



Port of Brisbane Pty Ltd

COMMON USER PORT FACILITY PINKENBA

OPERATIONS MANUAL

August 2023

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Section 1. Purpose and Scope of the Facility

1. Purpose

The purpose of the Common User Pinkenba Berth is to provide a facility that fulfills Port of Brisbane Pty Ltd's strategic intention to withdraw from Hamilton by enabling the relocation of cargo including:

- fuel;
- grain, sugar, other dry-bulk handling, general cargo, soya bean meal, fertiliser; and
- allow for new business to the Port.

1.1 Scope

The Facility consists of a 314m long wharf (including berthing dolphins) and approximately 1ha of adjoining terminal area.

Graincorp also have storage sheds and silos adjacent to the wharf. The berth has a declared depth of 10.4m. There is a small office/amenities and guard house. The facility is surrounded by a perimeter fence.

The Facility is managed by the Port of Brisbane Pty Ltd on a prebooked common user basis.

This operations manual details how the Facility is operated. Port of Brisbane Pty Ltd reserves the right to update and amend this manual as necessary to meet operational, legal or regulatory requirements or safety considerations.

1.2 Authority

This document is issued under the authority of the Port of Brisbane Pty Ltd.

1.3 Disclaimer

Whilst every effort has been made by the Port of Brisbane Pty Ltd to ensure the accuracy of the matters referred to in this document, Port of Brisbane Pty Ltd (and its related or associated bodies corporate, their respective officers, employees, consultants and agents) accept no responsibility for any omissions, inaccuracy or misstatement whether contained in this document or given orally. This document should be read in conjunction with the Port of Brisbane Port Procedures Manual. If there are any discrepancies the Port of Brisbane Port Procedures Manual takes precedence. The manual can be viewed online at the following link [Brisbane Port](#)

1.4 Definitions

The definitions contained in the Terms and Conditions apply to this Operations Manual ([Port of Brisbane - Booking a Facility \(portbris.com.au\)](#))

Section 2. Area Management and Safety

2.1 Facility Overview

Owner:	Port of Brisbane Pty Ltd ACN 143 384 749 (PBPL)
Distance from River Mouth:	9.6km
Wharf Length:	314m (including berthing dolphins)
Nominal Depth:	10.4m
Berth Pocket: (Length x Width)	412m by 35m
Services:	Water, Electricity (GPO Only)
Equipment:	GrainCorp Hoppers, Conveyor and Fuel Loading arm,
Use:	Fuel, grain, sugar, other dry-bulk handling, general cargo, soya-bean meal, fertiliser.
Terminal Area:	1500m ²
Access:	24hr Controlled – Perimeter Fence
Facilities:	Guard house, Amenities Block

2.2 Facility Area

The Facility is managed by Port of Brisbane Pty Ltd. Hirers may book the Wharf and Terminal, or only the Wharf. PBPL will not book the Terminal independently of the berth. The area is designated the Pinkenba Berth.

Graincorp have a non-exclusive license to use this Facility.

Chevron have a non-exclusive license to use this Facility.

There are a limited number of car park spaces available.

2.3 Booking

Booking the Common User Facility is in accordance with the Terms and Conditions. In most cases the Agent will make contact by phone and confirm the details in writing using the Common User facility booking form [Port of Brisbane - Booking a Facility \(portbris.com.au\)](https://portbris.com.au). The booking is not confirmed until the booking form has been accepted by PBPL.

A booking must be made 14 calendar days prior to the intended date of use. At that time the Vessel's name, LOA, cargo and ETA should be provided with an expected ETD. Successful allocation of a berth will be advised within 48 hours of the application. Vessel Agents are to keep PBPL closely advised if there are any changes to the ETA of the vessel.

48 hours prior definite notice of ETA must be given to PBPL, failing which PBPL may cancel the booking, subject to other applications being received for the window specified.

The Wharf is used for ship exchange operations only. Cargoes that require pre-assembly or are held for delivery following discharge are required to be stored clear of the working berth.

Bookings will be managed to ensure optimum use of the facilities.

2.4 Berthing Priority

Berthing priorities for vessels are determined in accordance with the Common User Port Facility Terms and Conditions and the berthing rules for the Pinkenba Facility (Appendix IV). In particular, berthing will generally be determined by the order of arrival of vessels at the Port of Brisbane pilot station, however PBPL may change the priority of specific vessels berthing at the Facility for any reasonable purpose, as provided for in the berthing rules for the Pinkenba Facility (Appendix IV). Vessel layup will have the lowest priority.

2.5 Dangerous Goods Management

This Facility is not available for the working of containerised dangerous goods or Vessels carrying containerised dangerous goods and wanting to work other cargo or lay over. Port of Brisbane Pty Ltd reserves the right to review this policy at its discretion.

2.6 Occupational Health and Safety and Risk Management

The Hirer and their representatives must comply with all legislative and Port requirements including obtaining any relevant approvals.

The Hirer is responsible for their own health and safety and must adhere to the minimum Port of Brisbane Pty Ltd Occupational Health and Safety requirements as per the Terms and Conditions. The Hirer must also adhere to requirements of any signs displayed around the facility, including any detailing the following information:

- Minimum (Personal Protective Equipment) PPE
- Site plan with emergency equipment locations and Muster Points
- Emergency contact information

At all times the Facility (Wharf and/or Terminal) will be operated under the risk management plan of the Hirer and/or their contracted stevedores. The facility is included in the PBPL's standard emergency plans for wharves. Dial 000 in the event of an emergency. Any required first aid supplies must be provided by the Hirer.

