



Northern Territory of Australia

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1 July 2015

Northern Territory of Australia

Ports Management Act

Declaration of Exempt Vessels
Port of Darwin – Inner Pilotage Area

I, Anthony John James O'Malley, the pilotage authority for the Port of Darwin, under section 64 of the *Ports Management Act*, declare any vessel that is less than 35 m in overall length to be an exempt vessel for the inner pilotage area within the Port of Darwin with effect on and from 1 July 2015.

Dated 1 July 2015

A. J. J. O' Malley
Pilotage authority

Northern Territory of Australia
Ports Management Act
Declaration of Exempt Vessels
Port of Darwin – Outer Pilotage Area

I, Anthony John James O'Malley, the pilotage authority for the Port of Darwin, under section 64 of the *Ports Management Act*, declare any vessel that is less than 200 m in overall length or with a draught of less than 10.7 m to be an exempt vessel for the outer pilotage area within the Port of Darwin with effect on and from 1 July 2015.

Dated 1 July 2015

A. J. J. O' Malley
Pilotage authority

Northern Territory of Australia

Ports Management Act

Port Safety Plan Guidelines
Port of Darwin

I, Anthony John James O'Malley, regional harbourmaster for the Port of Darwin, under section 32 of the *Ports Management Act*, issue the guidelines set out in the Schedule, a copy of which is available for inspection free of charge at the office of the regional harbourmaster for the Port of Darwin, Level 2 Energy House, 18-20 Cavenagh Street, Darwin.

Dated 1 July 2015

A. J. J. O' Malley
Regional harbourmaster

Schedule



Port Safety Plan Guidelines

1 July 2015
Version 1.0

1 Preamble

1.1 Title

Port Safety Plan Guidelines

1.2 Authority

These guidelines are made pursuant to Section 32 of the Ports Management Act.

1.3 Application

These guidelines apply to Port Safety Plans prepared for designated ports in accordance with the requirements of the Ports Management Act.

1.4 Applicable Legislation

- *Navigation Act 1912 (Cth)*
- *Marine Act*
- *Marine (Pilotage) Regulations*
- *Ports Management Act*
- *Work Health and Safety (National Uniform Legislation) Act*
- *Dangerous Goods Act*
- *Marine Safety (Domestic Commercial Vessel) National Law Act 2012*

1.5 Applicable Standards

- *AS 3846:2005 – The handling and transport of dangerous cargoes in port areas*
- *International Maritime Dangerous Goods Code*
- *AS/NZS ISO 31000:2009 – Risk management principles and guidelines*
- *AS/NZS ISO 9000:2006 – Quality management systems – Fundamentals and vocabulary*
- *AS/NZS ISO 9001: 2008 – Quality management systems – Requirements*
- *AS/NZS 4801:2001 – Occupational health and safety management systems – Specification with guidance for use*
- *The International Management Code for the Safe Operation of Ships and for Pollution Prevention (the ISM Code)*
- *The Australian Port Marine Safety Management Guidelines*
- *Technical and Safety Standards for Pilotage and the Provision of Pilotage Services*

1.6 Relevant Safety Regulation Agencies

Commonwealth and Northern Territory Acts and Regulations are administered by a range of regulatory bodies, the most relevant to Port Operators being the Australian Maritime Safety Authority, Regional Harbourmaster and NT Work Safe.

1.7 Objective

The purpose of these guidelines is to assist Port Operators in developing Port Safety Plans by describing;

- The nature of a Port Safety Plan (PSP);
- The form and content of PSPs;
- The requirements for and approval of PSPs; and
- PSP compliance audit requirements.

2 Definitions

Compliance Audit – is an audit of the Port Operator's activities, operations and premises to determine whether the port operator is complying with the whole or any part of the Port Safety Plan for the port.

Pilotage Authority – means the person who is, or is appointed to be, the pilotage authority for the port pursuant to Section 66 of the Ports Management Act.

Pilotage Services Provider – means a person appointed under section 85(1) of the Ports Management Act to be a pilotage services provider for the port. The Pilotage Services Provider carries on the operation of providing pilotage services.

Port Management Officer – means a person appointed under section 22 of the Ports Management Act to be a Port Management Officer.

Port Operator – means the entity declared by the Minister under section 8 of the Ports Management Act to be the operator of the port.

