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1. INTRODUCTION

1.1 DAMPIER BULK LIQUIDS BERTH TERMINAL HANDBOOK

This document has been produced by the Pilbara Ports Authority (PPA) as a reference tool to meet the information needs of the users of the Dampier Bulk Liquids Berth (DBLB) Terminal in the Port of Dampier (The Port). It is intended to provide information to owners, operators, charterers, agents and masters of vessels with regard to safety & security regulations, general conditions, terminal facilities and available services at the DBLB.

While this document covers safety issues and emergency procedures, it is recommended that this document is read in conjunction with other Port emergency preparedness and response documents, including:

- Port of Dampier handbook
- Cyclone response plan
- Marine oil pollution plan
- Emergency response plan
- Anhydrous ammonia emergency response plan

All of these documents are available for download from the Pilbara Ports Authority website.

1.2 PILBARA PORTS AUTHORITY

On 1 July 2014, the Dampier Port Authority amalgamated with the Port Hedland Port Authority to form Pilbara Ports Authority. Pilbara Ports Authority stretches from the Port of Ashburton near Onslow in the south, to the Port of Port Hedland in the north, and includes the future Ports of Anketell and Cape Preston East.

The Pilbara Ports Authority has responsibility for safe and efficient shipping within its waters and the overall planning and development responsibility for port lands.

The PPA vision is “To be the global leader in port planning, operations and marine services”. Our purpose is to facilitate and grow trade in a sustainable manner considering the environment and working with our local communities for the benefit of all Australians.

1.3 PORT OF DAMPIER

Despite being one of the youngest Western Australian ports, the Port of Dampier has been recognised as one of the world’s largest bulk export ports for most of the last 25 years.
It was established in 1963 when Hamersley Iron Pty. Ltd. (Hamersley Iron) entered into an agreement with the State Government that permitted them to develop an iron ore mine at Mount Tom Price and a port in the Dampier Archipelago to facilitate the export of iron ore to world markets.

The area had a significant increase in industry over the next two decades and in response, the WA Government established the Dampier Port Authority (DPA).

The DPA commenced operations on the 1st March 1989. Since its establishment, the DPA, now the PPA, has been responsible for the facilitation of trade within the Port of Dampier and for the overall safety, environmental protection, security and strategic planning of the Port in line with industry demand and economic conditions.

1.4 DAMPIER BULK LIQUIDS BERTH

The Dampier Bulk Liquids Berth was officially opened in December 2005, and the first consignment of anhydrous ammonia was exported by the now Yara International in June 2006.

The DBLB was constructed to promote and support the downstream gas processing industry on the Burrup Peninsula.

The facility was designed to handle other bulk liquid products which future industry may require, including but not limited to, anhydrous ammonia, dimethyl ether, diesel and methanol. The facility can also be converted to a Bulk Solids Berth if required in the future.

Provision has been made for a staged expansion of the facility to accommodate an additional two berths, with the dredging for the second facility already completed.

1.5 DISCLAIMER

The information contained in this handbook is believed to be correct at the time of issue. However the PPA does not guarantee the accuracy of the information and accepts no liability for any damage, delay or loss resulting from any such inaccuracy.
## 1.6 Abbreviations

<table>
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<th>Description</th>
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</thead>
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<td>ABF</td>
<td>Australian Border Force</td>
</tr>
<tr>
<td>AMSA</td>
<td>Australian Maritime Safety Authority</td>
</tr>
<tr>
<td>DBLB</td>
<td>Dampier Bulk Liquids Berth</td>
</tr>
<tr>
<td>DoA</td>
<td>Department of Agriculture</td>
</tr>
<tr>
<td>DFES</td>
<td>Department of Fire and Emergency Services</td>
</tr>
<tr>
<td>HM</td>
<td>Harbour Master</td>
</tr>
<tr>
<td>IALA</td>
<td>International Association of Lighthouse Authorities</td>
</tr>
<tr>
<td>IMO</td>
<td>International Maritime Organisation</td>
</tr>
<tr>
<td>MSIC</td>
<td>Maritime Security Identification Card</td>
</tr>
<tr>
<td>OSV</td>
<td>Offshore Support Vessels</td>
</tr>
<tr>
<td>PPA</td>
<td>Pilbara Ports Authority</td>
</tr>
<tr>
<td>The Act</td>
<td>Port Authorities Act 1999</td>
</tr>
<tr>
<td>VTS</td>
<td>Vessel Traffic Services</td>
</tr>
</tbody>
</table>

## 1.7 DBLB Principal Dimensions

- Berthing basin has a declared depth of 12.4 metres (August 2015) and an approach of 11 metres.
- Vessel capacity is 20,000 to 55,000 tonnes displacement.
- 500 metre long jetty, comprising 15 spans of 32 metres and a 20 metre access bridge.
- A 37 metre x 34 metre loading platform constructed using precast concrete pile caps, beams and planks.
- A cast in-situ concrete deck and four mooring and four berthing dolphins constructed as open hallow precast boxes infilled with in-situ concrete.
• An 850 metre long access road to the wharf, and adjacent services corridor including services - electrical and communications, hydraulics and fire protection systems.

