# CONTENTS

## HISTORY AND OVERVIEW

1. The Town of Port Hedland  
2. Climate  
3. Cyclones  

## VISION, VALUES AND OBJECTIVES

## PORT INFORMATION

1. PPA’s Vessel Acceptance to Port of Port Hedland  
2. Vessel Defect Reporting and Port Impacts  
3. Vessel Traffic Service (VTS) Area  
4. Port Limits  
5. Seaward Approaches  
6. Port Entry and Depth  
7. Anchorages  
8. Tidal Information  
9. Communications  
10. Local Marine Notices

## SERVICES

1. Traffic Management Plans  
2. Parking  
3. Stevedoring  
4. Watchmen / Safety Officers  
5. Mooring
<table>
<thead>
<tr>
<th>Section</th>
<th>Description</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>4.6</td>
<td>Mooring Lines</td>
<td>23</td>
</tr>
<tr>
<td>4.7</td>
<td>Line Running</td>
<td>23</td>
</tr>
<tr>
<td>4.8</td>
<td>Mooring line / Cavotec failure</td>
<td>23</td>
</tr>
<tr>
<td>4.9</td>
<td>Bunkering</td>
<td>24</td>
</tr>
<tr>
<td>4.10</td>
<td>Water</td>
<td>24</td>
</tr>
<tr>
<td>4.11</td>
<td>Lighting</td>
<td>24</td>
</tr>
<tr>
<td>4.12</td>
<td>Telephone</td>
<td>24</td>
</tr>
<tr>
<td>4.13</td>
<td>Cargo Lay Down and Storage Facilities</td>
<td>24</td>
</tr>
<tr>
<td>4.14</td>
<td>Workboats</td>
<td>25</td>
</tr>
<tr>
<td>4.15</td>
<td>Marine Surveyors</td>
<td>25</td>
</tr>
<tr>
<td>4.16</td>
<td>Repair Facilities</td>
<td>25</td>
</tr>
<tr>
<td>5.</td>
<td><strong>BERTHS AND BULK HANDLING FACILITIES</strong></td>
<td>26</td>
</tr>
<tr>
<td>5.1</td>
<td>Public Berths</td>
<td>26</td>
</tr>
<tr>
<td>5.2</td>
<td>Launch Service</td>
<td>26</td>
</tr>
<tr>
<td>5.3</td>
<td>Tug Pens</td>
<td>27</td>
</tr>
<tr>
<td>5.4</td>
<td>Under Construction</td>
<td>27</td>
</tr>
<tr>
<td>5.5</td>
<td>Berth Depths</td>
<td>27</td>
</tr>
<tr>
<td>5.6</td>
<td>Maximum Berthing Displacements</td>
<td>27</td>
</tr>
<tr>
<td>5.7</td>
<td>PH No.1 Berth (PH1)</td>
<td>28</td>
</tr>
<tr>
<td>5.8</td>
<td>PH No.2 Berth (PH2)</td>
<td>29</td>
</tr>
<tr>
<td>5.9</td>
<td>PH No.3 Berth (PH3)</td>
<td>30</td>
</tr>
<tr>
<td>5.10</td>
<td>PH No.4 Berth (PH4) Utah Bulk Handling Facility</td>
<td>32</td>
</tr>
<tr>
<td>5.11</td>
<td>BHP Nelson Point (NPA &amp; NPB)</td>
<td>35</td>
</tr>
<tr>
<td>Section</td>
<td>Page</td>
<td></td>
</tr>
<tr>
<td>---------------------------------------</td>
<td>------</td>
<td></td>
</tr>
<tr>
<td>5.12. BHP Nelson Point (NPC &amp; NPD)</td>
<td>36</td>
<td></td>
</tr>
<tr>
<td>5.13. BHP Finucane Island (FIA &amp; FIB)</td>
<td>37</td>
<td></td>
</tr>
<tr>
<td>5.14. BHP Finucane Island (FIC &amp; FID)</td>
<td>38</td>
<td></td>
</tr>
<tr>
<td>5.15. Fortescue Metals Group (FMG) – Anderson Point Berths (AP1, AP2 &amp; AP3)</td>
<td>39</td>
<td></td>
</tr>
<tr>
<td>5.16. Fortescue Metals Group (FMG) – Anderson Point Berths (AP4 and AP5)</td>
<td>40</td>
<td></td>
</tr>
<tr>
<td>5.17. Roy Hill Iron Ore (RHIO) SP1 &amp; SP2 Berths</td>
<td>41</td>
<td></td>
</tr>
<tr>
<td>6. SHIPPING INFORMATION</td>
<td>43</td>
<td></td>
</tr>
<tr>
<td>6.1. Towage Fleet</td>
<td>43</td>
<td></td>
</tr>
<tr>
<td>6.2. Heaving Lines</td>
<td>44</td>
<td></td>
</tr>
<tr>
<td>6.3. Towlines</td>
<td>45</td>
<td></td>
</tr>
<tr>
<td>6.4. Loadlines</td>
<td>46</td>
<td></td>
</tr>
<tr>
<td>6.5. Hydrometer Readings</td>
<td>46</td>
<td></td>
</tr>
<tr>
<td>6.6. Tug Allocation (All Berths)</td>
<td>46</td>
<td></td>
</tr>
<tr>
<td>6.7. Larger Vessels</td>
<td>47</td>
<td></td>
</tr>
<tr>
<td>6.8. Use of Propellers Alongside Berths</td>
<td>48</td>
<td></td>
</tr>
<tr>
<td>6.9. Main Engine Immobilisation</td>
<td>48</td>
<td></td>
</tr>
<tr>
<td>6.10. Life Boat Drills</td>
<td>49</td>
<td></td>
</tr>
<tr>
<td>6.11. Barge Operations within the Port</td>
<td>50</td>
<td></td>
</tr>
<tr>
<td>6.12. Tankers</td>
<td>50</td>
<td></td>
</tr>
<tr>
<td>6.13. Berthing Priority</td>
<td>51</td>
<td></td>
</tr>
<tr>
<td>6.14. Wharf Labour and Cargo Handling Averages</td>
<td>51</td>
<td></td>
</tr>
<tr>
<td>6.15. Berthing Drafts</td>
<td>51</td>
<td></td>
</tr>
<tr>
<td>Section</td>
<td>Title</td>
<td>Page</td>
</tr>
<tr>
<td>---------</td>
<td>----------------------------------------------------------------------</td>
<td>------</td>
</tr>
<tr>
<td>6.16</td>
<td>Strong Wind Warnings</td>
<td>52</td>
</tr>
<tr>
<td>6.17</td>
<td>Dynamic Under Keel Clearance (DUKC®)</td>
<td>53</td>
</tr>
<tr>
<td>6.18</td>
<td>Cargo Stowage Factors</td>
<td>54</td>
</tr>
<tr>
<td>6.19</td>
<td>Vessel Traffic Services</td>
<td>55</td>
</tr>
<tr>
<td>7.</td>
<td>PILOTAGE</td>
<td>57</td>
</tr>
<tr>
<td>7.1</td>
<td>Information for Masters</td>
<td>57</td>
</tr>
<tr>
<td>7.2</td>
<td>Safety Requirements for Mooring, Making Fast and Letting Go of Tugs</td>
<td>58</td>
</tr>
<tr>
<td>7.3</td>
<td>Exemptions</td>
<td>58</td>
</tr>
<tr>
<td>7.4</td>
<td>Vessel Defect Reporting and Port Impacts</td>
<td>58</td>
</tr>
<tr>
<td>7.5</td>
<td>Pilot Boarding Requirements</td>
<td>58</td>
</tr>
<tr>
<td>7.6</td>
<td>Required Boarding Arrangements for Pilot</td>
<td>60</td>
</tr>
<tr>
<td>8.</td>
<td>SECURITY</td>
<td>62</td>
</tr>
<tr>
<td>8.1</td>
<td>Port Security</td>
<td>62</td>
</tr>
<tr>
<td>8.2</td>
<td>Port ID Number</td>
<td>62</td>
</tr>
<tr>
<td>8.3</td>
<td>National Security Authority contact details:</td>
<td>62</td>
</tr>
<tr>
<td>8.4</td>
<td>Maritime Security Identification Card (MSIC)</td>
<td>62</td>
</tr>
<tr>
<td>8.5</td>
<td>Port Inductions</td>
<td>63</td>
</tr>
<tr>
<td>8.6</td>
<td>Crew Shore Leave</td>
<td>64</td>
</tr>
<tr>
<td>8.7</td>
<td>Cargo Security Procedures and Operations</td>
<td>64</td>
</tr>
<tr>
<td>9.</td>
<td>ENVIRONMENTAL MANAGEMENT</td>
<td>65</td>
</tr>
<tr>
<td>9.1</td>
<td>Overview</td>
<td>65</td>
</tr>
<tr>
<td>9.2</td>
<td>Heritage</td>
<td>65</td>
</tr>
<tr>
<td>9.3</td>
<td>Flora and Fauna</td>
<td>66</td>
</tr>
<tr>
<td>Section</td>
<td>Page</td>
<td></td>
</tr>
<tr>
<td>------------------------------------------------------------------------</td>
<td>------</td>
<td></td>
</tr>
<tr>
<td>9.4. Fishing</td>
<td>66</td>
<td></td>
</tr>
<tr>
<td>9.5. Dust, Light and Noise</td>
<td>66</td>
<td></td>
</tr>
<tr>
<td>9.6. Water, Sediment and Soil</td>
<td>66</td>
<td></td>
</tr>
<tr>
<td>9.7. Cleaning / Washing Vehicles, Plant, Equipment</td>
<td>66</td>
<td></td>
</tr>
<tr>
<td>9.8. Washdown Facility</td>
<td>67</td>
<td></td>
</tr>
<tr>
<td>9.9. Environmental Incident Reporting</td>
<td>67</td>
<td></td>
</tr>
<tr>
<td>9.10. Hydrocarbon Spills</td>
<td>67</td>
<td></td>
</tr>
<tr>
<td>9.11. Introduced Marine Pests</td>
<td>68</td>
<td></td>
</tr>
<tr>
<td><strong>10. OCCUPATIONAL HEALTH AND SAFETY MANAGEMENT</strong></td>
<td>72</td>
<td></td>
</tr>
<tr>
<td>10.1. Hazard and Incident Reporting</td>
<td>72</td>
<td></td>
</tr>
<tr>
<td>10.2. Risk Based Hygiene Monitoring</td>
<td>73</td>
<td></td>
</tr>
<tr>
<td>10.3. Communication</td>
<td>73</td>
<td></td>
</tr>
<tr>
<td>10.4. Reporting</td>
<td>73</td>
<td></td>
</tr>
<tr>
<td><strong>11. WORK PROCEDURES AND REQUIRED PERMITS</strong></td>
<td>74</td>
<td></td>
</tr>
<tr>
<td>11.1. Work Requiring a Permit</td>
<td>74</td>
<td></td>
</tr>
<tr>
<td>11.2. Hot Works</td>
<td>74</td>
<td></td>
</tr>
<tr>
<td>11.3. Abrasive Blasting and Painting</td>
<td>74</td>
<td></td>
</tr>
<tr>
<td>11.4. Excavation</td>
<td>74</td>
<td></td>
</tr>
<tr>
<td>11.5. Working at Heights</td>
<td>75</td>
<td></td>
</tr>
<tr>
<td>11.6. Confined Spaces</td>
<td>75</td>
<td></td>
</tr>
<tr>
<td>11.7. Isolation and Tagging Operations</td>
<td>75</td>
<td></td>
</tr>
<tr>
<td>11.8. High Voltage Access</td>
<td>75</td>
<td></td>
</tr>
<tr>
<td>Section</td>
<td>Description</td>
<td>Page</td>
</tr>
<tr>
<td>---------</td>
<td>-------------</td>
<td>------</td>
</tr>
<tr>
<td>11.9</td>
<td>Diving Operations</td>
<td>75</td>
</tr>
<tr>
<td>11.10</td>
<td>Drone Operations</td>
<td>76</td>
</tr>
<tr>
<td>11.11</td>
<td>Photography</td>
<td>76</td>
</tr>
<tr>
<td>11.12</td>
<td>Work Requiring Notification / Approval</td>
<td>76</td>
</tr>
<tr>
<td>12.</td>
<td>PORT AND TOWN SERVICES</td>
<td>78</td>
</tr>
<tr>
<td>12.1</td>
<td>Seafarers Centre</td>
<td>78</td>
</tr>
<tr>
<td>12.2</td>
<td>Amenities</td>
<td>78</td>
</tr>
<tr>
<td>12.3</td>
<td>Seafarer’s Bus Schedule / Transfer Launches</td>
<td>78</td>
</tr>
<tr>
<td>12.4</td>
<td>Religious Services</td>
<td>78</td>
</tr>
<tr>
<td>12.5</td>
<td>Medical and Dental Facilities</td>
<td>79</td>
</tr>
<tr>
<td>12.6</td>
<td>Provisions</td>
<td>79</td>
</tr>
<tr>
<td>13.</td>
<td>GOVERNMENT AGENCIES</td>
<td>80</td>
</tr>
<tr>
<td>13.1</td>
<td>Australian Maritime Safety Authority (AMSA)</td>
<td>80</td>
</tr>
<tr>
<td>13.2</td>
<td>Department of Agriculture and Water Resources</td>
<td>80</td>
</tr>
<tr>
<td>13.3</td>
<td>International Vessel’s Quarantine Pre-Arrival Reporting (QPAR)</td>
<td>81</td>
</tr>
<tr>
<td>13.4</td>
<td>Additional Requirements for Cruise and Naval Vessels</td>
<td>81</td>
</tr>
<tr>
<td>13.5</td>
<td>Deaths or Illness in Transit Onboard International Vessels</td>
<td>82</td>
</tr>
<tr>
<td>13.6</td>
<td>Crew Sign-offs</td>
<td>82</td>
</tr>
<tr>
<td>13.7</td>
<td>Animals onboard International Vessels</td>
<td>82</td>
</tr>
<tr>
<td>13.8</td>
<td>Landing Goods (other than cargo)</td>
<td>82</td>
</tr>
<tr>
<td>13.9</td>
<td>Vessel Ballast Water Requirements</td>
<td>83</td>
</tr>
<tr>
<td>13.10</td>
<td>Quarantine Waste</td>
<td>83</td>
</tr>
<tr>
<td>13.11</td>
<td>Australian Border Force</td>
<td>83</td>
</tr>
</tbody>
</table>
14. EMERGENCIES AND MISCELLANEOUS 87
14.1. Emergency Procedures 87
14.2. Miscellaneous 87
14.3. Practical Ship Safety Information 87
15. SERVICE AND CONTACT DIRECTORY 88
16. GLOSSARY 95
1. HISTORY AND OVERVIEW

Archaeological excavations indicate that Aboriginal people have occupied the Pilbara coast for at least 50,000 years. Port Hedland is located within the traditional lands of the Kariyarra people who call the harbour Marapikurrinya.

The coast of Western Australia was visited by numerous mariners and explorers prior to the foundation of the Swan River Colony in 1829. However, it was not until 1863 that the vessel ‘Mystery’ dropped anchor in a mangrove inlet on the North West Coast. This inlet was subsequently given the name of Port Hedland after the Master of the ‘Mystery’, Captain Peter Hedland.

From then until the late 1930s, the port was mainly used for the import of stores and producer items for the local industries, and the export of pearl shell, wool, livestock, gold, tin and small amounts of copper.

After the Second World War, the port continued to serve the pastoral industry, and began to export significant quantities of manganese.

In 1965 the iron ore industry, as we know it today, began in the port when Goldsworthy Mining Ltd (now BHP Iron Ore) dredged an approach channel and turning basin for ships of up to 65,000 Dead Weight Tonnes (DWT). At the same time the Leslie Salt Company (now Dampier Salt Ltd) commenced development of a solar salt industry. A new land backed wharf was built to cater for salt exports and to improve the facilities available for the import of fuel and producer items.

Subsequently the Mt. Newman Mining Company (now BHP Iron Ore) chose Port Hedland as its export port, and further dredging and development took place to allow the use of the port by very large bulk carriers of up to 120,000 DWT. With advanced technology the size of vessels was increased, and vessels of up to 315m in length, and 185,000 DWT, were accepted.

In 1975/76 further work was carried out when extensions to the turning basin and some channel widening took place, allowing ships of up to 225,000 DWT to access the port.

In 1986 major capital dredging was undertaken to deepen the channel by 2.5m. The end result, in conjunction with a computerised Under Keel Clearance programme, allowed the port to accommodate ships of up to 335m LOA and 260,000 DWT.
The channel at Port Hedland is now 22 nautical miles (nm) in length varying in both width and depth with minima of 162m and 14.8m respectively. Gated pairs of synchronised beacons, which are maintained and owned by the port authority, mark the channel to Port limits 10nm offshore. The Outer Channel (beyond Port Limits) which varies in width from 250m to 470m is marked by 13 synchronised beacons owned by the Commonwealth and maintained by the Australian Maritime Safety Authority.

The port’s shiploader on No.1 Berth was commissioned in June 2001 to serve a number of mineral export needs however, since September 2010 this shiploader has been used solely for concentrates. The berthing pocket at No.1 Berth was deepened to 13.2m in 2003 to accommodate Panamax sized vessels. In 2005, the port extended No.1 Berth by 131m to allow greater flexibility in ever increasing trade.

Today, the Port of Port Hedland continues to predominantly serve the mining industry of the Pilbara. Although iron ore continues to be the dominant export trade, similarly important to the regional economy are exports of salt, manganese, copper concentrates, livestock, spodumene and industrial tourism (cruise ships).

The port became the first in Australia to exceed 100 million tonnes in the fiscal year 2005/06, and since then the demand for iron ore has continued to drive port growth exponentially.

Based on current growth, a revised Dynamic Port Capacity Model indicates the Port of Port Hedland has the capability to achieve a throughput of 577 million tonnes per annum.

On 1 July 2014, the former Port Hedland Port Authority amalgamated with Dampier Port Authority to become Pilbara Ports Authority (PPA).