2.7 Induction/Pre Use or Post Use Checklists

Hirers will be required to complete an induction that will cover Health and Safety, Emergency procedures and site layout. A record of the induction must be kept by the Hirer and produced on demand by PBPL.

2.8 Facility Maintenance

The Hirer must maintain clear access to the Facility at all times to enable PBPL to carry out maintenance on the Facility.

2.9 Marshalling – Traffic Control

The Facility is accessed via Eagle Farm Rd and Farrer Street, Pinkenba. Vehicles requiring access to the Facility enter through the security gate. Access way must remain clear at all times.

2.10 Department of Home Affairs and Department of Agriculture, Fisheries and Forestry

The Facility is secured with a perimeter fence to 1.8m with 3 strands of barbed wire (AS1725). The Hirer is responsible for ensuring that any Department of Home Affairs and Department of Agriculture, Fisheries and Forestry requirements are met for their Vessel/cargo. There is no covered storage available at the Facility. Any requirement

for covered storage, tents or other equipment should be notified at the time of booking the Facility and suitable arrangements negotiated.

Section 3. Berth and Wharf Operations

3.1 Berth Management

Port of Brisbane Pty Ltd, manages the Berth through its Port Services Division located at the Port Office. The Common User Berth is available for:

- grain, sugar, other dry-bulk handling;
- general cargo;
- soya-bean meal, fertiliser; and
- fuel transfer.

3.2 Berth Operations

The Facility must be left in the condition it was taken over. The Wharf will be inspected by a representative of PBPL and the Facility will be subject to a pre and post use inspection. The Hirer must pass the pre and post use inspection. Any issues will be addressed promptly with the Hirer. The Hirer will be responsible for any necessary remediation. PBPL may (in its absolute discretion) complete any necessary work and charge the cost to the Hirer.

PBPL will provide and position the Bridge marker upon advice from the Hirer.

The Hirer (or representatives) will be given any reasonable prior access necessary to enable the prompt turnaround of the Vessel (at the absolute discretion of PBPL).

Hirers are required to keep PBPL updated on how cargo operations are progressing and must communicate updates on changes to the vessels ETD on a daily basis.

Vessels must sail within 2 hours of cargo completion unless agreed with PBPL. Hirers requiring additional time at the Facility must notify PBPL as soon as possible. PBPL will attempt to accommodate any such requests where possible but reserves the right to require the Vessel to relinquish the Facility should the need arise.

3.3 Stevedoring of the Vessel at the Berth

Hirers are required to ensure that stevedores working on the Berth meet the following requirements. They:

- (a) must complete the Stevedore Checklist
- (b) must work the Vessel in compliance with Department of Home Affairs and Department of Agriculture, Fisheries and Forestry requirements;
- (c) must maintain clear access from road to Wharf at all times;

- (d) must arrive 1 hour prior to the vessel in order to complete the pre inspection;
- (e) must work the ship 24hrs per day (minimum of 2 gangs); and
- (f) must ensure all cargo and equipment has been removed from the Wharf prior to the Vessel's departure.

3.4 Productivity of Stevedores

Stevedores are required to achieve appropriate work rates and provide a sufficiently large enough number of crew. Whilst events of force majeure may delay a Vessel's departure, every effort should be made to affect a prompt turnaround. Additional fees may apply for low productivity rates causing disruption to the berth schedule.

3.5 Services

The ship's Agent is responsible for all provisioning, bunkering and grey water. Operations must be performed in accordance with the Port of Brisbane Port Procedures Manual and appropriate Occupational Health and Safety requirements.

The Wharf has electricity and water. The requirements for water must be notified at the time of booking the Facility. Water will be metered and charged at the appropriate rate.

3.6 Vessel Maintenance

Vessels wanting to perform maintenance whilst at the Berth must observe the requirements published in the Port of Brisbane Port Procedures Manual and obtain the appropriate permits.

Section 4. Terminal Operations

4.1 Terminal Operations

PBPL will provide and maintain a perimeter security service for the Terminal. The Hirer will be, at all times, responsible for the cargo and security to cargo from adjoining areas within the confines of the Terminal whether that be temporary fencing or any other device.

The Hirer will indicate the requirement for terminal space upon application. PBPL will provide the Hirer confirmation containing the specific allocation of space and the time period.

Documentary evidence of authorisation will be required to deposit or remove cargo. Such authorisation will need to be provided to Port Security in advance of any planned cargo movement to enable coordination of multiple users and reduce delays at the controlled access point.

4.2 Terminal Management

The Terminal area is available, with the prior consent of PBPL, for the pre-assembly of cargoes, temporary storage between discharge and delivery, and shore side activities for naval vessels, cruise vessels and the like.

Use of the Terminal area will incur an additional fee. Rates will be based on the area and time required. The Terminal is not intended to be a long-term storage facility. Cargo/equipment remaining in the Terminal after the expiry of the hire period may incur additional charges in addition to the hire charge.

4.3 Specific Requirements by Cargo Type

Breakbulk

Project cargoes and the like can be assembled in the Terminal area. Cargoes must be kept a minimum of 2 metres distance from the perimeter fence to avoid damage and provide access (unless the prior approval of PBPL is obtained).

