PILBARA PORTS AUTHORITY

# PORT OF ASHBURTON PORT HANDBOOK

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# EMERGENCY CONTACTS FOR THE PORT OF ASHBURTON

**Call sign: Ashburton VTS**

**VHF Channel 14 and VHF Channel 16**

**Port of 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**

## 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 (PPA) 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 and Glossary of Terms**

| ACRONYMS | |
|---|---|
| **AMSA** | Australian Maritime Safety Authority |
| **ATSB** | Australian Transport Safety Bureau |
| **ACW** | Ashburton Cargo Wharf |
| **WMT** | Wheatstone Marine Terminal |
| **CST** | Centistokes |
| **DBCA** | Department of Biodiversity, Conservation and Attractions |
| **DFES** | Department of Fire and Emergency Services |
| **DMP** | Department of Mines and Petroleum |
| **DOT** | Department of Transport |
| **DPLH** | Department of Planning, Lands and Heritage |
| **DWER** | Department of Water and Environmental Regulation |
| **EAG** | Executive Advisory Group |
| **EPA** | Environmental Protection Authority |

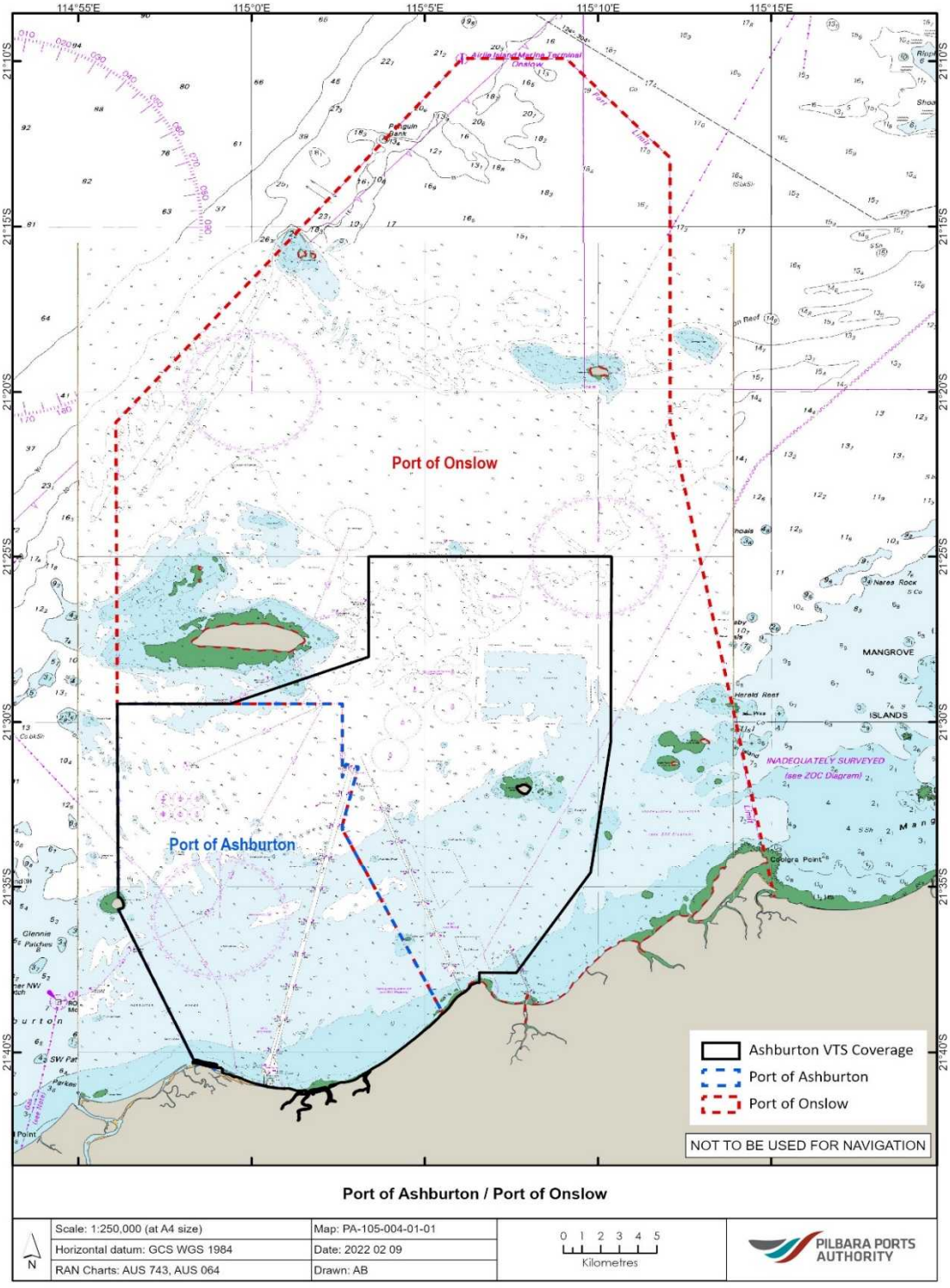
| | |
|---|---|
| **EPCB** | Environment Protection and Biodiversity Conservation Act 1999 |
| **ERP** | Emergency Response Plan |
| **FSRP** | First Strike Response Plan |
| **HAZMAT** | Hazardous material |
| **HEAT** | Hazmat Emergency Advisory Team |
| **HFO** | Heavy Fuel Oil |
| **HM** | Harbour Master |
| **HMA** | Hazard Management Agency |
| **IC** | Incident Controller |
| **ICC** | Incident Control Centre |
| **ICS** | Incident Control System |
| **IFO** | Intermediate Fuel Oil |
| **IMT** | Incident Management Team |
| **IRT** | Incident Response Team(s) |
| **JHA** | Job Hazard Analysis |
| **LEMC** | Local Emergency Management Committee |
| **LNG** | Liquid Natural Gas |
| **LPG** | Liquid Petroleum Gas |
| **MARPOL** | International Convention for Prevention of Pollution from Ships |
| **MEER** | Marine Environmental Emergency Response |
| **MGO** | Marine Grade Oil |
| **MLO** | Media Liaison Officer |
| **MOP** | Marine Oil Pollution |
| **MOU** | Memorandum of Understanding |

| | |
|---|---|
| **MPCP** | Marine Oil Pollution Contingency Plan |
| **NOPSEMA** | National Offshore Petroleum Safety and Environmental Management Authority |
| **OH&S** | Occupational Health & Safety |
| **P&I** | Protection and Indemnity |
| **POWBONS** | Pollution of Waters by Oil & other Noxious Substances Act 1987 |
| **POLREP** | Pollution Report |
| **PPA** | Pilbara Ports Authority |
| **RCC** | Rescue Coordination Centre |
| **SAR** | Search and Rescue |
| **SDS** | Safety Data Sheets |
| **SITREP** | Situation Report |
| **SMS** | Safety Management System |
| **SWI** | Standard Work Instruction |
| **THE ACT** | Port Authorities Act 1999 |
| **VTS** | Vessel Traffic Service |
| **VTSC** | Vessel Traffic Service Centre |
| **VTSO** | Vessel Traffic Services Operator |
| **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. |
| **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 assistance for berthing and/or unberthing. |

| | |
|---|---|
| **WA** | Western Australia |

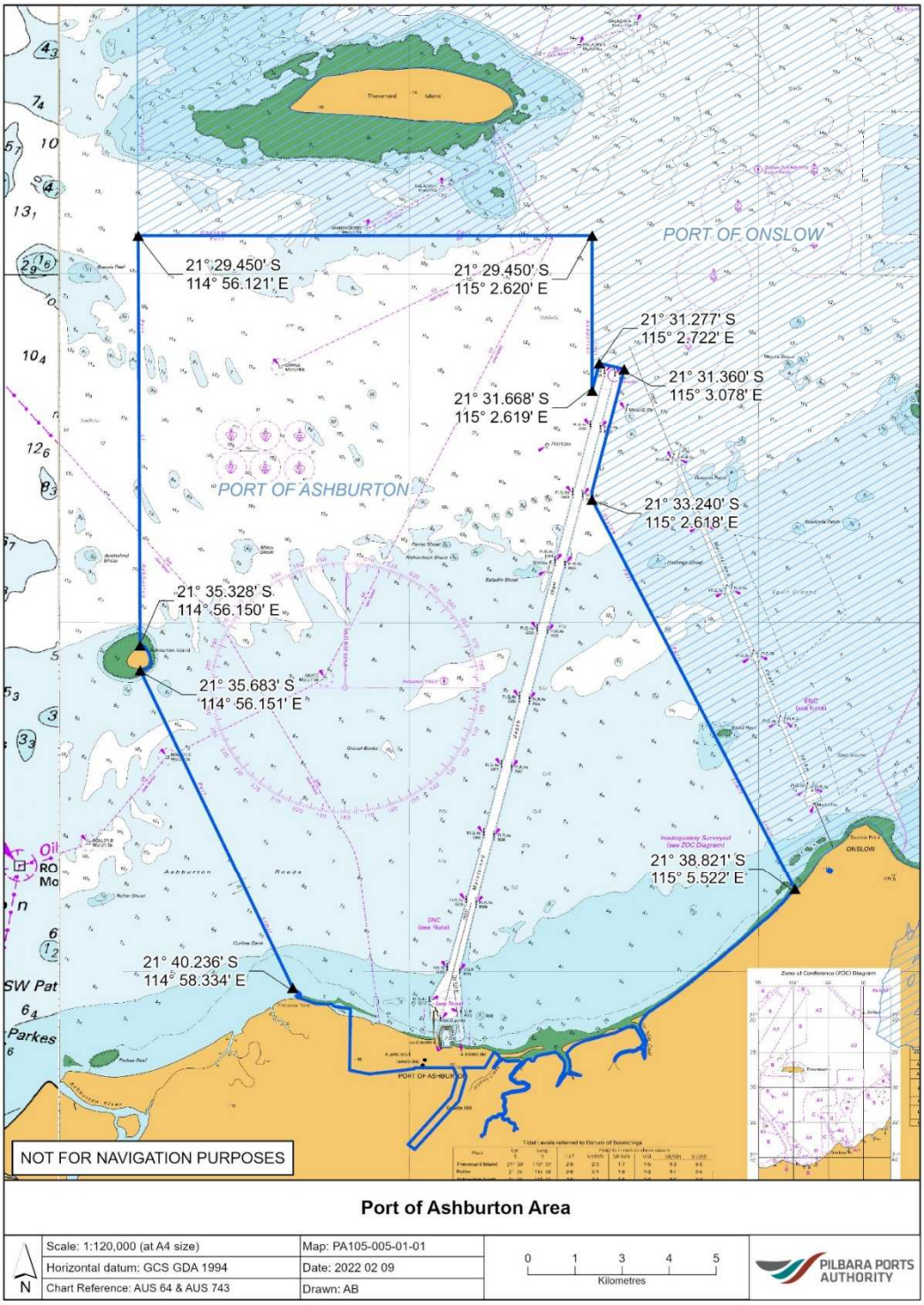
## 4. LOCATION OF THE PORT

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.



## 5. ASHBURTON PORT LIMITS

The Port of Ashburton gazetted port limits are depicted below.



## 6. APPROACHES TO PORT

There are two routes that can be considered by international 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.

## 7. 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 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

## 8. ASHBURTON VESSEL TRAFFIC SERVICE (VTS)

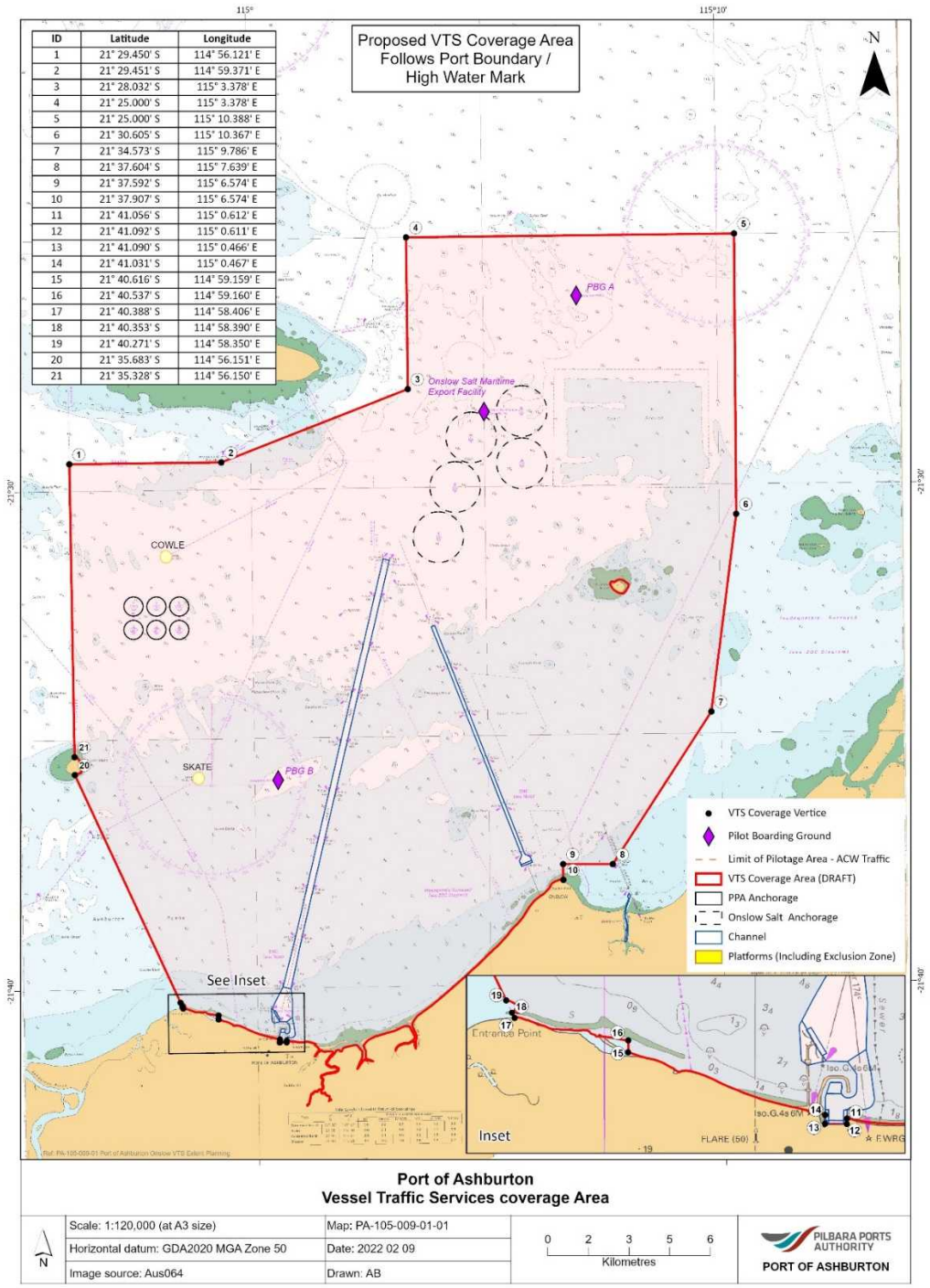
The Pilbara Ports Authority (PPA) – Ashburton VTS provides VTS services in accordance with the provisions of Marine Order 64 (Vessel Traffic Services) 2013 (MO64).

Call sign - 'Ashburton VTS'.

Ashburton VTS is authorised to render services outlined in the IMO Resolution A.1158 (32) ie. to improve the safety and efficiency of navigation and support the protection of the environment within a VTS area by mitigating the development of unsafe situations.

## 8.1 VTS coverage area:

The VTS coverage area includes all of the port waters extending to the extremities of the port limits. Additionally, areas outside of the port limits are also covered by the VTS service. The coverage area is shown in the chartlet below.




| ID | Latitude | Longitude |
|---|---|---|
| 1 | 21° 29.450' S | 114° 56.121' E |
| 2 | 21° 29.451' S | 114° 59.371' E |
| 3 | 21° 28.032' S | 115° 3.378' E |
| 4 | 21° 25.000' S | 115° 3.378' E |
| 5 | 21° 25.000' S | 115° 10.388' E |
| 6 | 21° 30.605' S | 115° 10.367' E |
| 7 | 21° 34.573' S | 115° 9.786' E |
| 8 | 21° 37.604' S | 115° 7.639' E |
| 9 | 21° 37.592' S | 115° 6.574' E |
| 10 | 21° 37.907' S | 115° 6.574' E |
| 11 | 21° 41.056' S | 115° 0.612' E |
| 12 | 21° 41.092' S | 115° 0.611' E |
| 13 | 21° 41.090' S | 115° 0.466' E |
| 14 | 21° 41.031' S | 115° 0.467' E |
| 15 | 21° 40.616' S | 114° 59.159' E |
| 16 | 21° 40.537' S | 114° 59.160' E |
| 17 | 21° 40.388' S | 114° 58.406' E |
| 18 | 21° 40.353' S | 114° 58.390' E |
| 19 | 21° 40.271' S | 114° 58.350' E |
| 20 | 21° 35.683' S | 114° 56.151' E |
| 21 | 21° 35.328' S | 114° 56.150' E |

**Port of Ashburton**
**Vessel Traffic Services coverage Area**

| | |
|---|---|
| Scale: 1:120,000 (at A3 size) | Map: PA-105-009-01-01 |
| Horizontal datum: GDA2020 MGA Zone 50 | Date: 2022 02 09 |
| Image source: Aus064 | Drawn: AB |

0 2 3 5 6 Kilometres

PILBARA PORTS AUTHORITY
PORT OF ASHBURTON

### 8.2 Participation of vessels:

It is mandatory for all vessels greater than 35 metres and operating within the VTS coverage area to participate in the VTS. Additionally;

- All commercial vessels operating within the VTS coverage area will be required to participate in the VTS reporting requirements.
- The Ashburton VTS may request any other vessel entering the VTS coverage area to participate in the VTS reporting requirements.

