PILBARA PORTS

PORT OF DAMPIER HANDBOOK

A335896

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1. PURPOSE

The Port of Dampier Handbook provides information and directions for masters and vessel operators, on vessel operations within Dampier Port Limits.

Pilbara Ports 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.

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)

Port Walcott, Cape Preston, Barrow Island, Airlie Island, Thevenard Island, Onslow, Cape Preston, Cape Cuvier and Useless Loop. These ports are administered by the Department of Transport.

2.2 The Port Authority Act (PAA Ports)

Wyndham, Cockatoo Island, Koolan Island, Derby, Broome, Port Hedland, Dampier, Varanus Island, Ashburton, Geraldton, Fremantle, Bunbury, Albany and Esperance. These ports are administered by five Regional Port Authorities.

Port Authority Ports and Shipping and Pilotage Ports in Pilbara Region

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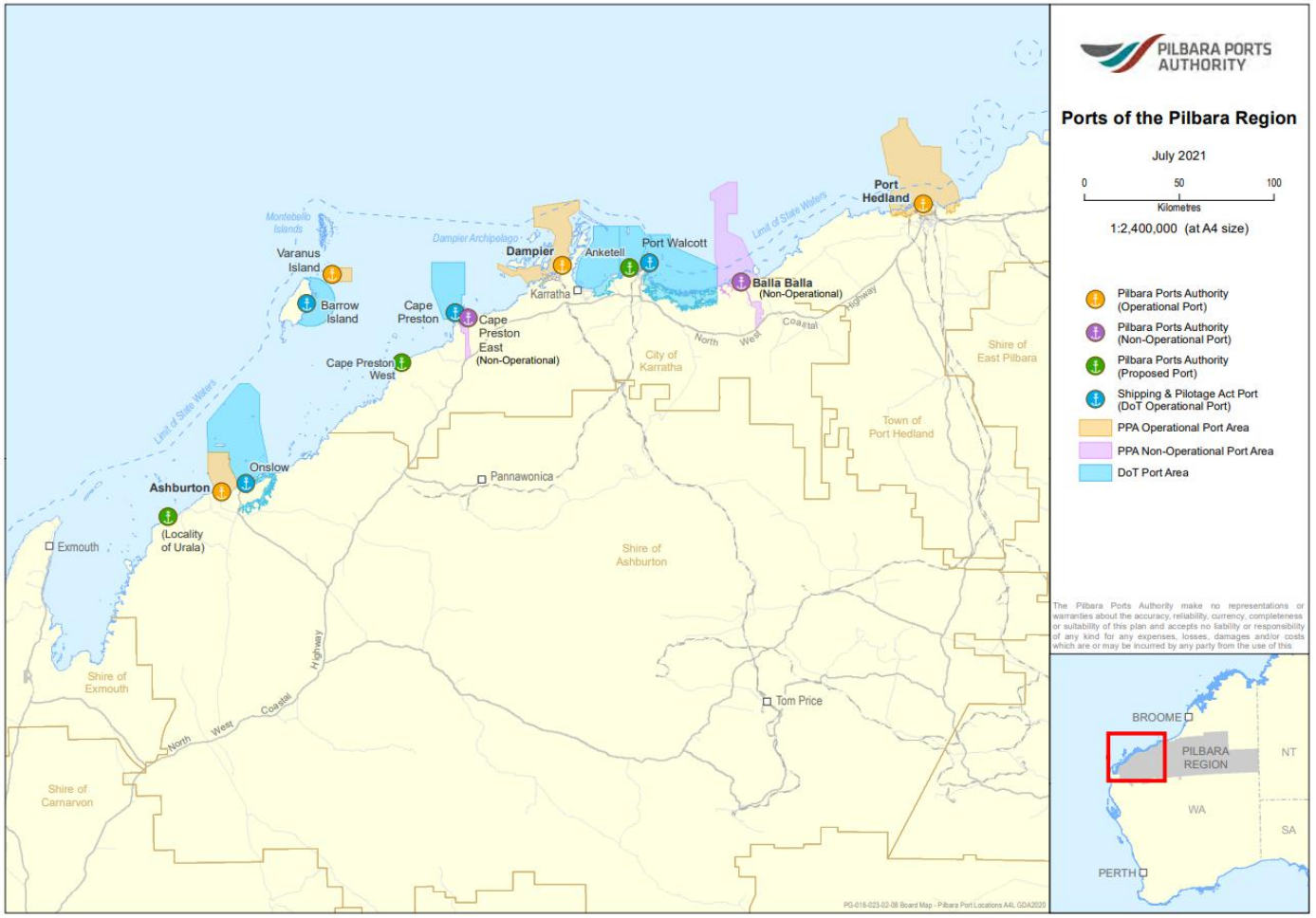