As a result of the Ports Legislation Amendment Act 2014, PPA now encompasses the Ports of Ashburton, Balla Balla, Dampier and Port Hedland, and will eventually include the future ports of Anketell, and Cape Preston East. Additionally, PPA will also assume oversight of a number of Shipping and Pilotage Act 1967 (SPA) ports, including the ports of Port Walcott, Cape Preston, Barrow Island, Varanus Island and Onslow.
HISTORY AND OVERVIEW

1.1. The Town of Port Hedland

The port, together with the residential areas of Port Hedland, Spinifex Hill, Cooke Point and Pretty Pool is located on an island approximately 12kms long and 1.5kms wide. It is linked to the mainland by a two lane causeway. This causeway connects with South Hedland, 18kms inland, where more than half of Port Hedland’s population of over 20,000 people resides.

Port Hedland International Airport and the town’s light industrial area, Wedgefield, are located some 12-15kms by road respectively, south of the port.

Port Hedland enjoys good communications with excellent telephone and mobile telephone services operating throughout Australia and overseas.

Port Hedland International Airport is the gateway to WA’s North West and the booming Pilbara region. It accommodates approximately 500,000 passengers every year through 70 flights a week including daily flights to Perth and direct weekly flights to Brisbane and Bali.

Two volunteer Fire Brigade units are available, one being based in the Port Hedland area and the second at South Hedland.

Port Hedland and the port area are well served with hotels, motels, restaurants, schools, churches of most denominations, entertainment and sporting facilities. Reception of television and various radio stations are of a high standard.

1.2. Climate

Port Hedland’s climate ranges from extremely hot and humid during the summer (October to April), to pleasantly warm days and cool nights during the winter (May to September). Using averages taken over 80 years, Port Hedland’s coldest month is July, with an average maximum temperature of 27°Celsius (C), and a minimum of 12°C. The hottest months are December and January, with an average daily maximum of 37°C and a minimum of 24°C. During summer however, maximum temperatures of 46+°C are not uncommon.

The average annual rainfall is 307mm, and rain falls on an average of 31 days per year. However this amount of rain can fall in a very short period during the cyclone season and long dry spells without rain can be experienced.
1.3. Cyclones

The port is located within Australia’s cyclone belt. The cyclone season lasts from 1 November to 30 April. These storms can be intense with recorded wind speeds of greater than 250km/h and central pressures as low as 905 millibar (mb).

During periods of cyclone activity, northerly swells generated by the low pressure system can necessitate the closing of the entire port. PPA mirrors the Town of Port Hedland’s cyclone alert system (Blue – a cyclone is forecast, Yellow – a cyclone is coming and Red – a cyclone is about to strike). Once the danger of the cyclone has passed, the All Clear is given to allow damage assessment to be carried out. This includes an assessment of the harbour, its surroundings and VTS area in order to reopen the port as soon as practicable.

Should it be considered necessary to close and evacuate the port due to a cyclone, Port Hedland VTS will formulate a plan of coordinated evacuation (under direction of the Harbour Master), taking into account vessels alongside and at anchor. Vessels will be provided with information on timing and required actions to ensure a safe and efficient operation.

Once the port and anchorage has been cleared of vessels, the remaining open facilities within the port will be closed and evacuated.

Due to the port and anchorage design, it is imperative vessels comply with the Harbour Master’s instructions to ensure safe sailing times and vessel separation is maintained.

It is important to note that vessels will not lose their priority for berthing due to port and anchorage evacuation. Vessels anchorage and Notice of Readiness times will remain in the same order as the vessel’s initial arrival.

Once a cyclone has passed and the all clear has been given, Port Hedland VTS will formulate a plan for vessels to return to port and anchorages, subject to the appropriate safeguards that have taken place. Where practicable, the vessels will return in the reverse order of evacuation to their berth and anchorage positions.

Due to impact of cyclonic events, it is essential for all vessels to maintain a continuous VHF radio watch on channels 12 & 16 whilst at anchor, and on evacuation.
2. VISION, VALUES AND OBJECTIVES

Vision
To be the global leader in port planning, operations and marine services

Values

Excellence - be the best in all we do
Respect - in all our dealings
Integrity - operate honestly, fairly and impartially
Care - for our environment, our staff and our community
Courage - do the right thing

Objectives

Trade Facilitation
To facilitate trade through the Pilbara for the benefit of the State

Sustainability
To manage the ports’ growth and operations while respecting the Pilbara’s environment and heritage

Business Excellence
To optimise performance through industry leading practices and innovation

Board

The Board of PPA is established under the Port Authorities Act 1999. It is governed by a Board of Directors which oversees the functions and policies of the port authority. The Board consists of at least five members, all of whom are appointed by the Minister for Transport, who meet to review the performance of the port and consider recommendations of the PPA Executive on a monthly basis.

For the latest version of PPA’s Organisational Chart, please visit www.pilbaraports.com.au.
3. PORT INFORMATION

Land and buildings are leased to port users by PPA. Queries regarding the availability of land and buildings can be directed to PPA’s Commercial Trade Manager on (08) 6217 7103.

3.1. PPA’s Vessel Acceptance to Port of Port Hedland

As a means to promote safety and efficiency in the marine industry and port operations, PPA has adopted the RIGHTSHIP QI vetting system as one of the tools to ensure vessel suitability for port visits. PPA will request additional information prior to vessel acceptance should a vessel present a RIGHTSHIP rating of 3 stars or less during the berth application process. Additionally, PPA reserves the right to ask for additional information regardless of the star rating.

3.2. Vessel Defect Reporting and Port Impacts

All vessels masters must declare any defects prior to arrival and ensure all critical navigation equipment and machinery (propulsion/steering/generators/bridge equipment) are in good working order.

Vessels that experience equipment failure and have a detrimental impact on port operations will be charged a full pilotage fee and possibly additional fees in the event of significant port emergencies.

3.3. Vessel Traffic Service (VTS) Area

Port Hedland’s VTS area is divided into two sectors extending 22nm NNW to seaward from Beacon 47 (Hunt Point). Sector 1 includes all waters to the south of the territorial sea and is mandatory for all vessels 30 GT and above to participate in VTS. Sector 2 includes all waters within the sector to the north of the territorial sea where participation in port VTS is voluntary, but recommended to ensure safe navigation in accordance with the Harbour Master’s requirements under the Port Authorities Act 1999.

At no time are vessels to enter, depart or move within the VTS area without the prior acknowledgement / approval from Port Hedland VTS (VHF Ch12).
Recreational craft and vessels less than 30GT may volunteer to participate in VTS as required, however as a minimum, it is recommended they maintain a listening watch on the port working channel (VHF Ch12) and emergency channel at all times.

3.4. Port Limits

Included within the Port Hedland VTS area is Port Hedland Port Limits, and is defined as all waters within a radius of 10nm from Hunt Point (Beacon 47) - see Marine Charts AUS 52 and AUS 53. It is a requirement that all vessels must carry the latest edition of paper charts AUS 52, 53 & 54, corrected to the latest Australian Notice to Mariner’s information, to approach the port any closer than the First Reporting Point (FRP) (see Chart AUS 53). If the vessel has a fully operational IMO type approved ECDIS (Dual System) then requirements for paper charts may be waived by the Harbour Master upon submission of the ‘type’ approved certificate (There is no requirement for vessels that have already been granted a waiver to resubmit their ‘type’ approved certificate).

Information regarding up to date charts and corrections can be found at:

www.hydro.gov.au/

3.5. Seaward Approaches

Vessels approaching Port Hedland must do so via the shipping fairway. The primary track is via the Eastern route through Sarus Towers (E2/E3) where Under Keel Clearance (UKC) restrictions of 2.5m are to be maintained by all vessels except tankers where 3.0m is the minimum required.

Compulsory pilotage is required for deep draft vessels choosing to use the dredged main channel (Western approach), where the pilot will board at the first reporting point. The channel is entered approximately 7nm NE of Cornelisse Shoal.

All arriving vessels, including vessels anchoring outside VTS limits, must pass within a 2.5nm radius of the First Reporting Point (19° 57.21’S, 118° 28.50’E) to ensure automatic registration (via AIS) of having arrived at Port Hedland.
3.6. Port Entry and Depth

As shown on Port Hedland charts AUS 52, 53 & 54, the depth within port limits and further along the main channel varies considerably. Maintenance dredging is carried out on a regular basis ensuring PPA’s Port Hedland channel depths maintain maximum use of the high tidal range experienced within the port. Maintained depths within the inner harbour and channels are:

- Inner Harbour to Hunt Point: 14.8m*
- South West Creek (SWC) Channel: 14.8m*
- Hunt Point to Beacon 30: 14.9m*
- Beacon 30 to Beacon 20: 15.2m*
- Beacon 20 to Beacon C13: 15.4m*
- Beacon C13 to Beacon C9: 15.6m*
- Beacon C9 to Beacon C3: 16.1m*
- Beacon C3 to Beacon C1: 16.8m*

*Indicated depths may vary depending on the timing since the most recent maintenance dredging works conducted in the Port and Channel. All depths quoted in the publication are indicative only and MUST NOT be used for navigation.

All depths are related to localised Lowest Astronomical Tide (LAT) model or “Hydroid”. Actual levels of LAT are measured to the “Ellipsoid”, a geospatial reference datum and fed into the Dynamic Underkeel Clearance (DUKC®) system. The Hydroid model is approved by the Australian Hydrographic office.

The turning basin in the inner harbour is also maintained to 14.8m. The perimeter of the turning basin is marked by buoys which exhibit a flashing yellow light at night. The channel is marked by beacons which are set back approximately 20m from the tow-line of the dredged channel, and may vary in distance from the toe-line.

The channel width is generally greater than 200m, narrowing to 162m in the Newman and Goldsworthy Strait and 205m at Hunt Point.
PORT INFORMATION

Vessels entering the Port Hedland channel will normally require an Under Keel Clearance (UKC) of 2.5m. Calculations will be based upon the following declared depth:

Beacon 30/31 entry: 9.5m
Beacon 26/28 entry: 10.5m

Note: The Harbour Master may approve a reduction in this requirement in exceptional circumstances.

The depths of water alongside berths within Port Hedland are promulgated regularly via Local Marine Notices. The Master or agent of any vessel intending to load to a draft within one (1) metre of the promulgated depth is to notify the Harbour Master of that fact, requesting a UKC relaxation prior to berthing.

3.7. Anchorages

Vessels approaching Port Hedland will be advised of their designated anchorage position prior to reaching the First Reporting Point (FRP) by Port Hedland VTS. Designated anchorages are situated on both the Western and Eastern side of the marked main channel and vessels are required to drop their anchor within their designated position. All designated anchorages as promulgated on the charts present a sandy bottom with reported good holding ground. Anchoring is prohibited anywhere within the VTS area outside of the designated / allocated anchorages.

Vessels anchoring outside the VTS area must report anchorage position to Port Hedland VTS.

An anchored vessel is not to move or change its anchor position without prior approval from Port Hedland VTS. If a vessel is having difficulty in holding its anchorage position or suspects its dragging its anchor, Port Hedland VTS is to be notified immediately.
3.8. Tidal Information

<table>
<thead>
<tr>
<th>TIDAL PLANE</th>
<th>ABBREVIATION</th>
<th>LEVEL (TO LAT)</th>
<th>LEVEL (TO MSL)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Highest Astronomic Tide</td>
<td>HAT</td>
<td>7.6m</td>
<td>+3.7m</td>
</tr>
<tr>
<td>Mean High Water Springs</td>
<td>MHWS</td>
<td>6.7m</td>
<td>+2.7m</td>
</tr>
<tr>
<td>Mean High Water Neaps</td>
<td>MHWN</td>
<td>4.7m</td>
<td>+0.7m</td>
</tr>
<tr>
<td>Mean Sea Level</td>
<td>MSL</td>
<td>4.0m</td>
<td>0.0m</td>
</tr>
<tr>
<td>Mean Low Water Neaps</td>
<td>MLWN</td>
<td>3.3m</td>
<td>-0.7m</td>
</tr>
<tr>
<td>Mean Low Water Springs</td>
<td>MLWS</td>
<td>1.3m</td>
<td>-2.7m</td>
</tr>
<tr>
<td>Lowest Astronomic Tide</td>
<td>LAT</td>
<td>0.0m</td>
<td>-4.0m</td>
</tr>
</tbody>
</table>

Port Hedland tidal movements are predominantly semi-diurnal. Wind conditions are generally moderate, mainly affecting surface currents only, however, the effect of wind depends on its direction and duration.

Wave action is relatively calm, typically less than 1m swell. However during cyclone season which occurs from 1 November to 30 April, extreme winds, waves and storm surges may occur.

3.9. Communications

Port Hedland’s Vessel Traffic Service Centre (VTSC) is the port’s main communications centre and is operational 24 hours a day, seven days a week (except if closed due to a cyclone). The VTSC is equipped with a suite of VHF marine band radios and operates under the call sign “Port Hedland VTS”. The VTSC maintains a continuous listening watch on all channels listed in the below table (except VHF Ch77) and all VHF communications are recorded on a digital recording system in accordance with AMSA and IALA requirements.

Vessels are to establish communications with “Port Hedland VTS” prior to arrival at the First Reporting Point and are not to move within the VTS area unless satisfactory two-way communications has been established and maintained.
Upon arrival and within the VTS area, all vessels must maintain a listening watch on VHF Channels 12 and 16 at all times. VHF Channels identified in the table below are registered port working channels and must not be used for inter-ship communications. The language used for communication is English, using IMO Standard Marine Communication Phrases where necessary.

<table>
<thead>
<tr>
<th>VHF CHANNEL</th>
<th>CALL SIGN</th>
<th>SERVICE</th>
</tr>
</thead>
<tbody>
<tr>
<td>12</td>
<td>Port Hedland VTS</td>
<td>Mandatory Reporting, Port Working Channel</td>
</tr>
<tr>
<td>08</td>
<td>User</td>
<td>Pilot Transfer Operations</td>
</tr>
<tr>
<td>16</td>
<td>User</td>
<td>Emergency and initial calling</td>
</tr>
<tr>
<td>67</td>
<td>User</td>
<td>Supplementary to VHF Ch16</td>
</tr>
<tr>
<td>79</td>
<td>User</td>
<td>Spare – To be used as required ie: for construction activities</td>
</tr>
<tr>
<td>20</td>
<td>User</td>
<td>Spare – Future Tug Allocation</td>
</tr>
<tr>
<td>77</td>
<td>User</td>
<td>Port Hedland Mission To Seafarers</td>
</tr>
</tbody>
</table>

To ensure efficient communications is maintained, Port Hedland VTS will advise vessels to monitor channels specific to operations (ie: Ch 08) for Pilot Transfer Operations when and as required. Pilotage operations are carried out utilising various private digital VHF channels depending on berth / vessel positions.

Port Hedland VTS facilitates the delivery of essential marine services and promulgates relevant information as required. Port Hedland VTS will advise vessels at anchor of changes to their berthing schedules should changes occur within three hours of pilot boarding. Any changes outside of the three hour limit will be advised by the vessel’s agent.

Port Hedland VTS can provide tide height (above chart datum) and wind strengths upon request.

Commercial craft wishing to transit within the port, south of Hunt Point are prohibited from doing so without seeking prior approval from the Port Hedland VTS.
Recreational vessels may transit within port limits providing it is safe to do so and their movement does not impede the passage of commercial shipping.

**3.10. Local Marine Notices**

PPA issues Local Marine Notices (LMN) containing important information relating to events, activities, warnings and general information including (but not restricted to) the following:

- Changes to navigation (charts, navigation aids etc.)
- Revised berth, harbour and channel depths
- Dredge and construction work within the harbour
- Requirements for barges operating within the harbour
- Mooring Line Requirements
- Standard operating procedures for cranes and hoists
- AIS requirements for commercial craft operating within the harbour

In force, LMNs can be found on PPA’s website www.pilbaraports.com.au.

**NOTE:** All notices remain in force until superseded or cancelled.
4. SERVICES

4.1. Traffic Management Plans

Traffic management plans for Eastern and Western (Utah) port areas are available for viewing on PPA’s website. These plans outline the traffic flow within the port areas as well as identifying parking areas, walkways and specific road rules. It should be noted that pedestrians must give way to vehicular traffic within the port at all times. Specific traffic management plans may be put in place by PPA's Landside Operations team to accommodate cargo operations. No deviation from the Traffic Management Plan is permitted without prior approval from the Landside Operations team.

4.2. Parking

In accordance with PPA’s Port Security Plan, no vehicle is permitted to park within 35 metres of a vessel alongside any of the public berths. Vehicles not specifically involved in operational activity and approved by PPA’s Landside Operations team are not permitted to park on the wharf area at any time. Vehicles used to drop off or pick up personnel or tools are to exit the wharf area immediately after completing this short task.

4.3. Stevedoring

Stevedoring services are available through the resident licensed stevedoring companies. Contact details can be found within the Contacts section of this handbook.

4.4. Watchmen / Safety Officers

A minimum of two (2) watchmen / safety officers are required at all times for tanker operations, as detailed by the Harbour Master under Port Regulations.

4.5. Mooring

Mooring services on PPA’s Public Berths are provided by licenced stevedores. The owners of the private berths will provide their own mooring crews for vessels berthing at their facilities.
4.6. Mooring Lines

Prior to arrival of a vessel at the port, Masters of all vessels berthing at Port Hedland are to confirm in writing to the vessel’s agent, the vessel’s ability to comply with PPA’s mooring line requirements as detailed in the Port of Port Hedland – Port User Guidelines and Procedures.

While the safe work loading (SWL) of ship’s mooring lines are normally determined by the respective classification society in relation to the vessel type, size and SWL of the various bollards on board, vessels calling at Port Hedland are to be cognizant of the maximum rated bollard pull (85t) for ship handling tugs within the port.

4.7. Line Running

A lines boat is required to run ships lines to the wharf on all berths. There are three (3) lines boat companies operating in the port. Vessels requiring their services are requested to book directly with the company through their shipping agent.

NOTES:

(1) The use of wire ropes is NOT permitted within Port Hedland

(2) An automated suction mooring system (Cavotec Moormaster) provides the primary means for vessel mooring operations at PH4 Berth. Traditional mooring lines are also run ashore (head and stern) but remain slack and are referred to as “comfort lines.” Tightening of “comfort lines” must only be undertaken on specific instruction from PPA Operations staff or marine pilot.

4.8. Mooring line / Cavotec failure

Mooring lines parting is a significant risk in the Port of Port Hedland. There is potential for significant interaction between ships berthed and large bulk carriers entering or departing the inner harbour. All mooring failures shall be reported to Port Hedland VTS. To ensure the vessel remains securely moored, a pilot will be transferred to the vessel and tug assistance provided until the line/s can be rerun or the vessel taken to the anchorage. A lines boat will be used where necessary.