### 8.3 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

### 8.4 Ashburton VTS contacts:

The Ashburton VTS can be contacted by:

1. Landline phone – (08) 91596556 (available 24hrs, seven days)
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

### 8.5 Vessels not to transit through marked Anchorages

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

## 9. 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.

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

### 9.1 VHF Channels

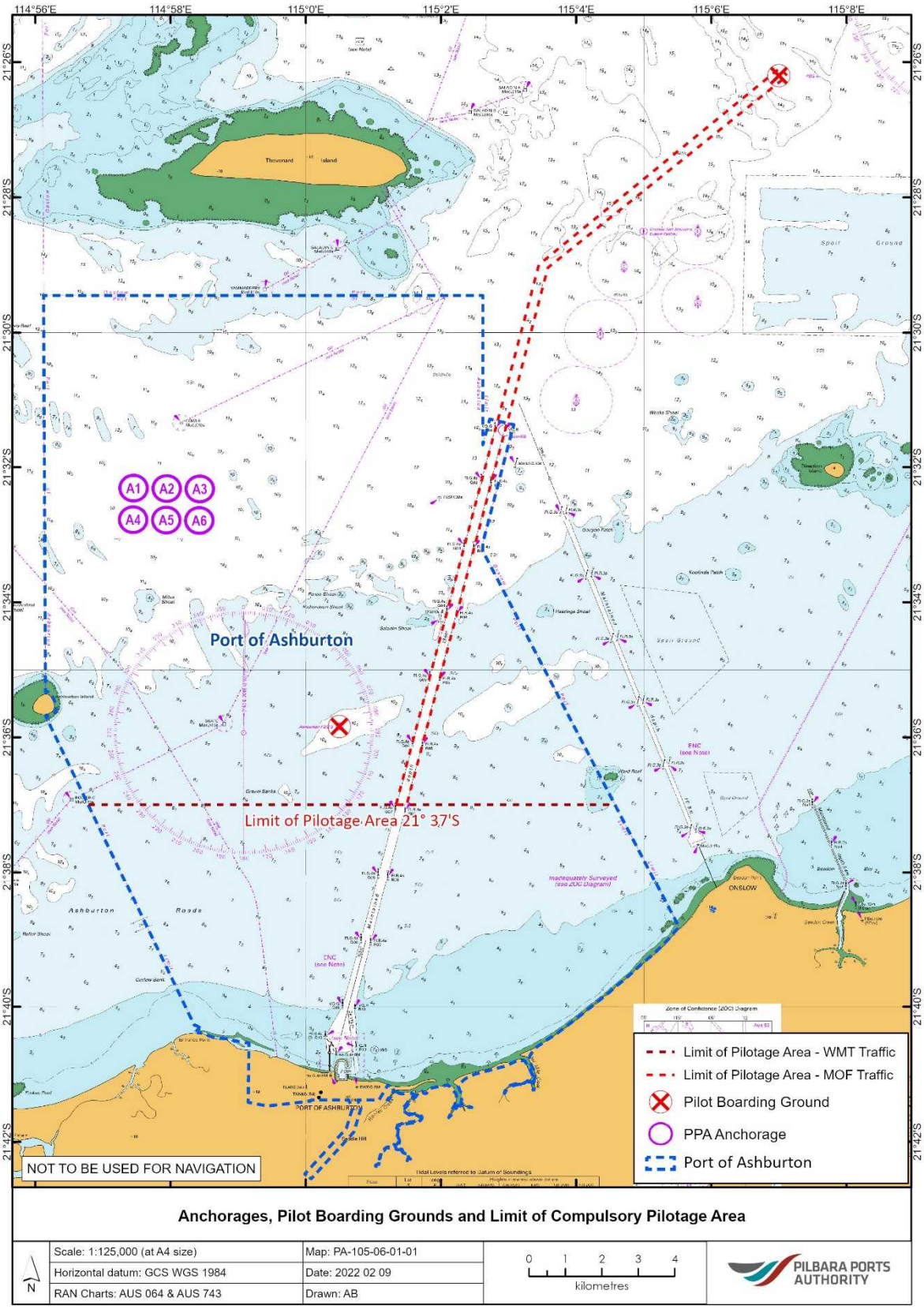
| VHF | USER | ALLOCATION | COMMENTS |
|---|---|---|---|
| 16 | All vessels | Calling and Distress | International general calling and emergency frequency |
| 14 | Ashburton VTS | Port Movements | Port of Ashburton Vessel Traffic Service.<br>Call Sign “Ashburton VTS” |
| 68 | Wheatstone Marine Terminal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

### 9.2 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. 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<br>Name of Vessel<br>LR/IMO Number<br>Last Port<br>ETA Pilot Boarding Ground<br>Shipping Agent (Name and Phone Number) |
| 72 hours prior to arrival | | Dampier.vts@pilbaraports.com.au |

| TIMING | COMMUNICATION TYPE | CONTACT POINT/ DETAILS |
|---|---|---|
| | | 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.<br><br>The NOA form can be downloaded from the PPA website . |
| 48 hours prior to arrival | Notification of arrival | Dampier.vts@pilbaraports.com.au & port.ops@transport.wa.gov.au<br><br>Name of Vessel<br><br>LR/IMO Number<br><br>ETA Pilot Boarding Ground<br><br>Arrival Draft (Forward and Aft)<br><br>Number of Persons Onboard<br><br>Biosecurity/Pratique approval to berth, if arriving from an overseas port<br><br>Any special requirements<br><br>Security level of vessel |
| 24 hours prior to arrival | | Dampier.vts@pilbaraports.com.au<br><br>Confirmation that all bridge, manoeuvring, mooring and Pilot boarding equipment is operational |
| *Additional Notification | All non-trading commercial vessels | Follow Pilbara Ports Authority’s Vessel Biofouling Risk Assessment and Management<br><br>Procedure (VBRAMP). This is available on PPA’s website at the following link VBRAMP<br><br>In accordance with the VBRAMP, the vessel must complete a Vessel-Check Risk Assessment<br><br>via the Department of Primary Industries and Regional Development (DPIRD) portal that can<br><br>be found at the following link;<br><br>https://www.vessel-check.com/auth/home-page<br>ps://www.vessel-check.com |




**Anchorages, Pilot Boarding Grounds and Limit of Compulsory Pilotage Area**

| | | |
|---|---|---|
| Scale: 1:125,000 (at A4 size) | Map: PA-105-06-01-01 | 0 1 2 3 4 kilometres |
| Horizontal datum: GCS WGS 1984 | Date: 2022 02 09 | |
| RAN Charts: AUS 064 & AUS 743 | Drawn: AB | |

## 10. PORT OF ASHBURTON

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

# 11. PILOTAGE

## 11.1 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 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.

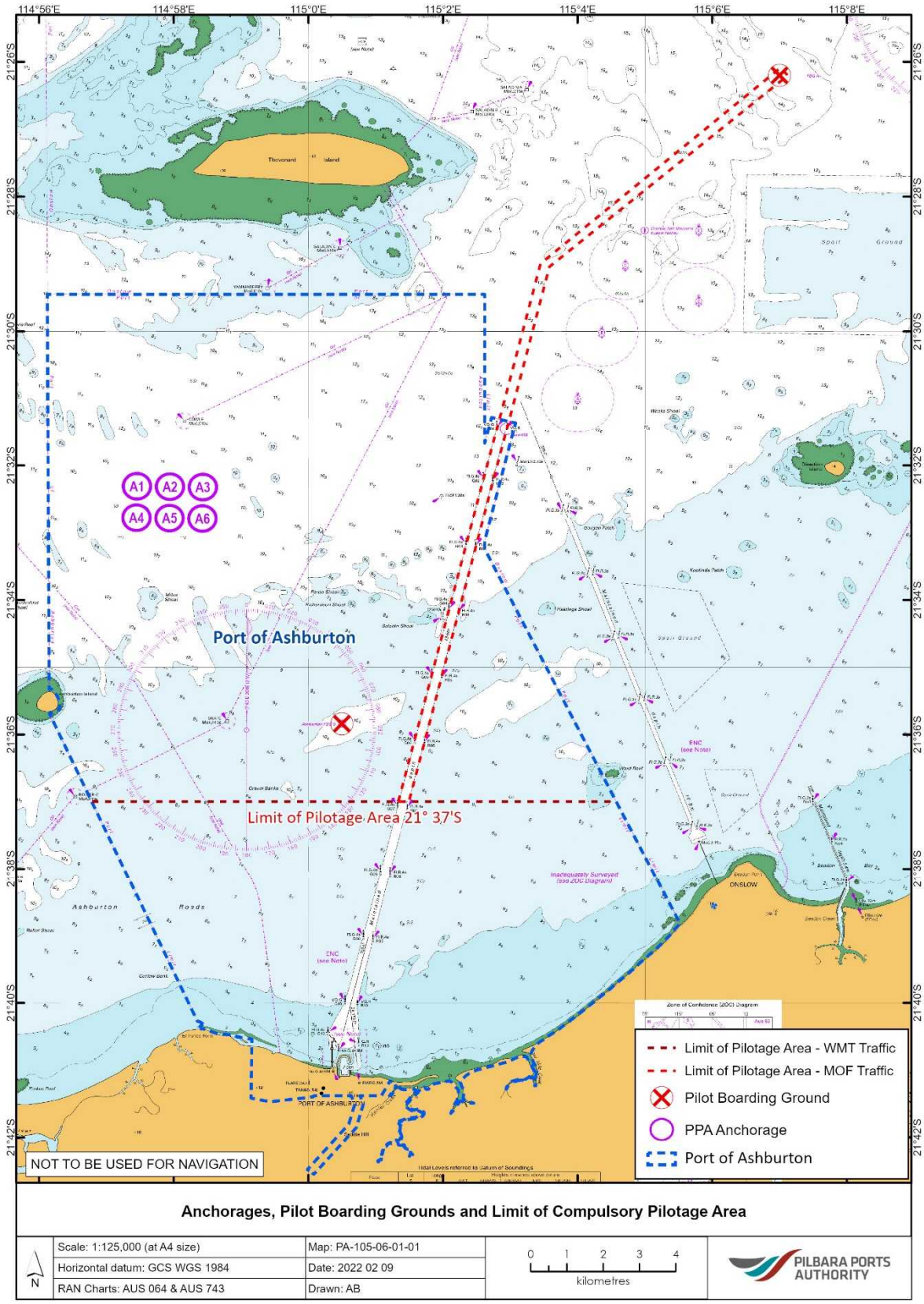
Vessels that require a pilot must note the pilot's instructions promulgated through Ashburton VTS. The pilot will board the vessel at either location by pilot boat only.

## 11.2 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 120 meters, 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.

Fig Limits of Compulsory pilotage Area / Pilot boarding ground / Anchorages




**Anchorages, Pilot Boarding Grounds and Limit of Compulsory Pilotage Area**

| | | |
|---|---|---|
| Scale: 1:125,000 (at A4 size) | Map: PA-105-06-01-01 | 0 1 2 3 4 kilometres |
| Horizontal datum: GCS WGS 1984 | Date: 2022 02 09 | |
| RAN Charts: AUS 064 & AUS 743 | Drawn: AB | |

### 11.3 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

### 11.4 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))

### 11.5 Pilotage Exemption Certificate (PEC)

#### 11.5.1 General Information

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

The pilot exempt criterion for the port is basis 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 his 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 harbourmaster.

A PEC can be exercised subject to the following conditions:

- The holder of the PEC is the Master and he is performing the navigational conduct of the vessel.
- Any restriction imposed on the PEC is complied with.
- Unless specifically directed by the harbourmaster 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.

### 11.5.2 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 First Mate is permitted to sit for his PEC Examination upon completion of six (6) movements under a PEC Master. However, to be issued a PEC he/she will need to cover the remaining two (2) movements, which must include at least one unberthing and one berthing operation, with a licensed pilot. A review from the pilot must be obtained for each of these two movements. All eight (8) movements must be completed within a 12 months period.

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.

### 11.5.3 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 Total of eight movements are to be conducted in the following order

- 6 of these movements (3 in / 3 Out) can be conducted under a PEC master
- At least 2 of these movements must be concluded under a marine pilot, which must include berthing and unberthing of the vessel.
- A maximum of 4 runs in any combination can be completed in a 24-hour period
- The Pilot or PEC Master can only provide guidance/review of one applicant for each movement.

### 11.5.4 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 to 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 Port Authority website below link https://www.pilbaraports.com.au/about-ppa/publications/forms-and-publications/forms-publications/form/2020/june/pilotage-exemption-certificate-application

### 11.5.5 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 > 35metres**

- 3 inward movements
- 3 outward movements
- 1 inward movement including berthing under Pilot tutelage
- 1 outward movement including unberthing under Pilot tutelage
- **The candidate for PEC must complete the prerequisite runs in a period of 12 months.**

**Submission (New Applicants)**

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

**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 Log Book: 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

### 11.5.6 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

### 11.5.7 Maintaining the validity of a PEC

1. If an Exempt Master does not exercise his PEC for a period of 6 months, the PEC expires at the end of that period.
   *Port Authority Regulations 2001, Part 3, Division 6, Section 54 (2)*
2. On each occasion the PEC Master exercise his 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 Dampier VTS. *Port Authority Regulations 2001, Part 3, Division 6, Section 5*

### 11.5.8 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.

Kindly be guided by the simplified flow chart to understand the PEC validity procedure in Section 14.3.9.

### 11.5.9 Revoking a pilot licence or a pilotage exemption certificate

If following an appropriate inquiry by Pilbara Ports Authority, 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 his suspended or revoked certificate to PPA within 14 days, whether or not the PEC holder intends to appeal.

### 11.5.10 Revalidation and renewal of an expired PEC

At the end of two years, the PEC master must book an appointment with the Harbour Master to renew his exemption. The HM may require the applicant to undertake additional movements with a Pilot or a PEC Master or re-appear for the oral assessments if deemed necessary.

**PEC License expired Within 6 Months**

Minimum Number of approved movements required on vessel > 35metres

- 1 Inward movement including berthing at the ACW
- 1 Outward movement including unberthing from the ACW

**PEC License expired Within 12 Months:**

Candidate to re-apply for a fresh PEC satisfying all the requirements of a new PEC applicant

*Port Authorities Regulations 2001, Part 3, Division 6, Section 56(A)*

- Submit your application along with relevant document to the HM for port of Ashburton
- Sit for an Oral Assessment/ interview by the Port Authority as advised

## 12. 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*

### 12.1 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 |

### 12.2 Bunker Service Providers (MDO/MGO)

| LICENSEE |
|---|
| Base Marine Pty Ltd |
| Viva Energy Australia Pty Ltd |
| BP Australia Pty Ltd<br>(Chevron specific) |
| Qube Energy Pty Ltd |

### 12.3 Stevedoring Service providers

- Qube Ports

- Base Marine

### 12.4 Licensed harbour towage Service Providers

| TOWAGE SERVICE PROVIDER | FACILITY |
|---|---|
| Bhagwan Marine | Ashburton cargo wharf |
| Svitzer Terminals Australia Pty Ltd | Wheatstone Marine Ltd. |

## 13. MARINE OPERATIONS

### 13.1 Towage

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

#### 13.1.2 Towage within compulsory pilotage area

The Port Authority must be provided at least 72/48/24 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.

### 13.1.3 Towage Requirements

- Towage requirements for vessels are as follows:
- For barge movements (windage area not excessive – e.g. rock, construction materials on deck) – 2 tugs unless specified otherwise by the Harbour Master
- For barge movements (having large windage areas – e.g. modules on deck) into and out of the ACW – 3 tugs unless specified otherwise by the Harbour Master
- For conventional vessels transporting modules and other construction-related cargo into and out of the ACW – minimum two tugs unless specified otherwise by the Harbour Master
- For OSVs and highly manoeuvrable vessels (DP vessels) –as directed 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 120 meters.

## 13.2 Under keel clearance

Vessel Masters should ensure the following under keel clearance 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 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.

### 13.3 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 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.
- 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)

### 13.4 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.*

### 13.5 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 Dampier VTS (VHF Ch:11) and only if the 10-minute average wind speed is than 15kts. The transfer arrangements must be carried out by certified accommodation ladder and or pilot ladder rigged as required by SOLAS V/23.

### 13.6 In Water Life Boat Drills

- Boat lowered to Deck level: No permission from port authority required.
- Boat lowered to water: Permission from Port Authority required as per below.

Request for In Water Lifeboat Drill (IWLBD):

In Water Lifeboat Drill may be carried out at the Port of Ashburton on port authority 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 drill is conducted at the master's discretion in accordance with the vessel safety management system.
- Wind speed less than 15 knots (10 min average).
- 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.

### 13.7 Dive Operations

Dive operations conducted within 200 meters of a PPA operated facility, including navigational aids, requires a dive permit. The permit can be downloaded **here**. The completed application form is to be sent to dampier.vts@pilbaraports.com.au .All applications are required to send at least 72 hours in advance.

In addition, dive operations at any location within the port should advise Ashburton VTS on Ch:14

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

### 13.8 Refueling Operations

- Companies carrying out refuelling operations must have a safe work method statement, risk assessment and JHA; the safe working method must include an emergency stop procedure and a communication plan.
- Companies carrying out refuelling operations must have their own appropriate fire fighting equipment and procedures in place.
- Companies carrying out refuelling operations must have their own oil spill equipment and procedures in please adequate to the quantity of refuelling; moreover, an operator must be aware of PPA Marine Pollution Contingency Plan and reporting requirements
- Crew conducting the refuelling to be trained in the safe work procedure and be familiar with fire emergency response plans and oils spill emergency response plans.

