



PORT OF VARANUS ISLAND PORT HANDBOOK



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EMERGENCY CONTACTS FOR THE PORT OF VARANUS ISLAND

Call sign: Varanus Island Port Control

VHF Channel 79

Landline phone: +61 8 9159 6556 (available 24hrs, 7 days)
**Mobile phone: +61 (0) 428 888 800 (if unable to connect to
above landline)**

Email: dampier.vts@pilbaraports.com.au

1. PURPOSE

The Port of Varanus Island Handbook provides information and directions for masters and vessel operators on vessel operations within Port of Varanus Island.

The Pilbara Ports Authority complies with The *Port Authorities Act 1999 (WA)* and the *Port Authorities Regulations 2001 (WA)*; these documents take precedence over this Handbook in the event of any conflict.

The AMSA Marine Order 30 Prevention of Collision 2016 (International Regulations for Preventing Collisions at Sea 1972) also take precedence over this Handbook in the event of any conflict.

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

2. JURISDICTION IN WEST AUSTRALIAN PORTS

Western Australia ports operate under one of two pieces of legislation:

'The Shipping and Pilotage Act 1967', and the 'Shipping and Pilotage (Ports and Harbours) Regulations 1966'.

Or

'The Port Authorities Act 1999' and 'Port Authorities Regulations 2001'.

2.1 The Shipping and Pilotage Act (SPA Ports)

Cape Lambert (Port Walcott), Onslow, Cape Preston, Thevenard Island, Barrow Island, and Airlie Island. These ports are administered by the Department of Transport.

2.2 The Port Authority Act (PAA Ports)

Broome, Port Hedland, Dampier, Ashburton, Varanus Island, Anketell, Cape Preston East, Geraldton, Fremantle, Bunbury, Albany and Esperance. These ports are administered by the Regional Port Authorities.

The Port of Varanus Island transitioned across from SPA ports under Department of Transport to Ports authority Act ports administered by Pilbara Port Authority (West) on 1st July 2021 as per governmental Gazette dated 7th May 2021.

3. LOCATION OF THE PORT

Varanus Island is located some 30NM from the Western Australia mainland and approximately 70NM NE of the mainland port of Ashburton, approximately 75 Nm west of mainland port of Dampier.

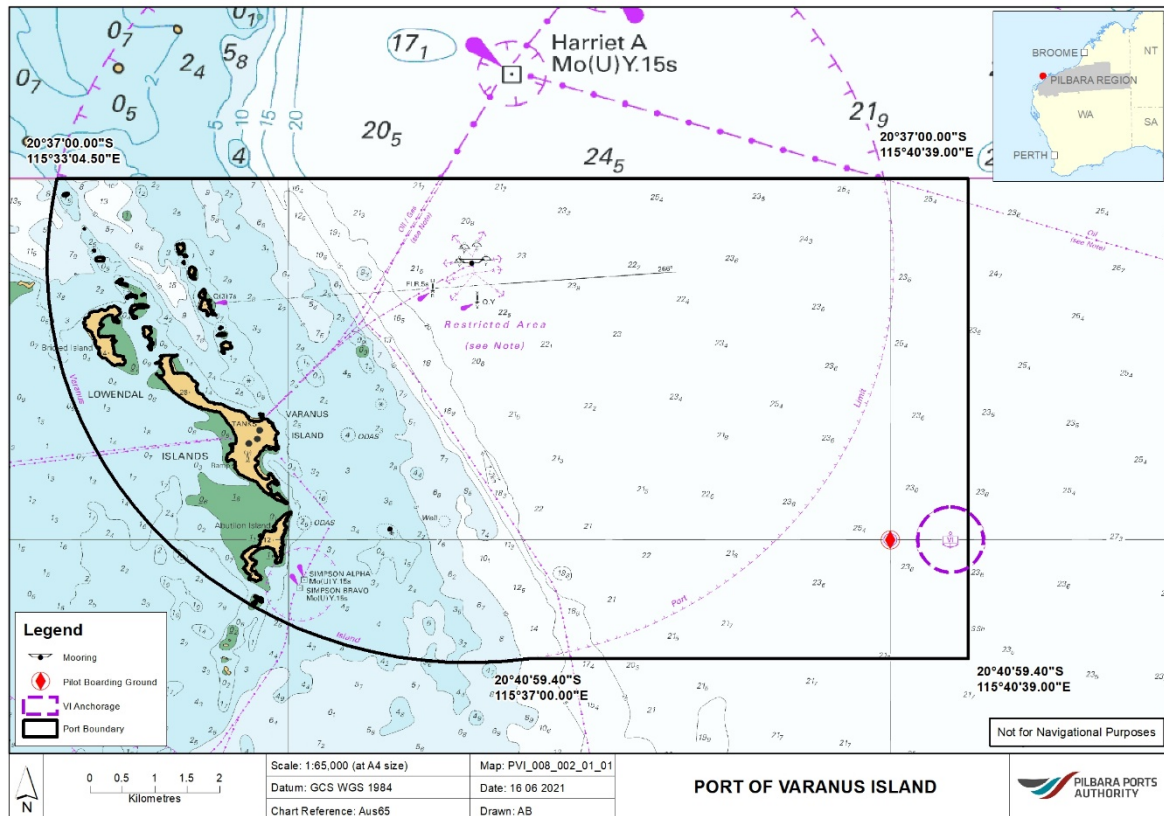
The Port is an export port supporting the Varanus Island offshore activities for Santos Ltd. There is currently one export terminal being an offshore Conventional Buoy Mooring (CBM) berth with the subsea delivery pipeline.

There are two small craft jetties situated on the east and west of the island. The island also has two RORO ramps on either side of the island. The use of east or west jetties or the RORO ramp are dependent on the dominant wind pattern and suitable lee provided. The Ramp on the West side is presently disused.



4. VARANUS ISLAND PORT LIMITS

The Port of Varanus Island gazetted port limits are depicted below.

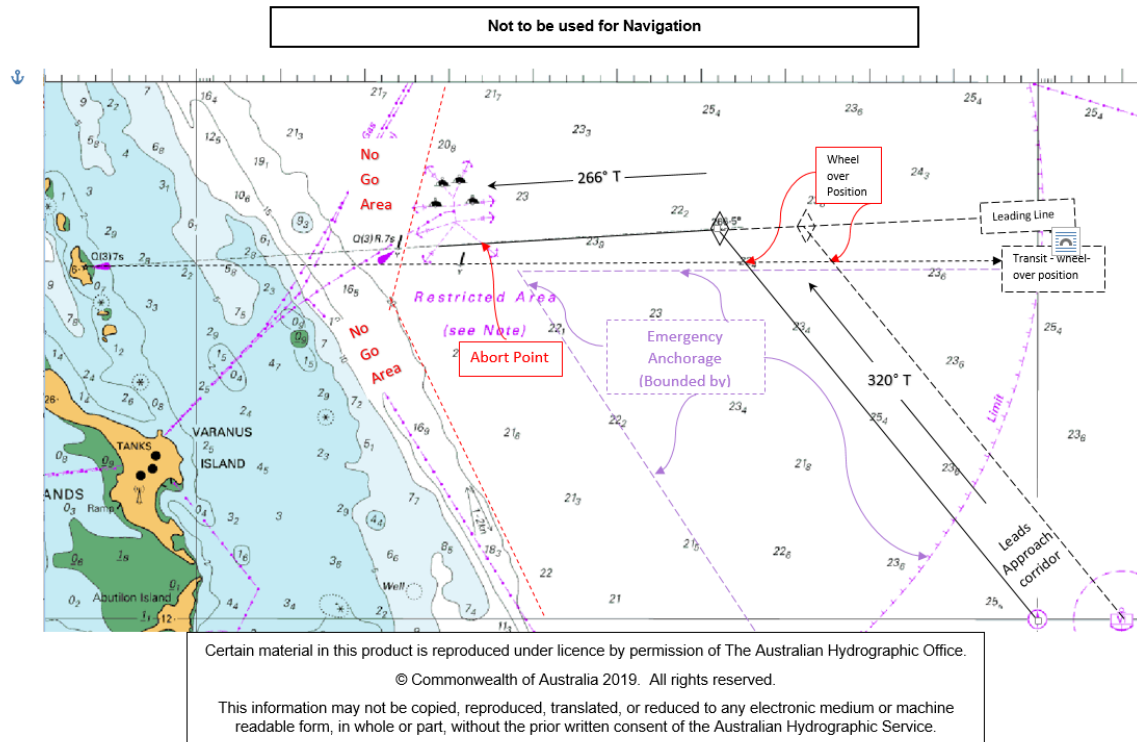


5. PORT OPERATOR

Santos Ltd is the port operator of the Port of Varanus Island. Santos Ltd provides the necessary services required to conduct safe operation of the facilities under their control, the port is governed by Pilbara port Authority under the WA Port Authorities Act 1999.