3. DAMPIER PORT LIMITS

Dampier is a port established under the Port Authorities Act 1999 (WA) and the Port Authorities Regulations 2001 (WA).

Dampier Port Limits

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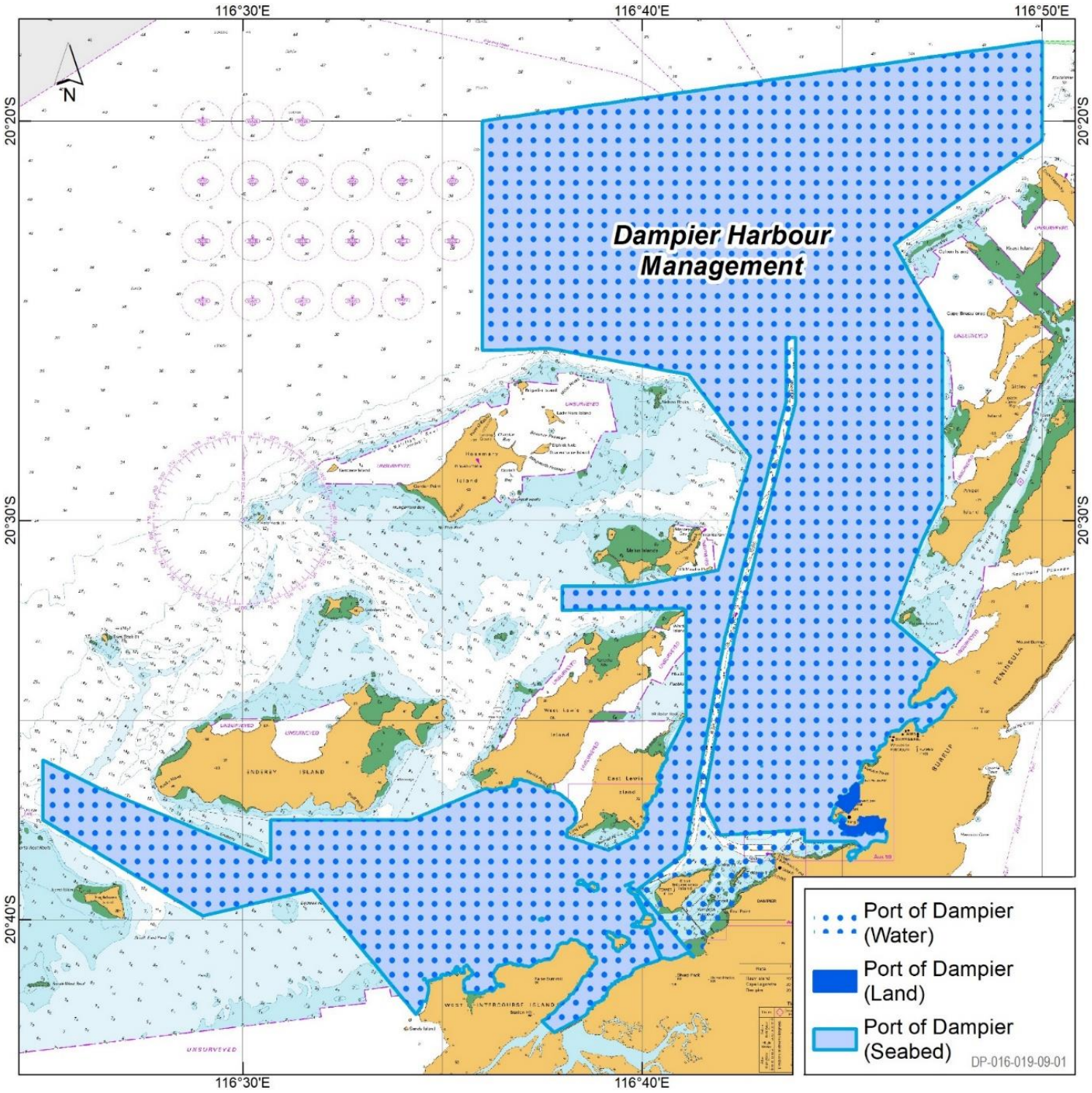
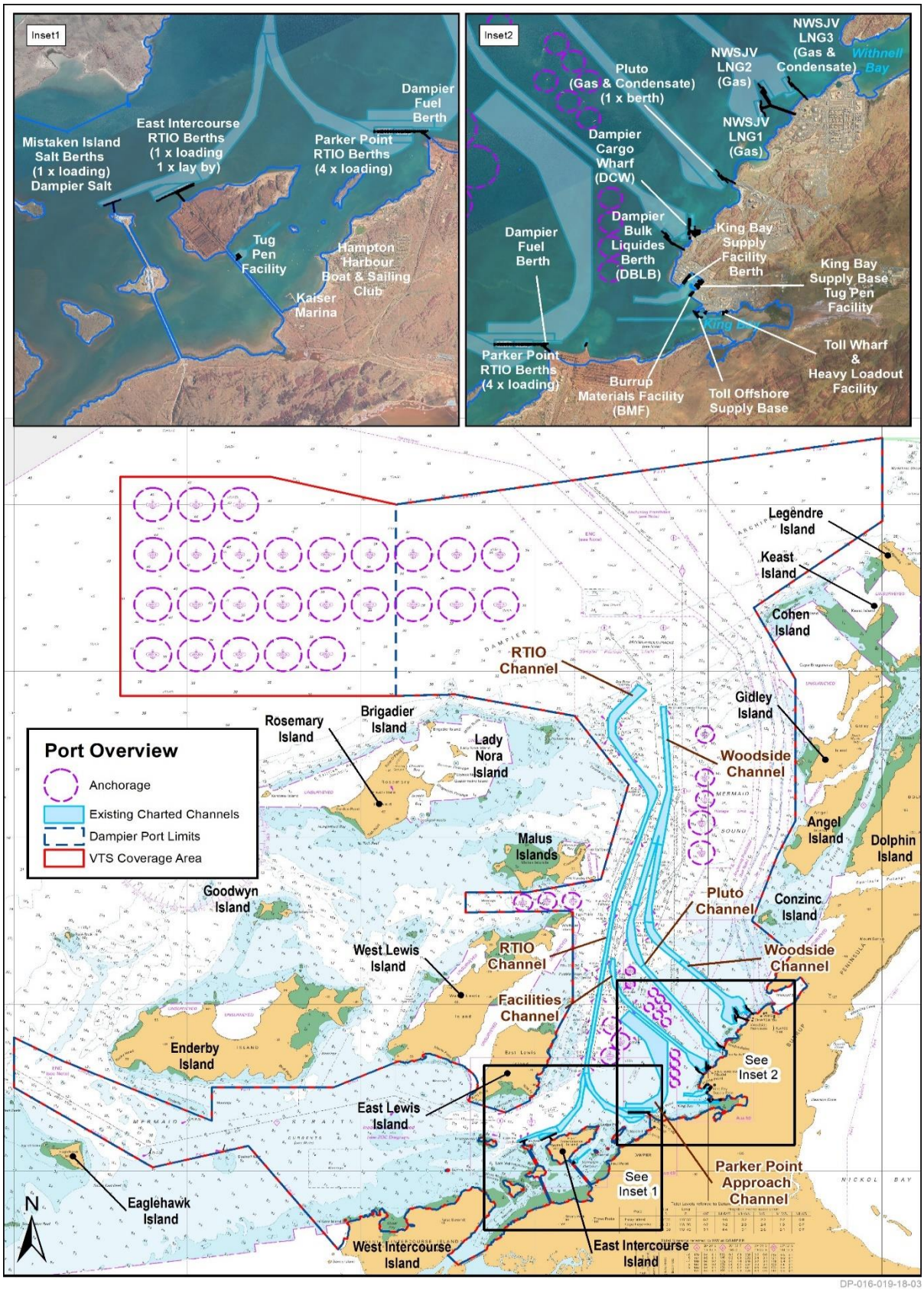


Port Overview

DP-016-019-18-03 Port Overview



4. SECURITY

4.1 Port Security at the Port of Dampier

Australia complies with the IMO's ISPS code for Maritime Security. Accordingly, the Port of Dampier operates its maritime security under the Australian Maritime Transport and Offshore Facilities Security Act (MTOFSA). Under the Maritime Security Plan, the Security Supervisor is the Port Security Officer (PSO) for the Port of Dampier. Ph: +61(8) 91596556.

