



# BRISBANE LOADING GRAIN

## Queensland Bulk Terminals

Queensland Bulk Terminals (QBT) is one of Australia's state-of-the-art and most efficient export terminals following a major redevelopment recently.

QBT is a bulk storage and handling facility with the capacity to sample, test, receive, store, pack and ship a range of grains and liquids. These include, but are not limited to wheat, sorghum, maize, pulses, tallow and combustible liquids. The QBT facility has over 85,000 metric tons of bulk grain storage, over 12,700 cubic metres of bulk liquid storage, two all-weather grain receiving stations, a container packing facility and a ship loader.

Please read the following information carefully before completing the acceptance section on page 6.

**Brisbane  
Queensland  
Australia**



**27°28'04" S  
153°01'41" E**

**Silo Storage of  
5,200 mt  
Shed storage of  
85,000 mt**

**800,000 tonnes  
per annum**

**Queensland Bulk Terminals  
156 Colmslie road, Murarrie  
Qld 4170.  
Ph: 3902 0350**

## Port Information

<b>Name of Port :</b>	Brisbane	<b>Port Code :</b>	AUBNE
<b>Time Zone :</b>	GMT + 10 (Brisbane does not have daylight saving in Summer)		
<b>Charts :</b>	AUS Charts 235, 236, 237 and 238		
<b>Pilot boarding :</b>	Pilot boards by launch only, 24 hrs a day, 7 days a week, year round		
<b>Harbour Control VHF :</b>	Channel 12 – monitored 24 hrs 7 days		
<b>Approach channel depth :</b>	9.10 m Chart Datum (nominated depth)		
<b>Swing Basin off berth :</b>	9.10 m Chart Datum (nominated depth)		
<b>Tidal information :</b>	HAT : 2.73 m	MHWS : 2.17 m	MHWN : 1.78 m

## Terminal Information

<b>Berth Operator :</b>	Queensland Bulk Terminals		
<b>Berth Name :</b>	Queensland Bulk Terminals		
<b>Berth location :</b>	About 9nm up river in the Hamilton reach		
<b>Berth Pocket – Length :</b>	270.00 m	<b>Width :</b>	35.00 m
<b>Berth depth :</b>	10.0 m (chart datum)	<b>Density:</b>	1.020 – 1.024
<b>Maximum – LOA:</b>	230.00 m (maximum)	<b>Beam :</b>	33.00 m (maximum)

<b>Port Services :</b>	<b>Towage :</b>	2 in / 2 out	<b>Lines Launch :</b>	1 in / 0 out
<b>Berthing direction :</b>	Tankers may berth Port or Starboard-side to			
<b>Loader descriptions :</b>	General Cargo Ships Starboard side-to, head down			
<b>Loader Rate – Max :</b>	The loader is a single mobile gantry with horizontal travel.			
	1,000 mt per hour	<b>Average :</b>	750 – 900 mt per hour	

**Max sailing drafts :**

**Draft < 8.5m** Vessels can berth / sail at anytime.

**Draft 8.5m -10.1m** Vessels should be able to berth / sail on a tide on any given day of the year.

**Draft >10.10m** Are possible but are not guaranteed and the deeper the draft upto / abt 10.50 m the less likely a tide will be available.

In considering the draft of the vessel sailing from QBT vessel operators should also take into consideration that this berth is shallow with only **10.0m** alongside and a **UKC of 0.30m** is required to be maintained at all times (to calculate max draft alongside = 10.0m less UKC (0.30) + tide).

<b>Cargo Stowage factor :</b>	Variable subject to cargo / grain type being loaded
<b>Working arrangements :</b>	24 hrs a day, 7 days a week, year round.



