

PILBARA PORTS

PORT OF ASHBURTON PORT HANDBOOK

A341988

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EMERGENCY CONTACTS FOR THE PORT OF ASHBURTON

Call sign: Ashburton VTS

VHF Channel 14 and VHF Channel 16

Location: Dampier Vessel Traffic Service Centre

UHF Channel 17 (Land based emergencies)

Landline phone: +61 8 9159 6556 (available 24hrs, 7 days)
Mobile phone: +61 (0) 428 888 800 (if unable to connect to above landline)
Email: dampier.vts@pilbaraports.com.au

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1. AIM

The aim of this publication is to provide mariners and port users operating within or visiting the Port of Ashburton with relevant information about the port and its immediate surroundings.

2. ROLE OF THE PILBARA PORTS AUTHORITY

The Pilbara Ports Authority operates under the auspices of the *Western Australian Port Authorities Act 1999* (The Act) and the Western Australian *Port Authorities Regulations 2001* (The Regulations). The Act and Regulations will take precedence over this document in the event of any conflict between the two.

Vessels operating within the port limits of the Port of Ashburton are expected to comply with any direction given by the Harbour Master or his / her delegates.

3. ACRONYMS AND DEFINITIONS TABLE

ACRONYMS	
AMSA	Australian Maritime Safety Authority
ACW	Ashburton Cargo Wharf
Conventional Vessel	In general, it is a Cargo Vessel, often used to carry plant, heavy goods or steel material that exceed the capacity of a container. For the purpose of the Ashburton port handbook, a conventional vessel means a vessel generally equipped with a single rudder and single propeller, so it is limited in its ability to manoeuvre in such a way that it requires a tug(s) boat to assist for berthing and/or unberthing.
DFES	Department of Fire and Emergency Services
DoT	Department of Transport
DPIRD	Department of Primary Industries and Regional Development
DWER	Department of Water and Environmental Regulation
EGCS	Exhaust Gas Cleaning Systems
EPA	Environmental Protection Authority
ETA	Expected Time of Arrival
HAT	Highest Astronomical Tide

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HAZMAT	Hazardous material
HM	Harbour Master
HMA	Hazard Management Agency
HMV	High Manoeuvrable Vessel. HMV is defined as vessels with an engineering and manoeuvring configuration that normally allows them to arrive at and depart from a berth without requiring tug(s) boat assistance.
IC	Incident Controller
ICC	Incident Control Centre
ICS	Incident Control System
IMO	International Maritime Organisation
IMP	Invasive Marine Pest
ISPS	International Ship and Port Facility Security
IWLBD	In water lifeboat drill
JHA	Job Hazard Analysis
LAT	Lowest Astronomical Tide
LNG	Liquid Natural Gas
LOA	Length overall
LPG	Liquid Petroleum Gas
LR	Lloyd's Register
LRZ	Landside Restricted Zone
MARPOL	International Convention for Prevention of Pollution from Ships
MARSEC	Maritime Security
MDO	Marine Diesel Oil
MGO	Marine Grade Oil

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MHWS	Mean High Water Springs
MLWS	Mean Low Water Springs
NOA	Notice of Arrival
MO	Marine Order
nm	Nautical miles
OGV	Ocean Going Vessel
OSV	Offshore Supply Vessel
PBG	Pilot Boarding Ground
PEC	Pilot Exemption Certificate
PFD	Personal Flotation Device
POLREP	Pollution Report
PPE	Personal Protective Equipment
SMS	Safety Management System
The Act	Port Authorities Act 1999
°T	Degrees True
TSV	Trans-Shipment Vessel
UKC	Under Keel Clearance
VHF	Very High Frequency
VTS	Vessel Traffic Service
VTSC	Vessel Traffic Service Centre
VTSO	Vessel Traffic Services Operator
WA	Western Australia
WMT	Wheatstone Marine Terminal

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4. LOCATION OF THE PORT

The Port of Ashburton is located about 12 km west of the town of Onslow and 131 nautical miles West South West of the Port of Dampier in Western Australia's Pilbara region. The Port of Ashburton and the Port of Onslow share a common port boundary as shown below.

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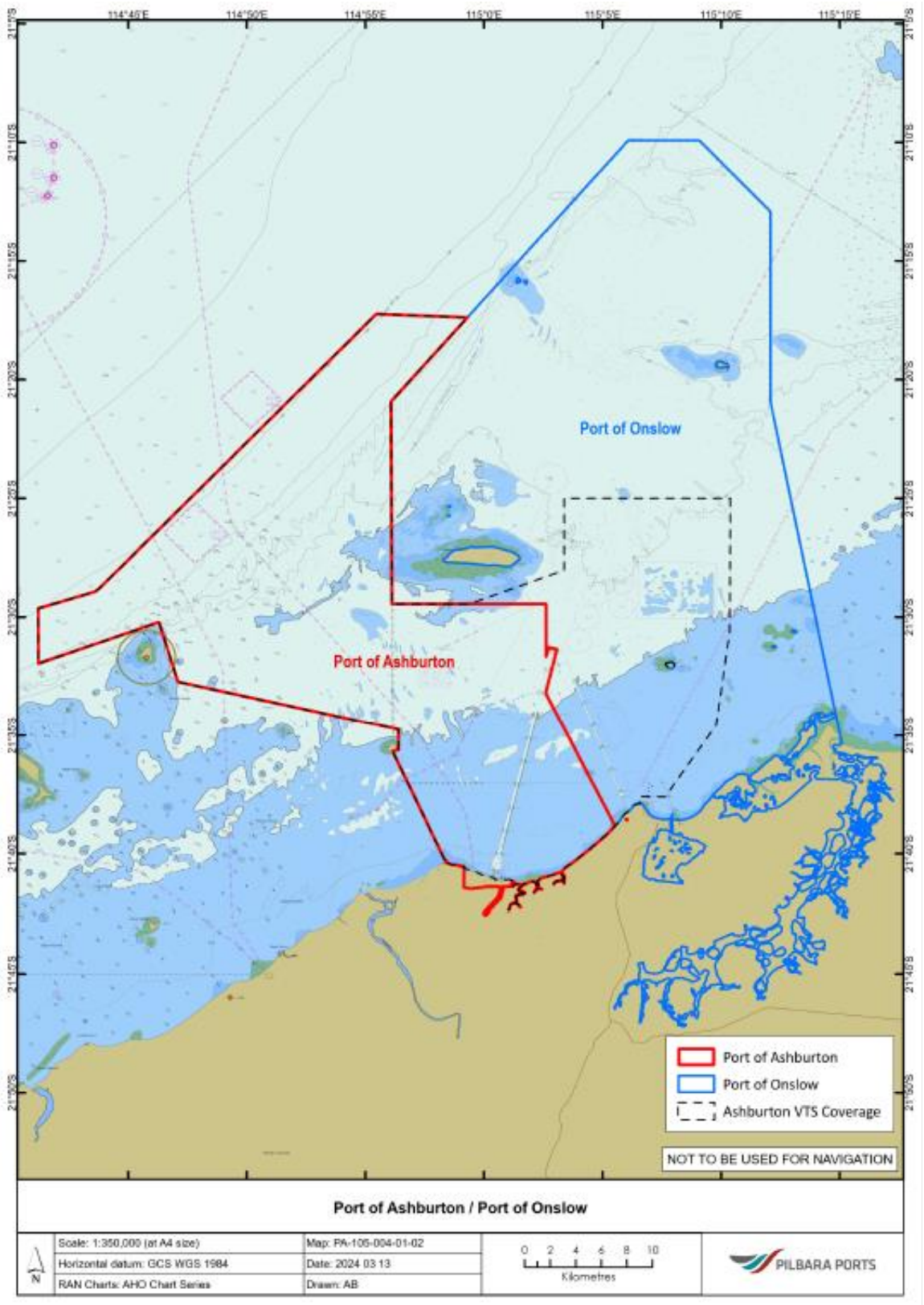
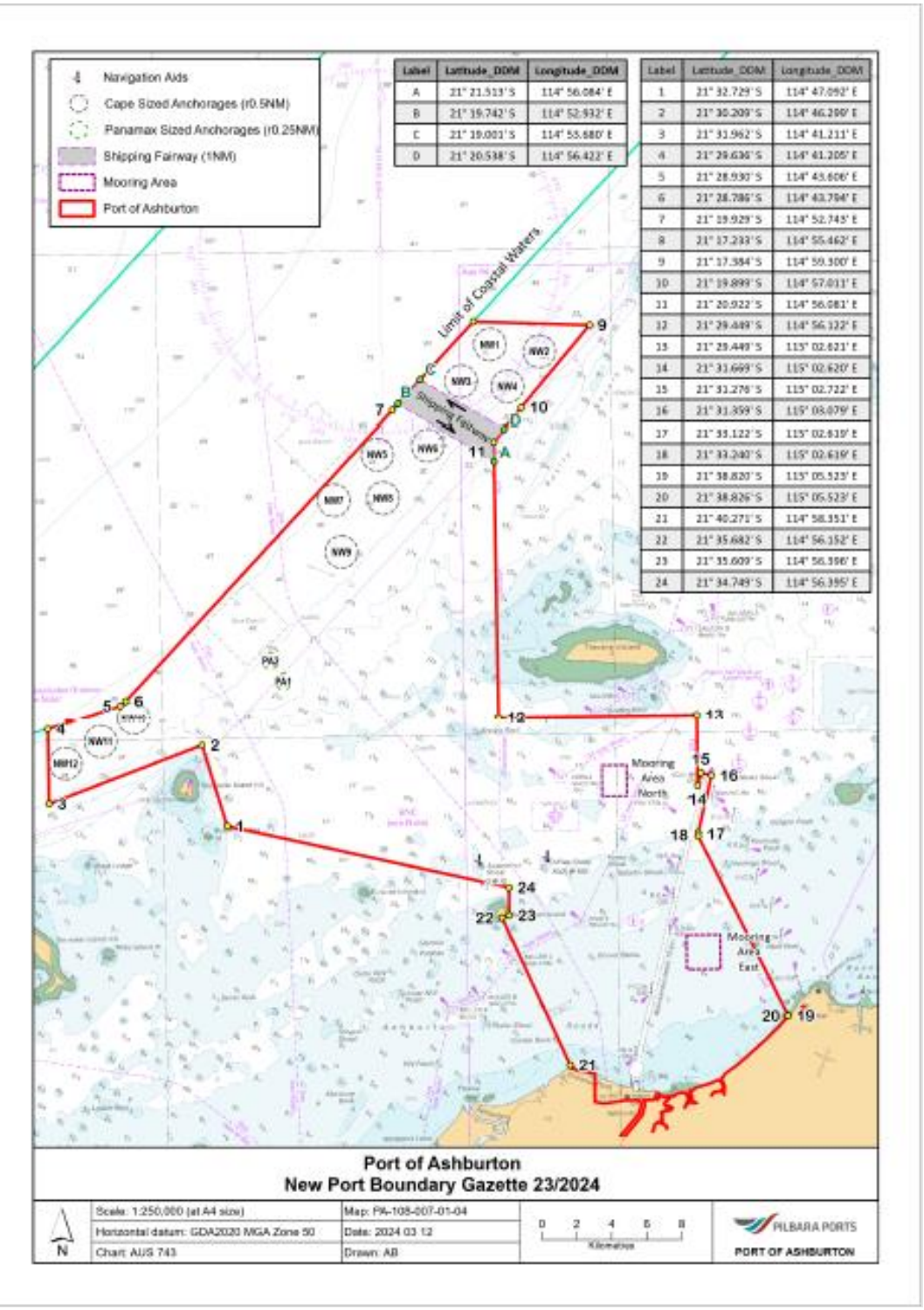


Figure 1: Port of Ashburton and the Port of Onslow share a common port boundary

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5. ASHBURTON PORT LIMITS

The Port of Ashburton gazetted port limits are depicted below.



Label	Latitude_DDM	Longitude_DDM
A	21° 21.513' S	114° 56.084' E
B	21° 19.742' S	114° 52.932' E
C	21° 19.001' S	114° 55.680' E
D	21° 20.538' S	114° 56.422' E

Label	Latitude_DDM	Longitude_DDM
1	21° 32.729' S	114° 47.092' E
2	21° 30.209' S	114° 46.269' E
3	21° 31.962' S	114° 41.211' E
4	21° 29.636' S	114° 41.205' E
5	21° 28.930' S	114° 43.606' E
6	21° 28.786' S	114° 43.794' E
7	21° 19.929' S	114° 52.745' E
8	21° 17.233' S	114° 55.462' E
9	21° 17.384' S	114° 59.300' E
10	21° 19.899' S	114° 57.011' E
11	21° 20.922' S	114° 56.081' E
12	21° 29.449' S	114° 56.122' E
13	21° 29.449' S	115° 02.621' E
14	21° 31.699' S	115° 02.620' E
15	21° 31.276' S	115° 02.722' E
16	21° 31.359' S	115° 03.079' E
17	21° 33.122' S	115° 02.619' E
18	21° 33.240' S	115° 02.619' E
19	21° 38.820' S	115° 05.523' E
20	21° 38.826' S	115° 05.523' E
21	21° 40.271' S	114° 58.351' E
22	21° 35.682' S	114° 56.152' E
23	21° 35.609' S	114° 56.396' E
24	21° 34.749' S	114° 56.395' E

Figure 2: Port Boundary

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6. APPROACHES TO PORT

There are two routes that can be considered by commercial vessels when planning their approach to the Port of Ashburton.

Route 1: It is recommended that vessels approaching the Port of Ashburton from the West or North pass North East of Bessieres Island (21°31.5'S 114°46.0'E) and make an easterly approach towards the anchorage.

Route 2: It is required that all LNG & Condensate vessels approach the port from the North East, transiting the Port of Onslow South of Airlie Island.

Pilotage: In the Port of Onslow, pilotage is compulsory for all vessels greater than 35m LOA unless the Master has been issued with a PEC by the DoT Harbour Master for the Port of Onslow. Vessels of greater than 35m LOA, which intend to use Route 2 for approaching the Port of Ashburton, must get prior approval from the DoT Harbour Master to transit Port of Onslow waters without a Pilot.

LNG and Condensate vessels approaching the Port of Ashburton via the Port of Onslow must follow the recommended route advised by Wheatstone Pilots and provide the DoT Harbour Master with the required notification. An agreement exists between Wheatstone Pilots and DoT Harbour Master for LNG and Condensate vessels transiting through Port of Onslow, under the advice of the Wheatstone pilots.

Mineral Resources TSVs operating on a 24/7/365 basis must follow their HM approved outbound and inbound passage plans and abide by the Traffic Deconflicting Rules to manage potential traffic conflict of simultaneous use of the Ashburton Deep Water Channel by the TSV, and LNG/condensate tankers following the channel in/out of the Chevron Wheatstone Marine Terminal. The Ashburton VTS will be managing the traffic.