Before commencement of refuelling 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 refuelling plans with Port Authority and hoist the refuelling flag (red Bravo flag).
- Isolate electrical equipment
- Prepare bowser if necessary, be 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 communication.
- Ensure no hot works are in the vicinity of operation and/or any fire hazard.
- Minimum two persons involved.

- The fuelling hose must be firmly secure
- Transfer rate must be controlled, not excessive.
- Gauge glass, if fitted, must be clear and readable.

During refuelling operations, operators must:

- Inform Port Authority of commencement of operations
- Constantly monitor refuelling quantity to avoid any spillage
- Constantly monitor refuelling hoses and equipment for any spillage
- Stop operations immediately if any spillage is noted and inform Port Authority
- Constantly monitor for fire hazards, weather parameters, and any ship movements which may render refuelling 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 Port Authority and Hazard control Agency Immediately, stop refuelling operations and follow the emergency procedure

Upon completion, refuelling operations operators must:

- Safely demobilize refuelling equipment to ensure
- Inform port Authority and remove Bravo flag

## 14. ANCHORAGES

Shallow draft Anchorages are located to the North West of the ACW, off miles shoal. There are six anchorages, denoted A1 to A6. These are assigned by the Ashburton VTS. A chartlet depicting the location of these anchorages can be found in Section 11 of this document.

## 15. MOORINGS

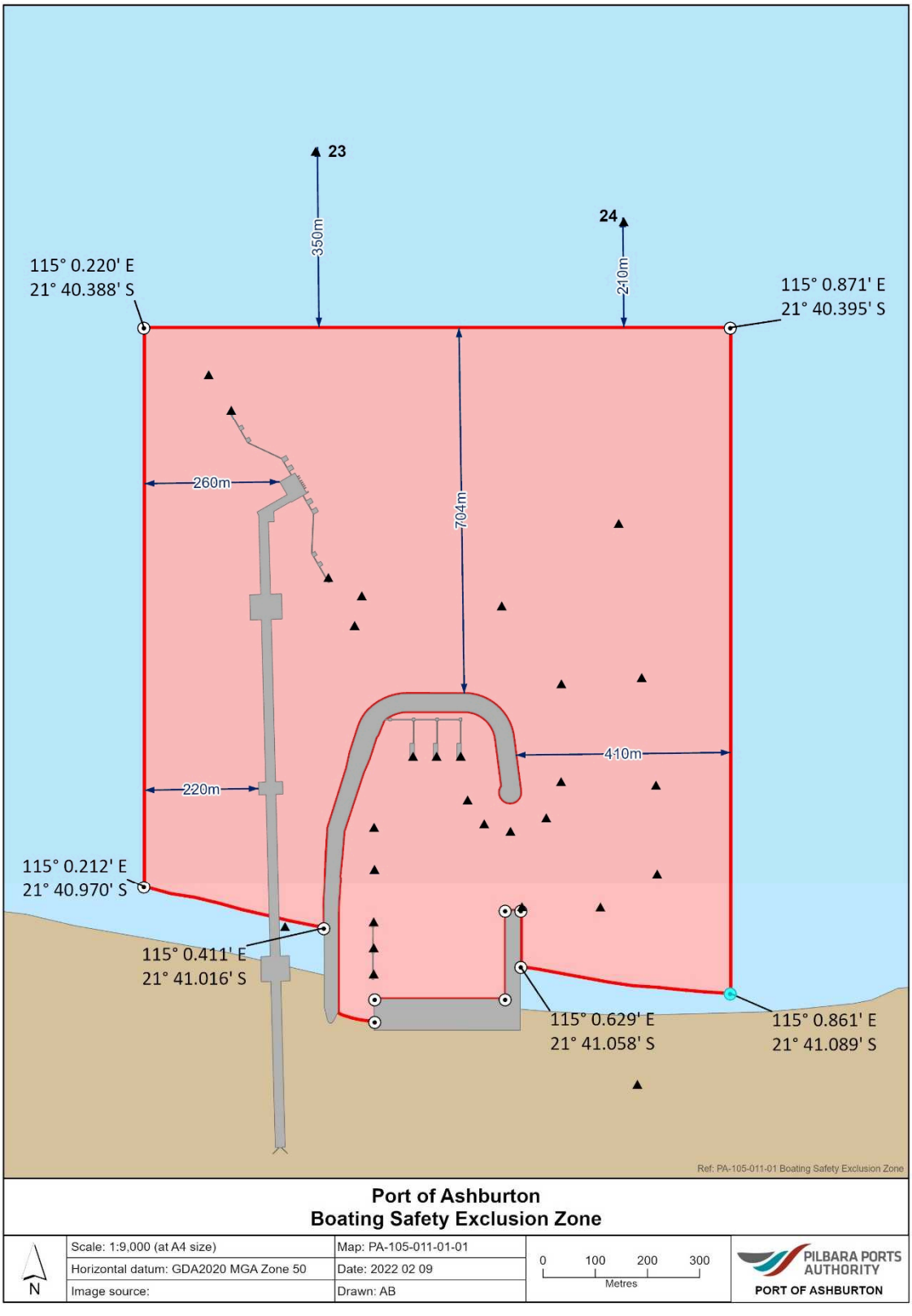
There are no ‘cyclone’ moorings within the Port of Ashburton.

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 Department of transport.

## 16. 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.

A boating safety exclusion zone has been established in the Port of Ashburton. This zone encompasses the Ashburton Cargo Warf (ACW) breakwater structure 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 chartlet below.



## 17. REPORTING TO THE HARBOUR MASTER – INCIDENT, NEARMISS & DEFECT

- 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 as soon as practical. Ashburton VTS should be used to relay such communications to the Harbour Master.
- 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. Ashburton VTS should be used to relay such communications to the Harbour Master.
- 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. Ashburton VTS may be used to relay such communications to the Harbour Master.
- Any marine pollution incident within the port should be reported immediately to the Harbour Master. 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. Ashburton VTS should be used to relay such communications to the Harbour Master.
- All breaches of security, criminal activity or suspicious behaviour in port waters should be reported to the Port of Ashburton Harbour Master. Ashburton VTS should be used to relay such communications to the Harbour Master.

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 PPA Hazard, and Incident Reporting Form found on the following link to the PPA Website:
https://www.pilbaraports.com.au/Home/Safety-and-security/Hazard-and-incident-reporting

The Ashburton 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.

## 18. METROLOGY

### 18.1 Weather conditions

During the summer months conditions are very hot with average daily temperatures of 39 degrees Celsius. 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 degrees Celsius. Winds prevail from the east-south-east, peaking in the morning before easing in the late afternoon.

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:

https://hydrotel.pilbaraports.com.au/hydrotel/

*(Please scroll to the bottom of the page for Ashburton)*

### 18.2 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 |

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

### 18.3 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.

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

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 PPA 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 Port Authority 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 |

| STAGE | KEY ELEMENT | PARAMETER |
|---|---|---|
| 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 PPA Port of Ashburton Cyclone Response Plan for more information on the stages listed above.

### 18.3.1 Safe haven

The Port of Ashburton currently 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.

## 19. 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 PPA 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

## 20. PORT SECURITY

The Port of Ashburton is declared 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.

Port security zones are displayed in Annex 1 Diagrams 5 and 6.

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 set out at attachment 7 of this document.

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.

## 21. SERVICES

The Port of Ashburton is subject to strict environmental and Biosecurity requirements. The remote location severely limits the services that can be offered to shipping and other port users.

### 21.1 Bunker Service Providers (MDO/MGO)

| LICENSEE |
|---|
| Base Marine Pty Ltd |
| Viva Energy Australia Pty Ltd |
| BP Australia Pty Ltd<br>(Chevron specific) |
| Qube Energy Pty Ltd |

### 21.2 Fresh Water

There are currently no arrangements in place for the provision of fresh water to vessels calling at the Port of Ashburton.

### 21.3 Garbage and Repairs

The vessel may seek advice/arrangements for garbage disposal and repair works from their agent. Also, refer to section 38.

### 21.4 Medical

There are limited medical facilities available in the town of Onslow, which is about a 30-minute drive away from the Port of Ashburton.

## 22. 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.

PPA has established a marine oil pollution plan for the Port of Ashburton. This plan is available on PPA's website. 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. PPA is the 'Controlling Agency' in the event of an oil pollution incident at the Port. PPA 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 Port Authority through Ashburton VTS. PPA 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 from PPA West Marine Pollution Contingency Plan available at the below link.

https://www.pilbaraports.com.au/about-ppa/publications/forms-and-publications/forms-publications/strategy-plan/2021/july/pilbara-ports-west-marine-pollution-contingency-pl

## 23. MARINE ENVIRONMENT

The Port and the nearby Port of Onslow host a wide range of marine habitats characteristic of the nearshore and offshore Pilbara marine environment. The dominant habitat within the marine environment is unconsolidated sediment with limited areas of benthic primary producer habitat. Corals are common in the turbid inshore waters and around the seaward margins of the islands and shoals. Seagrasses are present in the shallow nearshore areas, although they are not considered extensive. The abundance

and distribution of the seagrasses can vary greatly due to seasonal changes in water quality resulting from extreme natural events such as cyclones and freshwater discharges from the Ashburton River. Six species of mangroves form fringes along tidal creeks and coastal lagoons.

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 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. Saltwater crocodiles have reportedly 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.

## 24. BIOFOULING MANAGEMENT AND BALLAST WATER EXCHANGE

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 Authority 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).

### 24.1 Biofouling Management

Biofouling refers to the attachment of marine growth to any external part of a ship (including the hull, rudders, propellers and other hull appendages), internal seawater systems (e.g. sea chests and engine cooling pipes), or any equipment attached to or on board the ship (e.g. anchor chains).

A ship's biofouling may contain marine organisms that are pests or simply don't belong in the Port of Ashburton marine environment. If these organisms become established in the Port, they can seriously impact the marine environment and disrupt Port operations.

Under the WA *Fish Resources Management Act 1994* it is an offence to knowingly introduce or translocate a non-endemic fish species to WA waters – this includes aquatic organisms on hull fouling. The Department of Primary

Industries and Resource Development (DPIRD) is the Western Australian Government Agency responsible for managing aquatic biosecurity in WA coastal waters.

*###. VBRAMP: Vessel Bio-Fouling Risk Assessment and management procedure*

Port users are advised that to prevent incursions of Introduced Marine Pests (IMP) into State Waters, all non-trading commercial vessels and associated immersible equipment that;

- seek to enter the Port of Ashburton from any port (or other location) within State waters, interstate or international waters (i.e. prior to entry); or

- currently operate within the Port of Ashburton but intends to transfer to another location within State waters,

must follow Pilbara Ports Authority's Vessel Biofouling Risk Assessment and Management Procedure (VBRAMP). In accordance with the VBRAMP, the vessel must complete a Vessel-Check Risk Assessment via the Department of Primary Industries and Regional Development (DPIRD) portal that can be found at the following link;

https://www.vessel-check.com/auth/home-page ps://www.vessel-check.com

Only vessels that demonstrate a low or moderate risk for IMP will be permitted entry to the Port or depart the Port for another location within State waters. Exemptions apply that are listed within the VBRAMP.

This is a State environmental requirement under Ministerial Statement 1131.

### 24.2 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).

PPA 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 the Harbour Master. For further information on ship's biofouling management in Australia, please refer to

the *Anti-Fouling and In-Water Cleaning Guidelines*[1] and the *National Biofouling Management Guidelines for Commercial Vessels*[2].

### 24.3 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 and water resources (DAWR) and the mandatory Australian Ballast Water Management Requirements[3].

Ballast water that does not meet DAWR Biosecurity requirements shall not be discharged in Port of Ashburton waters.

## 25. ENVIRONMENTAL MANAGEMENT

### 25.1 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

[1] Available from the Commonwealth Department of Agriculture and Water Resources (DAWR) or http://www.agriculture.gov.au/SiteCollectionDocuments/animal-plant/pests-diseases/marine-pests/antifouling-consultation/antifouling-guidelines.pdf

[2] Available from the Commonwealth Department of Agriculture and Water Resources (DAWR) or https://www.marinepests.gov.au/sites/default/files/Documents/commercial-vessels-biofouling-guidelines.pdf

[3] Available from the Commonwealth Department of Agriculture and Water Resources or http://www.agriculture.gov.au/SiteCollectionDocuments/biosecurity/avm/vessels/ballast/australian-ballast-water-management-requirements.pdf

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 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

[1] The definition of the term ‘Sewage’ is consistent with Annex IV of MARPOL 73/78.

[1] The term ‘grey water’ is defined to include waste waters (other than sewage) from the sinks, showers, galleys, laundry, and cleaning activities aboard a ship.

[1] The definition of the terms ‘Oil’ or ‘Oily Mixtures’ are consistent with Annex 1 of MARPOL 73/78.

[1] The definition of the term ‘garbage’ is consistent with MARPOL 73/78 Annex V, Chapter 1 Regulation

### 25.2 Waste Disposal Guidelines

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

The following table outline 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) | As Per Marpol Annex 1 | MARPOL (Annex I), Pollution of Waters by Oil and Noxious Substances Act 1987 |
| Other Controlled Waste | No discharge permitted | MARPOL (Annex II)<br>MARPOL (Annex III)<br>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:<br><br>Zone 1 – Coastal waters less than three nautical miles from Nearest Land; and<br><br>Zone 2 – Waters greater than three nautical miles from Nearest Land.<br><br>Zone 1 –<br>Comminuted and disinfected sewage – MARPOL Annex IV Regulation 11.1.1 – No<br>Not comminuted sewage and disinfected – MARPOL Annex IV Regulation 11.1.1 – No<br>Approved Sewage Treatment Plant – MARPOL Annex IV Regulation 11.1.2 – Yes*<br><br>*Discharge permitted within Zone 1 subject to a vessel having a sewage treatment plant on board and has:<br>A current International Sewage Pollution | MARPOL (Annex IV)<br><br>Environmental Protection (Unauthorized Discharges) Regulations 2004<br><br>Port Authorities Regulations 2001 (Reg 17)<br><br>Marine Order 96 (Marine Pollution Prevention – sewage) 2018 |

| WASTE CATEGORY | MARINE DISCHARGE | SOURCE / REFERENCE |
|---|---|---|
| | Prevention (ISPP) Certification, which is certified to meet the operational requirements referred to in Regulation 9.1.1 of MARPOL 73/78 Annex IV.<br><br>State environmental legislation8 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 PPA's Environment and Heritage team on (08) 9159 6555<br><br>Zone 2 –<br>Comminuted and disinfected sewage – MARPOL Annex IV Regulation 11.1.1 – Yes*<br>Not comminuted sewage and disinfected – MARPOL Annex IV Regulation 11.1.1 – No<br>Approved Sewage Treatment Plant – MARPOL Annex IV Regulation 11.1.2 – Yes*<br><br>*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)<br><br>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 Pollution Prevention – Sewage 2018 - Division 2 section 7(c). | |

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

| WASTE CATEGORY | MARINE DISCHARGE | SOURCE / REFERENCE |
|---|---|---|
| Grey Water – Waste Waters (Other than Sewage) form 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<br><br>Port Authorities Regulations 2001 (Reg 17) |
| Garbage | Disposal of garbage to Port waters is prohibited.<br><br>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.<br><br>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 | 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.<br><br>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):<br><br>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; | MARPOL (Annex V) |

| WASTE CATEGORY | MARINE DISCHARGE | SOURCE / REFERENCE |
|---|---|---|
| | Where there is a need to avoid navigational hazards such as dust being blown onto the wheelhouse or bridge wings; and<br><br>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:<br><br>detergents or other cleaning agents (including residues in wash water)<br><br>sediments<br><br>oils or other noxious substances<br><br>garbage<br><br>metals<br><br>pesticides<br><br>paints<br><br>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).<br><br>. | Port Authorities Regulations 2001<br><br>Pollution of Waters by Oil and Noxious Substances Act 1987<br><br>Environmental Protection (Unauthorized Discharges) Regulations 2004<br><br>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.<br><br>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 kilograms or more per hour in Zone 1. For more information, please contact PPA's Environment and Heritage team on (08) 9159 6555. | Port Authorities Regulations 2001<br><br>Environmental Protection (Unauthorized Discharges) Regulations 2004 |

| WASTE CATEGORY | MARINE DISCHARGE | SOURCE / REFERENCE |
|---|---|---|
| | 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 | MARPOL (Annex VI) |
| Air Pollution – IMO 2020 Compliance | All shipboard emission to comply with latest revised MARPOL Annex VI. | MARPOL (Annex VI) |
| Air Pollution-ECGS | 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)<br>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 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

