PILBARA PORTS

PORT OF DAMPIER EMERGENCY RESPONSE PLAN

PILBARA PORTS INTERNAL CONTACT LIST	
24-Hour Emergency Number (08) 9159 6556 or 0428 888 800	
Pilbara Ports Personnel	**Contact**
Security Gatehouse (Dampier)	(08) 9159 6584 (staffed 24 hours a day)
Media	0447 072 294

PILBARA PORTS EXTERNAL CONTACT LIST	
Ambulance/Police/DFES	000
Karratha Health Campus	(08) 9144 7777

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DOCUMENT AMENDMENT TABLE

VERSION	PREPARED BY	DATE	AMENDMENT DETAILS
1	Security and Emergency Response Coordinator	10/12/2010	Original Dampier Port Authority Plan approved
2	Security and Emergency Response Coordinator	26/04/2013	Emergency Control Organisation structure updated Anhydrous Ammonia Emergency Response Plan reference added Emergency Contacts list updated
3	Security and Emergency Response Coordinator	02/04/2014	Reference to AIIMS revised
4	Security and Emergency Response Coordinator	25/09/2015	Incident/HMA table added Removed DMSF and Building block buildings as places for shelter in place and added Landside operations building as place to activate emergency siren. PILBARA PORTS branding and ECO structure updated.
5	Security Supervisor	17/01/2017	Updated emergency maps
6	Harbour Master	31/01/2018	Removed Ashburton references and complete review
7	Harbour Master	06/07/2018	Inserted Sub-Section 8.2 for Ammonium Nitrate
8	Security Supervisor	04/11/2021	Periodic Review
9	Security Supervisor	14/04/2023	Periodic Review
10	Security Supervisor	12/08/2024	Periodic Review
11	Harbour Master	11/07/2025	Updated Emergency Maps Updated Supporting Documents Updated Abbreviations and Definitions Updated Defined Emergencies Removed PPA and replaced with Pilbara Ports

ABBREVIATIONS AND DEFINITIONS

ABBREVIATION	DEFINITION
AIIMS	Australian Inter-service Incident Management System
BIEMC	Burrup Industries Emergency Management Committee
CEO	Chief Executive Officer
DBLB	Dampier Bulk Liquids Berth
DCW	Dampier Cargo Wharf
DEMC	District Emergency Management Committee
DFES	Department of Fire and Emergency Services
DG	Dangerous Goods
DOT	Department of Transport
DPAW	Department of Environment and Conservation
DPIRD	Department of Primary Industries and Regional Development
ECO	Emergency Control Organisation
EM Act	Emergency Management Act 2005
EM Regs	Emergency Management Regulations 2006
ERP	Emergency Response Plan
HAZMAT	Hazardous Materials Incident
HM	Harbour Master
HMA	Hazard Management Agency
IC	Incident Controller
ICC	Incident Control Centre
IMDG Code	International Maritime Dangerous Goods Code
IMS	Incident Management System
IMT	Incident Management Team
IRMS	Integrated Risk Management System

ABBREVIATION	DEFINITION
LEMC	Local Emergency Management Committee
MOU	Memorandum of Understanding
MSIC	Maritime Security Identification Card
OH&S	Occupational Health & Safety
OIC	Officer in Charge
POWBONS Act	Pollution of Waters by Oil & Noxious Substances Act 1987
PPE	Personal Protection Equipment
Regulations	Port Authorities Regulations 2001
SAR	Search and Rescue
SDS	Safety Data Sheets
SEMC	State Emergency Management Committee
SO	Support Organistation
The Act	Port Authorities Act 1999
The Port	Port of Dampier
TIM	Training and Incident Management Building
UHF	Ultra High Frequency
VHF	Very High Frequency
VTS	Vessel Traffic Services
VTSO	Vessel Traffic Services Officer

ABBREVIATION	DEFINITION
Australian Inter-service Incident Management System	System which integrates effective practices in emergency preparedness and response into a comprehensive framework for incident management. Such a system enables responders at all levels to work together more effectively to manage incidents no matter what the cause, size or complexity
Combat Agency	Is an organisation which, because of its expertise and resources, is responsible for performing a task or activity such as firefighting, rescue, temporary building restoration, evacuation, containment of oil spills, monitoring of radioactive materials.
Emergency Incident	An incident that may result in the loss of life, serious injury, major equipment damage/loss or environmental damage.

ABBREVIATION	DEFINITION
Environmental Emergency	An emergency that involves widespread destruction and/or contamination of the environment and call for immediate action (for example, a major fuel or hazardous chemical spill).
Hazard Management Agency	An organisation which, because of its legislative responsibility or specialised knowledge, expertise and resources, is responsible for ensuring that all emergency management activities pertaining to the prevention of, preparedness for, response to and recovery from a specific hazard are undertaken.
Hazardous Material	Materials which, without adequate safeguards, may contaminate the environment to the immediate or subsequent detriment of that environment and/or human society, and includes all dangerous goods and many industrial chemicals and wastes.
Incident Action Plan	A statement of objectives and strategies to be taken to control an incident.
Incident Control Centre	The location where the Incident Controller and members of the Incident Management Team provide overall direction of response activities in an incident.
Incident Controller	Individual responsible for the management of all operations in response to an incident. Role is undertaken by Pilbara Ports where Pilbara Ports is the designated HMA
Incident Management Team	A team which provides a structured and coordinated approach in response to an incident, and which consists of members from the HMA, combat Agencies, Support Organisations and Pilbara Ports.
Incident Safety Officer	An individual responsible for the overall safety of personnel involved in the response.
Muster Points	Pre-arranged locations where Pilbara Ports employees, visitors and contractors assemble in the event of an emergency in order to be accounted for.
State Emergency Management Committee (SEMC)	The State Emergency Management Committee (SEMC), established under the Emergency Management Act 2005, is a standing committee that provides strategic advice to the Minister for Emergency Services.
Support Organisation	A support organisation provides functions such as welfare, health, transport, essential services etc. Support organisations report to the incident controller.

1. INTRODUCTION

The Port of Dampier is in the Dampier Archipelago, Western Australia. The area is of high conservation value. The Port is a large tonnage port servicing major export industries. Services provided within the Port include Commercial marine services, Pilotage, Towage and bunkering services. Adjoining the Pilbara Ports facilities at the base of Burrup Peninsula is the King Bay Industrial Estate. This land is owned by Pilbara Ports and is leased to businesses that support the offshore oil and gas industry.

This Emergency Response Plan (ERP) has been constructed to fulfil Pilbara Ports responsibilities as per the *Port Authorities Act 1999* and the *Work Health and Safety Act 2020* where the provision of Port Services includes providing emergency response strategies to emergencies within the boundaries of the Port of Dampier over which Pilbara Ports holds jurisdiction.

The Emergency Response Checklists referred to in section 5.3 relate to incidents that affect the operational capability of the port and have not been developed in accordance with AS3745 – 2010 (Planning for Emergencies in Facilities).

2. SCOPE

This ERP covers emergencies within the Port of Dampier boundaries, specifically, the Dampier Cargo Wharf (DCW), the Dampier Bulk Liquids Berth (DBLB), the ammonia export pipeline and the Pilbara Ports site including all lease areas.

2.1 Major Identified Risks to the Ports

- Anhydrous Ammonia Emergency
- Bomb Threat/Terrorism
- Collision or Grounding (vessel)
- Distress call received from a vessel
- Fire/Explosion Vessel/Facility
- Hazardous Material Emergency/Chemical Spill
- Sea and Rescue (Person overboard)
- Sudden Death (Fatality Management)
- Tsunami
- Medical Emergency

3. AIM

The ERP aims to provide guidance to Pilbara Ports Port of Dampier staff, port stakeholders and users on the response to operational emergencies, to ensure the least potential impact on port operations. This document is supported by other Pilbara Ports documents outlined in the supporting document section 5.3.

4. LEGISLATION

The Emergency Response Procedures have been developed in accordance with the acts and regulations in Table 1.

Table 1 - Acts and Legislation

ACTS AND REGULATIONS	BRIEF DESCRIPTION
Australian Inter-service Incident Management System	System which integrates effective practices in emergency preparedness and response into a comprehensive framework for incident management. Such a system enables responders at all levels to work together more effectively to manage incidents no matter what the cause, size or complexity
Emergency Management Act 2005 as amended	An act to provide for the prompt and coordinated organisation of Emergency Management (EM) in the Western Australia (WA).
Emergency Management Regulations 2006 as amended	Subsidiary legislation under the EM Act which outlines the State Emergency Management Committee (SEMC), details the Hazard management Agencies (HMA) and Combat Agencies for each hazard.
Port Authorities Act 1999 as amended	Details the functions, the areas that they are to control and manage, the way in which Port Authorities are to operate and related matters.
Port Authorities Regulations 2001 as amended	Subsidiary legislation under the Port Authorities Act which outlines the conduct of vessels in port, Pilotage and Pilotage Exemption Certificates, and other aspects of the conduct of the Port Authorities.
Mines Safety and Inspection Act 1994 as amended	Consolidates and amends the law relating to the safety of mines and mining operations and the inspection of mines and mining operations and plant and substances
Mines Safety and Inspection Regulations 1995 as amended	Subsidiary legislation under the Mines Safety and Inspection Act which outlines the Administrative, and safety requirements under the Mines Safety Act.

4.1 Defining an Emergency

The Emergency Management Act 2005 and Emergency Management Regulations 2006 identifies 27 major hazards and assigns hazard management agencies and control agencies to each hazard.