Bulk Liquid Transfer – Chevron Petroleum

Where the Hirer intends to conduct a bulk liquid transfer at the Facility, PBPL will meet with the Hirer (where possible) 24 hrs prior to the Vessel berthing to inspect the status of the loading equipment along with the fire fighting systems.

The Hirer must ensure that a 25m exclusion zone is setup prior to the bulk liquid transfer Vessel's arrival at the Facility for the purpose of unloading/loading.

The Hirer must ensure (to the reasonable satisfaction of PBPL) that the appropriate checklists have been completed and the appropriate emergency response measures have been checked off with the Vessel and the Terminal.

The Hirer must ensure that they have the appropriate emergency evacuation procedures in place and that PBPL security officers onsite are aware of this procedure.

PBPL's security team are to be made aware of the requirement to maintain the 25m exclusion zone around the Facility at all times.

No access will be allowed by other parties wanting to use the Facility during the unloading of bulk liquid unless agreed with by both the Chevron representative onsite and PBPL.

Section 5. Security

5.1 Overview

Facility security is managed by PBPL's security team (**Port Security**). The security costs will be charged to the Hirer. Any particular special security requirements should be made known to PBPL at the time of booking.

5.2 Access Control

The Facility is fenced along the perimeter. Access to the Facility will be via a single-entry point controlled by Port Security to ensure that all vehicles and personnel who are entering or leaving the Facility have an appropriate reason to be there. Signage is displayed indicating the vehicles entering the Facility may be searched. Persons desiring to enter the Facility will need to be authorised in advance by the Hirer. Cargo movements to and from the Terminal will also require authorisation from the cargo owner.

5.3 Berth Occupied

Whilst the Berth is occupied by a security regulated vessel, the Facility will become a maritime security zone. Any persons requiring access to the wharf will require a Maritime Security Identity Card (MSIC).

5.4 Berth Empty

There will be no maritime security zone whilst there are no vessels berthed at the Facility. However, security will be maintained by Port Security at all times and it will not be possible to gain unrestricted access to the Berth. The Terminal may be used whilst the Berth is unoccupied.

5.5 Terminal

In addition to when the Berth is occupied, Port Security will provide 24-hour onsite security at the access point to the Facility whilst any goods are being stored in the Terminal area. If the Terminal is vacant, PBPL may use remote monitoring and patrols.

Section 6. Charges

The Hirer will be invoiced the facility charges as soon as practicable after the Facility's use. The invoice will detail any applicable fees at the rates specified in the facility charges, including Facility hire fees for the Wharf and Terminal, water charges (if applicable) and security charges. Additional fees may apply as laid out in the Terms and conditions.

Section 7. Miscellaneous

7.1 Communication and Contact List

		PHONE	EMAIL
Port Security	Coordinator	07 3258 4614	pbcs.security@portbris.com.au
	Control Room	07 3258 4601 (24hrs)	
Bookings	Port Operations	+61 437 796 847	port.ops@portbris.com.au

7.2 Stevedore Checklist

Available on Demand

7.3 Inspection Checklist

Port of Brisbane Pty Ltd Document only

7.4 Passenger/Naval Vessel Checklist

Port of Brisbane Pty Ltd Document only

7.5 Common User Facility Terms and Conditions

[Port of Brisbane - Booking a Facility \(portbris.com.au\)](http://portbris.com.au)

7.6 Common User Facility Booking Form

[Port of Brisbane - Booking a Facility \(portbris.com.au\)](http://portbris.com.au)

7.7 Common User Facility Charges

[Port of Brisbane - Shipping Operations \(portbris.com.au\)](http://portbris.com.au)

7.8 Site Plan

See Appendices

7.9 Pinkenba Berthing Rules

See Appendix IV


Section 8. References

8.1 Port Procedures Manual


[Brisbane Port Procedures and Information for Shipping \(Department of Transport and Main Roads\) \(msq.qld.gov.au\)](http://msq.qld.gov.au)

Appendices

Appendix 1 – External Signage



EVACUATION SIGN



PHONE: 1300 738 461
www.conceptssafety.com.au

EVACUATION PROCEDURES

SAFETY CONSIDERATIONS

FIRE EXTINGUISHERS

- Follow all instructions given by Wardens or Fire Officers.
- Leave immediately by the nearest safe exit.
- Move quickly, do not run.
- If possible, close doors behind you.
- Report to your designated assembly area.
- Advise a Warden immediately if you are aware of people trapped in the building.
- Do not leave the assembly area until the Chief Warden gives the "all-clear".
- If any injuries are sustained, notify a Warden.

Remove persons from immediate danger.

Alert nearby staff and members of the public and call 000 (operate manual call point if applicable).

