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ABOUT DARWIN PORT

Darwin Port is owned and operated by the Landbridge Group, under a 99-year lease from the Northern Territory Government since November 2015. The Port of Darwin is a natural deep-water port with a multi-cargo handling facility. It is one of the busiest cattle export ports in the world and is fast becoming a major oil and gas hub. Darwin Port also receives a growing number of cruise liners and naval vessels each year.

Darwin Port is responsible for developing and maintaining port infrastructure, providing key commercial maritime services such as pilotage and navigation, and the maintenance of the commercial shipping channels in the port waters.

Strategically located with close proximity to Asia, Darwin Port is already firmly established as Australia's northern gateway of choice for trade. The port is supported by the city of Darwin, capital of the Northern Territory. Darwin is a modern, well-appointed city that provides easy access to the port and other key transport infrastructure, including the national highway network, the Darwin to Adelaide railway and Darwin International Airport, with regular services to major South East Asian hubs and to major Australian cities.

Darwin Port is dedicated to driving trade and business growth by working with customers to deliver outstanding commercial outcomes, facilitating efficiencies and innovation, and striving to accommodate new opportunities.



TRADE

Darwin Port plays a key role in building capacity for Northern Australia's economic expansion and supporting the growth of numerous export industry sectors through the strategic development of infrastructure and services.

For trade statistics please visit Darwin Port's website
<http://www.darwinport.com.au>



ACCESS

Darwin Port is accessible by both road and rail infrastructure, allowing users to effectively service and transport cargo between the Northern Territory and central Australia, and the east coast.



PORT FACILITIES

Darwin Port's multi-user facilities include three main commercial wharves; East Arm Wharf; the Marine Supply Base; and Fort Hill Wharf.

East Arm Wharf

A multi-user facility with 4 berths providing capacity to use 865m of quay line. Berths 1 and 3 are primarily used for general cargo, containers, motor vehicles and livestock.

Berth 2 is used for bulk ore and has a rail mounted dry bulk ship loader. Berth 4 is used for bulk liquids and contains a bulk liquids and fuel transfer facility.

Cargo handling activities can be undertaken by either of the two stevedore service providers operating at East Arm Wharf, LINX Stevedoring and QUBE. Cargo transfers are performed by mobile cranes operated by the stevedores under a stevedoring licence issued by the Minister.



Berth	Completed	Length	Activity	On-deck equipment	Declared Depth (min depth below chart datum) 2019
Berth 1	2000	150m	Container, project, livestock and general cargo	Nil	12.1m
Berth 2	2000	250m	Bulk ore but can be used for other cargoes.	Rail mounted dry bulk ship loader	12.9m
Berth 3	2004	200m	Containers, general cargo and livestock	Nil	12.5m
Berth 4	2004	265m	Bulk liquids. Can also be used for container and general cargo	Liquid bulk and fuel facility	11.2m

The nominated berth lengths are flexible to best utilise the EAW continuous wharf line for a range of different cargoes.

Access:	No public access. Port Pass or accompanied access required. Current Maritime Security Identification Card (MSIC) required in defined areas.
Restrictions to EAW Gate Entrance	Maximum height vehicle clearance: 10m Maximum width vehicle clearance: 13.4m In the case of oversize cargo, notification must be provided to Darwin Port at least 1 week before arrival. Contact General Manager Facilities on 89 190 830
Terminal Operations:	Common User
Berth Details:	
Type	Sheet pile with retained fill and concrete deck on piles.
Length	775 meters
Apron width	25.3 meters plus rear access roadway.
Depth alongside	Design depth of 13 metres char datum.
Height of deck level above chart datum	9.5 meters
Deck loading	Seaward – 4 tonnes per m2 20m – 30m behind deck – 6 tonnes per m2 1,000 tonnes over an area of 10m x 10m (Berth 1&2)
Alignment	127 degrees/307 degrees
Approach	2.5km causeway
Cargo Handling Facilities/Heavy Lift Cargo	“Heavy Lift Cargo Operations” may be conducted at EAW subject to prior consultation/approval from Darwin Port Management.
Rail mounted gantry dry bulk shiploader	Design load rate: 2,000 tonnes per hour Belt speed: 2.2m/second Belt width: 1.2m Horizontal length: 36m Operational long travel: 146m 100t Crawler cranes on berth
Cranes	Both stevedoring companies operate a range of lifting equipment including mobile harbour cranes and crawler cranes.
Common User Facilities	10 hectares of sealed hardstand. 4,000m2 cargo transit shed with dry bulk cargo handling facilities. 190 reefer outlets on hardstand. Container wash down facility. Undercover Quarantine & Customs Services. Quarantine waste collection and disposal.
Intermodal Facilities	Operated by QUBE Ports and LINX Stevedoring. A 16m wide railway access embankment connecting the Adelaide to Darwin railway. An Intermodal Container facility incorporating: - 220m of the existing common user berth facility - nominal 180m x 240m intermodal container terminal yard with 924 TEU ground slot capacity. The facility has two 200m rail sidings.