Regional Harbourmaster (RHM) – means the person appointed to be the regional harbourmaster for the port under section 19(1) of the Ports Management Act.

SMS – A SMS is a comprehensive and integrated system for managing health and safety risks at a major hazard facility.

3 Nature of a Port Safety Plan

A Port Safety Plan (PSP):

- Describes the legislative and standards environment and how they apply to the port;
- Describes the port's land and waters;
- Identifies the roles, responsibilities and authorities of the stakeholders in port safety;
- Identifies the nature and extent of the safety hazards and risks associated with the operation of the port that are reasonably likely to cause death or serious injury to any person or loss of, or serious damage to, property or the environment;
- Assesses the likely impact of those hazards and risks on the port and the surrounding area;
- Specifies the measures and strategies to be implemented to eliminate or reduce those hazards or risks;
- Describes the system that the Port Operator has in place for implementing those measures and strategies, including the issue and enforcement of any port notices;
- Sets out the processes proposed to involve tenants, licensees and service providers in the port with the implementation of the plan by the port operator; and
- Sets out the procedures proposed for implementing, reviewing and revising the plan.

4 Form and Contents of PSPs

PSPs are not necessarily stand-alone documents. They may be integrated or cross-referenced with other port plans and systems, as long as all requirements are met and can be audited.

In the event that a port is a Major Hazard Facility and consequently required to have a Safety Management System (SMS), the PSP will likely constitute a component of the port's SMS and should be a superordinate document that sets out the framework of the SMS. The SMS will consist of a number of documents and processes that cumulatively form the port's system of managing safety. This approach would be most useful for ports that have numerous tenants, licensees and service providers who have varying environmental and safety duties. It is expected that Port Operators who use this approach would focus the bulk of their PSP on how port management processes work to reduce risks and hazards.

More detailed risk and hazard analysis of specific port operations would be cross-referenced to the equivalent plans of individual tenants, licenses and service providers (where relevant).

4.1 Legislation and Standards

The PSP should identify all relevant Commonwealth and Territory legislation and provide a brief explanation of the obligations prescribed therein.

Similarly, all applicable standards should be identified and applied. Where a PSP deviates from a standard, the reason for the deviation should be justified in the PSP.

4.2 The Port Land and Waters

A PSP must identify by description, map or plan the area or areas of the port lands and waters to which it applies. It must identify any areas of the port where responsibility for management or control is shared with a tenant, licensee or service provider and that parties will take up their responsibilities for those areas to the extent that they apply.

The description, map or plan must clearly identify and locate:

- Port Area boundaries (land and water);
- Key facilities and infrastructure;
- Tenancies and other areas of joint or shared responsibility;
- Storage areas, specifically those which may contain dangerous goods or hazardous materials; and
- Any other key features.

4.3 Responsibilities and Authorities

A PSP should include advice regarding the nature and extent of the responsibilities and authority of each of the safety management stakeholders.

It should also detail the mechanisms necessary:

- To discharge the duties and exercise the powers given, both directly and by delegation;
- To ensure that adequate financial, material and personnel resources are available;
- To review performance against strategic and operational objectives, plans and budgets.
- The relevant (safety management) functions of committees and subcommittees or other consultative groups.

4.4 Hazards, Risks and Controls

A PSP must identify the nature and extent of the hazards and risks associated with the operation of the port.

There will be a wide range of hazards arising from port operations and multiple hazards may exist in one location or arise from one operation. Different hazards and risks may occur at different times or interact to result in a range of unwanted outcomes.

To develop and underpin this section of the plan, the Port Operator must undertake a comprehensive hazard and risk identification process that identifies the nature and extent of hazards and risks within the port area, including the hazards and risks that could result in an emergency that may be of high consequence.

Where part or parts of the port area are primarily managed or controlled by a tenant, the Port Operator must actively encourage the tenant to undertake this process for that area and must, to the extent possible, incorporate or reference that work in the PSP.

Having identified the risks that are reasonably likely to cause death or serious injury to any person or loss of, or serious damage to, property or the environment, the Port Operator must formulate risk controls that mitigate the risks to As Low As Reasonably Practicable (ALARP). The PSP should include a description of the risk threshold determination process and criteria.