6.1 Port of Ashburton LNG Channel

- The Port of Ashburton LNG channel runs for 8.6 nautical miles (nm) in the direction of 193.7/013.7ºT (Degrees True), which then opens up to a 600 m diameter Product Loading Facility (PLF) swing basin.
- The approach channel, PLF turning basin and the PLF berth are dredged to a depth of 13.5 metres (m) referenced to Lowest Astronomical Tide (LAT).
- The WMT jetty is orientated in the direction of 150 / 330ºT

6.2 Port of Ashburton ACW Channel

- The Port of Ashburton ACW channel runs for 0.98 nautical miles (nm) from a position south of channel buoys number 10 (21º40.48'S; 115º00.62'E) in the direction of 173.6/353.6ºT (Degrees True) to a point in position 21º40.953'S; 115º00.728'E and from there in the direction of 270º/090ºT into the ACW basin.
- The ACW channel is dredged to a designed depth of 7.0 metres (m); the ACW berth pockets are dredged to a designed depth of 8.0 metres (m) referenced to Lowest Astronomical Tide (LAT).

Always refer to Marine Notices on the Pilbara Ports website for latest information.

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7. ASHBURTON VESSEL TRAFFIC SERVICE (VTS)

Pilbara Ports – Port of Ashburton is authorised as a Vessel Traffic Service (VTS) provider in accordance with the provisions of Marine Order 64 (Vessel Traffic Services) 2022 (MO 64).

Call sign '**Ashburton VTS**'

Ashburton VTS operates in accordance with the "guidelines for VTS contained within IMO Resolution A.1158(32) in order to contribute to the safety of life at sea, improve the safety and efficiency of navigation and support the protection of the environment within the VTS area by mitigating the development of unsafe situations through:

- Providing timely and relevant information on factors that may influence ship movements and assist onboard decision-making.
- Monitoring and managing ship traffic to ensure the safety and efficiency of ship movements.
- Responding to developing unsafe situations.

To achieve this VTs will provide information or issue advice, warnings and instructions, as deemed necessary.

Depending on the type of information and the situation, this may be delivered by:

- Broadcasting the information at fixed times and intervals, as promulgated in the appropriate navigational publications.
- Communicating directly with individual ship(s).
- Data exchange and automated reporting as appropriate and where these are available.

Participating ships should: Provide reports or information required by VTS" and "take into account the information provided, or advice and warnings issued, by VTS" and "comply with the requirements and instructions given to the ship by VTS unless contradictory safety and/or marine environment protection reasons exist".

7.1 VTS coverage area:

The VTS coverage area includes all the port waters extending to the extremities of the port limits and adjacent area as depicted by figure 3, VTS coverage area below.

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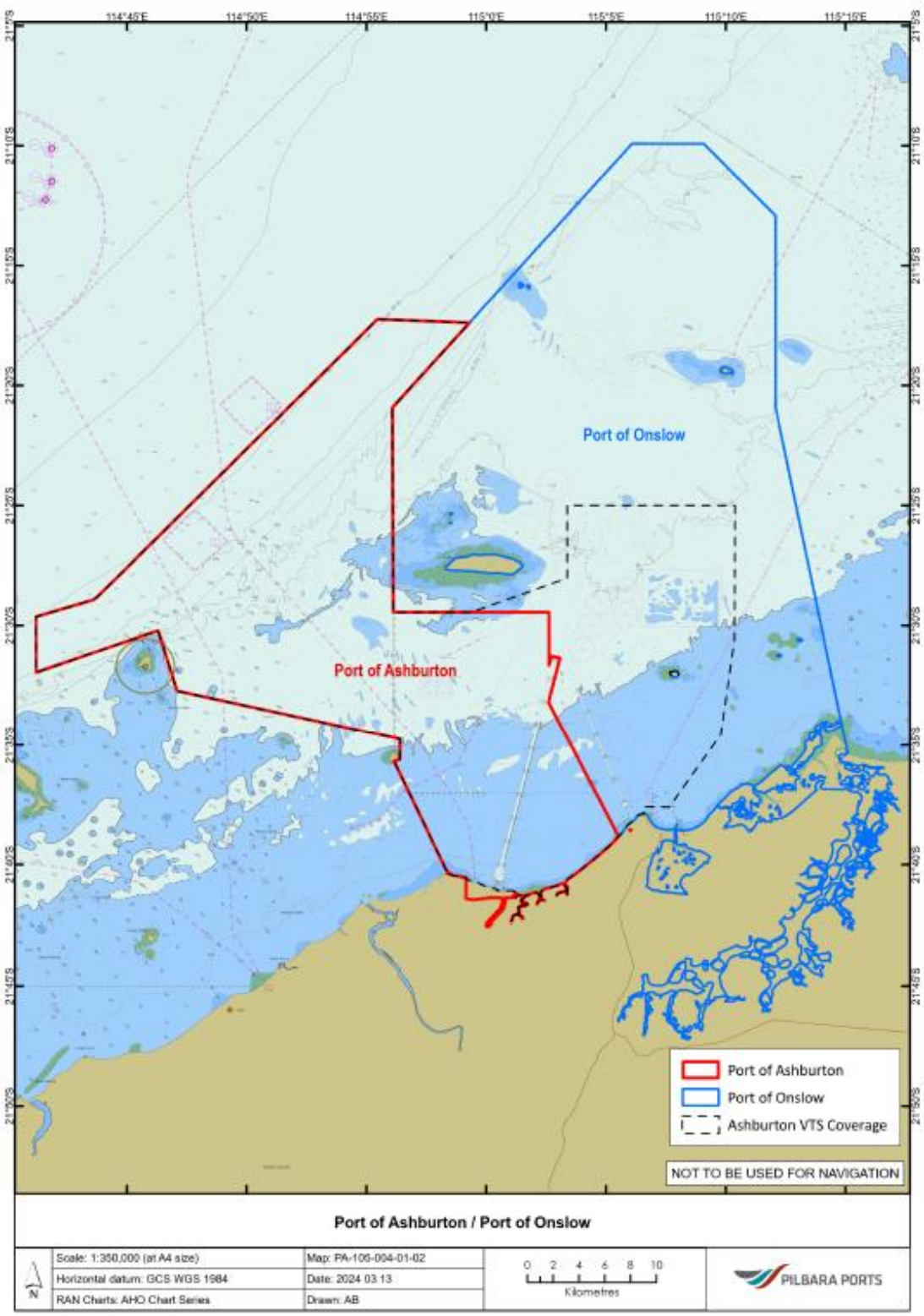


Figure 3: VTS coverage area

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7.2 Participation of vessels

It is mandatory for all vessels having a length overall of greater than 35 metres and operating within the VTS coverage area to participate in the VTS.

In addition all commercial vessels including vessels less than 35 meters, when operating within the VTS coverage area will be required to participate in the VTS reporting requirements.

Ashburton VTS may request any other vessel entering the VTS coverage area to participate in the VTS reporting requirements.

7.3 Information to be reported by vessels operating within the VTS coverage area:

Vessels operating in the VTS coverage area will now be required to provide the following information to the VTS:

1. Dangerous goods on board (Class numbers only) – This should be reported prior to arriving at port limits and prior to departing the berth.
2. Declaration that the vessel has no defects affecting the safe navigation of the vessel - This should be reported prior to arriving at port limits and prior to departing the berth.
3. Health status declaration.

7.4 Ashburton VTS Contacts

The Ashburton VTS can be contacted by:

1. Landline phone – (08) 91596556 (available 24/7/365)
2. Mobile phone (if unable to connect to above landline) – 0428 888 800
3. Email: dampier.vts@pilbaraports.com.au
4. VHF Channels 14 and 16

7.5 Vessels not to transit through marked Anchorages

The Ashburton Harbour Master does not recommend vessels to transit through the marked anchorage areas.

8. VESSEL COMMUNICATIONS

The official radio channel for Ashburton VTS is VHF Channel 14. Ashburton VTS also keeps a watch on VHF Channel 16. Ashburton VTS is manned 24 hours a day except in the event of an approaching cyclone or other emergencies (in which case port users will be advised of alternate contact details).

Vessels operating within the Port of Ashburton should maintain a continuous listening watch on VHF Channel 14 and 16 at all times.

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Wheatstone Pilots operate on VHF Channel 68 as the primary contact and communications channel, with VHF Channel 13 being their secondary channel. All vessels operating in port waters and the surrounding area are requested to keep these channels clear at all times.

8.1 VHF Channels

VHF	USER	ALLOCATION	COMMENTS
16	All vessels	Calling and Distress	International general calling and emergency frequency
14	Ashburton VTS	Port Movements	Port of Ashburton Vessel Traffic Service. Call Sign “Ashburton VTS”
68	Wheatstone Marine Terminal (WMT)	Pilots	WMT Pilots and Tugs for pilotage and mooring operations Call sign “Wheatstone Pilots”
13	WMT	Pilot	Secondary channel for pilotage and mooring operations
6	Vessels/Port Operator	General Port Operations	General Working Channel

8.2 Vessel Notification of Arrival

All vessels that intend to visit the Port of Ashburton are required to provide Ashburton VTS with appropriate Notice of Arrival (NoA). The reporting protocols for the port of Ashburton are indicated below.

TIMING	COMMUNICATION TYPE	CONTACT POINT/ DETAILS
Seven days prior to arrival	ETA	dampier.vts@pilbaraports.com.au • Name of Vessel • LR/IMO Number • Last Port • ETA Pilot Boarding Ground • Shipping Agent (Name and Phone Number)
72 hours prior to arrival		All vessels greater than 35m LOA must submit a completed “Notice of Arrival” form to dampier.vts@plibaraports.com.au at least three days prior to arrival.

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TIMING	COMMUNICATION TYPE	CONTACT POINT/ DETAILS
		The NoA form can be downloaded from the Pilbara Ports' website.
48 hours prior to arrival	Notification of Arrival	dampier.vts@pilbaraports.com.au & port.ops@transport.wa.gov.au • Name of Vessel • LR/IMO Number • ETA Pilot Boarding Ground • Arrival Draft (Forward and Aft) • Number of Persons Onboard • Biosecurity/Pratique approval to berth, if arriving from an overseas port • Any special requirements • Security level of vessel
24 hours prior to arrival		dampier.vts@plibaraports.com.au Confirmation that all bridge, manoeuvring, mooring and Pilot boarding equipment is operational
Prior to arrival	All non-trading commercial vessels	Pilbara Ports holds an environmental license (Ministerial Statement 1131) for the Port of Ashburton with a specific condition on the management of Invasive Marine Pests (IMP). All non-trading vessels are to comply with Commonwealth Government (and IMO) requirements and guidance measures in place for the management of biofouling and in-water cleaning, as specified under AMSA Marine Notice 11/2022. Please ensure that all non-trading commercial vessels utilise the following pre arrival into Ashburton: • The Australian Maritime Safety Authority Marine Notice 11/2022 – Biofouling and in water cleaning – available here • the Australian in-water cleaning standards – available here • International Maritime Organization's (IMO) 2011 Guidelines for the control and management of ships' biofouling to minimise the transfer of invasive aquatic species (the Biofouling Guidelines) – available here

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9. PORT OF ASHBURTON

The Port of Ashburton comprises of the Ashburton Cargo Wharf (ACW), the Mineral Resource Iron Ore Terminal and the Wheatstone Marine Terminal (WMT) as depicted below. Further details specific to each wharf is available within the annexes.



Figure 4: Port of Ashburton wharfs

10. PILOTAGE

10.1 Pilot boarding ground

There are 2 Pilot boarding grounds for the Port of Ashburton.

Pilot Boarding Ground 'A' (PBG - A) is located in position 21°26.2'S 115°07.0'E. This position lies outside of Port of Ashburton waters (in the adjacent Port of Onslow waters) and is only for LNG and Condensate vessels proceeding to the Wheatstone Marine Terminal (WMT).

Pilot Boarding Ground 'B' (PBG - B) is located in position 21°35.85'S 115°00.5'E, south of the Ashburton anchorages. Vessels proceed to the ACW board pilot at the location.

Both the pilot boarding grounds are located outside the compulsory pilotage area. The locations of the pilot boarding grounds are shown on the below chartlet.

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Vessels that require a pilot must note the pilot's instructions promulgated through Ashburton VTS. The pilot will board the vessel at either location by pilot boat only.

10.2 Compulsory Pilotage

The Port of Ashburton has a designated compulsory pilotage area as indicated in the chartlet at the end of this section. The following vessels require a licensed marine pilot within the compulsory pilotage area:

- Any vessel over 35m Length Overall (LOA), unless the Master holds a valid Pilot Exemption Certificate (PEC) for the Port of Ashburton.
- Any vessel engaged in towing where the combined length of tow and towing vessel exceeds 35m (unless the Master holds a valid Pilot Exemption Certificate (PEC) for the Port of Ashburton).
- Vessels engaged in towing operations where the combined length of the tow is greater than 120m, irrespective of whether a Master holds a valid Port of Ashburton PEC.
- A vessel that requires the assistance of one or more tugs (the second tug secured or unsecured when assisting) to help with manoeuvring.
- A vessel that is directed to use the services of a licensed marine pilot by the Harbour Master or delegate.