1.8 EXPORTS

The DBLB is currently used to export Anhydrous Ammonia (Liquid Ammonia) on a 12 inch line.

1.9 IMPORTS

The DBLB is currently used to import Marine Grade Diesel Oil on a 12 inch line.

1.10 SHIP ACCEPTANCE

All ships calling at the terminal 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.

1.11 ENVIRONMENTAL SENSITIVITY

The Port of Dampier and surrounding areas offer a pristine environment to a variety of wild life including sea birds, marine mammals and fish. All visiting vessels must comply with MARPOL and any additional port requirements that are in place.

1.12 QUARANTINE

Australia has a strict ballast water management system. The Department of Agriculture is responsible for the day to day management of ballast water issues and conducts regular inspections on vessels arriving in the Port of Dampier.

Masters are to ensure that their own systems on board are adhered to and make every attempt to prevent the introduction of exotic marine pests into the ocean.

1.13 AUSTRALIAN MARITIME SAFETY AUTHORITY

All vessels may be subject to Port State Control Inspections by Australian Maritime Safety Authority (AMSA) surveyors. Please note that deficiencies
may result in the vessel being detained in the port and can result in costly repairs.

1.14 SCHEDULE OF PORT CHARGES

The current schedule of port charges is available from the PPA website located at http://www.pilbaraports.com.au/Port-of-Dampier/Port-Operations/
2. SHIPS SERVICES

2.1 BUNKERING

Bunkering is not available at the DBLB, however, tankers visiting the DBLB can bunker at the bunkering anchorages BA1, BA2 or BA3. The only product that is available via the bunker barge is Marine Grade Diesel Oil. Vessels can obtain the services of the bunker barge by making arrangements through their local shipping agent.

2.2 POTABLE WATER

Potable water is available at the DBLB. Potable water is dispensed at a rate of approximately 50 tons per hour. Shore connection is to be supplied by agent or terminal operator.

Vessels planning on taking on significant amounts of potable water (>500m³) should ensure, via the PPA duty Landside Operations Coordinator, that sufficient water is available and that no restrictions are in place.

2.3 SHIPPING AGENTS

There are several shipping agents available in Dampier. The choice and appointment of an agent is purely at the ship owner or charterer’s discretion.

2.4 SPARE PARTS AND PROVISIONS

Karratha is a major industrial hub and most spare parts, stores and provisions are available with notice. Orders should be placed well in advance via your vessels normal logistics chain or your shipping agent.

Supplies can be loaded at the berth however crane size is limited to 1 x 50T mobile crane at the loading platform. PPA should be contacted directly when crane access is required. Cranes will not be permitted access during bulk transfer operations.

Larger or heavier stores can be loaded via barge, utilising ships cranes, with prior arrangement. Contact your local shipping agent.

2.5 REPAIRS

The option to undertake repairs of vessels is limited whilst alongside the DBLB. Approval of requests is dependent on requirement, berth availability and available labour.
Repairs that will immobilise propulsion or steering are not permitted whilst alongside the DBLB without HM permission.

2.6 MEDICAL

Medical facilities are available in Karratha and include

- Hospital – Nickol Bay Hospital
- Dentists
- Pharmacies
- Pathology centres
- Optometrists
- Health services such as Physiotherapists, Chiropractors etc

2.7 BANKING FACILITIES

Several large banking organisations are located in Karratha. ATM’s are located in Karratha and the nearby town site of Dampier.

2.8 SHORE LEAVE

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

Ships staff that hold a valid MSIC and have completed a PPA site induction have full unescorted access to the PPA site. Staff 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.

There is a seafarer’s centre in Dampier (www.dampierseafarers.org) which can be contacted on +61 8 9183 1424 or via you ships agent.

The following activities are strictly prohibited at the PPA

- 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 to alcohol affected person/s on site. Staff 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 will result in shore access being revoked for the entire ships complement.
Further information on the PPA’s fitness for work policy may be found on the PPA website.