## 1. ANNEX 1

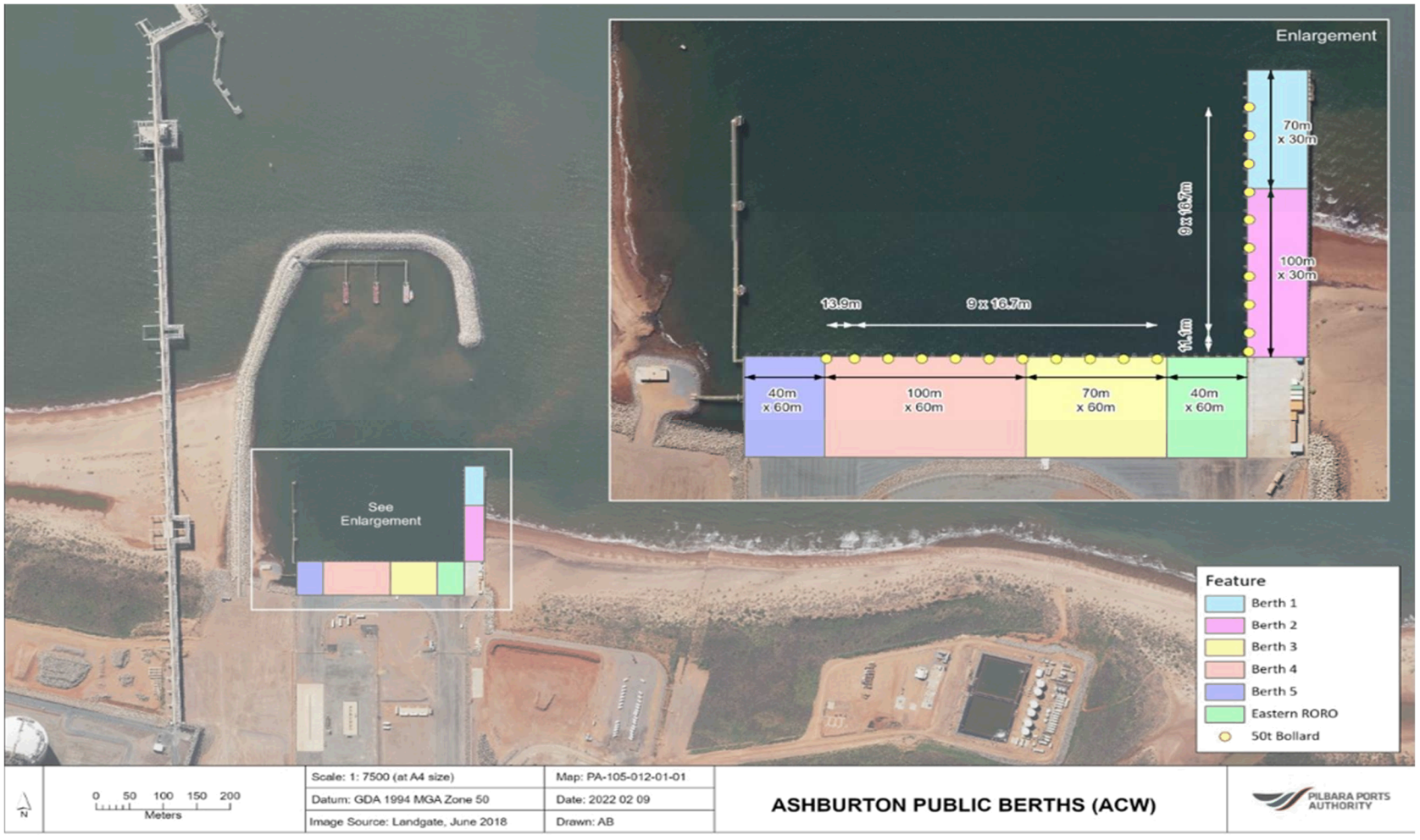
# ASHBURTON CARGO WHARF (ACW)

## ASHBURTON CARGO WHARF GENERAL

### ASHBURTON CARGO WHARF (ACW)

The Ashburton Cargo Warf (formerly known as Material Offloading Facility MOF) exists to the South of the Wheatstone Marine Terminal 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 PPA.

**Ashburton Cargo Wharf comprises of five berths See Below Figure.**



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

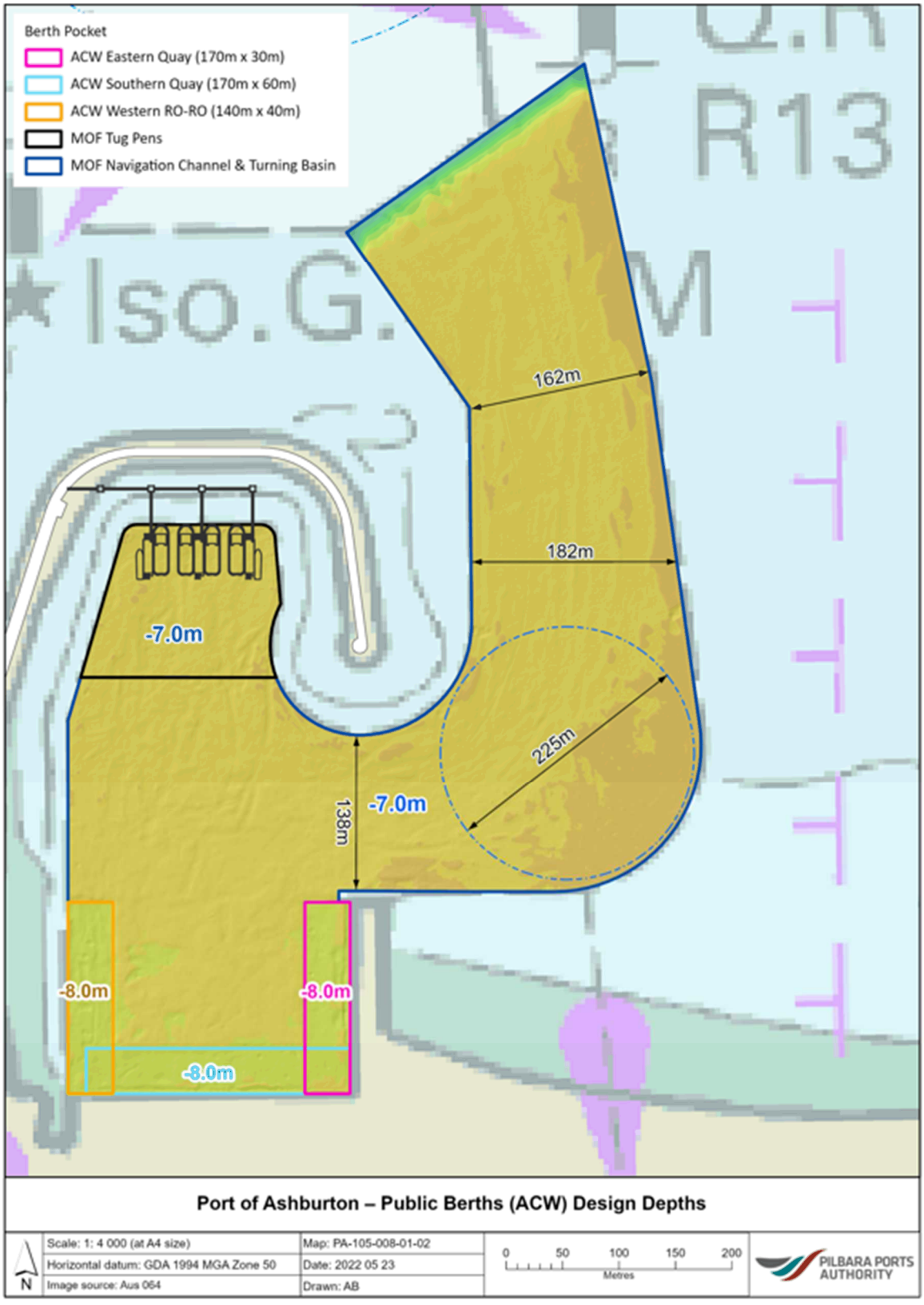
**Depths:**

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

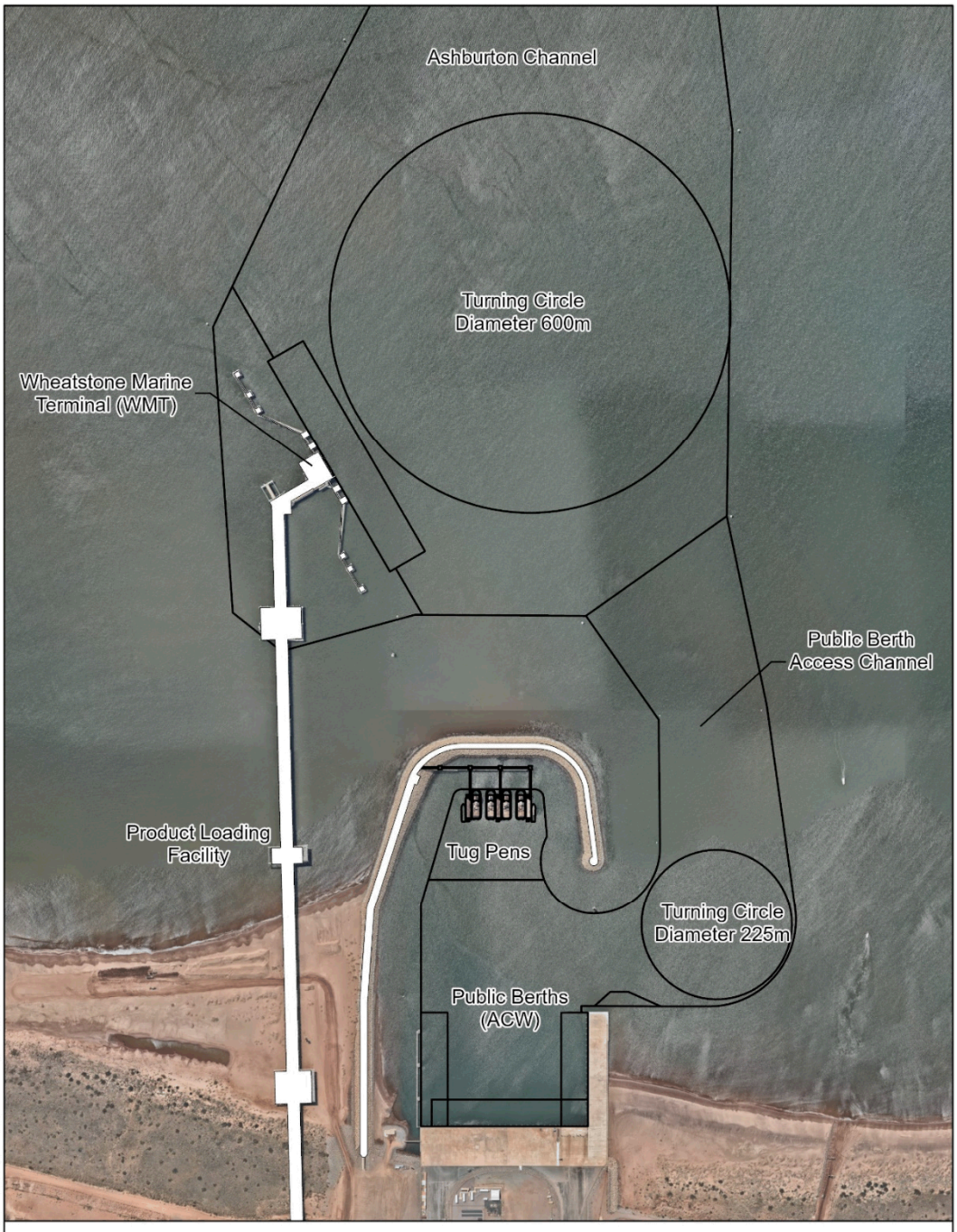
### 1.1 Declared Depths (Refer Marine Notice for latest information)

| FACILITY NAME | DESIGNED DEPTH | DECLARED DEPTH AT LOWEST ASTRONOMICAL TIDE (LAT) |
|---|---|---|
| MOF Tug Pens | 7.0 metres | 7.0 metres |
| Navigation channel and turning basin | 7.0 metres | 7.0 metres |
| ACW Berth 1 berth pocket | 8.0 metres | 8.0 metres |
| ACW Berth 2 berth pocket | 8.0 metres | 8.0 meters |
| ACW Berth 3 berth pocket | 8.0 metres | 8.0 meters |
| ACW Berth 4 berth pocket | 8.0 metres | 8.0 metres |
| ACW Berth 5 berth pocket | 8.0 metres | 8.0 metres |
| ACW Eastern RO-RO | 8.0 metres | 8.0 meters |

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.



## SCHEMATIC OF FINAL ARRANGEMENT OF WHARF INFRASTRUCTURE AT THE PORT OF ASHBURTON




**Port of Ashburton Area - ACW**

| | | | |
|---|---|---|---|
| N | Scale: 1:7,000 (at A4 size) | Map: PA-105-007-01-01 | 0 50 100 150 200 250 Metres |
| | Horizontal datum: GDA 1994 MGA Zone 50 | Date: 2022 02 09 | |
| | Image source: Nearmap, Oct 2021 | Drawn: AB | |

# 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. | | |

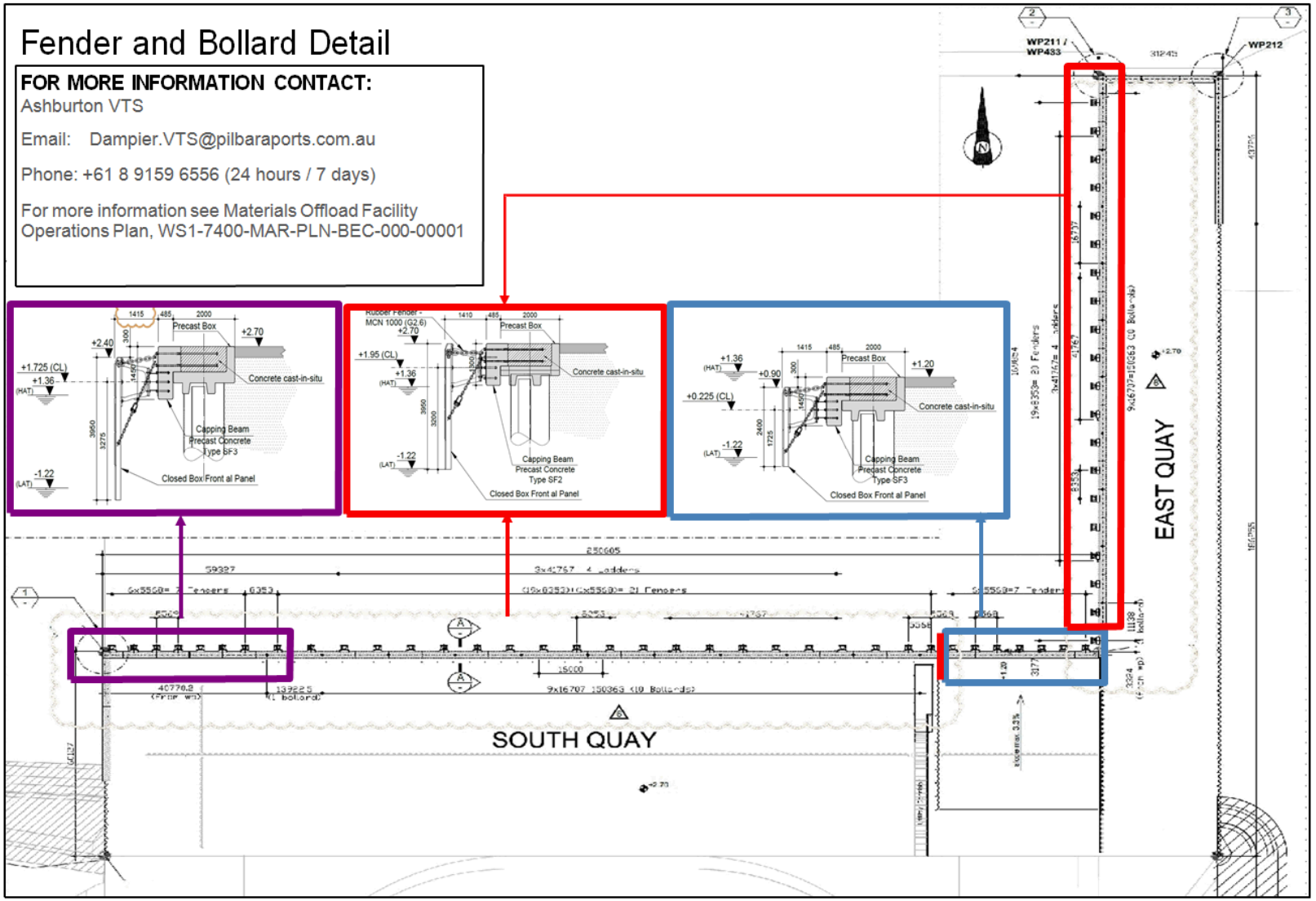
# Fender and Bollard Detail

**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



### 1.2 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 utilizing two 2X 25 T BP conventional tugs, vessels of max LOA: 158 meters was berthed safely.

## 2. ASHBURTON CARGO WHARF (ACW) HANDBOOK

### 2.1 Contact details

The Ashburton Cargo Wharf (ACW) is managed by the Landside Operations Section of the PPA. All initial and general inquiries may be directed to this office.

Hours: 0600-1800 daily

Telephone: +61 427 183 545

Email: landside.ashburton@pilbaraports.com.au

Location: Landside Operations Building - Port of Ashburton

### 2.2 Abbreviations

| ABBREVIATIONS | |
|---|---|
| Ashburton Cargo Wharf (ACW) Handbook | |
| AMSA | Australian Maritime Safety Authority |
| DAWR | Department of Agriculture & Water Resources (Biosecurity) |
| DFES | Department of Fire and Emergency Services |
| HM | Harbour Master |

| ABBREVIATIONS | |
|---|---|
| IALA | International Association of Lighthouse Authorities |
| IMO | International Maritime Organisation |
| LOC | Landside Operations Coordinator |
| LOP's | PPA Landside Operations |
| MSIC | Maritime Security Identification Card |
| PPA | Pilbara Ports Authority |
| VTS | Vessel Traffic Services |

### 2.3 Ashburton Cargo Wharf (ACW) General Information

- Basic information is available within the Port of Ashburton Handbook, from the PPA website or alternatively, you can subscribe to receive detailed information via email by contacting the LOC at landside.ashburton@pilbaraports.com.au

### 2.4 Imports & Exports

The Ashburton Cargo Wharf is currently used for general cargo imports and exports and also to support the offshore oil and gas industry.

Due to Public Berths size constraints, geographical position and the local road network, specialised, oversize or unusual cargoes must be approved to land prior to arrival. Potential charterers, agents or purchasers should make contact with the port prior to booking berth space at the ACW.

For cargo ship arrivals at the ACW, a pre-arrival cargo briefing must be convened prior to final confirmation of berthing approval. Agents, Stevedores, transport and all other key parties are required to be in attendance. The PPA representative will advise of approval to berth or actions required at the meeting.