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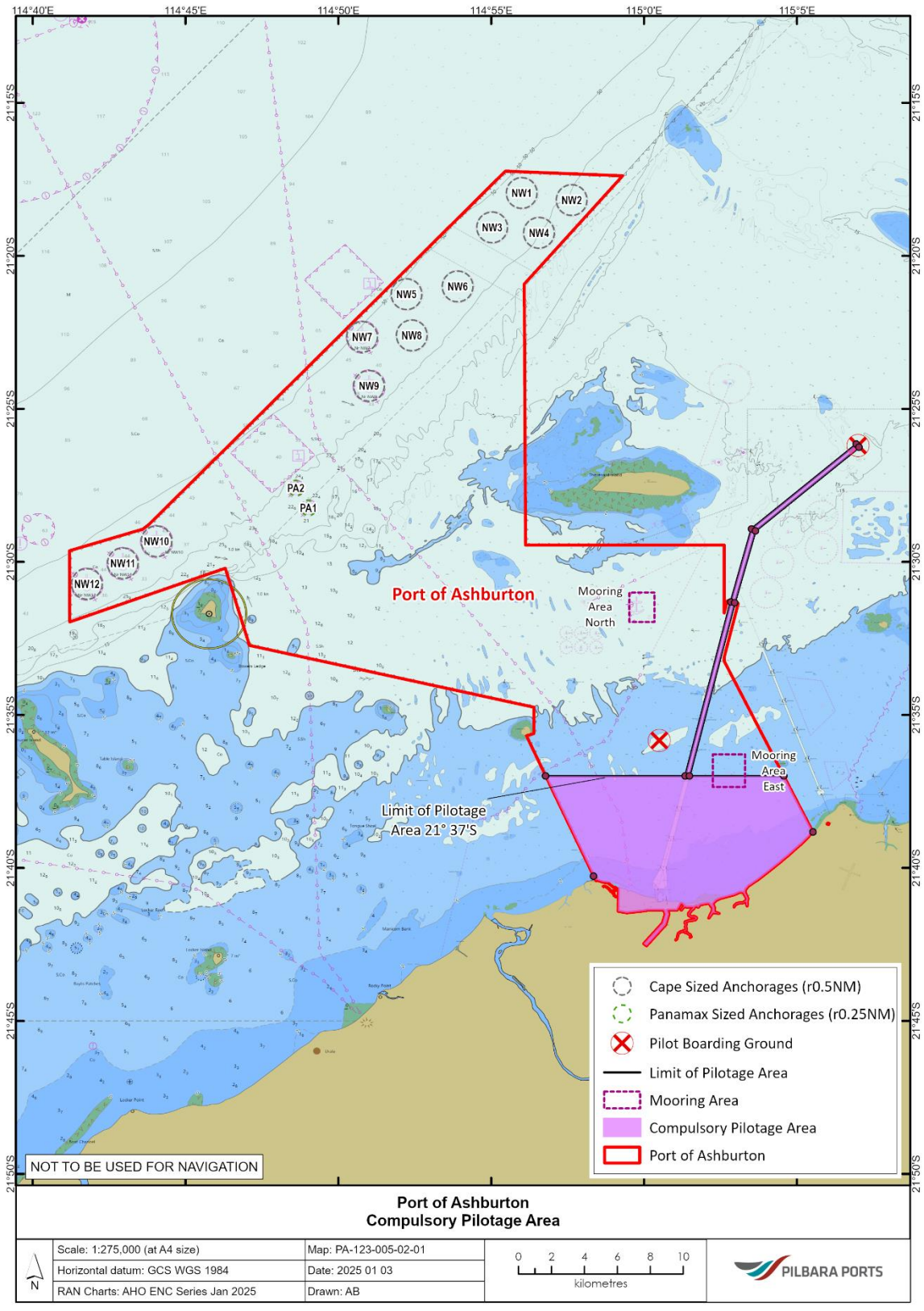


Figure 5: Compulsory pilotage area

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10.3 Pilot Service Providers

WMT: These are provided by Chevron and Pilot are to be requested via agents

ACW: Pilot is to be requested via agents or directly via the Licensed pilots Auriga website.

10.4 Exemptions from Compulsory Pilotage

The following categories of vessels shall be exempt from compulsory pilotage:

- Australian Defence Force vessels other than those used primarily to transport troops, fuel, stores or equipment.
- A vessel of less than 35m length overall (LOA), unless the vessel is engaged in harbour towage operations performed by a licenced towage service provider.
- A tug and tow of combined length less than 35 m.
- Are being led by another vessel under the control of a pilot in the circumstances outlined at Port Authorities Regulation 40, and
- Are for the convenience of shipping in the Port or because the vessel is engaged in dredging operations, exempted by the Harbour Master from requirement of using pilotage services. (Port Authority Regulations 2001, Part 3, Division 4, Section 30 (f)).
- MinRes operated TSVs on which the Master holds a valid PEC for the Port of Ashburton are exempt while towing the barge over the stern.

10.5 Pilotage Exemption Certificate (PEC)

10.5.1 General Information

Pilot Exemption Certificate (PEC) is a privilege granted to the Masters.

The pilot exempt criterion for the port is based the below principles

- Gained local knowledge of the port through a training process and whose local knowledge is maintained through frequent movements within the port
- Familiarity of their own vessels, its capability and limitations including its peculiarities through regular and repeated service on board the same vessel.
- Berthing & Unberthing their vessel to the wharf.

A holder of a current Pilot Exemption Certificate is authorised to move a vessel of LOA greater than 35m within the pilotage limits of the port without engaging a licenced marine pilot. At present these movements can be carried out only during daylight hours – **movement is prohibited during hours of darkness*.** For the Port of Ashburton PECs are granted for vessels of up to 100m in length, PEC applications for vessels over 100 metres in length may be considered basis additional assessments by the Harbour Master.

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***** Mineral Resources' TSV Masters holding a PEC are permitted to operate during hours of darkness.

A PEC can be exercised subject to the following conditions:

- The holder of the PEC is the Master and they is performing the navigational conduct of the vessel.
- Any restriction imposed on the PEC is complied with.
- Unless specifically directed by the Harbour Master that the vessel requires to employ a licenced pilot.

Following conditions basis which the Harbour Master may direct a Pilot Exempt Master to employ licensed pilot prevailing local weather and tidal conditions

- Major works are being undertaken within the ACW and/or port areas.
- The vessel or another vessel in the port is carrying noxious or hazardous cargo.
- For any reason that the Harbour Master may consider endangers the safety of the vessel or other vessels/terminal/port users.

10.5.2 First Mate and PEC

Pilot Exemption Certificates are granted to the First Mate of a vessel, with the view of the Mate being promoted to Master in the near future.

The pilot is only permitted to review one applicant for each movement.

First Mate

- is able to gain a PEC; however, will not be authorized to exercise the PEC unless signed on as the Master of the vessel.
- Will not be permitted to log the vessel movement to maintain PEC validity.

10.5.3 PEC Training Requirements

The following training and administrative requirements need to be met by any candidate wishing to apply for a Port of Ashburton Pilotage Exemption Certificate (PEC):

- A ***minimum*** of eight movements are to be conducted in the following order:
  - Six of these movements (three in / three out) ***shall*** be conducted under a ***licensed Pilot*** or a PEC Master
  - ***For the purpose of final assessment***, at least two of the eight movements must be concluded under a marine pilot, which must include berthing and unberthing of the vessel.
  - A maximum of four runs in any combination can be completed in a 24-hour period

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- The Pilot or PEC Master can only provide guidance/review of one applicant for each movement.

10.5.4 Definition of a PEC Movement

From the compulsory pilotage limits (South of Latitude 21°37'S) to the ACW berth using the WMT and ACW shipping channels.

- A PEC Master can only provide guidance/review of a First Mate and not another Master.
- PEC will be issued **specific** to vessel and type. The movements prescribed are the minimum number accepted; however, the Harbour Master may direct an additional number of movements if deemed necessary on a case-by-case basis.
- Local knowledge examination which includes oral examination and a blank chart assessment.
- Complete and submit the application for a PEC available on the Pilbara Ports' website below link https://www.pilbaraports.com.au/about-ppa/publications/forms-and-publications/forms-publications/form/2020/june/pilotage-exemption-certificate-application

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Ashburton Pilot Exemption Procedure for vessels > 35m in Length

Eligibility (New applicants)

- ✓ Requisites
- ✓ Proof of Australian or NZ permanent residency (Passport or Visa)
- ✓ Certificate of Competency*
- ✓ Marine medical Certificate**
- ✓ Training
- Within 12 months of application, been Master of a vessel under the control of a licensed pilot for the approved number of movements; or
- The candidate has within 12 months of application been First Mate of a vessel under the command of a PEC Master and under the control of a licensed pilot for the approved number of movements as indicated in 14.3.3

Application Procedure

- Application Form: https://www.pilbaraports.com.au/about-ppa/publications/forms-and-publications/forms-publications/form/2020/june/pilotage-exemption-certificate-application
- Proof of Eligibility Criterion to be attached
- Relevant extract of PEC Log Book***
- Attach a Minimum Safe Manning Document of the vessel for which PEC is applied for
- If vessel is foreign flagged than letter from flag accepting Australian qualification or minimum safe manning document for the vessel assessed by AMSA.

Minimum Required number of Movement on Vessels > 35 metres

- Three (3) inward movements ***under licensed Pilot or PEC Master's tutelage***.
- Three (3) outward movements ***under licensed Pilot or PEC Master's tutelage.***
- One (1) inward movement including berthing ***as assessment run under a licensed*** Pilot.
- One (1) outward movement including unberthing ***as assessment run under a licensed*** Pilot.
- **The candidate for PEC must complete the prerequisite runs in a period of 12 months.**
- First Mates must be guided by section 10.5.2.

Submission (New Applicants)

- Submit the completed application form along with associated documents to: dampier.vts@plibaraports.com.au
- Oral examination conducted by the Pilbara Ports Authority.
- Fee Payable to Pilbara Ports Authority.
- PEC will be issued and posted to nominated address.

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Endnotes:

*Certificate of Competency: Under the Navigation Act or the Marine Act that authorises the person to command the vessel for which the pilotage exemption certificate is sought.
**Marine medical Certificate: Complying with AMSA Marine Orders 9.
*** PEC Logbook: Written record of each qualifying movement and each movement made under the authority of the pilot exemption certificate. The movements are to be recorded on the application form and signed by the Pilot / Exempt Master. This log must contain:

- Name of vessel
- Date and time
- Length of vessel
- Gross tonnage of vessel if available
- Description of the movement
- Name and signature of the training pilot or PEC master

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10.5.5 Harbour tug masters obtaining a pilot exemption certificate

In order to obtain a PEC for a licensed towage service provider, Tug Masters (the applicant) must submit the following:

1. Meet the standard PEC requisite criteria as detailed in Section 14.3.4
2. Additionally, provide a letter from the towage company to confirm the length of service and verification of competency VOC supporting the Master's PEC application.
3. Internal training plan records

10.5.6 Mineral Resources TSV Masters obtaining a pilot exemption certificate

The Masters must meet the criteria of the Mineral Resources developed and Harbour Master approved TSV training program.

10.5.7 Maintaining the validity of a PEC

1. If an Exempt Master does not exercise their PEC for a period of six (6) months, the PEC expires at the end of that period. The six months commences from the date of their last PEC movement.
   Port Authority Regulations 2001, Part 3, Division 6, Section 54 (2)
2. On each occasion the PEC Master exercises their PEC, the PEC Master must quote their PEC number to Ashburton VTS on VHF Channel 14.
3. The PEC Master must maintain a written record of each occasion their vessel moves under the authority of their PEC.
4. When PEC Masters renew their medical certificates, a copy is to be forwarded to Ashburton VTS.
   Port Authority Regulations 2001, Part 3, Division 6, Section 5

10.5.9 Period of Pilotage Exemption Validity

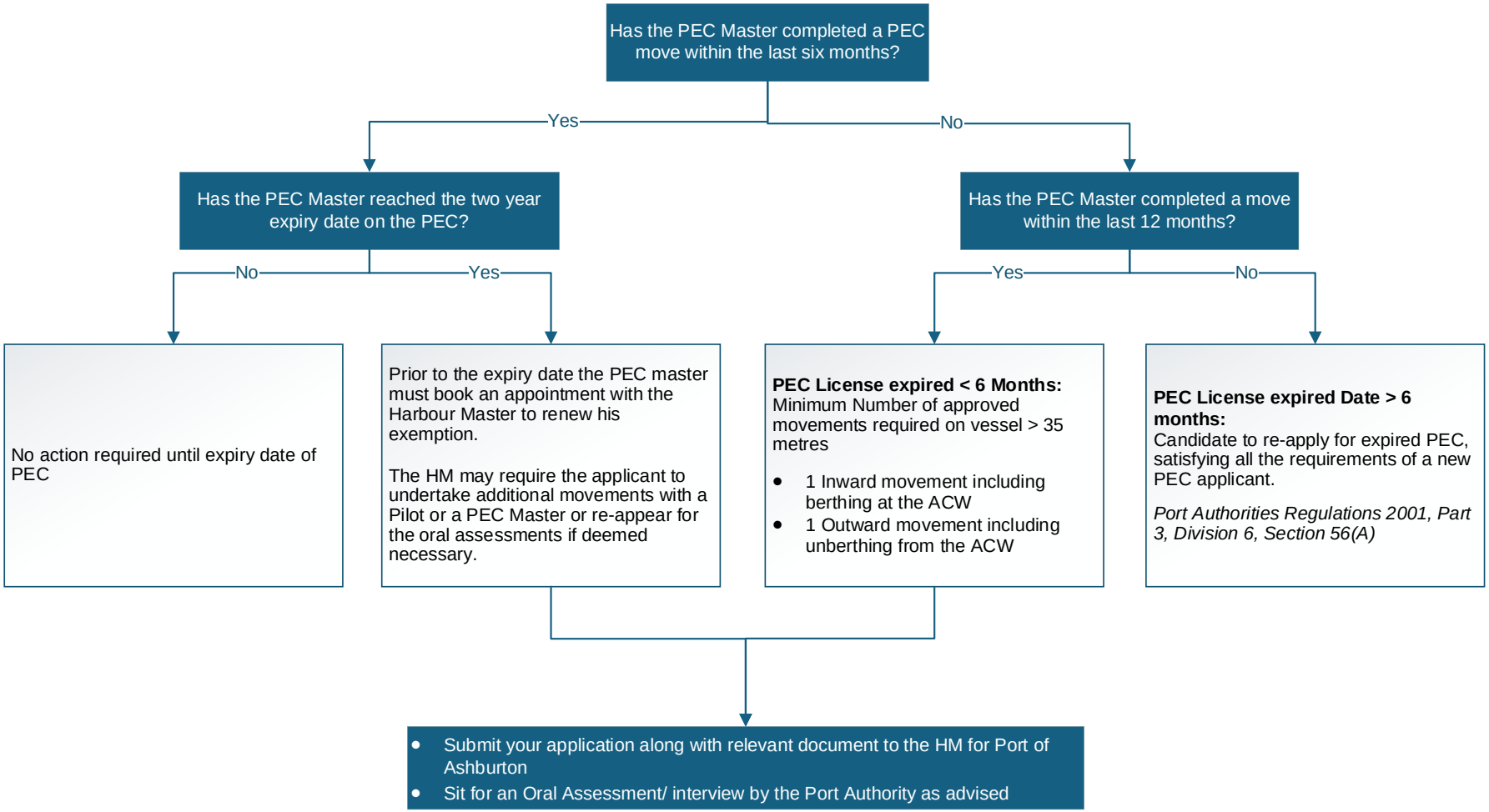
Pilotage Exemption Certificates (PEC) for the Port of Ashburton port is valid for a period of **two years** from the date of issue, unless the Pilotage exemption certificate is suspended or cancelled by the Harbour Master, or the PEC has not been used for the previous six months.

10.5.10 Revoking a pilot licence or a pilotage exemption certificate

If following an appropriate inquiry by Pilbara Ports, a PEC holder is found to be responsible for a marine casualty or serious incident, the Harbour Master may suspend or revoke the certificate subject to informing the PEC holder in writing, of their intention to do so under Section 57 of the Port Authorities Regulations 2001 (WA). The PEC holder must then return their suspended or revoked certificate to Pilbara Ports within 14 days, whether or not the PEC holder intends to appeal.