3. LOCATION AND METEOROLOGICAL CONDITIONS

3.1 LOCATION

The DBLB is located in the Port of Dampier at position 20° 37.1’ S, 116° 45.1’E.

This is in the Pilbara region on the North West Coast of Western Australia. For more details on the Port and surrounding Islands see NP13 Australian Pilot Volume 1.

3.2 LOCAL TIME

Local time, known as Western Australian Standard Time (WST) is UTC plus 8 hours. Daylight saving time (summer time) is not observed in Western Australia.

3.3 CLIMATE

This is a hot arid region. Temperatures in the Pilbara are consistently high and often exceed 35°C Celsius throughout the summer months (November to March) and individual temperatures of 48 degrees and above can be reached however this is rare on the coast.

The average rainfall is 230 mm.

3.4 WINDS

Prevailing winds are west to south westerly during the summer months (October to March) except during cyclonic activity, and easterly during winter months (April to October). South Westerly winds average between 15 to 20 knots, Easterly winds between 20 to 25 knots.

BLB operations are reviewed in the event of strong winds – berthing, sailing, loading plus numbers of tugs are dependent on the wind strength status. See section 6.1, Berthing Parameters.

3.5 CYCLONES

During the summer months, Dampier and the surrounding areas may be affected by tropical cyclones. The official cyclone season is from 1st November to 30th April with usually three or more cyclones per year passing close to the port. During periods of regional cyclonic activity, the storms can be intense, with wind speeds in excess of 100 knots.
In the event that the Port of Dampier is closed on the approach of a cyclone, the berth must be evacuated in accordance with Harbour Master’s directions and vessels ordered to sea.


### 3.6 SWELL

Swell within the port is usually minimal, except after cyclones when larger swells will come from the north. Swell monitors are fitted to strategic navigation beacons. Berthing and cargo transfer operations are subject to swell conditions.

### 3.7 TIDES

- MHWS 4.4 m
- MHWN 3.1 m
- MSL 2.7 m
- MLWN 2.2 m
- MLWS 0.9 m

*(ANTT 2015)*

Refer to the latest Admiralty Tide Tables and Australian National Tide Tables for further information.

Flood tide flows to the West and ebbs to the East at up to 1.5 knots.
4. NAVIGATION

4.1 CHARTS AND PUBLICATIONS

Masters should ensure they are in possession of the latest edition and corrected charts for the Port of Dampier. Charts and publications for the Port area are:

- AUS 57 Dampier Archipelago
- AUS 58 Port of Dampier
- AUS 59 Port of Dampier (Northern Sheet)
- AUS 60 Port of Dampier (Southern Sheet)
- AUS 741 Approaches to Dampier
- Admiralty List of Lights, NP Vol. “K”
- Admiralty List of Radio Signals Vol. 5
- Australian Pilot Volume 1
- Port of Dampier Handbook (Recommended)

4.2 CHANNEL, BERTH AND SWING BASIN PARTICULARS

<table>
<thead>
<tr>
<th>Location</th>
<th>Length</th>
<th>Depth (LAT)</th>
<th>Width</th>
</tr>
</thead>
<tbody>
<tr>
<td>Approach Channel</td>
<td>3.6 NM</td>
<td>11 m</td>
<td>168 m</td>
</tr>
<tr>
<td>Swing Basin</td>
<td>-</td>
<td>11 m</td>
<td>-</td>
</tr>
<tr>
<td>Berthing Pocket</td>
<td>330 m</td>
<td>12.4 m</td>
<td>53 m</td>
</tr>
</tbody>
</table>

4.3 NAVIGATION AIDS

Australia uses the IALA buoyage system (Region A). The DBLB channel is marked with lateral channel markers plus onshore and offshore leads. A Port Entry Light (PEL) is located in front of the Port of Dampier administration building to assist vessels transiting the channel to and from the Dampier Cargo Wharf and the DBLB. The light is a normally configured sector light rated to 3NM.

4.4 PILOTAGE

Pilotage is compulsory requirement in the Port of Dampier. Pilot services in the Port of Dampier are currently provided by Argonaut Marine Group.
Requests for pilots should be made via your ship’s agent, giving at least 24 hours’ notice.

ETA at the boarding ground should be confirmed at least 2 hours before arrival and again one hour out from sea buoy by calling ‘Dampier VTS’ on VHF channel 11.

For vessel’s berthing at the DBLB, the Pilot will normally board the vessel at Pilot Boarding Ground Delta. This is indicated on charts Aus 57 and 58.