The other Port Facilities have their own Port Facility Security Officers (PFSO's).

Should you have any maritime security issues including a requirement for a Declaration of Security (DOS), please contact the PFSO of respective facility.

For the issuance of Declaration of Security (DOS) for DCW and DBLB berths contact Dampier VTS.

Dampier.VTS@pilbaraports.com.au

4.2 Boating Safety Exclusion Zone

A vessel should not enter a boating safety exclusion zone (shaded in pink) unless authorised by the Harbour Master. *Port Authority Regulations 2001, Schedule 1, Division 4, Clause 38*.

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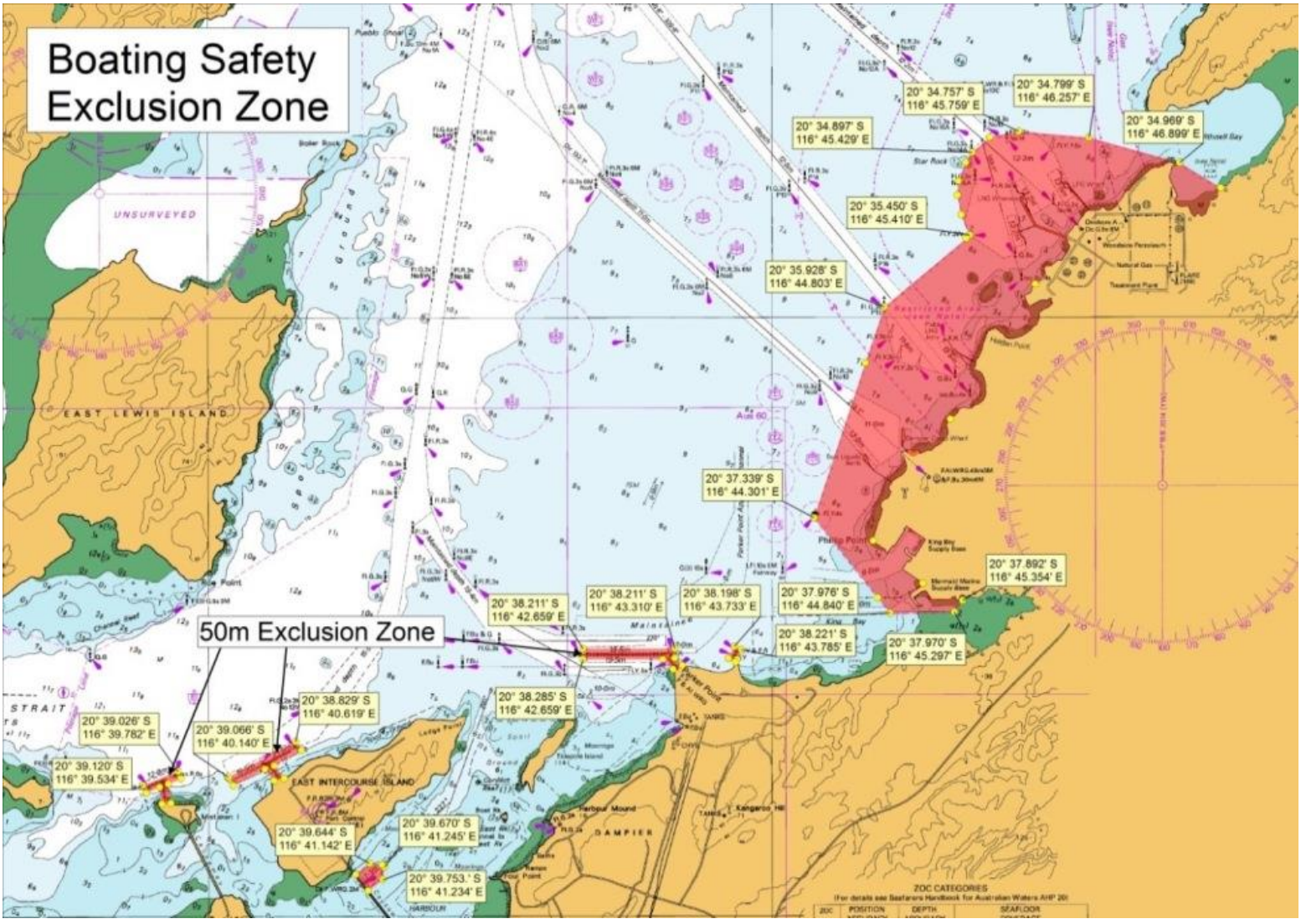