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10.5.11 Revalidation and renewal of an expired/expiring PEC



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11. LICENCED SERVICE PROVIDERS

The *Port Authorities Act 1999* requires the providers of the following services to be licensed by the Port Authority:

- Pilot services
- Bunkering services
- Towage services
- Line boat services
- Stevedoring services

The purpose of these licences is to satisfy the Port Authority that a service provider has the appropriate qualifications, training and experience, as well as appropriate equipment and operational procedures.

Port Authorities Regulations 2001, Schedule 1, Division 4, Subdivision 4

Port Authorities Regulations 2001, Part 3, Division 3, Section 28

11.1 Pilotage Service Providers

The current licenced pilotage service providers in the Port of Ashburton are:

PILOTAGE SERVICE PROVIDER	FACILITY
Chevron Australia Pty Limited (CAPL)	Wheatstone Marine Terminal
Auriga Pilots Pvt Ltd	Ashburton Cargo Wharf
Pilbara Ports Pilots	Ashburton Cargo Wharf

11.2 Bunker Service Providers (MDO/MGO)

The current licenced bunker service providers in the Port of Ashburton are:

- Base Marine Pty Ltd
- Viva Energy Australia Pty Ltd
- BP Australia Pty Ltd – Chevron specific
- Mineral Resources Ltd – MinRes specific
- Qube Energy Pty Ltd

11.3 Stevedoring Service providers

The current licenced bunker service providers in the Port of Ashburton are:

- Qube Ports
- Base Marine

11.4 Licensed Harbour Towage Service Providers

TOWAGE SERVICE PROVIDER	FACILITY
Bhagwan Marine	Ashburton Cargo Wharf
Svitzer Terminals Australia Pty Ltd	Wheatstone Marine Ltd. & Ashburton Cargo Wharf

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12. MARINE OPERATIONS

12.1 Towage

12.1.1 Towage within port limits

The Port Authority must be provided at least 48 hours notification for any tug and tow movement within the Port of Ashburton waters via Ashburton VTS.

This notification must be sent by email to the following below address.

VTS: dampier.vts@pilbaraports.com.au

The notification must include the below details

- The Towing vessel details
- Details of the vessel/object being towed
- Length of Tow
- ETA Port Limits
- Destination
- Passage plan (including graphical)
- If restricted in her ability to manoeuvre

12.1.2 Towage within compulsory pilotage area

Pilbara Ports must be provided at least 72, 48 and 24 hours notification for any tug and tow movement within the Compulsory Pilotage Area of the Port of Ashburton via Ashburton VTS. The towing vessel shall not enter Port waters until approval from Harbour Master has been received.

The email notification must be supported by following bellow documents for the H.M to assess and permit the movement of tow within the Harbour.

- Passage plan (including graphical)
- Details of towing arrangement including complete length of tow
- Details of towing vessel and tow
- Deepest draft
- Planned speed during the passage within the port waters
- Any shortening of towline and coordinates of the area in which it is planned
- A timeline of the transit
- Details of towing vessel master including the PEC number and/or marine pilot booking confirmation

The permission for towage by the Harbour Master does not override the guidelines within the safety management systems of the towage providers or of good seamanship practices, which includes consideration of towing vessel's handling characteristics, nature of tow, intended area of navigation, traffic, visibility, weather, sea and swell conditions.

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12.1.3 Towage Requirements

- Towage requirements for vessels arriving/departing the ACW are as follows:
    - For Highly Manoeuvrable Vessels (e.g. Dynamic Positioning vessels) – towage requirements at pilots' discretion
    - For barge movements (windage area not excessive – e.g. rock, construction materials on deck) – two (2) tugs unless specified otherwise by the Harbour Master
    - For barge movements (having large windage areas – e.g. modules on deck) – three (3) tugs unless specified otherwise by the Harbour Master
    - For conventional vessels transporting modules and other construction-related cargo – minimum two (2) tugs unless specified otherwise by the Harbour Master
- Appropriate lights and shapes must be exhibited at all times. Pilot exempt Masters engaged in towing operations must relay their intentions to Ashburton VTS prior to commencing their tow.
- A licensed pilot will be required for all barge movements which require the assistance of more than one tug within the limit of compulsory pilotage regardless of the length of the tow.
- A licensed pilot will be required for all towage movements where the combined length of the tug and tow is greater than 120m.

12.2 Safe Use of Towing and Mooring Equipment

Ships calling at the Port of Ashburton:

- Shall have clearly identifiable deck fittings/shipboard fittings which are constructed **for towing only and used for this purpose only.**
- Where possible, the use of roller fairleads for harbour towing shall be avoided.
- Shall clearly identify what deck fittings are constructed for mooring only and what angles mooring ropes can lead without damaging personnel or equipment.
- Deck fittings/shipboard fittings constructed for mooring only are NOT to be used for towing – this is to be clarified in pilot/master exchange (MPX).
- Prior to warping (at berths where this is required) – vessel to understand and document the angles and forces which equipment may be subjected to during the duration of operations and take the necessary steps to prevent risks to people.
- Safe warping parameters (go/no go zones) are to be set and agreed with the respective terminal.
- MBL (Ship Design Minimum Breaking Load) on the safe working load of mooring equipment shall be provided on board.

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- Procedures for mooring operations, inspection and maintenance of mooring equipment, including mooring lines, shall be onboard and consulted.
- Towing and mooring arrangement plan shall be onboard and clearly define the SWL and TOW for the intended use of each shipboard fitting.
- Procedures to allow the identification and control of mooring lines, tails and associated attachments shall be in place.
- Periodic inspection of mooring lines, mooring line tails and associated attachments as part of the onboard maintenance plan, or equivalent maintenance management system, shall be in place.
- Manufacturers' criteria for replacement of mooring lines shall be available and adhered to.
- Records of the original design concept, equipment, arrangements and specifications shall be available on board.
- Emergency towing booklet shall be readily available on board. Crew shall be trained in emergency towing operations and associated risks.
- No mooring lines are allowed to be tied off/secured on warping drum ends.

For further information please consult SOLAS Chap II-1/3-8 Towing and Mooring Equipment and

- **MSC.1/Circ. 1175 (issued 24 May 2005)** Guidance on Shipboard Towing and Mooring Equipment. In its original and unrevised form, it remains in force and is applicable to all SOLAS regulated vessels built after 2007 but before 1 Jan 2024.

- **MSC.1/Circ. 1175/Rev 1 (issued 9 Dec 2020**) Revised Guidance on Shipboard Towing and Mooring Equipment. This revision applies mandatorily to vessels over 3,000 GT built after 1 Jan 2024. For vessels under 3000 GT, shipowners are encouraged to follow the Guidelines as closely as reasonably practical or with their flag state standards.

- **MSC.1/Circ.1619 (Issued 11 Dec 2020)** Guidelines on the Design of Mooring Arrangements and Selection of Mooring Equipment and Fittings, applies mandatorily only to vessels over 3,000 GT ordered or built after 1 Jan 2024. For vessels under 3000 GT, shipowners are encouraged to follow the Guidelines as closely as reasonably practical or with their flag state standards.

- **MSC.1/Circ.1620 (Issued 24 Dec 2020)** Guidelines for Inspection and Maintenance of Mooring Equipment, including Mooring Lines, applies retrospectively to all existing vessels by way of the provision of IMO “guidance and recommendations”.

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12.3 Under keel clearance

Vessel Masters should ensure the following Under Keel Clearance (UKC) requirements are met at all times when operating within the Port of Ashburton. Operations should not be conducted outside of these parameters without the permission of the Harbour Master.

- A UKC allowance of 1.0m or 10% of the draft, whichever is greater, shall be applied for all vessels when operating within the Port of Ashburton.
- If the under-keel clearance requirements cannot be met by the vessel for any reason, the Harbour Master should be advised immediately through Ashburton VTS on VHF Channel 14.
- Masters should ensure that whilst alongside their vessels have adequate under keel clearance at all times to enable departure from the berth in the event of an emergency situation. This would include a situation where the weather conditions deteriorate and prevent a vessel from safely laying alongside the berth.

12.4 Main Engine Immobilisation

The vessel's Main Engine Immobilisation may be carried out at the Port of Ashburton on approval of the Harbour Master. The requests for the Main Engine Immobilisation should be made in writing to Ashburton VTS using the Form available on the Pilbara Ports website.

The completed form must be forwarded to Ashburton VTS via e-mail to dampier.VTS@pilbaraports.com.au, and a reply will be provided via email.

It should be noted that:

- Vessels **must not** immobilise their engines without confirmation from HM through Ashburton VTS.
- The immobilisation is for daylight hours only.
- Engine immobilisation requests should be received no more than 72 hours (before commencing work).
- If engine immobilisation is required for consecutive days, individual requests for each day must be submitted.

Main Engine Immobilisation is subject to the following conditions as a minimum:

- The immobilisation is for daylight hours only.
- The vessel must advise Ashburton VTS (VHF Ch14) prior to commencing and on completion of engine immobilisation work.
- All requirements of vessels safety management system to be complied with during engine immobilisation work
- Immobilisation will not be granted to vessels at anchor when the forecast 10-minute average wind speed is greater than 20 knots during the course of the immobilisation works.

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- The vessel must advise Ashburton VTS of any changes to the vessel's ability to manoeuvre after completion of engine immobilisation works.
- The Master must advise Ashburton VTS and the marine pilot (during Master Pilot exchange) of the immobilisation works carried out and of any changes before commencing the inbound passage to the berth.
- The Harbour Master may require large vessels to have stand by a tug(s)

12.5 Main Engine testing at Berth

Main engines can be tested alongside the berth only when the pilot is onboard the vessel.

At no other circumstances are vessels permitted to test the main engines whilst alongside berth in accordance with Port Authorities Regulations 2001, Part 2 Division 2 Clause 8: –

Propellers of a moored vessel not to be operated

Unless authorised by the harbour master, the master of a vessel that has a propeller must not cause or permit the propeller to be operated while the vessel is moored to a wharf in a port.

Penalty: $5000.

12.6 Passenger transfer at Sea

Transfer of passengers/crew to a crew boat or a vessel capable of carrying passengers are to be carried out with the permission of Ashburton VTS (VHF Channel 14) and only if the 10-minute average wind speed is less than 15kts. The transfer arrangements must be carried out by certified accommodation ladder and or pilot ladder rigged as required by SOLAS V/23.

12.7 Lifeboat Drills

For the purpose of lifeboat drills there are two considerations:

- Boat lowered to Deck level – No permission from Port Authority required.
- Boat lowered to water: Permission from Pilbara Ports is required as per "Request for In Water Lifeboat Drill (IWLBD):
    - An In Water Lifeboat Drill may be carried out at the Port of Ashburton with Pilbara Ports approval. The requests for an IWLBD should be made in writing to Ashburton VTS using the form available on the website. The completed form must be forwarded to Ashburton VTS via e-mail to dampier.vts@pilbaraports.com.au, and approval will be provided via email.
    - IWLBD is subject to the following conditions:
        - The anchorages are remote with limited resources, which should be considered when conducting drills at the master's discretion in accordance with the vessel safety management system.
        - Wind speed less than 15 knots (10 min average).

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- Ashburton VTS is to be informed on VHF 14 on commencement and on completion of the drill.
- Boats must stay well clear of the Security Zones around the major facilities.
- IWLBD is carried out during daylight hours only.
- If the vessel is in an Ashburton anchorage for the purpose of conducting cargo operations, IWLBD cannot be carried out whilst cargo operations are ongoing.

12.8 Dive Operations

Dive operations conducted within 200 meters of a Pilbara Port operated facility, including navigational aids, requires a dive permit. The permit form is available on the website. The completed application form is to be sent to dampier.vts@pilbaraports.com.au. All applications are required to be sent at least 72 hours in advance.

In addition, dive operations at any location within the port should advise Ashburton VTS on VHF Channel 14, including the following information:

- The location of the dive operation
- The name of the standby vessel
- Time of commencement and completion of the dive operations

12.9 Dive Operations In Port Waters with/by DSV

Diving operations within Port waters can be conducted with a Dive Support Vessel (DSV) standing by at the dive location.

Depending upon the nature of the work, the divers:

- May be near to the surface of the water but not visible from above.
- May be quite a few meters away from the DSV.

Other vessels operating in the vicinity of these diving operations pose significant danger to the divers under the water.

For the safety of divers, all other vessels operating in the vicinity of diving operations must keep at least 50 meters clear of boats, buoys or areas showing diving signals. Where it is not possible to maintain the required minimum 50 meters clearance the approaching vessel shall make positive contact with the DSV and receive clearance prior to approach.

Where a larger exclusion zone is required, the Dive Supervisor is to liaise with Ashburton VTS, who will then broadcast regular “Securite” messages advising the same.

The DSV must display appropriate day and/or night shapes and lights, as prescribed in COLREG Rule 27, to warn the vessels in the vicinity of the ongoing dive operations underwater.

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Diving during daylight: The DSV must display a rigid replica of the International Code Flag “A” not less than 1 meter in height. The flag must be at least 750 mm in length and not less than 600 mm in width. Measures shall be taken to ensure its all-round visibility.

Diving at night: The DSV must display the international lights, as prescribed in COLREG Rule 27.

Ashburton VTS will broadcast regular “Securite” messages during the dive operations, detailing the location and nature of dive operations, including the exclusion zone and/or no-wake zones around the diving operations.

When in doubt or not able to contact the DSV directly, contact Ashburton VTS on VHF Channel 14 to seek clarification.

12.10 Bunker Operations

Companies carrying out bunkering operations must have:

- A safe work method statement, risk assessment and Job Hazard Analysis (JHA); the safe working method must include an emergency stop procedure and a communication plan.
- Their own appropriate firefighting equipment and procedures in place.
- Their own oil spill equipment and procedures in place nearby, adequate to the quantity of bunker fuel; moreover, an operator must be aware of Pilbara Ports Marine Pollution Contingency Plan and reporting requirements.
- Crew conducting the bunkering operation to be trained in the safe work procedure and be familiar with fire emergency response plans and oil spill emergency response plans.

Before commencement of bunker operations, operators must:

- Ensure firefighting equipment is readied and stowed securely nearby. The crew are to wear all appropriate PPE, including PFD, eye protection, long sleeve shirt and gloves.
- Secure the vessel alongside by mooring lines forward and aft appropriate to the size of the vessel and weather conditions.
- Have spill kit on standby nearby.

Communicate bunker plan with Pilbara Ports and hoist the Bunker flag (red Bravo flag).

