

SECURITY REGULATED PORT BOUNDARY DESCRIPTION

Description of Port of Darwin

State: Northern Territory

Map Number: 68738

The Security Regulated Port of Darwin is all of that area of land and water contained within and bounded by a line commencing at a point on the high water mark of the coast of Charles Point on Cox Peninsula, Northern Territory at latitude 12° 22' 55.68" south, longitude 130° 37' 04.25" east;

thence north-easterly along the geodesic to a point at latitude 12° 18' 11.00" south, longitude 130° 41' 03.50" east;

thence south-easterly along the geodesic to a point on the high water mark of the coastline of the Northern Territory near Lee Point on the Shoal Bay Peninsula at latitude 12° 19' 48.19" south, longitude 130° 53' 46.15" east;

thence generally south-westerly along that high water mark for a distance of approximately 28 kilometres to a point on that high water mark on the northern side of the entrance channel to the marina at Cullen Bay at latitude 12° 27' 06.75" south, longitude 130° 49' 13.81" east;

thence southerly across that entrance channel for a distance of approximately 10 metres to the high water mark of the coastline of the Northern Territory and then generally south-easterly along that high water mark for a further distance of approximately 6.5 kilometres to a point on that high water mark near the old Iron Ore wharf at latitude 12° 28' 16.21" south, longitude 130° 50' 38.61" east;

thence easterly for a distance of approximately 3 metres to the end of the security fence nearest the point of latitude 12° 28' 16.22" south, longitude 130° 50' 38.72" east;

thence generally north-easterly along that security fence on the northern side of the wharf area at Fort Hill Wharf for a distance of approximately 205 metres to the corner of the security fence nearest the point of latitude 12° 28' 13.08" south, longitude 130° 50' 44.30" east;

thence generally southerly along that security fence for a distance of approximately 70 metres to the point of intersection of the security fence with the south-westerly prolongation of the high water mark of the rock sea wall on the northern coastline of Kitchener Bay nearest the point of latitude 12° 28' 15.17" south, longitude 130° 50' 44.23" east;

thence generally north-easterly along the unfenced south-westerly prolongation of the high water mark of that rock sea wall to that high water mark and then along that high water mark on the northern edge of Kitchener Bay for a total distance of approximately 660 metres to its intersection with the high water mark of the coastline of the Northern Territory nearest the point of latitude 12° 28' 01.61" south, longitude 130° 50' 59.73" east;

thence generally south-easterly along that high water mark for a distance of approximately 130 metres to the point near the northern end of the jetty to Stokes Hill wharf, then generally northerly along that same high water mark for a further distance of approximately 620 metres to a point on the high water mark near the south-eastern

corner of Lot 5500 of LTO Plan 84/119B Town of Darwin nearest the point of latitude 12° 27' 46.79" south, longitude 130° 51' 03.06" east;

thence westerly along the unfenced geodesic for a distance of approximately 30 metres to the corner of the security fence near the southern boundary of Lot 5500 of LTO Plan 84/119B Town of Darwin nearest the point of latitude 12° 27' 46.91" south, longitude 130° 51' 02.14" east;

thence further westerly along the fence and walls of structures on that southern boundary a further distance of approximately 170 metres to the end of the security fence nearest the point of latitude 12° 27' 47.63" south, longitude 130° 50' 56.65" east;

thence generally north-westerly but initially south-westerly for a distance of approximately 10 metres along that security fence to the corner of the security fence on the northern side of Mavie Street, Darwin and then continuing along that security fence on the northern side of Mavie Street and then on the eastern side of Frances Bay Drive a further distance of approximately 160 metres to the end of the security fence nearest the point of latitude 12° 27' 44.34" south, longitude 130° 50' 52.88" east;

thence northerly along the unfenced geodesic on the eastern side of Francis Bay Drive for a distance of approximately 50 metres to the corner of the security fence nearest the point of latitude 12° 27' 42.90" south, longitude 130° 50' 52.40" east;

thence generally northerly along that security fence on the eastern side of Francis Bay Drive for a distance of approximately 160 metres to its end at the southern face of a building nearest the point of latitude 12° 27' 37.84" south, longitude 130° 50' 51.36" east;

thence generally northerly along the external walls of that building on the eastern side of Frances Bay Drive and the unfenced northerly prolongation of the western-most face of the corrugated iron building for a total distance of approximately 65 metres to the point nearest the point of latitude 12° 27' 36.04" south, longitude 130° 50' 50.94" east;

