.au/aqis/avm/vessels/ballast/requirements> .

## Bunkering

Bunker fuel oil and diesel are available by road tanker in limited quantities by prior arrangements with the ship's agents.

## Fresh Water

Fresh water is available at all berths – contact the Port of Bundaberg.

## Maintenance

General engineering services are available for minor repairs and maintenance by arrangement through the Port Manager and the Shipping Agent.

## Road Access

Road access to the Port is via the Bundaberg Port Road, which connects to the Bundaberg Ring Road. The newly completed 14.3 kilometre Bundaberg Ring Road provides an alternate route for road transport around Bundaberg to the Isis Highway for easy access to markets North and South of Bundaberg.

## Anchorage area

Vessels arriving at the Port of Bundaberg should anchor in position two miles off the S1 beacon bearing 273° as indicated on chart AUS 243.

## Pilotage

The pilotage service in the Port of Bundaberg is provided by the Pilotage Services Division of Maritime Safety Queensland for all ship arrivals, departures and removals.

Requests for pilotage services should be made via the internet-based programme Queensland Shipping Information Planning System (QSHIPS), <http://www.qships.transport.qld.gov.au> . Requests for the supply of tugs and linesmen should also be made via QSHIPS.

Bookings must be made at least 48 hours prior to the movement and must observe the requirements of the *Transport Operations (Marine Safety) Regulation 2004*.

Pilot transfers are carried out by pilot launch. The pilot boarding ground is located approximately 4.5 miles east of South Head at position 24°45.6'S 152°29.7'E. Please refer to the Bundaberg Pilot Boarding Ground plan – **Appendix C**.

## Towage

Tugs are an aid to the safe and efficient manoeuvring of ships in confined waterways. Towage services are currently provided by Svitzer Australia Pty Ltd from its southern Queensland operations office at Brisbane. Svitzer has one tug available for towage stationed at the Port of Bundaberg:

Tug	Bollard pull	BHP (Brake Horse Power)	Steering system
Ballina	32t	3000	Twin Voith Schneider

## VHF Radio

The Port VHF Radio Control Centre is situated at the Regional Harbour Master's office in Gladstone. The call sign "Bundaberg Harbour Control" is provided by Maritime Safety Queensland and provides a 24 hour, seven days a week marine operations service to the port community on channels 10, 16 and 82.

## Maritime Safety Authority

The maritime safety authority for the Port of Bundaberg is represented by:

Regional Harbour Master, Captain Mike Lutze  
Maritime Safety Queensland  
Marine Operations (Gladstone)  
Level 2, 136 Goondoon Street (P.O. Box 123)  
Gladstone 4680 QLD Australia.

Telephone: 07 4973 1200  
Fax: 07 4972 5520

## Port Limits and Pilotage Limits

Refer to Maritime Safety Queensland Manual "*Port Procedures and Information for Shipping – Port of Bundaberg*". Refer also to Port and Pilotage Areas Plan – **Appendix D**.

## Vessel Restrictions

The Port limits ship size to 200 metres LOA, beam 32 metres (33 metres with prior approval of Regional Harbour Master).

Maximum arrival draught is 8.0 metres plus tide height, less 0.9 metres Under Keel Clearance (UKC).

Maximum departure draught is 9.5 metres plus tide height, less 0.9 metres UKC.

Arrival draught is to be confirmed with Regional Harbour Master's office prior to vessel's arrival.

## Channel Dimensions and Depths

The Port of Bundaberg entrance channel is 11 kilometres in length. The channel is 103 metres wide, and leads into a swing basin 1165 metres in length and 320 metres in width.

Depths as follows – **All depths above Lowest Astronomical Tide**

- Shipping Channel 9.5 metres
- Swing Basin 8.0 metres
- Dry Bulk and General Cargo 11.0 metres
- Bulk Liquids Berth 9.7 metres

Minimum Under Keel Clearance (UKC):

- 0.9 metres in Channel
- 0.3 metres in Berths

## Tides

The mean spring tide range is 2.35 metres and the mean neap tide range is 1.15 metres.

## Port Service Providers

Provedores, Stevedores and Ship Surveyors are available at the Port of Bundaberg. Please contact your Shipping Agent who will advise of the companies available.

