



**Brisbane
Marine
Pilots**

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Dr Richard Chadwick
General Manager
Adjudication Branch
Australian Competition and Consumer Commission
GPO Box 3131
Canberra ACT 2601

Dear Dr Chadwick

Application for authorisation A91235 - request for further information

We provide the following information in response to your request regarding Brisbane Marine Pilots' application.

1. *What educational and training requirements must a pilot fulfil in order to be licensed to provide pilotage at the Port of Brisbane?*

Port pilots in Queensland are licensed by Maritime Safety Queensland.

General training and licensing requirements are included in MSQ policies and procedures.

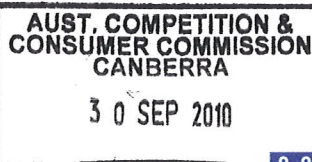
Each port has specific training requirements due to the unique conditions encountered in each port. These port specific requirements are detailed in the Record of Qualifications and Training for each pilotage area.

Attachment 1: Licensing and Training of Marine Pilots in Queensland

Attachment 2: Record of Qualifications and Training for Queensland Port Pilots - Brisbane Pilotage Area

Pilots employed by BMP hold a licence issued by MSQ with endorsements to operate in the Brisbane pilotage area.

Brisbane Marine Pilots require their pilots to undertake extra training and development in addition to meeting the MSQ requirements.



2. *Are all pilots that are employed by BMP qualified to pilot every vessel that comes into port?*

All BMP pilots are qualified to pilot every vessel that comes to Brisbane, subject to the following:

- Vessel draft and length restrictions imposed as the pilot progresses to an 'unrestricted' licence. These limits are detailed in the Record of Qualifications and Training for Queensland Port Pilots - Brisbane Pilotage Area. It takes approximately 3 years for a pilot to be fully trained to this level.
- 'Special' vessels which are identified as posing a particular or unusual risk (ie aircraft carrier). In these cases specific training and familiarisation may be undertaken by pilots who are handling the particular vessel.

3. *Provide a breakdown of the kind of vessels that are commonly piloted at the port. For example, are the majority container vessels or coal ships?*

A breakdown of the vessel types calling in Brisbane for the 2009/10 financial year is provided on page 4 of the attached Port of Brisbane 'Monthly Trade Report'.

Note that the bulk carrier category includes vessels carrying a variety of bulk cargoes including coal, grain, woodchips and sand.

Attachment 3: Port of Brisbane Monthly Trade Report - June 2010

4. *Paragraph 9.21 of BMP's supporting submission states that "in the last four years (a period of exclusive engagement by BMP) BMP and its associated company (Queensland Marine Holdings Pty Ltd) have undertaken the following infrastructure expenditure...". Please clarify what 'exclusive arrangement by BMP' means. Did BMP have an exclusive contract with MSQ in place at the time?*

During the four years from 2005 to 2009, BMP had an exclusive arrangement to provide pilotage services in Brisbane based on the following agreements:

- a Principal Agreement commencing on 1 January 1988
- a variation to the Principal Agreement dated 8 December 1992
- an Interim Agreement dated 31 October 2002 and varied on 7 May 2004

The exclusivity of the arrangement remained unchanged from the Principle Agreement commencing on 1 January 1988.

Please contact us if you require any clarification on these matters or any further information.

Yours faithfully



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**Attachment 1: Licensing and Training of Marine
Pilots in Queensland**



Licensing and Training of Marine Pilots in Queensland

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Document History

Date	Action (approve/review)	Details of action
08/03/2004	Original Version	Establishment of Policy by Maritime Services Branch
01/02/2010	Amend	Amended to include note regarding relaxation of Commonwealth training requirements for MC1 Certificates. (Refer Para. 2.4.3.1)

Introduction

1 Purpose and scope of this procedure

This procedure supports the MSQ Policy – Training and Licensing of Marine Pilots and Exempt Masters and outlines the process to be undertaken that will lead to the training and licensing of Marine Pilots for the delivery of pilotage services in Queensland waters.

This procedure supports the *Transport Operations (Marine Safety) Act 1994* through:

- (a) regulating the maritime industry to ensure marine safety; and
- (b) enabling the effectiveness and efficiency of the Queensland maritime industry to be further developed.

This procedure also supports the current MSQ Strategic Plan through ensuring the ongoing

provision of services that enhance:

- safety of vessels and their operation;
- safety of vessel movement; and
- safety of the environment through the prevention of marine pollution.

This procedure applies to all organisational units of MSQ, their employees; and any contractors, consultants or agents engaged who are involved in the processes of training and licensing marine pilots for Queensland ports.

1.1 Definitions

For the purposes of this Procedure, the following definitions will apply:

Terms, abbreviations and acronyms	Meaning
Act (the)	Transport Operations (Marine Safety) Act 1994
Approval	Under Section 4 of "the Act", an "approval" includes; - permitting a person to operate a ship as its Master or a pilot
Authority	Under Section 148 of "the Reg", an "authority" includes: - an approval
Check Pilot	a person who is licensed under a regulation as a pilot and who is authorised to assess an applicant's competence to be issued a new or renewed "Licence" or Pilotage Area Endorsement
Compulsory Pilotage Area	a pilotage area stated in Schedule 6 of "the Reg"
Conducting Pilot	a pilot who has conduct of a ship as its pilot
Licence	a Queensland Government Marine Qualification issued in accordance with the provisions of "the Reg"
Licensing Authority	Maritime Safety Queensland
Marine Incident	an incident resulting in: a) the loss of a person from a ship; or b) the death of, or grievous bodily harm to, a person caused by a ship's operation; or c) the loss or presumed loss or abandonment of a ship; or d) a collision with a ship; or e) the stranding of a ship; or f) material damage to a ship; or g) material damage caused by a ship's operation; or h) danger to a person caused by a ship's operation; or i) danger of serious damage to a ship; or j) danger of serious damage to a structure caused by a ship's operations.
Marine Pilot	a person licensed under "the Reg" as a pilot and who, when on board a ship, has the conduct of it even though the person does not belong to the ship
Master	the person having command or charge of the ship (NB: A pilot having the conduct of a ship, but not belonging to the ship, is not the Master of the ship)
Mentoring Pilot	a person who is licensed under a regulation as a pilot and who is on board a ship to train an applicant for a new or renewed "Licence" or Pilotage Area Endorsement
Observer	an applicant for a "Licence" or Pilotage Area Endorsement who is observing the conduct of a pilotage movement by a licensed pilot on the navigation bridge of a vessel
Parent Certificate	a licence to operate a ship as its Master, of a class appropriate for the ship the person would have the conduct of as a marine pilot in a compulsory pilotage area
Pilotage Area	a certification, issued in conjunction with a "Licence", which

Endorsement	endorses the holder to exercise his authority as an marine pilot within a particular compulsory pilotage area of part of a compulsory pilotage area
Pilot Assessment Report	a report completed by a Check Pilot making recommendation on the suitability of an applicant to be issued with a "Licence" or Pilotage Area Endorsement
Pilotage Trip	one inward or one outward passage on the navigating bridge of the class of ship for which the "Licence" or Pilotage Area Endorsement is sought, which is under the conduct of a licensed pilot for that class of ship
Port Procedures Manuals	a series of manuals produced and updated by Maritime Safety Queensland which outlines whole-of-port operating procedures for specific ports
Prescribed Fee	the fee prescribed by regulation, as being the fee payable for the issue, renewal or amendment of a "Licence"
Reg (the)	Transport Operations (Marine Safety) Regulation 2004
Temporary Authority	a form which empowers a person to perform the role of a marine pilot, while under the supervision of a mentoring pilot , during assessment by a Check Pilot , and pending the issue of a new or renewed "Licence" or Pilotage Area Endorsement by the Maritime Safety Branch of MSQ

2 Procedure

2.1 Authority

2.1.1 Legislative arrangements

Section 96 of the Transport Operations (Marine Safety) Regulation 2004 (the Reg) states "A person must hold a pilot licence to have the conduct of a ship as its pilot."