000

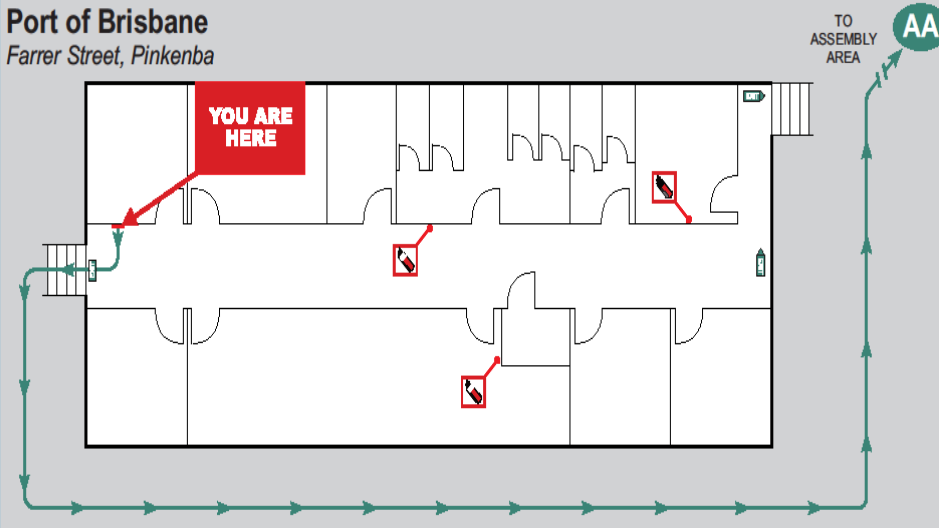
Confine fire and smoke. Close windows and doors (if safe). Keep low, under the smoke.

Extinguish and control the fire (if safe to do so).

OPERATING INSTRUCTIONS
Pull the pin **A**im the nozzle **S**queeze the trigger **S**weep the base of the fire

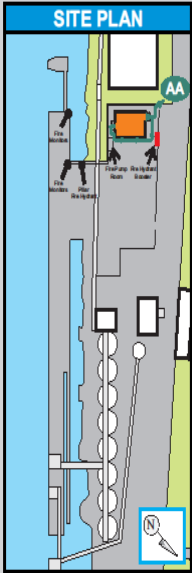
	Water	Wet Chemical	Foam	Dry Chemical Powder ABC	Carbon Dioxide CO2	Vapourising Liquid	Fire Blanket
A Ordinary Combustible (Wood, Paper, Ration etc)	✓	✓	✓	✓	✓	✓	✓
B Flammable and Combustible Liquids	✗	✗	✗	✓	✓	✓	✓
C Flammable Gases	✗	✗	✗	✓	✓	✓	✓
E Energised Electrical Equipment	✗	✗	✗	✓	✓	✓	✓
F Cooking Oils & Fats	✗	✓	✗	✓	✓	✓	✓

Port of Brisbane
Farrer Street, Pinkenba



EVACUATION DIAGRAM (NOT TO SCALE)

SITE PLAN



HOSE REEL
 EXTINGUISHER
 HYDRANT
 FIRE BLANKET
 MANUAL CALL POINT
 FIP FIRE INDICATOR PANEL
 WARDENS INTERCOMMUNICATION POINT
 EXIT PATH
 EXIT
 AA ASSEMBLY AREA
 FIRST AID POINT

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EVACUATION SIGN

CONCEPT SAFETY
PHONE: 1300 738 461
www.conceptssafety.com.au

EVACUATION PROCEDURES

- Follow all instructions given by Wardens or Fire Officers.
- Leave immediately by the nearest safe exit.
- Move quickly, do not run.
- If possible, close doors behind you.
- Report to your designated assembly area.
- Advise a Warden immediately if you are aware of people trapped in the building.
- Do not leave the assembly area until the Chief Warden gives the "all-clear".
- If any injuries are sustained, notify a Warden.

SAFETY CONSIDERATIONS

- Remove persons from immediate danger.
- Alert nearby staff and members of the public and call 000 (operate manual call point if applicable).
- Confine fire and smoke. Close windows and doors (if safe). Keep low, under the smoke.
- Extinguish and control the fire (if safe to do so).

FIRE EXTINGUISHERS

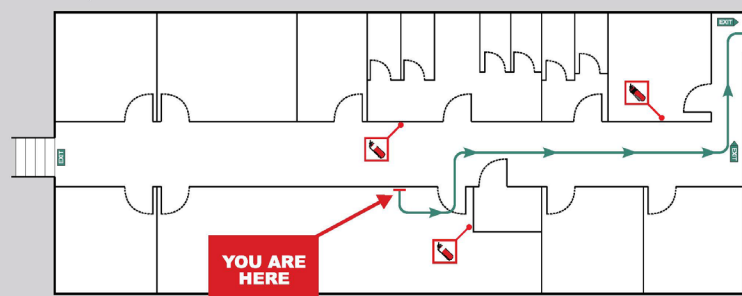
OPERATING INSTRUCTIONS

Pull the pin **A**im the nozzle **S**queeze the trigger **S**weep the base of the fire

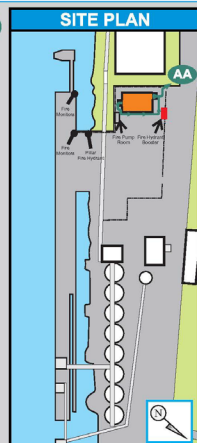
	Water	Wet Chemical	Form	Dry Chemical Powder ABC	Carbon Dioxide CO2	Vapourising Liquid	Fire Blanket
A Ordinary Combustible (Wood, Paper, Plastics etc)	✓	✓	✓	✓	✓	✓	✓
B Flammable and Combustible Liquids	✓	✓	✓	✓	✓	✓	✓
C Flammable Gases	✓	✓	✓	✓	✓	✓	✓
E Energised Electrical Equipment	✓	✓	✓	✓	✓	✓	✓
F Cooking Oils & Fats	✓	✓	✓	✓	✓	✓	✓

Port of Brisbane

Farrer Street, Pinkenba



TO ASSEMBLY AREA **AA**



EVACUATION DIAGRAM (NOT TO SCALE)