In the event of a Cavotec failure the vessel is to follow the specific instructions of the PPA Operations staff which will be included within the initial ship/shore safety meeting discussions.
SERVICES

4.9. Bunkering

Diesel (MGO) is only available at PH1 and PH3 berths via a 203mm bunkering line. Small quantities may be provided by road tanker on request.

All bunkering services are required to be provided under the charge of a bunkering service providers licence.

NOTES:

(1) Bunkers are not available on any berth other than mentioned above
(2) Bunkering of Heavy Fuel Oil is not available in Port Hedland at any berth

Diesel line is available at PH No.1 steps for small commercial and recreational craft through prior arrangement with the supplier. Vessels wishing to avail of this service should contact the supplier well beforehand, during normal working hours to ensure availability and to satisfy remittance requirements. Access to PH No.1 steps is to be coordinated through Port Hedland VTS.

4.10. Water

Fresh water is available at PH1, PH2, and PH3 berths at 50 tph. Water (potable or otherwise) is not available at PH4 or any private berths within the port.

4.11. Lighting

All PPA berths are floodlit to allow continuous cargo operations (24 hours per day).

4.12. Telephone

Mobile phones can be placed on board by arrangement through the respective ship agent. There are no public telephone facilities available within the port although public telephones are available at the Seafarers Centre and on Wedge Street (main street).

4.13. Cargo Lay Down and Storage Facilities

PH1 Berth has two access ramps connecting it to a hardstand area. For enquiries regarding the use of the hardstand area, Agents/Shipper\'s can contact PPA\'s Landside Operations Team on 9173 9077 (between 0600 – 1800Hrs) and 9173 9108 (between 1800 and 0600Hrs). Storage charges for the hardstand area are available on PPA\'s website.
PH2 Berth has an access ramp at the southern end of the berth. Potable water is available on this berth.

PH3 Berth has a hard stand area immediately behind a cargo shed. PPA has approximately 67,000m² of available cargo lay down area of which approximately 30,000m² is within the secure port boundary.

PH4 Berth (Utah Point) is predominantly a bulk loading facility with stockpile areas close by. There is no hardstand availability adjacent to or on this berth. Stockpile areas are pre-allocated under specific contractual arrangements with customers.

4.14. Workboats

Various companies that have workboats and barges at their disposal are located in Port Hedland. Requests for services should be directed to the individual companies. Refer to Contact section (Launch and Lines Boats Services).

4.15. Marine Surveyors

Australian Maritime Safety Authority (AMSA) surveyors are located in Port Hedland and can be contacted on (08) 9173 2598 or via the ship’s agent. There are also two firms of marine surveyors based in the port. Comprehensive survey inspections and reports can be obtained by contacting the service providers directly. Refer to the Contacts section.

4.16. Repair Facilities

All servicing of vessel equipment including radar, radio and other electronic gear are available with prior notice. Additionally, services providing welding, engineering, fitting and turning, plumbing, refrigeration and air conditioning, fabrication, diving and equipment hire are located in close proximity to the port. Vessel agents are able to provide contact with all repair facilities and will closely liaise with vessels to ensure correct and appropriate services are provided.

Whilst comprehensive ship repairs are available, all repairs must be conducted with due diligence and in accordance with relevant Workplace Health and Safety Guidelines.
5. BERTHS AND BULK HANDLING FACILITIES

There are currently 19 operational berths within Port Hedland harbour. Four (4) of these berths are public berths, owned and operated by PPA offering valuable opportunities for miners to access export markets for bulk products and import general cargo to support mining development in the Pilbara region.

The remaining fifteen (15) berths are private berths, of which eight (8) are owned and operated by BHP Iron Ore, five (5) by Fortescue Metal group (FMG) and two (2) by Roy Hill Infrastructure Pty Ltd. These berths are exclusively used for the export of iron ore, which make up approximately 97 percent of the port’s total trade throughput.

Private berths are constructed by companies in the inner harbour under a lease or licence agreement with PPA, and in some cases also require project approvals under a State Agreement with the Western Australian Government.

It should be noted that the information contained in the following individual berth tables is based on the design criteria for each berth. Operational parameters for each berth are guided by the Port of Port Hedland Port User Guidelines and Procedures which are reviewed annually. Additionally, PPA reserves the right to implement restrictions in accordance with its responsibilities under the Port Authorities Act 1999.

5.1. Public Berths

Due to the configuration of the public berths, particular attention needs to be paid to load distribution and the setting up / location of plant. Information regarding load diagrams and load restrictions for these berths are available on PPA’s website.

5.2. Launch Service

A launch service is available to ferry personnel from ships berthed on the western side of the harbour (including South West Creek), and BHP Berths at Nelson Point to the Commercial Jetty, providing access to the town and
facilities. Vessels can arrange for crew ferry services through their respective agents where a timetable is available. Access to the wharves at Finucane Island including PH4, Anderson Point, Nelson Point and Stanley Point is strictly prohibited for ship personnel. Consequently, access to and from vessels is only permitted from accommodation ladders rigged on the outboard side of the vessel.

5.3. Tug Pens

There are two (2) operational tug pens located in Port Hedland. The tug pen located at Nelson Point (seaward of PH1 berth), has a depth of 6.3m and accommodates 11 tugs and 2 pilot launches. The second tug pen is located on the western side of the channel at Hunt Point, has a depth of 7.2m and accommodates 8 tugs.

5.4. Under Construction

Planning is underway for the development of the Lumsden Point multi-user general cargo facility, which will focus on the import of general cargo goods such as containers, cement and Ammonium Nitrate.

Construction on a third tug haven at Anderson Point is currently being undertaken and is expected to be operational in 2019.

Repair work at PH3 to replace the deck and remove the shed located adjacent to the berth is due to take place 2018 – 2019. These works may restrict vessels berthing at PH3.

5.5. Berth Depths

All vessels must maintain a minimum of one (1) meter UKC whilst alongside all berths unless Harbour Master’s dispensation has been received after formal application.

5.6. Maximum Berthing Displacements

The Maximum Berthing Displacements for all berths is based on a vessel in ballast with the berthing velocity of 0.15 m/s.
5.7. PH No.1 Berth (PH1)

Berth Alignment = 348° - 168°

Vessels can berth either port side or starboard side to on this berth.

<table>
<thead>
<tr>
<th>PH1</th>
</tr>
</thead>
<tbody>
<tr>
<td>Maximum LOA of vessel</td>
</tr>
<tr>
<td>Maximum Beam of vessel</td>
</tr>
<tr>
<td>Maximum Berthing Displacement</td>
</tr>
<tr>
<td>Height</td>
</tr>
<tr>
<td>Length</td>
</tr>
<tr>
<td>Depth</td>
</tr>
<tr>
<td>Apron</td>
</tr>
<tr>
<td>Air Draft</td>
</tr>
<tr>
<td>Utilisation</td>
</tr>
<tr>
<td>Mooring System</td>
</tr>
</tbody>
</table>

The berth has two access ramps to 9,000m² of open hard standing space. It has one bunker point (diesel) with 203mm couplings, potable water outlets and limited power availability. A shiploader with a 1,000 Tph loading capacity and maximum reach of 16.4m is located on this berth. Bulk liquid cargo discharges can be undertaken using a flexible 250mm fuel line.

Vessels with a berthing displacement >40,000 tonnes, wishing to berth at PH1 need to request permission from PPA prior to vessel acceptance.

NOTES:

1: Subject to operational and logistical constraints, for vessels berthing alongside PH1 and PH2 berths simultaneously, an overhang of 10% LOA at PH1 and 5% LOA at PH2 may be applied by request from the Landside Operations Manager. Any vessel overhang outside these limits requires the specific approval of the Harbour Master.

2: A minimum of 15m separation between vessels (25m when Ammonium Nitrate or tankers are alongside) must be maintained.
5.8. PH No.2 Berth (PH2)

Berth Alignment = 348° - 168°

Vessels can berth either port side or starboard side to on this berth. PH No.2 Berth is an extension of No.1 berth.

<table>
<thead>
<tr>
<th><strong>PH2</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>Maximum LOA of vessel</td>
</tr>
<tr>
<td>Maximum Beam of vessel</td>
</tr>
<tr>
<td>Maximum Berthing Displacement</td>
</tr>
<tr>
<td>Height</td>
</tr>
<tr>
<td>Length</td>
</tr>
<tr>
<td>Depth</td>
</tr>
<tr>
<td>Apron</td>
</tr>
<tr>
<td>Air Draft</td>
</tr>
<tr>
<td>Utilisation</td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td>Mooring System</td>
</tr>
</tbody>
</table>

**NOTES 1:** Subject to operational and logistical constraints, for vessels berthing alongside PH1 and PH2 berths simultaneously, an overhang of 10% LOA at PH1 and 5% LOA at PH2 may be applied by request from the Landside Operations Manager. Any vessel overhang outside these limits requires the specific approval of the Harbour Master.

2: A minimum of 15m separation between vessels (25m when Ammonium Nitrate or Tankers are alongside) must be maintained.
5.9. PH No.3 Berth (PH3)

Berth Alignment = 297° - 117°

Tankers and Salt Vessels berth starboard side to on this berth.

<table>
<thead>
<tr>
<th></th>
<th>PH3</th>
</tr>
</thead>
<tbody>
<tr>
<td>Maximum LOA of vessel</td>
<td>225m</td>
</tr>
<tr>
<td>Maximum Beam of vessel</td>
<td>32.3m</td>
</tr>
<tr>
<td>Maximum Berthing Displacement</td>
<td>25,000 tonnes</td>
</tr>
<tr>
<td>Height</td>
<td>9.5m above chart datum</td>
</tr>
<tr>
<td>Length</td>
<td>183m</td>
</tr>
<tr>
<td>Depth</td>
<td>13.5m</td>
</tr>
<tr>
<td>Apron</td>
<td>13m</td>
</tr>
<tr>
<td>Air Draft</td>
<td>18.1m (salt vessels only)</td>
</tr>
<tr>
<td>Utilisation</td>
<td>Bulk Salt, Livestock, Petroleum Products, General Cargo</td>
</tr>
<tr>
<td>Mooring System</td>
<td>Static bollards - 60 tonnes</td>
</tr>
</tbody>
</table>

The shiploader on No.3 Berth is utilised by Dampier Salt Ltd and has a loading capacity of approximately 3,500 Tph.

PH3 has two bunker points with 203mm couplings and potable water outlets. Vessels with a berthing displacement >25,000 tonnes, wishing to berth at PH3 are to request permission from PPA prior to vessel acceptance.

Bulk liquid cargo discharges can be undertaken using a flexible 250mm fuel line.

**NOTE:** Major deck replacement works are expected to be undertaken during the period March 2018 to March 2019. Access to Berth 3 may be severely limited during this period.
5.10. PH No.4 Berth (PH4) Utah Bulk Handling Facility

Berth Alignment = 355° - 175°

Vessels berth portside to on this berths

<table>
<thead>
<tr>
<th></th>
<th>PH4</th>
</tr>
</thead>
<tbody>
<tr>
<td>Maximum LOA of vessel</td>
<td>260m</td>
</tr>
<tr>
<td>Maximum Beam of vessel</td>
<td>45m</td>
</tr>
<tr>
<td>Maximum Berthing Displacement</td>
<td>100,000 tonnes</td>
</tr>
<tr>
<td>Height</td>
<td>11.1m above chart datum</td>
</tr>
<tr>
<td>Length</td>
<td>272m</td>
</tr>
<tr>
<td>Depth</td>
<td>14.5m</td>
</tr>
<tr>
<td>Apron</td>
<td>22m</td>
</tr>
<tr>
<td>Air Draft</td>
<td>25.7m (less tide)</td>
</tr>
<tr>
<td>Mooring System</td>
<td>Cavotec Automated Mooring System plus, bollards for comfort lines SWL 150 tonnes</td>
</tr>
</tbody>
</table>

The shiploader on No.4 Berth has a maximum ship loader long travel distance of 190m. It is rated for a maximum peak rate of 7,500 tph, however normally achieves a gross loading capacity as follows:

- Manganese - 2,200 – 3,500 Tph
- Iron Ore - 3,700 – 4,300 Tph
- Spodumene - 2,200 – 3,200 Tph.

The multi-user bulk commodities berth at the Utah Point Facility is 272m in length with a solid deck apron 22m wide running the entire length of the berth. The berth pocket is able to cater for small capesize vessels up to approximately 120,000t DWT.

The berth has a 24mtpa capacity catering predominantly for iron ore juniors and other smaller bulk mineral export companies.

PH4 is fitted with a Cavotec Moormaster 200 Automated Mooring System which eliminates the requirement of mooring lines, however, ‘comfort’ lines are still run to head and stern bollards (these lines remain slack unless instructed otherwise by PPA).
BERTHS AND BULK HANDLING FACILITIES

The mooring process takes up to 40 seconds to complete, while departure (detaching) process is complete in approximately 20 seconds. There are 13 mooring units in total with each unit rated at 20 tonnes giving a total holding force of 260 tonnes. The units automatically adjust for tidal/draft variation and changes in environmental conditions, including automatically detaching and re-attaching individual units that have moved away from their vertical travel mediums.

In order to ensure acceptability to berth and safe mooring, vessels scheduled to berth at PH4 must be free from barnacles and marine growth, as well as rust and flaking paint. The vessel’s side must also be free from rubbing strakes or ship side protrusions that will interfere with the Cavotec system. Vessels must not discharge ballast above the waterline on their port side. Specific pre-arrival “Cavotec” suitability / acceptability documentation must be completed for each voyage.

Additionally, vessels must not immobilise their engines alongside or test main engines until instructed by the outbound pilot.
5.11. BHP Nelson Point (NPA & NPB)

Berth Alignment = 117° - 297°

Vessels berth starboard side to on these berths

<table>
<thead>
<tr>
<th>NPA &amp; NPB</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Maximum LOA of vessel</td>
<td>300m</td>
</tr>
<tr>
<td>Maximum Beam of vessel</td>
<td>56m</td>
</tr>
<tr>
<td>Maximum Berthing Displacement</td>
<td>150,000 tonnes</td>
</tr>
<tr>
<td>Maximum DWT</td>
<td>250,000 tonnes</td>
</tr>
<tr>
<td>Height</td>
<td>9.5m above chart datum</td>
</tr>
<tr>
<td>Length</td>
<td>660m (combined)</td>
</tr>
<tr>
<td>Depth</td>
<td>NP A 19.2m</td>
</tr>
<tr>
<td></td>
<td>NP B 19.0m</td>
</tr>
<tr>
<td>Air Draft</td>
<td>NP A 27.5m above chart datum</td>
</tr>
<tr>
<td></td>
<td>NP B 26.6m above chart datum</td>
</tr>
<tr>
<td>Utilisation</td>
<td>Used exclusively by BHP Billiton for loading iron ore</td>
</tr>
<tr>
<td>Mooring System</td>
<td>Quick Release Hooks – 100 tonnes per hook</td>
</tr>
</tbody>
</table>

Bunkers, power and fresh water are not available on these berths. The berth pocket is 679m long and 65m wide.

Two 12,500 Tph capacity fully retractable shiploaders are installed on this wharf and configured, so either berth can be serviced, allowing double loading when appropriate.
 BERTHS AND BULK HANDLING FACILITIES

### 5.12. BHP Nelson Point (NPC & NPD)

Berth Alignment = 322° - 142°

Vessels berth starboard side to on these berths

<table>
<thead>
<tr>
<th></th>
<th>NPC &amp; NPD</th>
</tr>
</thead>
<tbody>
<tr>
<td>Maximum LOA of vessel</td>
<td>325m</td>
</tr>
<tr>
<td>Maximum Beam of vessel</td>
<td>58m</td>
</tr>
<tr>
<td>Maximum Berthing Displacement</td>
<td>150,000 tonnes</td>
</tr>
<tr>
<td>Maximum DWT</td>
<td>250,000 tonnes</td>
</tr>
<tr>
<td>Height</td>
<td>9.5m above chart datum</td>
</tr>
<tr>
<td>Length</td>
<td>838m (combined)</td>
</tr>
<tr>
<td>Depth</td>
<td>NP C 19.2m</td>
</tr>
<tr>
<td>Air Draft</td>
<td>27.85m above chart datum</td>
</tr>
<tr>
<td>Utilisation</td>
<td>Used exclusively by BHP Billiton for loading iron ore</td>
</tr>
<tr>
<td>Mooring System</td>
<td>Quick Release Hooks – 100 tonnes per hook</td>
</tr>
</tbody>
</table>

The berth pocket is 753m long and 75m wide. Shiploaders have a load rate of 12,500 Tph with a length of travel of 583m.
5.13. BHP Finucane Island (FIA & FIB)

Berth Alignment = 358° - 178°

Vessels berth port side to on these berths

<table>
<thead>
<tr>
<th>FIA &amp; FIB</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Maximum LOA of vessel</td>
<td>325m</td>
</tr>
<tr>
<td>Maximum Beam of vessel</td>
<td>58m</td>
</tr>
<tr>
<td>Maximum Berthing Displacement</td>
<td>150,000 tonnes</td>
</tr>
<tr>
<td>Maximum DWT</td>
<td>250,000 tonnes</td>
</tr>
<tr>
<td>Length</td>
<td>843m (combined)</td>
</tr>
<tr>
<td>Depth</td>
<td>FI A 19.2m  FI B 19.2m</td>
</tr>
<tr>
<td>Air Draft</td>
<td>27.85m above chart datum</td>
</tr>
<tr>
<td>Utilisation</td>
<td>Used exclusively by BHP for loading iron ore</td>
</tr>
<tr>
<td>Mooring System</td>
<td>Quick Release Hooks – 100 tonnes per hook</td>
</tr>
</tbody>
</table>

The berth pocket is 753m long and 75m wide. Shiploaders have a load rate of 12,500 Tph with a length of travel of 583m.
5.14. BHP Finucane Island (FIC & FID)