thence easterly along the unfenced geodesic to the fence on the northern side of the slipway near the northern boundary of Lot 6506 of LTO Plan 84/119B Town of Darwin and then further easterly along that fence on the northern side of that slipway for a total distance of approximately 50 metres to the intersection of that fence with the high water mark of the coastline of Frances Bay Northern Territory nearest the point of latitude 12° 27' 36.07" south, longitude 130° 50' 52.69" east;

thence generally south-easterly but initially northerly along that high water mark for a total distance of approximately 33 kilometres to a point on that high water mark at the base of the railway embankment near East Arm Wharf nearest the point of latitude 12° 28' 56.63" south, longitude 130° 53' 35.74" east;

thence generally north-easterly along that base of the railway embankment for a distance of approximately 215 metres to a point at the base of that railway embankment nearest the point of latitude 12° 28' 51.22" south, longitude 130° 53' 40.21" east;

thence east-south-easterly along the unfenced geodesic across the railway line for a distance of approximately 50 metres to the corner of the security fence nearest the point of latitude 12° 28' 51.69" south, longitude 130° 53' 41.79" east;

thence generally south-easterly but initially east-south-easterly along that security fence for a total distance of approximately 1030 metres to the corner of the security fence at the main entrance gate to East Arm Wharf on Berrimah Road nearest the point of latitude 12° 29' 13.70" south, longitude 130° 53' 56.56" east;

thence generally south-westerly along that security fence but initially south-easterly across the entrance gate and Berrimah Road, for a total distance of approximately 170 metres to the end of the security fence at the base of the rock embankment near the security boom gate, nearest the point of latitude 12° 29' 17.46" south, longitude 130° 53' 54.76" east;

thence east-south-easterly along the unfenced geodesic for a distance of approximately 175 metres to the point of intersection of the high water mark of the coastline of East Arm and the western side of the boat ramp nearest the point of latitude 12° 29' 19.04" south, longitude 130° 54' 00.27" east;

thence generally south-westerly but initially north-easterly along that high water mark of the coastline of East Arm to Wickham Point for a distance of approximately 100 kilometres and then generally southerly along the high water mark of the eastern coastline of Middle Arm for a further distance of approximately 2 kilometres to a point on the high water mark of the eastern coastline of Middle Arm, north of the jetty of the Darwin Liquid Natural Gas terminal, nearest the point of latitude 12° 31' 23.40" south, longitude 130° 51' 41.66" east;

thence southerly along the unfenced geodesic for a distance of approximately 30 metres to the corner of the security fence surrounding the Darwin Liquid Natural Gas facility nearest the point of latitude 12° 31' 24.33" south, longitude 130° 51' 41.76" east;

thence southerly along that security fence and across the security gate at the access point to the jetty and then along the unfenced geodesic for a total distance of approximately 10 metres to a point on the security fence on the southern side of the jetty and pipe gantry nearest the point of latitude 12° 31' 24.71" south, longitude 130° 51' 41.76" east;

thence south-south-westerly along the unfenced geodesic for a distance of approximately 10 metres to a point on the high water mark of the eastern coastline of Middle Arm nearest the point of latitude 12° 31' 25.07" south, longitude 130° 51' 41.57" east;