HOSE REEL
 EXTINGUISHER
 HYDRANT
 FIRE BLANKET
 MANUAL CALL POINT
 FIRE INDICATOR PANEL
 WARDENS INTERCOMMUNICATION POINT
 EXIT PATH
 EXIT
 AA ASSEMBLY AREA
 FIRST AID POINT

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Communications in partnership with the
Queensland Government through the
Queensland Fire and Rescue Service

EVACUATION SIGN

CONCEPT SAFETY SYSTEMS
PHONE: 1300 738 481
www.conceptssafety.com.au

EVACUATION PROCEDURES

- Follow all instructions given by Wardens or Fire Officers.
- Leave immediately by the nearest safe exit.
- Move quickly, do not run.
- If possible, close doors behind you.
- Report to your designated Assembly Area.
- Advise a Warden immediately if you are aware of people trapped in the building.
- Do not leave the Assembly Area until the Chief Warden gives the "All-Clear".
- If any injuries are sustained, notify a Warden.

SAFETY CONSIDERATIONS

- R**emove persons from immediate danger.
- A**lert nearby staff and members of the public and call 000 (operate Manual Call Point if applicable).
- C**onfine fire and smoke. Close windows and doors (if safe). Keep low, under the smoke.
- E**xtinguish and control the fire (if safe to do so).

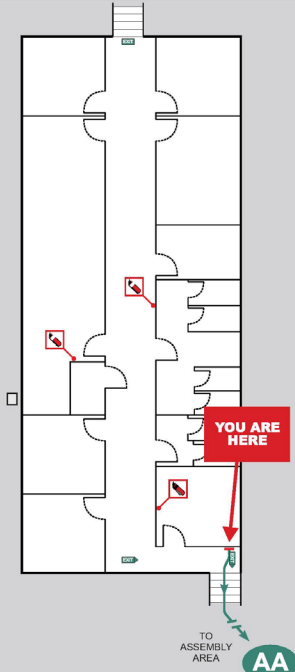
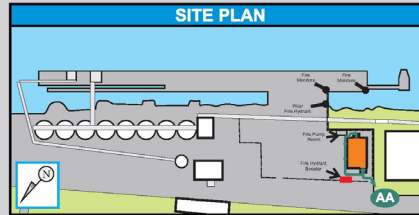
FIRE EXTINGUISHERS

OPERATING INSTRUCTIONS

Pull the pin **A**im the nozzle **S**queeze the trigger **S**weep the base of the fire

	Water	Wet Chemical	Foam	Dry Chemical Powder ABC	Carbon Dioxide CO2	Vermounting Liquid	Fire Blanket
A Ordinary Combustibles Wood, Paper, Plastics etc.	✓	✓	✓	✓	✓	✓	✓
B Flammable and Combustible Liquids	✗	✓	✓	✓	✓	✓	✓
C Flammable Gases	✗	✗	✗	✓	✓	✓	✓
E Energised Electrical Equipment	✗	✗	✗	✓	✓	✓	✓
F Cooking Oils & Fats	✗	✓	✓	✓	✓	✓	✓

Port of Brisbane Farrer Street, Pinkenba



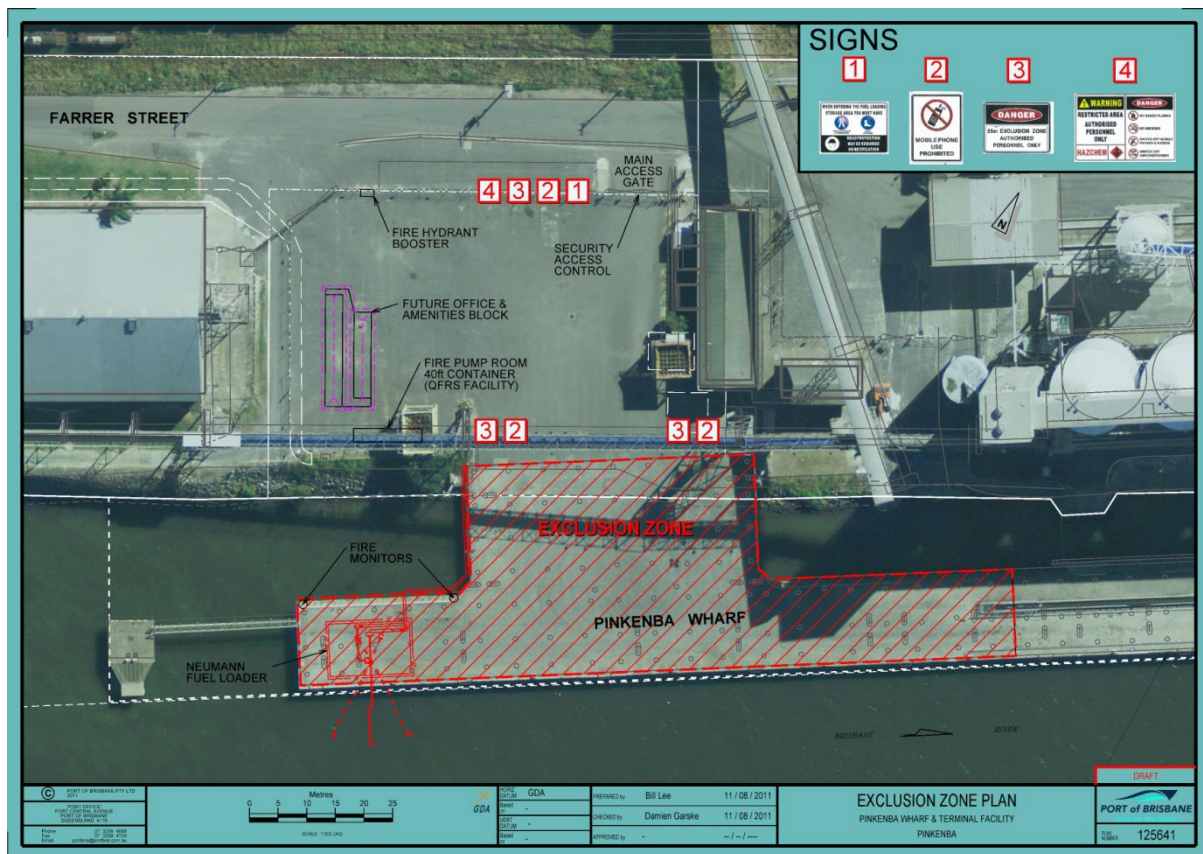
EVACUATION DIAGRAM (NOT TO SCALE)