State Hazard Plans describe the hazard-specific emergency management arrangements in WA. The State Emergency Management Committee (SEMC) has delegated responsibility for the development, maintenance, review and exercising of relevant State Hazard Plans to the authorised hazard management agencies.

An emergency is defined as an event, actual or imminent, which endangers or threatens to endanger life, property, or the environment, and which may halt or hinder the operations of the port.

Table 2 - Hazards Identified Under The Emergency Act

HAZARD	HAZARD MANAGEMENT AGENCY	CONTROLLING AGENCY	STATE HAZARD PLAN
Air Crash	Commissioner of Police	WA Police	Crash Emergency – State Hazard Plan
Animal and Plant Biosecurity	Director General, DPIRD	DPIRD	Animal and Plant Biosecurity – State Hazard Plan
Collapse (r. 15(e))	Fire and Emergency Services (FES) Commissioner	DFES	Collapse – State Hazard Plan
Cyclone	Fire and Emergency Services (FES) Commissioner	DFES	Severe Weather – State Hazard Plan
Earthquake	Fire and Emergency Services (FES) Commissioner	DFES	Earthquake – State Hazard Plan
Electricity Energy Supply Disruption[1] (r. 15(l))	Coordinator of Energy	Coordinator of Energy	Energy Supply Disruption – State Hazard Plan
Fire	Fire and Emergency Services (FES) Commissioner	DFES, the Department of Biodiversity Conservation and Attraction's (DBCA) Parks and Wildlife Service (PWS), and local governments are responsible for fire management in their respective jurisdictions	Fire – State Hazard Plan
Flood	Fire and Emergency Services (FES) Commissioner	DFES	Severe Weather – State Hazard Plan
Gas Energy or Liquid Fuel Supply Disruption[1] (r. 15(k))	Coordinator of Energy	Coordinator of Energy	Energy Supply Disruption – Sate Hazard Plan

[1] Infrastructure Operators are considered the controlling agencies for physical restoration of supply.

HAZARD	HAZARD MANAGEMENT AGENCY	CONTROLLING AGENCY	STATE HAZARD PLAN
Hazardous Material – Biological (r. 15(f))	Chief Executive Officer	Department of Health	Human Biosecurity – State Hazard Plan
HAZMAT – Chemical, radiological or other substance (r. 15(f))	Fire and Emergency Services Commissioner	DFES	HAZMAT – State Hazard Plan
Heatwave (r. 15(m))	Chief Executive Officer	Department of Health	Heatwave – State Hazard Plan
Human Epidemic (r. 15(g))	Chief Executive Officer	Department of Health	Human Biosecurity – State Hazard Plan
Land Search (r. 15(a))	Commissioner of Police	WA Police	Search and Rescue Emergency – State Hazard Plan
Marine Oil Pollution (r. 15(j))	Chief Executive Officer	Department of Transport	Maritime Environmental Emergencies - State Hazard Plan
Marine Search (r. 15(b))	Commissioner of Police	WA Police	Search and Rescue Emergency – State Hazard Plan
Marine Transport Emergency (r. 15(i))	Chief Executive Officer	Department of Transport	Maritime Environmental Emergencies - State Hazard Plan
Radiation NPW (r. 15(c))	Commissioner of Police	WA Police	HAZMAT Annex A Nuclear Powered Warship – State Hazard Plan
Rail Crash PTA	Public Transport Authority	Public Transport Authority	Crash Emergency – State Hazard Plan
Rail Crash ARC Infrastructure	Arc Infrastructure Pty Ltd (Arc Infrastructure)	Arc Infrastructure Pty Ltd (Arc Infrastructure)	Crash Emergency – State Hazard Plan
Road Crash	Commissioner of Police	WA Police	Crash Emergency – State Hazard Plan

HAZARD	HAZARD MANAGEMENT AGENCY	CONTROLLING AGENCY	STATE HAZARD PLAN
Storm	Fire and Emergency Services (FES) Commissioner	DFES	Severe Weather – State Hazard Plan
Space Re-entry Debris (SPRED) (r. 15(d))	Commissioner of Police	WA Police	HAZMAT Annex B SPRED – State Hazard Plan
Hostile Act (r. 15 (n))	Commissioner of Police	WA Police	Hostile Act – State Hazard Plan
Tsunami	Fire and Emergency Services (FES) Commissioner	DFES	Tsunami – State Hazard Plan

For the majority of incidents, the relevant HMA will respond to the incident and manage the hazard specific component in conjunction with Pilbara Ports. Pilbara Ports will manage the impact on port operations and business continuity. For a Maritime Transport Emergency (MTE) and Marine Oil Pollution (MOP) the Harbour Master will assume the role of Incident Controller on behalf of DOT.

This plan integrates with the following Pilbara Ports policies, plans and procedures:

- Crisis Management Plan
- Business Continuity Manual

4.2 State Emergency Response Arrangements

Pilbara Ports holds an active interest in the following State Emergency Management Committees:

- State Emergency Management Committee (SEMC)
- District Emergency Management Committee (DEMC)
- Local Emergency Management Committee (LEMC) and
- Burrup Industries Emergency Management Committee (BIEMC), which meets regularly to discuss Emergency Response Preparedness and related issues and
- Local Marine Oil Pollution Committee (MOP) which meets quarterly

4.3 Supporting Documents

While this document outlines emergency response procedures, it is recommended that this document is read in conjunction with other Pilbara Ports documents.

- Work Health and Safety Management Plan
- Environmental Management Plan

- Incident Management Procedure
- Anhydrous Ammonia Emergency Response Plan
- Pilbara Ports West – Marine Pollution Contingency Plan
- Port of Dampier – Marine Safety Plan
- Port of Dampier Public Berths and Facilities Handbook
- Pilbara Ports Marine West – Cyclone Response Plan
- Dampier VTS Emergency Checklists
- ERC 00 – Dampier Emergency Contact List
- ERC 01 – Aircraft Accident In / Around Port Waters
- ERC 02 – Dangerous Goods (including ammonium nitrate) Emergency
- ERC 03 – Recreational / Commercial Vessel Emergency Situation In / Around Port Waters
- ERC 04 – Break Away from Berth / Not Under Command
- ERC 05 – Bomb or Terrorism Threat
- ERC 06 – Suspected Illegal Entry Vessel (SIEV)
- ERC 07 – Man Overboard (From Vessel or Jetty)
- ERC 08 – Marine Pollution (Oil & Chemical)
- ERC 09 – Medical Evacuation & Flowchart
- ERC 10 – Sudden Death (Fatality) Management Emergency Ashore and at Sea
- ERC 11 – Vessel Fire / Explosion When at Berth
- ERC 12 – Vessel Collison / Grounding / Fire / Explosion When Not at Berth
- ERC 13 – Tsunami Threat to the Port
- ERC 14 – Evacuation of VTSC
- ERC 15 – Anhydrous Ammonia Release
- ERC 16 – Gatehouse Duress Alarm

4.4 Priorities

During operational emergency response the response effort has the following priorities;

- Safety of life
- Minimising the impact on the environment
- Minimising the damage to port infrastructure
- Minimising the impact on port operations
- Ensuring the continuation of adjacent operations
- Recovery

4.5 Reporting Incidents

All incidents shall be reported to Dampier VTS on VHF Channel 11 or 16, UHF Channel 17 or (08) 9159 6556. The Duty Vessel Traffic Services Officer (VTSO) shall record the details of the incident.

4.5.1 Marine

- Vessel Name
- Vessel Location

- Nature of the Emergency
- Number of Casualties
- Assistance required
- Number of Passengers (PAX)
- Actions being taken
- Name and contact details

4.5.2 Landside

- Location
- Nature of the Emergency
- Number of casualties
- Assistance required
- If Emergency Services have been contacted
- Actions being taken
- Name and Contact Details

4.5.3 Aircraft

- Aircraft call sign or description
- Location of the incident
- Nature of the emergency
- Number of PAX
- If Emergency Services have been contacted
- Name and Contact Details

4.6 Pilots Operating Within the Port of Dampier

Marine Pilots on board vessels will assist as directed by the Harbour Master or his delegate.

4.7 Stakeholders Actions

The Harbour Master or delegate will determine the resources required to respond to the incident. Service providers will be contacted by Dampier VTS at the direction of the Harbour Master or his delegate for assistance if required.

All stakeholders or port users not involved in the emergency are to remain well clear of the incident location and not to interfere with, or hamper the response efforts.

4.8 Fire Fighting Resources

A small number of Pilbara Ports staff have received limited fire-fighting training. Resources and expertise are available from local DFES at Dampier, Karratha and from ship crews alongside.

DFES has a volunteer fire brigade. This unit will respond to landside emergencies and boundary cool from the deck of a vessel but will not be deployed internally on a vessel, to

fight a fire. Volunteers trained for shipboard operations could be employed to rescue casualties from a vessel. Where possible, appropriately trained DFES volunteers will be deployed to tugs with firefighting capabilities to assist with the direction of the fire monitors.

Where Aqueous Film Forming Foam (AFFF) is used in landside firefighting response all reasonable and practicable efforts shall be made to contain the foam and prevent the runoff entering the Harbour.

Note: There are strict assessment criteria to be considered before using firefighting foams within the Port of Dampier operating environment. The approval of the Harbour Master must be sought prior to using firefighting foam within the Port's operating environment.