## Berth Diagram:

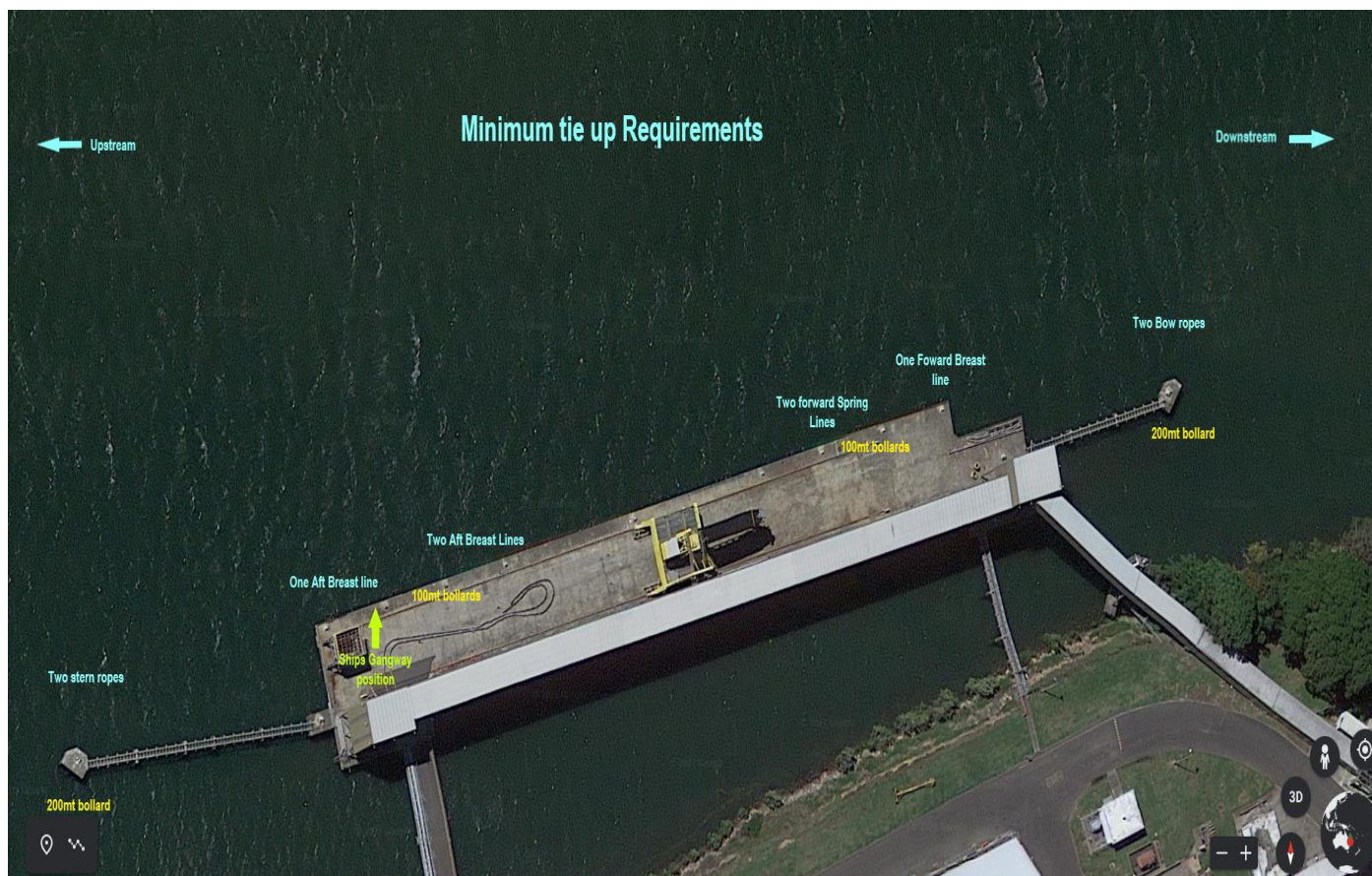


### Approximate Measurements

Downstream dolphin to upstream dolphin 274metres  
 Downstream dolphin to downstream berth edge 36 metres

*Ship Loader maximum travel = 130m (bumper to Bumper)*  
 Front edge of Wharf length overall 158 metres