Typically, the pilot will be conveyed to the pilot boarding ground via pilot boat. Whilst the pilot is boarding, the vessel must make a suitable lee and maintain a speed of 6 to 8 knots when embarking or disembarking their pilot. The pilot ladder must be prepared to meet SOLAS regulations and ISO standards, 1.5 metres above the water with a heaving line standing by.

Further pilot direction can be found in the Client Information Pack from the AMG website and the Port of Dampier Handbook which is on the PPA website.
5. COMMUNICATIONS

5.1 CHANNELS

Dampier Vessel Traffic Services call sign is “Dampier VTS”. The following channels are used in the Port of Dampier:

<table>
<thead>
<tr>
<th>Channel</th>
<th>Length</th>
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<tbody>
<tr>
<td>VHF 16</td>
<td>Emergency and calling</td>
</tr>
<tr>
<td>VHF 11</td>
<td>Dampier VTS</td>
</tr>
<tr>
<td>VHF 9</td>
<td>Pilots and tugs</td>
</tr>
<tr>
<td>VHF 73</td>
<td>DBLB and DCW operations</td>
</tr>
<tr>
<td>VHF 74</td>
<td>Port working channel</td>
</tr>
<tr>
<td>HF 8113, 12263</td>
<td>Weather warning services (hourly)</td>
</tr>
<tr>
<td>UHF 17</td>
<td>PPA site wide emergency calling</td>
</tr>
</tbody>
</table>

5.2 NOTICE OF ARRIVAL

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

The agents will inform the Port 48 hours and 24 hours prior to the ETA of a vessel and will submit a berth application online.

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

The Master and / or agent is required to provide notices of arrival in accordance with PPA regulations. Further information is available in the Port of Dampier Handbook.

5.3 ARRIVAL CONDITION (VESSEL)

Maximum berthing draft will be relayed by the agent or terminal operator on advice from the pilot or Harbour Master.
5.4 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.

Any Port permit requirements (see section 9) identified must have an approval prior to the specified work commencing.

5.5 DBLB ARRIVAL REPORTING & BERTHING PRIORITY

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

1. Berth applications for every vessel expected at the berth should be submitted seven (7) days prior to the vessel's arrival at the port in line with the present requirements.
2. Every vessel calling at the berth must issue the PPA with a seventy two (72) hour and forty eight (48) hour notice of arrival at the berth.
3. The notice of arrival is for ETA to the berth, not to the anchorage or to the port limits. This notice could be tendered by the vessel's Master, the vessel's agent or the terminal loading master/ shore officer directly to the PPA wharf managers at email address wharfmanagers@pilbaraports.com.au
4. On receipt of the forty eight (48) hour notice of arrival, the PPA will allocate the berth to that vessel with a six (6) hour berth preparatory period allocated to that particular operation. This six (6) hour period will immediately precede the vessel's notice of arrival at the berth.
5. The PPA should be kept updated about the vessels progress when the vessel is twenty four (24) hours from the berth, especially if there are any changes to the vessel's schedule.
6. Berthing requests made at short notice will not be given any priority over another vessel that has tendered a notice of arrival in line with the protocol laid out in this section.
7. If a berthing request is made by a vessel at short notice, the PPA may offer the berth to this vessel on the proviso that this vessel leaves the berth allowing the other party to prepare the berth for its operation at or before the berth allocation time.

The above reporting is used to allocate berth priority (see section 6.2) by the Landside Operations team.

Every effort will be taken to schedule vessels as per the above but under no circumstances, either implied or communicated, does Pilbara Ports Authority guarantee a berth at the DBLB at any time.
5.6 ANCHORAGE

It may not always be possible for vessels to berth on arrival at the DBLB due to other vessels, weather conditions, ongoing maintenance etc. If required to anchor, the ship’s agent or Dampier VTS will inform vessels of anchorage position prior to arrival.

Depending on availability and the vessels arrival drafts, vessels visiting the DBLB will be assigned one of the Inner Anchorages (IA2 to IA5). If unavailable, vessels will be assigned an appropriate ‘Petroleum and Explosive Anchorage’, approximately 6.0 nautical miles NE of the Sea Buoy. This is indicated on charts AUS 57 and 58. A vessel does not require a pilot to approach and anchor at any of the above mentioned inner anchorages but will require a pilot for the passage from the Inner Anchorage to the DBLB.

Tankers are not permitted to anchor outside designated anchorages except in an emergency.
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 within an arc from the northern end of the DBLB to the Pluto LNG Jetty exclusion zone to ensure overall port efficiency is maintained.