Berth Alignment = 018° - 198°

Vessels berth port side to on these berths

<table>
<thead>
<tr>
<th></th>
<th>FIC &amp; FID</th>
</tr>
</thead>
<tbody>
<tr>
<td>Maximum LOA of vessel</td>
<td>FIC 300m</td>
</tr>
<tr>
<td>Maximum Beam of vessel</td>
<td>57m</td>
</tr>
<tr>
<td>Maximum Berthing Displacement</td>
<td>150,000 tonnes</td>
</tr>
<tr>
<td>Maximum DWT</td>
<td>250,000 tonnes</td>
</tr>
<tr>
<td>Length</td>
<td>680m (combined)</td>
</tr>
<tr>
<td>Depth</td>
<td>FIC 18.3m</td>
</tr>
<tr>
<td></td>
<td>FID 19.2m</td>
</tr>
<tr>
<td>Air Draft</td>
<td>27.85m above chart datum</td>
</tr>
<tr>
<td>Utilisation</td>
<td>Used exclusively by BHP for loading iron ore</td>
</tr>
<tr>
<td>Mooring System</td>
<td>Quick Release Hooks - 100 tonnes per hook</td>
</tr>
</tbody>
</table>

The berth pocket is 722m long and 65m wide. Shiploaders have a load rate of 12,000 Tph with a length of travel 623m.
**5.15. Fortescue Metals Group (FMG) – Anderson Point Berths (AP1, AP2 & AP3)**

Berth Alignment = 305° - 125°

Vessels berth port side to on these berths

<table>
<thead>
<tr>
<th></th>
<th>AP1</th>
<th>AP2</th>
<th>AP3</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Maximum LOA of vessel</strong></td>
<td>340m</td>
<td>340m</td>
<td>330m</td>
</tr>
<tr>
<td><strong>Maximum Beam of vessel</strong></td>
<td>60m</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Maximum Berthing Displacement</strong></td>
<td></td>
<td></td>
<td>149,900 tonnes</td>
</tr>
<tr>
<td><strong>Maximum DWT (Tonnes)</strong></td>
<td>AP1 320,000</td>
<td>AP2 320,000</td>
<td>AP3 260,000</td>
</tr>
<tr>
<td><strong>Length</strong></td>
<td>1190m (combined)</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Depth</strong></td>
<td>AP1 19.8m</td>
<td>AP2 19.8m</td>
<td>AP3 19.8m</td>
</tr>
<tr>
<td><strong>Air Draft</strong></td>
<td>24.5m above chart datum (at the ships rail). Vessels must at all times maintain a minimum clearance of 1.0m from the shiploaders</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Utilisation**

Used by the Pilbara Infrastructure Pty Ltd, a wholly owned subsidiary of Fortescue Metal Group for the loading of iron ore

**Mooring System**

Quick release hooks - 100 tonnes per hook and capstan winches

The berth pocket measures 1190m in length and is 86m wide. The shiploaders have a load rate of 13,500 Tph.
5.16. Fortescue Metals Group (FMG) – Anderson Point Berths (AP4 and AP5)

Berth Alignment = 036° - 216°

Vessels berth starboard side to on these berths

<table>
<thead>
<tr>
<th></th>
<th>AP4</th>
<th>AP5</th>
</tr>
</thead>
<tbody>
<tr>
<td>Maximum LOA of vessel</td>
<td>330m</td>
<td>330m</td>
</tr>
<tr>
<td>Maximum Beam of vessel</td>
<td>60m</td>
<td>60m</td>
</tr>
<tr>
<td>Maximum DWT</td>
<td>230,000 tonnes</td>
<td>205,000 tonnes</td>
</tr>
<tr>
<td>Maximum Berthing Displacement</td>
<td>149,900 tonnes</td>
<td>149,900 tonnes</td>
</tr>
<tr>
<td>Length</td>
<td>845m (combined)</td>
<td></td>
</tr>
<tr>
<td>Depth</td>
<td>19.7m</td>
<td>19.8m</td>
</tr>
<tr>
<td>Apron</td>
<td>4.4m</td>
<td></td>
</tr>
<tr>
<td>Air Draft</td>
<td>24.5m above chart datum (at the ships rail). Vessels must at all times maintain a minimum clearance of 1.0m from the shiploaders.</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Utilisation</th>
<th>Used by the Pilbara Infrastructure Pty Ltd, a wholly owned subsidiary of FMG for the loading of iron ore</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mooring System</td>
<td>Quick release hooks - 100 tonnes per hook and capstan winches</td>
</tr>
</tbody>
</table>

The berth pocket measures 742.5m in length and is 86m wide. The shiploaders have a load rate of 13,500 Tph.
5.17. Roy Hill Iron Ore (RHIO) SP1 & SP2 Berths

Berth Alignment = 0.36° - 216°

Vessels berth port side to on these berths

<table>
<thead>
<tr>
<th></th>
<th>SP1</th>
<th>SP2</th>
</tr>
</thead>
<tbody>
<tr>
<td>Maximum LOA of vessel</td>
<td>330m</td>
<td>300m</td>
</tr>
<tr>
<td>Maximum Beam of vessel</td>
<td>57m</td>
<td>55m</td>
</tr>
<tr>
<td>Maximum DWT</td>
<td>250,000 tonnes</td>
<td>210,000 tonnes</td>
</tr>
<tr>
<td>Maximum Berthing Displacement</td>
<td>149,900 mt</td>
<td>149,900 mt</td>
</tr>
<tr>
<td>Length</td>
<td>730m (combined)</td>
<td></td>
</tr>
<tr>
<td>Depth</td>
<td>19.5m</td>
<td></td>
</tr>
<tr>
<td>Air Draft</td>
<td>25.3 above chart datum</td>
<td></td>
</tr>
<tr>
<td>Utilisation</td>
<td>Used exclusively by Roy Hill Infrastructure Pty Ltd for loading iron ore</td>
<td></td>
</tr>
<tr>
<td>Mooring System</td>
<td>Quick release hooks (125 tonnes) and capstan winches</td>
<td></td>
</tr>
</tbody>
</table>

The berth pocket is 800m long and 93m wide. One (1) fully retractable shiploader services both berths with a load rate of 12,700 Tph and has a length of travel of 580m. Vessels berthing at Stanley Point are restricted to 300m LOA in accordance with current Port User Guidelines and Procedures (available on PPA’s website).
6. **SHIPPING INFORMATION**

6.1. **Towage Fleet**

Towage services within the Port of Port Hedland are currently provided by BHP Towage Services on a non-exclusive licence basis. These services are contracted by BHP to Rivtow Marine (Rivtow).

A second towage licence has been awarded to Pilbara Marine Pty Ltd, and is expected to commence operations in 2019.

The following table illustrates the existing BHP Towage Services Tug Fleet in Port Hedland as at 1 January 2018.

<table>
<thead>
<tr>
<th>Name</th>
<th>IMO Number/Call Sign</th>
<th>Type</th>
<th>Size</th>
<th>Bollard Pull</th>
</tr>
</thead>
<tbody>
<tr>
<td>RT Sensation</td>
<td>9559274 / 9HA2966</td>
<td>Rotor</td>
<td>32m x 12m</td>
<td>80t Aft / 85t Fwd</td>
</tr>
<tr>
<td>RT Inspiration</td>
<td>9559262 / 9HA2967</td>
<td>Rotor</td>
<td>32m x 12m</td>
<td>80t Aft / 85t Fwd</td>
</tr>
<tr>
<td>RT Rotation</td>
<td>9559248 / 9HA2969</td>
<td>Rotor</td>
<td>32m x 12m</td>
<td>80t Aft / 85t Fwd</td>
</tr>
<tr>
<td>RT Eduard</td>
<td>9489948 / 9HTJ9</td>
<td>Rotor</td>
<td>32m x 12m</td>
<td>80t Aft / 85t Fwd</td>
</tr>
<tr>
<td>RT Force</td>
<td>9556882 / 9HA2237</td>
<td>Rotor</td>
<td>32m x 12m</td>
<td>80t Aft / 85t Fwd</td>
</tr>
<tr>
<td>RT Tough</td>
<td>9556870 / 9HA2236</td>
<td>Rotor</td>
<td>32m x 12m</td>
<td>80t Aft / 85t Fwd</td>
</tr>
<tr>
<td>RT Darwin</td>
<td>9556894 / 9HA2238</td>
<td>Rotor</td>
<td>32m x 12m</td>
<td>80t Aft / 85t Fwd</td>
</tr>
<tr>
<td>RT Endeavour</td>
<td>9707467 / 9HA3613</td>
<td>Rotor</td>
<td>32m x 12m</td>
<td>80t Aft / 85t Fwd</td>
</tr>
<tr>
<td>RT Discovery</td>
<td>9707455 / 9HA3612</td>
<td>Rotor</td>
<td>32m x 12m</td>
<td>80t Aft / 85t Fwd</td>
</tr>
<tr>
<td>RT Atlantis</td>
<td>9707479 / 9HA3651</td>
<td>Rotor</td>
<td>32m x 12m</td>
<td>80t Aft / 85t Fwd</td>
</tr>
</tbody>
</table>
**SHIPPING INFORMATION**

<table>
<thead>
<tr>
<th>Name</th>
<th>IMO Number/Call Sign</th>
<th>Type</th>
<th>Size</th>
<th>Bollard Pull</th>
</tr>
</thead>
<tbody>
<tr>
<td>RT Enterprise</td>
<td>9707481 / 9HA3652</td>
<td>Rotor</td>
<td>32m x 12m</td>
<td>80t Aft / 85t Fwd</td>
</tr>
<tr>
<td>Boodarie</td>
<td>9351787 / VNW5812</td>
<td>Z-Tech</td>
<td>27m x 12m</td>
<td>63t</td>
</tr>
<tr>
<td>Mallina</td>
<td>9351775 / VNW5811</td>
<td>Z-Tech</td>
<td>27m x 12m</td>
<td>63t</td>
</tr>
<tr>
<td>Iron Osprey</td>
<td>9784972 / VNZ2294</td>
<td>ASD Rastar</td>
<td>35m x 15m</td>
<td>85t</td>
</tr>
<tr>
<td>Iron Corella</td>
<td>9784960 / VNZ2304</td>
<td>ASD Rastar</td>
<td>35m x 15m</td>
<td>85t</td>
</tr>
<tr>
<td>Iron Kestrel</td>
<td>9784958 / VNZ2265</td>
<td>ASD Rastar</td>
<td>35m x 15m</td>
<td>85t</td>
</tr>
<tr>
<td>Iron Brolga</td>
<td>9784984 / VNZ2377</td>
<td>ASD Rastar</td>
<td>35m x 15m</td>
<td>85t</td>
</tr>
<tr>
<td>Iron Whistler</td>
<td>9792814 / VNZ2387</td>
<td>ASD Rastar</td>
<td>35m x 15m</td>
<td>85t</td>
</tr>
<tr>
<td>Iron Ibis</td>
<td>9792826 / VNZ2386</td>
<td>ASD Rastar</td>
<td>35m x 15m</td>
<td>85t</td>
</tr>
</tbody>
</table>

Towage requirements within the port are stipulated by PPA’s Port User Guidelines and Procedures available on PPA’s website.

The number of tugs required may be adjusted on the advice of the attending marine pilot or Harbour Master, taking into consideration all of the circumstances prevailing at the time.

Additionally, ad hoc vessel movements that fall outside set parameters will be reviewed on a case by case basis.

PPA is committed to a safety-focused towage regime. Accordingly, whenever possible, a suitable escort tug (Rotor or Rastar) will be positioned centre line aft on deep draft capsize departures and all vessels departing South West Creek must have at least one Rotor or Rastar tug assigned.

### 6.2. Heaving Lines

The practice of adding additional weight to the end of heaving lines (i.e. with nuts bolts or other heavy material/objects) exposes mooring gangs and tug crews to personal injury. Therefore, vessels Master and users of heaving lines are to ensure these are adequate for purpose (polypropylene) and not fitted.
with additional weight. Personnel using heaving lines should shout a warning to take cover and throw the heaving line to a clear area away from personnel at the receiving end.

6.3. Towlines

Vessels crews are to conduct mooring operations safely and in accordance with their vessels SMS and good seamanship. That includes, rope stoppers and winches must be used for securing and letting go, and crew members must not stand on towlines or within the lines bight.

The towlines used on the tugs are heavy and typically weigh as follows:

- Rotor Tug - 30m of towline pennant = 110kg
- Rastar Tug - 40m of towline grommet = 206kg

Noting the grommet is 96kg heavier than the pennant, both towlines are difficult to manhandle and extra vigilance must be taken by vessels crews during mooring operations.

The following diagrams represent use of rope stoppers:

Single Rope Stoppers:

Double Rope Stoppers:

Source: Mooring– Do It Safely booklet, SeaHealth Denmark and Rivtow Towage
6.4. Loadlines

Port Hedland’s summer zone period is from 1 December through to 30 April. The Tropical Zone period is 1 May through to 30 November.

6.5. Hydrometer Readings

Average sea water density in the inner harbour is 1023 kg/m³. Therefore, a dockwater allowance may be applicable to a vessel’s summer draft after verification by ship staff.

6.6. Tug Allocation (All Berths)

**Less than 1,500 DWT**

A minimum of one (1) tug will be required for all movements as directed by the Harbour Master.

Vessels will be reviewed on a case by case basis and only after an initial assessment.

**1,500 – 10,000 DWT**

A minimum of one (1) tug will be required.

For MCP vessels: Due to the manoeuvrability limitations of these vessels (inward turning CPP’s), berthing at PH1-3 will require two tugs unless the
vessel is stemming the tide and there is at least 50m clearance ahead where one tug may be deemed sufficient.

10,000 – 25,000 DWT

Two (2) tugs required for all movements, or as directed by the Harbour Master.

NOTE: Towage (tug allocation) will not normally be reduced for vessels with bowthrusters

6.7. Larger Vessels

Nelson Point, Anderson Point, Stanley Point and PH1-PH4 Berths

<260m LOA and/or <90,000 DWT

Two (2) tugs required for all movements.

≥260m LOA and 90,000 – 150,000 DWT

Three (3) tugs required for all movements.

Vessels >280m LOA require 4 tugs for inbound movements and 3 tugs for outbound movements

>150,000 – <165,000 DWT

Four (4) tugs required for inbound movements and three (3) for outbound movements.

≥165,000 DWT

Four (4) tugs required for all movements.

South West Creek Berths (AP4 / AP5 / SP1 / SP2)

All arrivals will have a Rotor / Rastar Tug line aft. Vessels over 300m LOA will have an additional Rotor / Rastar Tug line forward for both arrivals and departures.
**SHIPPING INFORMATION**

**PH4 (Utah Point)**

For departures on the ebb tide where the range is >5.0m, an additional tug will be required in conjunction with the following, or at the Harbour Master’s discretion:

- **<260m LOA and <90,000DWT**
  - Two (2) tugs required for all movements.

- **90,000 – 130,000 DWT**
  - Three (3) tugs required for all movements.

**FIA – FID Berths**

- **<260m LOA and <130,000 DWT**
  - Three (3) tugs required for all movements.

  For departures on the ebb tide where the range is >5.0m and additional tug is required.

- **130,000 – 165,000 DWT**
  - Four (4) tugs required for all movements.

- **>165,000 DWT**
  - Four (4) tugs required for all movements.

**6.8. Use of Propellers Alongside Berths**

Vessels propellers are not to be operated whilst alongside Port Hedland berths. Testing of main engines may only be carried out with a marine pilot on board.

**6.9. Main Engine Immobilisation**

Due to the nature of port operations within Port Hedland, strict guidelines are in force regarding the immobilisation of a vessel’s main engines. Under
no circumstances are vessels to immobilise their main engines without prior approval from the Operations Team and confirmation from Port Hedland VTS. A “Request to Immobilise Main Engine” form is available on PPA’s website, and should be submitted (through the vessel’s agent) a minimum 24 hours prior to intended immobilisation. In case of emergency immobilisation, PPA is to be notified as soon as possible requesting an emergency immobilisation, detailing what the emergency is and intended work method to accomplish rectification.

The following conditions apply for vessels wishing to immobilise their main engines:

- Vessels must not immobilise their engines without permission being confirmed by return email from the Port Hedland VTS
- May be granted to vessels alongside having due regard to predicted and prevailing weather conditions
- Vessels alongside must have all works completed at least 6 hours prior to scheduled sailing time
- If immobilisation is required for consecutive days, individual requests for each day must be submitted
- Vessel must advise Port Hedland VTS (VHF Ch12) prior to commencing and on completion of immobilisation
- The vessel’s Master has overall responsibility for the vessel during immobilisation in all weather conditions
- The vessel must advise the Port Hedland VTS immediately of any changes to the vessel’s ability to manoeuvre
- Will not be granted to vessels at anchor during a strong wind warning or greater
- Will not be granted to vessels berthed at PH4
- Will not be granted to vessels carrying dangerous goods

6.10. Life Boat Drills

Vessels are to contact Port Hedland VTS (VHF Ch12) and seek approval prior to commencing life boat drills. Under normal circumstances permission will be granted, giving due consideration to the prevailing weather conditions at the time. At no time are lifeboats to proceed any further than 50m from the vessel. On completion of the lifeboat drill, and the boat is secure on its davit,
the vessel must advise Port Hedland VTS the drill is complete.

**NOTE:** Testing of free fall lifeboats in an uncontrolled manner is not permitted.

### 6.11. Barge Operations within the Port

All barge movements within the port of Port Hedland Harbour must be conducted in accordance with the Standard for Commercial Marine Operations Inner / Outer Harbour Port of Port Hedland procedures, available on PPA’s website.

Construction companies, agencies and other operators for barges intending to arrive / depart the port, must ensure PPA receives sufficient and adequate notice of the intended movements.

### 6.12. Tankers

In order to ensure safe and efficient movement of tankers, a minimum of 3.0m Under Keel Clearance (UKC) is to be maintained by tankers passing through the 2E and 3E (Sarus Towers) waypoints on the Eastern Approach. Vessels must advise their berthing drafts using the berthing application forms (via their agents) at least eight days prior to arrival. Confirmation of drafts must be provided to Port Hedland VTS two hours prior to arrival.

Notification of berthing drafts will determine the vessel’s entry point into the channel and a window of opportunity for berthing.

Once a tanker is alongside, the berth will be isolated and a 25m exclusion zone is set around the berth and vessel. No other vessels may approach or be berthed inside that zone.

It should be noted that three hours prior to berthing and three hours after departure of a tanker, the designated berth is to remain clear to allow for the setup and removal of tanker refuelling equipment.

Additional information regarding rules and procedures for tanker movements and operations can be found on PPA’s website.
6.13. Berthing Priority

Berthing priority is determined according to PPA’s Vessel Movement Protocols which is available on PPA’s website. At the time of the vessel’s arrival at the first reporting point, PPA will allocate that vessel with a tradeable Berthing Priority Number (BPN).