4.9 Cost Incurred

All costs incurred in response to marine incidents, such as pilots, tugs, lines boats or crew transfer vessels shall be invoiced to the vessels agent.

5. INCIDENT MANAGEMENT

5.1 Incident Controller

The Hazard Management Agency is responsible for appointing the Incident Controller (IC). Refer to Table 2.

5.2 Incident Control System

Pilbara Ports has adopted the Australasian Inter Service Incident Management System (AIIMS) for incident management. AIIMS has been adopted to ensure interoperability with all response agencies and to provide a known structure that can be adapted to suit the response requirements.

The IC will assess the required response effort and adjust the size and scale of the response to meet the specific incident requirement. That is, the IC will determine number of responders required and the functional areas that are stood up to form the Incident Management Team.

5.3 Incident Level Classifications

Under the AIIMS Incident management system the following incident classifications are used;

- Level 1 – are generally able to be resolved through the application of local or initial resources only.
- Level 2 - are more complex in size, duration, resource management and risk and may require deployment of jurisdiction resources beyond the initial response
- Level 3 – are generally characterised by a degree of complexity that requires the Incident Controller to delegate all incident management functions to focus on strategic leadership and response coordination and may be supported by national and international resources.

In determining the level of the response, the following shall be considered;

- The nature of the emergency
- The location of the emergency and the ability of responders or emergency services to access the site if required
- The requirement for resources beyond Pilbara Ports Port of Dampier inventory
- The likely duration of the response effort
- The requirement for specialist skills

5.4 IMT Structure

The IMT Structure may include;

- Incident Controller
- Planning

- Operations
- Logistic
- Finance
- Casualty Coordination
- Media

An Investigation into the incident may be conducted by the WA Police (WAPOL), Australian Transport Safety Bureau (ATSB), Australian Maritime Safety Authority (AMSA), DOT Marine Safety Investigation Unit (MSIU), Work Safe WA or Department of Mines and Petroleum. Where the above organisations conduct an investigation, they will perform the role of the investigation function. The IMT is to provide support and assistance as required including ensuring appropriate records and evidence is maintained. Pilbara Ports may also conduct an investigation into an incident.

Media and Public relations will be handled by Pilbara Ports Communications team. The communications team is contactable on;

- Mobile: 0447 072 294
- Email: media@pilbaraports.com

5.5 Salvage and Casualty Coordination

In the event of a maritime casualty, careful management and oversight of the salvage effort is required to ensure it is effective and does not result in further risk to the marine environment or the operations of the port. The vessel owners will engage a salvor to render the casualty to a safe state and deliver the vessel to a specified location. Pilbara Ports has engaged its own contractor to provide salvage advice and related services.

For level 1 incidents a casualty coordination unit will be established within the IMT.

For level 2 and level 3 incidents, a separate casualty coordination IMT will be raised. This will work closely with the salvor and commonwealth agencies to ensure the effectiveness of the salvage effort and the protection of the marine environment.

5.6 Role of the Casualty Coordination Unit

The role of the Casualty Coordination Unit (CCU) will depend on the nature of the incident. The CCU will reside in the IMT where it will be responsible for coordinating the salvage effort from the ports perspective.

The CCU will also liaise with the following;

- Ship master
- Salvor
- DOT
- AMSA
- Port Services (Pilots, Tugs etc.)

The CCU is to ensure that the salvage plan is;

- Adequate
- Properly resourced
- Minimises the potential impact on the environment
- Does not have the potential to create further risk to port infrastructure or operations
- Takes into account forecasted and prevailing weather conditions

5.7 IMT Locations

5.7.1 Incident Control Centre (ICC)

The designated ICC for Dampier is the Marine Operations Incident Control Room in the Dampier Marine Operations Centre (DMOC).

Table 3 - Incident Management Team Locations

FUNCTIONAL AREA	BREAKOUT ROOM	COMMENTS
Incident Controller	Marine Operations Incident Control Room and VTS	TIM is fitted out with the VTS console and VHF radio, providing situational awareness if required.
Planning	Marine Operations Incident Control Room	
Operations	Marine Operations Incident Control Room and VTS	
Finance	Karratha Quarter	
Logistics	Marine Operations Incident Room	
Media	Perth Head Office, Karratha Quarter or DMOC	

5.8 Media

An office at the Pilbara Ports Karratha Quarter or administration building will be made available for the person nominated by the Incident Controller (IC) to liaise with the media during an emergency.

It is of the utmost importance that the media (electronic and print) are informed of progress during an emergency response, particularly in an environmental situation, i.e. a major oil spill.

The media should only be briefed by the CEO or a trained and approved Pilbara Ports media spokesperson.

5.9 Pilbara Ports Preparations

Pilbara Ports has a contract in place with a local provider to provide marine services. These services include the provision of a vessel for normal operation requirements and emergency response requirements.

In Dampier the Harbour Master and Deputy Harbour Masters operate a 24/7 on-call duty Harbour Master roster.

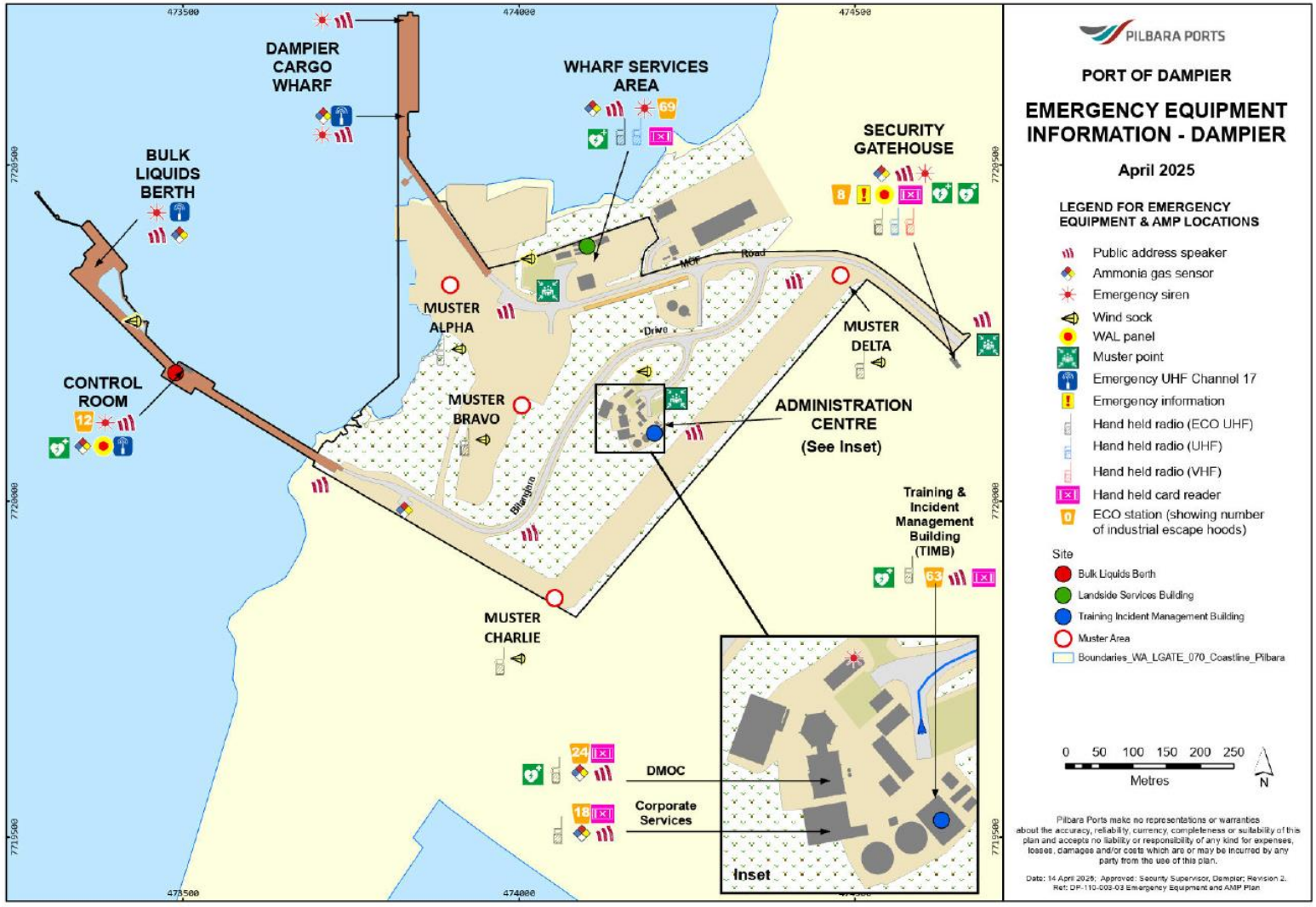
Towage provider licences contain clauses which require service providers to respond to Harbour Masters directions in the case of an emergency.

Contained within Dampier VTS standard operating procedures are a number of emergency response checklists (refer to 4.3 Supporting Documents)

Dampier VTS is operated 24/7 and available as an Incident Control Centre for the relevant HMA to manage any port emergencies. Communications systems include telephones, mobile phones, radio base stations, and portable radios (VHF 11 and 16 and UHF 17 and the Pilbara Ports own ECO UHF network).

Pilbara Ports has a Dampier site Public Address System which may be used in the event of an emergency situation to pass on relevant information and directions.