Maximum wind strengths for berthing are typically;

- 20 knots - NE to E
- 25 knots - all other quadrants

Under no circumstances is a vessel to be berthed when a cyclone watch or warning is current or anticipated to come in to force during the expected stay alongside.

Arrival and departures to this berth are allowed at all hours except;

- When there is a ship Mediterranean moored at the Heavy Load Out facility (East of the DBLB). Daylight berthing only once approved by HM and Pilot.
- if informed otherwise by the HM

The DBLB has a berthing basin depth of 12.4 metres, an arrival channel of 11m and an approach of at least 11 metres and can accommodate vessels from 20,000 up to 55,000 tonnes displacement.

Berth Specifications

- Loading Arm for liquid ammonia: 12 inch
- Loading arm for diesel: 12 inch
- Fresh water line: 8 inch
- Mobile cranes approved for use on the DBLB: 1 by 50t or 1 by 20t.

6.2 BERTHING PRIORITY

Berth priority is typically decided by the reporting procedure required in section 5.5, however, the Harbour Master reserves the right to alter the berthing order for reasons of overall port efficiency.

If there is any coinciding of schedules even after the reporting process is followed, the PPA will make every attempt to resolve the issue by consulting with involved parties. After consultation, if there is no mutual agreement, the PPA’s decision will be final and binding.
If both parties mutually agree to make a change to their berthing arrangements due to their individual circumstances, the PPA must be notified of this change in berthing arrangement by both parties in writing.

6.3 PROCEEDING TO BERTH

Prior to the vessel proceeding to the berth, the pilot will brief the master of the intended passage, berthing and mooring arrangements and initiate the pilot/master exchange of information.

Both anchors should be ready for letting go, but retained in the hawse pipes clear of mooring ropes.

6.4 TOWAGE AND MOORING OPERATIONS

Tugs and Stevedores should be booked through the ships agent and will then be available to assist in mooring and unmooring. The number of tugs used will depend on the size of the vessel, the prevailing weather conditions and in accordance with Pilot/Harbour Master consultations.

6.5 MOORING EQUIPMENT

Ships winches must always be in good working condition. All roller leads must be free. It is of upmost 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 combination manual/automatic quick release hooks. There are 4 berthing dolphins and 4 mooring dolphins detailed in Appendix 2 – DBLB Technical Drawing. Mooring points consist of a combination of 60t and 75t single, double and triple hooks.

Vessels arriving at the BLB terminal are to ensure that they can meet the mooring line policy as shown in section 6.5. Mooring ropes should be adjusted as dictated by changing tidal height and the vessels’ condition.

Dampier is a busy port and the Bulk Liquids Terminal is West of the Dampier Cargo Wharf, the Heavy Load Out (HLO) facility, and East of the Phillip Point anchorage. The LNG/LPG/Condensate terminals are East of the DBLB terminal. There are numerous movements of offshore supply vessels in the vicinity of the terminal.

The consequences of a chemical/oil tanker breaking away from a berth can be disastrous especially during a cargo transfer. It is a Port requirement that mooring lines are checked and tended to 24 hours per day but at least
physically checked no less than hourly to ensure they remain effective and ranging is minimised.

6.6 MOORING LINE REQUIREMENTS

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

- All mooring lines used by vessels berthed at Pilbara Ports Authority 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 except where powered capstans are provided (DBLB only) and then, only where nylon tails are in use.
- 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 mooring lines are to be properly tended 24 hours per day by a competent person whilst a vessel is moored alongside.

Any vessel moored alongside a Pilbara Ports Authority 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.

6.7 FIREWIRES

The PPA accepts the Oil Companies International Marine Forum (OCIMF) Ports and Terminal Committee (PTC) recommendation that the use of “fire-wires” or “Emergency Tow-Off Pennant Systems” (ETOPS) should be eliminated from general use and that they should not be generally considered essential equipment for vessel safety.
7. POLLUTION

7.1 MARPOL

All vessels shall comply with MARPOL 73/78, Annex 1 to 6, Marine Orders parts 90 to 95 inclusive, Australian Federal legislation and WA State legislation.

The Port of Dampier maintains a strict environmental monitoring plan in keeping with the sensitivity of an adjacent world-class Marine Park. Further information can be obtained from the PPA Environment and Heritage team.

7.2 POLLUTION PRECAUTIONS

Scuppers and freeing ports must be properly plugged and all precautions taken to avoid any spillage.

Pollution prevention equipment for handling small spills should be readily available.