6. APPROACHES TO PORT (INDICATIVE ONLY)

When planning their approach to the port of Varanus Island, the offtake - tanker should consider approaching from the East, and the final approach to the Tanker Loading Facility should be from the South-East. The below chartlet is only for guidance.



7. VESSEL COMMUNICATIONS

Vessels operating within the port maintain their obligations under the MO 30 for-safe navigation. All vessels within the port authority waters remain under the direction of the Harbourmaster West, Port Authority Act 1999 sec 104.

7.1 Contacting Pilbara Port Authority

The Pilbara Ports Authority (PPA) – Varanus Island Port Control will receive information from vessels calling the Port of Varanus Island.

Call sign - 'Varanus Island Port Control' (VI Port Control).

The Varanus Island Port Control can be contacted by:

1. Landline phone – (08) 91596556 (available 24hrs, 7 days)
2. Mobile phone (if unable to connect to above landline) – 0428 888 800
3. E-mail: dampier.vts@pilbaraports.com.au
4. VHF Channels 79

7.2 Contacting port operator

The port operator Santos Ltd can be contacted by:

Perth office:

Santos Limited,
Level 7 100 St Georges Terrace Western Australia 6000 Australia.

Telephone: (618) 6218 7100

Facsimile: (618) 6218 7200

VHF Communications 24-hour dual listening watch is maintained at Varanus Island on international marine VHF Channels 16 and 74 (Terminal24/7).

7.3 Information to be reported by vessels to Pilbara Port Authority:

Vessels operating in the port of Varanus Island will now be required to provide the following information to the Pilbara Port Authority (PPA) via Varanus Island Port Control:

- Dangerous goods on board (Class numbers only) – This should be reported prior to arrival port limits and prior to departing the berth
- The declaration that the vessel has no defects affecting the safe navigation of the vessel - This should be reported prior to arrival at port limits and prior to departing the berth

8. VESSEL NOTIFICATION OF ARRIVAL

All vessels that intend to visit the Port of Varanus Island are required to provide Varanus Island Port Control with appropriate notice of arrival. The reporting protocols for the port of Varanus Island are indicated below. Vessels which are unable to provide notices to VI port control within stipulated timeframes due short notice of their movement, inform Varanus Island Port Control as soon as they become aware of their port call.

TIMING	COMMUNICATION TYPE	CONTACT POINT/ DETAILS
Seven days prior to arrival	ETA	Varanus Island Port Control (VI Port Control) Email: Dampier.vts@pilbaraports.com.au <ul style="list-style-type: none"> • Name of Vessel • IMO Number • Last Port • ETA Pilot Boarding Ground • Shipping Agent (Name and Phone Number)
72 hours prior to arrival		Varanus Island Port Control (VI Port Control) Email Dampier.vts@pilbaraports.com.au <ul style="list-style-type: none"> • Update ETA

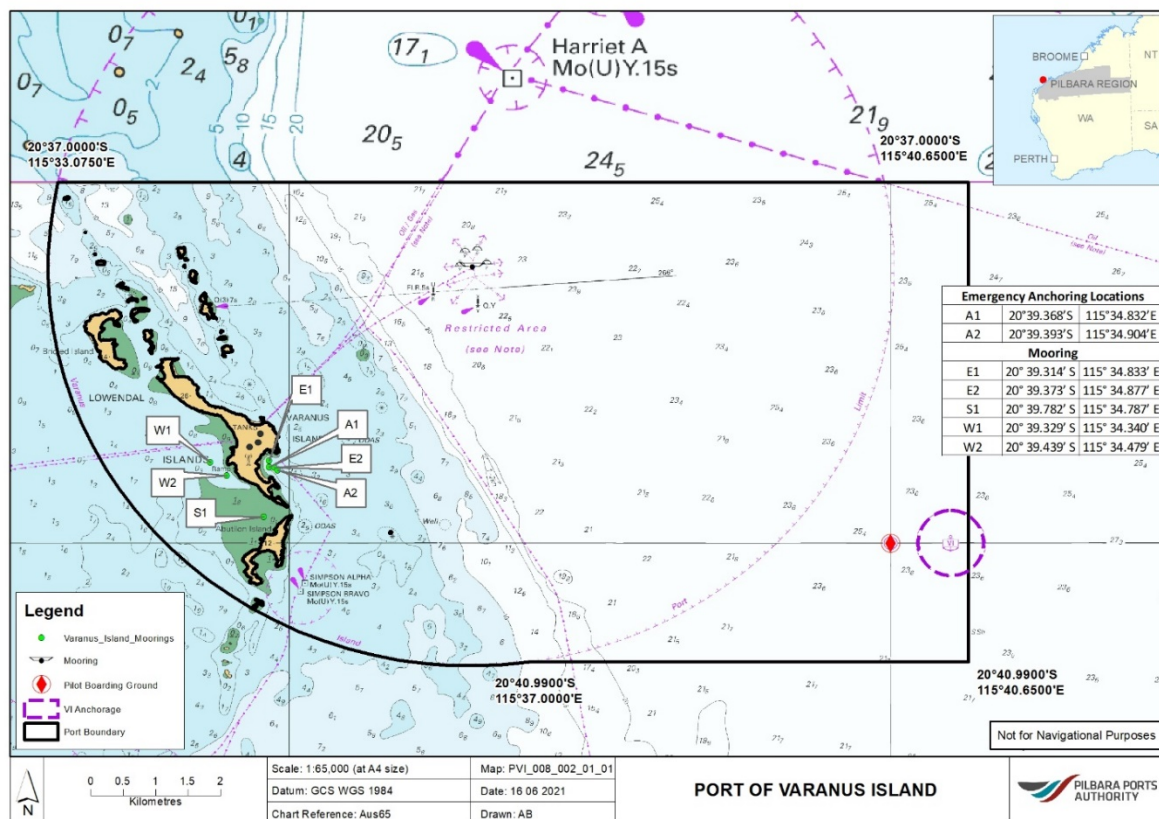
TIMING	COMMUNICATION TYPE	CONTACT POINT/ DETAILS
48 hours prior to arrival	Notification of arrival Accessed from Pilbara Ports Authority website	Varanus Island Port Control (VI Port Control) Email: Dampier.vts@pilbaraports.com.au <ul style="list-style-type: none"> • Name of Vessel • IMO Number • ETA Pilot Boarding Ground • Arrival Draft (Forward and Aft) • Number of Persons Onboard • Biosecurity/Pratique approval to berth, if arriving from an overseas port • Any special requirements • Security level of vessel
24 hours prior to arrival	ETA to Port Limit	Varanus Island Port Control (VI Port Control) Email: Dampier.vts@pilbaraports.com.au <ul style="list-style-type: none"> • Confirmation that all bridge, manoeuvring, mooring and Pilot boarding equipment is operational.
4 Hrs prior Arrival Port limits	ETA to Port Limit	Notify Varanus Island Port Control (VI Port Control) on VHF Ch 79
1 Hr Prior Arrival Port Limits	<ul style="list-style-type: none"> • ETA port limits or to Anchorage allocated. Any vessel defects affecting navigation or safe operations of vessel. • Dangerous Goods onboard • Vessel Deepest Draft. • Vessel last port of call. • Crew Health Status 	Notify Varanus Island Port Control (VI Port Control) on VHF Ch 79

9. PILOT BOARDING GROUND

The Pilot, Surveyor, and Mooring Assistant (Agent and Customs if attending) will board at the designated anchorage position of 20° 40' S and 115° 40' E.