Section 97 of "the Reg" states, in part "*The general manager may issue all classes of licences..... to a person to have the conduct of a ship as its pilot.*"

Section 101 of "the Reg" states: "*The general manager may grant an application for a licence to have the conduct of a ship as its pilot in a pilotage area, or part of a pilotage area, only if the applicant satisfies the general manager—*

(a) the applicant has either—

*(i) a licence to operate a ship as its master of a class appropriate for the ships (**piloted ships**) the person would have the conduct of as pilot in the pilotage area; or*

(ii) skills and experience that in the opinion of the general manager are equivalent to the skills and experience of a person holding a licence mentioned in subparagraph (i); and

(b) the applicant has—

(i) appropriate ship handling ability to have the conduct of the piloted ships as its pilot; and

(ii) a detailed knowledge of the pilotage area, or the part of the pilotage area, for which the licence is sought."

2.1.2 Power to approve applications for Authorities

The General Manager, Maritime Safety Queensland is the **administering agency** for the granting of authorities under Part 6 of the *Transport Operations (Marine Safety) Regulation 2004*. Authorities include Pilot Licences and Pilotage Area Endorsements.

On 27 August 2004, the General Manager sub-delegated the power to approve applications for authorities, including Pilot Licences and Pilotage Area Endorsements, to among others, the Director, Maritime Services, Regional Harbour Masters and the Regional Manager (Gold Coast).

2.2 Eligibility

2.2.1 Persons who may act as a pilot

Irrespective of whether a person is the holder of a current Pilot Licence and Pilotage Area Endorsement, a pilot must not have the conduct of a ship as its pilot unless the pilot:

- (a) is an employee of the Department; or
- (b) is acting in the supply of pilotage services which are the subject of a written agreement between:
 - (i) the Department; and
 - (ii) another entity.

2.2.2 Persons who may have the conduct of a ship

Despite sub-section 2.2.1, a person may have the conduct of a ship as its pilot, if a licensed pilot who is a mentoring pilot or a Check Pilot, is training the person or assessing the person, and the mentoring pilot or Check Pilot:

- (a) is an employee of the Department; or
- (b) is acting in the supply of pilotage services which are the subject of a written agreement between:
 - (i) the Department; and
 - (ii) another entity.

2.3 Qualifications, Experience and Knowledge

2.3.1 Prerequisite requirements

An applicant for a "Licence" or a Pilotage Area Endorsement in a compulsory pilotage area or part of a compulsory pilotage area must have:

- a valid Parent Certificate; or
- skills and experience that in the opinion of the General Manager or his/her delegate are equivalent to the skills and experience of a person holding a valid Parent Certificate; and
- appropriate ship handling ability to have conduct of the class of ship as a pilot, for which the "Licence" or Pilotage Area Endorsement is sought; and
- a detailed knowledge of the compulsory pilotage area, or part of the compulsory pilotage area, for which the "Licence" or Pilotage Area Endorsement is sought.

An applicant must be fluent in written and spoken English.

2.3.2 Temporary Authority – Training Purposes

The General Manager or his/her delegate may grant the issuing of a Temporary Authority to an applicant, despite the applicant not yet holding the prerequisite skills, experience and

knowledge detailed in sub-section 2.2.1. The granting of a Temporary Authority in these cases is solely for the purposes of allowing the applicant to legally gain these skills, experience and knowledge, through the training and assessment processes detailed in this Procedure.

2.3.3 Recognition of Prior Experience for Existing Pilot Licence Holders

The holder of an existing "Licence" and Pilotage Area Endorsement for a Queensland port may have such prior experience taken into consideration by the Regional Harbour Master/Regional Manager (Gold Coast (RHM/RM(GC))) when determining an appropriate starting level of area endorsement for that pilot in a different compulsory pilotage area.

The following Queensland port grouping has been established to assist RHM's/RM(GC) in determining other relevant experience:

Group A	Group B	Group C	Group D	Group E
Brisbane	Mackay	Port Kennedy (Thursday Is.)	Abbot Point	Cape Flattery
Gladstone	Townsville	Karumba	Lucinda	
Weipa	Mourilyan	Rockhampton (Port Alma)	Hay Point	
	Cairns	Cooktown		
	Bundaberg	Port Douglas		
		Southport		
		Maryborough (Urangan)		

- Experience gained in a Group A port can be considered relevant experience in another Group A, B or C port.
- Experience gained in a Group B port can be considered relevant experience in another Group B or C port.
- Experience gained in a Group C port can be considered relevant experience for another Group C port.
- Experience gained in a Group D or E port can be considered relevant experience for another Group D port.
- Due to the individual nature of Cape Flattery, no prior experience will be considered.

For the purposes of determining an appropriate starting level, a RHM/RM(GC) may accept up to half of the prerequisite pilotage trips for the pilotage area as being obtained in another applicable port.

When determining an appropriate starting level, the RHM/RM(GC) will also take into account the size of vessels previously piloted and the extent of experience on larger sized vessels.

Notwithstanding the above, the RHM/RM(GC) may exercise discretion when considering an appropriate starting level and the recognition of other relevant pilotage experience for an applicant who is a licensed pilot in a port other than a Queensland port.

2.4 Training

2.4.1 Observer/Theoretical Training

Before being eligible to receive a licence as a pilot, a person must satisfy the experience and

training requirements set out in the Record of Qualifications and Training for Queensland Port Pilots for the pilotage area for which the "Licence" is being sought. (Refer to the MSQ Standard - Records of Qualifications and Training for Queensland Port Pilots and then select the qualifications for the appropriate port.)

Persons applying for a "Licence" shall be required to complete, within a six (6) month period, such number of trips as an observer as is stipulated in the Record of Qualifications and Training for the relevant port. The RHM/RM(GC) may extend this period if an applicant is able to prove that it was not possible to undertake the required observation trips due to a lack of vessel movements or another valid reason.

2.4.1.1 Applicant to receive theoretical training

During the period as observer, an applicant must receive training from a licensed pilot for the particular pilotage area, which includes, but is not limited to:

- local regulations and other statutory requirements;
- local shipping operations;
- passage planning within a pilotage area;
- the limits of the port and all other hazards and relevant physical characteristics of the port and pilotage area, including
 - a) names of channels, berths, shoals, headlands and points in the area
 - b) minimum depths in channels and alongside berths;
 - c) all navigational marks, leads and lights with their descriptions;
 - d) tidal streams and currents;
 - e) reporting points;
 - f) position of submarine cables and pipelines;
 - g) prohibited areas for anchoring, restricted areas, shoals and other dangers;
 - h) use of current technology and bridge equipment
 - i) practical and theoretical training in ship handling;
 - j) local and general marine safety including:
 - I. international, national and local legislation concerning navigational safety and pollution prevention;
 - II. courses and distances between main navigation marks;
 - III. characteristics of lights, fog signals and radar beacons;
 - IV. ship traffic management systems used in Queensland ports;
 - V. radio navigational warnings;
 - VI. weather stations;
 - VII. use of tugs, their propulsion and manoeuvring characteristics and their limitations;
 - VIII. characteristics of the various types of vessels likely to be piloted including advantages and limitations imposed by various propulsion and steering systems;
 - IX. factors affecting the safe handling of vessels including squat, interaction water depth;
 - X. under keel clearance systems;
 - XI. under keel clearance limits;
 - XII. general set, rise and duration of tides including factors affecting the predictions of tidal heights;
 - XIII. areas of recreational boating.

2.4.1.2 Night Training

For an applicant to be eligible for a Pilotage Area Endorsement for night navigation, the applicant must have observed the prescribed minimum number of trips at night, the entire duration of which must have taken place between the hours of sunset and sunrise. The number of trips required to be conducted at night is contained in the Record of Qualifications and Training Queensland Port Pilots for the specific port.

2.4.1.3 Training on Tugs

In ports where tugs operate, an applicant must have completed a specified minimum number of trips as observer on the navigation bridge of each of the different types of tugs operating

within the port. The minimum number of trips required as an observer on the navigation bridge of tugs is contained in the Record of Qualification and Training for Queensland Port Pilots for the specific port.

2.4.1.4 Maintaining Training Records

An applicant must maintain a record of their observation trips and have this record endorsed by a licensed pilot on their Record of Qualifications and Training.

2.4.2 Mentor Training

2.4.2.1 Conducting pilotage with a mentoring pilot

On having completed the minimum number of observation trips and having been issued with a Temporary Authority, the applicant will be required to conduct a number of pilotage trips under the instruction of a mentoring pilot, for the purposes of training.