In the event of any cargo leakage occurring, all transfer operations must be stopped until the cause has been ascertained and the defect remedied.

7.3 REPORTING GUIDELINES

All pollution incidents or potential pollution incidents must be immediately reported to the Harbour Master via Dampier VTS in the following manner;

- Marine VHF 11
- Emergency phone numbers (See appendices)

The PPA, with the assistance of the vessel’s crew, operating staff and other port users, will respond accordingly to contain and recover the pollutants. However, the Master must, if it is safe to do so, make every attempt to stop the pollutants from entering the environment and to make an initial attempt to contain it. After the initial response, a full report in writing must be provided to the Harbour Master as per the Accident/Incident Report Guidelines.
8. INCIDENT REPORTING

8.1 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.

8.2 REPORTING GUIDELINES

All incidents and near misses that occur at the DBLB facility, 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 which does not result in injury, illness, damage, or any other impact, but with potential to do so.

8.2.1 VESSEL INCIDENTS AND NEAR MISSES

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

- VHF 11 (Port vessel working channel)
- VHF 16 (Port vessel emergency channel)
- (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

8.2.2 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 770 859

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 wharfmanagers@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.
9. OCCUPATIONAL SAFETY AND HEALTH AND SECURITY

9.1 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.

9.2 SAFE WORK PROCEDURES

9.2.1 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 in the Terminal. 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. Read in conjunction with the PPA - Drug & Alcohol Policy. Frequent random alcohol and drug testing is carried out on the PPA site.

9.2.2 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 hookup or disconnection of cargo transfer equipment.

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

All baggage may be inspected by the security officer at the gate.

General visitors to the ship will only be allowed on board with permission from the Harbour Master or the DBLB user at the time.

9.2.3 ELECTRONIC EQUIPMENT

Only intrinsically safe electronic equipment, including radios, can be used at the terminal whilst a vessel is alongside. All car radios, VHF, UHF must be turned off. Digital and flash camera must not be used. Mobile phones and pagers must be switched off prior to going into the terminal. Mobile phones and pagers must only be used inside the ships accommodation.

9.2.4 FIRST AID

A first aid kit is available in the Terminal Control Room and at other key locations around the site. Refer to site map at appendix 1.
9.2.5 GANGWAY

An automated Ship to Shore gangway provides safe access to and from the ship. It is 18m long (fully extended), 11m long (fully retracted), has a range of motion of 195 degrees horizontally, 26 degrees vertically up and 45 degrees vertically down. The vessel’s Master or the jetty operator in consultation with the vessel’s Master is responsible to ensure that this access remains safe at all times whilst alongside and to remove the gangway should the situation become unsafe.

Only personnel trained in its use should operate the equipment. The gangway must be left with the control handle located to “in operation” mode when not in use.

9.2.6 HAZARDOUS MATERIALS

The BLB 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, terminal operators and ships are to have extensive emergency plans in place. These plans are to be used in conjunction with the PPA’s emergency response plans.

Any dangerous goods other than the bulk product being transferred via existing infrastructure must have a DG permit in place to transfer form ship/shore/ship.

All cargoes must have relevant Material Safety Data Sheets (MSDS).

9.2.7 LIGHTING

The BLB is fitted with permanent lighting stations that provide light for the whole jetty deck area. However, supplementary ex rated portable flood lighting 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 procedure.

If ex rated 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.
9.2.8 PROTECTIVE CLOTHING AND SAFETY EQUIPMENT

PPE must be worn at all times on the DBLB, 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
- Steel toe-capped boots, and
- Safety glasses

Personal Flotation Devices (PFD’s) are required when on the lower walk-way.

9.2.9 WORKING ALONE

Any personnel working on the DBLB either alone or out of sight of other personnel must ensure their own personal safety and as a minimum;

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

9.2.10 PERMIT SYSTEM

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

9.2.11 SMOKING

Smoking is prohibited anywhere on the DBLB or in the control room.

Smoking may be permitted in designated smoking areas aboard vessels as long as all on board protocols are complied with.

9.2.12 VEHICLES AND TRAFFIC

Contractors, agents and any other persons required to visit the vessel shall keep the number of vehicles parked at the BLB control room to a minimum. No vehicle is permitted beyond the control room during loading/discharge operations.

Any vehicle parked on the DBLB at any time of the day shall be reverse parked, left unlocked with the keys in the ignition. Unmanned vehicles must be switched off.
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.

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

**9.3 SECURITY**

There is a 200 metre exclusion zone for unauthorised commercial vessels and recreational craft around the berth at all times. Please report any breaches of this zone to Port Security immediately.