The Tanker will prepare pilot ladders in accordance with relevant SOLAS Regulations and/or as confirmed by the pilot before approaching.

The Tanker should ensure that a good 'LEE' is provided on the side where the pilot/shore personnel will embark and to have sufficient crew on deck to pick up the tanker box and terminal equipment box from the support vessel.

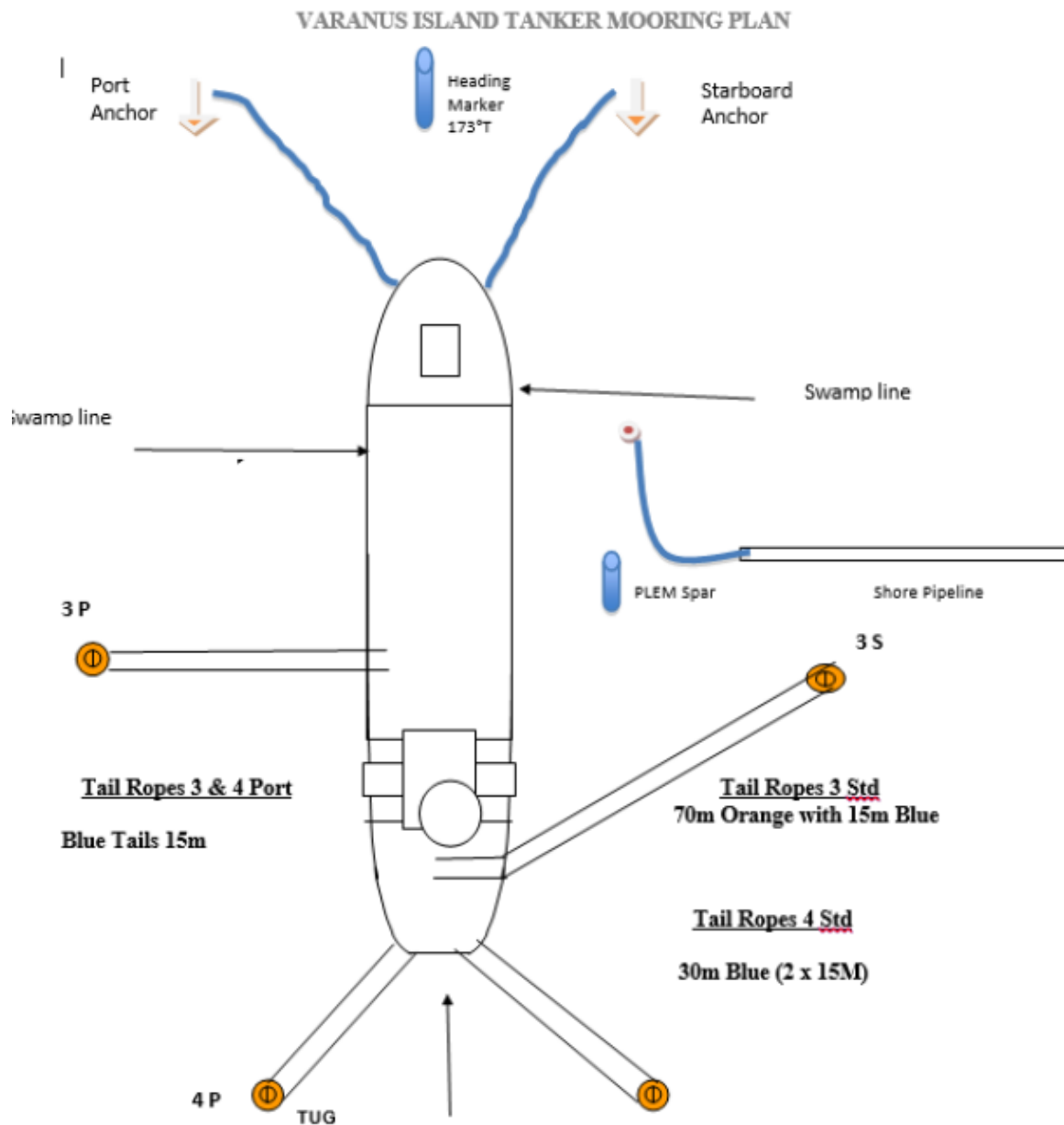


10. VARANUS ISLAND TANKER LOADING FACILITY

Tanker loading facility is Conventional Buoy Mooring (CBM) facilities for mooring Tankers at the port of Varanus Island. The loading facility managed by Santos, additional information can be found in Santos's Berthing Handbook Tanker Loading Facility Varanus Island.

The Moorings consist of an 8-leg multi-point mooring, with 4 buoyed legs, 2 swamped legs and the use of tanker anchors forming the 2 remaining legs. The tanker's anchors are used in a running moor.

Mooring/Unmooring is conducted with the tug and line-boat assistance.



For Reference only.

10.1 Draft and UKC at the Tanker Loading Facility

A minimum UKC of 1 meter or 10% of static draft whichever is greater shall always be maintained.

10.1.1 Draft Restrictions

Maximum Draft is restricted to 16.0 metres on all vessels calling the Tanker loading facility.

10.2 UKC for small crafts in regular service to Varanus Island

Vessels engaged for regular services to Varanus Island, should plan their passage to maintain sufficient UKC taking into account squat, tide and weather conditions within the Port Limits.

11. MOORING AT THE TANKER LOADING FACILITY

Mooring of the offtake-tanker at the tanker loading facility to comply to OCIMF mooring guidelines.

12. PILOTAGE

12.1 Compulsory Pilotage

Under the Port Authorities Act 1999, Pilotage is compulsory in port waters Port Authorities Act 1990, Part 7, Division 2, Section 97

The following vessels require a licensed marine pilot within the compulsory pilotage area:

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

12.2 Vessel carrying out project activities

Vessels over 35 metres LOA, carrying out project activities (sub-sea installation/maintenance/decommissioning activities) within Varanus Island Port

limits must submit risk assessment for the operations to Harbour Master port of Varanus Island.

12.3 Exemptions from Compulsory Pilotage

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

- Australian Defence Force vessels other than those used primarily to transport troops, fuel, stores or equipment.
- A vessel of less than 35m length overall (LOA), other than a licenced towage service provider when engaged in harbour towage operations. The master operating the vessel less than 35m LOA within port limits of port of Varanus Island must successfully pass the local knowledge exam and obtain local knowledge certificate from Harbour Master port of Varanus Island.
- A tug and tow of combined length less than 35 m. The master operating the tug where combined length of tug and tow is less than 35m within port limits of port of Varanus Island must successfully pass the local knowledge exam and obtain local knowledge certificate from Harbour Master port of Varanus Island.

Vessels that:

- Are under the command of a pilot exempt master and may be moved under cover of the exempt Master's 'Pilotage Exemption Certificate' (PEC),
- Are being led by another vessel under the control of a pilot in the circumstances outlined at Port Authorities Regulation 40, and
- Are for the convenience of shipping in the Port or because the vessel is engaged in dredging operations, exempted by the Harbour Master from using pilotage services.