5.10 Dampier Evacuation Muster / Assembly Points



5.10.1 Muster Point 1: Dampier Marine Operations Centre (DMOC)

Muster Point 1 is situated and sign posted at northern end of the car park adjacent to the DMOC building. All Pilbara Ports administration staff, marine staff and visitors will muster at this point for any emergency situation within the Pilbara Ports building. The ECO will account for all personnel.

5.10.2 Muster Point 2: Landside Services Area

Muster Pont 2 is situated and sign posted at the Landside Operations Office at the western side of the lay-down area. All personnel associated with operations at the DCW are expected to muster at this point where the ECO will account for all personnel.

5.10.3 Muster Point 3: Turn around area at the Security Gate

Muster Point 3 is situated at Truck Turn Around area at the front Security Gate. This can be utilised as a major evacuation point for all personnel associated with the site. Emergency personnel (WA Police and DFES) can also use this position as a control point for access to the affected areas.

5.10.4 Muster Point 4: Situated on Board any Vessel

All commercial vessels operating from the DCW will have a clearly marked designated muster point on board. Any personnel working on board a vessel alongside the DCW should make themselves familiar with the vessel's emergency muster drill. Note in a vehicle close all windows and shut all air conditioning in an anhydrous ammonia loss of containment event.

5.10.5 Leaseholder Muster Points

Leaseholders may designate Muster Points within their own facilities. As required, port users are to make themselves familiar with Leaseholders Emergency procedures including the location of Muster Points and evacuation routes when attending these lease areas.

5.11 Diesel Storage at the Landside Operations Area

Four (4) 55,000 litre capacity storage tanks are situated to the south of Landside Operations Building on the lay-down area. The fuel is piped underground to the approach bridge thence along the edge of the eastern face of the wharf structure. The pipe branches off at four points to deliver fuel to the western face bunkering points. There are eight vessel-bunkering points in total.

The bunker line normally remains full but is purged during cyclone impact preparations.

An emergency shut off switch is positioned on the southern and northern end of the main wharf structure. Activating this switch will shut down the pumping system. The fuel line

can also be manually isolated by turning off the diesel fuel line situated at the beginning of the approach-bridge.

Port users also have the option of utilising other petroleum companies for bunker fuel, which can be delivered directly to the wharf by road tankers.

5.12 Inter-agency and External Liaison

Where the IMT is liaising with another agency (such as DFES or DOT) consideration should be given to include a representative of that agency within the IMT, as a liaison and advisor. This will facilitate better communication and will allow for a more in-depth assessment of the response requirements and ensure a more coordinated and efficient response.

A representative of the vessels Protection and Indemnity Club (P&I Club) may be present within the IMT as an advisor to ensure that there is open communication and involvement for the P&I Club.

5.13 Safety during an Incident

The safety of personnel is the highest response priority. All response activities must be undertaken safely, in compliance with Pilbara Ports policies and standard operating procedures, and with consideration for the risks outlined below.

All personnel must comply with:

- Pilbara Ports Work Health And Safety Policy
- Pilbara Ports Fitness For Duty Alcohol And Drugs Procedure
- Pilbara Ports Fitness For Work Duty Fatigue Management Procedure
- Pilbara Ports Hazard Management Procedure
- Pilbara Ports Personal Protective Equipment (PPE) Procedure
- Pilbara Ports Incident Management Procedure

Where a person's life is at immediate risk or requires immediate first aid, the responders are to make an assessment of the hazards and only when safe to do so provide assistance to the casualty.

Where the safety of life is not threatened, responders are required to complete a Job Hazard Analysis as per the Hazard Management Procedure.

5.14 Preservation of the Scene

The requirements in the Pilbara Ports Incident Management Procedure to preserve the scene are to be complied with at all times.

6. MARINE INCIDENTS

6.1 General Guidance for Marine Operational Emergencies

For all marine operational emergencies, the duty VTSO upon receiving the report will gain the necessary information (who, what, when, where, why, how and actions), from the vessel or stakeholder reporting the incident. The duty VTSO will contact the Harbour Master or delegate and provide the necessary brief. The duty VTSO will take action in accordance with the direction of the Harbour Master and the relevant ERC (VTSOs Emergency Response Checklists).

The following will be considered by the Incident Controller.

- Safety of life
- Control over the vessel is maintained
- The vessel has sufficient resources to be assisted to a safe location
- Minimise the risk to the marine environment
- Minimise the impact on shipping and port operations

A careful assessment of the impact the incident has on shipping will be made by the Incident Controller. The Incident Controller will assess the impact and where the safety of personnel is at risk the operation will be restricted or suspended shipping movements until it is safe to recommence. The impact will be carefully managed with a view to safely facilitate all operations.

6.2 Port Emergency

In the context of operational emergencies, a port emergency is defined as an event that poses significant risk to the safe or continued operation of the port by effecting the;

- Safety of personnel within the port area
- Shipping channel
- Port assets, or
- Port infrastructure.

A Port Emergency can be declared by the following.

- A Marine Pilot, piloting a ship
- The Harbour Master or delegate

A Port Emergency requires the co-ordination and careful allocation of port resources such as marine pilots, tugs/firefighting tugs, helicopters, pilot launches and lines boats. The Harbour Master or delegate will assess the situation, allocate resources as required and monitor the effectiveness of the response.

For all marine incidents where the complexity of the incident warrants a second pilot will be transferred to the vessel to assist with communication and on-scene management of the incident.

Where tugs are used to assist a vessel including alongside and in the anchorage a pilot will be transferred to the vessel to ensure the safe control of the tugs.

6.3 Movement and Control of Shipping

During a Port Emergency the Harbour Master or his delegate shall assess the situation and determine if there is a requirement to suspend shipping. Where shipping is suspended, no vessel shall be moved within the VTS Area (including the anchorage) without the express permission of the Harbour Master. This will be coordinated by the duty VTSO through the normal traffic clearance process.

6.4 Port Emergency VHF Working Channel

Port operators conduct their operations on several VHF and UHF frequencies. Some of these radio frequencies are private. During an emergency all vessels must be able to communicate on a common frequency.

A Marine Pilot, Harbour Master or his delegate may declare a Port Emergency on VHF Channel 11. A Port Emergency will continue until the emergency situation is resolved or is sufficiently stabilised to move back to the normal working frequency.

After the formal declaration of a Port Emergency, Dampier VTS will make a security broadcast on VHF Ch.11 advising of a Port Emergency, and Channel 11 must be kept clear for emergency traffic only. Normal communications with Dampier VTS will be made on VHF channel 16 and then transferred to a working frequency VHF Channel 12, 13 or 14.

6.5 Ship Stability

Where there is concern that a vessel's stability cannot be maintained within safe limits, it shall be immediately reported to the Harbour Master. The Harbour Master and the Master shall assess the situation and take all necessary steps to ensure the safety of the vessel.

6.6 Dangerous Goods

Where dangerous goods (DG) are present on board the Master and crew shall assess the potential for the DG to be affected by the emergency and advise the VTS accordingly. The Harbour Master will assess the situation and determine if DFES assistance is required.

7. SPECIFIC EMERGENCIES

7.1 Anhydrous Ammonia

The DBLB exports Anhydrous Ammonia (Liquid Ammonia) and imports diesel. The export of anhydrous ammonia brings a hazard to the port: the possibility of an uncontrolled release of ammonia and exposure to a subsequent plume of a toxic gas.

An uncontrolled release can have serious consequences as clouds of anhydrous ammonia are subject to the unpredictability of air movement. Clouds can be nearly invisible in some atmospheric conditions but might appear as white clouds when the atmosphere is damp.

For further details refer to

- ERC 15 – Anhydrous Ammonia Release
- Port of Dampier - Anhydrous Ammonia Emergency Response Plan

7.2 Ammonium Nitrate

Ammonium nitrate is an odourless material, which is usually granulated and is white in appearance. Ammonium nitrate can be classified as both a:

- Class 5.1 Oxidizing agent under the Australian Dangerous Goods (ADG) code.
- Hazardous chemical under the Globally Harmonized System (GHS).

It is a strong oxidizer and can react violently with other incompatible materials, so it is very important to store and handle ammonium nitrate correctly.

For further details refer to

- ERC 02 – Dangerous Goods (including ammonium nitrate) Emergency
- Port of Dampier – Ammonium Nitrate handling procedure (A566397)

7.3 Fire on a Vessel Alongside

The Harbour Master will assess the situation and allocate appropriate resources to assist the Master and crew in the response. Firefighting support vessels will be provided to assist the vessel where necessary. The primary use will be used for boundary cooling but can assist with fighting a fire on the deck. Where possible a DFES volunteer firefighter will be placed on the tug to direct the fire monitors.

If the fire on board the vessel results in loss of power or the mooring arrangements rendered inoperable, tugs will be used to hold the vessel alongside if it is considered safe to do so.

Once the fire is extinguished, the damage and condition of the vessel will be assessed and a plan to remove the vessel to a safe location will be implemented.

For further details refer to

- ERC 11 – Vessel Fire / Explosion When at Berth

7.4 Fire on the Vessel Underway

Where a vessel is under way and suffers a fire the pilot or master is to advise Dampier VTS. The Harbour Master in conjunction with the Pilot or master will assess the situation. Considerations will include

- The severity of the fire and the location on-board
- The ability of the ship's crew to respond effectively to the fire
- The location of the vessel and its ability to reach safe water
- Assets required to assist and their availability

Firefighting support vessels will be sent to assist the vessel as above. The Harbour Master and duty pilot will assess the situation and determine the most suitable option including

- Continue the passage to open water
- Anchor
- Berth

For further details refer to

- ERC 12 – Vessel Collison / Grounding / Fire / Explosion When Not at Berth

7.5 Fire on a Vessel in the Anchorage

Where a vessel suffers a fire in the anchorage the vessel shall remain at anchor unless approved to weigh anchor and get underway by the Harbour Master. Firefighting support vessels will be used to assist the vessel with the firefighting response.