Marine Supply Base

The Marine Supply Base (MSB) is a specific purpose intermodal freight facility for storage and freight consolidation, loading and unloading of vessels known as offshore support vessels (rig tenders), and a range of specialised support vessels. The MSB is co-located with logistics facilities to cater for the loading of

offshore support vessels with necessary supplies of equipment, water, drilling mud, fuel and other consumables required by offshore platforms. The dedicated facility enables these vessels to berth for a shorter period of time, in many cases resulting in substantial savings for the projects they support.



Berth	Length (m)	Declared Depth (min depth below chart datum) 2019
MSB Berth 1	0-100	8.5m
MSB Berth 2	100-180	7.4m
MSB Berth 3	180-260	7.4m

The MSB is leased and operated by ASCO Australia Pty Ltd (ASCO). Vessels requiring access to berth at the MSB should contact ASCO directly for berth bookings.

ASCO Australia Pty Limited
 PO Box 150, Berrimah NT 0828
 34 O'Sullivan Circuit
 Hudson Creek NT 0828 Australia
 Tel: (08) 8922 9567
msbscheduling@ascoworld.com

Fort Hill Wharf

Fort Hill Wharf has a total quay line of 300 metres, with a natural deep-water berth located just minutes from the central business district. The facility includes a passenger terminal with ability to

accommodate offshore international passenger processing in the terminal. Fort Hill Wharf is primarily used for cruise and naval vessel visits and small non-cargo carrying vessels.



Berth	Completed	Length	Declared Depth (min depth below chart datum) 2017
East Berth	1983	150m	10.0m
West Berth	1979	150m	10.7m

Frances Bay Mooring Basin and Surrounding Areas

The Frances Bay Mooring Basin and Surrounding areas are managed and controlled by the Northern Territory Government. This includes all the following facilities:

- Fishermans Wharf
- Raptis Wharf
- Hornibrooks Pontoon
- Careening poles
- Frances Bay Mooring Basin
- Sadgroves Creek

You can find information about all of the following at <https://nt.gov.au/marine/for-all-harbour-and-boat-users/wharves-and-moorings-in-frances-bay-darwin/charges-to-berth-or-moor-a-vessel-in-frances-bay>

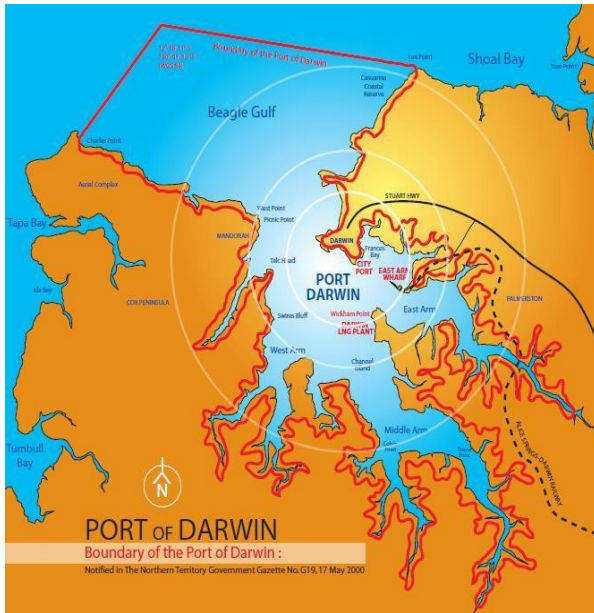
Contact Phone: 8922 0617 (weekdays between 8am and 4.30pm)

- where to berth, moor or refuel a boat
- how to book a berth, mooring or a refuelling berth
- how to apply for a hot work permit
- charges for using these facilities

NAVIGATION AND OPERATION

Darwin Port is responsible for shipping movements in the Port of Darwin and operates 24 hours a day. Vessels operating within the boundaries of the Port of Darwin should refer to the information as well as Port Notices on the Darwin Port website.