- Isolate electrical equipment.
- Prepare bowser if necessary, making sure to inspect the condition of the bowser for any damage/faults/other hazards.
- Consider weather parameters and risk of vessel movements due to passing vessels.
- Check communications.
- Ensure no hot works are in the vicinity of operation and/or any fire hazard.
- There must be a minimum two persons involved.
- The fuelling hose must be firmly secure.

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- Transfer rate must be controlled, not excessive.
- Gauge glass, if fitted, must be clear and readable.

During bunkering operations, operators must:

- Inform Pilbara Ports of commencement of operations
- Constantly monitor bunkering quantity to avoid any spillage
- Constantly monitor bunker hoses and equipment for any spillage
- Stop operations immediately if any spillage is noted and inform Pilbara Ports
- Constantly monitor for fire hazards, weather parameters, and any ship movements which may render bunkering operations unsafe
- Maintain a watch on VHF
- Follow all procedures according to the safe work method statement, risk assessment and JHA.

Should any incident occur, inform Pilbara Ports and Hazard Control Agency Immediately, stop bunker operations and follow the emergency procedure.

Upon completion of bunker operations, operators must:

- Safely demobilize Bunker equipment to ensure
- Inform Port Authority and remove Bravo flag.

13. ANCHORAGES

All anchorages are assigned by Ashburton VTS

13.1.1 Alfa Anchorages (A)

Shallow draft Anchorages are located to the North West of the ACW, off Miles Shoal. There are six anchorages, denoted A1 to A6.

13.1.2 North West Anchorages (NW)

- NW 1 to 4 located North of the shipping fairway
  - These anchorages are common user anchorages.
  - LNG or Condensate tankers bound for Wheatstone Marine Terminal can be allocated NW1 and NW2 anchorages by VTS.
  - LNG or Condensate tankers shall comply with Section 6 Approaches to Port when departing NW1 and NW2 anchorages bound for Wheatstone Marine Terminal.
- NW 5 to 9 located South of shipping Fairway
  - These 5 anchorages are dedicated transshipment anchorages for bulk carriers calling MRL operations.
- NW10 to 12 Located West of Bessieres Island
  - Common user anchorages.

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13.1.3 Papa Alfa Anchorages (PA)

- Common user anchorages.

14. MOORINGS

There are no 'cyclone' moorings within the Port of Ashburton.

Cyclone moorings can be found in the Mangrove Passage area (Lat 21° 32.4S 115° 21.1E) and Beadon Creek, which are managed and controlled by the DoT.

15. RECREATIONAL VESSEL SAFETY

Recreational vessel operators should be aware that the Port of Ashburton is used by large commercial vessels transiting through various areas of the port. At times these vessels will be confined to operate within the specified channels due to under keel clearance requirements.

The establishment of the new Mineral Resources (MinRes) Iron Ore Terminal and associated TSV movements will increase the number of large commercial vessel transiting through various areas of the port substantially and recreational vessel operators must be aware of these movements at any given time during the day or night.

A boating safety exclusion zone has been established in the Port of Ashburton. This zone encompasses the Ashburton Cargo Warf (ACW) breakwater structure, the MinRes Iron Ore Terminal, and the LNG load-out facility. It is prohibited for a recreational vessel to enter the boating safety exclusion zone without permission. The extent of the boating safety exclusion zone is shown in the chartlets below.

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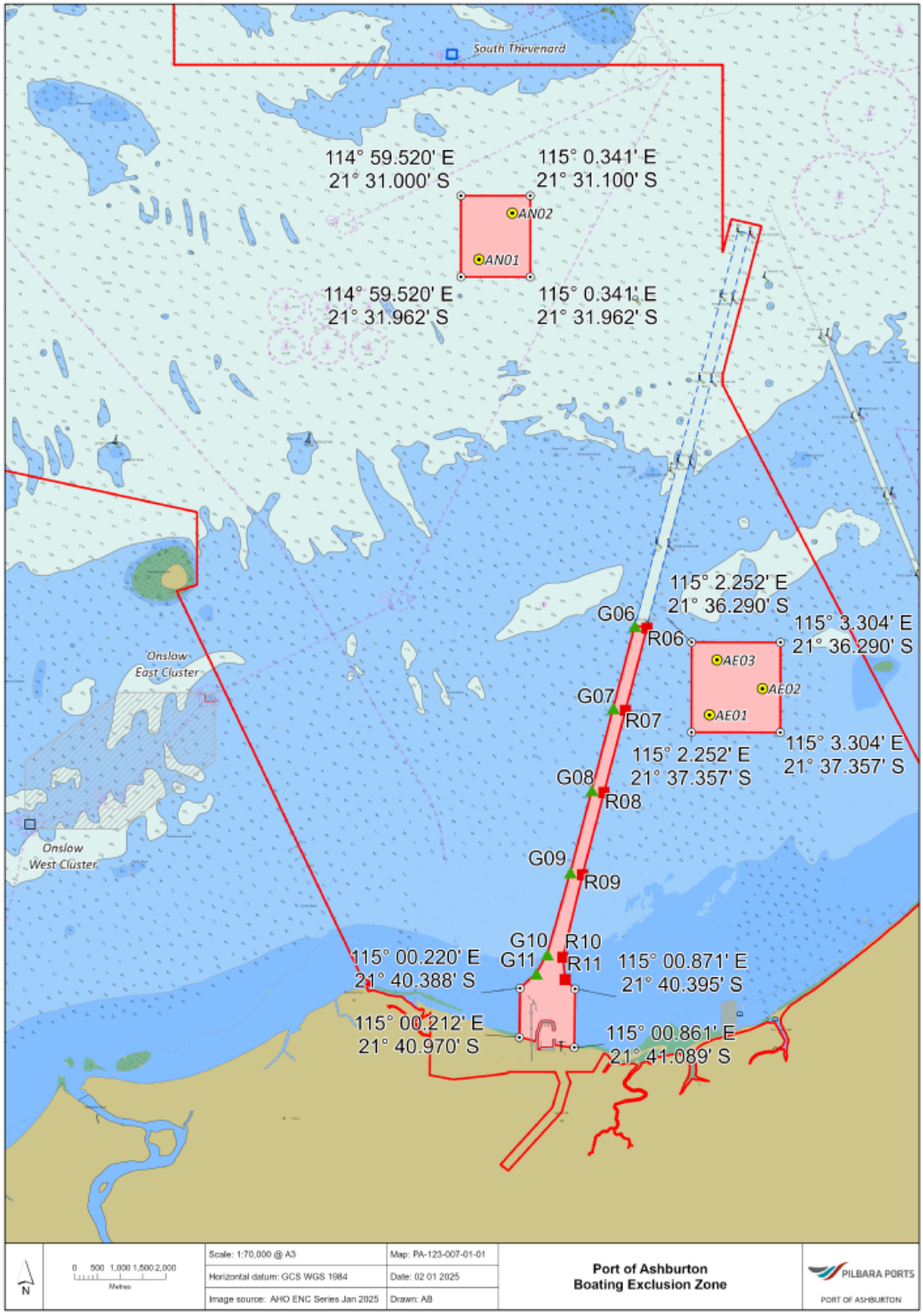


Figure 6: Boating safety exclusion zones

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16. REPORTING TO THE HARBOUR MASTER – INCIDENT, NEAR MISS & DEFECTS

- Licensed pilots, pilot exemption certificate holders and mariners navigating within the Port of Ashburton should report any anomalies in depths, positions of navigation markers or other hazards to the Harbour Master via Ashburton VTS as soon as practical.
- Masters of vessels who are aware of any condition or circumstance that renders their own vessel or any other vessel unseaworthy or which may impact upon the safe navigation of the vessel and the marine environment shall immediately notify the Harbour Master via Ashburton VTS.
- Licensed pilots, pilotage exemption certificate holders and mariners must immediately report any collisions, groundings, close-quarter situations and any other incidents or concerns relating to the safety of navigation within the Port of Ashburton to the Harbour Master via Ashburton VTS.
- Any marine pollution incident within the port should be reported immediately to the Harbour Master via Ashburton VTS. Marine pollution incidents may include discharge of but not limited to oil, chemical, garbage, grey water and sewage. This includes incidents where there has been a spill to the deck but not necessarily to the marine environment.
- All breaches of security, criminal activity or suspicious behaviour in port waters should be reported to the Harbour Master via Ashburton VTS.

Initial notifications should be made to Ashburton VTS. A failure to meet this obligation is considered non-compliance and will be treated accordingly.

A follow-up report must be made through the Pilbara Ports' Hazard, and Incident Reporting Form found on the following link to the Pilbara Ports' Website: https://www.pilbaraports.com.au/Home/Safety-and-security/Hazard-and-incident-reporting

The Harbour Master will also accept copies of AMSA Incident Report Forms. The master is guided by the below link as to what constitutes a marine incident.
https://www.amsa.gov.au/vessels-operators/incident-reporting/what-marine-incident

Reporting incidents and near misses to the Harbour Master is in addition to the reporting requirements of state and federal agencies.

17. METEOROLOGY

17.1 Weather conditions

During the summer months conditions are very hot with average daily temperatures of 39°C. Prevailing winds in the summer are from the South-West. Mornings are typically calm with winds increasing throughout the day and into the evening.

The winter season experiences warm conditions, with daily temperatures reaching an average of 30°C. Winds prevail from the East-South-East, peaking in the morning before easing in the late afternoon.

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Occasionally, the Port of Ashburton can experience long periods of strong easterly winds (lasting for a few days).

Thunderstorms and associated squall activity occur in the region, mainly in the summer months. Storms may interrupt port operations. Whilst wind strengths can be significant; usually, they are of very short duration.

The Port of Ashburton is located within the cyclone belt. Annually tropical cyclone events impact the area on an average of three to five times, during which time port operations will be interrupted. The annual cyclone season extends from 1 November until 30 April.

Live weather conditions for the Port of Ashburton can be found on the following link (Please scroll to the bottom of the page for Ashburton):
https://hydrotel.pilbaraports.com.au/hydrotel/

17.2 Tidal information

Tidal values for the Port of Ashburton and surrounding areas:

AREA	HAT	MHWS	MLWS
Port of Ashburton	2.58m	2.14	0.45 m
Port of Onslow	3.0 m	2.5	0.6 m
Thevenard Island	2.9m	-	0.5 m

Tidal streams and rates for the Port of Ashburton and surrounding areas:

AREA	FLOOD	EBB
Port of Ashburton	East at 1.5 knots	West at 1.5 knots
Port of Onslow	East North East at 1.5 knots	West South West at 1.5 knots

17.3 Cyclones

The Port of Ashburton lies within a stretch of coastline, which is prone to cyclonic weather events. The cyclone season officially begins on 1st November each year and concludes on the 30th of April.

Pilbara Ports has a cyclone response plan in place, which is made available to mariners and the general public on the Pilbara Ports website.

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The Harbour Master is responsible for the implementation and execution of the Port of Ashburton cyclone response plan. The Harbour Master will:

- Initiate the orderly execution of the cyclone response plan.
- Monitor and ensure ongoing compliance, and
- Keep port proponents informed of port status at various stages of the cyclone event.

In all circumstances, decisions of the Harbour Master (HM) in relation to cyclone response will take precedence over any other cyclone plans.

At all times, the Ship's Master is responsible for ensuring the safety of the vessel and its compliance with Pilbara Ports regulations, including the requirements of the cyclone response plan. Particular emphasis is to be placed on the vessel maintaining adequate stability and suitable trim, ensuring that it can depart the port safely at short notice should the need arise. The tug pens at the Port of Ashburton are cyclone rated.

Masters and operators of vessels working in the vicinity of Port of Ashburton must have a cyclone plan in place before the start of the cyclone season and it must be clear to all parties what each vessel will do during the approach of a cyclone.

Pilbara Ports will respond to a cyclone threat in five (5) stages

STAGE	KEY ELEMENT	PARAMETER
1	Monitor	Cyclone or tropical low has formed in Northern waters
2	Prepare	Cyclone tracking towards the Port with the potential for impact
3	Clear Port	Potential for "Gale Force" winds to impact the port within 12 hours
4	Shut down	Potential for "Gale Force" winds to impact the port within 6 hours
5	Re-Open	Cyclone or threat of cyclone passed

Mariners, port users and the general public should refer to the Pilbara Ports Port of Ashburton Cyclone Response Plan for more information on the stages listed above.

17.3.1 Safe Haven

The Port of Ashburton cannot provide a safe haven for vessels of any type. The facility at Beadon Creek may provide shelter for smaller vessels and its operators; however, permission must be obtained from the Western Australian Department of Transport in the event safe haven is required at that location.

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18. MARINE NOTICES

Marine notices relating to marine matters at the Port of Ashburton are issued by the Harbour Master. All current marine notices for the Port of Ashburton are available on the Pilbara Ports website.

https://www.pilbaraports.com.au/Port-of-Ashburton/Port-operations/Local-marine-notices

Mariners should also refer to the Western Australian Department of Transport website for the latest marine notices for the Port of Onslow.

http://www.transport.wa.gov.au/imarine/pilbara-tntm.asp

19. PORT SECURITY

The Port of Ashburton is declared a security regulated port under the Maritime Transport and Offshore Facilities Security Act 2003 and Maritime Transport and Offshore Facilities Security Regulations 2003.

In compliance with the International Ship and Port Facility Security (ISPS) Code, the following Maritime Security (MARSEC) Levels have been adopted by the Port of Ashburton:

Level 1 – Normal level of security – standard security measures are maintained.

Level 2 – Heightened level of security – additional security measures are implemented.

Level 3 – Security Alert – further additional security measures are implemented.

A Land-side Restricted Zone (LRZ) will be in operation from 30 minutes prior to the arrival of all security regulated vessels and will remain in force until 30 minutes after the departure of all security regulated vessels. The LRZ, when in force, will operate at MARSEC Levels 1, 2 and 3.

Security zones around port facilities and vessels shall be established at heightened levels of security and on instruction by the relevant commonwealth agency.

Ashburton VTS should be advised of the arriving vessel's security level as per the reporting requirements.

Ashburton VTS will advise vessels of the security level of the Port when the vessel is about 4 hours away from port limits.

Port users, operators and other stakeholders must report all breaches of security, criminal activity or suspicious behaviour in port waters to the Harbour Master.

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20. OIL POLLUTION RESPONSE

Any marine oil pollution incident (irrespective of quantity) must be immediately reported to Ashburton VTS.

The Port of Ashburton is adjacent to the Port of Onslow and some offshore islands. There are numerous areas adjacent to the Port of Ashburton that are of environmental significance and high amenity value.

Pilbara Ports has established a Marine Oil Pollution Plan for the Port of Ashburton. This plan is available on the Pilbara Ports website via the link below.

https://www.pilbaraports.com.au/Port-of-Ashburton/Safety-and-security/Emergency-preparedness-and-response

The Chief Executive Officer, DoT is the HMA for marine oil pollution and marine transport emergencies and is responsible for ensuring effective prevention, preparedness, response and recovery to these hazards within the State.

