

Section 2 Port rules

2.1 General

All vessels engaged in marine construction activities are required to observe the following conditions:

- They must be registered for commercial operations to satisfy the requirements of Maritime Safety Queensland (MSQ).
- They must be inspected by an MSQ approved marine surveyor prior to commencing work. This may best be conducted prior to departing their previous port if outside Queensland, regardless of class status.
- All vessels utilised in any operations for marine construction activities within the port of Gladstone must be suitable for all operating conditions that may be experienced.
- All vessels working within the defined area (marine construction activity area) shall have a service speed of no less than five knots against any tide or condition that may present itself.
- Vessels are to display flags/day shapes, as appropriate to the task being conducted.
- Vessels are to show appropriate lights during hours of darkness.
- Vessels are to have an operating AIS (Automatic Identification System) in accordance with the requirements specified in section 3.1.
- All vessels are to contact Gladstone Harbour Control at the start of each journey and communicate their departure point and destination. See further requirements in Section 5.1 Communication Procedures.
- Vessels are to comply with the requirements of the:
 - *Transport Operations (Marine Safety) Act 1994 and Transport Operations (Marine Safety) Regulation 2004*
 - *Transport Operations (Marine Pollution) Act 1995 and Transport Operations (Marine Pollution) Regulation 2008*
 - *International Regulations for the Prevention of Collisions at Sea (Colregs)*
 - *Port Procedures and Information for Shipping for the port of Gladstone.*

In addition to the above, the specific requirements listed in the following sections are also to be observed.

2.2 Port rules

To ensure the safety of vessel movements in Gladstone, 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. 'Onboard' rules were also established for all vessels.

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

The on water rules are in addition to the existing rules found in the *Port Procedures Manual and Information for Shipping* 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 his safe vessel operations.

The port rules can be found in Section 8 – Construction traffic rules.