HOSE REEL EXTINGUISHER HYDRANT FIRE BLANKET MANUAL CALL POINT FIRE INDICATOR PANEL WARDENS INTERCOM. POINT EXIT PATH EXIT ASSEMBLY AREA FIRST AID POINT

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Appendix II Exclusion Zone



Appendix III – Emergency Procedures

Emergency Services:

Ambulance
Police
Fire Brigade





000

Other Numbers:

Port Security	(+617) 3258 4601
Brisbane Harbour Master	(+617) 3305 1700

Contact Numbers

In the event of Fire or Smoke:

	R emove persons from immediate danger
	A lert nearby staff and members of the public and call 000 (Operate manual call point if applicable)
	C onfine fire and smoke. Close windows and doors (if safe). Keep low, under the smoke
	E xtinguish and control the fire (if safe to do so)

- Remain Calm
- Evacuate to Assembly Area
- Handover to Emergency Services and assist as directed

Code Red - Fire/Smoke

In the event of Evacuation:

- Raise the Alarm by contacting . Security will ring 000 and then Port Security base.
- Check amenities areas and other concealed areas where people may be working;
- Arrange for assistance of injured or "mobility impaired persons" to the nominated Evacuation Assembly Area;
- If possible close doors
- Collect the Visitor Register and ensure that all visitors, contract personnel and staff are accounted for at the Assembly area;
- Handover to Emergency Services and assist as directed

Each individual entering this site has a responsibility to familiarise themselves with their location and be aware of:

- The most direct means of exit
- The nominated Assembly area
- The location of any fire fighting equipment on this site.

Code Orange - Evacuation

In the event of a Bomb/Arson/Chemical or Biological release threat:

- Remain calm and do not hang up
- If possible alert other nearby staff, so they can call **000**
- If it is a suspicious object, letter or package – do not approach
- If applicable, evacuate the area
- Complete the Bomb/Arson/Chemical or Biological Checklist
- Handover to Emergency Services and assist as directed

A Guide to Identifying Suspicious Packages and Letters - MAIL

Be alert and check for the following features when sorting and preparing to open packages and letters:

Excessive postage	Protruding wires or aluminium foil
Excessive weight	Unusual weight, given its size
Hand-written or poorly-typed address	Lopsided or uneven envelope
Incorrect titles	Visual distractions
Title, but no name	Ticking sound
Misspellings of common words	No return address
Oily stains, discolouration or odour	Addressed to someone no longer with the department
Marked with restrictive endorsements, such as "Personal" or "Confidential"	Shows city or state in the postmark that does not match the return address
Excessive security material such as masking tape, string, etc	Avoid smelling or tasting unidentified substances or stains

Code Purple - Bomb/Arson Threat

In the event of a Medical Emergency:

- Evaluate the situation and assist the injured if it is safe to do so Send for 1st Aiders – Basic Life Support
 - Check for **D**anger
 - R**esponsiveness
 - Open **A**irway – signs of breathing
 - Give 2 initial **B**reaths if not breathing normally
 - Give 30 chest **C**ompressions (almost 2 compressions per second) followed by 2 breaths
 - Continue CPR until Emergency Services arrive
- Ring **000**, Handover to Emergency Services and assist as directed

Code Blue - Medical Emergency

In the event of an unspecified external emergency (E.G. Unknown source Chemical Spill etc):

- Remain inside the building unless otherwise instructed
- Notify staff and visitors to muster to a central point
- Turn off any Air conditioners and exhaust fans
- Close all windows and doors
- Ring **000**
- Follow instructions from the emergency services

In the event of a cyclone or high intensity storm:

- Secure or move inside items likely to become flying hazards
- All doors closed and windows on the exposed side secured
- Any accessible windows on the sheltered side should be opened to relieve wind pressure inside buildings.
- If personnel are housed within the building, all personnel are to be mustered into an area on the lee side of the building and kept away from glass windows and doors.
- Remain in place until it is safe to leave

In the event of an Earthquake

- Do not attempt to leave the building (it is safer inside)
- Remain calm
- Move away from windows and external walls
- If possible take cover under a sturdy object
- Remain in place until the all clear is given

In the event of a Gas Leak

- Evacuate the area
- Isolate Ignition sources
- If no fire is present and it is safe to do so, Shut off the supply
- Handover to Emergency Services and assist as directed