Pilbara Ports is the 'Controlling Agency' in the event of an oil pollution incident at the Port of Ashburton. Pilbara Ports will work closely with port proponents and other state government agencies during an oil spill response event at the Port of Ashburton.

Any incident that leads to marine environment pollution should be immediately reported to Pilbara Ports through Ashburton VTS. Pilbara Ports expects vessels to provide details of the incident at the earliest opportunity and a 'Pollution Report' (POLREP) to be submitted to the Western Australian Department of Transport. Further details can be referred to from Pilbara Ports West Marine Pollution Contingency Plan available at the below link.

https://www.pilbaraports.com.au/ports/port-of-ashburton/safety-and-security/emergency-preparedness-and-response

21. MARINE ENVIRONMENT

The waters of the Port of Ashburton host a wide range of marine habitats characteristic of the nearshore and offshore Pilbara marine environment. The port waters and seabed cover an area of approximately 700 square kilometres and include a range of intertidal and sub-tidal hard and soft-substrate marine habitats. These include wide intertidal sand / mud flats, sandbars, and shoals at the mouth of four small mangrove creeks, macro-algae beds, scattered seagrass patches and some subtidal coral and sponge communities. Corals are common in the turbid inshore waters and around the seaward margins of the islands and shoals. These habitats support an array of flora and fauna, including shorebirds, turtles, and marine mammals.

Several important migratory marine species occur within the area on a seasonal basis. Humpback whales can traverse port waters during their annual northern migration from their Antarctic feeding grounds to warmer tropical waters from May to July, and during their return to the Antarctic from September to November. Coastal dolphin species such

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as the Indo-Pacific Humpback Dolphin and the Bottlenose Dolphin can occur year-round. Dugongs are also known to occur, although the lack of extensive seagrass (foraging) habitat is likely to limit numbers. Four species of turtles are known to occur within the area. The islands, mainland coastline and marine environment are known to support both Green and Flatback Turtles year-round. Loggerhead and Hawksbill Turtles are less abundant, and their distribution and utilisation of the port's marine and coastal environments is unclear.

The physical marine environment of the Port of Ashburton is characterised by shallow water depths (5 m to 15 m) and moderate tidal ranges resulting in turbid water and low wave energy, except during storm / cyclonic conditions. The Ashburton River delta, a major seasonal river in the region, lies at the south-west corner of the port and is a known pupping and nursery site for the critically endangered Green Sawfish. Six species of mangroves form fringes along tidal creeks and coastal lagoons. Saltwater crocodiles have been sighted in port waters and in the adjoining Ashburton River. These are likely to be isolated individuals at the southern limit of their range.

22. ENVIRONMENTAL MANAGEMENT

This section summarises the regulation of biofouling management and ballast water exchange in the Port of Ashburton.

Any breach of the requirements of this section must be immediately reported to Pilbara Ports on (08) 9159 6556 or 24-hour emergency mobile 0428 888 800.

For the purposes of this section, a 'Ship' is defined as a vessel of any type (commercial or recreational) operating in the Port of Ashburton waters and includes hydrofoil boats, air-cushion vehicles, submersibles, floating craft and fixed or floating platforms (including barges and other non-powered floating plants).

22.1 Biofouling Management

Refer to the Port of Ashburton Public Berth and Facilities Handbook.

22.1.1 Activities Prohibited

In the Port of Ashburton, any activity that has the potential to disturb or dislodge biofouling on a ship and/or the ship's antifoul coating is prohibited. Such activities include (but are not limited to):

- In-water hull cleaning.
- Cleaning of internal seawater systems (including sea-chests and engine cooling pipes).
- Propeller 'polishing' (cleaning); and
- Careening (i.e. the practice of beaching ships for hull cleaning and antifouling removal).

Pilbara Ports may consider approving such activities in exceptional circumstances, such as where a net environmental benefit or immediate safety risk can be demonstrated. Such applications should be directed to

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the Harbour Master. For further information on ship's biofouling management in Australia, please refer to the *Australian Biofouling Requirements*[1] and the *National Biofouling Management Guidelines for Commercial Vessels*[2].

22.2 Ballast Water exchange

'Ballast water' means water (including sediment that is or has been contained in water) used as ballast. Ballast water has the potential to bring marine organisms to Australian Waters, with very serious environmental and economic outcomes.

The discharge of ballast water in the Port of Ashburton shall be consistent with the requirements of the Federal Department of Agriculture, Fisheries and Forestry (DAFF)and the mandatory Australian Ballast Water Management Requirements[3]. Ballast water that does not meet DAFF Biosecurity requirements shall not be discharged in Port of Ashburton waters.

22.3 Management and Discharge of Shipboard Wastes

This section summarises the regulation of the management and discharges of shipboard wastes to the Port of Ashburton waters. This includes discharges from Exhaust Gas Cleaning Systems (EGCS), sewage[4], greywater[5], oil or oily mixtures[6], garbage[7], cargo hold and deck washing/cleaning and waste incineration. In accordance with the *Port Authorities Regulations 2001*, the Master of a Ship must not cause or permit any wastewater or waste substance of any kind to be discharged from the vessel into the waters of the Port of Ashburton unless authorized in this section.

For the purposes of this section, a 'Ship' is defined as a vessel of any type (commercial or recreational) operating in Port of Ashburton waters and includes hydrofoil boats, air-cushion vehicles, submersibles, floating craft and fixed or floating platforms.

In this section, the term 'Nearest Land' refers to the *Territorial Sea Baseline.* This is the line from which the seaward limits of Australia's Maritime Zones are

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1 Available from the Commonwealth Department of Agriculture, Fisheries and Forestry (DAFF) or Anti-Fouling and In-Water Cleaning Guidelines

2 Available from the Commonwealth Department of Agriculture, Fisheries and Forestry (DAFF) or https://www.marinepests.gov.au/sites/default/files/Documents/commercial-vessels-biofouling-guidelines.pdf

3 Available from the Commonwealth Department of Agriculture, Fisheries and Forestry (DAFF) or https://www.agriculture.gov.au/biosecurity-trade/aircraft-vessels-military/vessels/marine-pest-biosecurity/ballast/australian-ballast-water-management-requirements

4The definition of the term 'Sewage' is consistent with Annex IV of MARPOL 73/78

5The term 'grey water' is defined to include waste waters (other than sewage) from the sinks, showers, galleys, laundry, and cleaning activities aboard a ship

6The definition of the terms 'Oil' or 'Oily Mixtures' are consistent with Annex 1 of MARPOL 73/78.

7The definition of the term 'garbage' is consistent with MARPOL 73/78 Annex V, Chapter 1 Regulation.

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measured (see Geosciences Australia website for more information or click on the following link:

http://www.ga.gov.au/marine/jurisdiction/maritime-boundary-definitions.html).

Any breach of the requirements of this section is immediately reportable to Ashburton VTS on VHF 14 or 16, or alternatively by telephone on (08) 9159 6556 or 24-hour emergency mobile 0428 888 800.

Further, the vessel must send a POLREP to the Department of Transport via e-mail to marine.pollution@transport.wa.gov.au.

A POLREP Form can be obtained through the link https://www.transport.wa.gov.au/mediaFiles/marine/MAC-F-PollutionReport.pdf

22.4 Waste Disposal Guidelines

In most cases, a discharge of waste into the marine environment is either prohibited or requires written permission from Pilbara Ports.

The following table outlines the marine waste discharge guidelines and marine waste discharge zones for the Port of Ashburton.

WASTE CATEGORY	MARINE DISCHARGE	SOURCE / REFERENCE
Oil, oily water mixtures (controlled waste)	No discharge permitted	MARPOL (Annex I), *Pollution of Waters by Oil and Noxious Substances Act 1987*
Other Controlled Waste	No discharge permitted	MARPOL (Annex II) MARPOL (Annex III) *Environmental Protection (Controlled Waste) Regulations 2004*
Sewage	Consistent with Annex IV of MARPOL 73/78 (Regulations for the Prevention of Pollution by Sewage from Ships), the Port of Ashburton waters can be divided into two Zones: **Zone 1 – Coastal waters less than three nautical miles from Nearest Land;** Comminuted and disinfected sewage – MARPOL Annex IV Regulation 11.1.1 – No Not comminuted sewage and disinfected – MARPOL Annex IV Regulation 11.1.1 – No	MARPOL (Annex IV) *Environmental Protection (Unauthorized Discharges) Regulations 2004* *Port Authorities Regulations 2001* (Reg 17)

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WASTE CATEGORY	MARINE DISCHARGE	SOURCE / REFERENCE
	Approved Sewage Treatment Plant – MARPOL Annex IV Regulation 11.1.2 – Yes* *Discharge permitted within Zone 1 subject to a vessel having a sewage treatment plant on board and has a current International Sewage Pollution Prevention (ISPP) Certification, which is certified to meet the operational requirements referred to in Regulation 9.1.1 of MARPOL 73/78 Annex IV. State environmental legislation[8] applies to commercial ships that treat and/or discharge more than 20 cubic meters of sewage per day whilst stationary and operating within Zone 1 of the Port of Ashburton. Such ships may require approvals issued by the Western Australian (WA) Department of Water and Environmental Regulation (DWER). For more information, please contact Pilbara Ports' Environment and Heritage team on environment.westpilbara@pilbaraports.com.au **Zone 2 – Waters greater than three nautical miles from Nearest Land.** Comminuted and disinfected sewage – MARPOL Annex IV Regulation 11.1.1 – Yes* Not comminuted sewage and disinfected – MARPOL Annex IV Regulation 11.1.1 – No Approved Sewage Treatment Plant – MARPOL Annex IV Regulation 11.1.2 – Yes* *The discharge shall not produce visible floating solids or cause discolouration of the surrounding water. (Regulations 9 and 11 of MARPOL 73/78 Annex IV) Ships visiting the Port of Ashburton waters that are not equipped with an approved sewage treatment plant must retain sewage on board in a suitable holding tank in accordance with the requirements of AMSA Marine Order 96: Marine	Marine Order 96 (Marine Pollution Prevention – sewage) 2018

[8] *State environmental legislation* refers to Categories 54 and 85 within Schedule 1 (Prescribed premises) of the *Environmental Protection Regulations 1987.*

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WASTE CATEGORY	MARINE DISCHARGE	SOURCE / REFERENCE
	Pollution Prevention – Sewage 2018 - Division 2 section 7(c).	
Grey Water – Waste Waters (other than sewage) from the sinks, showers, galleys, laundry	Grey water shall only be discharged from a ship in the Port of Ashburton such that discharge does not produce visible floating solids nor cause discolouration of surrounding waters.	Environmental Protection Act 1986 Port Authorities Regulations 2001 (Reg 17)
Garbage	Disposal of garbage to Port waters is prohibited. The definition of garbage is consistent with MARPOL 73/78 Annex V and includes (but is not limited to): food wastes, plastics, synthetic ropes, fishing gear, plastic garbage bags, incinerator ashes, cooking oil, floating dunnage, lining and packing materials, paper, rags, glass, metal, bottles, crockery and similar refuse. Ships' garbage can only be received by a DAWE approved waste service provider.	MARPOL (Annex V)
Garbage- Food	No discharge is permitted in Zone 1. Discharge of food waste permitted in Zone 2 if ground or comminute to pass through a screen with mesh no larger than 25mm and if the vessel is underway.	MARPOL (Annex V)
Garbage-Cargo residue	The discharge of cargo residues (or wash water containing cargo residues) from the cargo hold of any ship in the Port of Ashburton is prohibited except in in exceptional circumstances approved by Harbour Master. The wash down of cargo residues from the deck of a ship within the Port is permitted in the following exceptional circumstances (exceptions provided in MARPOL Annex V Regulation 6):	MARPOL (Annex V)

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WASTE CATEGORY	MARINE DISCHARGE	SOURCE / REFERENCE
	• To ensure the safe operation of a helicopter within the landing area and its immediate vicinity to avoid dust being raised by the downdraft of the rotors; • Where there is a need to avoid navigational hazards such as dust being blown onto the wheelhouse or bridge wings; and • Where residues cause a serious safety hazard to personnel if spillages are not cleaned from deck areas, adjacent walkways and working areas	
Deck Washing / Cleaning	It is prohibited to discharge wastewater containing the following substances into the Port of Ashburton, from the deck (or other external 'dry' surfaces) of a ship during deck cleaning/washing: detergents or other cleaning agents (including residues in wash water): • sediments • oils or other noxious substances • garbage • metals • pesticides • paints Note that cleaning agents and activities in deck and external surfaces wash water must not contain any substances that are classified as harmful to the marine environment (e.g. Non-toxic to marine life, phosphate free, biodegradable and non-caustic).	*Port Authorities Regulations 2001* *Pollution of Waters by Oil and Noxious Substances Act 1987* *Environmental Protection (Unauthorized Discharges) Regulations 2004* MARPOL (Annex V)
Air Pollution - Incinerator	While stationary in Zone 1 of the Port of Ashburton, ships may only use incinerators with a design capacity of 100 kg/s or more per hour, in accordance with Category 60 within Schedule 1 (Prescribed premises) of the *Environmental Protection Regulations 1987*. An approval to operate, issued by the W.A Department of Water and Environmental Regulation (DWER) may be required for any ship that incinerates at a throughput of 100	*Port Authorities Regulations 2001* *Environmental Protection (Unauthorized Discharges) Regulations 2004* MARPOL (Annex VI)

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WASTE CATEGORY	MARINE DISCHARGE	SOURCE / REFERENCE
	kilograms or more per hour in Zone 1. For more information, please contact Pilbara Ports' Environment and Heritage team at Environment.westpilbara@pilbaraports.com.au. The air emissions requirements of MARPOL Annex VI also apply to the Port of Ashburton (Zone 1 and 2), which states that the Shipboard Incinerators installed after 1st January 2000 must be type-approved and certified to meet prescribed emission standards. Further, Shipboard incineration must only take place in a shipboard incinerator except for incineration of sewage sludge and sludge oil generated during normal operation of a ship, which may also take place in the main or auxiliary power plant or boilers, but in those cases, must not take place inside ports, harbours and estuaries.	
Air Pollution – IMO 2020 Compliance	All shipboard emission to comply with latest revised MARPOL Annex VI.	MARPOL (Annex VI)
Air Pollution-EGCS	Discharges from open-loop Exhaust Gas Cleaning Systems (EGCS) are permitted within the Port of Ashburton as long it is approved by the vessel's Flag State or a recognized organization appointed by the Flag State and operated in accordance with IMO requirements, including the IMO 2015 guidelines for Exhaust Gas Cleaning Systems (Resolution MEPC.259(68))[9].	MARPOL (Annex VI) Marine Notice 5/2019 Requirements for the use of Exhaust Gas Cleaning Systems in Australian waters and reporting to AMSA.