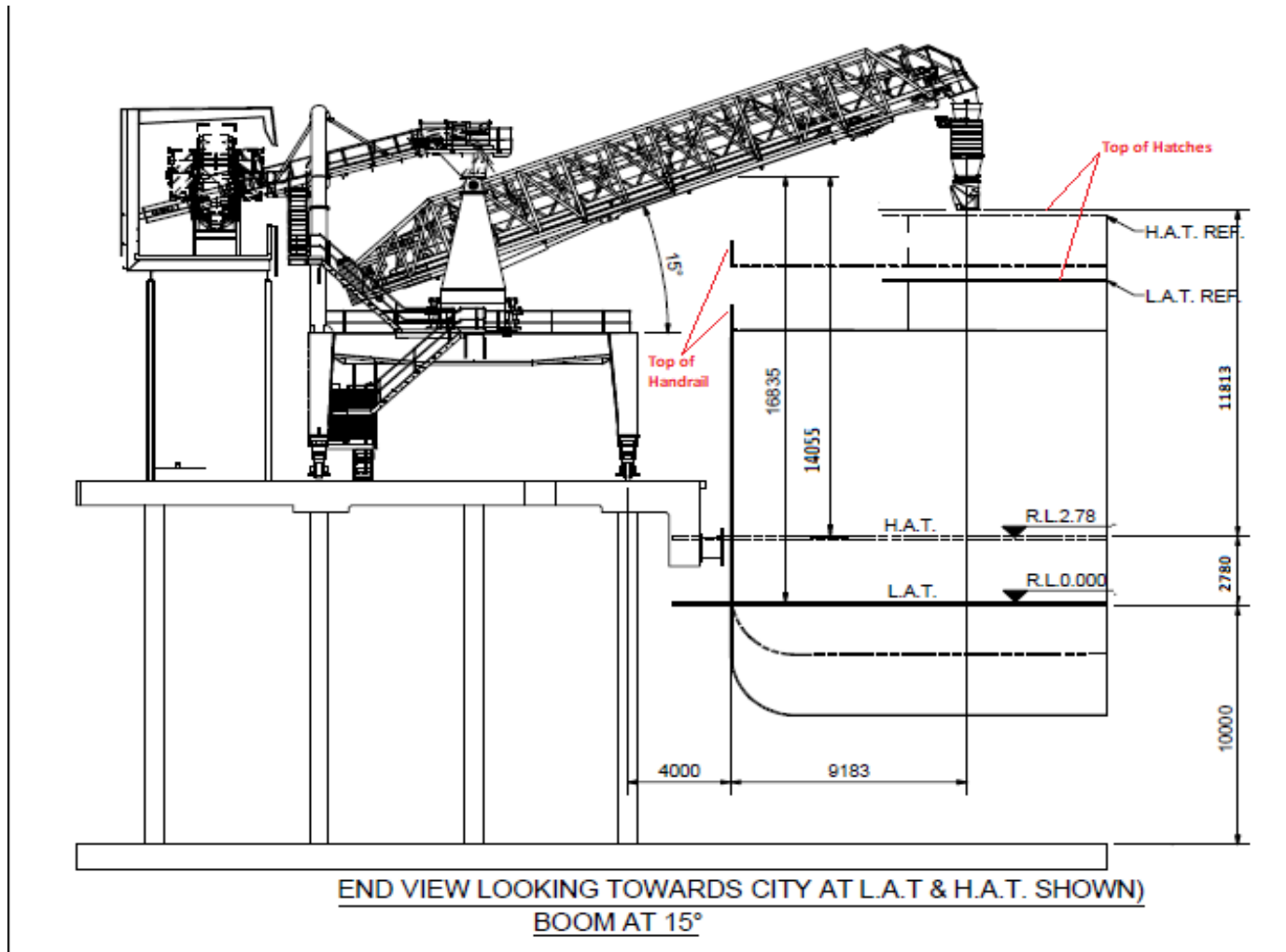
## Tie Up Diagram:



Disclaimer: Whilst all due care and attention has been used in supplying this information, QBT accepts no liability as to its completeness, accuracy, reliability or suitability. Berth / channel depths may vary due to silt build up, please ensure you contact your Shipping agent for the latest berth / channel depths and/or tidal windows prior to fixing

## Air Draft Restrictions

**Loading Arm: Maximum of 15° is permitted when loading. (At 15.1° the belts will auto stop)**  
**Arm can lift to a maximum 27° to gain access to ship only. (Belts must be stopped and empty)**



## Topping off of Holds;

**Maximum height for topping of holds is 11500mm above Hat. (Chute fully retracted)**

**Log rails are usually required to be folded down to be within above limits.**

## FAQ – Frequently Asked Questions:

**Berthing Delays:** In most instances there is minimal to nil berthing delays at QBT. The cargo is usually available on berthing. Congestion is usually minimal and general vessels berth on arrival. Should there be berth congestion then in general terms it is based on a first come basis, however the QBT reserve the right to berth vessels in any order as required to best service our customers requirements.