### 2.5 Ship acceptance

All ships calling at the ACW must comply with all IMO guidelines and all Australian legislation and regulations applicable to operations.

The Port has the right to refuse entry or berths to vessels that cannot show or prove compliance upon request.

### 2.6 Schedule of port charges

The current schedule of port charges is available from the PPA website.[10]

## 3. SHIPS SERVICES

### 3.1 Bunkering

Bulk marine diesel fuel is available at the ACW via fuel tankers only and must be an authorised and licensed supplier.

Permits are required for bunkering operations to be carried out. Permit application forms are available on the PPA website for submission to the landside operations office. Fuel providers typically submit permits on the vessel's behalf; however, masters/agents are to ensure that all appropriate permits are in place prior to refuelling commencing.

Operational details and procedures can be obtained from the chosen supplier. See section 10.11 *Bunkering Operations* for further general information.

### 3.2 Potable water

Potable water is not available at the ACW. Arrangements may be made with a supplier of Potable water to have the water delivered by road tanker at the agent's or vessels expense. Landside operations to be notified. Vessels are to report total quantity of water taken to the VTS upon departure from the ACW.

### 3.3 Waste disposal

Vessel, industrial or construction waste is to be disposed of in an appropriate manner by utilising a professional licenced waste disposal company.

With prior arrangement with LOP's, vessels may have a skip placed alongside their vessel whilst in port. This service is to be arranged via ships agent contracting a properly licensed waste disposal service.

For detailed information regarding waste management at the port please refer to section 6.3 Waste Management and Housekeeping.

### 3.4 Shipping agents

The choice and appointment of an agent is purely at the ship owner or charterer's discretion.

It is recommended that any vessel visiting the ACW engage the services of a local agent.

### 3.5 Repairs

The option to undertake repairs of vessels is limited whilst alongside the ACW. Approval of requests is dependent on requirement, berth availability and available labour.

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[10] http://www.pilbaraports.com.au/Port-of-Ashburton/Port-Operations/

Repairs that will immobilise propulsion or steering or in any other way prevent the vessel leaving at short notice are not permitted whilst alongside the ACW without HM permission.

Requests for main engine immobilisation should be made via email to dampier.vts@pilbaraports.com.au utilising the 'Engine Immobilisation Request Form' on the PPA website.

### 3.6 Shore leave

All crew must ensure that they have met Health, Australian customs and quarantine requirements prior to commencing any shore leave.

Ship's crew that hold a valid MSIC and have completed a PPA site induction have full unescorted access to the PPA site. Crew without one or both of these requirements must be escorted by a qualified person, bus driver, taxi driver or ships agent. Those personnel must also report to the security gate upon leaving or entering the port.

The following activities are strictly prohibited at the PPA Ashburton Cargo Wharf

- Swimming
- Beach and foreshore access
- Fishing
- Collection of marine life, flora or fauna from anywhere on the PPA site

The PPA understands the needs of seafarers and their right to shore leave; however, please be aware that the PPA has a zero-tolerance policy for alcohol-affected person/s on site. Visitors may be randomly selected for alcohol testing and may be refused site entry if affected. Disorderly behaviour will not be excused or tolerated because of the effects of alcohol, and any incidents of such behaviour on site may result in shore access being revoked for the entire ship's complement.

Further information on the PPA's fitness for work policy may be found on the PPA website.[11]

## 4. ASHBURTON COMMUNICATIONS

### 4.1 Notice of Arrival

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 PPA regulations.

[11] http://www.pilbaraports.com.au/PilbaraPortsAuthority/media/Documents/POLICIES/PO-HS003-FITNESS-FOR-DUTY-DRUG-AND-ALCOHOL-POLICY.pdf

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 in section 4.

### 4.2 Arrival Requirements

All vessels arriving from overseas at the Port 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 PPA to ensure all regulations are met. A checklist is available for agents and vessel masters on request.

Any Port permit requirements (see section 10) identified must have an approval prior to the specified work commencing.

### 4.3 Ashburton Cargo Wharf (ACW) arrival reporting & berth application

The below arrival reporting procedures are required for every vessel intending on utilising the ACW.

Berth applications for every vessel expected at the berth should be submitted seven (7) days prior to the vessel's arrival at the port when practicable. Berth applications are accepted up to 21 days in advance.

Prior to submission of a berth application, vessel agents should first make contact with Landside Coordinators on the duty phone number (0600-1800) to ensure that space is available. Advice and availability are given using the information to hand at the time of the inquiry.

A berth will not be reserved for a vessel without a berth application being properly submitted.

A 7 day Klein booking schedule for the ACW will be issued by email every day at 1600hrs

## 5. BERTH BOOKING PROCESS AND PRIORITIES

### 5.1 Introduction

This procedure is established under the provisions of the Port Authorities Act 1999 and is designed to maximise Port efficiency and meet customer service levels.

### 5.2 Governing Guidelines

At all times, berth allocation and the order in which vessels are allowed to proceed to, or be asked to vacate from, any berth will be decided entirely at the discretion of the PPA Ashburton Harbour Master.

PPA reserves the right to:

- order the removal of any vessel for any legitimate reason, including a vessels failure to maintain the requirement of continuous cargo operations
- change, cancel or reschedule any berth allocation or the order in which vessels are allowed to proceed to berth at any time
- ensure that any directions or orders were given by PPA concerning berthing be complied with as soon as possible

PPA will not be liable in any way for any delays, demurrage or other costs or losses of any kind that may arise as a consequence of any directions or orders that are given.

### 5.3 Berth Allocation and Priority

The overarching principle governing the allocation of berths is to maximise Port efficiency consistent with safety and as far as practicable, manage that process in a manner that over time can be seen to be fair and equitable.

In general terms, the allocation of berths and the order in which PPA allows vessels to proceed to berth is based on the order of a vessel's arrival at the Port limits. In considering berth allocations and the order in which vessels are allowed to proceed to berth, PPA will also take into account:

i. The timely reception of the berth application available on the PPA website
ii. The Berth Application form submitted a minimum of 5 days prior to arrival
iii. Vessel Arrival and Mooring Compliance form completed and returned by the Master 24 to 48 hours prior to arrival to Landside Operations. Forms available from Landside Operations at landside.ashburton@pilbaraports.com.au
iv. The ability to undertake continuous cargo operations whilst alongside the public berths
v. The suitability of an available berth for the vessel and the cargo to be handled, this includes factors such as vessel dimensions, proposed drafts, the nature of the cargo, whether a vessel is geared or requires a shore-side crane and other safety considerations
vi. The vessel's readiness and its capability to commence loading or unloading of its nominated cargo on a continuous basis
vii. The vessel provides sufficient evidence that arrangements have been made for stevedores and suitable logistics/transport to attend to the vessel upon berthing and to discharge or load cargo in an expeditious manner
viii. Type of work to be carried out i.e. cargo operations, bunkers, tank cleaning, repairs, etc.
ix. Vessels that occupy more than one berth will need to be considered due to their length. Vessels of this length impact on the occupancy of adjacent berths and may lead to a vessel being held out or the berthing order modified
x. In the event of conflicting adjacent arrival times and if all criteria are equal, the HM or delegate will decide which ship will berth first based on information supplied from the vessel's Master and the Ports AIS

monitoring system. Ships Masters will be required to provide accurate eta to port limits, including current position and ships speed. Vessels AIS systems must be functioning. This information must be supplied 24 hours before the expected arrival to port limits.

PPA may, without limiting its other rights or powers in any way, depart from the general position at any time, including circumstances where arrangements are made between PPA and particular vessels or their agents or connections in regard to changing the general order of berth allocations or the general order in which vessels are allowed to proceed to berth. PPA's Landside Operations office will release the berth allocation schedule each day at 1600 hours.

### 5.4 Priority Berthing Order

The order of priority may be varied in the following circumstances:

- in the event that the vessel is a passenger cruise vessel
- that agreement between relevant parties is reached in order to change the berthing order
- a vessel arriving first is not scheduled to work cargo immediately
- a hold condition survey (where required) has not been passed
- Tide and/or weather conditions may provide unsafe conditions for berthing a vessel (berthing and un-berthing of vessels during severe weather conditions are at the Harbour Master's discretion. Once a decision to cease berthing/un-berthing operations has been made, PPA will advise all affected parties. It should be noted that under certain climatic conditions, it may not be possible to berth/un-berth certain vessels. Such decisions are made at the discretion of the Harbour Master)
- a ministerial direction provides guidance for berthing priority, or
- a vessel is restricted to working at a particular berth

### 5.5 Notification of Changes

The PPA Landside Operations office must be promptly notified of any variations to any information provided in the Berth pro forma documentation.

The Landside Operations office is to be advised 72, 48 and 24 hours prior to the vessel scheduled arrival of:

- the estimated time of arrival
- any variation to the vessel's estimated time of arrival, and
- any variations to the vessels manifest

A vessel that for any reason other than natural causes, orders cargo work to be suspended or which the Australian regulatory authorities detain may remain alongside provided that another vessel is not competing for the same berth. If a vessel wants to exceed its booked berth time by more than 4 hours and another vessel is waiting for that berth, then PPA may, at its discretion, order the berthed vessel to be removed to an anchorage or another suitable berth if available. All costs associated with extending a berth time alongside and/or moving a vessel from a berth will be charged to the agent, owner or the principal of the vessel.

### 5.6 Berth changes or cancellations

Should you no longer require a booked berth, the PPA expects the booking agent to notify the Port in writing as soon as possible to allow the berth to be released to other parties.

Changes to arrival and departure times can be accommodated if availability allows. Any significant changes (>1hr) should be communicated to the Port as soon as possible.

Agents should be aware that when you request a berth for a ship, you have not booked a berth; rather, you have booked a ship. If the ship is cancelled, a new berth application will be required for a proposed change of vessel. Booked vessels may negotiate changes between each other; however, the PPA must be notified of this change in berthing arrangement by both parties in writing. Any proposed change requires PPA approval.

## 6. BERTHING / MOORING OPERATIONS

### 6.1 Berthing parameters

Acceptable berthing parameters will be advised by the Harbour Master in conjunction with the Pilots. Consideration will also be given to other vessel operations being conducted to ensure overall port efficiency is maintained.

### 6.2 Vessel displacement limits

The maximum arrival displacement for vessels arriving to the Ashburton Cargo Wharf East Quay (berths 1 & 2) and South Quay (berths 3 & 4) is 15,000 tonnes.

The maximum arrival displacement for vessels arriving to the Western RORO (berth 5) is 14,000 tonnes.

Any arrival displacements that sit outside of these limits will require specific Harbour Master approval.

### 6.3 Static UKC

A 1m under keel clearance (UKC) must be maintained at all times whilst alongside the ACW.

### 6.4 Towage and mooring operations

Tugs and Stevedores should be booked through the ship's agent.

### 6.5 Departing the berth

Vessels departing the ACW are expected to have dropped the last line and be clearing the berth by the end of their booked time alongside. For example, a vessel booked to be alongside the berth from 0600 to 1800 should be clear of the berth by 1800hrs. Masters, stevedores, agents and pilots should plan operations around this premise.

# 7. MOORING

## 7.1 Mooring requirements

Prior to arrival in Ashburton, Masters are to confirm in writing, through their agents, their vessel complies with the Pilbara Ports Authority, Port of Ashburton mooring requirements as set out below.

- All mooring lines used by vessels berthed at PPA facilities are to be in good condition with no joins (splices, knots, bends or shackles) in them.
- **The use of wire mooring lines is prohibited on all berths.**
- **Under no circumstances is wire line to be made fast to a bollard or mooring hook.**
- Standing lines and lines to winch drums must be deployed symmetrically fore and aft.
- Mooring lines are to be kept tight and the ship kept firmly alongside and parallel to the fender line.
- Ships will comply with and be responsible for any extra berthing requirements as imposed by the HM or their delegate (e.g. the use of Yokohama fenders)
- Masters are to monitor and take every effort to prevent damage to the wharf fenders or structure. Any noted damage should be reported immediately to the PPA.
- Ships mooring lines are to be properly tended at all times by a competent person whilst a vessel is moored alongside.

Any vessel moored alongside a PPA berth in the Port that fails to tend or maintain her mooring lines adequately may be issued an infringement notice under the Port Authorities Act 1999 and liable to a fine of $20,000.00.

## 7.2 Mooring equipment

Ships winches must always be in good working condition. All roller leads must be free. It is of utmost importance that correct and sufficient moorings are used to prevent the vessel ranging at the berth.

Vessels may be requested to provide a mooring plan to the HM prior to arrival.

The ship will make fast to 50t capacity single bollards. Lines will be dipped when sharing bollards with other vessels.

## 7.3 ACW

- Any incident of parted mooring lines at the ACW should be immediately reported to Ashburton VTS on VHF 14.
- All mooring lines used at the ACW are to be in good condition with no joints, splices, shackles or knots (or bends) in them.
- Prior approval is required from the Harbour Master and Landside Operations if wire mooring lines are intended to be utilized at the ACW.
- The use of synthetic and wire mooring lines must be symmetrical and mixed moorings must not be used in similar services.

- Mooring lines must at no time be left on the warping drum, and they must be either secured on approved mooring bitts or on the approved stowage sections of the mooring winches.
- **Mooring lines must be tended to at all times by a competent person.**
- Mooring lines are to be kept tight so as to maintain the vessel firmly alongside and parallel to the fender line at all times.

The Port of Ashburton is administered under the auspices of PPA to which the provisions of the *Port Authorities Act 1999* apply. Under those provisions, any vessels moored alongside a berth in the port that fails to tend or maintain her mooring lines adequately may be issued an infringement notice under the *Act* and liable to a fine of $20,000.00.

#### 7.3.1 Mooring Line Configuration Guideline at the Ashburton Cargo Wharf

| DWT | HEAD AND STERN | BREAST | SPRING (FWD & AFT) |
|---|---|---|---|
| 1000 to 10,000 | 2 | 1 | 2 (each) |
| 10,000 to 25,000 | 3 | 1 | 2 (each) |

### 7.4 Mooring line size

Due to the manual nature of mooring line handling at the ACW, those lines which are excessive in size and weight may not be handled by the Stevedores.

### 7.5 Vessel movements at Ashburton Cargo Wharf (warping)

From time to time, a vessel may be required to reposition on the ACW. Where the repositioning requires all lines to be let go, then pilotage or pilot exempt master is required.

If the movement can be achieved by warping, permission must be sought from the HM via the Landside Coordinator to warp the vessel into the new position. The Landside will advise of any conditions or restrictions to the operation imposed by the duty HM should the move be approved.

## 8. ENVIRONMENTAL MANAGEMENT

Under the *Port Authorities Act 1999*, one of the functions of PPA is to: "*to protect the environment of the port and minimise the impact of port activities on that environment*". PPA achieves this by maintaining an Environmental Management System to ISO14001 standard and has a published Environmental Management Plan, which is available from the PPA website.

This section outlines important environmental controls and requirements that set the minimum standard for operating on or alongside the Ashburton Cargo Wharf

## 8.1 Environmental Incidents

### 8.1.1 Spill Response

Any individual, group or company that causes a spill of oil, chemical or other noxious substance on the wharf must immediately respond to the spill by:

- **Controlling the spill** – attempt to stop or stem the loss if it is safe to do so
- **Containing the spill** – minimise the spread of the spill and prevent it from entering Port waters.
- **Cleaning up the spill** – recover the spill using the appropriate spill response equipment provided by your employer and / or PPA.
- **Communicate to PPA** – notify PPA Landside Operations Coordinator immediately and submit an incident report form.

PPA provides two yellow mobile spill kits on the berths, located on the Eastern and Southern Quays. The spill kits contain sorbent kitty litter, socks, absorbent pads as well as brooms and shovels and basic PPE.

The two yellow mobile spill kits can be used by anyone. However, it is PPA's expectation that licensed Stevedores and port users also use their own spill response equipment and resources for any larger spills.

PPA will inspect and replenish the mobile spill kits on the berths as required, on a routine basis. However, it is the expectation of the PPA that if the mobile spill kit is used, the LOC is notified immediately.

### 8.1.2 Incident Notification

Any actual or suspected spill of oil, noxious substance or product (irrespective of volume) to the deck of the ACW must be immediately reported to PPA's Landside Operations team. If the spill also enters the Port waters from the deck of the ACW, then Ashburton VTS must also be notified immediately on (08) 9159 6556.

### 8.1.3 Incident Report

For all environmental incidents, PPA requires an initial incident report within 24 hours that outlines what happened and actions that have been undertaken (or planned) to prevent a recurrence of the incident.

### 8.1.4 Spill Prevention Measures

To assist with the prevention of spills directly entering into the Ports waters from the ACW, it is a requirement that a spill kit is readily accessible and, where practicable, the area immediately surrounding the area of risk is sealed or bunded during the following operations;

- Bunkering operations
- Liquid product transfers
- Liquid waste transfers

This requirement does not remove the responsibility of operators maintaining robust internal spill prevention and action plan. Such plans may require review by PPA before operations will be permitted.

### 8.2 Introduced Fauna / Biosecurity

The introduction of non-native organisms to the Port of Ashburton has the potential to significantly impact the environment. If any non-native fauna such as birds, lizards and mice/rats are observed on the ACW, please notify the LOC immediately. They will notify PPA's Environment and Heritage team and the appropriate state or federal biosecurity agency to investigate. If you are unsure if the observed fauna is native or non-native, it should be reported to PPA regardless.

### 8.3 Waste Management and Housekeeping

Vessels and vessel agents should make appropriate arrangements to dispose of general waste generated as a result of ships operations alongside the ACW.

Biosecurity waste from international vessels must be managed by a licenced waste service provider and must not be placed in general waste bins on the ACW.

Controlled wastes such as oily rags and oil filters must not be placed within the general waste stream – it is the responsibility of the waste originator to appropriately package and dispose of such items offsite.