12.4 Local knowledge certificate

Master of any vessel less than 35 metres in length calling Port of Varanus Island must possess a Local Knowledge certificate. Masters seeking to obtain local knowledge certificate should submit the application to Santos marine department. Santos conducts the exam for port of Varanus Island local knowledge and issue certificate; the certificate will be endorsed by Harbour Master port of Varanus Island. Pilotage Exemption Certificate (PEC)

12.5 General Information

Pilot Exemption Certificate (PEC) is a privilege granted to the master's or First Mates of vessels who have gained local knowledge of the port through a training process and whose local knowledge is maintained through frequent movements within the port.

A current PEC authorises the holder to move a vessel greater than 35 metres, or a fishing vessel greater than 35 metres in length, within the pilotage limits of the port without engaging a licensed marine pilot.

Subject to the following conditions:

- The Master holding a valid PEC moves the vessel in the port.
- Any restrictions imposed on the PEC.
- No requirement for a licensed pilot as directed by the Harbour Master

The Harbour Master may direct a Pilot Exempt Master to take a Pilot when the Harbour Master considers it necessary due to:

- Local prevailing weather or tidal current conditions
- Major works being carried out in the port
- The vessel or another vessel in the port carrying noxious or hazardous cargo.
- Any other reason the Harbour Master considers may endanger safety of the vessel or other vessels, people or port facilities.

Port Authority Regulations 2001, Part 3, Division 4, Section 31

12.6 First Mate and PEC

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

The First Mate is permitted to sit for his PEC Examination upon completion of six (5) movements under a PEC Master. However, to be issued a PEC he/she will need to cover the remaining two (2) movements which must include at least one unberthing and one berthing operation, with a licensed pilot. A review from the pilot must be obtained for each of these two movements. All eight (8) movements must be completed within a 12 months period.

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

The First Mate can obtain PEC; however, he/she is not permitted to use it to move a vessel. Only Master, holding valid PEC, in command of the vessel is permitted to operate the vessel in port without a licensed marine pilot.

A First mate is not permitted to log a PEC movement to maintain validity unless he is in command of the vessel.

Port Authority Regulations 2001, Part 3, Division 6, Section 54(2)

The PEC is valid for six months during which time it is expected that the First Mate will be promoted to Master. The PEC runs conducted as First Mate will not be counted towards keeping the PEC valid.

Port Authority Regulations 2001, Part 3, Division 1, Section 22

Port Authority Regulations 2001, Part 3, Division 4, Section 30 (d) 1, 2

12.7 Training Requirements

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

- Total of minimum 5 runs conducted under the guidance of a licensed marine pilot or PEC Master (holding a valid PEC used at least once in the previous 6 months); including:
- Two runs inbound/outbound of East wharf to East of Jackson Rock, with one inbound and one outbound, with either of them at least one day run and one-night run
- Two runs inbound/outbound of West Warf to Port Boundary, with one inbound and one outbound, with either of them at least one day run and one-night run
- One transit of South lagoon; daylight only
- A minimum of 2 runs (1in and 1 out), including berthing and unberthing are to be conducted under assessment by a licenced marine pilot.
- A maximum of 2 runs in any combination can be completed in a 24-hour period
- The Pilot or PEC Master can only provide guidance/review of one applicant for each movement.
- A PEC Master can only provide guidance/review of a First Mate and not another Master.
- PEC will be issued specific to vessel and type.
- The movements prescribed are the minimum number accepted; however, the Harbour Master may direct additional number of movements if deemed necessary on a case to case basis.
- Written and blank chart assessment (pass mark to be attained)
- Complete and submit the PEC application form to dampier.vts@pilbaraports.com.au

12.8 Port of Varanus Island Pilot Exemption Procedure for vessels over 35m in Length

Eligibility (New applicants)

- Proof of applicant's Australian residency (Passport or Visa) or New Zealand citizen who is entitled to reside and work in Australia
- Certificate of Competency authorises the person to command a vessel for which the pilotage exemption certificate is sought
- Certificate of medical fitness complying with AMSA Marine Orders 76
- Applicant has been Master in command of the vessel under control of a pilot in the port for approved number of movements within 12-month of application; or First mate of the vessel under command of the PEC Master and under control of the licensed pilot for approved number of movements.
- The movement number is minimum number accepted. The Harbour Master (HM) may direct additional number of movements if deemed necessary.
- PEC is issued to specific vessel only; all movements must be done on that vessel only

Application Procedure

- Applicant must submit the following documents to Dampier.VTS@pilbaraports.com.au:
- Completed [PEC application form](#) posted on Pilbara Port Authority(PPA) web site.
- Proof eligibility criterions evidences must be accompanying application form
- Copy of Minimum Safe Manning Document for the PEC vessel must be accompanying application form. If vessel is under the foreign flag application must be accompanied by evidence that the flag country accepting Australian seafarers' qualifications or minimum safe manning document assessed by AMSA
- Application fee must be paid to PPA, a company details responsible for fee payments to be provided with application
- Applicant must sit and successfully pass PEC local knowledge exam conducted by PPA
- PEC will be issued and posted to nominated address.

PEC movements requirements

- 2 Runs inbound/outbound of East wharf to East of Jackson Rock, with one inbound and one outbound, with either of them at least one day run and one-night run; under the guidance of a licensed marine pilot or PEC Master
- 2 Runs inbound/outbound of West Warf to Port Boundary, with one inbound and one outbound, with either of them at least one day run and one-night run; under the guidance of a licensed marine pilot or PEC Master
- 1 Transit of South lagoon, daylight only; under the guidance of a licensed marine pilot or PEC Master
- 2 Runs minimum (1 in and 1 out), including berthing and unberthing are to be conducted under assessment by a licenced marine pilot

12.9 Harbour tug masters obtaining a pilot exemption certificate

Harbour towage is defined as any vessel engaged in services of towage for escorting and assisting in mooring/unmooring to and from tanker marine facility. In order to obtain a PEC for a licensed towage service provider, Tug Masters (the applicant) must submit the following:

- A letter of support from their employer to confirm the length of service and completion of an internal training plan.
- A copy of a valid Certificate of Competency, and vessel minimum safe manning certificate
- A copy of an up-to-date AMSA Medical
- Proof of Australian residency (passport or visa)
- The application form

12.10 Maintaining the validity of a PEC

- If an Exempt Master does not move a vessel under the authority of his PEC for a period of 6 months the PEC expires at the end of that period.
Port Authority Regulations 2001, Part 3, Division 6, Section 54 (2)
- On each occasion the PEC Master moves a vessel under the authority of his/her PEC, the PEC Master must quote their PEC number to Varanus Island Port Control on VHF channel 79
- The PEC Master must maintain a written record of each occasion their vessel moves under the authority of their PEC.
- When PEC Masters renew their medical certificates, a copy is to be forwarded to Dampier VTS. *Port Authority Regulations 2001, Part 3, Division 6, Section 59*

12.11 Period of Pilotage Exemption Validity

Pilotage Exemption Certificates (PEC) for the port of Varanus Island is valid for a period of **two years** from the date of issue, unless:

- An exempt Master does not move a vessel under the authority of the pilot exemption certificate for a period of six months.
- An exempt Master does not move a vessel under the authority of his/her PEC for a period of twelve months, the Pilotage Exemption Certificate will be cancelled, and the Master will need to re-commence the process for the issue of another exemption certificate
- The Pilotage exemption certificate is suspended or cancelled by the Harbour Master.

All PEC movements carried out by PEC Masters must be only for the vessel for which the PEC is issued. Kindly be guided by the simplified flow chart to understand the PEC validity procedure in Section 14.3.9.

12.12 Revoking a pilot licence or a pilotage exemption certificate

If, following an appropriate inquiry by Pilbara Ports Authority, a PEC holder is found to be responsible for a marine casualty or serious incident, the Harbour Master may suspend or revoke the certificate subject to informing the PEC holder in writing, of their intention to do so under Section 57 of the Port Authorities Regulations 2001 (WA). The

PEC holder must then return his suspended or revoked certificate to PPA within 14 days, whether the PEC holder intends to appeal.