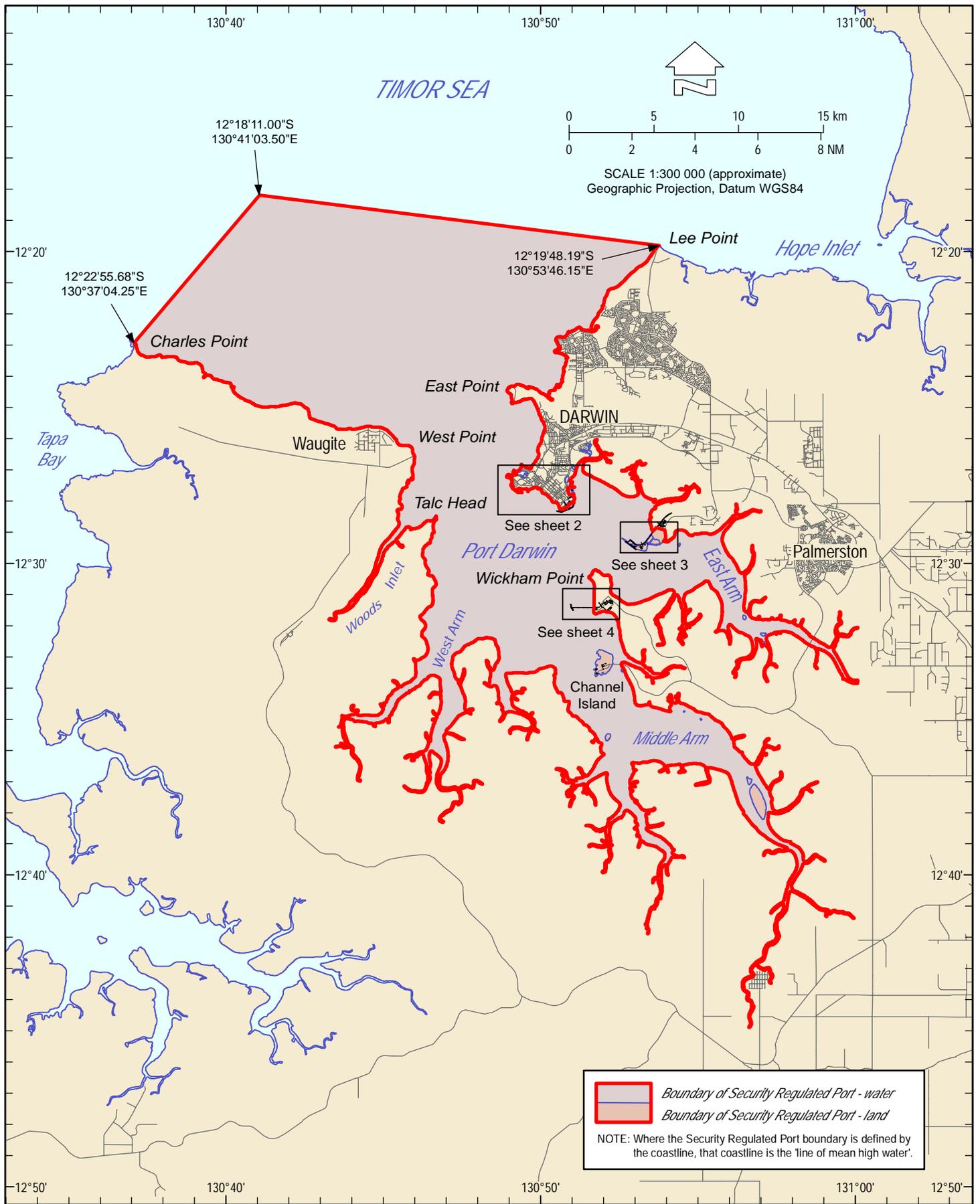
thence generally south-easterly and then generally north westerly along the high water mark of the coastline of the Northern Territory for a total distance of approximately 350 kilometres to the point of commencement.

The Security Regulation Port of Darwin includes all navigable bays, rivers, creeks and inlets entering the area described other than those closed by the straight lines defined within the description by coordinated points.

Notes:

1. The 'high water mark' referred to in the Port Description and associated maps means the line of 'mean high water'.
2. Unless otherwise stated, all coordinates are in WGS 84 geodetic datum.

3. In the event that a point of latitude and longitude which is stated to lie on the high water mark is found to lie on the landward or seaward side of the high water mark the point is to be regarded as being the point on the high water mark closest to that point of latitude and longitude.
4. Unless stated otherwise, the Security Regulated Port described above includes all water and land inside the area and excludes all private or recreational wharves, jetties and marinas.
5. Unless otherwise stated the landside boundaries are fenced.
6. Unless otherwise stated the lines between coordinates are rhumb lines (loxodromes).
7. This description should be read in conjunction with the Security Regulated Port Boundary map. In the event of an inconsistency between the written description and the map, the former prevails.
8. This description and the associated maps have been compiled from field data captured in September 2008, and information provided by the Darwin Port Corporation.



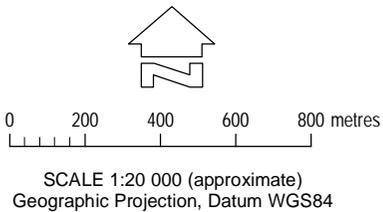
Port of Darwin

Security Regulated Port Boundary

Geocat No. 68738, May 2009, Sheet 1 of 4

This map shows the boundaries of the security regulated port for the purposes of the *Maritime Transport & Offshore Facilities Security Act 2003*. This map is not intended for navigational purposes. Further information can be obtained from the Office of Transport Security (OTS), GPO Box 594, Department of Infrastructure, Transport, Regional Development & Local Government, Canberra ACT 2601, or phone the OTS Coordination Centre on 1300 307 288.





