Queensland Bulk Terminals

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, edible oils, and propylene glycol (industrial).

The QBT facility has over 85,000 metric tons of bulk grain storage, over 10,000 metric tons 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 7.

Brisbane
Queensland
Australia

27°28′04″ S
153°01′41″ E

Silo Storage
5,200mt
Shed Storage
85,000mt

800,000 tonnes per annum

156 Colmslie Road
Murarrie Qld 4170
Ph: 3902 0350

Queensland Bulk Terminals

Port Information

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

Terminal Information

Berth Operator:	Queensland Bulk Terminals Pty Ltd		
Berth Name:	Queensland Bulk Terminals Pty Ltd		
Establishment Number:	1153		
ABN:	89 138 437 260		
ACN:	138 437 260		
Berth location:	About 8nm upriver in the Hamilton reach		
Berth Pocket – Length:	270.00m	**Width:**	35.00m
Berth depth:	10.0m (chart datum)	**Density:**	1.020 – 1.024
Maximum – LOA:	230.00m (maximum)	**Beam:** Less Than	33.00m
	Towage: 2 in / 2 out	**Lines Launch:**	1 in / 0 out
Port Services:	Tankers may berth Port or Starboard side to		
Berthing direction:	General Cargo Ships Starboard side-to, head down		
Loader descriptions:	The loader is a single mobile gantry with horizontal travel.		
Loader Rate – Max:	1,000 mt per hour	**Average:**	750 – 900 mt per hour

Max sailing drafts:

Draft < 8.5m Vessels can berth / sail at any time.
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 up to / 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** must be maintained at all times (to calculate max draft alongside = 10.0m less UKC (0.30) + tide).

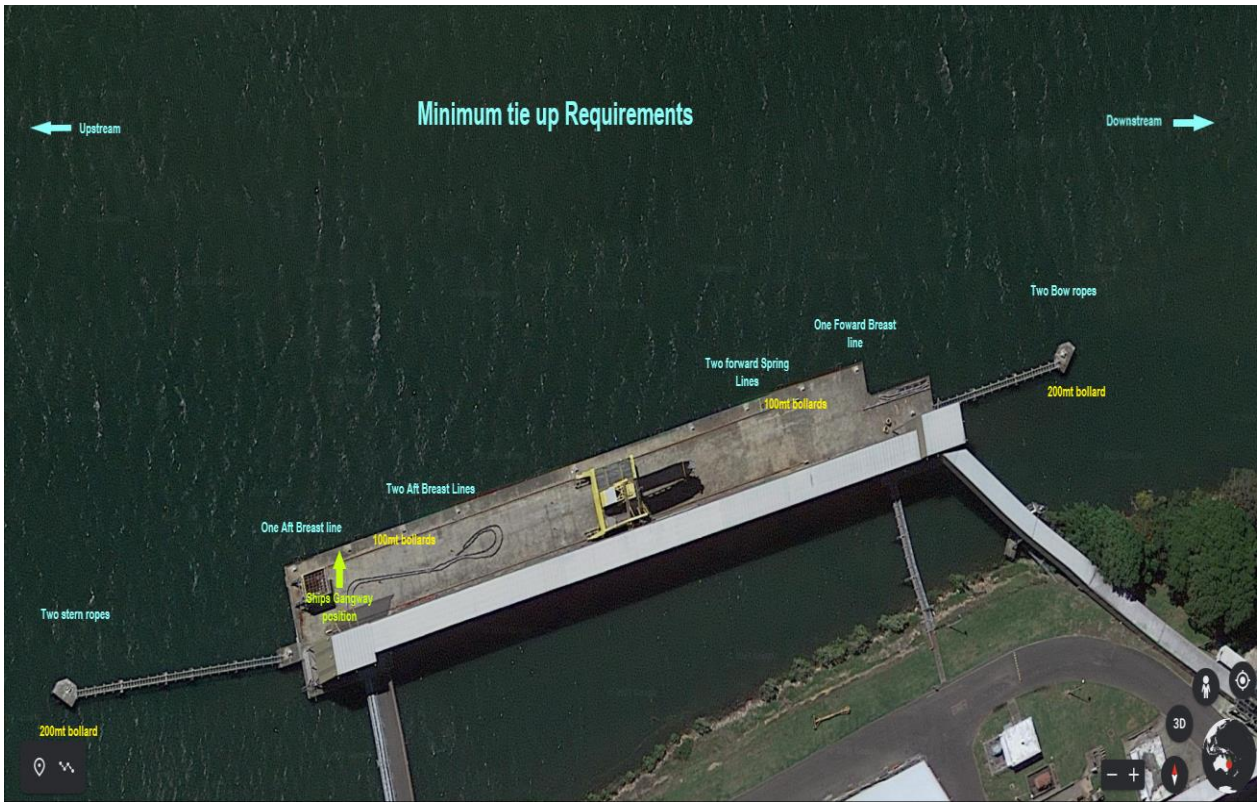
Cargo Stowage factor:	Variable subject to cargo / grain type being loaded
Working arrangements:	24 hrs a day, 7 days a week, year-round.