2.4.2.2 Who can be a mentoring pilot

A mentoring pilot shall be a licensed pilot for the class of ship and at least the level of Pilotage Area Endorsement being sought by the applicant.

2.4.2.3 Difference between a mentoring pilot and a Check Pilot

So as not to cause any confusion between the roles of a mentoring pilot and a Check Pilot, a mentoring pilot is responsible for training new and progressing pilots while a Check Pilot is responsible for reporting on the skills and expertise of new and existing pilots for the purpose of licensing.

2.4.3 Other Training

2.4.3.1 Prerequisite Training

Before being granted a Pilot Licence or Pilotage Area Endorsement, the applicant must have:

- been instructed in operational procedures of the port for which the Pilot Licence or Pilotage Area Endorsement is sought; and
- completed other training appropriate to the port, vessels or conditions, which may include, but are not restricted to:
 - a. Bridge Resource Management;
 - b. Ship Handling Simulation;
 - c. Radar and ARPA Simulation;
 - d. VTS procedures;
 - e. Manned Modelling.

(Note: Despite a relaxation in the Commonwealth training requirements for a Master Class 1 Certificate, Maritime Safety Queensland requires the training requirements stated in this document to be satisfied by all persons wishing to hold a Queensland Marine Pilot qualification.)

2.4.4 Continuing Service Training and Reassessment

Every pilot, shall at intervals not exceeding two (2) years, conduct one trip with a Check Pilot who will assess the ongoing competence of the pilot. Such checks should, where possible, be completed for each group of ports for which the pilot is licensed.

However, at the discretion of the RHM/RM(GC), for pilots who are licensed for more than one port in a region, a check pilotage for one port in group A, B or D (Refer sub-section 2.3.3) may be an acceptable check pilotage for other/all ports for which the pilot is licensed in the region.

A Pilot Assessment Report endorsed by a Check Pilot must be provided to the MSQ when the pilot is applying for a "Licence" and/or Pilotage Area Endorsement renewal.

2.4.4.1 Bridge Resource Management (BRM)

A pilot must hold a valid Bridge Resource Management Certificate before progressing to a Level 3 Pilotage Area Endorsement.

2.4.4.2 Automatic Radar Plotting Aid (ARPA)

A pilot must hold a valid ARPA Certificate before progressing to a Level 4 Pilotage Area Endorsement.

2.4.4.3 Pilot Training Program

A pilot shall complete a pilot's training program (either commercially delivered or developed by the service provider) at least once every five (5) years. Such program must consist of, but is not restricted to, the following elements:

- Bridge Resource Management Refresher;
- Simulator Training including ARPA
- Legislative requirements, including IMO Conventions, STCW requirements, MARPOL, and other relevant State Legislation;
- New and emerging trends in Aids to Navigation;
- Passage planning;
- Stability (Squat, Interaction, Shallow Water Effects, DUKC).

2.4.4.4 Compliance with training requirements

A pilot must be able to demonstrate compliance with ongoing training requirements.

2.4.4.5 Requirements do not restrict employer

These ongoing training requirements are the minimum required. The requirements outlined in this Procedure do not limit an employer's right to require the pilot to undertake additional training considered beneficial to the pilot or the pilotage supplier.

2.4.4.6 Validity of training

MSQ may recognise courses or elements of courses undertaken up to five years previous, as being valid for the purposes of "Licence"/Pilotage Area Endorsement issue, renewal or progression.

2.5 Testing

2.5.1 Check Pilots

2.5.1.1 Who can be a Check Pilot?

A check pilot can be either:

- a Regional Harbour Master, or
- the holder of an unrestricted area endorsement for the relevant port, who has been authorised by Maritime Safety Queensland as a Check Pilot.

2.5.1.2 Compulsory training for Check Pilots

A Check Pilot must have completed, as a minimum, the assessment component of an Assessment and Workplace Training Course (BSZ40198) endorsed by the Australian National Training Authority.

2.5.1.3 Role of the Check Pilot

The role of the Check Pilot is to assess the skills and expertise of an applicant for a Pilot Licence or Pilotage Area Endorsement (either initial issue, level progression, or renewal).

2.5.1.4 Completion of Pilot Assessment Reports

At the completion of a check pilotage, the Check Pilot must complete a Pilot Assessment Report outlining whether the applicant or "Licence" holder satisfactorily conducted a pilotage movement for the port. A copy of the completed Pilot Assessment Report must be submitted to the relevant Regional Harbour Master or the Regional Manager (Gold Coast). (Refer to sub-section 2.10 to determine appropriate recipient).

2.5.1.5 Check Pilots subject to audit

The operations of Check Pilots shall be subject to audit from time to time by the RHM/RM(GC) for the port or his/her delegate.

2.5.2 Examination Process

The examination of an applicant for a "Licence" shall consist of practical, written and medical examinations, as well as any further questioning deemed necessary to ascertain the applicant's level of knowledge.

2.5.2.1 Practical Examinations

Practical examinations must be conducted by a Check Pilot. The role of Check Pilots is further explained in sub-section 2.5.1 of this Procedure.

A practical examination shall consist of the number of check trips specified in the Record of Qualifications and Training for Queensland Port Pilots for the relevant port. During check trips, the applicant shall be required to undertake the pilotage of a vessel under the observation of a Check Pilot.

If a "Licence" is to be endorsed for pilotage during the hours of darkness, at least one check trip shall be made entirely during the hours between sunset and sunrise.

2.5.2.2 Written Oral Examinations

Written/oral examinations shall be conducted by the RHM/RM(GC) or his/her delegate.

Written/oral examinations shall test the applicant's knowledge of:

- all lights, buoys, headlands, channels, sounding, shoals, tides, currents and other marks, features and phenomena connected with or incidental to the navigation of that particular port;
- operational procedures including Bridge Resource Management, Passage Planning and VTS;
- relevant legislation, current codes, guidelines and procedures applicable to the pilotage area including the role of the RHM/RM(GC) and applicable codes of conduct;
- the correct procedures for radio communications
- the availability and proper use of towage facilities, particularly for tankers and deep draft vessels;
- environmental and pollution reporting requirements for the port;
- contingency planning, risk management and other pilotage techniques.

2.5.2.3 Medical Examinations

An applicant must produce a valid certificate of medical fitness.

On request, the applicant must provide to the medical practitioner with details of their previous medical history.

2.5.2.4 Eyesight Examinations

An applicant must produce a valid eyesight test.

2.6 Granting of a Pilot Licence and/or Pilotage Area Endorsement

2.6.1 Licence comprises two parts

A Pilot Licence is comprised of two (2) parts viz:

- the "Licence" - valid for a maximum of five (5) years;
- a Pilotage Area Endorsement - valid for two (2) years and subject to a minimum number of pilotage trips having been conducted, as well as other training and assessment conditions described in the Record of Qualification and Training for Queensland Port Pilots for the relevant port(s).

2.6.2 Pilot Area Endorsements

Maritime Safety Queensland may extend the limits of a Pilotage Area Endorsement in accordance with the requirements for area endorsement level progression as outlined in the Record of Qualifications and Training for Queensland Port Pilots for that specific port.

2.6.3 Pilot Area Endorsement Restrictions

Pilot Area Endorsements may restrict the length, beam and draft of vessels able to be piloted depending on the applicant having attained the relevant experience and training outlined in the Record of Qualifications and Training for that specific port.

2.6.4 Pilotage Area Endorsement Levels

Pilotage Area Endorsement levels in each port start at Level 4 and may restrict the holder to piloting vessels of up to a certain size; using particular berths; or a portion of a pilotage area, depending on areas of the pilotage area observed during qualifying trips.

2.6.5 Number of Pilotage Area Endorsement Levels

The number of Pilotage Area Endorsement levels and trip requirements will vary from port to port depending on the nature of the port, including navigational difficulty, weather and tidal conditions, vessel type and number of traffic movements. The number of Pilot Area Endorsement levels varies from one in Maryborough, Port Douglas, Southport and Cooktown, to four (4) in the busiest ports. Unrestricted pilot status can be achieved in every port, irrespective of the number of Pilot Area Endorsement levels.

2.6.6 Temporary Authority - Licensing

Upon successful completion of the required observation trips, written and oral examinations, receipt of satisfactory medical and eyesight certificates, and payment of the prescribed fee, Maritime Safety Queensland may grant an applicant for a "Licence" a Temporary Authority which will allow the applicant to act as a pilot in a compulsory pilotage area pending the issue of the formal Pilot Licence or Pilotage Area Endorsement.