12.13 Revalidation and renewal of an expired PEC

At the end of two years the PEC master must book an appointment with the Harbour Master to renew his exemption. The H.M may require the applicant to undertake additional movements with a Pilot or a PEC Master or re-take the examination as deemed necessary.

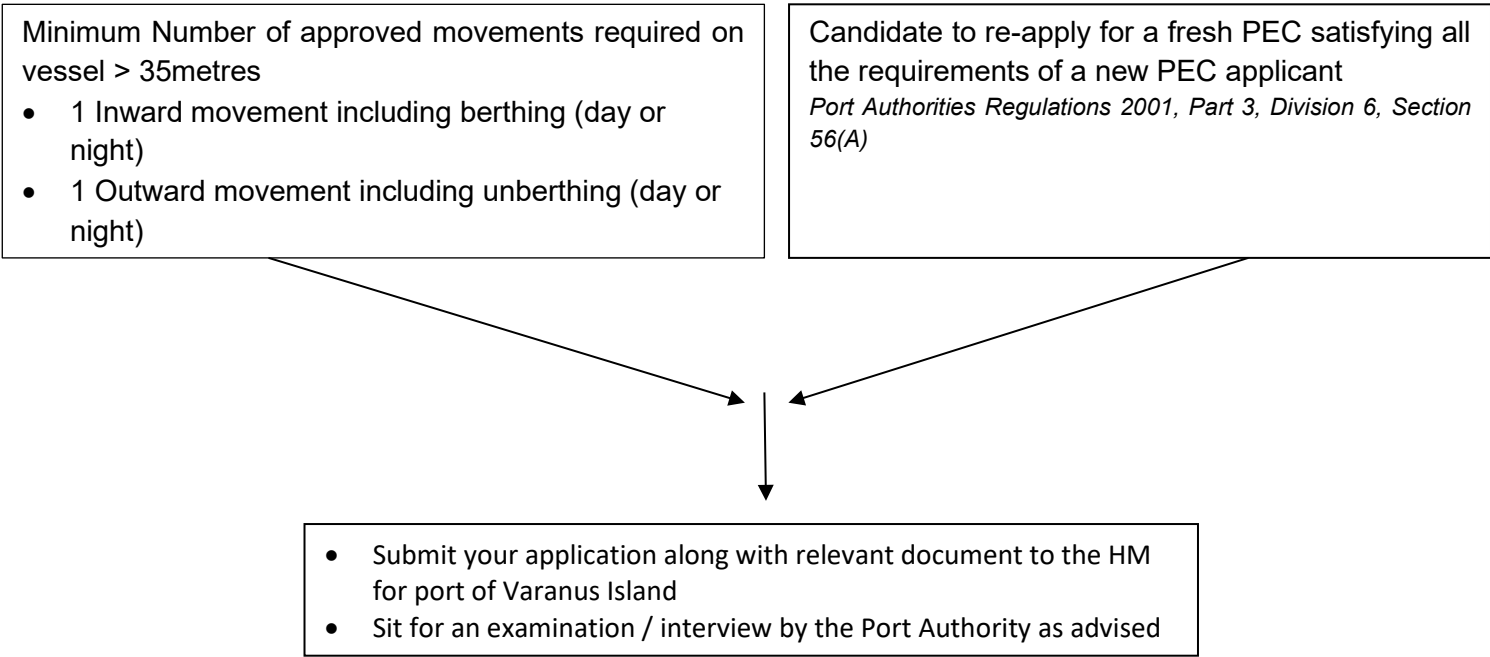
PEC License expired Within 6 Months

Minimum Number of approved movements required on vessel > 35metres

- 1 Inward movement including berthing (day or night)
- 1 Outward movement including unberthing (day or night)

PEC License expired Within 12 Months:

Candidate to re-apply for a fresh PEC satisfying all the requirements of a new PEC applicant
Port Authorities Regulations 2001, Part 3, Division 6, Section 56(A)

- 
- Submit your application along with relevant document to the HM for port of Varanus Island
 - Sit for an examination / interview by the Port Authority as advised

12.14 Pilotage Service Providers

The pilotage service within the Port of Varanus Island is licensed by the PPA in the form of a 'Pilotage Service Providers Licence' issued under the Western Australian Port Authorities Regulations 2001. The current licenced pilotage service provider in the Port of Varanus Island is Santos Ltd.

12.15 Towage

- Appropriate lights and shapes must always be exhibited. Pilot exempt master engaged in towing operations must relay their intentions to Varanus Port Control prior to commencing their tow.
- A licensed pilot will be required for all barge movements which require the assistance of more than one tug within the limit of compulsory pilotage regardless of the length of the tow.
- A licensed pilot will be required for all towage movements where the combined length of the tug and tow is greater than 120 meters.

12.15.1 Towage requirements for vessels are as follows:

(For Guidance only this will be decided on a case by case basis, dependent on nature of operations, weather conditions, propulsions of vessels involved and other such factors.)

- For barge movements (windage area not excessive – e.g. rock, construction materials on deck) – 2 tugs unless specified otherwise by the Harbour Master
- For barge movements (having large windage areas – e.g. modules on deck) – 3 tugs unless specified otherwise by the Harbour Master
- For conventional vessels transporting modules and other construction related cargo – 2 tugs unless specified otherwise by the Harbour Master
- For conventional vessels engaged in routine trade with one bow thruster – at least one tug or as decided by the Harbour Master. This is not applicable to landing crafts.
- For conventional vessels engaged in routine trade without bow thruster – at least two tugs or as decided by the Harbour Master
- For OSVs and highly manoeuvrable vessels (DP vessels) – as per the discretion of the Master / pilot or as directed by the Harbour Master.

13. MARINE OPERATIONS

13.1 Main Engine Immobilisation

Vessel's Main Engine Immobilization may be carried out at the Port of Varanus Island at the discretion of the Harbour Master. The requests for a Main Engine Immobilization should be made in writing to Varanus Island Port Control using the Form available on the website.

The completed form must be forwarded to Varanus Island Port Control via e-mail to Dampier.VTS@pilbaraports.com.au and a reply will be provided via e-mail.

It should be noted that:

- Vessels **MUST NOT** immobilize their engines without confirmation from Varanus Island Port Control.
- The immobilization is for daylight hours only.
- Engine immobilization requests should be received no more than 72 hours (before commencing work)
- If engine immobilization is required for consecutive days, individual requests for each day must be submitted

This document must be signed, stamped and dated by the Master

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

- The immobilization is for daylight hours only.
- Vessel must advise Varanus Island Port Control (VHF Ch79) prior to commencing and on completion of engine immobilization work.

- All requirements of vessels safety management system to be complied with during engine immobilization work
- Immobilization will not be granted to vessels at anchor when the forecast 10-minute average wind speed is greater than 20 knots during the immobilization works.
- The vessel must advise Varanus Island Port Control of any changes to vessels ability to manoeuvre after completion of engine immobilization works.
- The Master must advise Varanus Island Port Control and the marine pilot (during Master Pilot exchange) of the immobilization works carried out and of any changes before commencing the inbound passage to the berth.
- The Harbour Master may require large vessels to have stand by tug(s)

Engine Immobilization are not permitted whilst an Offtake Tanker is moored to the Varanus Island Marine Terminal berth.

13.2 In Water Life Boat Drills

There are two types of boat drills regularly carried out by vessels:

- A Boat drill where the lifeboat is lowered to the main deck level. These drills are carried out at master's discretion; Harbour Master permission is not required.
- A Boat drill where the lifeboat is lowered into the water and manoeuvred in the vicinity of the vessel. This section applies to this type of drill and Harbour Master permission is required. Advise to Varanus Island Control Room may be required in case any field vessels assistance is necessary.

Request for In Water Lifeboat Drill (IWLBD):

In Water Lifeboat Drill may be carried out at the Port of Varanus Island at the discretion of the Harbour Master. The requests for a IWLBD should be made in writing to Varanus Island Port Control using the Form available on the website.