Dirty ballast, slops and refuse cannot be accepted at the Port of Ashburton and under no circumstances can dirty ballast, slops or refuse be discharged to the sea.

[9] More information at: https://www.amsa.gov.au/about/regulations-and-standards/52019-requirements-use-exhaust-gas-cleaning-systems-australian

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22.5 Environmental Incident Reporting

Any incident that has the potential to cause, is causing, or has caused environmental harm within the Port environs and Port Limits must be reported to Ashburton VTS on (08) 91596556 or VHF Channel 14 or Channel 16 immediately upon discovery. Examples of incidents include discharges into the harbour, interactions with fauna, damage or loss of flora, dangerous goods spills, excessive dust, light and noise.

All environmental incidents should be reported verbally to Ashburton VTS or Pilbara Port representative and electronically using the online Hazard and Incident Report available on Pilbara Ports' website.

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ANNEXURE A

ASHBURTON CARGO WHARF (ACW)

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1. Ashburton Cargo Wharf (ACW) General Information

The Ashburton Cargo Warf (formerly known as Material Offloading Facility MOF) exists to the South of the Wheatstone Marine Terminal (WMT) in the Port of Ashburton. This facility was initially constructed for the development of the Wheatstone Gas Plant and is now a multi-user terminal operated by Pilbara Port.

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Ashburton Cargo Wharf comprises of five berths



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The ACW also encloses a six cyclone rated tug pen which houses the four tugs and pilot boat used for WMT operations.

1.1 Depths

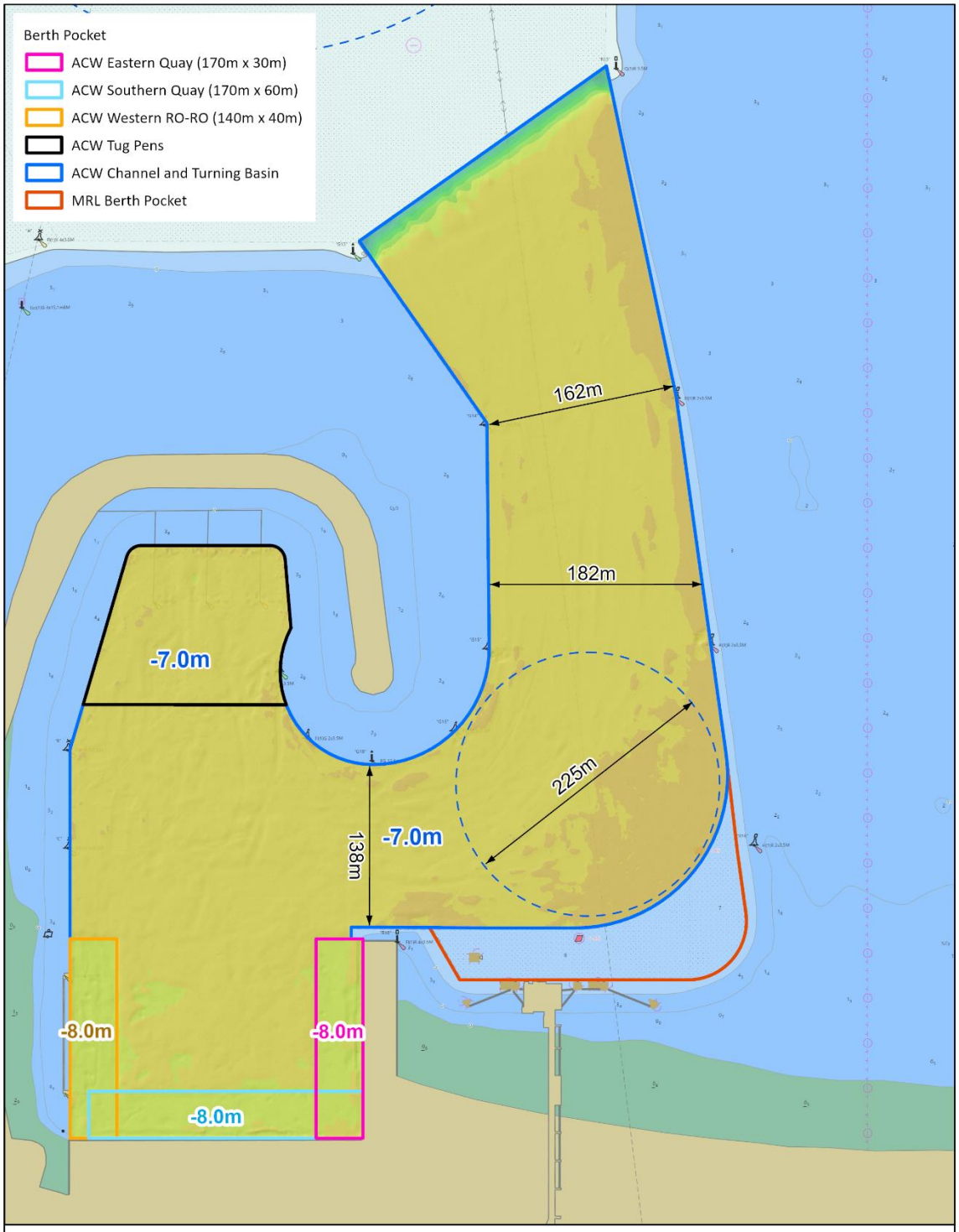
The table below shows the minimum available depth within the berth pockets of the Ashburton Cargo Wharf and the approach channel / turning basin.

FACILITY NAME	DESIGNED DEPTH
ACW Tug Pens	7.0 metres
Navigation channel and turning basin	7.0 metres
ACW Berth 1 berth pocket	8.0 metres
ACW Berth 2 berth pocket	8.0 metres
ACW Berth 3 berth pocket	8.0 metres
ACW Berth 4 berth pocket	8.0 metres
ACW Berth 5 berth pocket	8.0 metres
ACW Eastern RO-RO	8.0 metres

These are declared depths only, and reference should be made to the Marine Notices on the Pilbara Ports website for latest depth information.

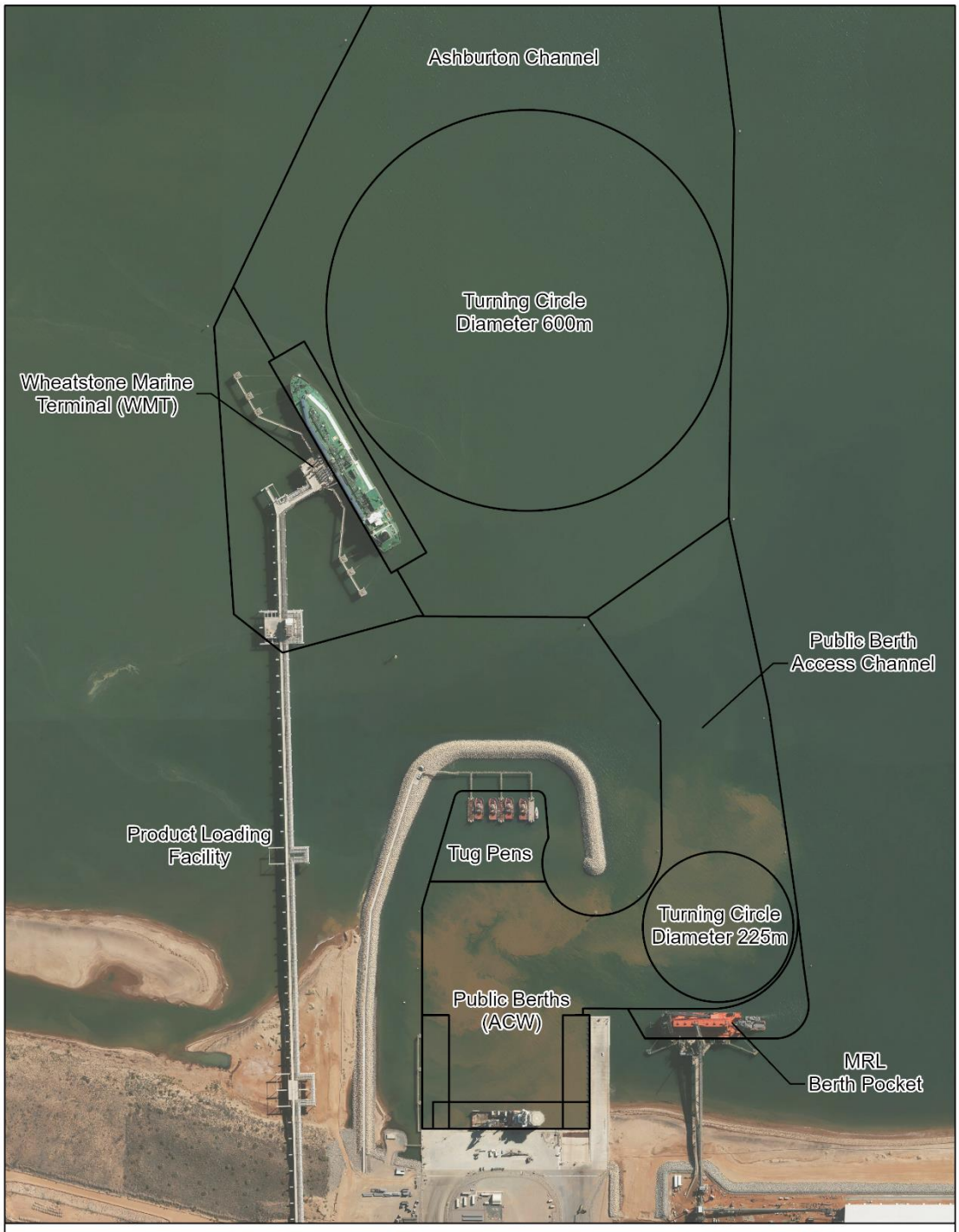
The below chartlet depicts the layout of the ACW along with its details of design depths for the berth pockets and approach channel & swing basin along with the widths.

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1.2 Schematic Of Final Arrangement Of Wharf Infrastructure At The Port Of Ashburton



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1.3 Ashburton Cargo Wharf

ASHBURTON CARGO WHARF

Port of Ashburton ACW Technical Information



Vessel size limitations - 150metres LOA, beam 25m, UKC 1 meter to be maintained at all times

Bollard capacity - 50T (see Fenders and Bollards arrangement overleaf)

Pilotage - is compulsory unless exempt in accordance with the Port Authorities Act 1999.

Tugs - Mandatory for all vessels; 2 for conventional vessels, exemptions may be granted by Harbour master basis assessment of vessel propulsions and environmental conditions. Deatils 18.1

Utilities - There are no utilities available at the ACW

Communications - VHF Ch. 14. Call sign Ashburton VTS. All incidents must be reported immediately to Ashburton VTS.

Port dues - Located under fees on the Port of Ashburton PPA website.

Technical and Berth Information

Wharf details	West Quay (Ro-Ro)	Southern Quay (Heavy Lift)	East Quay
Wharf Length	140m	170m	170m
Wharf Width	40m	60m	30m
Berth Pocket	-8.0m LAT		
Fendering	Ro-Ro:MCN 900 (Gr3.1) Lo-Lo:MCN 1000 (Gr2.6)		
Channel Details	150m wide/ -7.0m LAT design depth		
Turning Circle	Radius - 225 metres		
Quay Elevation	+ 3.9m LAT		
Arrival Draft	Minimum draft forward 2.0m, trim such that not less than 90% propeller immersed. Drafts of ≥ 6.0m are to be advised to Ashburton VTS at least 24 hours prior to arrival.		
Ramp Grade	NIL	NIL	East Quay (Ro-Ro) Lip 1.2m above MSL @3.3%
Tidal Range (LAT 0.00)	Mean High Water Springs (MHWS)		+2.14
	Mean High Water Neaps (MHWN)		+1.55
	Mean Sea Level (MSL)		+1.29
	Mean Low Water Neaps (MLWN)		+1.04
	Mean Low Water Springs (MLWS)		+0.45
	Highest Astronomical Tide (HAT)		+2.58
Deck features	Concrete nib wall 200mm in height, 300mm in width runs along the length of the heavy Lift Facility and East Quay. The wall is set back ~ 4.0m from the fender face. In preparing cargo/crane liftingplans and other cargo operations operators and shippers should take this offset into account.		
Design Limitations	Design Berthing Displacement on South and East Quays of 15,000 tinnes and 0.2m/s and 14,000 tonnes at 0.2m/s on the RO-RO facility. Specific Wharf Deck Loading for any berth will be advised on request and is dependant on wheel layout exact landing location. Generally, the East Quay has a uniform load capacity of 6 tonne /m². The South Quay (Heavy Lift Facility) has a uniform loading of 9.5 tonnes/m². Concentrated loads of 82.5 tonnes for the South Quay and 51 tonnes for the East Quay and possible (subject to		
Comments	Note: The facility is for construction use only by the Wheatstone LNG Project. The information is provided as a guideline and is subject to change.		