[Navigation and Operation](#)



Darwin Port Harbour Control

Darwin Port Harbour Control provides a continuous traffic organisation service to monitor the movement of participating vessels within the Port of Darwin, in order to improve the safe and efficient passage and to protect the environment and infrastructure of the port.

The traffic organisation service is based on information from radar, close circuit television, automatic identification systems (AIS) and VHF radio. All information sources and communications are recorded.

Darwin Port harbour control is operated to the standards set by the International Association of Lighthouse Authorities (IALA).

Reporting to Darwin Port Harbour Control

Vessels shall report to Darwin Harbour Control in the following circumstances:

Inbound Mandatory Calling Point:

2hrs notice prior to entering Harbour Limits;

- Outer reporting point: Position A:
12° 18.27'S, 130° 41.14'E;
- Inner reporting point: Position B - 12° 25.28'S, 130° 46.64' E; and
- At first line, when anchored or moored.

Outbound Mandatory Calling Point:

2hrs notice prior to commencing navigation;

- 15 minutes before departure, requesting clearance to proceed;
- At last line;
- Inner reporting point: Position B: 12° 25.28'S, 130° 46.64'E; and
- Outer reporting point: Position A: 12° 18.27'S, 130° 41.14'E.

Notice of Arrival

Vessels requiring a berth and use of Darwin Port facilities are required to complete a Notice of Arrival form to be submitted no less than 24 hours prior to arrival. NOA forms will be processed by the Shipping Scheduler from 7am to 3pm Monday – Friday. Notice of Arrivals are monitored by the Duty Harbour Control Officer on a limited service after hours and on weekends. Authorised shipping agents can access vessel bookings online through the Darwin Port **Klein Port** system.

Vessel Visits

The design depth alongside at East Arm Wharf is 13m at chart datum. Annual depths alongside are declared by the Regional Harbour Master in a Notice to Mariners. Users should refer to Darwin Port's website for the most current Notice. Fort Hill Wharf accommodates cruise vessels up to 350m LOA.

Darwin Port is willing to discuss any vessel type and sizes on a case by case basis.

Pilotage

Pilotage is compulsory for all vessels of 35m LOA and above, unless a valid Pilotage Exemption Certificate is held by the Master. All Pilotage Exemption Certificate information can be found on the Northern Territory Government website via the following link:

[Pilotage exemption certificates - NT.GOV.AU](http://NT.GOV.AU)

Vessels must have corrected copies of charts AUS 24, AUS 25, AUS 26 and AUS 28 (also AUS 27 if visiting a Middle Arm facility) on board or must be an ECDIS complaint vessel with up to date ENC's as well as other required documentation for proper planning of a passage into, and out of, the Port.

Vessels 200m or more in length +/- or draft of 10.7m or more are to be boarded at the Outer Pilot Boarding Ground (OPBG) situated at 12° 19'S, 130° 42'E. The Inner Pilot Boarding Ground (IPBG) is situated adjacent to Channel Rock, in position 12° 24'S, 130° 46'E. Vessels requiring a pilot other than those above, shall embark and disembark their pilot at the IPBG.

Average pilotage times from the pilot boarding grounds to berth are: 1.5hrs from OPBG and 1 hour from IPBG.

Pilot requests should be made with the Shipping Scheduler no later than 2pm on the day prior to the requirement.

During Business Hours:
0700 to 1500 Monday to Friday:
Phone: (08) 89190 870
E-mail: shipping@darwinport.com.au

Passage Plans

Darwin Port promotes the IMO's mandate for complete berth to berth passage planning, as outlined in the International Chamber of Shipping's Bridge Procedure's Guide. To assist mariners in their application of these principles DPO provides the following guidance and resources.

[Passage Plans](#)



Minimum Under Keel Clearance

Under-Keel Clearance (UKC), is the vertical distance between the lowest part of the ship's hull and the seabed. Maintaining a minimum UKC is essential for the safety of navigation.

Static UKC is the minimum clearance available between the deepest point on a vessel at rest in still water and the bottom.

$$\text{Static UKC} = (\text{Charted Depth of Water} + \text{Height of Tide}) - (\text{Static Deep Draft})$$

Dynamic factors such as squat, pitch, roll and heave effect a ship's draft and need to be accounted for in any determination of minimum UKC.