The completed form must be forwarded to Varanus Island Port Control (VI Port Control) via e-mail to Dampier.VTS@pilbaraports.com.au and a reply will be provided via e-mail.

IWLBD is subject to the following conditions:

- Drill is conducted at the master's discretion in accordance with the vessel safety management system.
- Wind speed less than 15 knots (10 min average).
- Varanus Island Port Control is to be informed on VHF 79 on commencement and on completion of the drill.
- Boats must stay well clear of the Security Zones around the major facilities.
- IWLBD is carried out during daylight hours.

13.3 Diving Operations

Any diving operations within port waters must be notified to Varanus Island port Control by email at least 24 hrs prior commencement, detailing location, commencement and completion times. Any dive operations on the vessels within port waters, the notification must also include nature of work involved.

14. ANCHORAGES

14.1 Anchorages for off-take tankers.

Offtake tankers anchor at position Lat. 20° 40' S Long. 115 ° 40' E unless otherwise advised by Pilot or VI Port Control.

There are numerous subsea pipelines and other subsea infrastructure in the general vicinity of the port of Varanus Island. Masters are advised to exercise utmost caution when anchoring in the area. Attention is drawn to the latest edition of Australian Charts or ENC for further information.

The master is cautioned that the anchorage may have variable holding quality and so must accordingly have adequate anchor chain in water to minimize the possibility of dragging anchor. In high wind conditions, the Master is advised to heave anchor and drift in a safe location well clear of the port area.

Emergency Anchoring Locations		
Anchorage 1	20°39.368'S	115°34.832'E
Anchorage 2	20°39.393'S	115°34.904'E

Anchoring is not permitted within 500m radius of a platform, subsea asset or pipeline within the Port Authority waters.

15. MOORINGS

There are no 'cyclone' moorings for vessels located within the Port of Varanus Island.

Small vessel moorings are provided on the East and West side of Varanus Island, and in the South Lagoon, as shown in **Appendix 4** and described below. These moorings are allocated to vessels by the Control Room Operator on arrival.

East Side Mooring

Mooring	Latitude	Longitude
E1	20° 39.314' S	115° 34.833' E
E2	20° 39.373' S	115° 34.877' E

South Lagoon Mooring

Mooring	Latitude	Longitude
S1	20° 39.782' S	115° 34.787' E

West Side Mooring

Mooring	Latitude	Longitude
W1	20° 39.329' S	115° 34.340' E
W2	20° 39.439' S	115° 34.479' E

16. RECREATIONAL VESSEL SAFETY

Varanus Island is a restricted area and unauthorized entry to any marine crafts is prohibited.

16.1 Automatic Identification Systems (AIS)

All Commercial vessels operating within Varanus Island Port Limits are required to have a Class A or Class B AIS fitted and operating. This includes SOLAS vessels and Non-SOLAS vessels.

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

- Licensed pilots, pilot exemption certificate holders and mariners navigating within the Port of Varanus Island should report any anomalies in depths, positions of navigation markers or other hazards to the Harbour Master as soon as practical. Varanus Island Port Control should be used to relay such communications to the Harbour Master.
- Masters of vessels who are aware of any condition or circumstance that renders their own vessel or any other vessel unseaworthy or which may impact upon the safe navigation of the vessel and the marine environment shall immediately notify the Harbour Master. Varanus Island Port Control should be used to relay such communications to the Harbour Master.
- Licensed pilots, pilotage exemption certificate holders and mariners must immediately report any collisions, groundings, close quarter situations and any other incidents or concerns relating to safety of navigation within the Port of Varanus Island to the Harbour Master. Varanus Island Port Control may be used to relay such communications to the Harbour Master.
- Any marine pollution incident within the port should be reported immediately to the Harbour Master. Marine pollution incidents may include discharge of but not limited to oil, chemical, garbage, grey water and sewage. This includes incidents where there has been a spill to deck but not necessarily to the marine environment. Varanus Island Port Control should be used to relay such communications to the Harbour Master.
- Initial notifications by VHF, Phone or email should be made to Varanus Island Port Control within 4 hours of any incident listed below. A failure to meet this obligation is considered as a non-compliance and will be treated accordingly.
- A follow up report must be made within 48 hours through the PPA Hazard and Incident Reporting Form found on the following link to the PPA Website: <https://www.pilbaraports.com.au/Home/Safety-and-security/Hazard-and-incident-reporting>

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

A marine incident may include the following:

- Death of, or injury to, a person associated with the operation or navigation of a vessel
- The loss or presumed loss of a vessel
- A collision of a vessel with another vessel
- Collision by a vessel with an object
- The grounding, sinking, flooding or capsizing of a vessel
- Fire onboard a vessel
- Loss of stability of a vessel that affects the safety of the vessel
- The structural failure of a vessel
- A close-quarters situation

- A dangerous occurrence, which is an occurrence that could have caused the death of, or serious personal injury to, any person on the vessel
- Pollution (Accidental and intentional discharge of a marine pollutant)
- Mooring incident

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

18. WEATHER CONDITIONS

During the summer months conditions are very hot with average daily temperatures of 39 degrees Celsius. Prevailing winds in the summer are from the south west. Mornings are typically calm with winds increasing throughout the day and into the evening.

The winter season experiences warm conditions, with daily temperatures reaching an average of 30 degrees Celsius. Winds prevail from the east south east, peaking in the morning before easing in the late afternoon.

Winds - The area is subject to strong easterly winds and associated seas up to 3.0 metres during the winter months (predominantly May – September). Strong Westerly winds October to December reaching 35 knots starting late afternoon into the evening.

Squalls - Thunderstorms and associated activity occur in this region mainly during the summer months (predominantly November to April) bringing high winds, rain and lightning approaching from South East. Wind strengths may be significant up to 45 knots but normally of short duration.

Tides/Tidal Streams - The times and heights of high and low water occurring at the Terminal correspond to those at Barrow Island tanker moorings (standard port 62491 as listed in Australian National Tide Tables) with an approximately half an hour lag. This is only a guide as at times, direction, height and rate of flow may vary dependent upon weather conditions and tides.

The tidal flow at the moorings is approximately Flood 155°(T)/Ebb 350°(T) and may attain a speed of approximately 2 knots at spring tides.

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

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

Salinity - Water density in the Port of Varanus Island, is generally 1025 Kg/m3.

19. TIDAL INFORMATION

Tidal values for the Port of Varanus Island and surrounding areas:

AREA	HAT	MHWS	MLWS
Barrow Island tanker mooring 62491	4.8m	4.0m	0.8m

Tidal streams and rates for the Barrow Island tanker mooring and surrounding areas:

AREA	FLOOD	EBB
Barrow Island tanker mooring	155° at 1-2 knots	350° at 1.5 knots

20. MARINE NOTICES

Marine notices relating to marine matters at the Port of Varanus Island are issued by the Harbour Master. All current marine notices for the Port of Varanus Island are available on the PPA website.

21. PORT SECURITY

The Varanus Island Offshore Facility Network is declared a Security Regulated Offshore Facility under the Maritime Transport and Offshore Facilities Security Act 2003 and Maritime Transport and Offshore Facilities Security Regulations 2003.

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

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

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

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

Varanus Island Port Control should be advised of the arriving vessel's security level as per the reporting requirements set out at attachment 7 of this document.

22. CYCLONES

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

The PPA has a cyclone response plan in place which is made available to mariners and the general public from the below link. Port users seeking to receive cyclone related information for the port must send their request by Email to: Dampier.vts@pilbaraports.com.au safe haven

The Port of Varanus Island currently cannot provide a safe haven for vessels of any type.

23. SERVICES AVAILABLE

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

No ship's agency services are provided by the port Operator Santos. Tankers arriving from foreign ports must make prior arrangements for quarantine and customs clearance through their agents. Shipping agents in Dampier, Karratha and Fremantle are familiar with offshore operations in the region. Appointed agents do not normally attend on ship's arrival.