Controlled waste from the clean-up of small spills on the ACW (e.g. oiled kitty litter) should be placed in the heavy-duty plastic bags provided in the large yellow mobile spill kits and sealed with cable ties to prevent further spread of contamination.

All loose items and litter on the ACW have the potential to be carried directly into the marine environment by wind and rainfall. Wastes must not be released or placed in a location where they may potentially be released from the ACW into the marine environment. Note that this applies to all vehicle loads (e.g. Utes / trucks) and waste receptacles on the ACW.

### 8.4 Transfers of Hazardous Ships Stores and Cargo

Hazardous materials such as lube oils, cleaning products and paints may be delivered to a vessel as arranged by the agent, owner or master as ship stores.

Storage of these drums, full or empty, on the wharf deck, creates an increased and unnecessary risk to the environment.

Containers of hazardous material delivered to a vessel, once removed from the truck, should be immediately loaded onto the vessel. If due to other loading/discharge activities, this action is not possible, permission is to be sought from the Landside Operations Coordinator for the containers to be temporarily stored on the wharf until operations allow for them to be placed onto the vessel.

At no time are containers of hazardous material, either full or empty, to be left on the wharf deck without the approval of the Landside Operations Coordinator.

The contents of the containers are not to be transferred to the vessel from the wharf deck. The transfer must be done from the vessel deck and only where spill kits and spill recovery equipment are readily available.

## 9. INCIDENT REPORTING

### 9.1 Ship or shore-based incidents

Under the Port Authorities Act 1999, the PPA is responsible for the safe and efficient operation of the Port, the preservation of property, and the protection of the environment. Therefore, any emergency, accident, hazardous situation, near miss and/or any pollution incident that a ship or shore-based port user is aware of must be reported to the PPA.

It is expected that the operator responsible for any incident will undertake a proper investigation and implement appropriate remedial action.

Where the PPA considers that a report or an investigation has not occurred or remedial action is inadequate, the PPA will take action under the Act to remedy the situation. The PPA reserves the right to require all incidents, regardless of the apparent seriousness, to be reported if so requested.

### 9.2 Reporting Guidelines

All incidents and near misses that occur at the ACW or anywhere within the port area, including those on board a vessel, are to be reported immediately to PPA. Where an incident or near miss is reportable to a regulator or the WA Police, the scene must not be disturbed until express authorisation is obtained from the relevant body, except where required to prevent further injury, minimise environmental impact, or to otherwise make the area safe.

Incident: Any unplanned event resulting in, or having a potential for injury, ill health, damage or other loss.

Near Miss: An unplanned event or loss of control that does not result in injury, illness, damage, or any other impact but with the potential to do so.

#### 9.2.1 Vessel Incidents and Near Misses

All incidents and near misses on a vessel must be reported to PPA Ashburton Vessel Traffic Services (VTS) immediately. Contact details for Ashburton VTS are:

- VHF 14 (Port vessel working channel)
- VHF 16 (Port vessel emergency channel)
- UHF Channel 17 (Landside emergency)
- (08) 9159 6556 (landline telephone)
- 0428 888 800 (24-hour emergency mobile telephone)
- dampier.vts@pilbaraports.com.au

It is a PPA requirement that the operator responsible for any incident or near miss shall prepare a report and send to PPA within 48 hours – for all reports send to dampier.vts@pilbaraports.com.au The report must include an investigation into the incident or near miss, an identification of the root cause(s) and any corrective and preventative actions undertaken / proposed.

Depending on the nature of the incident or near miss it may require reporting to AMSA, these shall be reported by the Masters on board the vessel. Agents shall ensure AMSA Forms 18 and 19 are promulgated and that the local AMSA surveyor is advised.

Email: reports@amsa.gov.au or

Fax: +61 2 6230 6868 or 1800 622 153

#### 9.2.2 Landside Incidents and Near Misses

All landside incidents and near misses shall be reported to Landside Operations immediately so that appropriate action can be taken to recover from, or reduce the risk of further harm to people, the environment, plant and equipment.

- Landside Operations Duty Phone: **0427 183 545**
- Security Gatehouse UHF Channel 17

It is a PPA requirement that the operator responsible for any incident or near miss shall prepare a report and send to PPA within 48 hours – for all reports send to landside.ashburton@pilbaraports.com.au. The report must include an investigation into the incident or near miss, an identification of the root cause(s) and any corrective and preventative actions undertaken / proposed.

Lease holders and permanent contractors on the PPA site must submit a notification via the ports incident management system 'CGR'. Contact the safety department for further information.

## 10. SAFETY, HEALTH AND SECURITY

### 10.1 Occupational safety and health policy

The PPA is committed to achieving a safe and healthy work environment for all employees, contractors and visitors to the port.

**The PPA will maintain the right to stop any operation at any time should those operations be deemed to be unsafe to personnel, property or the environment.** This is irrespective of whether any written or verbal plan, instruction or procedure has been previously agreed to. Operations will not recommence until all parties agree the safety issue has been addressed.

## 10.2 SAFE WORK PROCEDURES

### 10.2.1 Alcohol/Drugs

PPA is committed to maintaining a safe and healthy workplace and managing the effects of factors including fatigue, alcohol consumption, drug use and general fitness and wellbeing (Fitness for duty).

Alcohol and illicit drugs are prohibited within the Port. Any person found under the influence, or in possession of either alcohol or illicit drugs will be refused admittance and/or removed from the premises. This section should be read in conjunction with the PPA - Drug & Alcohol Policy. Frequent random alcohol and drug testing is carried out on the PPA site.

### 10.2.2 Crew Change, Contractors and Visitors

Crew change activities must be carried out in accordance with the shipping company's safety management system.

Crew changes are not permitted during hook-up or disconnection of bulk transfer equipment and should be limited when cranes are in use.

Incoming and outgoing crew who are unable to comply with PPE requirements when arriving or departing their vessel must be collected or dropped off directly at the ship's gangway. Those crew are not permitted to loiter on the wharf deck.

All crew and contractors on the wharf must have a photo ID and proof of being required to attend the vessel.

### 10.2.3 Electronic Equipment

There is no requirement to turn off electronic equipment on the Ashburton Cargo Wharf; however, you should;

- Turn off electronic equipment when near a vessel bunkering
- Turn off electronic equipment when Dangerous Goods are being handled (See Dangerous Goods section)
- Obey any signs or instructions regarding electronic equipment
- Headphones are not permitted to be used in areas requiring PPE.

### 10.2.4 Mobile phones

The use of mobile phones on the berths is discouraged due to the reduced awareness and attention by the user that they tend to create. The PPA does recognise the need for communications from time to time, so if a call must be made or taken, you should;

- Move to a safe area away from vehicles and cargo operations prior to answering/making a call and remain stationary whilst on the phone
- Keep the calls as short as possible. If you expect to be making multiple or lengthy phone calls, you should leave the wharf area.

Never use a mobile phone while operating a vehicle, plant or equipment. Anyone observed using a mobile phone whilst driving will have their port entry pass revoked.

### 10.2.5 First Aid

First aid kits and defibrillators are available in the security gatehouse and the landside operations office. Refer to site map at appendices diagram 3.

The nearest defibrillator to the public berths is located in the landside operations office.

### 10.2.6 Gangway

A Master of any vessel berthed at the Ashburton Cargo Wharf must ensure that a safe means of access and egress is available at all times. Where gangways are landed on the ACW, they will be marked with high visibility traffic control markers as per Figure 1 as a minimum.

Figure 1: Gangway markers

### 10.2.7 Hazardous Materials

The Ashburton Cargo Wharf is utilised for the transfer of hazardous substances in bulk quantities between ship/shore/ship and incidents have the potential to result in a major accident involving:

- Fire;
- Explosion;
- Release of a toxic substance;
- Release of a corrosive substance; or
- Release of a marine pollutant.

Due to the potential for a significant incident, ships, stevedores, and contractors are to have emergency plans in place. These plans are to be used in conjunction with the PPA's emergency response plans.

Please refer to the Dangerous Goods section of this handbook for specific operational and administrative requirements.

#### 10.2.8 Lighting

The ACW is not fitted with permanent lighting stations. Supplementary portable floodlighting may have to be provided by the operators for specific operations as required for the type of work being conducted or deemed necessary through risk assessment and/or by the procedure.

If portable lighting is provided by a contractor or operator, every effort must be made to ensure that the light beams don't interfere with other operations or cause a danger to vessel or vehicle traffic by obscuring vision.

#### 10.2.9 Protective Clothing and Safety Equipment

PPE must be worn at all times on the ACW, designated areas and other spaces designated by signage. PPE includes, as a minimum;

- Hard hat
- High visibility vest or clothing
- Long sleeve shirt and long pants
- Safety boots, and
- Safety glasses
- Personal Flotation Devices (PFD's) are required when within 2m of the unprotected wharf edge

#### 10.2.10 Working alone

Any personnel working on the ACW either alone or out of sight of other personnel must ensure their own personal safety. Some suggestions include;

- Wear all required PPE.
- Ensure a call back or check in procedure is in place.
- Carry a Personal Locater Beacon (PLB) if available.

#### 10.2.11 Permit system

All non-operational work may require a work permit. To check on permit requirements, contact the Landside Operations section or refer to the PPA website (Ashburton section) for flowcharts and application forms as most permits must be submitted from 24 hours up to 7 days prior to requirement.

#### 10.2.12 Smoking

Smoking is not permitted anywhere on the ACW.

### 10.3 Security

The Ashburton Cargo Wharf lies within a *Boating Safety Exclusion Zone* established under the Port Authorities Act. 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 level 1, 2 and 3.

Port security zones are displayed in Diagrams 5 and 6. \

CCTV cameras with 24 hour monitoring are located throughout the area. Port security conducts regular patrols of all areas of the Port including the ACW.

Any person/s requiring unescorted access to the ACW for example maintenance personnel or ships agents, must have completed all PPA requirements for such access. Further information can be obtained from the PPA Security Supervisor's office.

### 10.4 Unions & right of entry

The facilitation of port entry for any union representatives accessing all PPA facilities in accordance with Right of Entry Notices (ROE) issued under the Fair Work Act 2009 is being undertaken in a uniform manner.

The relevant visiting union has certain rights to visit members and potential members on visiting vessels and/or employees of certain companies within the PPA landside restricted zone.

To maintain uniform compliance, ensure personal safety and minimise delays by personnel on arrival at the Security Gate, ROE users are to follow the below process:

- A copy of the ROE is to be forwarded to the following Security and Landside Operations areas at least 24 hours prior to planned entry:-
  - The Operations Manager of the host facility or vessel as detailed within the ROE.
    The PPA Landside Operations team at landside.operations@pilbaraports.com.au and landside.ashburton@pilbaraports.com.au
  - The Security Gatehouse gate.ashburton@pilbaraports.com.au (Ashburton)
  - The PPA Security Superintendent ricky.hall@pilbaraports.com.au and the Security Supervisor david.thoms@pilbaraports.com.au.
- On arrival at the Security Gatehouse the host facility/vessel Operations Manager or delegate is to be contacted (if not already present) to provide an escort for the ROE holder to and from the stated facility.

It is a PPA requirement that the employer provides, at its cost, an escort to and from its vessel/facility when a permit holder is exercising a right of entry.

It is a PPA requirement that the visiting union when requesting entry to a vessel must ensure that the named vessel is actually berthing at the MOF prior to submitting a ROE.

# 11. EMERGENCY PREPAREDNESS

## 11.1 Emergency procedures

For any emergency (other than a medical emergency) raise the alarm and then contact Ashburton VTS on VHF channel 14 or 16, or on UHF Channel 17. Give the VTSO as much information as possible regarding the incident. The VTSO will then contact the appropriate authority to deal with the situation.

Ashburton VTS: **(08) 9159 6556**

Ashburton VTS backup mobile: **0428 888 800**

Security Gatehouse: **(08) 9159 6584**

For a full list of emergency telephone numbers, see Table 1 on the back page.

## 11.2 Medical emergency

Call **000** immediately to activate the medical services. If possible, have another person notify VTS as per above section so they can assist with the coordination of help to your location. The port has placed defibrillation units around the site for use.

Ashburton VTS: **(08) 9159 6556**

Ashburton VTS backup mobile: **0428 888 800**

For a full list of emergency telephone numbers, see Table 1 on the back page.

## 11.3 General Precautions

Vessels moored at the ACW shall at all times retain sufficient officers and crew on board to deal with any emergency that may arise and if necessary to move the ship from the wharf.

Repairs and other work that may impair the safety of the ship and/or its ability to manoeuvre are only permitted by authority of the Port of Ashburton Harbour Master.

Tugs or other support craft proceeding to a vessel laden with petroleum, chemicals, explosive or other dangerous cargoes and/or through a spill composed of such products floating on the water surface will stop all smoking on board and eliminate all ignition sources.

## 11.4 Drills and exercises

From time to time, the PPA, vessel master's or other personnel and companies working at the ACW may wish to conduct emergency drills and exercises. The PPA understands and encourages emergency preparedness however 'no-notice' drills are discouraged to prevent confusion to persons not involved.

The PPA requests that any company or vessel wishing to conduct an exercise contact the Security Supervisor in the first instance to assist with coordination and required notifications.

## 11.5 Fire

The following instructions and requirements will be complied with, in conjunction with ships emergency plans, Port emergency plans and AMSA & DFES requirements.

### 11.5.1 Fire precautions

Firefighting appliances on the vessel including the main and emergency fire pumps must be kept ready for immediate use.

The international ship/shore connection shall be readily available.

Vessels hoses, nozzles, fire extinguishers and firefighting equipment generally, should be in good condition and ready for use.

### 11.5.2 Fire appliances on shore

*A firefighting pump supplying sea water is located on the southern quay at the eastern end and requires trained personnel to operate.*

The wharf can accommodate local fire and emergency service vehicles.

The PPA will tag any equipment that is not fully functional.

### 11.5.3 Fire alarm

Vessels discovering a fire on board shall follow the vessel SMS and report fire immediately to Ashburton VTS.

Persons discovering a fire on shore or on the ACW will raise the alarm and/or use every other available means to report the fire to Ashburton VTS.

### 11.5.4 Fire Fighting Foam AFFF / PFAS

PFASs (per- and poly- fluoroalkyl substances) are manufactured chemicals that have been used widely in a range of specialty applications, including some types of fire-fighting foams. The release of PFASs into the environment is an emerging concern globally, because these chemicals are highly persistent, bioaccumulate, can move long distances in the environment, and are linked to adverse impacts on some plants and animals. Recently, PFAS contamination has been found at a number of sites, including where fire-fighting foams containing PFAS have been used. At some sites, PFASs have moved over time from the contaminated soil, and contaminated surface and ground water, and migrated into adjoining environments. PPA is currently undertaking a formal review of PPA and leaseholder fire-fighting foam stocks to determine presence of PFAS substances, and (where applicable) implement a program to phase-out the use of these products on PPA's lands. Further information on PFAS is available in the PFAS National Environmental Management Plan,

available at: http://www.environment.gov.au/protection/chemicals-management/pfas

# 12. OPERATIONS

## 12.1 Permit System

The PPA has a permit system in place for most non-operational works and typically oversize and heavy loads. The full permit procedure and permit flowcharts can be found on the PPA website[12]. The permit flowchart gives a minimum notice requirement however lengthier time frames may be required for more intricate or logistically challenging works.

Below is specific information relating to the more common permits issued for operations at the ACW. This list is not exhaustive, and it is the masters/agents/contractor's responsibility to ensure that all required permits are in place.

The PPA has the right to stop all operations pertaining to a particular vessel if a required and valid permit is not in place or if a breach of permit conditions is noted.

### 12.1.1 Dangerous Goods Permits

Dangerous goods permits are required when loading, discharging or transporting DG on the port site irrespective of other permits or licences held outside of the PPA. DG must also be declared regardless if it is classified or considered as but will be remaining on board.

### 12.1.2 Oversize Permits

Any oversize or heavy loads as defined below must apply for an oversize permit from Landside Operations at least 24hours prior to requirement. Additional or more detailed information may be requested by the PPA to assist in the approval process.

- Oversize Loads
  - Any vehicle or vehicle combination exceeding 19m long, 2.5m wide and/or 4.3m in total height
  - A movement study may be requested to prove that a certain vehicle/load combination can negotiate all wharf access and exit points.
- Heavy Loads
  - Any single item of cargo, equipment, bulk product or other load exceeding 20 tons
  - In addition, any single crane lift exceeding **30 tons** will require a lift study to be completed and submitted at the same time the oversize permit is applied for.

[12] http://www.pilbaraports.com.au/Port-of-Ashburton/Port-Operations/Permits,-procedures-and-handbook

- The Landside Operations team may request one or both of these documents to be completed for loads of a weight less than that specified should they believe that wharf load limits may be exceeded i.e. excessive reach with the crane.
- Refer to Diagram 1 – Ashburton Cargo Wharf (ACW) Live Load on Concrete Deck Drawing
- Should a load or lift be near to permissible load limits on site, the application will be referred to engineers for approval. Engineers may require more detailed information or be required to have engineering consultants review

### 12.1.3 Hot work permits

Any process that can be a source of ignition when flammable material is present or, can be a fire hazard regardless of the presence of flammable material in the workplace or creates heat or sparks requires a hot work permit. Common hot work processes are, but not limited to, welding, drilling, cutting, media blasting and grinding.

Hot work permits for the ACW and other Landside areas are issued by the PPA maintenance team. These permit applications must be submitted in person by a person directly responsible for or involved with the work being conducted. The application must be submitted with a copy of the fire ban status of the day. A JHA or equivalent should already be prepared prior to application. A copy of the JHA may be requested.

Hot work undertaken on board a vessel is to be performed in accordance with the requirements of the vessel safety management system. No PPA permit is required however the PPA Landside Operations team is to be notified by the vessel master of any intended hot works prior to berthing and should not be carried out in conjunction with bunkering operations.