Similarly, allowance needs to be made for inaccuracies in the determination of the depth of available water arising from predictions or measurements of tide height, bathymetry and prevailing meteorological conditions.

These dynamic and accuracy factors are used to determine an appropriate safety margin, and consequently a minimum UKC, for vessel navigation in various parts of the Port of Darwin.

Static UKC is easily calculable and so represents a convenient means of articulating the minimum UKC to be maintained for safe navigation while making way. The table below prescribes minimum static UKC; these are set to account for dynamic and accuracy factors.

Direction

The Master of every vessel >25m LOA shall, except with the explicit permission of the Regional Harbourmaster, ensure that the following minimum Static UKC are met;

Where	Minimum Static UKC
Whilst underway in the outer Harbour (Area A)	2.0m
Whilst underway in the inner Harbour (Areas B,C,D,F [except as below])	1.5m
Whilst underway in the MOF Fairway	1.5m
Whilst underway in the MSB Fairway (Area G)	1.0m
Whilst underway in the Hudson Creek Fairway	0.5m
Whilst underway in the Sadgroves Creek Fairway (Area E)	0.5m
Passing through a lock	As directed by Lockmaster
Alongside (other than vessels designed to take the bottom)	0.5m

Speed Limits within Darwin Harbour

The Port of Darwin is a compulsory pilotage area divided into a number pilotage sub-areas. These sub-areas are described in the Technical and Safety Standards for Pilotage and the Provision of Pilotage Services for the Port of Darwin.

[Pilotage](#)

Prescribed commercial vessel speed limits are as follows;

- Zone A: 16 knots
- Zones B & C: 12 knots
- Zone D: 10 knots
- Zones E, F & G: 8 knots



Vessels may exceed the prescribed speed limits by the minimum amount required only where:

- The vessel may be unreasonably compromised (e.g. due to tidal windows increasing the risk of grounding);
- The vessel has fixed speed settings that are unreasonable if operating below the nominal maximum speed limit; or
- Specific exemption is provided in situations where there is a high probability of unacceptable constraints to economic, social and environmental aspects if the speed limit were applied.

Vessels may exceed the prescribed speed limits when rendering assistance to a vessel or persons in distress or when directed by the Port Management Officer or Darwin Port Harbour Control.

For further information on speed limits within the harbour please refer to the Port Notice section of Darwin Port's website.

Communications

Port Notices

Darwin Port may issue port notices to regulate the safe, secure and efficient operation of port activities. These port notices are enforceable and give information on a range of operational and navigational matters. Please refer to the website to review these before entry.

[Port Notices](#)

Radio Communication

Darwin Port Harbour Control maintains a continuous listening watch on channels 16 (Distress, Safety and Calling) and 10 (Darwin Port working channel) - 24 hours a day, 7 days a week.

All vessels required to report to Darwin Port Harbour Control (call sign Darwin Harbour) shall do so in accordance with the port notice titled 'Port Notice Participating in Darwin Traffic Organisation Service'. Additionally, all other vessels operating within the Port of Darwin limits shall maintain a listening watch on VHF channel 10 whilst underway or at anchor.

The following VHF channels are assigned within the Port of Darwin:

06	Frances Bay Mooring Basin Lockmaster	Communications with vessels entering or leaving Frances Bay Mooring Basin.
08	Tipperary Waters Lockmaster	Communications with vessels entering or leaving Tipperary Waters Marina.
09	Darwin LNG	Wickham Point operations & standby tugs.
10	All vessels	Darwin Port working channel.
11	Cullen Bay Lockmaster	Communication with vessels entering and leaving Cullen Bay Marina.
12/13	Tugs	Ship manoeuvring with the assistance of tugs.
14/69	Naval vessels	Navy port working frequency.
16	All vessels	[International] distress, safety and calling.
17	Hudson Creek	Ship-to-shore channel for vessels working in Hudson Creek.
19	INPEX LNG	Bladin Point operations.
67	All vessels	Coast Radio Darwin weather and notices information channel (0803 & 1803).
68	Bayview Marina Lockmaster	Communications with vessels entering or leaving Bayview Marina.
72	All vessels	Ship to Ship, Customs and Quarantine.
73	Yachts	Yacht racing and Regattas.
74	Darwin Marine Supply Base	Darwin Marine Supply Base operations.
88	INPEX LNG	Bladin Point operations.