Where Emergency Management Plans exist, they must be integrated with or referenced in the PSP. Where they do not currently exist and where significant residual risk is identified, consideration should be given to the extension of risk controls to include emergency response and recovery measures and/or the development of specific Emergency Management Plans.

A PSP must nominate the person or position who is responsible for implementing risk controls.

4.5 Involving Stakeholders

A PSP must set out the processes to be followed to involve tenants, licensees and service providers in the port with the implementation of the PSP.

With respect to the safety of persons, the Port Operator, as a Person Conducting a Business or Undertaking (PCBU) under the Work Health and Safety (National Uniform Legislation) Act has a duty to consult, cooperate and coordinate activities with other duty holders. It also has a duty to consult with workers who carry out work for the business or undertaking who are, or are likely to be, directly affected by a matter relating to work health or safety.

The aim of a PSP is to ensure that, as far as practicable, effective risk management systems are in place across the whole port. This will only occur if there is appropriate involvement of tenants, licensees and service providers in their development and implementation.

The Port Operator will be able to exercise varying levels of control over areas and activities in the port. It is expected that PSPs will reflect this reality by incorporating fully developed risk management systems for some parts of the port and by referencing responsibilities and the risk controls in place in other parts of the port.

Port Operators may have more limited obligations to conduct hazard and risk identification and assessment processes or implement controls in port areas that are under the primary management or control of tenants, licensees or service providers. However, Port Operators are expected to take reasonable steps to engage with and influence, within the bounds of their legal and commercial powers, tenants, licensees and service providers to ensure that operations in areas of the port for which those parties have primary control are covered by effective safety management plans or systems.

For other activities, Port Operators may have overlapping or concurrent duties with tenants, licensees or service providers, for example Port Operators may still have to assess and control risks in areas under the nominal control of a tenant, licensee or service provider if the Port Operator's employees or contractors have access to those areas.

Processes to involve tenants, licensees and service providers in the development of a PSP might include:

- Regular communication and information exchange with tenants, licensees and service providers promoting integrated/coordinated whole of port safety risk management;
- Participation of tenants, licensees and service providers in workshops and other joint exercises to identify and assess hazards and risks and coordinate implementation of appropriate control strategies;
- Incorporation of PSP-related requirements into current and/or new tenancy agreements;
- Incorporation of PSP-related requirements into 'common user agreements', licences and other relevant commercial/access agreements; and
- Establishment and maintenance of safety management committee/s in the port.

Port Operators are expected to actively encourage and support tenants, licensees and service providers to undertake their own risk management processes and planning. This work should be integrated with, or referenced in, the PSP.

When tenant agreements, leases, licences or any other form of agreements to operate in or access areas of the port are entered into, negotiated or reviewed, it is expected that the Port Operator will take the opportunity to review and incorporate appropriate safety management planning and consultation requirements into the agreement.

Where a port has multiple tenants, licensees and service providers whose operations impact on the broader risk profile of the port, it is expected that the Port Operator will establish a formal safety management or advisory committee or committees to promote information sharing, coordination of effort and whole of port implementation of PSP requirements and directions. Relevant regulatory agencies may also be invited to join these committees.

4.6 Implementing, Reviewing and Revising the Plan

4.6.1 Management systems

Port Operators should ensure that appropriate management systems are in place to provide a formal, documented basis for maintaining the existing controls and implementing the new controls that are identified in the PSP.

4.6.2 Incident register

Port Operators are the central information point for all operations within the port area and there is an expectation that they will be informed of safety incidents.

Port Operators should put in place agreements or procedures with tenants, licensees and service providers for reporting of safety incidents and maintain a register of incidents. This includes incidents that occur within the port area (for example, on land, water and on vessels) under the control and management of the Port Operator, port tenants, licensees and service providers. Although it is recognised that Port Operators may not be in a position to require reporting of incidents from tenants, licensees and service providers they are expected, at a minimum and where possible, to be required to demonstrate that they have taken reasonable steps to encourage cooperation in this process.

4.6.3 Reviews and revision

Port Operators must review and, as appropriate, revise its PSP, and Port Operators will be audited against this requirement. Port Operators should update PSPs to have appropriate regard to any external and internal developments that may impact on the plan's relevance and ensure that measures and strategies to prevent or minimise risks are being effectively implemented and maintained.

Port Operators should undertake a review of their PSP at least annually.