2.6.7 Initial Issue of "Licence"

Upon providing Maritime Safety Queensland with a Pilot Assessment Report indicating satisfactory completion of the required check pilotage trips, the applicant may be issued with a Pilot Licence and a Pilotage Area Endorsement for the specific pilotage area. Normally, the initial Pilotage Area Endorsement would be issued at Level 4. However, based on the knowledge and experience of the applicant the RHM/RM(GC) has the discretion to issue the

initial Pilotage Area Endorsement at a higher level.

2.6.8 Pilotage Area Endorsement Level Progression

Upon receipt of a Pilotage Area Endorsement, an applicant may seek to progress to the next Pilotage Area Endorsement level by undertaking mentored pilotage trips in a compulsory pilotage area, for vessels having an overall length not exceeding that contained in the Record of Qualifications and Training for Queensland Port Pilots for that level of Pilotage Area Endorsement.

To allow for the conduct of pilotage on vessels of up to the maximum size for the next area endorsement level, a Temporary Authority may be issued, for training and checking purposes while the applicant is under the instruction of a mentoring pilot or being assessed by a Check Pilot.

2.7 Validity of Qualification

2.7.1 Validity of Pilot Licence

A Pilot Licence is valid for a maximum of five (5) years subject to the pilot holding a valid Medical/Eyesight certificate at all times.

2.7.2 Validity of Pilotage Area Endorsement

An area endorsement is valid for two (2) years and is dependent on the Pilot Licence remaining valid at all times.

2.8 Renewal of Pilot Licence/Pilotage Area Endorsement

2.8.1 Usage Conditions for Renewal

For a Pilotage Area Endorsement to remain valid and be renewed, at least twice every twelve months, the holder must conduct at least one arrival and one departure pilotage trip on a vessel for that pilotage area.

2.8.2 Application to be lodged within 28 days

An application for renewal must be lodged not less than 28 days prior to the expiry of the "Licence" or the Pilotage Area Endorsement. Applications should be lodged with the relevant Regional MSQ office. (Refer sub-section 2.10)

2.8.3 Pilot Licence/Pilotage Area Endorsement Renewal Requirements

An applicant for a Pilot Licence or Pilotage Area Endorsement renewal is required to provide MSQ with:

- the original of the existing Pilot's Licence or Pilotage Area Endorsement;
- a valid medical certificate;
- a valid eyesight test certificate;
- two (2) colour passport size photographs taken not more than 12 months from the date of the renewal application (initial/replacement issue only);
- a completed Application for Marine Pilotage Qualification (Form F1974);
- a completed Pilot Assessment Report issued by a Check Pilot
(NB: The assessment must have been conducted within 90 days of the date of renewal of the Pilot Licence/Pilotage Area Endorsement); and
- payment of the prescribed fee.

2.9 Fees

The fees applicable for the issue, renewal or amendment of a Pilot Licence or Pilotage Area Endorsement are contained in Schedule 10 of the Transport Operations (Marine Safety) Regulation 2004.

2.10 Code of Conduct/Operating Guidelines

2.10.1 Pilot to comply with rules and regulations

A "Licence" to act as a pilot for any port shall be subject to the condition that the holder complies with any rules, regulations and directions for the time being in force with respect to pilots of that port.

Marine pilots employed by MSQ must adhere to the provisions of the MSQ document *Pilotage Services – Standard Operating Procedures* and the approved *Passage Plans* referred to in this document.

2.10.2 Pilot to obey direction by a RHM/RM(GC)

Every pilot shall promptly obey and execute all lawful directions issued by a Regional Harbour Master or the Regional Manager (Gold Coast).

2.10.3 Pilotage service providers to develop a code of conduct

Every pilotage service provider shall develop a code of conduct or operating procedures for pilots employed by them. Such code of conduct or operating procedures must contain at least the following requirements:

- On boarding a vessel to undertake pilotage duties, the pilot must provide a written passage plan for the forthcoming pilotage which is to be discussed with and agreed to by the Master and, if possible, the navigating bridge team.
- A pilot must conduct himself/herself in the course of his/her duties so as to maintain an acceptable "master/pilot relationship" as per ICS "Bridge Procedures Guide" paragraph 2.2.2. This relationship must reflect the requirements specified in Section 410B (1) and (2) of the Commonwealth Navigation Act 1912.
- Every pilot shall use utmost care and diligence in piloting any vessel of which he or she has pilotage conduct.
- If on taking pilotage conduct of a vessel a pilot decides to decline to pilot such vessel because the vessel is by any means unsafe and/or likely to endanger any person or property, the pilot must, as soon as possible, report his or her actions and the cause to the RHM/RM(GC) or his/her delegate.
- A pilot must not attempt to undertake pilotage duties when, through illness or other circumstances, that pilot considers he/she may not be able to perform those duties in a fit and proper manner.

2.10.4 Reporting marine incidents to Maritime Safety Queensland

In the event of any vessel, while in the conduct of a pilot, having been involved in a marine incident, the pilot aboard shall immediately furnish a verbal report to the RHM/RM(GC) and within 48 hours, provide a fully detailed written report of the incident to MSQ through the closest Regional MSQ office. (Refer sub-section 2.12)

2.10.5 Fatigue Management Regimes

Every pilotage service provider shall implement a fatigue management regime that ensures that a pilot is properly rested and fit to perform their duties when required and the safety requirements of the *Transport Operations (Marine Safety) Act 1994* are not compromised due

to pilot fatigue.

2.11 Licence Suspension or Cancellation

2.11.1 Maritime Safety Queensland may suspend or cancel a licence

If the holder of a Pilot Licence is found by MSQ to be in breach of any rules, regulations or lawful directions for the time being in force with respect to pilots of that port, MSQ may suspend or cancel a Pilot Licence.

2.11.2 Appeal and review of decisions

Any decision made by MSQ to suspend or cancel a Pilot Licence shall be subject to the provisions of the *Transport Operations (Marine Safety) Act 1994* in relation to the appeal and review of decisions.

2.12 Port areas on a regional basis

Ports with compulsory pilotage areas	Responsible MSQ Officer
Southport	Regional Manager (Gold Coast) 40 - 44 Seaworld Drive Main Beach Qld 4215 Ph: (07) 5539 7300
Brisbane	Regional Harbour Master (Brisbane) Macarthur Avenue East Pinkenba Qld 4008 Ph: (07) 3860 3500
Maryborough (Urangan) Bundaberg Gladstone Port of Rockhampton (Port Alma)	Regional Harbour Master (Gladstone) Floor 2, Centrepont Building 136 Goondoon Street Gladstone Qld 4680 Ph: (07) 4973 1200
Hay Point Mackay Bowen	Regional Harbour Master (Mackay) Floor 1, 14 Discovery Lane Mt Pleasant Qld 4740 Ph: (07) 4944 3700
Lucinda Abbot Point Townsville	Regional Harbour Master (Townsville) 60 Ross Street Townsville Qld 4810 Ph: (07) 4726 3400
Mourilyan Cairns Port Douglas Cooktown Cape Flattery Port Kennedy (Thursday Island) Skardon River Weipa	Regional Harbour Master (Cairns) 64 – 66 Tingira Street Portsmith Qld 4870 Ph: (07) 4052 7400

2.13 Administrative Processing of Applications

2.13.1 Completeness of Applications

Upon receipt of an Application for Marine Pilotage Qualification, the relevant regional office staff member(s) must ensure that all the information required for consideration by the RHM/RM(GC) has been provided by the applicant and that the application has been signed and witnessed. A checklist is provided as part of the application form for this purpose.

If the application is deficient in any way, the applicant must be contacted immediately to seek rectification of any discrepancy.

2.13.2 Processing Time

Section 150 of the Reg states, in part:

1. The administering agency must decide each application for an authority within 30 days after the application is made.
2. However, if within the 30 days, the administering agency has told an applicant that the application is not supported by enough information to enable the administering agency to decide the application, the administering agency must decide the application within 30 days after the further information is given to the administering agency.