## Security

All commercial vessels with a gross tonnage of 500 tonnes or more and passenger ships are required to report their security information to GPC.

# Berth Facilities

## DRY BULK AND GENERAL CARGO BERTH

Owned by the Port of Bundaberg and is principally used for the loading of dry bulk commodities and general cargo.

Berth	Design Depth	Berth length	Height of berth deck above LAT	Swing basin width and depth	Max LOA X Max beam	Distance to Fairway Beacon
Dry bulk and general cargo berth	11.0m	191m	6.0m	310m x 8.0m	200m x 32m	5.6 km

The berth is serviced by the **Sir Thomas Hiley Wharf** which is owned by Sugar Terminals Limited and operated by Queensland Sugar Limited

The wharf has a concrete deck 183 metres long and 24 metres wide and can handle loaded semi and B-double vehicles.

The wharf is serviced by a rail mounted gantry fitted with a mechanical trimmer; average loading rate 1,400 tonnes per hour. The maximum outreach of the shiploader to the centre of the telescopic loading chute is 16.7 metres and the maximum operating air draft (LAT to horizontal boom) is 16.7 metres.

The berth is also serviced by an **Approach Wharf** owned by the Port. This wharf was constructed by the Port for general cargo users, to provide access to the Sir Thomas Hiley Wharf for laden semi and B-double vehicles and forklifts.

The Approach Wharf has a concrete deck 24 metres wide and 63 metres in length.

### Arrivals:

- All vessels are swung on arrival and berth starboard side to on the flood tide. Vessels greater than 150 metres LOA will berth at the commencement or end of the flood tide.
- Maximum wind speed 25 knots.
- Maximum wind from northerly quadrant 15 knots.
- Approximate time from S1 (Fairway Navigational Channel Beacon) to berth is 1 hour.

### Departures:

- Vessels are programmed to sail one hour prior to high water.
- Pilot will board 30 minutes prior to the Estimated Time of Departure (ETD).

## BULK LIQUIDS BERTH

Owned by the Port of Bundaberg and principally used for the importation of bulk molasses.

Berth	Design Depth above LAT	Berth length	Height of berth deck above LAT	Swing basin width and depth	Max LOA X Max beam	Distance to Fairway Beacon
Bulk Liquids Berth	9.66m	240m	7.0m	310m x 8.0m	185m x 32m	5.5km

The berth is serviced by the **John T. Fisher Wharf**.

The wharf has a timber deck, with the T-head section 24 metres in length and 12 metres in width. The berthing face is concrete and the full length between the 2 upgraded concrete berthing dolphins is 200 metres. The gross weight of vehicle use on the timber deck is 2 tonnes.

The wharf is served by a 375 millimetre pipeline for the loading and unloading of molasses products with an average loading rate of 280 tonnes per hour. This berth has also been used for the discharge of petroleum products.

### Arrivals:

- All vessels are swung on arrival and berth starboard side to on the flood tide. Vessels greater than 150 metres LOA will berth at the commencement or end of the flood tide.
- Small molasses vessels may berth port side to.
- Maximum wind speed 25 knots.
- Approximate time from S1 (Fairway Navigational Channel Beacon) to berth is 1 hour.

### Departures:

- Vessels up to 150 metres LOA can sail at any time.
- Pilot will board 30 minutes prior to the ETD.