When VHF radio is used between vessels for the purpose of discussing and agreeing special passing arrangements in order to remove the risk of collision,

such communications shall be conducted on channel 10 to ensure that Darwin Port Harbour Control and other port users are aware of each vessel's intention.

PORT SECURITY

The Darwin Port has a Maritime Security Plan (**MSP**) which has been approved by the Office of Transport Security (**OTS**). As part of Darwin Port's security regime underpinning the MSP Darwin Port has:

- A dedicated security team and hub at East Arm Wharf, which operates 24-hours a day, seven days a week;
- Security patrol services at East Arm Wharf, Fort Hill Wharf and the Port Admin Offices;
- A closed-circuit television and access control system, monitored and controlled by maritime security guards 24 hours a day at all sites comprising of around 60 cameras and an electronic access log; and
- Signage and website information that indicates the access restrictions to port facilities and other maritime security zones within the port.

There are three levels of maritime security that reflect the security environment at the port at any given time.

Level 1 (low) means that the Port of Darwin is operating normally and that the usual day-to-day protective security measures are in place.

Level 2 (medium) means that there is a heightened risk of a security incident occurring and that additional protective security measures will be maintained for a period. At this level, access to the port or certain port facilities may be restricted.

Level 3 (high) means that there is a probable or imminent risk of a security incident, and additional specific protective security measures will be maintained for a limited period. At this level, access to the Port of Darwin and its facilities will be heavily restricted and will most likely trigger responses under the National Counter - Terrorism Plan.

Identity Cards

The International Ship and Port Facility Security Code and the Maritime Transport and Offshore Facilities Security Act 2003 (Cth) require anyone entering a port facility to have photo identification. In December 2005 DOTARS (now OTS), implemented a Maritime Security

Identification Card (MSIC) scheme to ensure the industry has a consistent and secure identity process.

You will need an MSIC to work inside active landside or waterside security zones within East Arm Wharf or Fort Hill Wharf.

PORT SAFETY

Darwin Port's safety objective is to provide a safe working environment by demonstrating commitment to safety and upholding Darwin Port's "Work Safe. Live Safe" philosophy. The Darwin Port Safety Plan applies to all Port users and sets out risk management strategies, describes the methodology of safety management and how communication and consultation between Darwin Port and its stakeholders, is reasonably administered.

This plan must be observed by all persons entering East Arm Wharf, Fort Hill Wharf, the Darwin Port administration building and by any users using Darwin Port facilities or services.

[Port Safety Plan](#)

Permit to Work System

Landside

Darwin Port operates a permit to work system (**PTWS**) and no work shall be undertaken unless a permit has been issued by Darwin Port facilities.

[Permit to Work System](#)

Vessel

Hot works can be undertaken on a vessel provided the vessel has completed and submitted the application, form can be obtained from the following links.

[Forms & Permits](#)

[Vessel Permit Requirements](#)

DARWIN PORT INDUCTION SYSTEM

To gain access to East Arm Wharf or Fort Hill Wharf you must complete the induction and obtain a port entry pass. Any direction given in the induction or by any Darwin Port employee must be followed.

[Darwin Port Induction System](#)

MISCELLANEOUS

Lowering Lifeboats

Darwin Port has no objection to the lowering of lifeboats for the purposes of safety drills in principle. However, the strong tidal flows alongside Fort Hill Wharf and East Arm Wharf places higher risk on such an operation. Darwin Port Harbour Control is to be notified via VHF Channel 10 prior to and on completion of the drills.

Maintenance of Ship's Side

Chipping, scraping and painting of the ship's outside can only take place if no rust or paint flakes or drips of paint enter the harbour, which must involve the use of catch-alls to ensure compliance. The use of painting platforms and punts are permitted providing it is safe to do so in the prevailing weather and tide conditions.

Waste Disposal

Darwin Port does not provide any waste disposal services. Vessel agents or operators are to make their own arrangements with approved private contractors for all waste disposal requirements. Users should refer to the Port Notice for the most up to date information on waste disposal.

[Port Notices – Darwin Port](#)

For sewerage discharge please refer to the guideline administered by the NT EPA, available at https://ntepa.nt.gov.au/_data/assets/pdf_file/0004/284683/guidelines_waste_discharge_licences.pdf

Washing Down Hull and Topsides

Washing down with fresh water is permitted but the use of any chemicals is not permitted.