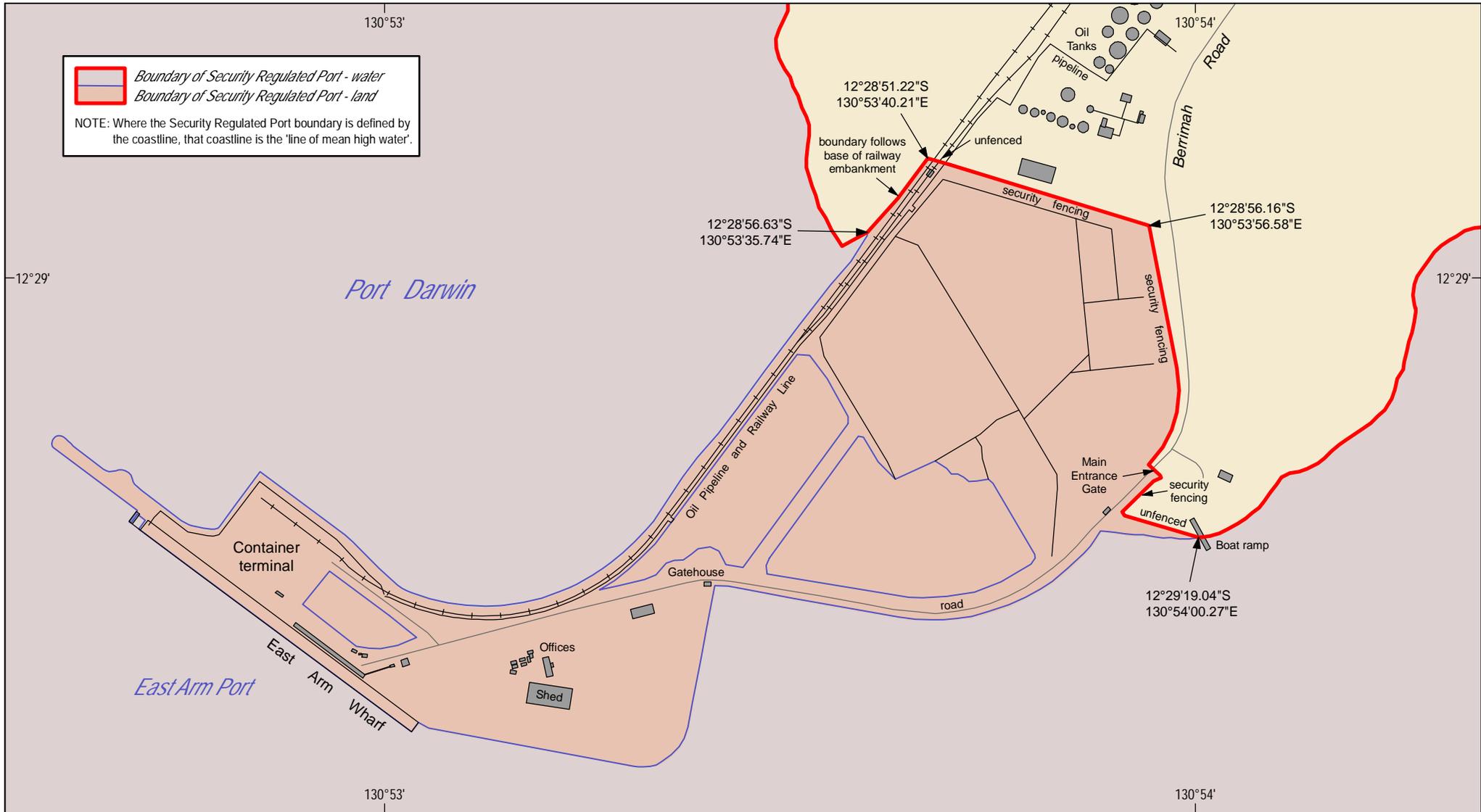
Port of Darwin

Security Regulated Port Boundary

Geocat No. 68738, May 2009, Sheet 2 of 4

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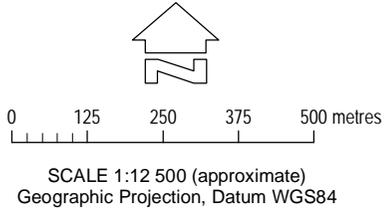


 *Boundary of Security Regulated Port - water*
 *Boundary of Security Regulated Port - land*
 NOTE: Where the Security Regulated Port boundary is defined by the coastline, that coastline is the 'line of mean high water'.

