

RESOURCES DEVELOPMENT

RC301

**IRON ORE (ROBE RIVER) AGREEMENT ACT 1964
IRON ORE (ROBE RIVER) CAPE LAMBERT ORE AND SERVICE WHARVES
AND AMENDMENT BY-LAWS 1995**

Made by His Excellency the Governor in Executive Council on the recommendation of the Company.

Citation

1. These by-laws may be cited as the *Iron Ore (Robe River) Cape Lambert Ore and Service Wharves Amendment By-Laws 1995*.

Commencement

2. These by-laws come into operation on 1 April 1995.

Principal by-laws

3. In these by-laws the *Iron Ore (Robe River) Cape Lambert Ore and Service Wharves By-laws 1995** are referred to as the principal by-laws.

[* *Published in Gazette of 23 December 1994 at pp.7023-66.*]

By-laws 96A to 96E inserted

4. After by-law 96 of the principal by-laws the following by-laws are inserted —

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Pilotage charges

96A. (1) The charge set out in item 1 of Part 4A to Schedule 1 that is appropriate to the tonnage of the vessel shall be paid in respect of pilotage services obtained at the port.

(2) For the purposes of sub-by-law (1) pilotage services are obtained —

- (a) in circumstances in which the services of a pilot are required to be obtained under regulation 9 or 14 of the *Ports and Harbours Regulations*, whether or not the services of a pilot were actually obtained; and
- (b) where, although the vessel could not conveniently be boarded by a pilot, it was led into the port by a vessel on which a pilot was on board for the purpose of guiding the first mentioned vessel into the port.

Charges for pilotage to or from boarding ground

96B. If the master of a vessel, other than a vessel referred to in regulation 15 (1) of the *Ports and Harbours Regulations*, requires that vessel to be piloted —

- (a) from a point at sea to the pilot boarding ground of the port; or
- (b) from the pilot boarding ground of the port to a point at sea,

the charge payable shall be as set out in item 2 of Part 4A to Schedule 1.

Detained pilot

96C. In the event of a pilot being detained at a vessel, or the vessel not arriving at the boarding ground at the time given, as referred to in regulation 15A of the *Ports and Harbours Regulations*, a charge per hour (or part thereof) shall be paid as set out in item 3 of Part 4A to Schedule 1.

Second pilot

96D. Where a second pilot is engaged to assist a first pilot under regulation 14 (3) of the *Ports and Harbours Regulations* at the port, an additional charge equal to half the amount payable for the first pilot is payable, to a maximum amount as set out in item 4 of Part 4A to Schedule 1 in respect of each occasion on which the vessel is piloted by 2 pilots.

Pilot on moored or berthed vessel

96E. Where a pilot at the port is required to remain on board or at a vessel which is moored or at a berth, for any reason, there shall be a charge per hour and a maximum and minimum charge for any period of 24 hours as set out in item 5 of Part 4A to Schedule 1.

Schedule 1 amended

5. Schedule 1 to the principal by-laws is amended by inserting after Part 4 the following Part —

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PART 4A — PILOTAGE CHARGES

[By-laws 96A-96E]

1.	Charge under by-law 96A	Gross registered tonnage of vessel	Charges for inward or outward pilotage
		Up to 1 499	1 516
		1 500 — 3 000	2 030
		3 001 — 5 000	2 752
		5 001 — 10 000	3 561
		10 001 — 20 000	4 062
		20 001 — 30 000	4 812
		30 001 — 40 000	5 635
		40 001 — 50 000	6 077
		50 001 — 60 000	6 578
		60 001 — 70 000	7 077
		70 001 — 80 000	7 489
		80 001 — 90 000	7 857
		90 001 — 100 000	8 373
		100 001 — 115 000	8 755
		115 000 — 130 000	9 137
		exceeding 130 000	9 639
2.	Charge under by-law 96B	\$499	
3.	Charge under by-law 96C	\$497 per hour (or part thereof)	
4.	Charge under by-law 96D	\$3 030 is the maximum charge	
5.	Charge under by-law 96E	\$74 per hour \$499 is the minimum charge and \$1295 is the maximum charge in any 24 hour period	

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By His Excellency's Command,

M. C. WAUCHOPE, Clerk of the Council.