At least 24hrs prior to berthing, PPA is to be advised of the destination berth and estimated Pilot On Board (POB) time to assist in determining vessel berthing orders. As a general rule, berthing priority is decided on an order of arrival basis.

Berthing applications are made online by vessels agents to PPA and priority is, in the first instance, based on these applications. When agents receive updated information relating to vessel movements, they will update the berthing applications as required based on information received. The Harbour Master may vary a vessel’s berthing sequence in the event of conflicting requirements or when it is deemed appropriate to do so in the interests of port efficiency.

6.14. Wharf Labour and Cargo Handling Averages

The Port of Port Hedland operates 24 hours, seven days a week. While stevedore work schedules are flexible, work is generally conducted in 12 hour shifts. Shift changeover times are at 0600hrs and 1800hrs daily with no more than three (3) rest periods totalling 80 minutes each shift.

6.15. Berthing Drafts

Comprehensive rules regarding berthing drafts for all berths within Port Hedland can be found in PPA’s Port User Guidelines and Procedures located on PPA’s website.

In order to reduce operational delays for de-ballasting while maintaining operational safety during berthing manoeuvres the following criteria is to be used to determine minimum berthing drafts. Arrival drafts greater than 12.5m will be dealt with on a case by case basis.

Vessels berthing in Port Hedland must have a minimum of 1.2m UKC at all times in the turning basin.

The table below indicates vessel berthing drafts, trim and propeller immersion requirements under normal conditions:
### Vessel Minimum drafts

<table>
<thead>
<tr>
<th>Vessel</th>
<th>Minimum drafts</th>
<th>Maximum stern trim</th>
<th>Minimum propeller immersion</th>
</tr>
</thead>
<tbody>
<tr>
<td>≤ 10,000 DWT</td>
<td>Fwd. ≥ 2.5m</td>
<td>2.5m</td>
<td>100%</td>
</tr>
<tr>
<td>≥ 10,001 DWT to &lt; 20,000 DWT</td>
<td>Fwd. ≥ 3.0m</td>
<td>2.5m</td>
<td>100%</td>
</tr>
<tr>
<td>≥ 20,000 DWT to &lt; 50,000 DWT</td>
<td>Fwd. ≥ 3.5m</td>
<td>3.0m</td>
<td>90%</td>
</tr>
<tr>
<td>≥ 50,000 to &lt; 80,000 DWT</td>
<td>Fwd. ≥ 4.0m</td>
<td>1.5% of LOA</td>
<td>90%</td>
</tr>
<tr>
<td>≥ 80,000 DWT to &lt; 100,000 DWT</td>
<td>Fwd. ≥ 5.0m</td>
<td>0.7% of LOA</td>
<td>90%</td>
</tr>
<tr>
<td>≥ 100,000 DWT to &lt; 200,000 DWT</td>
<td>Fwd. ≥ 7.0m</td>
<td>0.7% of LOA</td>
<td>90%</td>
</tr>
<tr>
<td>≥ 200,000 DWT</td>
<td>Fwd. ≥ 7.5m</td>
<td>0.7% of LOA</td>
<td>90%</td>
</tr>
</tbody>
</table>

**NOTE:** Weather (strong wind warnings) may necessitate vessels to ballast down further than guidelines mentioned in previous table.

### 6.16. Strong Wind Warnings

Marine weather classifications according the Bureau of Meteorology are defined as follows:

- **Strong wind warning**: 26 – 33 kts
- **Gale wind warning**: 34 – 47 kts
- **Storm force wind warning**: 48 – 63 kts
- **Hurricane force wind warning**: 64 kts or more

Whilst the guidelines for berthing drafts will dominate the arrival draft protocols, there remains the possibility that consistent strong winds (consistent strong winds are deemed to be the average wind speed ≥ 25kts for three continuous 10 minute intervals) or strong wind warnings may necessitate vessels > 30,000 DWT ballasting to a deeper draft. This is done at the direction of the Harbour Master, in line with the following table before entering the channel:
### Shipping Information

<table>
<thead>
<tr>
<th>DWT</th>
<th>FWD Draft</th>
<th>AFT Draft</th>
</tr>
</thead>
<tbody>
<tr>
<td>30,000 – &lt;50,000</td>
<td>3.0 – 5.0</td>
<td>6.5</td>
</tr>
<tr>
<td>≥50,000 – &lt;100,000</td>
<td>5.0 – 7.0</td>
<td>6.5 – 7.5</td>
</tr>
<tr>
<td>≥100,000 – &lt;150,000</td>
<td>7.0 – 8.0</td>
<td>7.5 – 8.0</td>
</tr>
<tr>
<td>≥150,000 – &lt;200,000</td>
<td>8.0 – 8.5</td>
<td>8.5 – 9.5</td>
</tr>
<tr>
<td>≥200,000 – &lt;250,000</td>
<td>9.0</td>
<td>9.5 – 10.0</td>
</tr>
<tr>
<td>≥250,000</td>
<td>9.0 – 9.5</td>
<td>9.5 – 10.5</td>
</tr>
</tbody>
</table>

Where a DWT falls between any of the figures mentioned above, Masters are urged to interpolate when calculating drafts.

Vessels which have difficulty meeting these minimum arrival drafts must notify the Harbour Master at the earliest opportunity.

**6.17. Dynamic Under Keel Clearance (DUKC®)**

With the large tidal range experienced in Port Hedland together with the long channel length, it is necessary to carefully manage vessel sailing drafts.

The DUKC® was introduced in Port Hedland in 1996 in order to provide benefits to the shipper, ship owner and charterers through maximising the sailing draft and/or extending the tidal sailing windows. Vessels are able to ship greater tonnages without compromising vessel or port safety.

The main component of the DUKC® system is O’Brien Maritime Consultants (OMC) International ship motion simulation package, utilising real time sea, swell and tide data as well as the vessel’s own stability criteria to determine accurate allowances for squat and wave response to enable the port to predict with greater accuracy, and hence safety, the sailing draft and/or sailing window, thus optimising the vessel’s load.
**SHIPPING INFORMATION**

Vessels with a sailing draft of 14m or greater will be required to provide the Port Hedland VTS specific DUKC® data as soon as practicable after berthing. DUKC® results will then be forwarded to shippers/agents, 24hrs and 12hrs prior to the vessel’s nominated sailing time. In accordance with PPA’s Port User Guidelines and Procedures, vessels unable to meet the speed performance expectations, may be deemed unsuitable for the port.

### 6.18. Cargo Stowage Factors

<table>
<thead>
<tr>
<th>Density</th>
<th>Stowage Factors (INDICATIVE ONLY)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>BHP</strong></td>
<td></td>
</tr>
<tr>
<td>Newman Blend Lump</td>
<td>2.20 t/m³</td>
</tr>
<tr>
<td>Newman High Grade Fines</td>
<td>2.50 t/m³</td>
</tr>
<tr>
<td>Yandi Fines</td>
<td>2.00 t/m³</td>
</tr>
<tr>
<td>MAC Fines</td>
<td>2.50 t/m³</td>
</tr>
<tr>
<td>Jimblebar Fines</td>
<td>2.50 t/m³</td>
</tr>
</tbody>
</table>

**FMG Cargo Stowage Factors**

<table>
<thead>
<tr>
<th>Density</th>
<th>Stowage Factors (INDICATIVE ONLY)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fortescue Lump</td>
<td>2.30 t/m³</td>
</tr>
<tr>
<td>Fortescue Blend</td>
<td>2.09 t/m³</td>
</tr>
<tr>
<td>Super Special Fines</td>
<td>2.00 t/m³</td>
</tr>
<tr>
<td>Kings Fines</td>
<td>1.97 t/m³</td>
</tr>
<tr>
<td>Western Fines</td>
<td>2.31 t/m³</td>
</tr>
</tbody>
</table>

**Roy Hill Cargo Stowage Factors**

<table>
<thead>
<tr>
<th>Density</th>
<th>Stowage Factors (INDICATIVE ONLY)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Roy Hill</td>
<td>2.00 t/m³</td>
</tr>
<tr>
<td>Roy Hill Fines</td>
<td>2.30 t/m³</td>
</tr>
</tbody>
</table>
6.19. Vessel Traffic Services

Port Hedland Vessel Traffic Services (VTS) provides a 24 hour, seven day a week Information Service (INS) and a Traffic Organisation Service (TOS) to all vessels navigating within the VTS area. It maintains a comprehensive vessel traffic surface picture, interacting with vessels as required, providing essential information to assist in on board decision making processes. (Note: Decisions concerning the actual navigation and the manoeuvring of the vessel remains with the master at all times).

Information, advice and instructions provided to vessels include (but are not limited to) amendments and changes to promulgated information concerning the VTS area, position and intended movements of other vessels, navigational warnings, meteorological conditions and warnings, waterway management, and navigational information.

VTS Officers work 12 hour shifts with changeover times 0600hrs and 1800hrs daily. The language for communication is English, using IMO Standard Marine Communication Phrases where necessary. Vessels can expect prompt and clear communications from Port Hedland VTS at all times. As indicated in Section 3, each radio channel is controlled, monitored and recorded in accordance with AMSA and IALA requirements. The harbour working channel (VHF Ch12) is the main channel where general interaction between vessels and Port Hedland VTS takes place.

During cyclonic events, and when the Harbour Master directs the port to close, Port Hedland VTS will promulgate and implement a vessel departure schedule clearing the port and anchorages of vessels. Severe weather warnings may be issued up to 72 hours prior to cyclone impact with port clearance commencing 36 hours prior to impact. It is imperative for vessels to follow VTS instructions to prevent the development of dangerous vessel traffic / marine situations and to ensure the safe and efficient movement of vessels within the VTS area. On completion of vessels clearing the Port, all Port Hedland VTS operations will be suspended until the cyclonic event has passed.

The Harbour Master will reopen the anchorage once the ‘All Clear’ has been given. Port Hedland VTS will liaise with all shipping agents asking them to provide advice of the ETA of all vessels returning to Port Hedland. This
**SHIPPING INFORMATION**

Information will be used to develop a schedule for the return of vessels into the anchorage and the port.

Vessels returning to the port after a cyclonic event should report to Port Hedland VTS four hours prior to arrival, advising the intended ETA. Port Hedland VTS will allocate an entry time and anchorage based on the information received. Vessels are not to approach the port closer than 10nm of the first reporting point or enter the port without having obtained permission from Port Hedland VTS.

**Note:** Vessels will not lose their priority for berthing due to port and anchorage evacuation. Anchorage and NOR times remain in the same order as the vessel’s initial arrival.
7. PILOTAGE

7.1. Information for Masters

For the health and wellbeing of employees and contractors, PPA promotes a “Smoke Free” workplace environment. Ideally this should extend to and include the bridge area of vessels where Marine Pilots are working. Masters are encouraged to promote this initiative.

Except as otherwise indicated, pilotage is compulsory within Port Limits and within the “Pilotage Area”, which is the area of sea beyond the boundaries of port limits, within a radius of 20 nm from the Hunt Point Beacon (No.47).

Port Limits embrace all waters up to the High Water Mark within a radius of 10 nm from Hunt Point Beacon (No.47).

The Master of any vessel other than a vessel exempted under the Port Authorities Regulation 51, shall not cause or permit the vessel to enter or depart from, or move within port limits or Pilotage Area, unless authorised to do so by the Harbour Master without first having taken on a marine pilot.

Masters of vessels will be advised by Port Hedland VTS to proceed to a designated anchorage to anchor their vessel or to proceed to the Pilot Boarding Ground (PBG) for the purpose of embarking a pilot.

Vessel’s Masters must ensure they are in position at the PBG at the advised time to receive their marine pilots. If for some reason a vessel is unable to make the assigned time, the vessel is to immediately notify Port Hedland VTS advising of problem and revised ETA.

Pilotage is compulsory for all vessels navigating within port limits unless exempted from Pilotage under the port authority regulations.

Shallow draft departing vessels may, after the satisfactory assessment of the outbound pilot, exit the main channel at beacons 30/31, 26/28 or 15/16 (to be determined by the pilot) and continue their transit without a pilot departing at 2E / 3E (Sarus Towers).

NOTE: Vessels must not proceed further than the pilot boarding ground without the express direction or request from the pilot.
7.2. Safety Requirements for Mooring, Making Fast and Letting Go of Tugs

In order to minimise the number of incidents relating to vessel mooring, making fast and / or letting go of tugs in Port Hedland, it is a Harbour Master’s requirement that all bridge and mooring stations be manned by STCW 95 qualified officers. That is, a minimum of the vessel’s Master and OOW on the bridge to monitor the passage, and an officer at both the forward and aft mooring stations to ensure adequate supervision of the ship’s crew.

7.3. Exemptions

Eligibility criteria for both the vessel and the Master of that vessel applying for exemption are outlined in the Port Authorities Regulations 2001 and Application for Pilot Exemption Procedures available on PPA’s website.

7.4. Vessel Defect Reporting and Port Impacts

All vessel masters must declare any defects prior to arrival and ensure all critical navigation equipment and machinery (propulsion/steering/generators) are in good working order.

Vessels that experience equipment failure and have a detrimental impact on port operations will be charged a full pilotage fee and maybe additional fees in the event of significant port emergencies.

7.5. Pilot Boarding Requirements

7.5.1. Helicopter Requirements

Due to safety of personnel, increasing traffic, and port efficiency, the transfer of marine pilots by helicopter is the preferred method at Port Hedland. As such, helicopter transfer should be used on all suitable vessels.

Vessels are to complete PPA’s Helicopter Checklist in full (along with other relevant arrival information) and provide this information to their agents in order to have it uploaded into the vessel information database (KLEIN Web Portal) well prior to arrival. The helicopter will land on the designated hatch cover nominated in the checklist.

Vessels must demonstrate they meet all criteria outlined in AMSA Marine
Orders, Part 57 Helicopter Operations, and ICS Guide to Helicopter/Ship Operations, paying particular attention to the strength of the hatch cover.

Vessels must also ensure a pennant or wind sock is positioned so it is clearly visible, easy to recognise and free to swivel in the wind, giving the pilot a clear visual indication of the speed and direction of the wind relative to the ship’s deck. During night operations, the pennant or wind sock must be illuminated.

Port Hedland VTS will confirm pilot transfer method and additional radio requirements as necessary.

7.5.2. Landing Hatch

Helicopter landing hatches must have sufficient structural strength to withstand the maximum static and dynamic load exerted by the helicopter. Helicopters utilised in Port Hedland have a maximum take-off weight of 2950kg.

The cleaning of the helicopter hatch (only) for the safe operation of the helicopter in accordance with AMSA Marine Notice 15/2008 is permitted for outbound vessels. Washing down of the helicopter hatch should not commence until seaward of Beacon 47 (Hunt Point).

7.5.3. Pilot Launch

If a vessel is deemed not suitable for pilot transfer by helicopter, marine pilots will board via a pilot launch. Pilot transfer via this method must comply with IMO SOLAS Regulations. The required boarding arrangements for pilots (including pilot ladder specifications) are depicted on the following page.

If the distance from the bottom of the pilot ladder to the main deck is in excess of 9m then a combination ladder will be required.
7.6. Required Boarding Arrangements for Pilot
Created by the International Pilots’ Association, in accordance with SOLAS regulation V/23 and IMO Resolution A.1045(27).
**PILOTAGE**

**RIGGING FOR FREEBOARDS OF 9 METRES OR LESS**

- **HANDHOLD STANCHIONS**
  - Min. Diam. 32mm
  - Min. 120cm Above Bulwark

- **MAN-ROPES** (without knots)
  - Min. Diam. 28mm
  - Max. Diam. 32mm
  - IF REQUIRED BY THE PILOTSPREADER
  - Min. 180cm Long
  - Min. 40cm
  - 31-35cm Max. Diam. 9 STEPS Between spreaders
  - 5th STEP From bottom must be a spreader

- **SHIP'S SIDE**
  - 6 METRES unobstructed height

- **PILOT LADDER**
  - Must extend at least 2 metres above lower platform

- **ACCOMMODATION LADDER**
  - Secured to ship's side
  - Should lead aft

- **PILOT LADDER REQUIREMENTS**
  - A pilot ladder requires a climb of not less than 1.5 metres and no more than 9 metres
  - The lower platform shall be a minimum of 5 metres above the sea

**COMBINATION ARRANGEMENT**

**FOR SHIPS WITH A FREEBOARD OF MORE THAN 9 METRES**

- WHEN NO SIDE DOOR AVAILABLE
  - Maximum 45˚ slope
  - Lower platform horizontal
  - Recommended 9 metres freeboard mark 0.5m

**SIDE ROPE**

- Min. Diam. 18mm
- ALL STEPS Must rest firmly against ship's side

**HANDHOLD REQUIREMENTS**

- Min. 70cm
- Max. 80cm

**PILOT LADDER WINCH REEL**

- All pilot ladder winch reels should have a means of prevention from being accidentally operated.
- The brake and lock must be operative on manually operated winches.
- Power winches must have an operative safety device to lock the winch in position.