Port of Darwin

Security Regulated Port Boundary

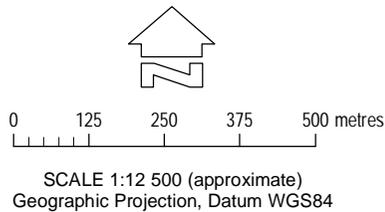
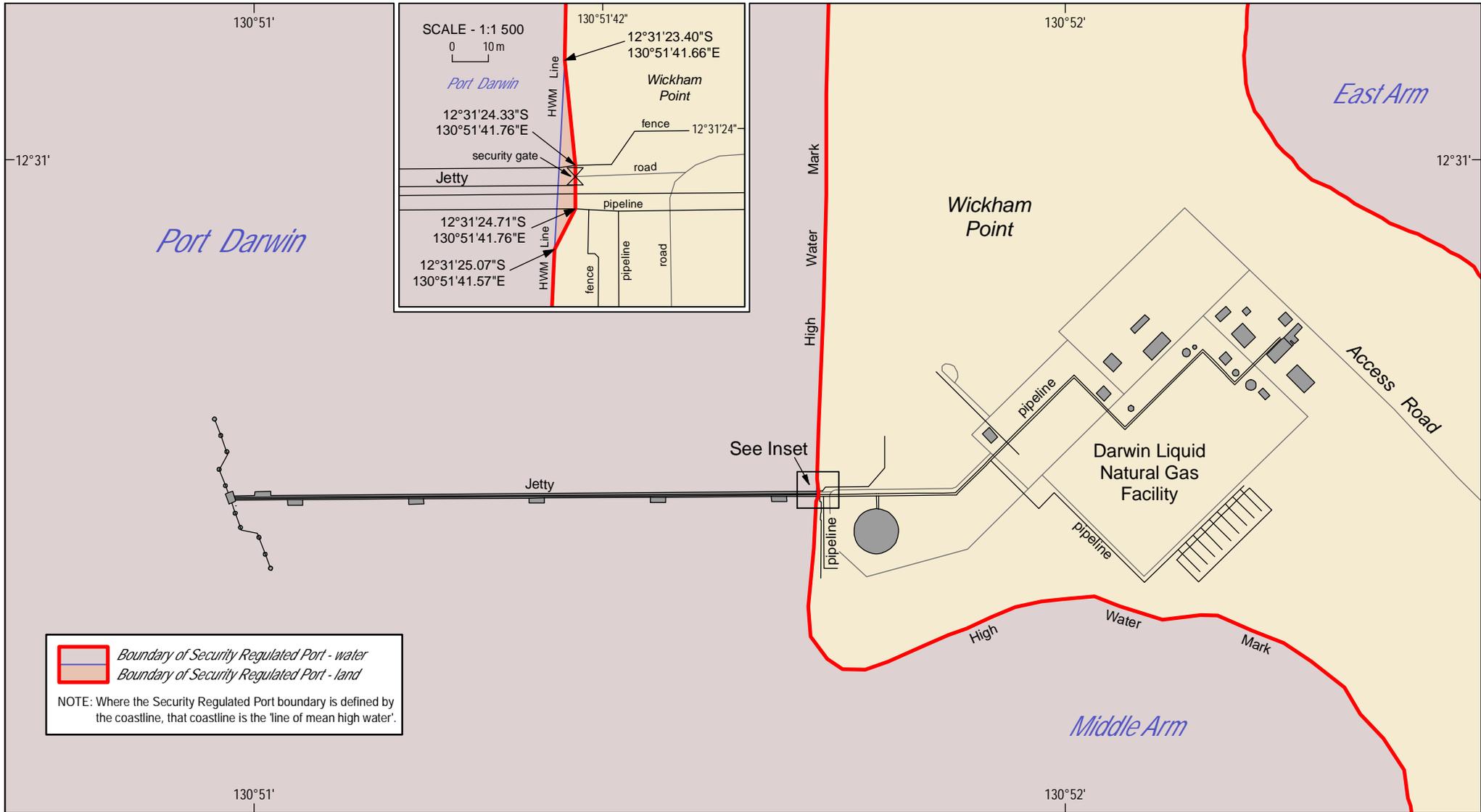
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This map is intended to help clarify the related Security Regulated Port Boundary description. In the event of inconsistency between the written description and the map, the written description prevails.