2.13.3 Role of the Regional Harbour Master/Regional Manager (Gold Coast)

The General Manager (MSQ) has sub-delegated his authority to approve the issuing of pilotage exemption certificates to Regional Harbour Masters, the Regional Manager (Gold Coast) and the Director, Maritime Services, although the latter's role in this activity is expected to be very limited.

2.13.4 Temporary Authority

Pending the issue of a pilotage exemption certificate through Maritime Safety Branch, the RHM/RM(GC) may choose to issue a Temporary Authority to the applicant. This authority empowers an eligible applicant to perform the role approved by the RHM/RM(GC) while awaiting issue of the formal licence or endorsement.

2.13.5 Role of Maritime Safety Branch

Upon receipt of a duly authorised Application for Marine Pilotage Qualification, Maritime Safety Branch will immediately process the issuing of the relevant pilotage exemption certificate through the appropriate departmental systems. This process includes the despatching of the completed pilotage exemption certificate to the relevant applicant.

Maritime Safety Branch will maintain records of all pilotage exemption certificates issued by MSQ.

2.14 Relevant documents and/or references

Transport Operations (Marine Safety) Act 1994
<http://www.legislation.qld.gov.au/LEGISLTN/CURRENT/T/TranstOpMSA94.pdf>

Transport Operations (Marine Safety) Regulation 2004
<http://www.legislation.qld.gov.au/LEGISLTN/CURRENT/T/TranstOpMSyR04.pdf>

Record of Qualifications and Training for Queensland Exempt Masters (Refer to the MSQ Documents Database/Pilotage Guidelines/Pilotage/Pilot Guideline Version 2.2 and then select the Qualifications for the appropriate port.)



Pilot Assessment Report

2.15 Stakeholders

Stakeholder area	Stakeholder representative	Responsibility	Interest/context
Maritime Safety Queensland	General Manager	Administering Agency	Authority to issue Pilot Licences and Pilotage Area Endorsements
MSQ Regions	Regional Harbour Masters/Regional Manager (Gold Coast)	Delegates of the General Manager	Approval of applications for Pilot Licences and Pilotage Area Endorsements Examiners of applicants for Pilot Licences and Pilotage Area Endorsements
Maritime Safety Branch	Manager (Business Process Support)	Physical issuing of Pilot Licences and Pilotage Area Endorsements	System administration and records management
Pilotage and Hydrographic Services Branch	Director (Pilotage and Hydrographic Services)	Provision of mentoring and Check Pilots	

Attachments ->

**Attachment 2: Record of Qualifications and
Training for Queensland Port Pilots - Brisbane
Pilotage Area**

RECORD OF QUALIFICATIONS AND TRAINING FOR QUEENSLAND PORT PILOTS

Pilotage Area: **Brisbane**

Pilot Level 4: **Vessels up to 160m LOA and 8.5m Draft, above Pelican Banks**

Vessels up to 185m LOA and 10.0m Draft, below Pelican Banks

PRINCIPAL TRAINING REQUIRED PRIOR TO BEING ELIGIBLE FOR A PILOT LICENCE/LEVEL 4 PILOTAGE AREA ENDORSEMENT

- 1. Applicants must demonstrate that they have undertaken familiarisation with the following port operations:**

Experience Gained	Date	Confirmed By
VTs Operations		
Transfer Operations - including briefs and instructions from transfer crew (helicopter crew if applicable)		
Man Overboard drills		
Tug Operations - observe 1 arrival and 1 departure on the navigation bridge of each type of tug operating in the port		
Port Emergency Procedures		
Port Procedures Manual		
Knowledge of Under Keel Clearance (UKC) requirements		
Knowledge of QShips System including scheduling		

- 2. Applicants must demonstrate they have the following practical experience:**

Experience Gained	Date	Confirmed By
Familiarisation of the Brisbane Pilotage Area		
Observe a licensed Pilot on not less than 24 pilotage trips, including 12 arrivals and 12 departures; not less than 6 arrivals and 6 departures to be above Pelican Banks		
Not less than 6 of the 12 arrival and 6 of the 12 departure observation trips are to be conducted during the hours of darkness		
Observe a minimum of 4 trips to any berth in each of the following areas of which 2 trips to each must constitute a swing of the ship: <input checked="" type="checkbox"/> Hamilton Reach <input checked="" type="checkbox"/> Pinkenba Reach <input checked="" type="checkbox"/> Fisherman Island If Forgac Cairncross Drydock is not included as 1 of the 4 trips to Hamilton Reach, then at least 1 observer trip will be required into Forgac Cairncross Drydock		
Attend Radar and ARPA Simulation Course		

PRINCIPAL TESTING CRITERIA

Written/Oral Examinations

- 3. The applicant will be tested on their knowledge of port infrastructure and characteristics:**

Proven knowledge of	Date	Confirmed By
Lights, lead lights and prominent features		
Beacons		
Buoys		
Berths, including UKC		
Channels		
Depths		
Speeds		
Swinging basins		
Tides		
Currents		
Predominant weather conditions		
Bathymetry and topography		
Other issues relating to pilotage within the port boundary		
Contingency planning and risk management		

Temporary Authority

- 4. Upon completion of the specified number of observation trips and other training, as well as successful completion of written/oral tests, the applicant shall be issued with a Temporary Authority and required to undertake 2 arrival and 2 departure pilotage trips, under the instruction of a mentoring pilot. At least 1 arrival and 1 departure trip are to be conducted during the hours of darkness, if a night endorsement is to be issued:**

Supervised Pilotage	Date	Confirmed By
1st Arrival of up to 160m LOA and 8.5m Draft, above Pelican Banks		
2nd Arrival of up to 185m LOA and 10.0m Draft, below Pelican Banks, at night		
1st Departure of up to 160m LOA and 8.5m Draft, above Pelican Banks, at night		
2nd Departure of up to 185m LOA and 10.0m Draft, below Pelican Banks		

Practical Examinations

5. The applicant will be required to execute an arrival, departure and night pilotage trip, one of which is above Pelican Banks, on at least 3 vessels up to 185m LOA and 10m Draft, under the observation of a Check Pilot:

Vessel	LOA	Date	Confirmed By
Arrival			
Departure			
Night			

6. Upon successful completion of check pilotage trips, the applicant will be issued with a Pilot Licence (if applicable) and a Level 4 Pilotage Area Endorsement, for the pilotage area of Brisbane or part of the pilotage area of Brisbane.

**RECORD OF QUALIFICATIONS AND TRAINING
FOR QUEENSLAND PORT PILOTS**

Pilotage Area: **Brisbane**

Pilot Level 3: **Vessels up to 185m LOA and 9.0m Draft, above Pelican Banks**

Vessels up to 200m LOA and 11.0m Draft, below Pelican Banks

**PRINCIPAL TRAINING REQUIRED PRIOR TO BEING ELIGIBLE
FOR A LEVEL 3 PILOTAGE AREA ENDORSEMENT**

1. **Routine pilotage of vessels up to 185m LOA and 10.0m Draft, for the Brisbane pilotage area:**

Experience Gained	Dates Between	Confirmed By
Undertake a minimum of 60 Level 4 pilotage trips		

2. **Applicants must have completed appropriate training in:**

Training and Courses Attended	Date	Confirmed By
Passing Manoeuvres		
Anchor Manoeuvres		
Bridge Resource Management		

3. **Applicants must have completed the following practical training:**

Experience Gained	Date	Confirmed By
Observe on a vessel greater than 160m LOA, above Pelican Banks		
Observe on a vessel greater than 185m LOA, below Pelican Banks		
Observe on a vessel greater than 160m LOA, above Pelican Banks		
Observe on a vessel greater than 185m LOA, below Pelican Banks		
Observe on a vessel greater than 160m LOA, above Pelican Banks		
Observe on a vessel greater than 185m LOA, below Pelican Banks		

Temporary Authority

4. Upon completion of the specified number of Level 4 pilotage trips, observation trips and other training, the applicant shall be issued with a Temporary Authority and required to undertake at least 1 arrival and 1 departure trip on vessels between 160m LOA and 185m LOA and 9.0m Draft, above Pelican Banks and 1 arrival and 1 departure trip on vessels between 185m LOA and 200m LOA and 11.0m Draft, below Pelican Banks, under the instruction of a mentoring pilot:

Supervised Pilotage	Date	Confirmed By
1st Arrival of up to 185m LOA and 9.0m Draft		
1st Departure of up to 185m LOA and 9.0m Draft		
2nd Arrival of up to 200m LOA and 11.0m Draft		
2nd Departure of up to 200m LOA and 11.0m Draft		

PRINCIPAL TESTING CRITERIA

5. The applicant will be required to execute an arrival, departure and night pilotage trip on at least 3 Level 3 vessels, under the observation of a Check Pilot:

Vessel	LOA	Date	Confirmed By
Arrival above Pelican Banks			
Departure above Pelican Banks			
Arrival below Pelican Banks, involving a swing in the river			

6. Upon successful completion of check pilotage trips, the applicant will be issued with a Level 3 Pilotage Area Endorsement, for the pilotage area of Brisbane or part of the pilotage area of Brisbane.