- Consuls or foreign government representatives are not available at the Port.
- Stores are not available.
- No facilities available for repairs.

24. BUNKERING

There are currently no bunkers available.

25. FRESH WATER

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

26. AUSTRALIAN BORDER FORCE

Vessels intending to call at the Port of Varanus Island should seek advice from their agents on Australian border force requirements that need to be fulfilled before 'arriving' at the Port.

27. GARBAGE AND REPAIRS

The vessel may seek advice/arrangement for garbage disposal from their agent.

28. MEDICAL

No medical services are available on Varanus Island, other than for emergencies. If a ship at the Port of Varanus Island requires urgent medical assistance, the vessel should contact Varanus Island Port Control for assistance.

29. OIL POLLUTION RESPONSE

Any marine oil pollution incident (irrespective of quantity) must be immediately reported to Varanus Island Port Control. Varanus Island Port Control will relay this information onto the Harbour Master. PPA expects vessels to provide details of the incident at the earliest opportunity and a 'Pollution Report' (POLREP) to be submitted to the Western Australian Department of Transport.

There are numerous areas adjacent to the Port of Varanus Island that are of environmental significance and high amenity value.

PPA has established a marine oil pollution plan for the Port of Varanus Island. This plan is available on PPA's website.

First Strike response plan and resources is provided by Santos.

30. MARINE ENVIRONMENT

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

Several important migratory marine species occur within the area on a seasonal basis. Humpback whales can traverse port waters during their annual northern migration from their Antarctic feeding grounds to warmer tropical waters from May to July, and during their return to the Antarctic from September to November. Coastal dolphin species such as the Indo-Pacific Humpback Dolphin and the Bottlenose Dolphin can occur year-round. Dugongs are also known to occur, although the lack of extensive seagrass (foraging) habitat is likely to limit numbers. Four species of turtles are known to occur within the area. The islands, mainland coastline and marine environment are known to support both Green and Flatback Turtles year-round. Loggerhead and Hawksbill Turtles are less abundant, and their distribution and utilization of the port's marine and coastal environments is unclear.

31. ENVIRONMENTAL MANAGEMENT

31.1 Management and Discharge of Shipboard Wastes

This section summarises the regulation of the management and discharges of shipboard wastes to the Port of Varanus Island waters. This includes discharges from exhaust gas cleaning systems (EGCS), sewage¹, greywater², oil or oily mixtures³, garbage⁴, cargo hold and deck washing/cleaning and waste incineration. In accordance with the *Port Authorities Regulations 2001*, the Master of a Ship must not cause or permit any wastewater or waste substance of any kind to be discharged from the vessel into the waters of the Port of Varanus Island unless authorized in this section.

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

In this section, the term 'Nearest Land' refers to the *Territorial Sea Baseline*. This is the line from which the seaward limits of Australia's Maritime Zones are measured (see Geosciences Australia website for more information or click on the following link: <http://www.ga.gov.au/marine/jurisdiction/maritime-boundary-definitions.html>).

Any breach of the requirements of this section is immediately reportable to Varanus Island Port Control on VHF 79 or 16, or alternatively by telephone on (08) 9159 6556 or 24-hour emergency mobile 0428 888 800.

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

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

¹ The definition of the term 'Sewage' is consistent with Annex IV of MARPOL 73/78.

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

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

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

31.2 Waste Disposal Guidelines

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

The following table outline the marine waste discharge guidelines and marine waste discharge zones for the Port of Varanus Island.

WASTE CATEGORY	MARINE DISCHARGE	SOURCE / REFERENCE
Oil, oily water mixtures (controlled waste)	No discharge permitted	MARPOL (Annex I), <i>Pollution of Waters by Oil and Noxious Substances Act 1987</i>
Other Controlled Waste	No discharge permitted	MARPOL (Annex II) MARPOL (Annex III) Environmental Protection (Controlled Waste) Regulations 2004

WASTE CATEGORY	MARINE DISCHARGE	SOURCE / REFERENCE
Sewage	<p>Consistent with Annex IV of MARPOL 73/78 (Regulations for the Prevention of Pollution by Sewage from Ships), the Port of Varanus Island waters can be divided into two Zones:</p> <p>Zone 1 – Coastal waters less than three nautical miles from Nearest Land; and</p> <p>Zone 2 – Waters greater than three nautical miles from Nearest Land.</p> <p>Zone 1 – Comminuted and disinfected sewage – MARPOL Annex IV Regulation 11.1.1 – No Not comminuted sewage and disinfected – MARPOL Annex IV Regulation 11.1.1 – No Approved Sewage Treatment Plant – MARPOL Annex IV Regulation 11.1.2 – Yes*</p> <p><i>*Discharge permitted within Zone 1 subject to vessel having a sewage treatment plant on board and has: A current International Sewage Pollution Prevention (ISPP) Certification, which is certified to meet the operational requirements referred to in Regulation 9.1.1 of MARPOL 73/78 Annex IV.</i></p> <p><i>State environmental legislation⁵ applies to commercial ships that treat and/or discharge more than 20 cubic meters of sewage per day whilst stationary and operating within Zone 1 of the Port of Varanus Island. Such ships may require approvals, issued by the Western Australian (WA) Department of Water and Environmental Regulation (DWER). For more information, please contact PPA's Environment and Heritage team on (08) 9159 6555</i></p> <p>Zone 2 – Comminuted and disinfected sewage – MARPOL Annex IV Regulation 11.1.1 – Yes* Not comminuted sewage and disinfected – MARPOL Annex IV Regulation 11.1.1 – No Approved Sewage Treatment Plant – MARPOL Annex IV Regulation 11.1.2 – Yes*</p> <p><i>*Discharge within Zone 2 does not require approval from PPA. However, Regulations 9 and 11 of MARPOL 73/78 Annex IV still applies. The discharge shall not produce visible floating solids or cause discolouration of the surrounding water.</i></p> <p><i>Ships visiting the Port of Varanus Island waters that are not equipped with an approved sewage treatment plant must retain sewage on board in a suitable holding tank in accordance with the requirements of AMSA Marine Order 96: Marine Pollution Prevention – Sewage 2018 - Division 2 section 7(c).</i></p>	<p>MARPOL (Annex IV)</p> <p>Environmental Protection (Unauthorized Discharges) Regulations 2004</p> <p>Port Authorities Regulations 2001 (Reg 17)</p> <p>Marine Order 96 (Marine Pollution Prevention – sewage) 2018</p>

⁵ *State environmental legislation* refers to Categories 54 and 85 within Schedule 1 (Prescribed premises) of the *Environmental Protection Regulations 1987*

WASTE CATEGORY	MARINE DISCHARGE	SOURCE / REFERENCE
	<ul style="list-style-type: none"> Zone 1: Tanker Loading facility Zone 2: Anchorage 	
Grey Water – Waste Waters (Other than Sewage) from the sinks, showers, galleys, laundry	Grey water shall only be discharged from a ship in the Port of Varanus Island such that discharge does not produce visible floating solids nor cause discolouration of surrounding waters.	<i>Environmental Protection Act 1986</i> Port Authorities Regulations 2001 (Reg 17)
Garbage	<p>Disposal of garbage to Port waters is prohibited.</p> <p>The definition of garbage is consistent with MARPOL 73/78 Annex V and includes (but is not limited to): food wastes, plastics, synthetic ropes, fishing gear, plastic garbage bags, incinerator ashes, cooking oil, floating dunnage, lining and packing materials, paper, rags, glass, metal, bottles, crockery and similar refuse.</p> <p>Ships' garbage can only be received by a DAWE approved waste service provider.</p> <p>Zone 1 – Coastal waters less than three nautical miles from Nearest Land; and</p> <p>Zone 2 – Waters greater than three nautical miles from Nearest Land.</p>	MARPOL (Annex V)
Garbage- Food	No discharge permitted in Zone 1. Discharge of food waste permitted in Zone 2 if ground or comminute to pass through a screen with mesh no larger than 25mm	MARPOL (Annex V)
Garbage-Cargo residue	<p>The discharge of cargo residues (or wash water containing cargo residues) from the cargo hold of any ship in the Port of Varanus Island is prohibited.</p> <p>Note that the PPA Harbour Master may consider approving the discharge of wash water from the cargo space in exceptional circumstances.</p> <p>The wash down of cargo residues from the deck of a ship within the Port is permitted in the following exceptional circumstances (exceptions provided in MARPOL Annex V Regulation 7):</p> <ul style="list-style-type: none"> To ensure the safe operation of a helicopter within the landing area and its immediate vicinity to avoid dust being raised by the downdraft of the rotors; Where there is a need to avoid navigational hazards such as dust being blown onto the wheelhouse or bridge wings; and <p>Where residues cause a serious safety hazard to personnel if spillages are not cleaned from deck areas, adjacent walkways and working areas</p>	MARPOL (Annex V)