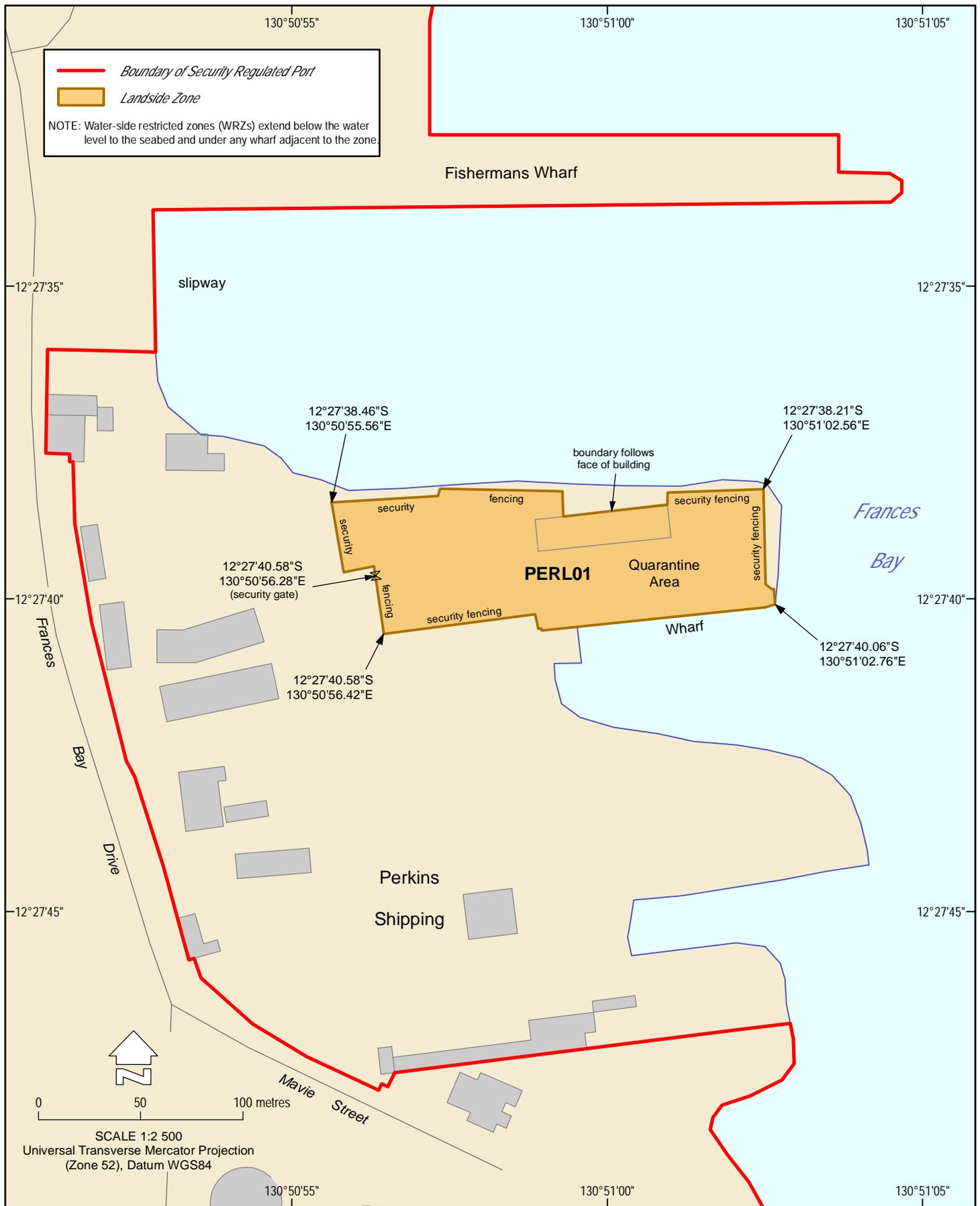
Port of Darwin

Security Regulated Port Boundary

Geocat No. 68738, May 2009, Sheet 4 of 4

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Port of Darwin Waterside and Landside Zones

Geocat No. 68880, August 2009, Sheet 1 of 5

This map shows the boundaries of the security regulated port and maritime security zones for the purposes of the *Maritime Transport & Offshore Facilities Security Act 2003*. This map is not intended for navigational purposes. Further information can be obtained from the Office of Transport Security (OTS), GPO Box 594, Department of Infrastructure, Transport, Regional Development & Local Government, Canberra ACT 2601, or phone the Transport Security Coordination Centre on 1300 307 288.