### 12.1.4 Diving permits

Dive approval is required from the Harbour Master when any diving operations are to be conducted at the ACW.

The permit approval process for a dive permit is extensive and as a minimum the below will be required;

- An extensive JHA covering the complete scope of works
- A complete dive plan
- Emergency evacuation procedures
- Copies of diver's qualifications including on site supervisor
- Contact numbers and radio channels for the dive supervisor and the master of the vessel engaged

### 12.1.5 Working at heights (WAH) permits

Working at heights permits are not issued by the PPA for works on the ACW. Companies requiring to carry out WAH must have completed their companies WAH permit and a JHA to be reviewed by the PPA Safety Department prior to commencing operations.

Due to the unnecessary risk of interaction between a moving vessel and a fixed platform, permission may not be granted for personnel to work on a vessel from a shore-based EWP or equivalent without a full risk assessment and work methodology conducted and provided to PPA landside operations for review.

WAH permit applications are not required from vessels conducting work on board. Masters are to manage works conducted under their own SMS and permit system.

## 12.2 Dangerous goods


The handling of Dangerous Goods (DG's) in the Ports of WA is regulated by a suite of Federal and State legislation. Most legislation is based on the Australian Standard *AS3846-2005 'The Handling and Transport of Dangerous Cargoes in Port Areas'*. Shipping is also bound by Marine Order 41 which brings the International Maritime Dangerous Goods code (IMDG) in to force.

The Port, in determining the conditions under which dangerous goods are handled, transported, stored and segregated in operational areas within the Port, draws on the information and advice from the IMDG Code and AS3846-2005. The PPA does not have any approved special berths for the handling of DG's.

The PPA will always ensure compliance with any legislation yet may in some cases, impose rules or requirements that exceed the minimum requirements.

All companies and personnel land and/or marine based shall understand their legal responsibilities and requirements prior to entering the PPA site. Where required, personnel will be adequately trained and certified in the handling, carriage and transport of DG's. The PPA may request proof of same.

At least 24 hours prior to a vessel's proposed time of entry or the proposed time of delivery of goods to a berth, the Master, his agent or their representative must lodge details of dangerous goods being carried or intended for carriage on the vessel with the port in order to apply for and be granted a *Dangerous Goods Permit*.

Applications for approval to transport or handle dangerous goods at the MOF are made via a berth application and a *Dangerous Goods Permit* application. A

correctly filled out and signed AMSA approved Multimodal Dangerous Goods Form or equivalent for each type of DG is to be attached to the *Dangerous Goods Permit* application.

Irrespective if dangerous goods and explosives are being delivered to the ACW, a vessel transporting “through cargo” dangerous goods must declare same on a *PPA Dangerous Goods Permit* form. Ships equipment e.g. flares, do not need to be declared.

Certain conditions or logistical circumstances may necessitate a berth closure.

It is a requirement to ensure that the Dangerous Goods are labelled in accordance with standards. Operators must ensure that all Dangerous Goods and Explosives are segregated from other Explosives and Dangerous Goods in accordance with the IMDG code.

### 12.2.1 Dangerous Goods (Class 1) – special requirements


The ACW is not classed as a special berth nor is the PPA site licensed for the storage of Class 1 DG. As such, there are strict limitations on how and what can be handled through the ACW.

If a permit is issued (see section 11.1) to load or unload dangerous goods from a vessel and those goods are Class 1 explosives, in addition to requirements in AS3846-2005, the following additional specific handling and transport requirements must be met;

- Class 1 items will be the first items unloaded from a vessel immediately after arrival.
- Class 1 items when unloaded must be immediately removed from site utilising approved transport.
- Class 1 items will not be stored anywhere on the PPA site
- Class 1 items being loaded, will not be brought on to site and loaded until immediately prior to vessel departure.
- The multimodal for the Class 1 goods must show the Net Explosive Quantity (NEQ) for that item.
- The maximum NEQ permitted at the MOF (Except for Class 1.4S[13]) is 25kg total.

[13] Explosives of division 1.4S are not restricted in terms of quantity at an ordinary berth

### 12.2.2 Dangerous goods storage

On site storage of DG cargo is not permitted.

All classes of DG (except class 1, see section 12.2.1) may be brought on to site for immediate loading to a vessel at any time. Placement and storage of any DG on the ACW is not permitted except in the course of normal loading operations.

### 12.2.3 Separation Distances of Dangerous Goods

Dangerous goods on the Ashburton Cargo Wharf shall be treated and segregated as per table 5.2 in the Australian Standard, *The handling and transport of dangerous cargoes in port areas AS3846-2005.*

### 12.2.4 Traffic Management

The ACW is a multi-user facility with many and varied vessels, cargoes and transport requirements. The dynamic nature of operations does not allow for vehicle and pedestrian traffic to be managed the same way, every day.

The PPA has developed a general traffic management procedure for the Ashburton site which can be located on the PPA website. See Diagram 2 Ashburton Traffic Flow Diagram.

- 10km/h is the maximum speed limit for ALL vehicles and plant on the ACW. Drivers and operators are expected to drive to the conditions and congestion which may mean reducing their speed further.
- Drivers will obey directions from PPA staff, stevedores or other personnel conducting traffic control duties by signs or hand signals.
- If traffic control markers are used on the ACW, they must be in good condition, high visibility colours and either
    - a T-Top portable delineator at least 1000mm in height with reflective tape or;
    - a traffic cone of at least 700mm in height and weighted base with reflective tape
    - any other form of marker approved by LOP's.

**Figure 2: T-Top Delineators**

**Figure 3: Weighted traffic cones**

The Ashburton Cargo Wharf has some special requirements within the traffic management procedure. Full details can be found within the TMP located on the website. Below are some key points from those special requirements

- For all vessels alongside the ACW, a Daily Traffic Control Plan (DTCP) specific to that operation will be prepared by Landside Operations and distributed to and managed by the engaged Stevedoring company.
- All personnel involved in the operation must be fully briefed on the DTCP prior to commencing operations.
- Positive communications must be established between Stevedores and transport providers.

### 12.3 Vessel footprint and cargo management

The dimensions of the Ashburton Cargo Wharf mean the available space for all services, cargoes, vehicular traffic and personnel is required to be maximised to maintain efficiency and safety for all.

The berths are not to be used for the prepositioning or storage of cargo or equipment outside of the immediate vicinity (within reason) of the vessel that is actually loading or discharging same. Well considered alternative plans, arrangements and management will always be considered however all requests to deviate from *normal* operations must be approved by the Landside Operations team.

This requirement applies irrespective of what other vessels (if any) are alongside other berths, what works are being done or if there is one or more stevedore companies working on the wharf. Each vessel is considered a separate entity and will be treated as such.

### 12.4 Laydown on Ashburton Cargo Wharf (ACW)

No cargo is permitted to be pre-positioned or stored on the ACW. Plant and equipment will not be left on the berths without permission from LOP's.

### 12.5 Laydown area

The Port of Ashburton may have laydown available. Contact Landside Operations.

Upon request, some of the area may be made available for short term laydown storage for incoming or outgoing cargo or equipment for vessels using the ACW. Costs and conditions can be provided by PPA LOP's on request. Requests are reviewed on a case by case basis.

The area may be further utilised to preposition equipment, trailers and or vehicles for transport requirements of vessels being serviced at the ACW.

Contact should be made with Landside Operations to discuss options and availability. Entry is not permitted into the laydown area without PPA authorisation.

### 12.6 Mobile plant & equipment

All plant (including cranes and forklifts) in use by personnel on or around the ACW must be fully tested and compliant with any testing or tagging requirements in place for that type of plant. PPA staff can request proof of compliance at any time.

Only personnel properly trained and/or licensed (if required) in plants use may use such equipment.

No refuelling of equipment or plant is to be conducted on the ACW without permission from the Landside Operations office. Permission will only be given under exceptional circumstances and if granted, a full JHA is to be conducted to protect personnel and the environment, the area shall be fully bunded and spill equipment shall be on standby. PPA can halt the operation at any time.

Landside Operations may allocate laydown area for plant refuelling away from the ACW upon request

### 12.7 Parking

Parking of vehicles (commercial or private) is not permitted on the ACW unless authorised. Only vehicles that are an integral part of vessel operations being conducted at the time will be authorised.

Vehicles that are authorised to park on the ACW must;

- Never park in a truck turning area.
- Leave car unlocked with vehicle keys in ignition.
- Ensure vehicles not identified by a company name and phone number shall leave a contact name and number clearly displayed on the dashboard of the vehicle.
- Reverse park to the wharf edge in the first instance or alternatively parallel to the edge in a manner that allows forward movement.
- Keep clear of all emergency appliances including emergency showers.
- Keep clear of waste bins.
- Understand that the vehicle may be moved or removed from the MOF by Stevedores or PPA staff without notice.

Contractors, agents and any other persons authorised to visit the vessel shall keep the number of vehicles parked on the ACW to a minimum. No vehicle is permitted to park where a no parking zone is established. These areas are established to allow large vehicles turning and loading area on the ACW and are repositioned regularly.


**Figure 4: No parking zones on the ACW**

PPA operations or security staff retains the right to order the moving of or to move a vehicle at any time.

### 12.8 Stevedoring services

The Port is serviced by licensed stevedore companies. The choice of Stevedoring company is purely at the agents or charterers discretion.

All cargo handling is performed by the nominated Stevedoring company. All cargo handling will conform to Work Safe and Australian Standards practices, the Stevedoring companies' safety management systems and within the PPA's own safety systems.

### 12.9 Cranes

All cranes and classified plant entering or transiting the Port of Ashburton PPA site must be registered and approved by an authorised person to perform operations on site. Any crane not registered with the PPA will be refused access at the gate.

The operation of mobile cranes on the ACW and specifically the requirement to monitor and ensure point load reactions do not exceed the limits on the attached wharf load limit drawing (Diagram 1), is the responsibility of the operator of the crane and the stevedoring company that contracts or hires the crane. Please ensure that prior to lifting any load by crane on the ACW that;

- point loads are calculated and do not exceed the limits as shown in the attached drawing.
- the correct type and size of load bearing pads are placed under the outrigger feet as noted in the attached drawing. *Lifts will be halted if the pads do not meet the requirements in the Wharf load limit drawing.*

Unless pre-approved by LOP's, cranes moving on the ACW, Port Access Road and approaches will comply with counterweight restrictions. Road legal cranes must be configured for movement on the main roads (boom down and no counterweights). Rough terrain cranes are not designed to be moved on public roads, so may move on the wharf with booms raised, but must not have counterweights added.

### 12.10 Heavy vehicles

Combination and heavy rigid trucks are permitted on the ACW for the purpose of loading or discharging cargo and supplies to vessels. Due to load limits and close proximity to personnel and other operations the following applies.

- Only 1 (one) truck is to be within a vessel's footprint, for the purpose of load or discharge, at a time. Cargo vessels may have 2 trucks operating (1 loading, 1 waiting) if this can be done without interfering with any other operation on the MOF.
- Trucks waiting to enter the ACW must do so at the nominated truck staging area.
- PPA Landside Operations may modify, change or implement further rules to improve overall efficiency at the ACW on a case by case basis.

### 12.11 Bunkering operations

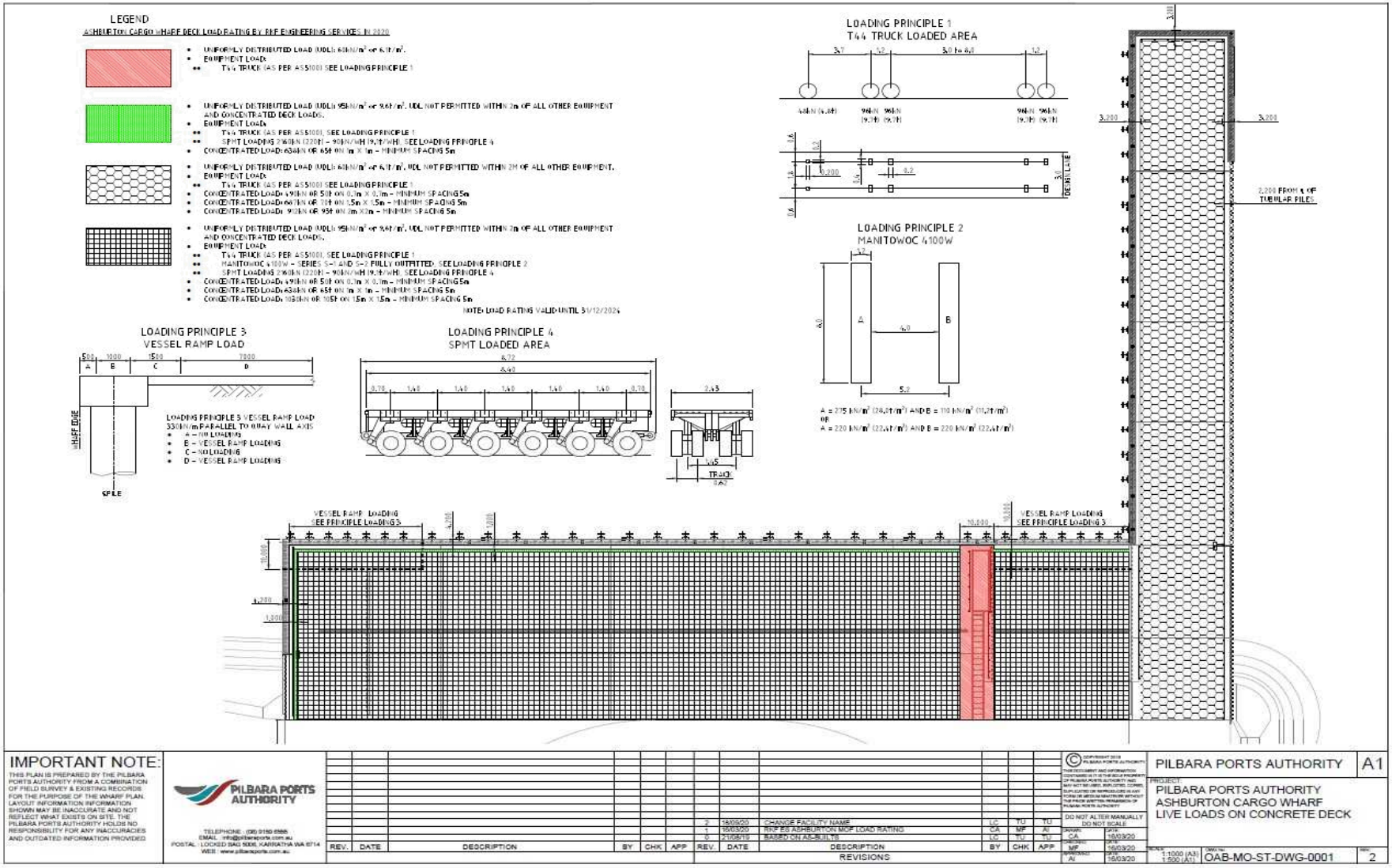
Important points in the bunkering process are:

- Bunkering (combustible or flammable liquid) requires a PPA Dangerous Goods Permit, which is applied for via the Landside Operations office.
- Prior to ordering bunkers, masters should ensure that a berth has been allocated to their vessel at the scheduled time.
- The ship to shore safety checklist must be completed and signed off by the fuel company representative and the Master of the vessel before commencing. This checklist may be audited and verified by the PPA.
- Bunkering and loading cargo may take place concurrently, if all parties agree, but under no circumstances can cargo be lifted directly over the bunker point, the hose or the operator.
- Every endeavour should be made to position the vessel correctly and the shore equipment, including cranes, to allow load/discharge operations to take place in an efficient and safe manner. Bunkering will cease if the operator considers any aspect of the process unsafe.
- Vessels should have their own supply of pollution response, containment and recovery equipment on board. This equipment should be strategically placed to assist in the immediate action to prevent environmental harm. This equipment, especially absorbents booms, pads and floor sorbent granules should be kept in good condition and replaced if deteriorated.
- Scuppers on board all vessels shall be blocked and sealed during the bunkering process. Save-alls are another way to prevent small spills as well as providing breather bags or buckets to capture small overflows. Vessels with large freeing ports and/or vessels not fitted with proper containment should deploy absorbent material or booms on deck near the filling point and bunkering vents

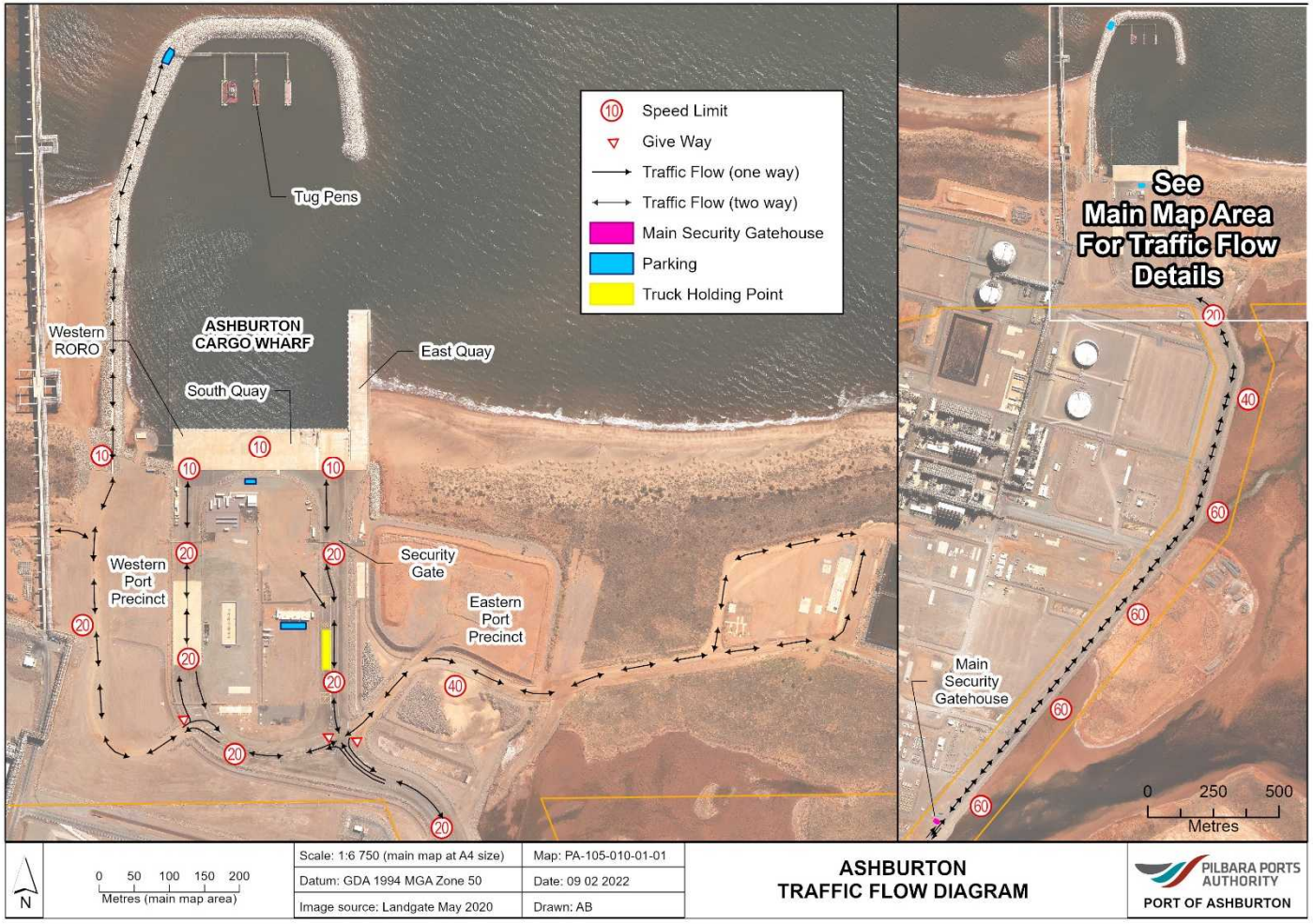
### 12.12 Ship to shore bulk liquid transfer

Bulk liquid transfers at the ACW are a common necessity. Most processes are controlled by the established procedures typically managed by the vessel, supplier or a combination of both. Refer to Bulk Transfer Procedure Ashburton Cargo Wharf (ACW).