WASTE CATEGORY	MARINE DISCHARGE	SOURCE / REFERENCE
Deck Washing / Cleaning	<p>It is prohibited to discharge wastewater containing the following substances into the Port of Varanus Island, from the deck (or other external 'dry' surfaces) of a ship during deck cleaning/washing:</p> <ul style="list-style-type: none"> detergents or other cleaning agents (including residues in wash water) sediments oils or other noxious substances garbage metals pesticides paints <p>Note that cleaning agents and activities in deck and external surfaces wash water must not contain any substances that are classified as harmful to the marine environment (e.g. Non-toxic to marine life, phosphate free, biodegradable and non-caustic).</p>	<p>Port Authorities Regulations 2001</p> <p><i>Pollution of Waters by Oil and Noxious Substances Act 1987</i></p> <p><i>Environmental Protection (Unauthorized Discharges) Regulations 2004</i></p> <p>MARPOL (Annex V)</p>
Air Pollution - Incinerator	<p>While stationary in Zone 1 of the Port of Varanus Island, ships may only use incinerators with a design capacity of 100 kg/s or more per hour, in accordance with Category 60 within Schedule 1 (Prescribed premises) of the Environmental Protection Regulations 1987.</p> <p>An approval to operate, issued by the Western Australian Department of Water and Environmental Regulation (DWER) may be required for any ship that incinerates at a throughput of 100 kilograms or more per hour in Zone 1. For more information, please contact PPA's Environment and Heritage team on (08) 9159 6555.</p> <p>The air emissions requirements of MARPOL Annex VI also apply to the Port of Varanus Island (Zone 1 and 2), which states that the Shipboard Incinerators installed after 1st January 2000 must be type-approved and certified to meet prescribed emission standards. Further, Shipboard incineration must only take place in a shipboard incinerator except for incineration of sewage sludge and sludge oil generated during normal operation of a ship, which may also take place in the main or auxiliary power plant or boilers, but in those cases, must not take place inside ports, harbours and estuaries</p>	<p>Port Authorities Regulations 2001</p> <p>Environmental Protection (Unauthorized Discharges) Regulations 2004</p> <p>MARPOL (Annex VI)</p>
Air Pollution – IMO 2020 Compliance	All shipboard emission to comply with latest revised MARPOL Annex VI.	MARPOL (Annex VI)
Air Pollution-EGCS	Discharges from open loop exhaust gas cleaning systems (EGCS) are permitted within the Port of Varanus Island as long it is approved by vessel's Flag State or a recognized organization appointed by the Flag State and operated in accordance with IMO requirements, including the IMO 2015 guidelines for Exhaust Gas Cleaning Systems (Resolution MEPC.259(68)) ⁶ .	<p>MARPOL (Annex VI)</p> <p>Marine Notice 5/2019 Requirements for the use of Exhaust Gas Cleaning systems in Australian waters and reporting to AMSA</p>

⁶ More information at: <https://www.amsa.gov.au/about/regulations-and-standards/52019-requirements-use-exhaust-gas-cleaning-systems-australian>

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

31.3 Biofouling Management and Ballast Water Exchange

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

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

Any breach of the requirements of this section is immediately reportable to Varanus Island Port Control on VHF 79 or 16, or alternatively by telephone on (08) 9159 6556 or 24-hour emergency mobile 0428 888 800.

31.3.1 Biofouling Management

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

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

Under the *WA Fish Resources Management Act 1994* it is an offence to knowingly introduce or translocate a non-endemic fish species to WA waters – this includes aquatic organisms on hull fouling. The Department of Primary Industries and Resource Development (DPIRD) is the Western Australian Government Agency responsible for managing aquatic biosecurity in WA coastal waters.

Effective vessel management of marine biofouling may not only prevent the introduction and spread of live non-endemic or noxious fish, including introduced marine species (IMS) to Western Australia, but also provides considerable economic benefits to the vessel. To assist vessel managers with effective vessel management and risk assessment, DPIRD has created the *Vessel Check* tool, available at: <http://www.fish.wa.gov.au/Sustainability-and-Environment/Aquatic-Biosecurity/Vessels-And-Ports/Pages/Vessel-Check.aspx>.

The Risk Assessment Report generated by *Vessel Check* will contain a detailed summary and a range of recommended management options to reduce the vessel risk status. Note that all vessels entering the state of WA may be subject to inspection by the WA DPIRD's compliance team to check the vessel is not carrying

an introduced marine species and so is compliant with the *Fisheries Resource Management Act 1994*.

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

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

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

For further information on ship's biofouling management in Australia, please refer to the Anti-Fouling and In-Water Cleaning Guidelines⁷ and the National Biofouling Management Guidelines for Commercial Vessels⁸.

Non-trading vessels, such as dredgers, and associated plant are highlighted as a high-risk item as they are slow-moving, generally spend substantial lengths of time in coastal waters and have numerous hull niches to transport marine organisms. For further information on the management of non-trading vessels, refer to the [National Biofouling Management Guidance for Non-Trading Vessels](#)⁹.

31.4 Ballast Water Management

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

The discharge of ballast water in the Port of Varanus Island shall be consistent with the requirements of the Federal Department of Agriculture, Water and the Environment (DAWE) and the mandatory [Australian Ballast Water Management Requirements](#)¹⁰.

⁷ Available from the Commonwealth Department of Agriculture and Water Resources (DAWR) or <http://www.agriculture.gov.au/SiteCollectionDocuments/animal-plant/pests-diseases/marine-pests/antifouling-consultation/antifouling-guidelines.pdf>

⁸ Available from the Commonwealth Department of Agriculture and Water Resources (DAWR) or http://www.marinepests.gov.au/marine_pests/publications/Documents/Biofouling_guidelines_commercial_vessels.pdf

⁹ Available from the Commonwealth Department of Agriculture and Water Resources or http://www.marinepests.gov.au/marine_pests/publications/Documents/Biofouling_guidance_NTV.pdf

¹⁰ Available from the Federal Department of Agriculture, Forestry and Fisheries or A962255

Ballast water that does not meet DAWE Biosecurity requirements shall not be discharged in Port of Varanus Island waters.

TABLE 1 - KEY CONTACTS

PPA Personnel	Office	Mobile
Varanus Island Port Control Dampier.VTS@pilbaraports.com.au	(08) 9159 6556	+61 428 888 800
Harbour Master	(08) 9159 6508	+61 400 468 724
Deputy Harbour Master (Traffic)	(08) 9159 6546	+61 437 296 583
Deputy Harbour Master (Operations)	(08) 9159 6565	+61 400 468 724
Health & Safety Advisor	(08) 9159 6506	+61 409 129 287
Environment and Heritage Manager (west)	(08) 9159 6525	+61 429 045 535

32. PROCESS OWNER

The Harbour Master is responsible for this External Document.

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Version: 1

Approved by: Harbour Master