Public Holidays

In addition to Australian national public holidays, the following Northern Territory and regional public holidays are observed in Darwin: May Day (Labour Day 1st Monday in May, Darwin Show Day (usually last Friday in July), Picnic Day (1st Monday in August).

Working arrangements on the above days should be confirmed with the stevedoring companies.

Emergency Services

All emergency services are available through the harbour office. Automatic fire alarms are installed throughout the port and alarms can be raised or emergencies reported on VHF Channel 16 at any time. Evacuation sirens are

installed at East Arm Wharf and Fort Hill Wharf. Users should make themselves familiar with the location of muster points.

Emergency	000
Police	131 444
Water Police	8947 0391
Fire	8922 1555
Ambulance	8927 9000
Hospital	8922 8888

Weather

Darwin has a year-round average temperature of 32 degrees Celsius, experienced in two distinctive seasons – the 'Dry' from May to October with warm sunny days and balmy nights and the 'Wet' from October through to April with higher humidity and often spectacular thunderstorms. Weather is reported on VHF Channel 16 and can go to VHF Channel 72.

Darwin is within the southern zone of tropical revolving storms (cyclones). The season extends from November to April each year and the Port of Darwin may be affected at any time during that period. All vessels entering the Port of Darwin during the 'cyclone season' can access the port cyclone procedures via the Darwin Port website which sets out in full the various stages of alert and preparation to be observed in the case of an approaching cyclone. The Darwin Port Cyclone Procedure can be found at: [Emergency & Cyclone Plans](#). Ships may be placed on short notice for sea and in such circumstances, are required to maintain themselves in seagoing condition while the alert remains in force. Vessels must not immobilise main engines at any time without prior permission from the Harbourmaster. Tankers will not be allowed to shut down main engines while working cargo. An Application to Immobilise Form can be found at: [Forms & Permits](#)

Dangerous Goods

Vessel Masters are required to declare all dangerous goods on board. Declaration forms can be found at: [Forms & Permits](#)

Prior to landside entry, dangerous goods must be declared by providing a manifest to the receivable and deliverables yard as per the Dangerous Goods Port Notice.

[Port Notices](#)

Port Charges

Port charges for applicable port services can be found on our website via the following link: [Port Tariffs – Darwin Port](#). Darwin Port updates its charges from time to time and it is advisable that users refer to our website for the most up to date tariff information.

Seafarers Centre

The Darwin Port welfare committee is a voluntary group operating a seafarers centre at East Arm Wharf. The centre is located approximately 350 metres from the wharf face, and provides computers with free Wi-Fi access, television and a recreation area. The centre remains opened 24 hrs.

Surveyors

Classification Society, P & I and Cargo Surveyors are available. Australian Maritime Safety Authority and Northern Territory Government Surveyors have offices in Darwin.

Fresh Water

Good quality potable water is available in unlimited quantities at Fort Hill Wharf. Water supply is available at East Arm Wharf and flows approximately 30t per hour.

Biosecurity Clearance

The Department of Agriculture and Water Resources (DOAWR) can be contacted on 0409 678 675 or 1800 900 090.

Email: ntcargo@agriculture.gov.au

Website: <http://www.agriculture.gov.au/import>

Subject to the receipt of a satisfactory health questionnaire, radio pratique is available on request. Please contact your agent regarding arrangements for vessel and cargo clearance.

Darwin Port has approved arrangements for cargo quarantine clearance. Please contact Darwin Port cargo office on (08) 8919 0856 for further information.

Australian Border Force

Australian Border Force which includes customs clearance and immigration formalities, may be contacted on 24 hrs phone service (08) 8980 6532, or 0419 788 865, or VHF channel 16 in office hours.

PORT SERVICES

Cargo Gear

Discharge and loading of general cargo and containers are either by mobile harbour crane, crawler crane or ship's gear. A wide range of mobile harbour cranes up to 550t capacity are available for hire from the Stevedores, LINX and QUBE. Bulk ore shipments are loaded via the bulk handling facility at a rate of up to 2,000 tonnes per hour.

East Arm Weighbridge

A weighbridge is located on Berrimah Road, the main arterial road into East Arm Wharf. The facility can accommodate a full road train.

Bunker Supply

Bunkering is provided at the following locations:

East Arm Wharf – pipeline; average fuel bunker delivery rate of 80-90m3/hr.