**RECORD OF QUALIFICATIONS AND TRAINING
FOR QUEENSLAND PORT PILOTS**

Pilotage Area: **Brisbane**

Pilot Level 2: **Above Pelican Banks Vessels up to 185m LOA and 9.0m Draft (Same as Level 3)**
Below Pelican Banks Vessels up to 230m LOA and 12.0m Draft

**PRINCIPAL TRAINING REQUIRED PRIOR TO BEING ELIGIBLE
FOR A LEVEL 2 PILOTAGE AREA ENDORSEMENT**

- 1. Routine pilotage of vessels up to 200m LOA and 11.0m Draft, for the Brisbane pilotage area:**

Experience Gained	Dates Between	Confirmed By
Undertake a minimum of 60 Level 3 pilotage trips		

- 2. Routine pilotage of vessels of any size for the port:**

Experience Gained	Dates Between	Confirmed By
Undertake a minimum of 150 pilotage trips of any type within the Brisbane pilotage area		

- 3. Applicants must have completed the following practical training:**

Experience Gained	Date	Confirmed By
Observe on a vessel greater than 185m LOA and 11.0m Draft		
Observe on a vessel greater than 200m LOA		
Observe on a vessel greater than 200m LOA		
Observe on a vessel greater than 200m LOA		
Marine Pilot Training Simulator Course		

- 4. While not a prerequisite for this level, for a ship to ship transfer endorsement the applicant must observe ship to ship manoeuvring/berthing on vessels up to 230m LOA and 12.0m Draft.**

Temporary Authority

5. Upon completion of the specified number of Level 3 pilotage trips, observation trips and other training, the applicant shall be issued with a Temporary Authority and required to undertake at least 1 arrival and 1 departure trip on vessels between 200m LOA and 9.5m Draft and 230m LOA and 12.0m Draft, under the instruction of a mentoring pilot:

Supervised Pilotage	Date	Confirmed By
Arrival of up to 230m LOA and 12.0m Draft		
Departure of up to 230m LOA and 12.0m Draft		

PRINCIPAL TESTING CRITERIA

6. The applicant will be required to execute an arrival, departure and night pilotage trip on at least 3 vessels greater than 200m LOA, under the observation of a Check Pilot:

Vessel	LOA	Date	Confirmed By
Arrival below Pelican Banks			
Departure below Pelican Banks			
Below Pelican Banks Night			

7. Upon successful completion of check pilotage trips, the applicant will be issued with a Level 2 Pilotage Area Endorsement, for the pilotage area of Brisbane or part of the pilotage area of Brisbane.

RECORD OF QUALIFICATIONS AND TRAINING FOR QUEENSLAND PORT PILOTS

Pilotage Area: **Brisbane**

Pilot Level 1: **Unrestricted**
(Above Pelican Banks, same as Level 3)
(Below Pelican Banks, Unrestricted)

PRINCIPAL TRAINING REQUIRED PRIOR TO BEING ELIGIBLE FOR A LEVEL 1 PILOTAGE AREA ENDORSEMENT

1. **Routine pilotage of vessels up to 230m LOA and 12.0m Draft, for the Brisbane pilotage area:**

Experience Gained	Dates Between	Confirmed By
Undertake a minimum of 60 Level 2 pilotage trips		

2. **Routine pilotage of vessels of any size for the port:**

Experience Gained	Dates Between	Confirmed By
Undertake a minimum of 250 pilotage movements of any type, within the Brisbane pilotage area		

3. **Applicants must have completed appropriate training in:**

Training and Courses Attended	Date	Confirmed By
Marine Pilots Training Course as outlined in Section 2.4.4 of the MSQ Procedure – Licensing and Training of Marine Pilots in Queensland		

4. **Applicants must have completed the following practical training:**

Experience Gained	Date	Confirmed By
Observe a trip on a tanker greater than 230m LOA, 35m Beam and 12.0m Draft, involving a swing off the berth		
Observe a trip on a tanker greater than 230m LOA, 35m Beam and 12.0m Draft, involving a swing off the berth		
Observe a trip on a tanker greater than 230m LOA, 35m Beam and 12.0m Draft, involving a swing off the berth		
Observe a trip on a vessel (other than a tanker) greater than 230m LOA		
Observe a trip on a vessel (other than a tanker) greater than 230m LOA		

5. While not a prerequisite for this level, for a ship to ship transfer endorsement (if not received at Level 2) the applicant must observe ship to ship manoeuvring/berthing on vessels up to 230m LOA and 12.0m Draft.

Temporary Authority

6. Upon completion of the specified number of Level 2 pilotage trips, observation trips and other training, the applicant shall be issued with a Temporary Authority and required to undertake at least 1 arrival and 1 departure trip on vessels greater than 230m LOA and 35m Beam, under the instruction of a mentoring pilot. At least 1 of these trips must be undertaken on a vessel with a 12.0m Draft:

Supervised Pilotage	Date	Confirmed By
Arrival on vessel greater than 230m LOA and 35m Beam (12.0m Draft Yes/No)		
Departure on vessel greater than 230m LOA and 35m Beam (12.0m Draft Yes/No)		

PRINCIPAL TESTING CRITERIA

7. The applicant will be required to execute an arrival, departure and night pilotage trip on at least 3 vessels greater than 230m LOA, 35m Beam and 12.0m Draft, at least one of which must be a tanker, under the observation of a Check Pilot:

Vessel	LOA	Date	Confirmed By
Arrival			
Departure			
Night Trip			

8. Upon successful completion of check pilotage trips, the applicant will be issued with a Level 1 (Unrestricted) Pilotage Area Endorsement, for the pilotage area of Brisbane or part of the pilotage area of Brisbane.

RECORD OF QUALIFICATIONS AND TRAINING FOR QUEENSLAND PORT PILOTS

Pilotage Area: **Brisbane**

Pilot Level: **Endorsement for Vessels up to 200m LOA and 9.0m Draft,
above Pelican Banks**

PRINCIPAL TRAINING REQUIRED PRIOR TO BEING ELIGIBLE FOR ENDORSEMENT

1. **Routine pilotage of vessels of any size, for the Brisbane pilotage area:**

Experience Gained	Date	Confirmed By
Attained Pilot Licence Level 2		

2. **Applicants must have completed the following practical training:**

Experience Gained	Date	Confirmed By
Observe on a vessel greater than 185m LOA, above Pelican Banks, swinging off the berth		
Observe on a vessel greater than 185m LOA, above Pelican Banks		

3. **Upon completion of the specified number of observation trips and other training, the applicant shall be issued with a Temporary Authority and required to undertake at least 1 arrival or departure trip on a vessel over 185m LOA, under the instruction of a mentoring pilot:**

Supervised Pilotage	Date	Confirmed By
Arrival or Departure between 185m and 200m LOA and up to 9.0m Draft, above Pelican Banks, involving a swing in the river		

PRINCIPAL TESTING CRITERIA

4. The applicant will be required to execute an arrival or departure on a vessel between 185m and 200m LOA and up to 9.0m Draft, involving a swing in the river, under the observation of a Check Pilot:

Vessel	LOA	Date	Confirmed By
Arrival or Departure on a vessel between 185m and 200m LOA and up to 9.0m Draft, above Pelican Banks, involving a swing in the river			

5. Upon successful completion of a check pilotage trip, the applicant will be issued with a Pilotage Area Endorsement for Vessels up to 200m LOA and 9.0m Draft, above Pelican Banks, for the pilotage area of Brisbane or part of the pilotage area of Brisbane.