Port Operators must undertake a review of their PSP:

- Following regular reviews and audits, demonstrating appropriate consideration has been given to any recommendations for improvement
- When there is any significant change in the nature or scale of an activity conducted at the port
- When significant new hazards or risks are identified/introduced.

5 Preparation and Approval of PSPs

5.1 Preparation

The Port Operator of a designated port must, no later than 60 days after declaration as Port Operator submit a Port Safety Plan for the port to the Regional Harbourmaster for approval.

The Port Operator of a designated port must, no later than 1 month before each anniversary of its declaration as Port Operator, review its Port Safety Plan and submit a draft revised Port Safety Plan to the Regional Harbourmaster for approval.

The Regional Harbourmaster may, at any time, by written notice given to a Port Operator, direct the Port Operator to review or amend the Port Safety Plan.

5.2 Approval

Within 60 days after receiving a draft, or amended, Port Safety Plan the Regional Harbourmaster must either approve the plan or return the plan to the Port Operator for amendment as directed.

The port operator must, within 30 days after receiving a returned draft, resubmit the plan as directed to the Regional Harbourmaster for approval.

6 Compliance Audits

The Regional Harbourmaster may, by written notice given to the Port Operator, direct that a compliance audit is to be conducted. Otherwise, the Port Operator is to arrange for compliance auditing at a period not exceeding 3 years.

Unless specified otherwise, the compliance audit must determine whether the Port Operator is complying with the whole of the Port Safety Plan.

The Port Operator is to seek the Regional Harbourmaster's approval of a person to conduct a compliance audit. The Regional Harbourmaster must be satisfied that the person has the appropriate qualifications or experience in safety assessment or safety management to conduct the compliance audit.

The compliance auditor shall report, in writing, to the Regional Harbourmaster (with a copy given at the same time to the Port Operator) the outcomes of the compliance audit and the auditor's recommendations (if any) about:

- Any changes required to the operations of the port to comply with the plan; and
- Any suggested amendments to the plan

Captain Tony O'Malley
Regional Harbourmaster

01 July 2015

Northern Territory of Australia

Ports Management Act

Declaration of Boundaries
Port of Darwin

I, Peter Glen Chandler, Minister for Transport, under section 7 of the *Ports Management Act*, declare the boundaries specified in the Schedule to be the boundaries of the area of water and land constituting the Port of Darwin.

Dated 30 June 2015

P. G. Chandler
Minister for Transport

Schedule

Commencing at the intersection of the north-easterly prolongation of the centreline of Lee Point Road with the high water mark of Beagle Gulf at Lee Point; then generally south-westerly by the said high water mark to the right bank of the mouth of Rapid Creek; then generally south-easterly, northerly, south-easterly, and southerly by the high water mark of Rapid Creek to the north-western boundary of Trower Road; then south-westerly by said boundary to its intersection with high water mark on the western side of Rapid Creek; then generally north-westerly, easterly and westerly by said high water to the left bank of the mouth of Rapid Creek; then generally westerly, south-westerly, south-easterly and southerly by the high water mark of Beagle Gulf to the right bank of the mouth of Ludmilla Creek; then generally easterly by the high water mark of the said creek to the western boundary of Dick Ward Drive; then generally south-westerly by said boundary to the high water mark of the left bank of Ludmilla Creek; then generally, northerly, easterly, south-westerly, north-westerly, north-easterly, south-easterly and generally north-westerly by said bank to the mouth of Ludmilla Creek; then generally north-westerly, south-westerly, southerly, north-easterly, south-easterly and south-westerly by the high water marks of Beagle Gulf and Fannie Bay to a point on the northern side of the outer gate of Cullen Bay Marina Lock near the intersection of parallel south latitude 12 degrees 27 minutes 6 seconds and meridian of east longitude 130 degrees 49 minutes 13 seconds; then southerly to the intersection of high water mark with the southern side of the outer gate of the Cullen Bay Marina Lock; then generally westerly, south-easterly, easterly and south-easterly by the high water mark of Port Darwin to the most western north-western boundary of Lot 10187 Town of Darwin; then generally north-easterly by north-western boundaries of the said lot to its most northern corner; then south-easterly by part of a north-eastern boundary of Lot 10187 for about 36 metres to a point situated at the south-westerly prolongation of high water mark along an embankment within Lot 10177; then generally north-easterly, southerly, easterly and northerly by the high water mark of Port Darwin to a southern boundary of Lot 5280 Town of Darwin; then westerly, south-westerly and north-westerly by part of a southern, south-eastern and a south-western boundary of the said Lot to the most southern corner of Lot 5500 Town of Darwin; then generally north-westerly and northerly by the western boundaries of Lots 5500, 5278, 5361, 5360 and 6506, Town of Darwin to the southern boundary of Lot 6525; then westerly, and generally northerly by the southern and western boundaries of said lot to the south-western corner of Lot 6505; then northerly and easterly by the western and part of the northern boundary of said lot to its intersection with the high water mark of Frances Bay; then due north to the southern boundary of Lot 6656; then easterly, northerly and westerly by part of the southern, eastern and the northern boundary of the said lot and its prolongation north-easterly to the south-western corner of Lot 5377; then northerly by a western boundary of the said lot to the south-easterly prolongation of the most southern south-western boundary of Lot 6405; then north-westerly by the said prolongation to the south-eastern corner of Lot 6406; then generally north-westerly by northern boundaries of the said Lot to a north-eastern boundary of Frances Bay Drive; then generally north-easterly by north-western boundaries of the said drive to the most western corner of Lot 6475; then south-easterly by