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

All Marine Industry Participants using the terminal must be signatories to the Port of Dampier Maritime Security Plan. The proponent using the DBLB has, by agreement, responsibility for terminal security whilst their vessel is using the terminal.

Any crew members embarking or disembarking for shore leave or crew change must proceed directly to designated transport vehicles. No crew should loiter on the wharf.

Any person/s requiring unescorted access to the DBLB i.e. maintenance personnel or ships agents, must have completed all PPA requirements for such access including inductions and MSIC cards. Further information can be obtained from the PPA MSIC office.
10. EMERGENCY PREPAREDNESS

10.1 EMERGENCY PROCEDURES

For any emergency, raise the alarm and then contact Dampier VTS on VHF channel 11 or 16 or alternatively UHF 17. Give the port officer as much information as possible regarding the incident. The port officer will then contact the appropriate authority to deal with the situation.

For emergency telephone numbers, see Table 1.

10.2 GENERAL PRECAUTIONS

Vessels moored at the terminal 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 jetty.

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 Dampier Harbour Master.

Tugs 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.

10.3 FIRE

Due to the nature of the DBLB and the potential for catastrophic consequences because of fire the following instructions and requirements will be complied with, in conjunction with ships emergency plans, Port emergency plans and DFES requirements.

10.3.1 FIRE PRECAUTIONS

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

Fire hoses shall be connected to the fire main on the main deck and adjacent to the manifolds ready to be run out. Foam monitors adjacent to the manifolds should be ready for immediate use.

The international ship/shore connection shall be readily available.

At least two portable fire extinguishers of the dry powder / foam type shall be kept adjacent to the manifold.

The use of matches and lighters is prohibited except in designated smoking areas. Personnel outside these areas should not carry
matches, lighters or other sources of ignition and must use intrinsically safe equipment.

Fire hydrants should be tested by terminal operators prior to connecting the wharf to the vessel for the loading or discharge of any product. Fire hydrants should be run for at least 30 seconds with the valve fully opened to ensure all supply valves are open.

10.3.2 FIRE APPLIANCES ON SHORE

As a minimum, the listed firefighting equipment and precautions shall be in place and in working order prior to any bulk transfers. Refer Appendix 3 (Fire MIMIC) for locations.

- Fire hydrants and hose connection points are spaced at intervals along the length of the wharf.
- Fire hose cabinets containing hoses, branches and fog spray nozzles are strategically placed.
- Portable fire extinguishers in service.
- 2 manual alarm points.

The jetty can accommodate local fire and emergency service vehicles. PPA staff regularly check serviceability of all items however it is the terminal operators responsibility to ensure they are conversant with location and use of all equipment and any outstanding maintenance items.

10.3.3 FIRE ALARM

Vessel discovering fire on board or on shore will sound repeated long whistle blast signals and use every other available means to report the fire to shore side personnel.

In the event of a fire or major incident on the PPA site, a siren will sound.

The siren is tested at 0900hrs every Tuesday. Advice of any drill or exercise that requires the use of the siren outside of this time will be promulgated in advance.

10.3.4 TERMINAL ACTION – FIRE ON BOARD

The critical safety issue is to contain the fire to the vessel and to avoid damaging the piers and loading equipment. The Terminal control room will shut down loading / discharging immediately and isolate the jetty.
Tugs, in combination with the terminal, will use their fixed firefighting systems to cool the vessel. The tugs can be used to pull the vessel off the jetty if there is a significant risk to the terminal.

10.4 AMMONIA

Anhydrous ammonia is a highly toxic chemical and all precautions should be taken to prevent or mitigate any leaks. Comprehensive emergency plans are in place for the DBLB terminal however the following points should be noted.

10.4.1 WARNING SYSTEM

There are numerous ammonia detectors on the PPA site. If ammonia is detected or there is some other indication of a suspected leak the Ports emergency siren will be sounded.

The Ports emergency siren is an oscillating air raid tone. The siren is tested at 0900 every Tuesday and is always preceded by a P.A. message.

10.4.2 RESPIRATORY PROTECTION

It is a requirement that all terminal operators provide industrial escape hoods, as a minimum to all staff and other contracting groups that regularly visit the DBLB.

The PPA supplies a small number of escape hoods however these are intended for PPA staff or for visitors and/or other personnel who do not have permanent operations on site.

10.4.3 MITIGATING MEASURES

In the event of an ammonia gas release there are two mitigating measures for individual personnel

- Shelter in place: This is always the first response in an ammonia gas release event.
- Site evacuation: An evacuation will only be conducted when ordered by the Chief Warden.