# Port contacts

## Emergency Services

**Ambulance / Fire / Police**

Telephone: 000

## GPC Contacts

**Environmental Superintendent**

Telephone: 07 4976 1258

**Port Security Superintendent**

Telephone: 07 4976 1543

**Health, Safety, Environment and Security Manager**

Telephone: 07 4976 1253

**After Hours Hotline**

Telephone: 1800 063 408

**Port of Bundaberg Manager**

Telephone: 07 4130 2222

Mobile: 0434 606 476

## Regional Harbour Master

**Maritime Safety Queensland**

**Marine Operations Gladstone**

Telephone: 07 4973 1200

**VTS (Vessel Traffic Service) Officer (24 hours)**

Telephone: 07 4973 1208

**Ship Scheduler (24 hours)**

Telephone: 07 4973 1226

## Australian Maritime Safety

**Australian Maritime Safety Authority – Gladstone**

Telephone: 07 4972 9045

## **Pilotage**

**Pilotage Services Division  
Maritime Safety Queensland**  
Telephone: 07 4976 8201

## **Australian Customs & Border Protection Service**

**Australian Customs & Border Protection Service – Bundaberg**  
Telephone: 07 4152 1997

## **Quarantine**

**Australian Quarantine and Inspection Service (AQIS) - Bundaberg**  
Telephone: 07 4152 2511

## **Department of Environment & Resource Management (DERM)**

**DERM Hotline**  
Telephone: 1300 130 372



Gladstone Ports Corporation Limited  
ACN 131 965 896 ABN 96 263 788 242  
**Port of Bundaberg**  
45 Wharf Drive, Burnett Heads. Qld. 4670  
Phone (07) 41 302 200  
Fax (07) 41 594 655  
Refer to: Jason Pascoe

## Port of Bundaberg

### Schedule of Port Charges Terms and Definitions from 1 January 2010

The Port of Bundaberg is a business unit of the Gladstone Ports Corporation Limited (GPC) which is responsible for the operation and management of the Port of Bundaberg, with the *Transport Infrastructure Act 1994* providing the framework for its responsibilities.

Use of the Port of Bundaberg facilities attracts charges as defined below with all prices being exclusive of GST. By using the facilities you agree to be bound by the terms and conditions contained within the schedule and all other relevant GPCL documentation.

#### Wharfage, Harbour Dues and Tonnage Rates

- **Wharfage** is a cargo-based charge levied on users of the Port of Bundaberg/GPC wharves. Unit charge for Wharfage is Per Tonne.
- **Harbour Dues** are also cargo-based charges levied on users of the Port of Bundaberg shipping channel. Certain commodities may however attract specific negotiated charges. Unit charge for Harbour Dues is Per Tonne.
- **Tonnage Rates** are a shipping-based charge levied on the ship owner using port infrastructure. Unit charge for Tonnage Rates is per day at berth.

#### Payment Terms

All Wharfage and Harbour Dues will be directed to the owner of the cargo or the receiver of the cargo (as the case may be). Tonnage Rates payments will be directed to the Master of the vessel or his/her Agent.

The Due Date for payment is one month after the end of the invoice month. A grace period of thirty (30) days after the due date applies to invoices. Interest at a rate of 10% per annum calculated daily on unpaid amounts will be charged from the due date of an invoice for payments not completed by the end of the grace period.

## Manifests

Manifests should be submitted within five (5) working days of loading/discharge. GPC will process submitted Manifests within three (3) working days of receipt of all necessary information. GPC will, in the first instance, hold the Agent responsible for the submission of Manifests.

## Enquiries

- **Price enquiries** – Manager Bundaberg.
- **Email address:** [jason.pascoe@portofbundaberg.com.au](mailto:jason.pascoe@portofbundaberg.com.au)
- **Direct Phone:** 07 4130 2222
- **Invoice Enquiries:** Gladstone Ports Corporation Limited
- **New Business Enquiries:** Manager Bundaberg

## Port Charges as at 1 January 2010

Item	From 1 Jan 2010	From 1 Jan 2011	From 1 Jan 2012
Harbour Dues per tonne	\$2.00	\$2.10	\$2.20
Wharfage per tonne	\$1.50	\$1.80	\$2.00
Tonnage Rates per vessel	\$2,200.00	\$2,400.00	\$2,500.00

## Refuse Removal

Refuse is removed in 20 kg lots via wheelie bins. First bin \$150.00, each bin thereafter \$100.00. An additional After Hours Surcharge of \$240.00 per service will apply.

## Water Charges

\$2.00 per kilolitre.

## Towage

Svitzer Australia Pty Limited  
PO Box 290, Gladstone QLD 4680  
Phone: 07 4972 4500

Svitzer Australia Pty Limited  
PO Box 555, Port of Brisbane QLD 4178  
Phone: 07 3895 1022

## Pilotage

Maritime Safety Queensland – Pilotage Services,  
PO Box 1249, Gladstone QLD 4680.  
Phone: 07 4976 8201

## Mooring and Unmooring

Lines Running Contractors  
35 Vasey Street  
Bundaberg QLD 4670

Mark Cawthray      Mobile: 0412 636 383 or (07) 41 594 873 and  
Ross Oakley        Mobile: 0400 756 544 or (07) 41 513 702