**NO!**

- No shackles, knots or splices
- The steps must be equally spaced
- Spreaders must not be lashed between steps
- Side ropes must be equally spaced
- The steps should not be painted, dirty or slippery
- Loops and tripping lines present a tripping hazard and foul the Pilot Launch

**OBSTRUCTIONS**

**HANDHOLD**

- Min. 70cm
- Max. 80cm

**Minimum Clearance**

- 220cm
- 2m
- 2m

**Handholds**

- Min. 70cm
- Max. 80cm

**Minimum Clearance**

- 220cm

**Pad eye**

**BULWARK & PILOT LADDER**

- Secured to deck strong points

**Handhold stanchions**

- Rigidly secured to deck

**Responsible Officer**

- In contact with bridge

**Lifefluy with self-igniting light**

**Bulwark & Pilot ladder**

- Secured to deck strong points

**MINIMUM CLEARANCE**

- Side opening
  - 220cm
  - 75cm
  - 75cm

**MINIMUM 91.5cm**

**SHIP’S SIDE DOORS** used for transfer should not open outward

**INTERNATIONAL MARITIME PILOTS’ ASSOCIATION**

H.Q.S. “Wellington” Temple Stairs, Victoria Embankment, London WC2R 2PN  Tel: +44 (0)20 7240 3973  Fax: +44 (0)20 7210 3518  Email: office@impahq.org

This document and all IMO Pilot-related documents are available for download at: http://www.impahq.org
8. **SECURITY**

8.1. **Port Security**


8.2. **Port ID Number**

AUPHE

8.3. **National Security Authority contact details:**

Department of Infrastructure and Transport

Office of Transport Security

Transport Security Coordination Centre
Telephone: 1300 307 288 from outside Australia: +61 2 6274 8187
Fax: +61 2 6274 6089
Email: transport.security@infrastructure.gov.au

Information relating to Port Security can be found on PPA’s website (www.pilbaraports.com.au). Alternatively, port security queries can be addressed to:

<table>
<thead>
<tr>
<th>PORT SECURITY OFFICER/ HARBOUR MASTER</th>
<th>SECURITY SUPERINTENDENT</th>
<th>GENERAL MANAGER OPERATIONS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tel: (08) 9173 9115</td>
<td>Tel: (08) 9173 9038</td>
<td>Tel: (08) 9173 9018</td>
</tr>
<tr>
<td>Mobile: 0427 424 917</td>
<td>Mobile: 0407 442 863</td>
<td>Mobile: 0419 926 426</td>
</tr>
</tbody>
</table>

8.4. **Maritime Security Identification Card (MSIC)**

The Maritime Security Identification Card (MSIC) is a national identification document that shows the holder has the minimum security requirements to work unescorted or unmonitored in a maritime security zone.
PPA is an approved MSIC issuing body. To access a Maritime Security Zone, it is a requirement under the Maritime Transport and Offshore Facilities Security Regulations 2003 that the person(s) be in possession of and properly display a valid MSIC.

All enquiries regarding MSICs must be directed to:

MSIC Issuing Office (located within PPA’s Port Hedland Administration Building)
Telephone: (08) 9173 9039
Email msic.porthedland@pilbaraports.com.au
MSIC issuing office hours of operation are: 0800hrs-1530hrs Monday through Friday.

8.5. Port Inductions

All employees and contractors who require access to the port to work must complete PPA’s Occupational Health & Safety, Security, Environment & Heritage, Eastern Harbour and Utah site specific inductions. These inductions are completed online and can be accessed through the online induction portal via PPA’s website.

On completion of site specific inductions, it is compulsory for all employees and contractors to attend the Port Hedland MSIC office with a completed PPA Induction Application Form within 30 days. PPA’s Induction Applications Forms are generated by the PPA induction system on successful completion of the required induction.

If completing PPA’s induction for the first time, or renewing your induction where it has been expired by more than six months, a drug and alcohol screen no more than 30 days old must also be provided.

All persons operating small commercial vessels within the harbour must complete a PPA Small Vessel Induction prior to commencement of work on the water. All applicants are required to present their Marine Qualifications prior to obtaining their Small Vessel Induction Card. Small vessel inductions are completed through the online induction portal via PPA’s website.
8.6. Crew Shore Leave

For ship’s crews on vessels berthed at PH1, PH2 or PH3, photographic identification is required to leave and re-enter the Port. Seafarers are required to use the complimentary bus service provided by the Port Hedland Seafarers’ Centre. Ship crew transiting through the port on foot is prohibited. All other vessels berthed within the port will be picked up at the commercial jetty, after being transferred by a dedicated crew transfer vessel (Port Launch Service).

8.7. Cargo Security Procedures and Operations

With a view to maintaining the security of goods and cargo moving through the Port, PPA has set procedures for the reporting and movement of cargo, goods, materials and machinery entering or leaving the port.

These procedures provide a regulatory framework and documented process for the movement of all cargo, goods, materials and machinery, and can be downloaded from PPA’s website.

Significant features of these procedures require the provision of mandatory pre-arrival vessel/cargo reports to PPA and the relevant stevedoring company for all vessels calling at PPA public wharves. It also includes the requirement for all cargo, goods, materials and machinery passing through the port’s security gate to be accompanied by a Materials Gate Pass (MGP) or other approved document.

Further information regarding MGP or Cargo Security issues can be obtained by calling the Landside Operations Team on telephone: (08) 9173 9077 (0600Hrs – 1800Hrs) and (08) 9173 9808 (1800Hrs – 0600Hrs).

Specific operational procedures relating to livestock and dangerous goods are available on PPA’s website. These include Livestock Handling Procedures, Ammonium Nitrate Procedures and Tanker Procedures.

PPA requires all vessels to be able to undertake cargo operations on a continuous basis while alongside the public berths. A pre-cargo briefing will be convened around 48 hours prior to the scheduled vessel berthing to confirm all operational requirements. Wharfage and storage costs are available on PPA’s website.
9. ENVIRONMENTAL MANAGEMENT

9.1. Overview

PPA is required under the *Port Authorities Act 1999* to protect the environment of the port and minimise the impact of port activities on the environment. PPA manages the environment of the Port of Port Hedland in accordance with its Environmental Management Plan, State and Commonwealth legislation, International Agreements and protocols and various other policies and standards. PPA’s Environmental Management Plan is available on its website.

PPA holds environmental licences issued by the Department of Water and Environmental Regulation (DWER) for operations at PPA berths PH1, PH2 & PH4. All non-compliances with conditions issued under the licences are reportable to DWER.

It is the responsibility of each individual and organisation who conduct any activities or operations within the port, whether on leased, licenced or otherwise occupied land or facilities, and waters within Port Limits, to do so in accordance with all relevant environmental legislation and standards.

If any individual or organisation undertakes an activity that does not meet the environmental management requirements of PPA, PPA may require the activity to be stopped until the environmental issues are addressed and the environmental damage repaired and/or restored at the individual’s or organisation’s expense.

9.2. Heritage

PPA is committed to protecting cultural heritage values within the Port of Port Hedland in accordance with its Cultural Heritage Management Plan. Significant cultural heritage sites and objects in WA are protected under State and Commonwealth legislation. The majority of reported cultural heritage sites within the Port of Port Hedland are Aboriginal heritage sites. Refer to the Department of Planning, Lands and Heritage website (www.dplh.wa.gov.au) for further information on heritage sites and cultural material that may exist within the Port of Port Hedland.
9.3. Flora and Fauna

The Port Hedland region supports a rich diversity of flora and fauna. Any individual or organisation that intentionally, negligently or accidentally causes harm to flora or fauna (e.g. turtles, cetaceans and mangroves) must inform PPA immediately. PPA has several licenced snake handlers onsite to assist with reptile removal and relocation from PPA's operational sites. All other wildlife response will be done in consultation with the Department of Biodiversity, Conservation and Attractions.

9.4. Fishing

Fishing from all commercial vessels berthed within the port, or from any wharf, jetty or pier within Port Hedland inner harbour, with the exception of Port Hedland Main Street public jetty (located adjacent to Marapikurrinya Park), is strictly prohibited.

9.5. Dust, Light and Noise

It is the responsibility of each individual and organisation to ensure the generation of dust, light or noise caused by the undertaking of any activity meets the minimum standards of the Environmental Protection Act 1986 and associated instruments. All excessive dust, light and/or noise generated by associated ship borne activities must be reported to PPA.

9.6. Water, Sediment and Soil

It is the responsibility of each individual and organisation to ensure any activity does not result in the contamination of water, sediment or soil. Contamination may result from spilled or inappropriate management of liquids and / or solids. Any incident causing contamination must be reported to PPA immediately.

9.7. Cleaning / Washing Vehicles, Plant, Equipment

It is the responsibility of each individual and organisation to ensure waste water from the cleaning/washing of vehicles, plant and/or equipment is sufficiently contained and is unable to enter the environment (both seaside and shoreside), either directly or indirectly via onsite drainage systems.
9.8. Washdown Facility

PPA provides a dedicated fully self-contained wash-down bay for the purpose of cleaning light vehicles, mobile plant and other equipment. Users of the facility are to comply with relevant rules and requirements. Any waste water or material discharged from the wash-down bay is to be reported to PPA as soon as it occurs.

9.9. Environmental Incident Reporting

Any incident that has the potential to cause, is causing, or has caused environmental harm within the port environs and port limits be reported to Port Hedland VTS on (08) 9173 9030 or VHF Ch12 immediately upon discovery. Examples of incidents include discharges into the harbour, interactions with fauna, damage or loss of flora, dangerous goods spills, and excessive dust, light and noise.

All environmental incidents should be reported verbally (to the PPA VTS or PPA representative) and electronically using the online Hazard and Incident Report form available on PPA’s website.

9.10. Hydrocarbon Spills

Any individual who causes, observes or detects spillage of hydrocarbons into water within Port Limits must immediately notify PPA Vessel Traffic Services on (08) 9173 9030 or VHF Ch12. PPA may initiate a First Strike Response proportionate to the size and impact of incident.

For landside hydrocarbon spills, pollution control stations with containment and absorbent material are located within the port secure area and are available for use to recover minor spills.

It should be noted that PPA adopts ‘The Polluter Pays’ philosophy and therefore expects all employees, contractors and vessel Masters, to observe Workplace Health and Safety requirements, whilst employing best work practices and complying with relevant legislation in order to minimise the risk of hydrocarbon spills.
9.11. Introduced Marine Pests


Vessels arriving from international or interstate waters must also comply with the Department of Primary Industries and Regional Development requirements, including completing the Vessel Check online risk assessment, available at [https://vesselcheck.fish.wa.gov.au](https://vesselcheck.fish.wa.gov.au).

PPA may require vessel owners to undertake actions to reduce the risk of the vessel translocating marine pests (such as marine pest inspection or dry dock and clean), prior to granting approval for the vessel to enter the port. To avoid significant costs and time delays, vessels owners should contact PPA (Environment.PortHedland@pilbaraports.com.au) prior to departing for Port Hedland.


In most cases, a discharge of waste into the marine environment is either prohibited or requires written permission from PPA. Discharge of waste ashore is subject to strict quarantine requirements as determined by the Commonwealth Department of Agriculture and Water Resources (DAWR), and is only permitted by a licenced waste contractor.

The following table outlines waste discharge guidelines for the Port of Port Hedland:
<table>
<thead>
<tr>
<th>WASTE CATEGORY</th>
<th>MARINE DISCHARGE</th>
<th>DISCHARGE ASHORE</th>
<th>SOURCE / REFERENCE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Plastics</td>
<td>NO</td>
<td>Via waste contractor. DAWR approval for international vessels</td>
<td>MARPOL (V) DAWR Biosecurity Act 2015</td>
</tr>
<tr>
<td>Oil, Oily Mixtures (controlled waste)</td>
<td>NO</td>
<td>Via waste contractor. DAWR approval for international vessels</td>
<td>MARPOL (I) DAWR Biosecurity Act 2015, DWER Controlled Waste Regulations 2004</td>
</tr>
<tr>
<td>Hatch cover/ deck washing water</td>
<td>Cargo residuals only (not harmful to the Marine Environment) from deck for safe operation of a helicopter within the landing area and its immediate vicinity to avoid dust being raised by the down-draft of the rotors outbound past beacon 47</td>
<td></td>
<td>MARPOL (V)</td>
</tr>
<tr>
<td>Garbage</td>
<td>NO discharge unless only food waste. Discharge of only food waste permitted if ground or comminuted to particles &lt;25mm and &gt;3mm from nearest land</td>
<td>Via waste contractor. DAWR approval for international vessels</td>
<td>MARPOL (V) DAWR Biosecurity Act 2015</td>
</tr>
<tr>
<td>Timber</td>
<td>NO</td>
<td>Via waste contractor. DAWR approval for international vessels</td>
<td>MARPOL (V) Reg 3 DAWR Biosecurity Act 2015</td>
</tr>
<tr>
<td>Recyclables</td>
<td>NO</td>
<td>Via waste contractor. DAWR approval for international vessels</td>
<td>MARPOL (V) Reg 3 DAWR Biosecurity Act 2015</td>
</tr>
<tr>
<td>Airborne Emissions</td>
<td>Incinerators not permitted. Black smoke &lt;4 minutes per hour, notify Port Hedland VTS prior to release</td>
<td></td>
<td>MARPOL (VI) DWER, Unauthorised Discharge Regulations 2004</td>
</tr>
<tr>
<td>Ballast Water</td>
<td>YES for low risk ballast water. NO for high risk ballast water.</td>
<td></td>
<td>IMO DAWR Biosecurity Act 2015</td>
</tr>
<tr>
<td>WASTE CATEGORY</td>
<td>MARINE DISCHARGE</td>
<td>DISCHARGE ASHORE</td>
<td>SOURCE / REFERENCE</td>
</tr>
<tr>
<td>--------------------------------</td>
<td>----------------------------------------------------------------------------------</td>
<td>------------------------------------------------------</td>
<td>---------------------------------------------------------</td>
</tr>
<tr>
<td>Black / Grey Water Sewage</td>
<td>Within 3nm of nearest land – No discharge of any sewage permitted.</td>
<td>Discharge ashore via licenced waste contractor</td>
<td>Port Authorities Regulations 2001 (Reg 17) MARPOL (IV) DWER Controlled Waste Regulations 2004</td>
</tr>
<tr>
<td>(Controlled Waste)</td>
<td>Between 3nm and 12nm from nearest land – No discharge of sewage which has not been treated / disinfected is permitted.</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Discharge of treated / disinfected sewage permitted only if:</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>1. Sewage is treated / disinfected using a system approved in accordance with MARPOL</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>2. PPA has been provided a copy of the international Sewage Pollution Prevention Certificate</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>3. PPA has granted written approval for vessel to discharge treated / disinfected sewage in Port of Port Hedland waters between 3nm and 12nm from nearest land</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>4. Vessel speed is &gt;4kts and no visible floating solids or discolouration are produced by discharge of the treated / disinfected sewage</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Greater than 12nm from nearest land – Discharge of sewage permitted where vessel speed is &gt;4kts</td>
<td></td>
<td></td>
</tr>
<tr>
<td>WASTE CATEGORY</td>
<td>MARINE DISCHARGE</td>
<td>DISCHARGE ASHORE</td>
<td>SOURCE / REFERENCE</td>
</tr>
<tr>
<td>----------------------</td>
<td>------------------</td>
<td>------------------</td>
<td>-------------------------------------</td>
</tr>
<tr>
<td>Other Controlled Waste</td>
<td>NO</td>
<td></td>
<td>MARPOL (II)</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>MARPOL (III)</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>DWER Controlled Waste Regulations 2004</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>DAWR Biosecurity Act 2015</td>
</tr>
<tr>
<td>In-Water Cleaning / Painting and Propeller Polishing</td>
<td>NO</td>
<td>NO</td>
<td>DAWR Biosecurity Act 2015</td>
</tr>
</tbody>
</table>

Consult licensed controlled waste contractor. DAWR approval may be required for international vessels.
10. OCCUPATIONAL HEALTH AND SAFETY MANAGEMENT

PPA is committed to providing a safe and healthy work environment within PPA controlled areas, whilst actively striving to prevent all work related injuries and occupational illnesses. PPA values the safety of all people who enter its port above all else, and Occupational Safety and Health (OSH) is to be regarded as of the utmost importance in all port activities. PPA has direct oversight or responsibility for the activities of staff, contractors and licensees and maintains general oversight of other port users.

PPA’s Occupational Safety and Management System is certified to AS/NZS 4801, and provides for an integrated and consistent approach to safety at the port. A copy of PPA’s Occupational Safety and Health Policy is available on its website.

Governing legislation applicable to safe operations at the port are:

- *Port Authorities Act 1999*;
- *Occupational Safety and Health Act 1984*;
- *Mines Safety and Inspection Act 1994*;
- *Australian Maritime Safety Authority Act 1990*; and

The safety performance of all staff, contractors and port users is monitored and reported to PPA’s Executive and Board monthly, including incidents which are reportable to a regulatory body and other high and potentially high risk events.

For more information, or to request a copy of key Health and Safety documentation, please contact the PPA Health and Safety team.

10.1. Hazard and Incident Reporting

PPA requires all staff, contractors and port users to report all hazards and incidents both verbally, to their PPA representative, and electronically using the online Hazard and Incident Reporting System, available from PPA’s website.

All incidents should be submitted into the system prior to the end of shift where practicable.
Refer to the PPA Incident Management Procedure for further information.

10.2. Risk Based Hygiene Monitoring

As part of PPA’s commitment to providing a work environment where exposure to excessive dust and noise is minimised, workplace monitoring is regularly undertaken to ensure exposure levels and controls are effective.

10.3. Communication

PPA’s Health and Safety team hold monthly forums for contractors and port users to raise safety and health concerns and share initiatives. Safety and health bulletins and briefs are regularly published and communicated to contractors and port users via email. Should port users wish to receive an invitation to the monthly health and safety forum, or be added to the email mailing list, please contact the HS team on safety@pilbaraports.com.au.

10.4. Reporting

PPA requires all contractors and ports users submit a monthly OSH report to PPA’s Health and Safety team. PPA’s OSH report forms can be downloaded from PPA’s website or from emailing the Health and Safety team on safety@pilbaraports.com.au.
11. WORK PROCEDURES AND REQUIRED PERMITS

11.1. Work Requiring a Permit

PPA maintains a commitment to the protection of the environment, workplace health and safety, while at the same time ensuring port operations are carried out utilising world’s best work practices. The majority of significant works carried out on vessels alongside requires approval from PPA prior to commencement of work.

Procedures regarding works carried out within PPA, including required permits, are available on PPA’s website and must be submitted to PPA for approval at least 48 hours (in most cases) prior to commencement of work. Ship agencies have a thorough knowledge of what permits are required and should be able to assist where necessary.

Under no circumstances should work that requires a permit commence without prior approval from PPA. All works carried out must meet the conditions outlined in the relevant procedures and permits.

11.2. Hot Works

Approval must be obtained from PPA to undertake any hot works (welding, burning etc.) within the port area. Approval is to be obtained from the relevant authorised person at PPA. Refer to permit for further details.

All hot works being conducted onboard vessels is to be reported to PPA via the vessel’s agent and must comply with the vessel’s SMS.

11.3. Abrasive Blasting and Painting

Approval must be obtained from PPA to undertake any abrasive blasting and painting within the port area. Approval is to be obtained from the relevant authorised person within PPA prior to the commencement of work. Refer to permit for further details.

11.4. Excavation

Approval must be obtained from PPA to undertake any excavation including all digging, trenching or boring which extends more than 150mm below ground level prior to any excavation works taking place. Approval is to be obtained from the relevant authorised person at PPA. Refer to permit for further details.
11.5. Working at Heights
Approval must be obtained from PPA to undertake any work that involves working at heights within the port prior to commencement of work. Approval is to be obtained from the relevant authorised person at PPA. Refer to Fall Prevention Procedure and Working at Height Permit for further information.