the south-western boundary of the said lot and its prolongation to high water mark on the western side of Frances Bay; then generally northerly by said high water mark to a point on the southern side of the outer gate of Tipperary Waters Lock near the intersection of parallel south latitude 12 degrees 26 minutes 57 seconds and meridian of east longitude 130 degrees 51 minutes 7 seconds; then northerly to the intersection of the northern side of the outer gate of the Tipperary Waters Lock with high water mark; then generally northerly, north-westerly, northerly and south-easterly by the high water mark of Frances Bay and right bank of Sadgroves Creek to a point on the western side of the outer gate of Bayview Marina Lock near the intersection of parallel south latitude 12 degrees 26 minutes 33 seconds and meridian of east longitude 130 degrees 51 minutes 33 seconds; then south-easterly to the intersection of high water mark on eastern side of the outer gate of the Bayview Marina Lock; then generally south-easterly and northerly by high water mark of right bank of Sadgroves Creek to the southern face of the Tiger Brennan Drive road embankment; then generally easterly by high water mark of said embankment to the left bank of Sadgroves Creek; then generally south-easterly by the high water marks of the said left bank, Frances Bay, East Arm and all creeks and inlets appurtenant thereto its eastern extremity in Sadgroves Creek near Berrimah Road; then generally south-westerly to the north-westerly prolongation of the south-western boundary of Section 5720 Hundred of Bagot; then south-easterly by the said prolongation and boundary to the north-western boundary of Berrimah Road; then generally north-westerly by said boundary to the most southern corner of Section 5783; then generally north-westerly by south-western boundaries of the said section to its most western corner; then north west to the high water mark of East Arm; then south-westerly by said boundary the north-western prolongation of the southern boundary of Section 5176, Hundred of Bagot; then south-easterly by said prolongation and by the southern boundaries of Section 4443 and 5176, Hundred of Bagot to its intersection with the western boundary of Berrimah Road; then generally southerly, south-easterly and northerly by said road boundaries to the most south-western corner of Section 6117, Hundred of Bagot; then east south-easterly by the southern boundary of said parcel to the high water mark of East Arm; then generally northerly, easterly, southerly, north-easterly and easterly by the high water mark to most south-westerly corner of Muramats Road; then generally south-easterly and north-easterly by said boundary to its intersection with the westerly boundary of Pearl court; then south-easterly and north-easterly along said road boundary to its intersection with Section 4813, Hundred of Bagot; then north-easterly and north-westerly along said boundary to its intersection with Muramats Road; then generally north north-easterly along said road boundary to its intersection with Section 6090 Hundred of Bagot; then south-easterly along said boundary to its intersection with the high water mark of the northern bank of Hudson Creek; then generally easterly and south-easterly by the high water marks of Hudson Creek, East Arm, Elizabeth River and all creeks and inlets appurtenant thereto a point of intersection with Section 1676 Hundred of Strangways; then generally north-westerly by high water mark to a point on the Bladin Point Module Offload Facility Causeway of about parallel south latitude 12 degrees 30 minutes 51 seconds and meridian of east longitude 130 degrees 55 minutes 23 seconds; then to a point on the northern side of the