For further details refer to

- ERC 12 – Vessel Collison / Grounding / Fire / Explosion When Not at Berth

7.6 Vessel Grounding

Where a vessel grounds a careful assessment of the damage condition of the vessel will be made. The Harbour Master and Duty Pilot will assess the height of tide at the time of grounding and subsequent tides to determine if the vessel is likely to be refloated. Where there is sufficient tidal height and the condition of the vessel allows, the vessel will be refloated as soon as possible and shifted to an anchorage until an assessment of the vessels damage condition can be made.

Where the vessel cannot be refloated or the damage condition is such that the vessel cannot be safely refloated and moved to open water the Harbour Master will assess the situation and determine what services are required. This may include tugs to hold the vessel in place and work boats to transfer personnel and equipment to the vessel.

If a vessel grounds in the berth pocket the vessels steering gear and propellers condition will be carefully assessed. If safe to do so the vessel will be shifted to the anchorage so an assessment of the vessels condition can be made.

For further details refer to

- ERC 12 – Vessel Collison / Grounding / Fire / Explosion When Not at Berth

7.7 Vessel Collision

Where a collision occurs between two vessels tug assistance will be provided if required. Both vessels will, if safe to do so, be allocated an anchorage whilst the damage condition is assessed.

For serious collision a careful assessment of the damaged condition of both vessels will be required. Where vessels are locked together a salvage plan will be required.

For further details refer to

- ERC 12 – Vessel Collison / Grounding / Fire / Explosion When Not at Berth

7.8 Disabled Vessel in the Channel

Where a vessel is disabled in the channel, such as for a main engine failure or blackout, Dampier VTS will mobilise additional tugs to assist the vessel. The Harbour Master will assess the options for the vessel and determine the best course of action based on Under Keel Clearance, the speed of advance and the conditions. In general, the vessel will be taken to open water where possible; if this is not possible the vessel will be towed to the emergency anchorage in Malus Channel or the waiting anchorage off East Intercourse Island.

Careful assessment of the subsequent tides will be undertaken to determine the time the vessel can safely remain in the channel escape.

7.9 Vessel in Channel Hindered by Vessel Ahead

Where a vessel in the channel is disabled or the speed of advance hinders subsequent ships in the channel, the Harbour Master and the Duty Pilot will assess the situation and determine the safest course of action.

Where appropriate, additional towage will be provided to assist the vessels which are hindered by the vessel ahead. So that the vessel can be safely controlled and maintained in the channel.

7.10 Pilot Injured or Incapacitated

Where the Pilot is injured or incapacitated a second Pilot will be immediately transferred to the vessel. In the interim the duty VTSO shall provide assistance to the masters and tugs relating to course over the ground and speed made good. Where the passage cannot

be safely continued the tugs are to arrest the momentum of the ship and hold it in the centre of the channel with the assistance from the VTSO until another Pilot can be transferred to the vessel.

For further details refer to

- ERC 09 – Medical Evacuation & Flowchart

7.11 Mooring line

Mooring lines parting is a risk, all mooring failures shall be reported to the VTS. A Pilot will board the vessel and tug assistance will be provided until the line/s can be rerun or the vessel taken to the anchorage. Where necessary a lines boat will be used.

7.12 Day or Cyclone Mooring Failure

Where a vessel breaks free of its mooring, the duty VTSO will alert all shipping to the incident and attempt to establish contact with the vessel. Where communications with the vessel cannot be established, the Duty VTSO will use vessels of opportunity to tow or push the vessel to safety out of the channel. The vessel will be towed to a safe location until the owner or operator can take control of the vessel.

7.13 Vessel Dragging Anchor

All vessels are responsible for monitoring their position and safety whilst at anchor. Where the vessel observes the anchor is not holding, this is to be reported to Dampier VTS immediately. The Master is to assess the situation and decide whether to pay out more cable or request permission to get underway, re anchor, or steam into weather. The vessel shall keep Dampier VTS apprised of its actions and intentions.

If the vessel is immobilised (note this requires approval) or requires assistance to anchor a pilot and tugs will be allocated to assist the vessel.

7.14 Person Overboard

In the event of a person overboard where the vessel cannot recover the person or the person fell from a wharf or structure Dampier VTS will direct suitable vessels of opportunity in the vicinity to recover the man.

Search and rescue will be conducted as described below.

For further details refer to

- ERC 07 – Man Overboard (From Vessel or Jetty)

7.15 Casualty Evacuation

There are limited local resources for evacuating a casualty from the ship. Where a casualty is unconscious or cannot sit upright without assistance the evacuation shall be coordinated by the Rescue Coordination Centre (RCC) Australia.

If a casualty is transferred by boat, the Hampton Harbour Fuel Jetty or the small craft landing at the DCW will be utilised.

The vessels Agent is responsible for arranging the attendance of the St Johns Ambulance Officer and where the transfer cannot be incorporated into the scheduled pilot transfers the cost will be invoiced to the agent.

For further details refer to

- ERC 09 – Medical Evacuation & Flowchart

7.16 Small Vessel Incidents

Where there is a small vessel incident such as collision, grounding or a small vessel becomes disabled, Dampier VTS will request the assistance of nearby vessels to assist the vessel. The vessel will be towed to a safe place.

Any casualties will be dealt with as above and search and rescue will be as below.

7.17 Search and Rescue

For search and rescue incidents, the WA Police will be notified for state waters and (RCC) Australian will be notified for commonwealth waters. Dampier VTS will request the assistance of small vessels in the area to help find the person.

7.18 VTS Evacuation

Where an incident (fire, bomb threat, cyclone etc) requires the evacuation of the Dampier VTS centre. The duty VTSO will follow the appropriate emergency checklist and relocate to the Landside Operations Manager's office, the TIM building or the Security Gatehouse (whichever is appropriate to the event at the time).

Once the VTSO's are in a safe location they will recommence providing VTS.

For further details refer to

- ERC 14 – Evacuation of VTSC

8. LANDSIDE EMERGENCIES

8.1 General Guidance for Landside Operational Emergencies

For all Landside operational emergencies, the duty VTSO upon receiving the report will gain the necessary information from the person reporting the incident and contact the Harbour Master, the Landside Operations Superintendent or delegate and the Marine Security Guard's (MSG) at the Security Gatehouse. The duty VTSO will take action in accordance with the direction of the Harbour Master and the relevant VTSO Emergency Response Checklists.

During a landside emergency the following general steps are considered by the Incident Controller;

- All staff, contractors and visitors are accounted for and safe (The ECO will assist with this activity)
- Casualties are reported and Emergency Services notified
- Emergency Services Access to the site is facilitated
- The extent of the incident is assessed and the impact on adjacent operations and the safety of the vessel alongside is considered.
- Casualties are treated and removed to safety
- The area is made safe
- Assessment of infrastructure and the feasibility of commencing normal operations are considered.
- Recovery to normal operations

A careful assessment of the impact of the incident on adjacent operations is required. The Incident Controller in conjunction with the Landside Operations Superintendent or delegate, will assess the impact and where the safety of personnel is at risk the operation will be restricted or suspended until it is safe to recommence. The impact will be carefully managed with a view to safely facilitate all operations.

Where a ship is alongside the berth and an incident occurs on the berth or in an adjacent landside area, the Incident Controller will assess the risk the incident poses to the safety of the vessel and its crew. Where necessary the vessel will be removed from the berth and sent to anchorage until it is safe for the vessel to return and cargo operations resumed.

8.2 Fall from Height

Where a person falls from height, the severity of the person's injuries will be assessed and appropriate medical aid will be provided. The contracted maritime security guards (MSG's) can provide first aid. Where appropriate Emergency Services will be notified and their access to the site will be facilitated by the relevant security gate. The MSG's will restrict unnecessary access to the site and have a security officer and vehicle on standby to escort emergency services to the site.

All cargo operation in the immediate area will cease until the casualty has received medical assistance and is removed from the location.

Once the scene has been released, operations will resume.

8.3 Landside Fire

Once the report has been received by the VTS, Emergency Services will be notified and their access to the site will be facilitated by the relevant security gate. The MSG's will restrict unnecessary access to the site and have an MSG and vehicle on standby to escort emergency services to the site.

Where relevant the adjacent buildings and areas will be evacuated with the assistance of the ECO and operations in the vicinity will be assessed to determine if they can safely continue. If a vessel is alongside the wharf and the fire presents a danger to the vessel or the vessels crew the Harbour Master will remove the vessel from the berth until it is safe for the vessel to return.

Once the fire has been extinguished, an assessment of the damage will be made and a recovery plan will be produced and communicated to all relevant Port users.