## Security

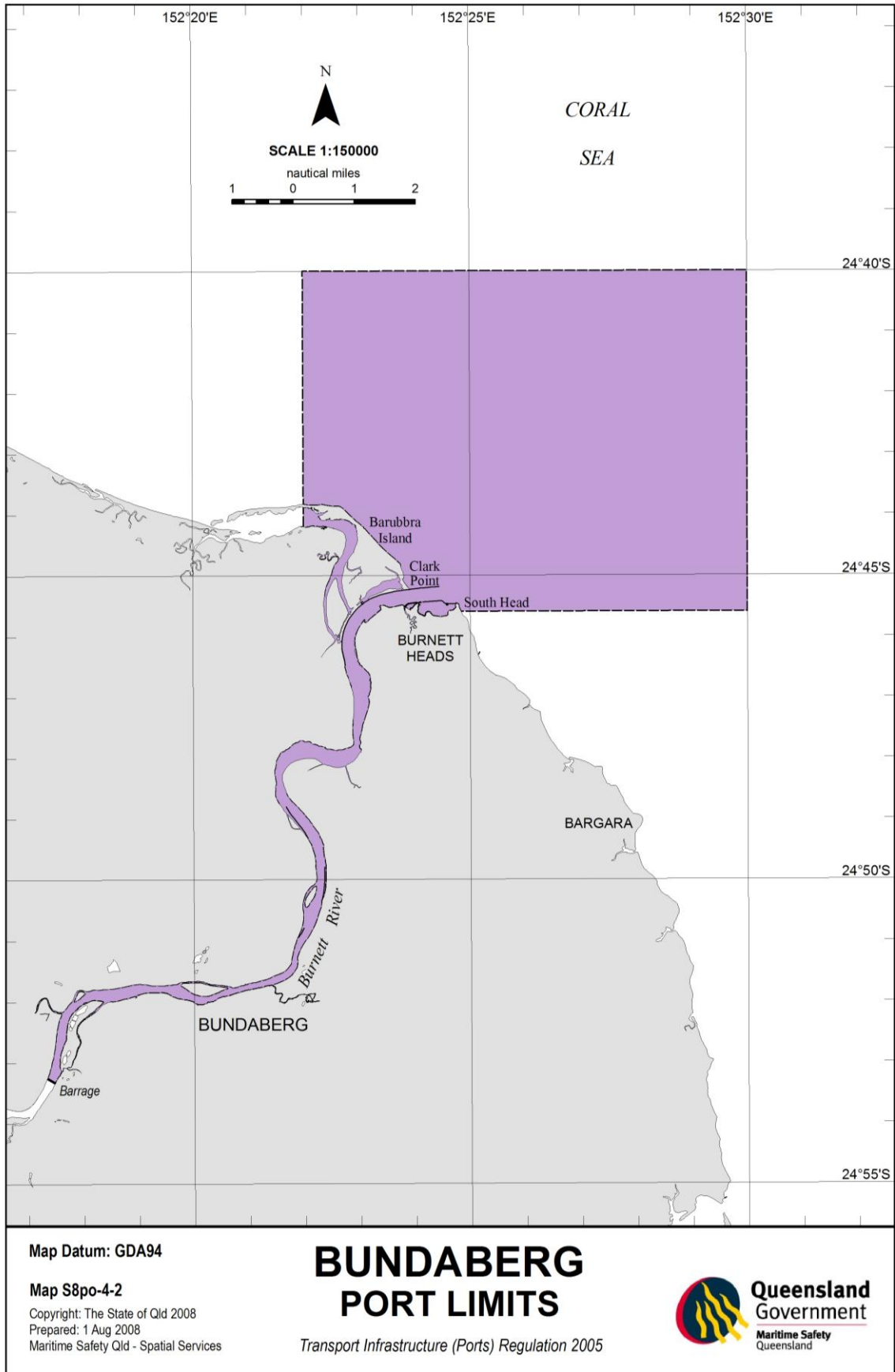
GPC reserves the right to charge a fee to recover its costs if costs are incurred by GPC in the security of a particular shipment. This will be done on a case by case basis.