Bladin Point Module Offload Facility Causeway of about parallel south latitude 12 degrees 30 minutes 49 seconds and meridian of east longitude 130 degrees 55 minutes 22 seconds coinciding with the high water mark of Elizabeth River; then generally westerly, southerly, north-westerly, south-westerly, north easterly, south-westerly, northerly, westerly, southerly, north-westerly and southerly by the high water mark of the left bank of the Elizabeth river, the south-western side of East Arm and the south-eastern side of Blackmore River to the northern boundary of Channel Island Road; then generally northerly and southerly by the left and right bank of the Blackmore River high water mark again to the northern boundary of Cox Peninsula Road; then generally northerly, north-easterly, north-westerly, westerly and southerly by the high water marks of the left bank of the Blackmore River, the south-western and southern side of Middle Arm and the eastern side of the seaward arm of Pioneer Creek to its southern most tidal limit; then generally northerly by high water mark of the western side of the seaward arm of Pioneer Creek and the Port of Darwin, and generally north-westerly by the high water marks of Middle Arm, west arm and Woods Inlet; then generally north, and north-westerly by the high water mark of Port of Darwin and Beagle Gulf to the most northern extremity of Charles Point; then north-easterly to the intersection of parallel of about parallel south latitude 12 degrees 18 minutes 11 seconds and meridian of east longitude 130 degrees 41 minutes 3.5 seconds (WGS84), then easterly to the point of commencement, but excluding there-from the island know as Channel Island to high water mark and so much of the waters surrounding that island that are from time to time occupied by or over which extends any wharf, jetty, bund or other facility the property of the Power and Water Authority and used in connection with the power generation facility on the island, the relevant position of high water mark referred to herein being subject to variation from time to time as a result of excavation or reclamation works, and the level of said high water mark being as at mean high water spring as delineated on Compiled Plan 5513 held in the Surveyor-Generals office. All coordinates are referenced to GDA94 unless stated otherwise.

Northern Territory of Australia
Ports Management Act
Declaration of Operator of Port of Darwin

I, Peter Glen Chandler, Minister for Transport, under section 8(1) of the *Ports Management Act*, declare Darwin Port Operations Pty Limited ABN 62 603 472 788 to be the operator of the Port of Darwin on and from 1 July 2015.

Dated 30 June 2015

P. G. Chandler
Minister for Transport

Northern Territory of Australia
Ports Management Act
Declaration of Pilotage Area
Port of Darwin – Inner Pilotage Area

I, Peter Glen Chandler, Minister for Transport, under section 65 of the *Ports Management Act*, declare the area of Northern Territory waters in the Port of Darwin below the high water mark and south of the parallel of latitude 12° 25' 00" to be a pilotage area on and from 1 July 2015.

Dated 30 June 2015

P. G. Chandler
Minister for Transport

Northern Territory of Australia
Ports Management Act
Declaration of Pilotage Area
Port of Darwin – Outer Pilotage Area

I, Peter Glen Chandler, Minister for Transport, under section 65 of the *Ports Management Act*, declare the area of Northern Territory waters in the Port of Darwin below the high water mark and north of the parallel of latitude 12° 25' 00" to be a pilotage area on and from 1 July 2015.

Dated 30 June 2015

P. G. Chandler
Minister for Transport

Northern Territory of Australia

Ports Management Act

Declaration of Pilotage Area

Gove Pilotage Area

I, Peter Glen Chandler, Minister for Transport, under section 65 of the *Ports Management Act*, declare the area of Northern Territory waters specified in the Schedule to be a pilotage area on and from 1 July 2015.