**Bill of lading quantity:** The cargo is loaded by shore scale, some shippers appoint a surveyor and agent to attend to complete cargo formalities prior to departure.

**Freshwater:** Freshwater is available on request. Please request via your nominated agent should you require fresh water. Connection is via a 2” hose, with a flow rate of about 30-40 mt per hour.

## Casual Berth Charges

Pricing Effective 1<sup>st</sup> Oct 2021

Privately owned and operated facility.	10 km by road from CBD.
Private location.	Secure, private 24 hr access for crew.
Vehicle access to berth for stores / visitors.	Deep water berth opposite QLD #1 Golf Course.

Service		Charge (Excluding GST)
1	Berth Hire – Minimum Charge	\$950 minimum. (1-5 hours)
2	Berth Hire – Per hour after 5 hr minimum	\$190 per hour
3	Forklift & Operator	\$100.00 per hour (Minimum 1 hour, then 30 min increments)
4	Potable water supply	\$4.00 per kL (metered)
5	3 phase power available	POA – Subject to capacity

Pricing based on 0600 – 1400 Monday to Friday where applicable.

POA for public holidays and after hours arrangements.

All pricing is exclusive of GST.

Terms: Pre-payment required unless agreed prior and credit approved.

For further information contact:

Brett Tomlinson  
General Manager  
[portoperations@wilmartrading.com.au](mailto:portoperations@wilmartrading.com.au)  
+61 (7) 3902 0321 (Office)



**Please complete the information below.**

Shipping Line: \_\_\_\_\_

Name of Vessel: \_\_\_\_\_

ETA: \_\_\_\_\_

LOA: \_\_\_\_\_ metres

Breadth: \_\_\_\_\_ metres

Length from leading edge of Hold 1 to Bow: \_\_\_\_\_ metres

Length from leading edge of Hold 1 to Furthest edge of last Hold: \_\_\_\_\_ metres

Water Draft on Arrival: \_\_\_\_\_ metres

Air Draft on Arrival: \_\_\_\_\_ metres

Maximum Air Draft During Loading: \_\_\_\_\_ metres. (Based on Highest tide forecast)

Time and date of Maximum Air Draft: \_\_\_\_\_ Local Time.

Ballast % on arrival: \_\_\_\_\_ %

Ballast Pump Rate: \_\_\_\_\_ Metric Tonnes Per Hour

Water Draft on Departure: \_\_\_\_\_ metres

The ship noted above **will/ will not** need to stop loading due to Air Draft restrictions.

The ship noted above **will/ will not** need to depart based on a tidal window for UKC reasons.

The ship noted above **will/ will not** need to stop loading due to ballast operations.

**Notes:**

For Panamax sized vessels, consideration of the Ship loader's maximum travel of 130m along the berth as acceptable to only load holds within its limits. Ship berthing position to be finalised prior to berthing to accommodate required holds where possible.

A minimum UKC of 0.3m must be maintained at all times while berthed alongside. Should loading need to cease at or before low water to maintain 0.3m UKC, then loading may only continue, after low water once agent has arranged sailing time before next low water. In this event, loading tonnage may be reduced to ensure ship departs with required UKC for QBT berth pocket.

I, \_\_\_\_\_ (name) on behalf of \_\_\_\_\_ (shipping Line) after consideration of the information provided in this document verify that the \_\_\_\_\_ (ship's name) can meet the requirements for UKC and Air Draft restrictions as contained herein.

Signature: \_\_\_\_\_

Date: \_\_\_\_\_

QBT Verified By: \_\_\_\_\_

Date: \_\_\_\_\_

Signature: \_\_\_\_\_