8.4 Bulk Hydrocarbon Spill Landside

The guidance in this part relates to major landside bulk hydrocarbon spills. Potential major spill sources include road tanker vehicle accidents or transfer pipe. In the event that a report of a major landside bulk hydrocarbon spill within Pilbara Ports controlled land is received, the following actions will be taken;

- Ensure Ship Oil Pollution Emergency Plan (SOPEP) are activated on the vessel and at the terminal (during cargo operations)
- Evacuate the area of the site at risk
- Isolate where possible all potential sources of ignition
- Facilitate Emergency Service access to the site
- Block all drains

Where appropriate, consideration will be given to implementing temporary bunding arrangements to contain the bulk hydrocarbon products. For highly flammable products DFES will more than likely use Aqueous Film Forming Foam (AFFF) to cover the product to reduce the risk of fire. Once the scene has been made safe the product would be recovered.

8.5 Dangerous Goods or Noxious and Hazardous Substance Spills

In the event that a report of a spill of dangerous goods or hazardous and noxious substance spill which present a risk to human health or a risk to the environment within Pilbara Ports controlled port area is received, the following actions will be taken;

- Stop cargo operations
- Evacuate the area of the site at risk
- Isolate where possible all potential sources of ignition
- Facilitate Emergency Service access to the site
- Block all drains

Where appropriate, consideration will be given to implementing temporary bunding arrangements to contain the dangerous goods or hazardous and noxious substance.

Once the scene has been made safe the product would be recovered.

8.6 Blockage of Port Access Roads

The port access road could be blocked for several reasons such as

- Vehicle accident
- Road structural failure
- Issues Motivated Groups, including Protesters

Where the port access road becomes blocked, the priority will be to determine if there are casualties and to facilitate emergency services access to the scene. E.g. helicopter or waterside transport to Hampton Harbour, then access via Dampier Highway.

8.7 Heavy Vehicle Collision

This includes heavy vehicle collision with light vehicles, other heavy vehicles and infrastructure. Once the incident has been reported, the priority is to determine the number of casualties. Emergency Services will be notified and their access to the site will be facilitated by the MSG's. An MSG will restrict unnecessary access to the site and have an MSG and vehicle on standby to escort emergency services to the site.

The landside operations team will assess the situation and determine if cargo operations need to stop.

Once any casualties have been treated and removed from the scene an assessment of the damage will be made and a recovery plan will be developed.

8.8 Cargo Handling Incident

Where there is an incident involving cargo such as a cargo shift, suspended load falling or a collision between a suspended load and infrastructure, the priority will be to determine if there are any casualties. Emergency Services will be notified and their access to the site will be facilitated by the relevant security gate. An MSG will restrict unnecessary access to the site and have an MSG and vehicle on standby to escort emergency services to the site.

Where the cargo shift occurred on a vessel, assessment of the damage condition and stability condition will be made. AMSA will be notified of the incident and any required assistance will be provided to the investigation.

Once any casualties have been treated and removed from the scene an assessment of the damage will be made and a recovery plan will be developed.

9. AIRCRAFT EMERGENCIES LAND / SEA

For all aircraft operational emergencies, the duty VTSO upon receiving the report will gain the necessary information from the vessel or person reporting the incident and contact the Harbour Master. The duty VTSO will take action in accordance with the direction of the Harbour Master and the relevant Emergency Response Checklist

For further details refer to

- ERC 01 – Aircraft Accident In / Around Port Waters

The HMA for air crash is Western Australian Police.

During an aircraft emergency the following general steps are considered by the Incident Controller

- Casualties are reported and Emergency Services notified
- Emergency Services Access to the site is facilitated if appropriate
- Ensure search and rescue operations commence if appropriate
- The extent of the incident is assessed and the impact on adjacent operations and the safety of the vessel alongside is considered.
- Casualties are treated and removed to safety
- The area is made safe
- Assessment of infrastructure and the feasibility of commencing normal operations is considered.
- Recovery to normal operations

Where the aircraft crashes at sea, Dampier VTS will direct suitable vessels in the area to assist the aircraft. Dampier VTS will advise RCC Australia and assist as required with the search and rescue effort.

Pilot transfers will be conducted by pilot launch.

9.1 Helicopter Crash on Vessel

Where the helicopter crashes on the vessel, Dampier VTS will notify the Harbour Master, Emergency services and RCC Australia If required, a second pilot will be transferred to the vessel where safe to do so.

The vessel will be returned to anchor until assistance has been provided to the casualties and an assessment of the damage condition can be made.

10. EXERCISES

Regular exercises will be conducted with Dampier VTS, HMA's, port stakeholders and port users where appropriate. These exercises will be practical where possible. For incidents that cannot be safely replicated, desktop exercises will be held.

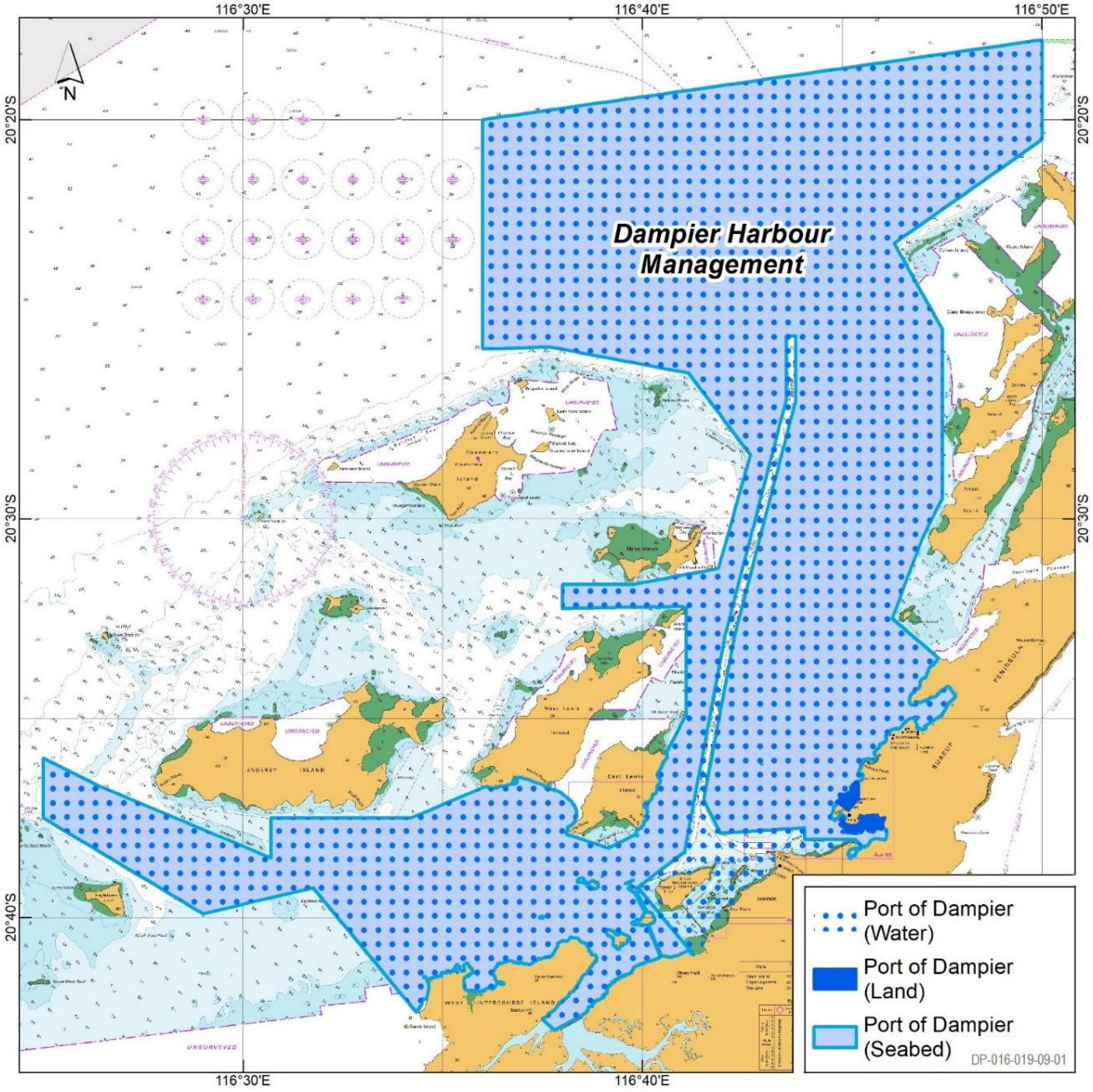
An exercise schedule is used within the Dampier VTS centre.