Dated 30 June 2015

P. G. Chandler
Minister for Transport

Schedule

Gove Pilotage Area

All that area of Northern Territory Waters below the High Water Mark enclosed by the following points; commencing at a point at the intersection of parallel of south latitude 12 degrees 9 minutes 7 seconds and meridian of east longitude 136 degrees 38 minutes 1 second; eastwards to a point at the intersection of parallel of south latitude 12 degrees 9 minutes 7 seconds and meridian of east longitude 136 degrees 42 minutes; southwards to a point at the intersection of parallel of south latitude 12 degrees 14 minutes 9 seconds and meridian of east longitude 136 degrees 42 minutes; westwards to a point at the intersection of parallel of south latitude 12 degrees 14 minutes 9 seconds and meridian of east longitude 136 degrees 38 minutes 1 second; then northwards to the point of commencement; the relevant position of high water mark referred to herein being subject to variation from time to time as a result of excavation or reclamation works, and the level of said high water mark being as at mean high water spring. All coordinates are referenced to GDA94 unless stated otherwise.

Northern Territory of Australia
Ports Management Act
Appointment of Pilotage Authority
Gove Pilotage Area

I, Peter Glen Chandler, Minister for Transport, under section 66(2) of the *Ports Management Act*, appoint Alcan Gove Pty Limited ACN 000 453 663 to be the pilotage authority for the Gove pilotage area from 1 July 2015 to 1 July 2016.

Dated 30 June 2015

P. G. Chandler
Minister for Transport

Northern Territory of Australia

Ports Management Act

Appointment of Pilotage Authority
Groote Eylandt Pilotage Area

I, Peter Glen Chandler, Minister for Transport, under section 66(2) of the *Ports Management Act*, appoint Groote Eylandt Mining Company Pty Ltd ABN 26 004 618 491 to be the pilotage authority for the Groote Eylandt pilotage area from 1 July 2015 to 1 July 2016.

Dated 30 June 2015

P. G. Chandler
Minister for Transport

Northern Territory of Australia

Ports Management Act

Declaration of Pilotage Area
Groote Eylandt Pilotage Area

I, Peter Glen Chandler, Minister for Transport, under section 65 of the *Ports Management Act*, declare the area of Northern Territory waters specified in the Schedule to be a pilotage area on and from 1 July 2015.

Dated 30 June 2015

P. G. Chandler
Minister for Transport

Schedule

Groote Eylandt Pilotage Area

All that area of Northern Territory Waters below the High Water Mark enclosed by; commencing at a point at the south-western point of Brady Rock at the intersection of parallel of south latitude 13 degrees 40 minutes 55.55 seconds and meridian of east longitude 136 degrees 26 minutes 53.79 seconds; south-westerly to a point at the north-western point of Bustard Island at the intersection of parallel of south latitude 13 degrees 41 minutes 38.45 seconds and meridian of east longitude 136 degrees 22 minutes 55.27 seconds; south-westerly to a point on the high water mark of the eastern coast of Bickerton Island at the intersection of parallel of south latitude 13 degrees 42 minutes 36.46 seconds and meridian of east longitude 136 degrees 17 minutes 33.95 seconds; then generally southwards by the high water mark to a point on the high water mark of the southern coast of Bickerton Island at the intersection of parallel of south latitude 13 degrees 51 minutes 5.10 seconds and meridian of east longitude 136 degrees 14 minutes 45.63 seconds; south-south-easterly to a point at the intersection of parallel of south latitude 14 degrees 3 minutes 10.80 seconds and meridian of east longitude 136 degrees 19 minutes 30.00 seconds; then easterly to a point on the high water mark of the western coast of Groote Eylandt at the intersection of parallel of south latitude 14 degrees 3 minutes 10.38 seconds and meridian of east longitude 136 degrees 25 minutes 14.50 seconds; then generally northwards by the high water mark to a point on the high water mark of the north-western coast of Groote Eylandt at the intersection of parallel of south latitude 13 degrees 48 minutes 25.85 seconds and meridian of east longitude 136 degrees 31 minutes 29.66 seconds; north-westerly to a point on the high water mark of the southern coast of Winchilsea Island at the intersection of parallel of south latitude 13 degrees 47 minutes 19.67 seconds and meridian of east longitude 136 degrees 30 minutes 25.65 seconds; then generally northwards by the high water mark to a point on the high water mark of the north-western coast of Winchilsea Island at the intersection of parallel of south latitude 13 degrees 43 minutes 14.80 seconds and meridian of east longitude 136 degrees 28 minutes 18.58 seconds; then north-westerly to the point of commencement; the relevant position of high water mark referred to herein being subject to variation from time to time as a result of excavation or reclamation works, and the level of said high water mark being as at mean high water spring. All coordinates are referenced to GDA94 unless stated otherwise.