Fort Hill Wharf – road train; and

Marine Supply Base – pipeline, average fuel bunker delivery rate of 85m3/hr.

Shore Power Connections

The power outlets along the East Arm Wharf face are: 240-volt 15 amp; 3 phase 32 amp; and 3 phase 63 amp.

Harbour Towage

<p>Coastal Tug & Barge Pty Ltd Fort Hill Wharf Building, Fort Hill Wharf, PO Box 39448, Winnellie, NT 0821 Telephone: (08) 8941 7102 Facsimile: (08) 8941 7647 Email: audar.info@svitzer.com</p>	<p>Svitzer Australia Pty Ltd Fort Hill Wharf Building, Fort Hill Wharf PO Box 39448 Winnellie, NT 0821 Telephone: (08) 8941 7102 Facsimile: (08) 8941 7647 Email: audar.info@svitzer.com Website: www.svitzer.com</p>
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Workboats

<p>Bhagwan Marine GPO Box 3625, Darwin NT 0801 Telephone: (08) 8942 2691 Facsimile: (08) 9965 4545 Mobile: Luke Morand: +61 0407 664 266 Mobile: Adam Kelly: +61 0437 574 673 Email: admin@bhagwanmarine.com</p>	<p>Darwin Tug & Line Services 44 Graffin Crescent, Winnellie NT 0820 PO Box 163, Darwin, NT 0800 Mobile: Peter West: 0417 886 048 Email: info@dtls.com.au</p>
<p>Serco PO Box 4125, Darwin NT 0801 Telephone: (08) 8935 5652 Facsimile: (08) 8935 5472 Email: julie.latimore@serco-ap.com Website: www.serco.com/aspac</p>	

Shipping Agents

<p>ANL Container Line Unit 305C, Level 1 19C, Kitchener Drive, Darwin NT 0800 Telephone: +61 (08) 8944 7600 Email: anldw@anl.com.au Website: www.anl.com.au</p>	<p>Cruise Reps Mobile: +61 0404 601 171 Email: agency@cruisereps.com</p>
<p>Gulf Agency Company (Australia) Pty Ltd Unit 3/9 Swan Crescent, Winnellie NT 0821 PO Box 37803, Winnellie NT 0821 Tel: +61 (08) 8947 1725 Fax: +61 (08) 8984 4277 Mobile: +61 0420 961 405 Email: shipping.darwin@gac.com Website: www.gac.com</p>	<p>Inchcape Shipping Services Pty Ltd Unit 32, 16 Charlton Court, Woolner NT 0820 Tel: +61 (08) 8981 2901 Fax: +61 (08) 8941 1987 Email: darwin@iss-shipping.com.au</p>

<p>Monson Offshore Pty Ltd 870 Berrimah Road, Berrimah, NT, 0828 PO Box 1743, Palmerston NT 0831 Tel: (08) 8947 2570 Fax: (08) 8947 2640 Mobile: +61 0419 517 780 Email: darwin@monsonoffshore.com.au</p>	<p>Pacific Asia Express (PAE) Pty Ltd Unit 7/641 Stuart Highway, Berrimah NT 0828 PO Box 36754, Darwin NT 0820 Phone: +61 (08) 8947 3318 Fax: +61(08) 8947 1098 Email: darwin@pae.marianaship.com Website: www.mellship.com</p>
<p>Palmerston Shipping & Logistics PO Box 1320, Darwin NT 0810 Ph: 08 8932 2437 Mobile: Andrew French +61 0400 890 897 Stuart French +61 0417 440 403 Email: andrew@psal.net.au Email: stuart@psal.net.au Website: www.palmerstonshipping.com.au</p>	<p>Swire Shipping 3/94 Coonawarra Road, Winnellie GPO Box 35807, Winnellie NT 0820 Tel: +1300 550 505 Fax: +61(08) 8984 4845 Email: drwsales@swirecnco.com</p>
<p>Wilhelmsen Ships Service Pty Ltd PO Box 36169, Winnellie NT 0821 Tel: (08) 8947 2882 Fax: (08) 8947 2881 Mobile: Geoff Brown: +61 0417 919 911 Email: darwin@wilhelmsen.com Website: www.wilhelmsen.com</p>	<p>North Australia Yacht Support Level 1, 38 Parap Road, Parap, NT, 0820 Phone: +61 (0) 404 315 107 Email: support@nays.com.au Website: www.nays.com.au</p>

Stevedores

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Engineering

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