4.3 Waterside Restricted Zones Areas within the Port

MTOFSA waterside restricted zones (Shaded in blue) have been established around the Pluto and NW Shelf terminals at MARSEC level 1. At MARSEC level 2 and 3 the waterside restricted zones are the same as boating safety exclusion zone (Shaded in pink) as per section 4.2 above.

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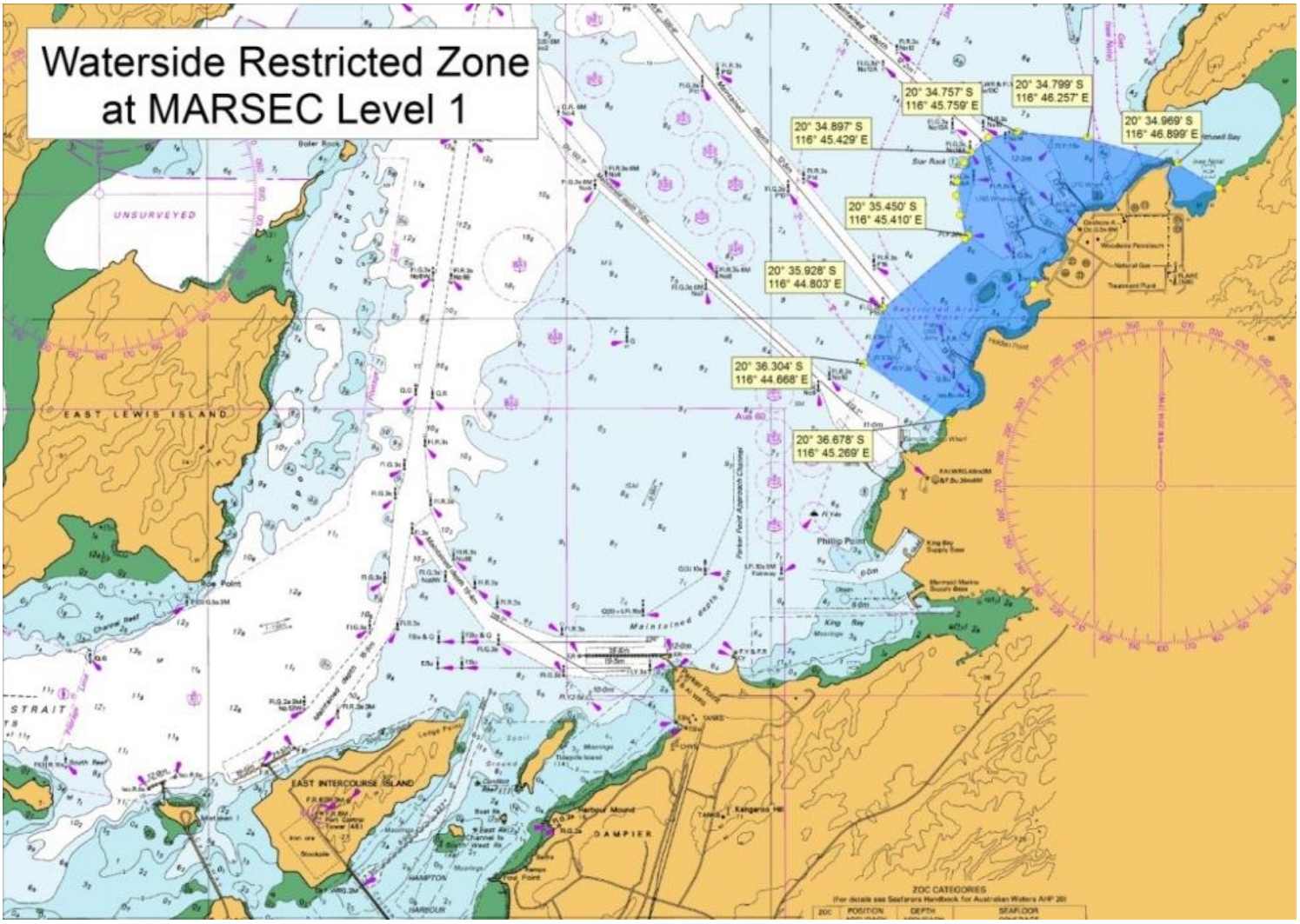