# Appendices – Drawings

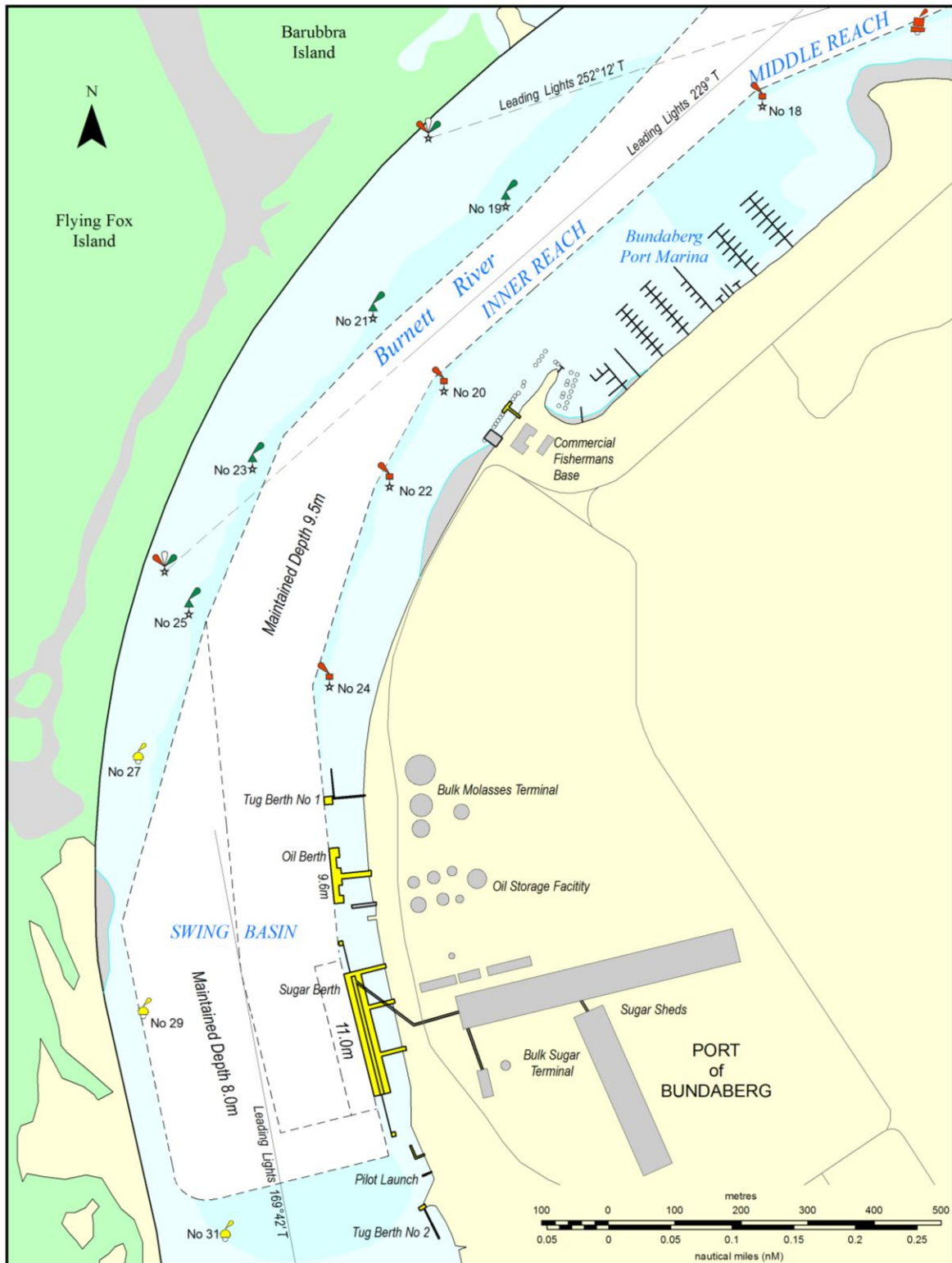
The following maps have been provided by MSQ and can be found at the following web address:

<http://www.msq.qld.gov.au/Shipping/Port-procedures/Port-procedures-bundaberg.aspx>