11. HAZARDOUS AND DANGEROUS GOODS ON THE DAMPIER SITE

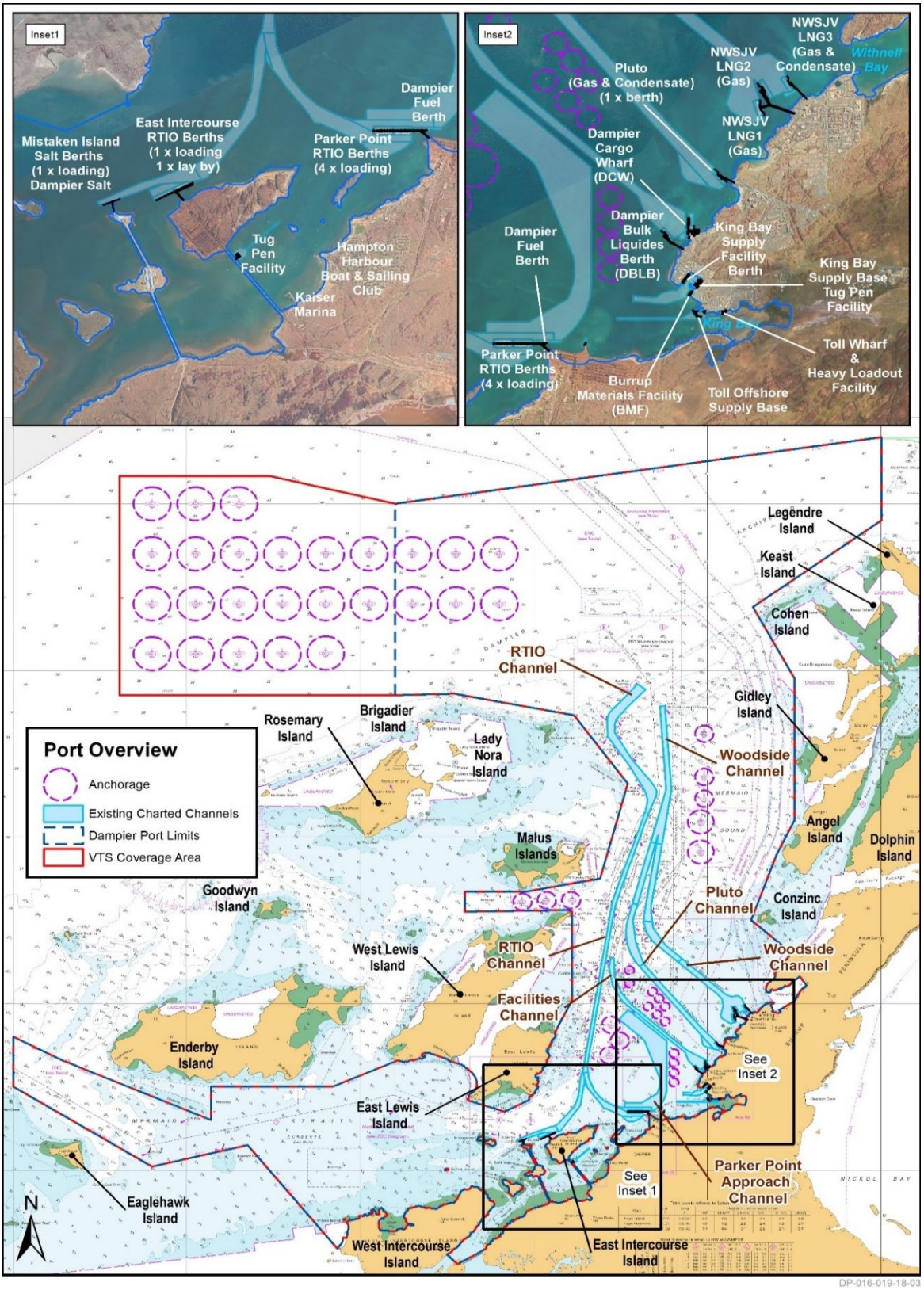
GOODS STORED ON SITE					
Material	**DG Class**	**UN No.**	**Hazardous Property**	**Location on Site**	**Maximum Quantity**
Diesel	C1	OOC1	Combustible (Non-flammable)	Storage Tanks in Lower Lay-down area	4 x 55000 litres
GOODS HANDLED AT THE BLB					
Material	**DG Class**	**UN No.**	**Hazardous Property**	**Location on Site**	**Maximum Quantity**
Anhydrous Ammonia	2.3	1005	Flammable Toxic	Pipeline Aboard Ship	25000 – 40000 tonnes on board fully laden ship.