10.4.4 MASTERS RESPONSIBILITIES

The ship Master is to ensure that all officers and crew are conversant with ships emergency plans as well as the PPA emergency plans. The Master is further required to comply with all PPA specific requirements as directed by the HM.
11. OPERATIONS

11.1 SAFETY DOCUMENTS FOR LOADING AND DISCHARGE

Various safety documents are required to ensure industry standards have been met in order to provide a safe and successful transfer of product. Such forms and documents will be supplied by the terminal operator’s representative, and will include:

- Ship/shore safety checklist
- Ship/shore transfer communications
- Fire safety
- Security Information
- Smoking Warning
- Load/Discharge Information

NB The terminal reserves the right to refuse to load or discharge a tanker if any hazardous deficiencies are identified and remain unresolved.

11.2 CONDITIONS TO BE OBSERVED ONBOARD DURING CARGO OPERATIONS

An officer and a deck watchman equipped with an intrinsically safe portable radio is to be on duty at all times.

Relevant items in the ship/shore safety check list must be checked by both parties.

Any unsafe conditions must be immediately reported to Dampier VTS and operations stopped until the situation is rectified.
12. DOCUMENTATION

12.1 DOCUMENTATION - TERMINAL

Documentation requirements to be provided to the terminal operator by ship’s agents prior to ship arrival are:

- Ship’s name and IMO number.
- Flag.
- Name of Master.
- Arrival drafts.
- Departure drafts.
- Arrival displacement.
- Departure displacement.
- Quantity of cargo to be loaded/discharged.
- Stowage plan
- Maximum loading/discharging rate.
- Quantity of slops on board (water and oil).
- Provide Terminal with list of names of crew on board.

12.2 DOCUMENTATION – PORT

Documentation to be provided to the Port is listed below. The below documents can be provided to the PPA via shipping agent.

- Notice of arrival – Master must ensure that 24 hours’ notice of arrival is given to PPA.
- Berth application – located on the PPA website. Applications are received up to 21 days prior to arrival. Contact Landside Operations Coordinator
- Vessel summary form – to be completed within 24 hours of departure. Available on the PPA website.
- Permits – Any work not directly related to ship operations or cargo movements will typically require a permit. Permits are issued by the PPA and should be applied for at least 24 hours prior to requirement. Permit flow charts and procedures can be found on the PPA website.
13. APPENDICES

- Appendix 1 – Emergency Response Locations
- Appendix 2 – DBLB Technical Drawing
- Appendix 3 – DBLB services drawing
- Table 1 – Key Contact Numbers
APPENDIX 1 - EMERGENCY RESPONSE LOCATIONS

ANHYDROUS AMMONIA
EMERGENCY RESPONSE PLAN
April 2015
## APPENDIX 2 - DBLB TECHNICAL DRAWING

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APPENDIX 3 – SERVICES DIAGRAM

Port of Dampier Bulk Liquids Berth

Legend
- Sacrificial Anodes System
- Berthing Dolphin
- Mooring Dolphin
- Fire Hydrant
- Fire Alarm (Break glass)
- Fire Extinguisher DCP
- Fire Fighting Equipment
- Emergency Eye Wash
- Emergency Shower
- Emergency Siren
- First Aid Station
- Life Buoy
- Wind Sock
- Potable Water
### TABLE 1 - KEY CONTACTS

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<th>EMERGENCY SERVICES</th>
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<td>POLICE – General</td>
<td>131 444</td>
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<td>NICKOL BAY HOSPITAL</td>
<td>(08) 9143 2333</td>
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<td>DEPARTMENT OF TRANSPORT – ACCIDENTS/INCIDENTS</td>
<td>(08) 9431 1000</td>
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<td>Dampier VTS</td>
<td>(08) 9159 6556</td>
<td>0428 888 800</td>
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<tr>
<td>Harbour Master</td>
<td>(08) 9159 6565</td>
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<tr>
<td>Deputy Harbour Master (Operations)</td>
<td>(08) 9159 6508</td>
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<td>Deputy Harbour Master (Traffic)</td>
<td>(08) 9159 6546</td>
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<td>Health &amp; Safety Coordinator</td>
<td>(08) 9159 6503</td>
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<td>Security &amp; Emergency Response Coordinator</td>
<td>(08) 9159 6520</td>
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<td>Duty Landside Operations Officer</td>
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<td>0427 770 859</td>
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<td>Security Gatehouse</td>
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