In the event of a Chemical Spill

- Evacuate the area
- Arrange 1st aid treatment if applicable
- If no fire is present and it is safe to do so, Shut off the supply
- Only attempt to contain the spill of a hazardous substance, IF:
 - The spill is of a minor nature.
 - The MSDS is available stating precautions to be taken.
 - The correct absorbent materials are available.
 - The appropriate personal protective equipment is available.
 - Adequate disposal containers are available for chemical and absorbent materials.
- Handover to Emergency Services and assist as directed

Code Brown - External Emergency

When you dial 000:

- A Telstra operator will ask what service do you require.
- Don't explain your emergency to this operator wait to be directed to the correct Emergency service

When connected you may be asked:

- The exact location/address? (*Macarthur Ave, Hamilton*)
- What is the closest cross street? (*Barcham St*)
- What is the best access to the incident?
- What is the situation? What is occurring?
- What are your details?

Location/ Address Details are:

Location Name: *Pinkenba Common User Facility*

Address: *Farrer Street, Pinkenba*

Dial Triple Zero - 000

Pinkenba Berthing Rules

Appendix IV – Pinkenba Berthing Rules

Berthing Rules – Pinkenba Common User Facility

The berthing rules applicable in respect of the Pinkenba Common User Facility as at 18 August 2023 are as follows (subject always to the right of the PBPL to vary such Berthing Rules, at any time and from time to time, as may be required by the PBPL and outlined below):-

1. Definitions

(a) **“Fuel Vessel”** means a Vessel:-

- (i) intending to discharge Petroleum Products from the Vessel at the Pinkenba Common User Wharf;
- (ii) in connection with the business operations of Chevron.

(b) **“Petroleum Products”** means:-

- (i) diesel;
- (ii) unleaded petrol; and
- (iii) premium unleaded Petrol,

or any one or more of the same, to be used by Chevron for the purpose of the sale of fuel products.

(c) **“Bulk Cargo Vessel”** means a Vessel:-

- (i) intending to discharge Dry Bulk Cargo from the Vessel onto the Pinkenba Common User Wharf.

(d) **“Dry Bulk Cargo”** means:-

- (i) fertiliser – all types;
- (ii) soyabean meal; and
- (iii) grain products.

(e) **“Pinkenba Common User Wharf”** means the wharf constructed by PBPL on Lease PV on SP213665 for the primary purpose of loading or unloading wet and dry bulk products.

- (f) **“Government Agency”** means:-
- (i) any government, or any governmental, semi-governmental, administrative, fiscal or judicial body, department, commission, authority, tribunal, agency or entity;
 - (ii) any professional body, or self-regulatory organisation, that performs statutory functions; and
 - (iii) the Insurance Council of Australia,
 - (iv) and includes Maritime Safety Queensland, established under the *Maritime Safety Queensland Act 2002* (Qld).
- (g) **“Master”** has the meaning given to that term in Section 7 of the *Transport Operations (Marine Safety) Act 1994* (Qld).
- (h) **“Pilot”** has the meaning given to that term in Schedule 1 to the *Transport Operations (Marine Safety) Act 1994* (Qld).
- (i) **“Pilot Boarding Ground”** means the area identified as such in Section 9.3 of the “Brisbane Port Procedures Manual”, published by Maritime Safety Queensland.
- (j) **“Pilotage Area”** means an area of Queensland waters that is declared under the *Transport Operations (Marine Safety) Act 1994* (Qld) to be the pilotage area.
- (k) **“Port”** means the Port of Brisbane as defined by the *Transport Infrastructure (Ports) Regulation 2005* (Qld).
- (l) **“Recorded”** means recorded by the responsible Government Agency.
- (m) **“Standby Vessel/s”** has the meaning given to that term in Clause 3(b)(ii).
- (n) **“Standing”** includes standing, held or waiting (at the Pilot Boarding Ground).
- (o) **“Chevron”** means Chevron Australia Downstream Pty Ltd ACN 637 005 059 and its successors.
- (p) **“Vessel”** means any kind of ship, boat or other vessel used, or intended to be used, in navigation by water or for any other purpose on water, and without limitation, includes a ship, boat or other vessel, whatever its size and however it is propelled or moved, and includes, for example, a barge, lighter or other floating vessel.

2. Vessel Priorities – General

Subject to clauses 3, 4 and 5:-

- (a) the Vessel recorded as having arrived first in point of time at the Pilot Boarding Ground;
- (b) will have priority over all other Vessels, recorded as having subsequently arrived at the Pilot Boarding Ground;
- (c) for the purpose of:-
 - (i) its conduct through the Pilotage Area to the Pinkenba Common User Wharf.
 - (ii) its berthing at the Pinkenba Common User Wharf; and
 - (iii) the unloading and/or loading of its cargoes thereon or therefrom.