RECORD OF QUALIFICATIONS AND TRAINING FOR QUEENSLAND PORT PILOTS

Pilotage Area: **Brisbane**

Pilot Level: **Endorsement for Deep Draft Vessels, over 9.0m Draft,
above Pelican Banks**

PRINCIPAL TRAINING REQUIRED PRIOR TO BEING ELIGIBLE FOR ENDORSEMENT

1. Routine pilotage of vessels of any size for the Brisbane pilotage area:

Experience Gained	Date	Confirmed By
Attained Pilot Licence Level 1		

2. Applicants must have completed the following practical training:

Experience Gained	Date	Confirmed By
Observe on a vessel greater than 160m LOA and over 9.0m Draft, above Pelican Banks, swinging off the berth		
Observe on a vessel greater than 160m LOA and over 9.0m Draft, above Pelican Banks		

3. Upon completion of the specified number of observation trips and other training, the applicant shall be issued with a Temporary Authority and required to undertake at least 1 arrival or departure trip on a vessel greater than 160m LOA and 9.0m Draft, under the instruction of a mentoring pilot:

Supervised Pilotage	Date	Confirmed By
Arrival or Departure on vessel with LOA limited by licence or endorsement and over 9.0m Draft, above Pelican Banks, involving a swing in the river		

PRINCIPAL TESTING CRITERIA

4. The applicant will be required to execute an arrival or departure on a vessel greater than 160m LOA and 9.0m Draft, involving a swing in the river, under the observation of a Check Pilot:

Vessel	LOA	Date	Confirmed By
Arrival or Departure on a vessel with LOA limited by licence or endorsement and over 9.0m Draft, above Pelican Banks, involving a swing in the river			

5. Upon successful completion of a check pilotage trip, the applicant will be issued with a Pilotage Area Endorsement for Deep Draft Vessels over 9.0m Draft, above Pelican Banks, for the pilotage area of Brisbane or part of the pilotage area of Brisbane.

RECORD OF QUALIFICATIONS AND TRAINING FOR QUEENSLAND PORT PILOTS

Pilotage Area: **Brisbane**

Pilot Level: **Unrestricted Endorsement, above Pelican Banks**

PRINCIPAL TRAINING REQUIRED PRIOR TO BEING ELIGIBLE FOR ENDORSEMENT

1. Routine pilotage of vessels of any size for the Brisbane pilotage area:

Experience Gained	Date	Confirmed By
Attained Pilot Licence Level 1		
Attained Endorsement for Deep Draft Vessels over 9.0m Draft, above Pelican Banks		
Attained Endorsement for vessels up to 200m LOA and 9.0m Draft, above Pelican Banks		

2. Applicants must have completed the following practical training:

Experience Gained	Date	Confirmed By
Observe on a vessel greater than 200m LOA, above Pelican Banks, involving a swing in the river		
Observe on a vessel greater than 200m LOA, above Pelican Banks		

3. Upon completion of the specified number of observation trips and other training, the applicant shall be issued with a Temporary Authority and required to undertake at least 1 arrival or departure trip, at night, on a vessel greater than 200m LOA, under the instruction of a mentoring pilot:

Supervised Pilotage	Date	Confirmed By
Arrival or Departure, at night, on a vessel greater than 200m LOA, above Pelican Banks, involving a swing in the river		

PRINCIPAL TESTING CRITERIA

4. The applicant will be required to execute an arrival or departure on a vessel greater than 200m LOA and up to 9.0m Draft, involving a swing in the river, under the observation of a Check Pilot:

Vessel	LOA	Date	Checked By
Arrival or Departure on a vessel greater than 200m LOA, above Pelican Banks, involving a swing in the river			

5. Upon successful completion of a check pilotage trip, the applicant will be issued with an "Unrestricted" Pilotage Area Endorsement, above Pelican Banks, for the pilotage area of Brisbane or part of the pilotage area of Brisbane.

**RECORD OF QUALIFICATIONS AND TRAINING
FOR QUEENSLAND PORT PILOTS**

Pilotage Area: **Brisbane**
Pilot Level: **Check Pilot**

**PRINCIPAL TRAINING REQUIRED PRIOR TO BEING ELIGIBLE
FOR A CHECK PILOT LICENCE**

1. Routine pilotage of vessels of any size for the Brisbane pilotage area:

Experience Gained	Dates Between	Confirmed By
Undertake a minimum of 300 pilotage movements		
Must be endorsed for ship to ship transfer manoeuvring/berthing to conduct check pilot for same		

2. Applicants must have completed appropriate training in:

Training and Courses Attended	Date	Confirmed By
As a minimum, the assessment component of an Assessment and Workplace Training Course (Refer MSQ Procedure - Licensing and Training of Marine Pilots in Queensland - Section 2.5.1.2)		

3. The applicant will be required to perform the role of a Check Pilot on 1 arrival and 1 departure trip under the observation of:

- the Regional Harbour Master (Brisbane); or
- a suitably licenced and experienced Pilot acceptable to the Regional Harbour Master (Brisbane).

Vessel	LOA	Date	Confirmed By
Arrival			
Departure			

**Attachment 3: Port of Brisbane Monthly Trade
Report - June 2010**

Monthly Trade Report

June 2010



PORT of BRISBANE

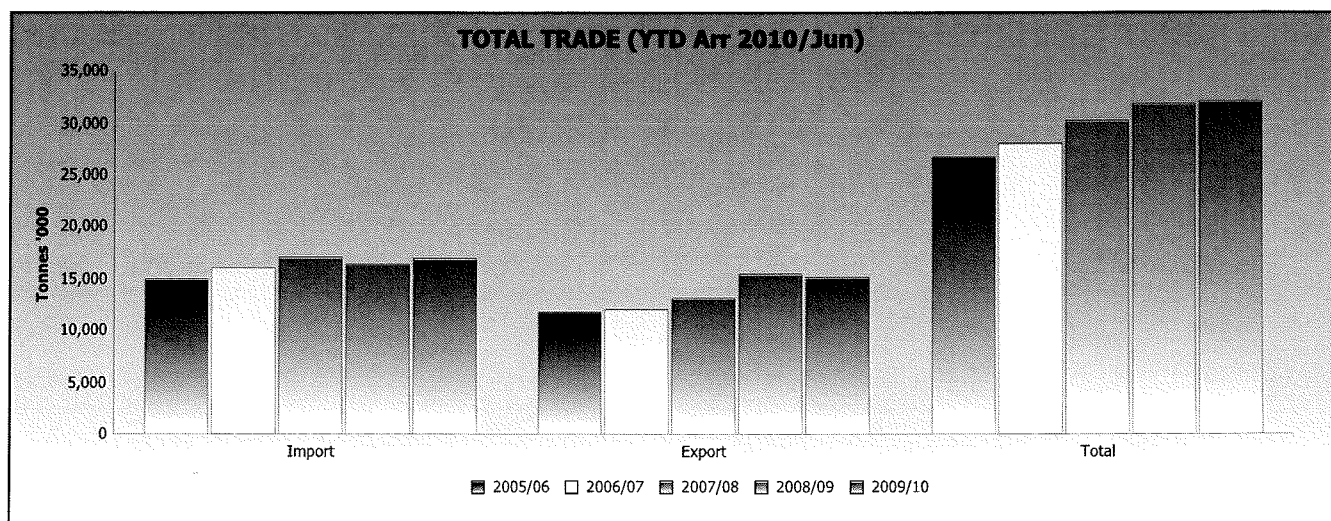
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INDEX