## DIAGRAM 1: ASHBURTON CARGO WHARF LIVE LOAD ON CONCRETE DECK DRAWING

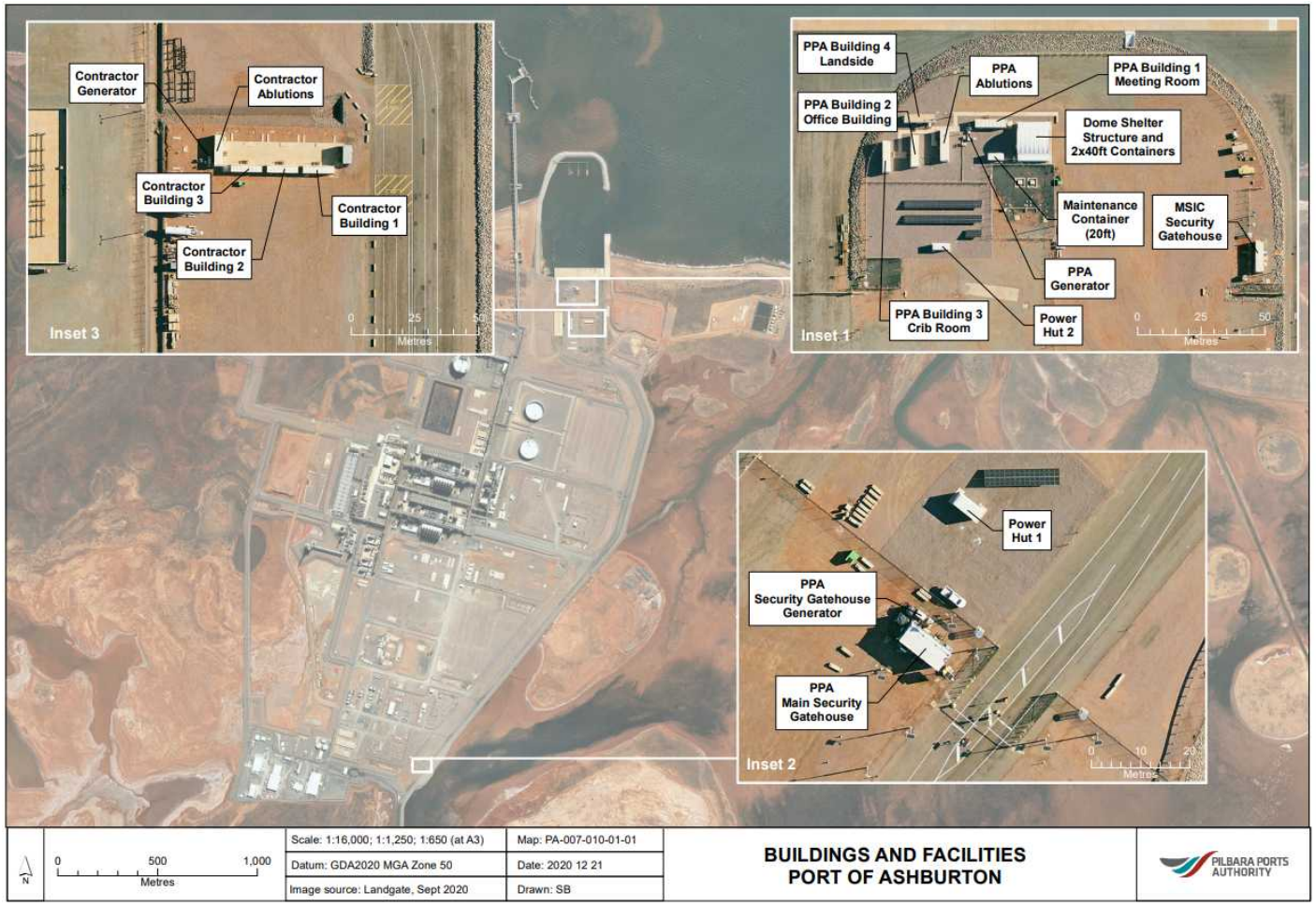


## DIAGRAM 2: ASHBURTON TRAFFIC FLOW DIAGRAM

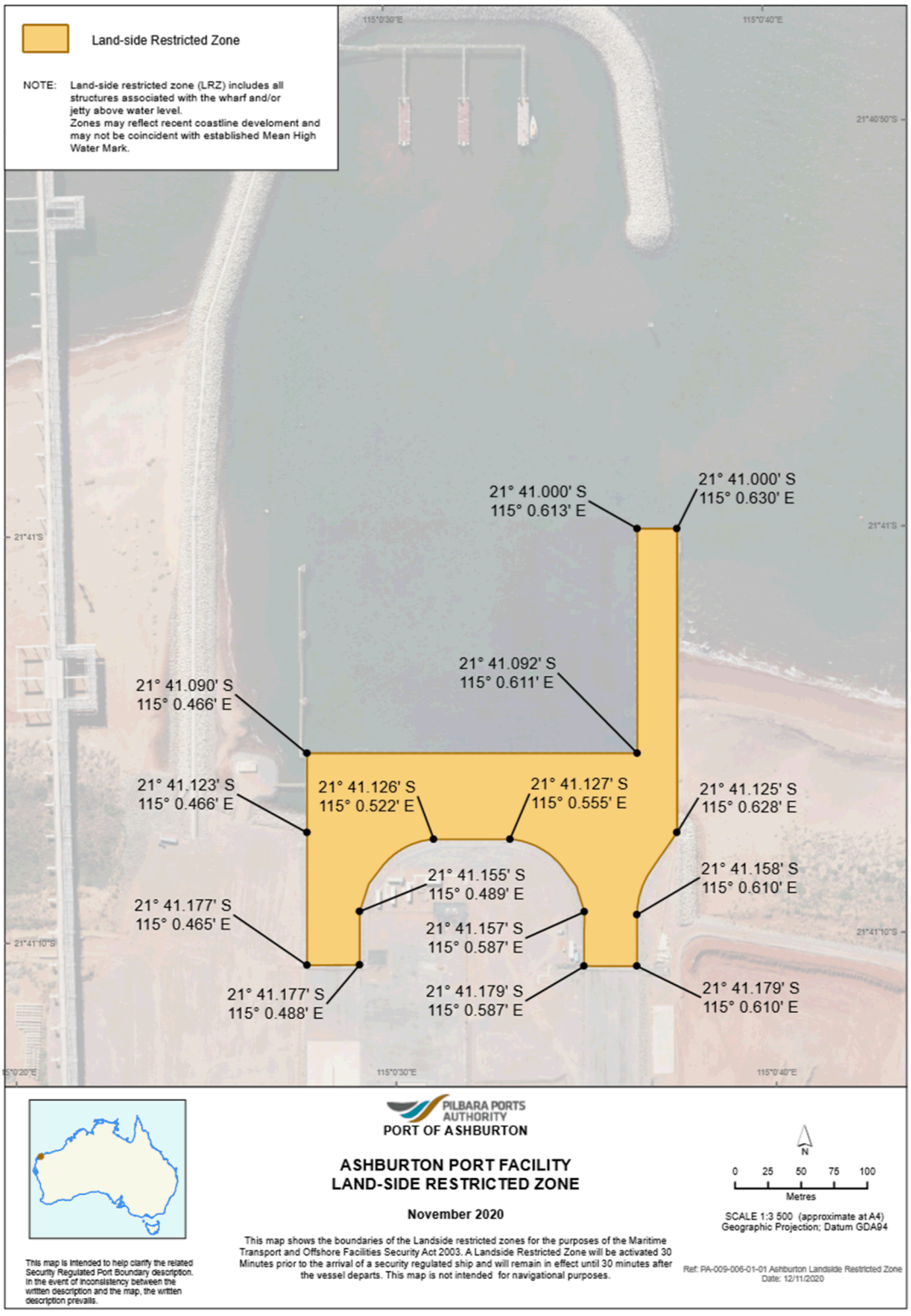


## DIAGRAM 3: ASHBURTON EMERGENCY EQUIPMENT, SAFETY AND MUSTER MAP

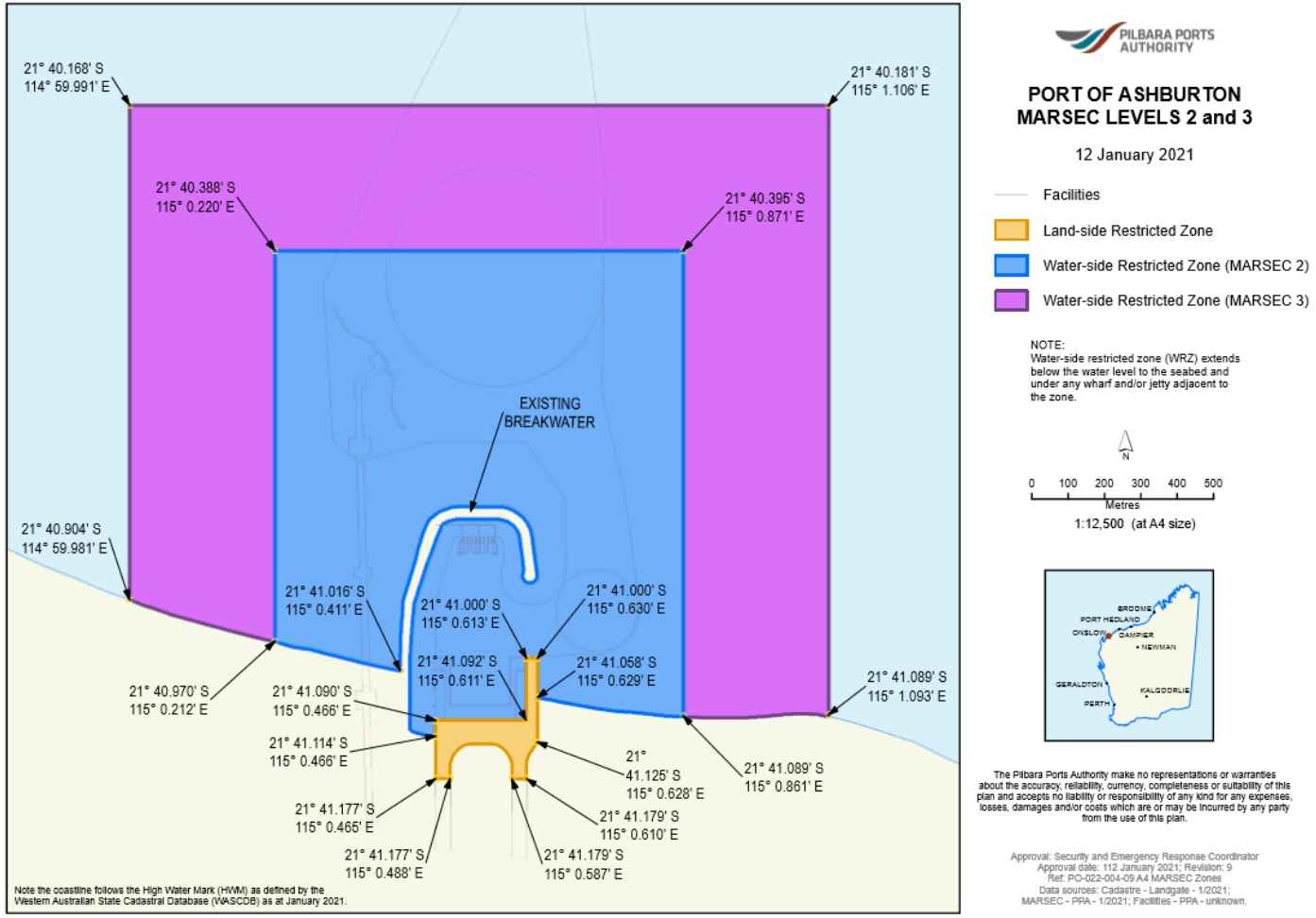
## DIAGRAM 4: PPA BUILDING LOCATIONS



## DIAGRAM 5: LAND-SIDE RESTRICTED ZONE



## DIAGRAM 6: WATER-SIDE RESTRICTED ZONES



## TABLE 1: KEY CONTACTS

| TABLE 1 - KEY CONTACTS | | |
|---|---|---|
| EMERGENCY SERVICES | Call 000 FIRST for all Emergency situations | |
| FIRE | 000 | |
| AMBULANCE | 000 | |
| POLICE – Emergency<br>POLICE – General<br>POLICE – Local | 000<br>131 444<br>(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)<br>(08) 9941 6400 (Carnarvon Office) | |
| BIOSECURITY – DAWR | (08) 9142 0354 (Karratha Office) | |
| PPA Personnel | Office | Mobile |
| Ashburton VTS<br>Dampier.VTS@pilbaraports.com.au | (08) 9159 6556 | +61 428 888 800 |
| Harbour Master | (08) 9159 6508 | +61 400 468 724 |
| Deputy Harbour Master (Traffic) | (08) 9159 6546 | +61 437 296 583 |
| Deputy Harbour Master (Operations) | (08) 9159 6565 | +61 400 468 724 |
| Landside Operations Manager | (08) 9173 9056 | +61 417 903 592 |
| Landside Operation Superintendent – | (08) 159 6516 | +61 429 113 203 |

| TABLE 1 - KEY CONTACTS | | |
|---|---|---|
| Dampier/Ashburton | | |
| Duty Landside Operations<br>landside.ashburton@pilbaraports.com.au | (08) 9159 6550 | +61 427 770 859 |
| 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 |
| | | |

1. ANNEX 2

# WHEATSTONE MARINE TERMINAL

## 2. 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 3 azimuth stern drive tugs of 80 MT bollard pull and 1 60 MT bollard pull ASD tug. 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 |
| Bunbury | 60 T | Svitzer Australia | NA |
| 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.

### 2.1 Key Facts of the 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.) |
| 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)<br>600 metre diameter turning circle dredged to design depths of 13.5 metres LAT<br>Berth pocket design depth of -13.5 metres LAT |
| Channel transit wind speed limits | Dependent on vessel type, size, Tide direction, Wind direction<br>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<br>Top of panel @ LAT + 7.8 metres (m)<br>Centreline of fender @ LAT + 5.1 m<br>Centre of Panel @ LAT + 3.9 m<br>Bottom of panel @ LAT + 0.0 m |
| Berthing velocity operational maximum limit | 0.10 metres per second (m/s) |

| TERMINAL FACILITY | DESCRIPTION |
|---|---|
| Berthing velocity design maximum limit | 0.15 m/s |
| Berth orientation | Aligned with LNG carrier – Head Out (Port side alongside)<br>Condensate tanker Head in (Stbd side alongside)<br>150 / 330 degrees T |
| 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)<br>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;<br>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<br>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<br>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 |

### 2.2 Arrival Communications

- All vessels to monitor VHF CH 14 (Ashburton VTS) & Ch 16 in port waters. 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.

### 2.3 Depths:

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

**Declared Depths (Refer Marine Notice for latest information)**

| 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 |

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

### 2.4 Draft and Freeboard

#### 2.4.1 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.

#### 2.4.2 Alongside the Berths

A minimum UKC of 1 meter 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.

#### 2.4.3 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.

## 2.5 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 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.

### 2.5.1 Mooring Line Load Limits

| 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.

## 3. PROCESS OWNER

The Harbour Master is responsible for this External Document.

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|---|---|---|---|
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