11.6. Confined Spaces
Approval must be obtained from PPA to undertake any works that involve confined spaces within the port prior to commencement of work. Approval is to be obtained from the relevant authorised person at PPA. Refer to the Confined Space Entry Procedure and Confined Space Entry Permit for further information.

11.7. Isolation and Tagging Operations
PPA’s Isolation and Tagging Procedure applies to all mobile and fixed plant and equipment at all operations. Only those, who have completed Isolation Officer Level of Isolation and Tagging training, have been assessed, and deemed competent and authorised are able to perform isolations. For further information refer to PPA’s website.

11.8. High Voltage Access
Approval must be obtained from PPA to undertake any work that involves high voltage access within the port prior to commencement of work. Approval is to be obtained from the authorised High Voltage Operator at PPA.

11.9. Diving Operations
Diving operations must not be undertaken in the port unless a Permit to Dive has been approved by the appropriate personnel (Marine Operations section). Dive permits will only be issued during office hours between 0730Hrs – 1630Hrs Monday to Friday. Dive plans will only be accepted between Monday to Friday and must be submitted no later than 24 hours prior to intended commencement of dive operations in order to allow time for review and amendment as required. Instructions contained in the dive application must be adhered to at all times.
11.10. Drone Operations

Helicopter operations are a key part of PPA operations and as such the use of drones within PPA designated airspace must be managed effectively to ensure safe port operations are maintained. Accordingly, PPA requires drone operators to follow set procedures prior to conducting any drone flying operations.

Conditions to be followed for drone operations are contained within the ‘Request for use of a drone’ form is available on PPA’s website.

11.11. Photogprahy

Approval must be obtained from PPA to take photographs or video within PPA’s locations. The ‘Application to take photographs or video’ form with the relevant conditions is available on PPA’s website.

11.12. Work Requiring Notification / Approval

11.12.1. Engine Immobilisation

Vessels must not immobilise their main engines without written approval from Port Hedland VTS. Additionally, prior to commencement of immobilisation, confirmation of approval is to be sought from Port Hedland VTS. Instructions contained in the engine immobilisation request must be adhered to at all times. A brief but detailed explanation of work to be carried out must be included in the immobilisation request, as well as the estimated time (in hours) it will take to re-mobilise your engines in an emergency. See chapter 6 for engine immobilisation requirements.

11.12.2. Cranes

Approval must be obtained from PPA to undertake any crane (itinerant and classified plant) operations within the port. All cranes operating with PPA have to be inspected and registered. PPA’s operating procedures are available on the website. Approval will be obtained from the relevant PPA authorised person, that is, from Landside Operations Manager (Mine Manager) /prior to any crane works taking place.
NOTE:

(1) Changes to itinerant and classified plant procedures are expected to be introduced in 2018. Please check PPA website for the most up to date procedures

(2) Crane load maps for PPA Public Berths are available on the PPA website

11.12.3. Oversized Cargo Movements

All works that involve oversized cargo movements require approval from the Landside Operations Manager prior to commencement of cargo movement.

11.12.4. Load Line Maintenance

Vessels wishing to paint their load lines must seek approval from Port Hedland VTS on VHF Ch12 prior to commencement of load line maintenance and, on completion of maintenance advising all equipment and personnel have been recovered. Due care and diligence must be demonstrated at all times ensuring paint, scrapings or pollution does not enter the water.
12. PORT AND TOWN SERVICES

Port Hedland is a dynamic town of over 16,000 people located in the Pilbara region of WA. While the area can be described as remote, it offers a variety of services to locals and seafarers alike.

Port Hedland shipping agencies are familiar with facilities available to seafarers and are a valuable source of information.

12.1. Seafarers Centre

Open daily from 09:00 - 22:00 hrs Monday - Saturday and 12:00 - 17:00 hrs on Sundays. The Port Hedland Peace Memorial Seafarer’s Centre is located on the corner of Wilson and Wedge Streets and is administered by the Anglican Church Mission to Seafarers.

12.2. Amenities

Fully air-conditioned, the Centre provides a variety of amenities including a chapel, souvenir and gift-shop (with supermarket items), licensed bar, high speed internet with free WiFi, email, webcam, telephones, phone cards, foreign money exchange, reading room with book exchange and religious material. Recreation facilities include pool tables, darts, table tennis, basketball, games and TV.

12.3. Seafarer’s Bus Schedule / Transfer Launches

A complimentary bus service is provided for seafarers, as port authority regulations prohibit pedestrian access to and from vessels. The seafarers’ bus service runs to and from all vessels berthed at PH1, PH2 and PH3 on the eastern side of the port. All other vessels berthed within the port will be picked up at the commercial jetty, after being transferred by a dedicated crew transfer vessel (Port Launch Service). For up-to-date timetables of these services, contact your vessel’s agent or the Seafarers’ Centre direct on (08) 9173 1315.

12.4. Religious Services

Church services can be arranged on request to suit individual denominations by contacting the Centre during office hours. A Catholic Mass is held at the Centre at 15:15 hrs each Sunday.
12.5. Medical and Dental Facilities

Port Hedland currently has three medical centres, two dental facilities and a modern hospital servicing the region (as detailed in the following table). All offer a wide range of medical services and are open Monday to Friday and Saturday mornings.

Medical attention for anyone onboard the vessel can be arranged through the vessel’s respective agent. All costs incurred will be charged to the vessel.

<table>
<thead>
<tr>
<th>MEDICAL AND DENTAL FACILITIES</th>
<th>Address</th>
<th>Phone</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sonic HealthPlus</td>
<td>10 Hedditch St South Hedland</td>
<td>(08) 9172 5911</td>
</tr>
<tr>
<td>Port Hedland Medical Centre</td>
<td>7 Edgar St Port Hedland</td>
<td>(08) 9173 3733</td>
</tr>
<tr>
<td>Port Hedland Family Practice</td>
<td>Shop 5 Port Hedland Boulevard</td>
<td>(08) 9174 7600</td>
</tr>
<tr>
<td>Hedland Health Campus (Hospital)</td>
<td>34 Colebatch Way, South Hedland</td>
<td>(08) 9174 1410</td>
</tr>
<tr>
<td>Port Hedland Dental Surgery</td>
<td>3 / 10 Wedge St, Port Hedland</td>
<td>(08) 9173 5838</td>
</tr>
<tr>
<td>Hedland Dental Care</td>
<td>Unit 1, 19 Edgar St, Port Hedland and, Unit 4, 7 Tonkin St, South Hedland</td>
<td>1800 230 230</td>
</tr>
</tbody>
</table>


Supplies of food, liquor, cigarettes are readily available in the town. Providores will arrange to meet vessels on arrival but early advice to the ship’s agent of a vessel’s requirements is requested.
13. GOVERNMENT AGENCIES

In order for PPA to maintain the highest standards under which it operates, it is essential it continues to work closely with government agencies and local authorities ensuring adherence to set protocols and procedures.

PPA deals with the following government agencies on a daily basis.

13.1. Australian Maritime Safety Authority (AMSA)

AMSA is a statutory authority established under the Australian Maritime Safety Authority Act 1990 (the AMSA Act). AMSA’s principal functions are:

- Promoting maritime safety and protection of the marine environment
- Preventing and combating ship-sourced pollution in the marine environment
- Providing infrastructure to support safety of navigation in Australian waters
- Providing a national search and rescue service to the maritime and aviation sectors

The Navigation Act 2012 establishes AMSA as the competent authority for VTS in Australia and section 213 of the Act allows regulations to be made in relation Vessel Traffic Services.

13.2. Department of Agriculture and Water Resources

The Department of Agriculture and Water Resources (DAWR) has primary responsibility for managing Australia’s biosecurity system. Australia needs a robust biosecurity system because pests and diseases have the potential to cause significant harm to people, animals, plants and other aspects of our unique environment and economy.

Australia’s borders are not impenetrable. The Department of Agriculture and Water Resources, in partnership with governments, agencies, industry and the community, manages biosecurity services to minimise the risk of exotic pests and diseases entering and establishing in Australia and harming the Australian natural environment, our food security and economy. Biosecurity management is about more than quarantine, although this is an important element.
13.3. International Vessel’s Quarantine Pre-Arrival Reporting (QPAR)

A Quarantine Pre-Arrival Report for vessels must be sent to the DAWR Maritime National Coordination Centre (MNCC) maritimenc@agriculture.gov.au between 12 and 96 hours prior to arrival.

Approval to berth will then be granted based on an assessment of the Master’s QPAR declarations. The Master must provide the following details relating to vessels status for its current voyage to Australia:

- Vessel particulars such as name, identifiers, agent and voyage-related details
- Health status of crew, highlighting illness and/or death of persons on board the vessel
- Whether or not the vessel has a valid Ship Sanitation Certificate (SSC)
- Proposed crew and passenger movements
- Details of animals onboard
- Ballast water management information
- Pest and disease (e.g. Asian gypsy moth, bees)
- Previous high risk cargoes of grain, meal or livestock.

Once DAWR has assessed the QPAR, an Approval to Berth (ATB) may be issued that will set out imposed conditions. If a request for pratique is refused, the Master of the vessel must fly the quarantine signal (yellow flag or quarantine lights if at night). Under no circumstances are any persons permitted to leave the vessel without permission of a Quarantine Officer.

**NOTE: Failure to comply with a requirement to report under section 27A or giving false or misleading information in order to fulfil pratique requirements is a breach the Quarantine Act 1908.**

13.4. Additional Requirements for Cruise and Naval Vessels

Cruise and naval vessels are required to submit a QPAR between 12 and 96 hours prior to arrival and are also required to fill out the DAWR Live Plants Vessel Log if live plants are present onboard. This is to be completed and submitted at the time of inspection – do not submit with the QPAR.
For vessels entering subsequent Australian ports of call, a Quarantine Reporting Form for Cruise and Naval vessels entering subsequent Ports of Call, must be completed and presented to a Department of Agriculture officer on arrival. Cruise vessels must also complete a DAWR Passenger Vessel Gastro-Intestinal Illness form prior to entering every subsequent port to present to a DAWR officer during inspection.

13.5. Deaths or Illness in Transit Onboard International Vessels
The vessel Master is required to notify DAWR (through the MNCC) of any death or crew suffering from illness on the vessel. Agents must notify DAWR (Port Hedland) of any crew disembarking the vessel due to medical reasons via vehicle, launch or medivac. Any medical officer required to board an international vessel at anchorage must notify DAWR via their agent prior to departure.

13.6. Crew Sign-offs
It is the Master’s and agent’s responsibility to notify DAWR Port Hedland office of all crew sign-offs. DAWR officers may perform baggage inspections on disembarking crew in conjunction with the Australian Border Force agency in Port Hedland.

13.7. Animals onboard International Vessels
All animals and birds on board a vessel must be declared and confined in a manner consistent with the written directions provided by a DAWR officer. It is a responsibility of the Master and all other port users to notify DAWR Port Hedland office of all exotic birds’ hitch-hiking onboard international vessels. Animals are not to be taken off a vessel without the permission of a DAWR officer.

13.8. Landing Goods (other than cargo)
Under section 44B of the Quarantine Act 1908 a request to remove goods (other than cargo) from a vessel may be granted upon application to DAWR on the Section 44 form.
**No plant/animal/foodstuff/goods may be removed from an international vessel in Australian ports or waters except in accordance with a direction of a Department of Agriculture Officer**

13.9. Vessel Ballast Water Requirements

Ballast water exchanges must be undertaken in accordance with Australian Ballast Water Management Requirements. Master’s must submit a Ballast Water Summary Sheet to Maritime NCC between 12 and 96 hours prior to arrival to be granted approval to discharge ballast within Australia’s territorial sea (12 nm limit applies), or alternatively an onboard verification can be conducted following vessel arrival. Vessels cannot discharge ballast water without written permission from the DAWR.

13.10. Quarantine Waste

Quarantine waste may remain onboard a vessel in circumstances where a quarantine officer is satisfied that the waste is being managed in a sanitary manner. All cabin, galley and hold waste onboard the vessel that is intended to be discharged must be collected, transported, stored and/or treated under DAWR supervision to Port Hedland Landfill for deep burial.

While in port, all vessel waste on deck must be secured so that it is inaccessible to birds or other animals (i.e. bagged and in lidded deck bins). No plant or animal material is to be taken off the vessel without prior permission from DAWR. Ship Masters should determine the procedures for the treatment and disposal of quarantine waste at ports from their agent or DAWR Port Hedland office.

13.11. Australian Border Force

On 1 July 2015, the functions of the Department of Immigration and Border Protection and the Australian Customs and Border Protection Service were integrated into a new Department. The Australian Border Force (ABF) was established as the new front-line operational agency reflecting a greater focus on the border as a strategic national asset. The integrated arrangements build on recent border protection reforms and the long history of the two organisations working closely together.
ABF brought together all existing operational border, investigations, compliance, detention (facilities and centres) and enforcement functions. Policies, regulatory and corporate support for the ABF are delivered by the Department.

ABF has significant service and enforcement functions, including:

- facilitating the lawful passage of people and goods;
- investigations, compliance and enforcement in relation to illicit goods and immigration malpractice; and
- onshore detention, removals and support to regional processing arrangements.

ABF considers the border not to be a purely physical barrier separating nation states, but a complex continuum stretching offshore and onshore, including the overseas, maritime, physical border and domestic dimensions of the border.

Treating the border as a continuum allows an integrated, layered approach to provide border management in depth, working ahead of and behind the border, as well as at the border, to manage threats and take advantage of opportunities.

By applying an intelligence-led model and working with partner agencies across the border continuum, we deliver effective border control over who and what has the right to enter or exit, and under what conditions.

Officers in the ABF are operationally focused, uniformed and part of a disciplined enforcement body undertaking functions across Australia’s operating environment – patrolling air and seaports, remote locations, mail and cargo centres and Australia’s extended maritime jurisdiction.

ABF works closely with other government and international agencies to detect and deter unlawful movement of goods and people across the border.

The integration of their complementary customs, immigration and border protection functions and capabilities provides more diverse and interesting jobs and careers for their people. ABF is supported by better training, modernised business processes and systems, and an increased sense of professionalism and a strengthened culture of integrity.
The combination of enforcement resources from both immigration and customs enables them to boost their capacity and maintain investment in key capital infrastructure that supports the protection of Australia’s border.

ABF requires the Master / Owner / Operator of a ship to report their impending arrival and all crew and passengers on board no less than 96 hours prior to the vessel's estimated arrival.

This is to be notified using the Customs Form 13 – ‘Ship Pre-Arrival Report’ and Form 3 – Crew Report and Forms 2A and 2B – Passengers Report. ABF requires this information to complete an appropriate risk assessment of all vessels arriving in Australia. This information is also passed to ABF partner agencies to allow for further risk assessment and compliance with other Commonwealth requirements.

If the journey, from a place outside Australia, is likely to take less than ninety-six (96) hours, then the below timetable is to be used, based on the estimated steaming time from the previous foreign port.

### 13.12. Reporting Periods - Voyages Less Than 96 Hours

Likely duration of journey specified reporting period

- 72 hours or more but less than 96 hours 72 hours
- 48 hours or more but less than 72 hours 48 hours
- 24 hours or more but less than 48 hours 24 hours
- Less than 24 hours 12 hours

At this time the ship must also report its arrival through the Integrated Cargo System (ICS). For further ICS information refer to the ABF website.

In relation to this reporting requirement, the following should be noted:

- This report is mandatory for all first port vessels (i.e. vessels arriving in Australia direct from an overseas port/place).
- ABF will not normally require this report to be made at subsequent (i.e. intermediate) ports in Australia. However, this may be required from time to time at the discretion of the local ABF office.
This report is to be made to the local ABF office at the port where the vessel intends to arrive and may be provided: by hand, by fax or by email direct or through the ship’s agent.

Contact details for ABF in Port Hedland are:

- Phone: (08) 9158 1000
- Fax: (08) 9173 1111
- Email: porthedland.shipping@border.gov.au

Under S.64ACE of the *Customs Act 1901* a report is only taken to have been communicated to ABF when it is received by ABF.

Penalty provisions do apply which could result in fines or prosecution for failure to comply with the reporting requirement under S. 64 of the *Customs Act 1901*.

Master and crew are advised that it is also an ABF requirement that prior approval be obtained before any items can be removed or placed on board vessels.

Further information can be found on the ABF web site [www.border.gov.au](http://www.border.gov.au)

Master’s or ship agents are required to notify ABF of any crew changes that occur in the port. This should be done via forms:

- B521 Notification of Sign OFF
- B522 Notification of Sign ON
- B465 Crew Declaration

These forms should be provided to ABF before any change occurs.
14. EMERGENCIES AND MISCELLANEOUS

14.1. Emergency Procedures

For all marine related emergencies, Port Hedland VTS can be contacted 24 hours per day on (08) 9173 9030 or VHF Channel 12 or 16.

For rapid response from the Fire Services, Police or Ambulance

DIAL 000.