**Total Trade in Tonnes
Total Container Trade
Ship Visits Report**

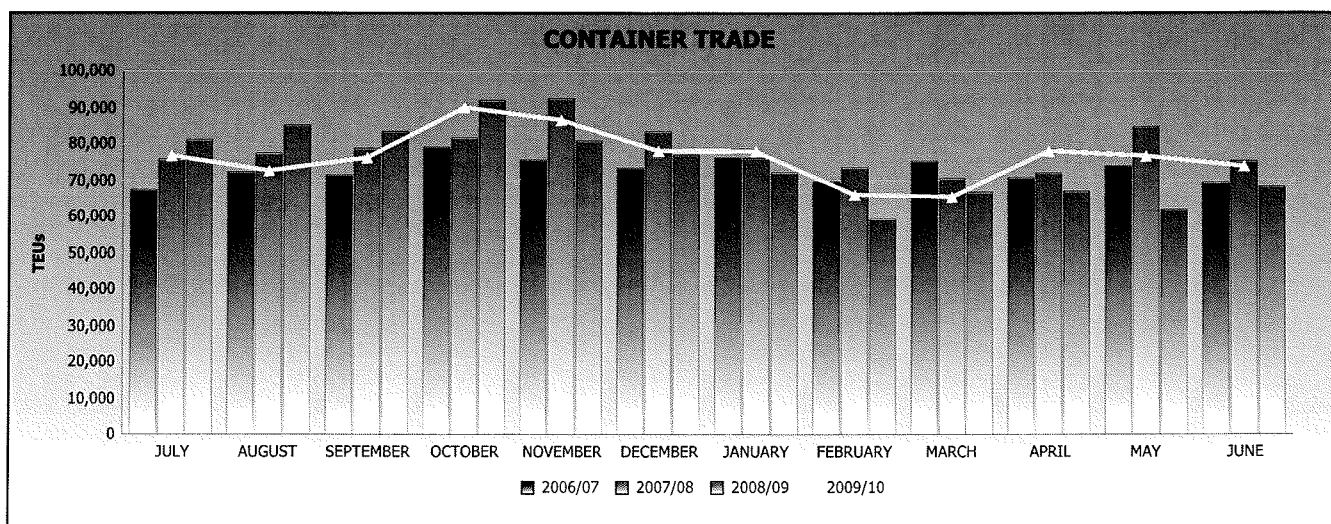
Total Trade in Tonnes
Jul 2009 to end of Jun 2010

		Arr 2010/Jun	Fiscal YTD	Prior Fiscal YTD	YTD Change	YTD Growth	Growth (Y on Y)
Import (Non-T'ship)	Crude Oil	668,329	7,271,716	7,472,763	-201,048	-2.7%	-2.7%
	Refined Oil	245,422	2,036,202	1,427,534	608,668	42.6%	42.6%
	Cement	141,124	1,519,090	1,790,643	-271,553	-15.2%	-15.2%
	Iron & Steel	50,475	671,466	701,688	-30,222	-4.3%	-4.3%
	Building Products	39,948	504,307	457,298	47,009	10.3%	10.3%
	Timber	21,605	239,318	231,567	7,751	3.3%	3.3%
	Fertiliser & Chemicals (Rural)	43,513	372,904	335,783	37,121	11.1%	11.1%
	Paper & Wood Pulp	24,107	262,659	253,366	9,293	3.7%	3.7%
	Retail Group (Excl Mvs)	139,833	1,758,327	1,588,094	170,233	10.7%	10.7%
	Break Bulk Motor Vehicles	31,512	338,654	265,098	73,556	27.7%	27.7%
	TOTAL	1,579,547	16,510,803	16,099,469	411,334	2.6%	2.6%
Export (Non-T'ship)	Coal	680,535	6,303,331	6,335,153	-31,822	-0.5%	-0.5%
	Refined Oil	168,710	2,353,954	2,246,091	107,863	4.8%	4.8%
	Cereals	86,374	1,197,026	1,867,048	-670,022	-35.9%	-35.9%
	Cotton	45,814	231,903	193,527	38,376	19.8%	19.8%
	Meat Products	72,087	732,421	740,156	-7,735	-1.0%	-1.0%
	Iron & Steel	77,755	450,635	531,154	-80,519	-15.2%	-15.2%
	Timber	16,069	173,301	171,318	1,983	1.2%	1.2%
	Woodchip	0	217,152	145,537	71,614	49.2%	49.2%
	TOTAL	1,402,983	14,762,872	15,133,516	-370,644	-2.4%	-2.4%
Total	Transhipped	86,193	845,551	640,524	205,026	32.0%	32.0%
	Import	1,637,723	16,950,009	16,409,323	540,687	3.3%	3.3%
	Export	1,431,000	15,169,216	15,464,186	-294,970	-1.9%	-1.9%
	TOTAL TRADE	3,068,723	32,119,225	31,873,508	245,717	0.8%	0.8%



Container Trade in Tonnes / TEUs
Jul 2009 to end of Jun 2010

			Arr 2010/Jun	Fiscal YTD	Prior Fiscal YTD	YTD Change	YTD Growth	Growth (Y on Y)
Import (Non-T'ship)	Tonnes	Total	286,020	3,600,403	3,412,445	187,958	5.5%	5.5%
	Teus	Empty	5,412	55,649	68,410	-12,761	-18.7%	-18.7%
		Full	3,516	51,834	53,824	-1,990	-3.7%	-3.7%
		F.A.K.	3,999	53,557	49,734	3,823	7.7%	7.7%
		Household Items	2,722	44,861	34,168	10,693	31.3%	31.3%
		Building Products	1,925	26,606	27,228	-622	-2.3%	-2.3%
		Electrical Equipment	2,238	24,003	22,459	1,544	6.9%	6.9%
		Paper & Wood Pulp	2,007	23,021	24,584	-1,563	-6.4%	-6.4%
		Import Other	13,616	169,310	152,464	16,846	11.0%	11.0%
		Total	30,023	393,192	364,461	28,731	7.9%	7.9%
	Total		35,435	448,841	432,871	15,970	3.7%	3.7%
Export (Non-T'ship)	Tonnes	Total	363,488	3,830,417	3,930,958	-100,541	-2.6%	-2.6%
	Teus	Empty	12,507	195,399	167,174	28,225	16.9%	16.9%
		Full	5,061	50,918	51,554	-636	-1.2%	-1.2%
		Meat Products	3,786	18,567	15,334	3,233	21.1%	21.1%
		Cotton	1,250	21,411	22,551	-1,140	-5.1%	-5.1%
		Paper & Wood Pulp	1,135	12,145	13,318	-1,173	-8.8%	-8.8%
		Timber	1,214	14,407	14,930	-523	-3.5%	-3.5%
		F.A.K.	1,420	19,457	25,189	-5,732	-22.8%	-22.8%
		Cereals	9,854	109,697	114,445	-4,748	-4.1%	-4.1%
		Export Other	23,720	246,602	257,321	-10,719	-4.2%	-4.2%
		Total	36,227	442,002	424,495	17,506	4.1%	4.1%
	Total		36,227	442,002	424,495	17,506	4.1%	4.1%
TOTAL	Tonnes	Total	673,900	7,762,644	7,727,779	34,865	0.5%	0.5%
	Teus	Transhipped	2,195	28,400	38,601	-10,201	-26.4%	-26.4%
		Empty	17,919	251,048	235,584	15,464	6.6%	6.6%
		Full	53,743	639,794	621,782	18,012	2.9%	2.9%
		Total	73,857	919,243	895,967	23,276	2.6%	2.6%



Ship Visits by Type

Jun 2009 to end of Jun 2010

Ship Type	2009/ Jul	2009/ Aug	2009/ Sep	2009/ Oct	2009/ Nov	2009/ Dec	2010/ Jan	2010/ Feb	2010/ Mar	2010/ Apr	2010/ May	2010/ Jun	2010/ Jul	Last 12 Months
CONTAINER SHIP	66	65	66	73	69	69	66	63	61	65	65	64	74	800
GENERAL CARGO SHIP	15	20	24	18	25	21	20	19	20	20	22	22	25	256
BULK CARRIER	18	30	16	16	16	16	20	19	22	17	15	23	22	232
VEHICLES CARRIER	23	28	27	29	27	26	27	26	32	29	32	31	34	348
CHEMICAL / OIL PRODUCTS TANKER	14	13	11	11	11	16	12	16	14	17	14	15	11	161
CRUDE OIL TANKER	11	9	13	9	10	13	9	14	10	7	7	9	8	118
OIL PRODUCTS TANKER	12	11	14	11	9	11	9	5	5	10	14	11	9	119
RO-RO CARGO SHIP	1	0	1	1	1	1	1	1	2	2	3	1	1	15
LPG TANKER	15	9	14	11	9	8	12	7	13	11	11	8	12	125
CHEMICAL TANKER	2	9	4	6	6	5	4	2	10	4	9	7	5	71
Other	13	14	21	21	16	26	17	23	17	15	17	18	18	223
TOTAL	190	208	211	206	199	212	197	195	206	197	209	209	219	2468