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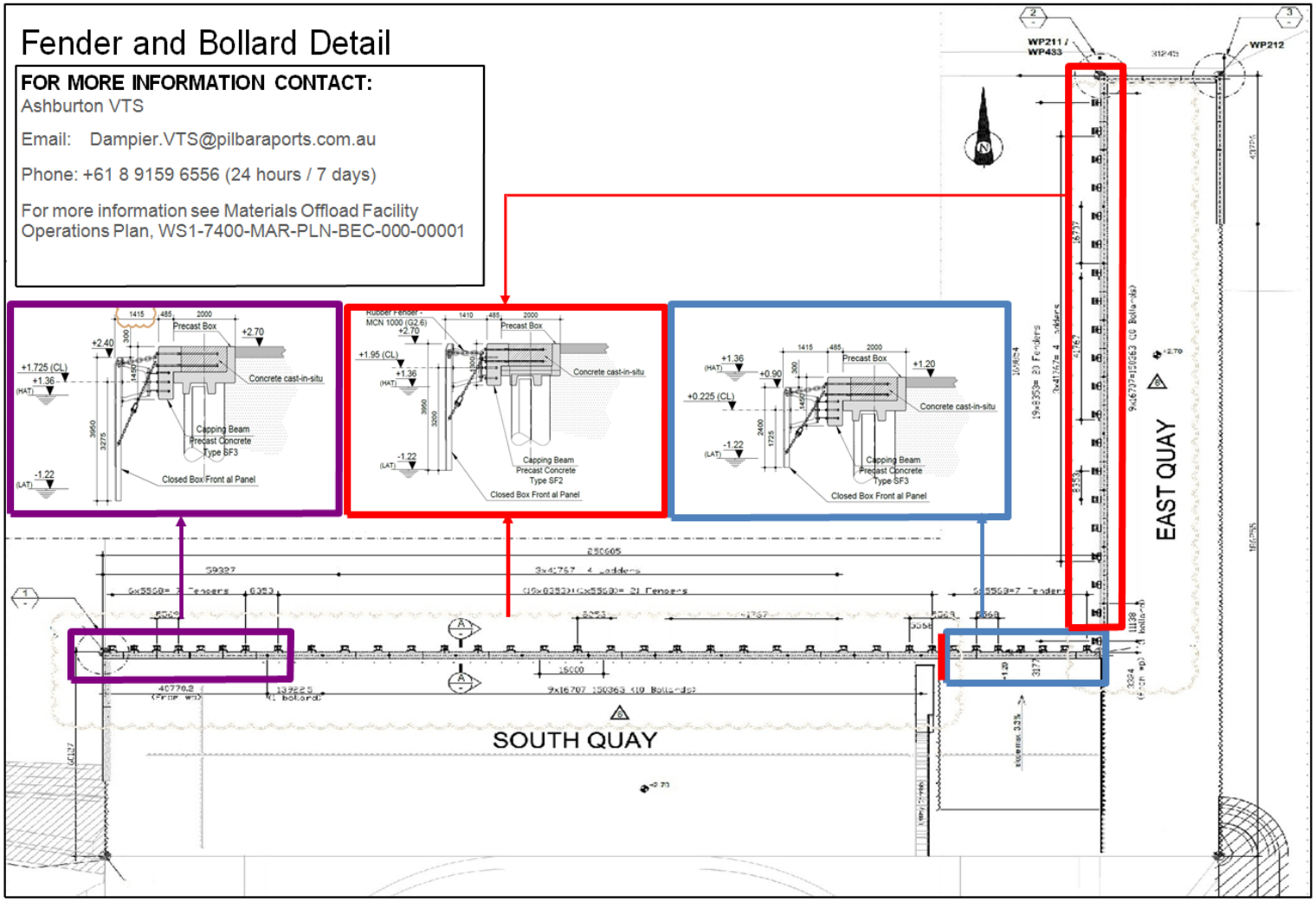
Fender and Bollard Detail

FOR MORE INFORMATION CONTACT:
Ashburton VTS

Email: Dampier.VTS@pilbaraports.com.au

Phone: +61 8 9159 6556 (24 hours / 7 days)

For more information see Materials Offload Facility Operations Plan, WS1-7400-MAR-PLN-BEC-000-00001



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1.4 Ashburton Cargo Wharf (ACW) Operating Parameters

The berthing parameters for vessels arriving and departing to and from the ACW are detailed below. These parameters may be changed at any time without notice by the Harbour Master to ensure the safety and efficiency of shipping operations in the port.

- Vessel's arrivals and departures to and from the ACW wharf are unrestricted for daylight hours, night transits are subject to assessments.
- Berthing and transit conditions will be subject to environmental factors and towage capability, including the size and manoeuvrability of vessels.
- Vessels to have a suitable mooring plan relating to its size and purpose of operations at the ACW. The Harbour Master may require the plans to be provided for approval prior to a mooring operation.

Note: Under simulated conditions of average wind speeds of a maximum of three consecutive 10 minutes gusts not exceeding 20 kts. A vessel (LOA 158m) using 2 x 25t BP conventional tugs was berthed safely.

1.5 Ashburton Cargo Wharf (ACW) Handbook

Refer to the Port of Ashburton Public Berth and Facilities Handbook.

1.6 Arrival Requirements

Masters of all vessels arriving at the Port of Ashburton should keep their agents and terminal operators informed of their ETA to port limits and berth.

The Master and / or agent is required to provide notices of arrival in accordance with Pilbara Ports regulations.

Ashburton VTS should also be informed if there is a variation of more than one hour, so that the shipping schedule can be updated.

Vessels intending to berth at the ACW should note the Berth Allocation protocols outlined in the Port of Ashburton Public Berth and Facilities Handbook.

All vessels arriving at the Port from overseas must comply with customs and quarantine requirements. The Port may request verification of these clearances.

Cargo vessels, other international arrivals as well as most domestic vessels are required to provide, manifests, packing slips, stowage plans and any other paperwork as is required by the Pilbara Ports to ensure all regulations are met. A checklist is available for agents and vessel masters on request.

Any Port permit requirements identified must have an approval prior to the specified work commencing. Please refer to the Port of Ashburton Public Berth and Facilities Handbook for further details.

1.7 Ashburton Cargo Wharf (ACW) Arrival Reporting & Berth Application

Refer to the Port of Ashburton Public Berth and Facilities Handbook.

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1.8 Key Contacts

TABLE 1 - KEY CONTACTS		
EMERGENCY SERVICES	Call 000 FIRST for all Emergency situations	
FIRE	000	
AMBULANCE	000	
POLICE – Emergency POLICE – General POLICE – Local	000 131 444 (08) 9159 9100	
ONSLOW HEALTH CAMPUS	(08) 9184 3200	
DEPARTMENT OF TRANSPORT – ACCIDENTS/INCIDENTS	(08) 9431 1000	
AUSTRALIAN BORDER FORCE	(08) 9144 3500 (Dampier Office) (08) 9941 6400 (Carnarvon Office)	
BIOSECURITY – DAWR	(08) 9142 0354 (Karratha Office)	
Pilbara Port Personnel	Office	Mobile
Ashburton VTS Dampier.VTS@pilbaraports.com.au	(08) 9159 6556	+61 428 888 800
Harbour Master	(08) 9159 6508	+61 400 468 724
Duty Landside Operations Coordinator landside.ashburton@pilbaraports.com.au	(08) 9159 3602	+61 427 183 545
Health & Safety Advisor	(08) 9159 6506	+61 409 129 287
Security & Emergency Response Coordinator	(08) 9159 6520	+61 447 924 896
Security Gatehouse	(08) 9159 6584	+61 407 904 226

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ANNEXURE B

Mineral Resources Iron Ore Marine Terminal

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2. Minres Iron Ore Terminal (MRL IOT)

The Mineral Resources Limited (MRL) iron ore terminal is located to the East of the ACW in the Port of Ashburton in Western Australia.

MRL is the terminal operator and is responsible for all ore loading and offloading operations taking place from the Port of Ashburton.

The facility receives iron ore by road from the mine, which is approximately 125km from the port. The ore is stored on site and is transferred by a fleet of five purpose-built Transshipment Vessels (TSVs) which are Articulated Tug and Barge combinations. These operate from the terminal's transshipment wharf in the port and carry the ore to Ocean Going Vessels (OGV) at anchor in the terminal's designated offshore anchorages.

The terminal wharf is not suitable for the mooring of other types of vessels. A swing basin is located adjacent to the wharf.

Full details of approaches to the port, channels, pilotage, communications, VTS and all other relevant regulations pertaining to the MinRes IOT itself can be accessed in the Port of Ashburton Port Handbook.

2.1 Communications

VHF Channel 88 is the general contact channel and operations channel for the MRL terminal and its TSVs and will also be used for communications with the OGV. If two TSVs are loading simultaneously then further VHF channels will be allocated.

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ANNEXURE C

WHEATSTONE MARINE TERMINAL

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3. Wheatstone Marine Terminal (WMT)

The WMT is situated north of the Port of Ashburton breakwater, consisting of a single berth and piled jetty structure with an alongside design depth of 13.5 m. This terminal is operated by Chevron.

The berth is designed for LNG carriers and Condensate tankers of the following size ranges:

- LNG carriers: 125,000 to 215,000 cubic metre (m3) capacity and a maximum displacement of 147,000 Tonnes (MT)
- Condensate tankers: 80,000 to 120,000 Deadweight Tonnes (DWT) and a maximum displacement of 147,000 MT

The WMT has 4 azimuth stern drive tugs of 80 MT bollard pull. The LNG and Condensate vessels are accompanied/escorted by tugs when proceeding to and from the WMT and the northern end of the channel. Berthing and unberthing are carried out with no less than three tugs; however, the number of tugs used may be increased as per the discretion of the pilots or as directed by the Harbour Master.

TUG NAME	BOLLARD PULL	OPERATOR	FIRE FIGHTING CAPABILITY
Svitzer Dugite	80 T	Svitzer Australia	Fifi1
Svitzer Gwardar	80 T	Svitzer Australia	Fifi1
Svitzer Kadala	80 T	Svitzer Australia	Fifi1
Svitzer Mulga	80 T	Svitzer Australia	Fifi1
Other Vessels			
Svitzer Seara	NA	Svitzer Australia	NA – Pilot Vessel

The pilot vessel “Svitzer Seara” is used for the transfer of the Pilot Loading Master (PLM) to and from the LNG & Condensate vessels.

3.1 Operational Information WMT

TERMINAL FACILITY	DESCRIPTION
Pilot boarding ground ‘A’ location	As described on chart AUS 64 (Lat 21 degrees 26.2 minutes South, Long 115 degrees 07 minutes East.)

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TERMINAL FACILITY	DESCRIPTION
Condensate tanker size range	80,000 to 120,000 DWT
LNG carrier capacity range	125,000 to approximately 215,000 m3
Maximum berthing displacement	147,000 DWT
Channel / Turning Circle	Consists of an. approx. 4.5 nautical mile approach track from the PBG with a 8.6 nautical mile dredged channel (235 metres wide, design depth of -13.5 metres LAT) 600 metre diameter turning circle dredged to design depths of 13.5 metres LAT Berth pocket design depth of -13.5 metres LAT
Channel transit wind speed limits	Dependent on vessel type, size, Tide direction, Wind direction Max wind between 20 and 25kts
Maximum channel transit speed	7.5 knots
Harbour assist tugs & support vessels	Azimuth stern drive 80 tonne bollard pull tugs & 1 high speed pilot boat
Fender / capacity	4 Fentek SCN 2000 E1.9 conical fenders with 379 tonne capacity provided with low friction pad panels sized to produce maximum 140 kilopascal (kPa) hull pressure Top of panel @ LAT + 7.8 metres (m) Centreline of fender @ LAT + 5.1 m Centre of Panel @ LAT + 3.9 m Bottom of panel @ LAT + 0.0 m
Berthing velocity operational maximum limit	0.10 metres per second (m/s)
Berthing velocity design maximum limit	0.15 m/s
Berth orientation	Aligned with LNG carrier – Head Out (Port side alongside) Condensate tanker Head in (Stbd side alongside) 150 / 330 degrees T

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TERMINAL FACILITY	DESCRIPTION
Berth structure type	Open Piled Trestle
Loading Platform	5 x FMC LNG loading arms @ 4 m centres installed at upper deck level (+18 m LAT) 2 x FMC Condensate Loading arms @ 4m centres installed at lower deck level (+ 13 m LAT)
Fender line at the loading platform	Berthing line 3.5m off-loading platform face; Distance between breasting dolphins (BD 1 to 4) is 115 m
Breasting Dolphins (BD-1 to 4)	4 breasting dolphins, fitted with conical fenders and panels 7.8 m high by 4.8 m wide Dolphins equipped with double 150 tonne Safe Working Load (SWL) quick release hooks with mooring line load monitoring
Mooring Dolphins (MD1 to 6)	6 mooring dolphins per loading platform Dolphins equipped with triple 150-tonne SWL quick release hooks equipped with mooring line load monitoring
Laser docking system	Display boards located on breasting dolphins 2 & 3 at berth
Lighting	Low level, low-intensity lighting 1 light pole per mooring or breasting dolphin

3.2 Arrival Communications

- LNG carriers and Condensate tankers are to advise Ashburton VTS 3 hours prior to arriving at port limits of their ETA to port limits and other relevant information (e.g. ETA at pilot boarding ground/maximum draught /security level)
- The PLM (Pilot Loading Master) shall contact the LNG carrier or Condensate vessel via VHF radio channel 14 approximately 2 hours prior to pilot boarding and then switch to channel 68 (working channel) once on board.

3.3 Depths

The table below shows the minimum available depth within the berth pockets of the Wheatstone Marine Terminal and the approach channel/swing basin.

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FACILITY NAME	DESIGNED DEPTH	DECLARED DEPTH AT LOWEST ASTRONOMICAL TIDE (LAT)
WMT LNG Channel	13.5 metres	13.5 metres
WMT Swing Basin	13.5 metres	13.5 metres
WMT Berth Pocket	13.5 metres	13.5 metres

These are declared depths only, and reference should be made to the Marine Notices on the Pilbara Ports' website for latest information.

In-depth details of the terminal are available in the "Wheatstone Marine Terminal Manual"

3.4 Draft and Freeboard

3.4.1 Arrival Drafts

LNG carriers and Condensate tankers shall operate at drafts within their normal operating parameters. To ensure manoeuvrability, their trim shall not exceed 0.015 multiplied by the Length Overall (LOA) [*that is 1.5 per cent of the LOA*], and the propeller shall be fully immersed at all times.

PLMs shall ensure that LNG carriers and Condensate tankers meet this requirement prior to boarding.

3.4.2 Alongside the Berths

A minimum UKC of 1 metre shall be maintained at all times by LNG carriers and Condensate tankers alongside the WMT berth.

LNG carriers shall, as far as practicable, maintain an even keel whilst alongside the WMT berth.

LNG carrier and Condensate tanker freeboard shall be such that the manifold does not exceed the maximum operating envelope of the loading arms and deck no higher than the maximum height of the gangway.

3.4.3 Departure and Transit Drafts

The minimum WMT channel transit UKC requirements for LNG carriers and Condensate vessels are described in the Wheatstone Marine Terminal Manual. At no time should the minimum dynamic or static UKC of an LNG or Condensate tanker be less than 1.0m.

3.5 Moorings

All LNG carrier and Condensate tanker mooring line loads are monitored by the WMT's Mooring Load and Environmental Monitoring System (MEMS). After the

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LNG carrier or Condensate tanker is alongside the berth and mooring lines have been pre-tensioned, the system will be switched to 'Berth Occupied' mode. The system will initiate a pre-alarm or an alarm signal in the WMT CCR and PLM's laptop onboard the vessel should mooring line loads reach pre-set limits.

On completion of the mooring operation, final adjustments shall be made to the LNG carrier or Condensate tanker mooring lines, if required, to ensure that all mooring lines are correctly pre-tensioned as agreed between the PLM and Tanker Master.

The table below shows the applicable minimum and maximum mooring line load/tension permitted at the berth.

PERMISSIBLE RANGE (METRIC TONNE)	MINIMUM ALARM (METRIC TONNE)	PRE-ALARM (METRIC TONNE)	MAXIMUM ALARM (METRIC TONNE)
10 – 30	8	35	40

Further information on the management of mooring lines whilst at the WMT is available in the Wheatstone Terminal Operating Manual.

PROCESS OWNER

The Harbour Master is responsible for this External Document.

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