12. SITE INFORMATION PORT OF DAMPIER (MAPS/DRAWINGS/CHATRS)

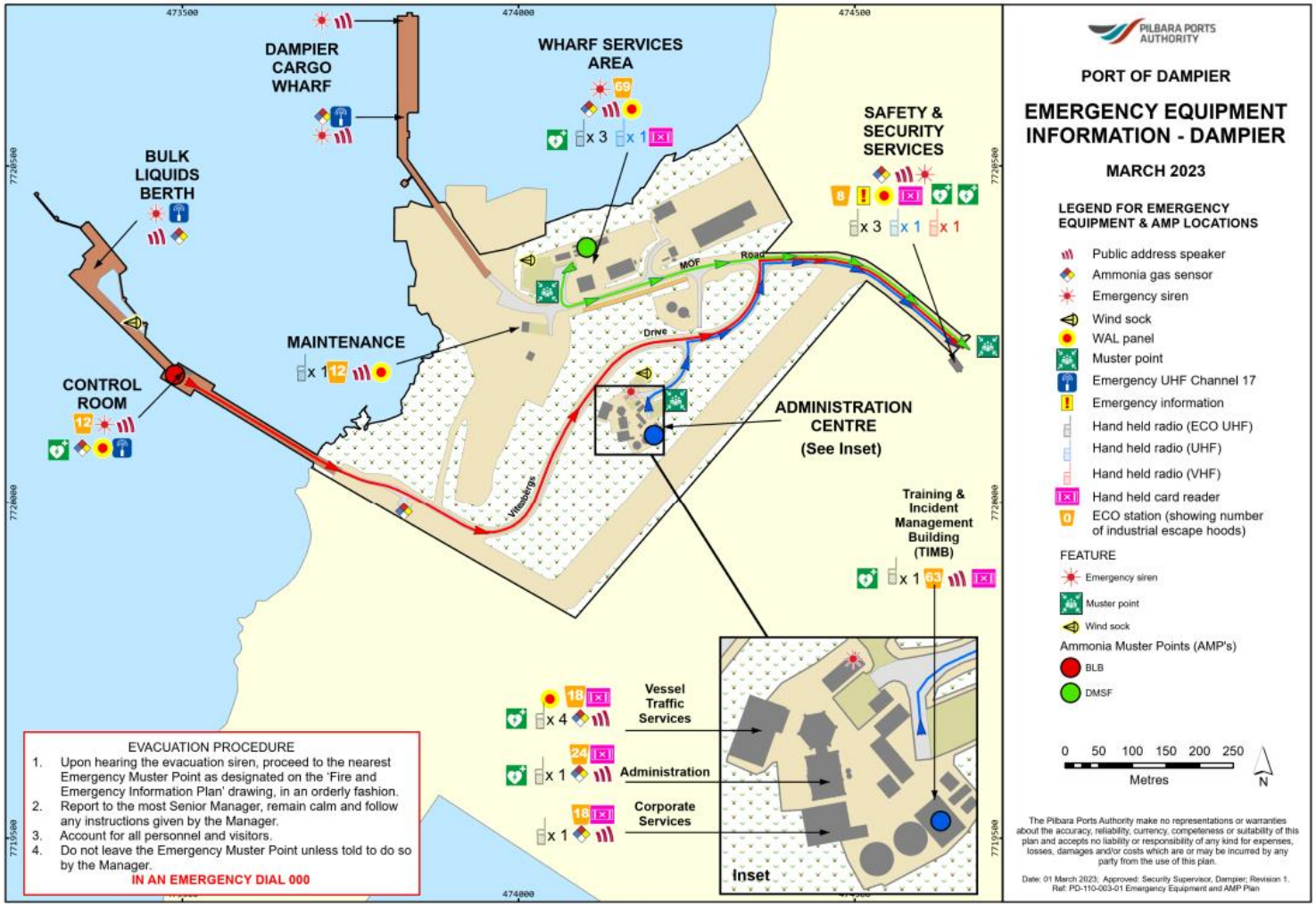
12.1 Map of Port Limits Port of Dampier



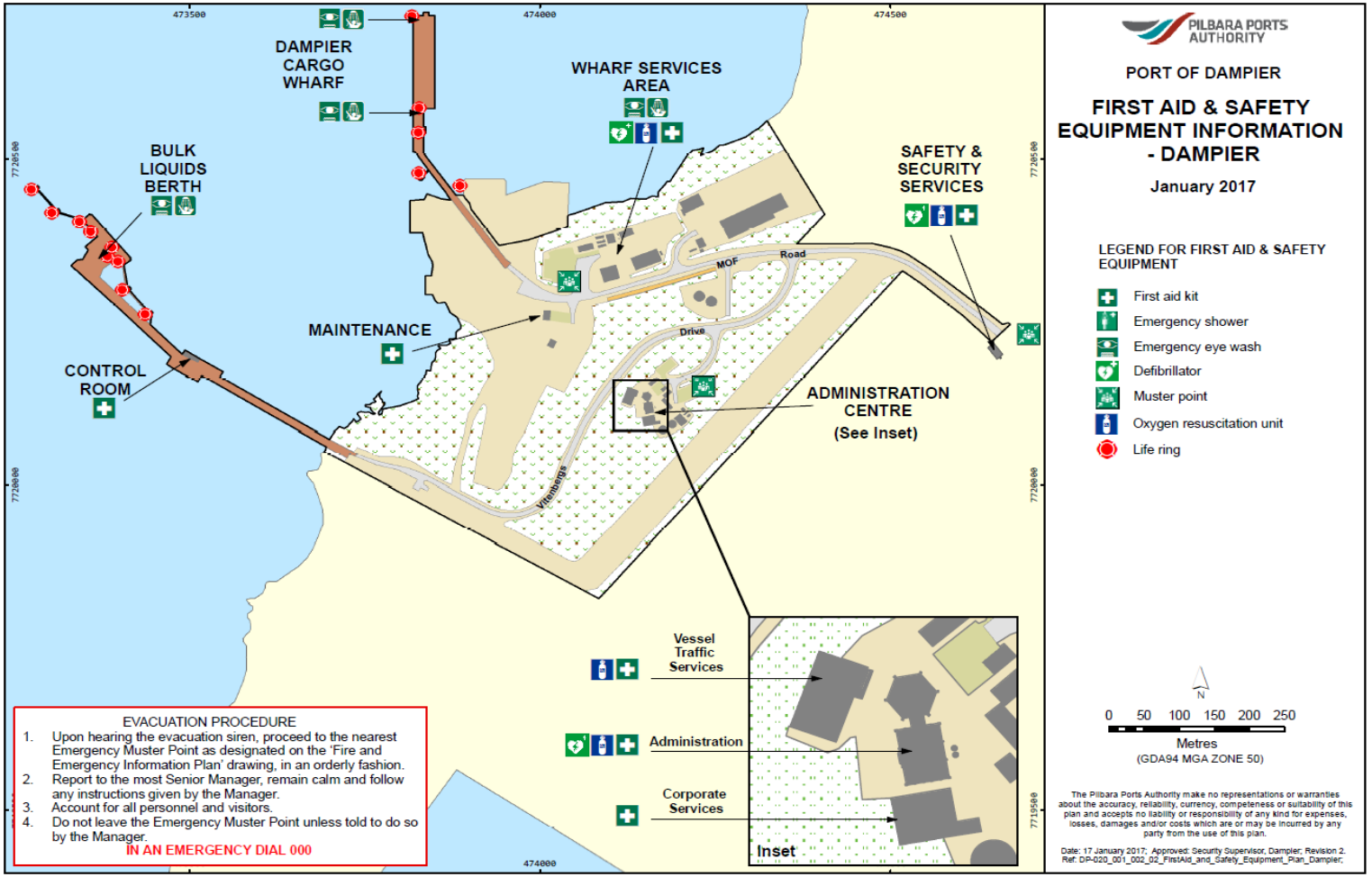
12.2 Port of Dampier VTS Coverage Area



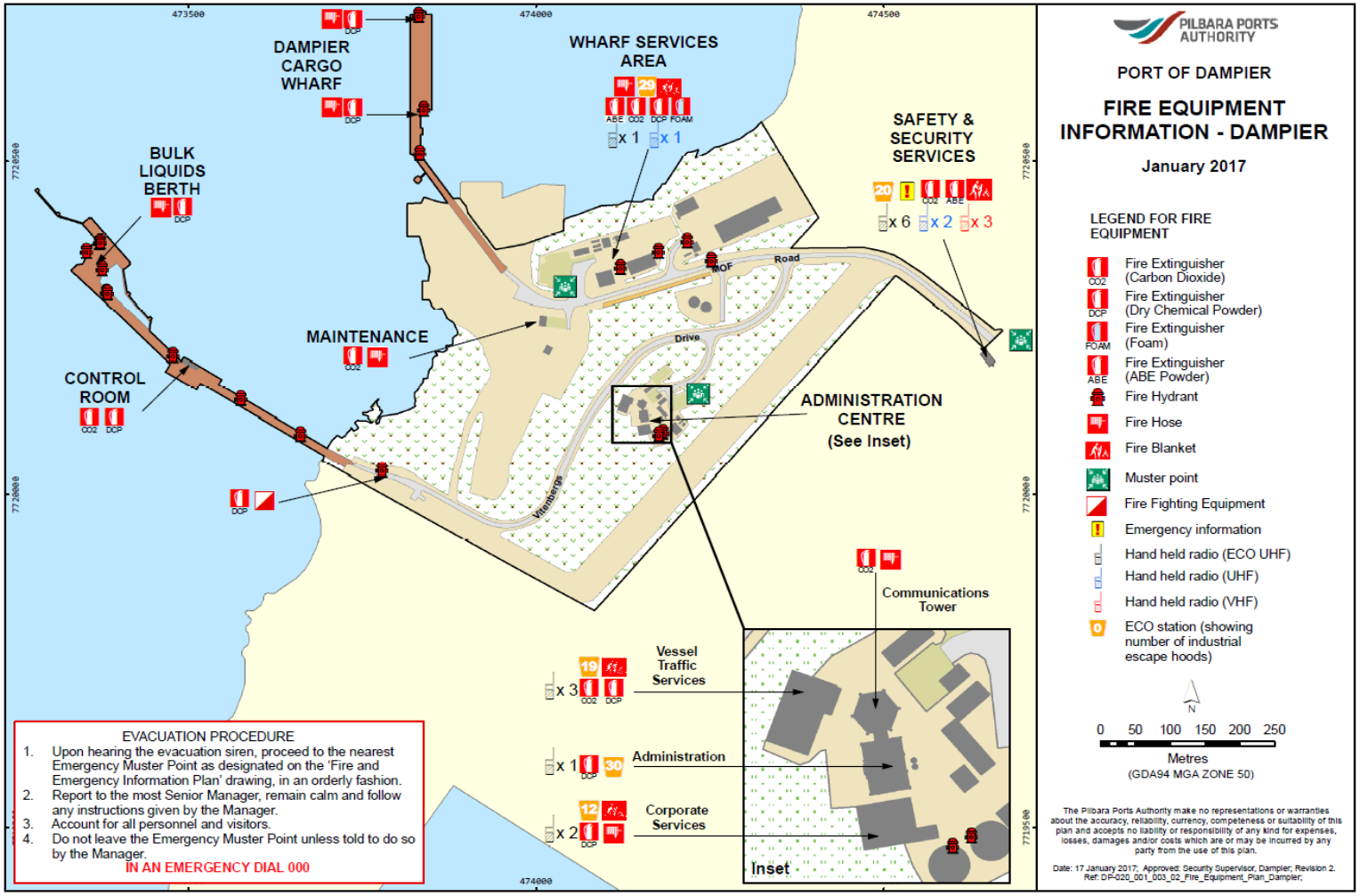
12.3 Emergency Equipment / Muster Points at Dampier – to be updated



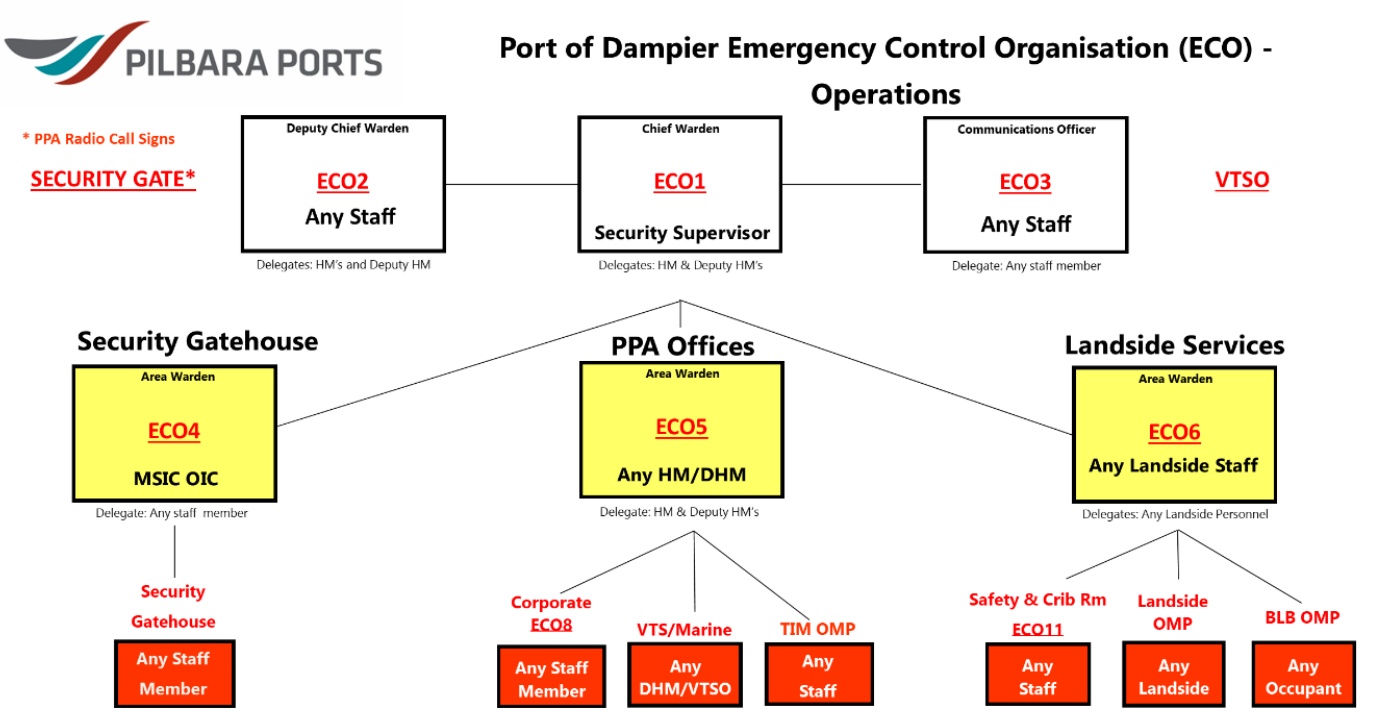
12.4 First Aid and Safety Equipment Map for Dampier



12.5 Fire Equipment Map for Dampier



12.6 ECO Structure and Call Signs



ERS Security will provide first aid on the Dampier site, where possible

NOTE:

During an ammonia muster, ERS will not be in any Operations Muster Place (OMP). They will remain in the Gatehouse.

Accordingly, PPA first aid Officers may assist with first aid at any Muster Point.

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