Berth Diagram:

Approximate Measurements:

Front edge of wharf length overall **158m**
Downstream dolphin to downstream berth edge **36m**
Downstream dolphin to upstream dolphin **274m**
Shiploader maximum travel = **130m** bumper to bumper

Tie Up Diagram:



Air Draft Restrictions

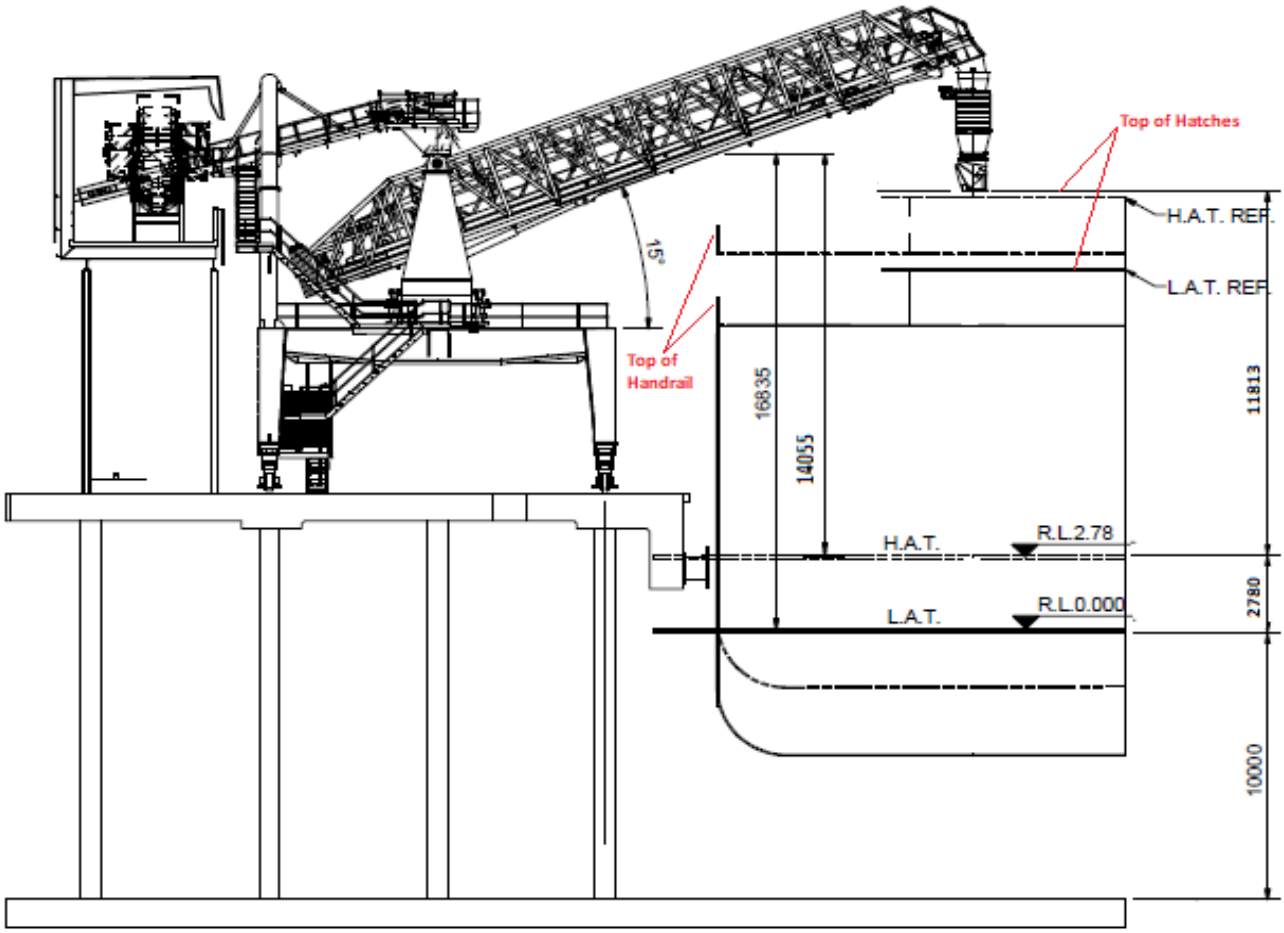
Loading Arm: Maximum of 15° is permitted when loading. (At 15.1° the belts will auto stop)

Arm can lift to a maximum 27° to gain access to ship only. (Belts must be stopped and empty)

Topping off Holds:

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

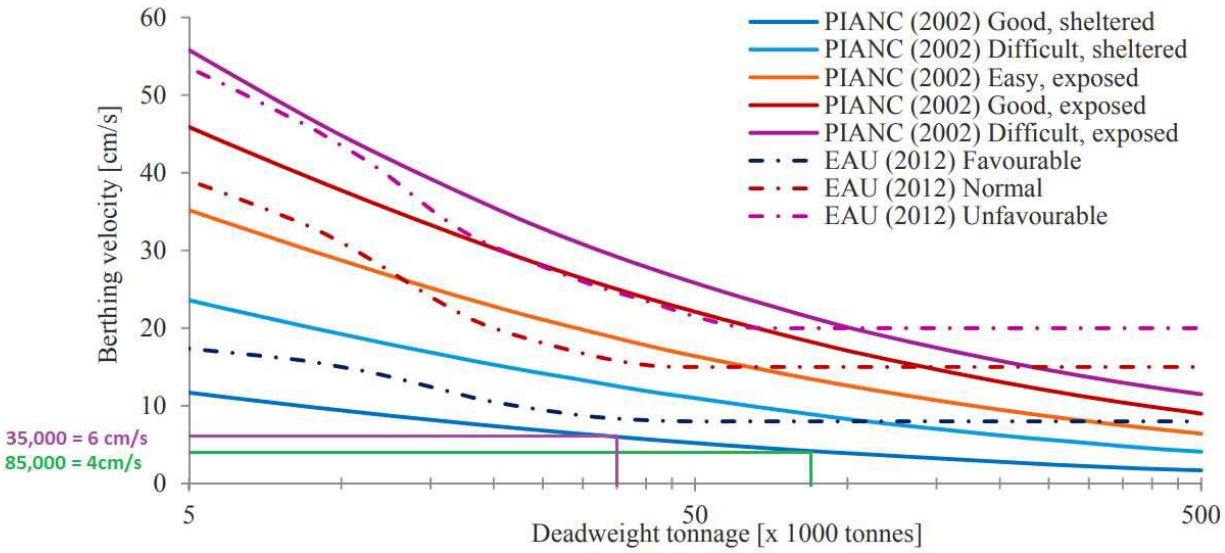
Log rails are usually required to be folded down to be within above limits.



END VIEW LOOKING TOWARDS CITY AT L.A.T & H.A.T. SHOWN)
BOOM AT 15°

Berthing velocities PIANC

The following table has been used to extract PIANC values for Berthing velocity by vessel DWT for the Good Sheltered Conditions considered for the Berth.



Extreme Scenario

Berthing Test scenario run at 10cm/sec for 85,000 DWT.

Vessel. 85,000DWT, 228m long, 32.9m wide, 45,000 t displacement on arrival

85,000 DWT vessel with the scenario presented of a combination of the following unlikely cases.

- Berthing velocity of 10cm per second.
- Berthing at an angle of 7 degree to the forward fender.
- Distance from bow to point of impact 19 percent.

This will deliver a normal energy of 146.52 kNm to the forward fender. The fender has a capacity in excess of 205kNm.

Expected Upper Bound of Arrival Conditions

35,000t displacement on arrival

- Berthing velocity of 6cm per second. (4cm PIANC)
- Berthing at an angle of 3 degree to the forward fender.
- Distance from bow to point of impact 14 percent.

Normal Energy 31.05 kNm with fender capacity in excess of 205kNm.

Queensland Bulk Terminals

Casual Berth Charges

Pricing Effective 1st Nov 2023

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)
Berth Hire – Minimum Charge	$1175 minimum (1-5 hours)
Berth Hire – Per hour after 5 hr minimum	$235 per hour
Forklift & Operator	$100.00 per hour (Minimum 1 hour, then 30 min increments)
Potable water supply	$4.00 per kL (metered)
3 phase power available	POA – Subject to capacity

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
+61 (7) 3902 0321 (Office)

Queensland Bulk Terminals

Please complete the information below:

Shipping Line:_____

Name of Vessel: _____ETA: _____

LOA: _____metres. Breadth: _____metres.

Ship Particulars (grain vessel):

Length from leading edge of hold 1 to Bow: _____metres.

Length from leading edge of hold 1 to furthest edge of last hold: _____metres.

Gangway position from Leading edge of Hold 1: _____metres.

Arrival Particulars (all vessels):

Water draft on arrival: _____metres.

Handrail height above water line on arrival: _____metres. (Maximum of 14m above HAT)

Top of hold/manifold height above water line on arrival: _____metres. (Maximum of 11.8m above HAT)

Maximum hold/manifold Height during Loading: _____metres. (Based on Highest tide forecast)

Time and date of maximum hold/manifold Height: _____ local time.

Ballast % on arrival: _____%

Ballast Pump Rate: _____ metric tonnes per hour.

Departure Particulars:

Water Draft on Departure: _____metres.

Cross out incorrect answer:

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.

The ship noted above **will/ will not** approve of mid-gangway to be used if required by terminal.

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 and river channel.

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: _____