14.2. Miscellaneous

<table>
<thead>
<tr>
<th>ORGANISATION</th>
<th>WEBSITE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pilbara Ports Authority</td>
<td><a href="http://www.pilbaraports.com.au">www.pilbaraports.com.au</a></td>
</tr>
<tr>
<td>Port Hedland Pilots</td>
<td><a href="http://www.porthedlandpilots.com">www.porthedlandpilots.com</a></td>
</tr>
<tr>
<td>Bureau of Meteorology</td>
<td><a href="http://www.bom.gov.au">www.bom.gov.au</a></td>
</tr>
<tr>
<td>Australian Maritime Safety Authority</td>
<td><a href="http://www.amsa.gov.au">www.amsa.gov.au</a></td>
</tr>
<tr>
<td>Australian Border Force</td>
<td><a href="http://www.border.gov.au">www.border.gov.au</a></td>
</tr>
<tr>
<td>Department of Agriculture and Water</td>
<td><a href="http://www.agriculture.gov.au">www.agriculture.gov.au</a></td>
</tr>
<tr>
<td>Resources</td>
<td></td>
</tr>
<tr>
<td>Town of Port Hedland</td>
<td><a href="http://www.porthedland.gov.au">www.porthedland.gov.au</a></td>
</tr>
</tbody>
</table>

14.3. Practical Ship Safety Information

Pilbara Ports Authority acknowledges and supports the following information published and found on the Seahealth Denmark website: www.seahealth.dk

- 10 Rules of Thumb
- Mooring - Do it safely (booklet)
- Why do accidents happen (poster)
- Snap back zones (poster)
- How to prevent mooring accidents together (poster)
## Service and Contact Directory

### Pilbara Ports Authority Contacts

#### Administration
Office hours: 0800-1600hrs Mon – Fri  
T: (08) 9173 9000  
F: (08) 9173 9060  
E: feedback@pilbaraports.com.au

#### Chief Executive Officer
Mr Roger Johnston  
T: (08) 9173 9011

#### General Manager Operations
Captain John Finch  
T: (08) 9173 9018  
E: john.finch@pilbaraports.com.au

#### Vessel Traffic Services Centre
24 Hours  
T: (08) 9173 9030  
F: (08) 9173 9031  
E: tower.control@pilbaraports.com.au

#### Harbour Master / Port Security Officer
Captain Myron Fernandes  
T: (08) 9173 9115  
E: myron.fernandes@pilbaraports.com.au

#### Deputy Harbour Master
Captain Sharad Kohli  
T: (08) 9173 9019  
E: sharad.kohli@pilbaraports.com.au

#### Shipping Superintendent
Mr Michael Vaughan  
T: (08) 9173 9025  
E: michael.vaughan@pilbaraports.com.au

#### Deputy Harbour Master
Captain Jason Rebello  
T: (08) 9173 9120  
E: jason.rebello@pilbaraports.com.au

#### PPA Port Hedland ShipSchedulers
24 hours  
T: (08) 9173 9081  
F: (08) 9173 9031  
E: scheduling@pilbaraports.com.au

#### Landside Operations Manager
Mr Jon Giles  
T: (08) 9173 9056  
E: jon.giles@pilbaraports.com.au

#### Landside Operations - 24 hours
T: 0600 - 1800hrs (08) 9173 9077  
T: 1800 - 0600hrs (08) 9173 9108  
E: landside.operations@pilbaraports.com.au

#### Director Human Resources
Mr Damien Miles  
T: (08) 9159 6587  
E: damien.miles@pilbaraports.com.au
ICT Manager
Mr Arun Thavasi
T: (08) 9173 9083
E: arun.thavasi@pilbaraports.com.au

Finance Manager
Mr David Burgess
T: (08) 9173 9016
E: david.burgess@pilbaraports.com.au

Health and Safety Manager
Mr Todd Brewer
T: (08) 9173 9106
E: todd.brewer@pilbaraports.com.au

Environment and Heritage Manager
Ms Belinda Parker
T: (08) 9173 9074
E: belinda.parker@pilbaraports.com.au

Ports Engineering Manager
Mr Tahir Usman
T: (08) 9159 6535
E: tahir.usman@pilbaraports.com.au

Perth Based Contacts

General Manager Finance and ICT
Mr Nick Sarandopoulos
T: (08) 6217 7150
F: (08) 9226 2196
E: nick.sarandopoulos@pilbaraports.com.au

General Manager Risk and Governance
Ms Raechel Paris
T: (08) 9212 8105
E: raechel.paris@pilbaraports.com.au

Manager Enterprise Risk
Ms Catarina Le Guimaraes
T: (08) 6217 7148
E: Catarina.LeGuimaraes@pilbaraports.com.au

General Manager Engineering and Infrastructure
Mr Charles Kretzmann
T: (08) 9159 6538
E: charles.kretzmann@pilbaraports.com.au

Maintenance Manager
Mr Brad Orr
T: (08) 9173 9105
E: brad.orr@pilbaraports.com.au

Environment and Heritage Manager
Ms Belinda Parker
T: (08) 9173 9074
E: belinda.parker@pilbaraports.com.au

Ports Engineering Manager
Mr Tahir Usman
T: (08) 9159 6535
E: tahir.usman@pilbaraports.com.au

Perth Based Contacts

General Manager Finance and ICT
Mr Nick Sarandopoulos
T: (08) 6217 7150
F: (08) 9226 2196
E: nick.sarandopoulos@pilbaraports.com.au

General Manager Development and Trade
Mr Lyle Banks
T: (08) 9212 8113
E: lyle.banks@pilbaraports.com.au

General Manager Risk and Governance
Ms Raechel Paris
T: (08) 9212 8105
E: raechel.paris@pilbaraports.com.au

Commercial Manager
Ms Karlene Bylund
T: (08) 9212 8114
E: karlene.bylund@pilbaraports.com.au

Manager Enterprise Risk
Ms Catarina Le Guimaraes
T: (08) 6217 7148
E: Catarina.LeGuimaraes@pilbaraports.com.au

Director Corporate Government Affairs
Mr Richard Barrett
T: (08) 6217 7151
E: richard.barrett@pilbaraports.com.au

General Manager Engineering and Infrastructure
Mr Charles Kretzmann
T: (08) 9159 6538
E: charles.kretzmann@pilbaraports.com.au

Commercial Trade Manager
Mr Ash Puri
Tel: (08) 6217 7103
E: ash.puri@pilbaraports.com.au
Director Environment and Heritage
Mr Brad Kitchen
T: (08) 6217 7136
E: brad.kitchen@pilbaraports.com.au

Shipping Services

Shipping Agents

Wilhelmsen Ships Service Pty Ltd
PO Box 378
Port Hedland WA 6721
T: (08) 9173 1809 (24hrs)
F: (08) 9173 2526
W: wss.pthedland@wilhelmsen.com
www.wilhelmsen.com/shipsservice

Sea Corporation Pty Ltd
PO Box 105
161 Anderson St
Port Hedland, WA 6721
T: (08) 9173 4251
F: (08) 9173 3920
W: port hedland@seacorp.com.au
www.seacorp.com.au

Inchcape Shipping Services Pty Ltd
PO Box 42
1436 Stocker St
Port Hedland WA 6721
T: (08) 9173 2323 (24hrs)
F: (08) 9173 2450
E: port.hedland@iss-shipping.com
W: www.iss-shipping.com

Gulf Agency Company (GAC) Pty Ltd
Unit 2, 31 Throssell Rd
South Hedland WA 6722
T: (08) 9140 1311
A/H: 0420 962 081
F: (08) 9172 4680
E: shipping.porthedland@gac.com
W: www.gac.com

Monson Agencies Australia
PO Box 440
13/8 McKay St
Port Hedland WA 6721
T: (08) 9173 4018
A/H: 0488 212 119
E: porthedland@monson.com.au
W: www.monson.com.au

Ship Agency Services Pty Ltd
Port Hedland WA 6721
T: (08) 9173 1190 (24hrs)
F: (08) 6316 1414
E: hedland@shipagency.com.au
W: www.shipagency.com.au
LBH Australia Pty Ltd
78 Anderson St
Port Hedland, WA 6721
T:  (08) 9173 4000
    A/H: 0439 404 413 / 0438 002 727 / 0411 966 838
F:  (08) 9173 2603
E:  hedland@lbhaustralia.com
W:  www.lbh-group.com

Sturrock Grindrod Maritime (Australia) Pty Ltd
PO Box 376
1436 Stocker St
Port Hedland WA 6721
T:  (08) 9173 2533
    A/H: 0418 937 015
F:  (08) 9173 1458
E:  porthedland@sturrockgrindrod.com
W:  www.sturrockgrindrod.com

Asiaworld Shipping Services Pty Ltd
Suite 1, Level 2, 10 William St
Fremantle, WA 6160
T:   (08) 9335 3800
F:   (08) 9335 3805
E:   ops.fremantle@asiaworld.com.au
W:   www.asiaworld.com.au

Allways Shipping Pty Ltd
240 South Terrace,
South Fremantle, WA 6162
T:   (08) 9430 9711
F:   (08) 9430 9722
E:   ship@allwayship.com.au
W:   www.allwayship.com.au

Indian Ocean Shipping Agencies
PO Box 637
Suite 5, 330 South Terrace
South Fremantle, WA 6959
T:  (08) 9430 6266
F:  (08) 9430 8321
E:  ops@iosa.com.au
W:  www.iosa.com.au

Providores
Sealanes Port Hedland
PO Box 119
4 / 2 Richardson St
Port Hedland, WA 6721
T:  (08) 9173 1604
    A/H: 0447 986 549
F:  (08) 9173 1895
E:  sealanes@porthedland.com.au

SINWA INES Pty Ltd
PO Box 887
Karratha WA 6714
T:  (08) 9144 1995
    A/H: 0418 938 906
F:  (08) 9144 2002
E:  karratha@sinwaglobal.com
SERVICE AND CONTACT DIRECTORY

Launch and Lines Boat Services

Hedland Launch Service Pty Ltd
PO Box 513
78 Anderson St
Port Hedland, WA 6721
T: +618 9173 2394 (24hrs)
M: +61 409 142 819 (24hrs)
F: +618 9173 2603 (24hrs)
E: hls@hedlandlaunch.com
W: www.hedlandlaunch.com

Seawest
PO Box 75
Port Hedland, WA 6721
T: (08) 9173 1651
F: (08) 9173 1343
E: pthedlandadmin@seawest.com.au
W: www.seawest.com.au

Odyssey Marine Pty Ltd
15 Anderson St
Port Hedland, WA 6721
T: (08) 9173 4070
A/H: 0448 080 067
E: operations@odysseymarine.com.au
E: Warwick.cantrall@odysseymarine.com.au
Web: www.odysseymarine.com.au

Marine Pilots / Helicopter Operator

Port Hedland Pilots
PO Box 770
Port Hedland, WA 6721
T: (08) 9173 0040
F: (08) 9173 2641
E: admin@porthedlandpilots.com
W: www.porthedlandpilots.com

Aviatorgroup
Anderson St
Port Hedland, WA 6721
T: (08) 9173 9041
E: hedlandoperations@aviatorgroup.com.au
W: www.aviatorgroup.com.au
Stevedores / Towage Operators

QUBE Ports and Bulk
PO Box 3473
South Hedland, WA 6722
13 Tailings Elbow
Wedgefield, WA 6722
T: (08) 9120 8525
A/H: 0409 996 073 (Operations 24/7)
E: port-hedland.operations@qube.com.au
W: www.qube.com.au

BHP Towage Services Pty Ltd
PO Box 231
Wilson St
Port Hedland, WA 6721
T: (08) 9173 6835 (24 hrs scheduling)
F: (08) 9174 9922
E: Phtowage.Scheduler@Bhpbilliton.com

Rivtow Marine Pty Ltd
Lot 1, Richardson St
Port Hedland, WA 6721
T: (08) 9174 7800
W: www.rivtowmarine.com.au

Pilot Boat Operator / Seafarers Centre

Odyssey Marine Pty Ltd
15 Anderson St
Port Hedland, WA 6721
T: (08) 9173 4070
A/H: 0448 080 067
E: operations@odysseymarine.com.au
E: Warwick.cantrall@odysseymarine.com.au
W: www.odysseymarine.com.au

Port Hedland Seafarers Centre
PO Box 63
Port Hedland, WA 6721
T: (08) 9173 1315
F: (08) 9173 2413
E: operations@phseafarers.org
E: Opmanager@phseafarers.org
E: admin@phseafarers.org
E: chaplain@phseafarers.org
W: www.phseafarers.org
VHF: Ch 77
SERVICE AND CONTACT DIRECTORY

Marine Surveyors

Intertek Testing Services
PO Box 628
116 Pinnacles St
Port Hedland, WA 6721
T: (08) 9172 4288 / (08) 9172 4270 /
   (08) 9172 4271
   A/H: 0419 918 923
F: (08) 9172 4355
E: hedland@intertek.com
W: www.intertek.com

SGS Australia
PO Box 922
Lot 3806 Carlindie Way
Port Hedland, WA 6721
T: (08) 9172 3135
E: au.porthedland.trade@sgs.com
W: www.au.sgs.com

C.R. COX Cargo & Marine Consultants and Surveyors
45 Canning Highway
East Fremantle, WA 6158
T: (08) 9339 8222
F: (08) 9339 8023
E: survey@crcox.com.au
W: www.crcox.com.au

Stellar Maritime Services Pty Ltd
PO Box 1239
Fremantle, WA 6959
T: (08) 9430 7511
E: surveyors@stellarmaritime.com.au
W: www.stellarmaritime.com.au

Miscellaneous

Town of Port Hedland
PO Box 41
Port Hedland, WA 6721
T: (08) 9158 9300
F: (08) 9173 1766
E: council@porthedland.wa.gov.au
W: www.porthedland.wa.gov.au

Port Hedland Visitors Centre
13 Wedge St
Port Hedland, WA 6721
T: (08) 9173 1711
F: (08) 9173 2632
E: info@visitporthedland.com
W: www.visitporthedland.com
## 16. GLOSSARY

<table>
<thead>
<tr>
<th>Abbreviation</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>ABF</td>
<td>Australian Border Force</td>
</tr>
<tr>
<td>AIS</td>
<td>Automatic Identification System</td>
</tr>
<tr>
<td>AMSA</td>
<td>Australian Maritime Safety Authority</td>
</tr>
<tr>
<td>AS</td>
<td>Australian Standard</td>
</tr>
<tr>
<td>BPN</td>
<td>Berthing Priority Number</td>
</tr>
<tr>
<td>CPP</td>
<td>Controllable Pitch Propeller</td>
</tr>
<tr>
<td>DAWR</td>
<td>Department of Agriculture and Water Resources</td>
</tr>
<tr>
<td>DPN</td>
<td>Departure Priority Number</td>
</tr>
<tr>
<td>DWER</td>
<td>Department of Water and Environmental Regulation</td>
</tr>
<tr>
<td>DUKC®</td>
<td>Dynamic Under Keel Clearance</td>
</tr>
<tr>
<td>DWT</td>
<td>Deadweight</td>
</tr>
<tr>
<td>ECDIS</td>
<td>Electronic Chart Display &amp; Information System</td>
</tr>
<tr>
<td>ETA</td>
<td>Estimated Time of Arrival</td>
</tr>
<tr>
<td>ETD</td>
<td>Estimated Time of Departure</td>
</tr>
<tr>
<td>FRP</td>
<td>First Reporting Point</td>
</tr>
<tr>
<td>GT</td>
<td>Gross Tonnage is a nautical term and refers to a vessel's internal volume measurement and should not be confused with a weight</td>
</tr>
<tr>
<td>IALA</td>
<td>International Association of Marine Aids to Navigation and Lighthouse Authorities</td>
</tr>
<tr>
<td>ICS</td>
<td>International Chamber of Shipping</td>
</tr>
<tr>
<td>IMO</td>
<td>International Maritime Organisation</td>
</tr>
<tr>
<td>INS</td>
<td>Information System</td>
</tr>
<tr>
<td>ISPS</td>
<td>International Ship and Port Facility Security Code</td>
</tr>
<tr>
<td>Kg/m³</td>
<td>Kilograms per cubic metre</td>
</tr>
<tr>
<td>Kms</td>
<td>Kilometres</td>
</tr>
<tr>
<td>Kts</td>
<td>Knots</td>
</tr>
<tr>
<td>LAT</td>
<td>Lowest Astronomical Tide</td>
</tr>
<tr>
<td>LMN</td>
<td>Local Marine Notice</td>
</tr>
<tr>
<td>LOA</td>
<td>Length Overall</td>
</tr>
<tr>
<td>Abbreviation</td>
<td>Definition</td>
</tr>
<tr>
<td>--------------</td>
<td>------------</td>
</tr>
<tr>
<td>M</td>
<td>Metre</td>
</tr>
<tr>
<td>M³/t</td>
<td>Cubic metres per tonne</td>
</tr>
<tr>
<td>MARPOL</td>
<td>International Convention for the Prevention of Pollution from Ships</td>
</tr>
<tr>
<td>Mb</td>
<td>Millibar</td>
</tr>
<tr>
<td>MGO</td>
<td>Marine Gas Oil</td>
</tr>
<tr>
<td>MGP</td>
<td>Materials Gate Pass</td>
</tr>
<tr>
<td>Mt</td>
<td>Million Tonnes</td>
</tr>
<tr>
<td>MTPA</td>
<td>Million Tonnes Per Annum</td>
</tr>
<tr>
<td>Nm</td>
<td>Nautical Mile</td>
</tr>
<tr>
<td>OOW</td>
<td>Officer Of the Watch</td>
</tr>
<tr>
<td>PH</td>
<td>Port Hedland</td>
</tr>
<tr>
<td>POB</td>
<td>Pilot On Board</td>
</tr>
<tr>
<td>PPA</td>
<td>Pilbara Ports Authority</td>
</tr>
<tr>
<td>PBG</td>
<td>Pilot Boarding Ground</td>
</tr>
<tr>
<td>RACON</td>
<td>Radar Beacon</td>
</tr>
<tr>
<td>Rightship</td>
<td>Ship vetting service used to manage risk through identifying and eliminating substandard ships from the supply chain</td>
</tr>
<tr>
<td>Shipping Agent</td>
<td>The authorised agent or Master acting as agent for the ship that is arriving, departing or moving within the port waters of the Port of Port Hedland</td>
</tr>
<tr>
<td>STCW 95</td>
<td>Certificate of Safety Training (Issued by AMSA)</td>
</tr>
<tr>
<td>T</td>
<td>Tonnes</td>
</tr>
<tr>
<td>T/m³</td>
<td>Tonnes per cubic metre</td>
</tr>
<tr>
<td>TOS</td>
<td>Traffic Organisation Service</td>
</tr>
<tr>
<td>TPH</td>
<td>Tonnes per hour</td>
</tr>
<tr>
<td>UKC</td>
<td>Under Keel Clearance</td>
</tr>
<tr>
<td>VHF</td>
<td>Very High Frequency</td>
</tr>
<tr>
<td>VTS</td>
<td>Vessel Traffic Services</td>
</tr>
<tr>
<td>VTSC</td>
<td>Vessel Traffic Services Centre</td>
</tr>
<tr>
<td>VTSO</td>
<td>Vessel Traffic Services Officer</td>
</tr>
</tbody>
</table>
Location:
Latitude: 20° 19.0’ S
Longitude: 118° 34.5’ E
Time Zone: UTC + 8 Hours

Address:
Locked Bag 2, The Esplanade
Port Hedland WA 6721

Contact:
Phone: (08) 9173 9000
Fascimile: (08) 9173 9060
Website: www.pilbaraports.com.au
Email: info@pilbaraports.com.au