3. Fuel Vessel – Priority

A Fuel Vessel will be entitled to the benefit of the priorities set out in this clause 3, in recognition of the *Fuel Security Act 2021* (Cth) wherein it requires fuel importers and producers to maintain a minimum stockholding of defined fuel products in Australia, to facilitate the efficient unloading of a Fuel Vessels thereon, so that:-

- (a) if:-
 - (i) A Fuel Vessel arrives at the Pilot Boarding Ground not more than **Twelve (12) hours** after the arrival there at of another Vessel (for example, the Fuel vessel arrives 12 hours after the time of the arrival at the Pilot Boarding Ground of the other Vessel);
 - (ii) the Fuel vessel was booked onto the Pinkenba Common User Wharf, at least **fourteen (14) days** before it arrived at the Pilot Boarding Ground;
 - (iii) the Fuel vessel arrived at the Pilot Boarding Ground within **ten (10) hours** of the time nominated in the said booking, as updated by, or on behalf of, the Master of the Fuel Vessel, not less than **seventy two (72) hours** prior to its actual time of arrival; and
 - (iv) the Fuel Vessel can reasonably be expected to complete the discharge of its Fuel Vessel cargo, within **sixty (60) hours** of its arrival at the Pinkenba Common User Wharf;

(b) and:-

- (i) at the time the Fuel Vessel arrives at the Pilot Boarding Ground;
- (ii) another Vessel or Vessels is or are already Standing at the Pilot Boarding Ground, pending a Pilot boarding and conducting the other Vessel or Vessels to the Pinkenba Common User Facility Wharf (the **“Standby Vessel/s”**)

(c) then:-

- (i) subject to clause 4;
- (ii) the Fuel Vessel must be given priority over the Standby Vessel/s for the purposes of:-
 - (a) the conduct of the Fuel Vessel through the Pilotage Area to the Pinkenba Common User Wharf;
 - (b) its berthing at the Pinkenba Common User Wharf; and
 - (c) the discharge from the Fuel Vessel at the Pinkenba Common User Wharf of the Fuel Vessel cargo.

4. When another Vessel takes priority over a Fuel Vessel

If, in the reasonable opinion of the PBPL, any other Vessel can:-

- (a) be conducted through the Pilotage Area to the Pinkenba Common User Wharf;
- (b) load and/or unload its cargo therefrom or thereon; and
- (c) clear the Pinkenba Common User Wharf within **twenty (20) hours** of its arrival at the Pilot Boarding Ground;

then:-

- (d) that Vessel must be given priority over any Fuel Vessel already Standing at the Pilot Boarding Ground.

5. Bulk Cargo Vessel Secondary – Priority

A Bulk Cargo Vessel will be entitled to the benefit of the secondary priority set out in this clause 5;

- (a) if:-

- (i) a Bulk Cargo Vessel arrives at the Pilot Boarding Ground not more than **six (6) hours** after the arrival there at of another Vessel (for example, the Bulk Cargo Vessel arrives 6 hours after the time of arrival at the Pilot Boarding Ground of the other Vessel);
- (ii) the Bulk Cargo Vessel was booked onto the Pinkenba Common User Wharf, at least **fourteen (14) days** before it arrived at the Pilot Boarding Ground;
- (iii) the Bulk Cargo Vessel arrived at the Pilot Boarding Ground within **ten (10) hours** of the time nominated in the said booking, as updated by, or on behalf of, the Master of the Bulk Cargo Vessel, not less than **seventy two (72) hours** prior to its actual time of arrival; and
- (iv) the Bulk Cargo Vessel can reasonably be expected to complete the discharge of its Dry Bulk Cargo, within **thirty six (36) hours** of its arrival at the Pinkenba Common User Wharf;

(b) and:-

- (i) at the time the Bulk Cargo Vessel arrives at the Pilot Boarding Ground;
- (ii) another Vessel or Vessels is or are already Standing at the Pilot Boarding Ground, pending a Pilot boarding and conducting the other Vessel or Vessels to the Pinkenba Common User Wharf (the “**Standby Vessel/s**”)

(c) then:-

- (i) subject to clause 4;
- (ii) the Bulk Cargo Vessel must be given priority over the Standby Vessel/s for the purposes of:-
 - (a) the conduct of the Bulk Cargo Vessel through the Pilotage Area to the Pinkenba Common User Wharf;
 - (b) its berthing at the Pinkenba Common User Wharf; and
 - (c) the discharge from the Bulk Cargo Vessel at the Pinkenba Common User Wharf of the Dry Bulk Cargo.

6. Naval Vessels

A naval Vessel:-

- (a) booked onto the Pinkenba Common User Wharf at least **thirty (30) days** before it arrives at the Pilot Boarding Ground (and notice of which booking is displayed on the berth booking schedule); and
- (b) arriving, or already standing, at the Pilot Boarding Ground;
- (c) must be given priority over:-
 - (i) any Fuel Vessel; and
 - (ii) all other Vessels then standing at the Pilot Boarding Ground.

7. Priority and Operational Considerations

Notwithstanding the general priority rules above, PBPL may change the priority of specific Vessels berthing at the Facility for any reasonable purpose, including without limitation, due to:-

- (i) the nature of the cargo held by any relevant Vessel, the estimated time that any Vessel may be at the Facility, the nature of any Vessel at any surrounding berths;
- (ii) the weather conditions and tides from time to time;
- (iii) opportunities to optimise the berthing schedule, the use of the Berth and to maximising efficiency of the Port;
- (iv) the requirements and legitimate business interests of users;
- (v) other operational, legal or regulatory compliance, or safety considerations; or
- (vi) to comply with any requirement, direction or policy of any Government Agency.

The Berthing Rules for the Pinkenba Common User Wharf have no effect on any other berthing rules for other berths within the Port.

PBPL shall be under no liability to any person or entity, for any loss, damage or costs, of whatever nature, whether direct or indirect (including, but not limited to, consequential losses and loss of profits) arising out of, or in connection with, or as a consequence of, the detention or delay of any Vessel, however arising, consistently with the application of the Berthing Rules.