# Appendix A - Port Limits Plan



# Appendix B - Port Layout Plan



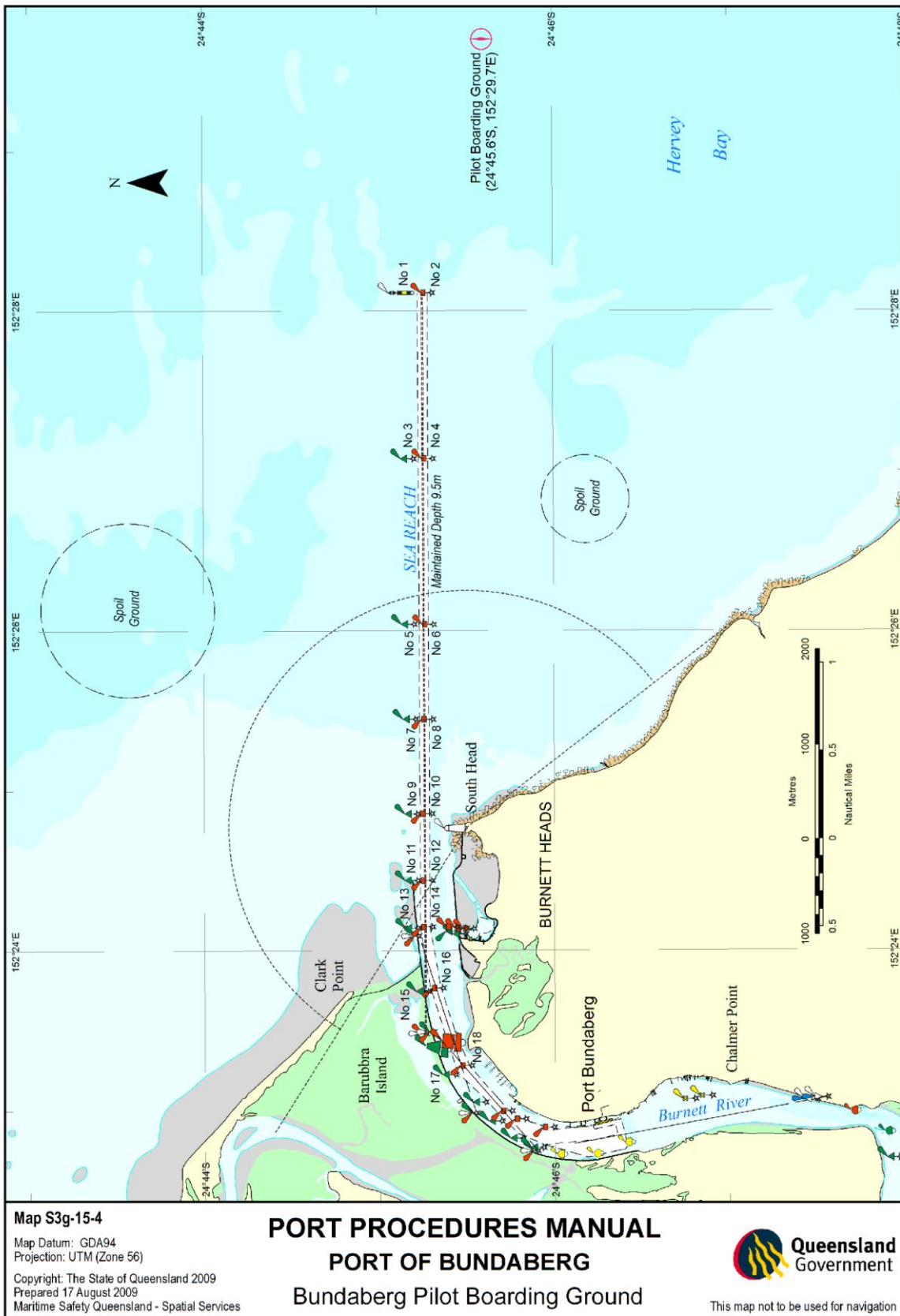
**Map S3g-17-4**  
 Map Datum: GDA94  
 Projection: UTM (Zone 56)  
 Copyright: The State of Queensland 2010  
 Prepared 10 March 2010  
 Maritime Safety Queensland - Spatial Services

**PORT PROCEDURES MANUAL**  
**PORT OF BUNDABERG**  
 Port of Bundaberg



This map not to be used for navigation

# Appendix C - Pilot Boarding Ground



# Appendix D - Port and Pilotage Areas