5. PORT OF DAMPIER TRADE FIGURES

Trade Figures Cargo Tonnes

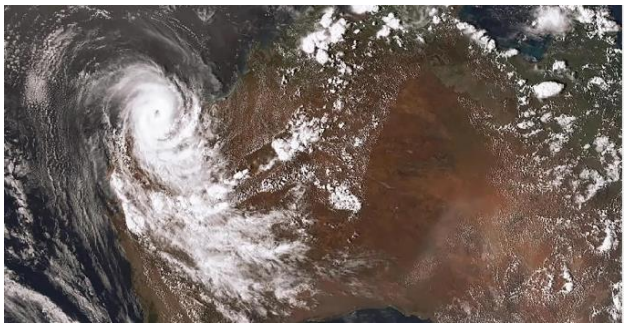
COMMODITY	TONNES 2020/2021	TONNES 2021/2022	TONNES 2022/2023
Iron Ore export	136,599,227	133,733,962	143,627,974
Salt export	4,228,292	3,622,859	4,075,703
Condensate export	3,147,002	2,768,085	2,827,603
LNG export	21,081,795	19,426,005	20,824,120
LPG export	399,955	402,818	660,940
Ammonia export	646,723	545,008	635,797
General imports	165,173	187,140	154,874
General export	259,623	200,777	210,144
Petroleum imports	880,046	999,377	974,644
Total	**167,407,836**	**161,886,031**	**173,991,799**

Vessel Arrivals

HARBOUR CHANNEL	VESSEL ARRIVALS 2020/2021	VESSEL ARRIVALS 2021/2022	VESSEL ARRIVALS 2022/2023
Rio Tinto Channels – Iron Ore	799	776	810
Rio Tinto Channels – Salt	104	89	96
Rio Tinto Channels - Fuel	28	32	32
Woodside Channel NWS	291	259	268
Woodside Pluto Channel	85	83	79
Facilities Channel	348	338	221
Toll Channel	884	1076	977
King Bay Supply Base Channel	414	508	536
Total	**2953**	**3161**	**3019**

6. METEOROLOGY

6.1 Climate



The average air temperatures during the cooler months (May to August) are in the mid to high twenties. The average air temperatures during the warmer months (September to April) are low to mid-thirties.

March has the highest average temperature of 34.8ºC, with July the lowest average temperature of 25.8ºC. On average over two hundred days per annum exceed 30ºC, five of which exceed 40ºC.

Monthly and annual rainfall is highly variable with most of the rain falling during the warmer months (September to April) as a result of tropical low-pressure systems. Mean annual rainfall for the Port is 303.9mm with the highest mean rain falling in February at 97.1mm and lowest mean rainfall in November 0.1mm.

6.2 Winds

In the warmer months (September to April) prevailing winds are West to South-westerly and average between 15 and 20 knots. During these months the wind strength tends to increase throughout the day and is strongest in the afternoon.

In the cooler months (May to August) prevailing winds are easterly and are typically between 20 and 25 knots. During these months the wind strength tends to be fresh in the mornings and decrease in the afternoon.

6.3 Fog

Fog within the Port generally lasts only a few hours and first indications of fog generally appear over the Withnell Bay flare tower.

Should visibility reduce to less than half nautical mile, shipping movements will continue only at the Harbour Masters discretion.

6.4 Tropical Cyclones

The official tropical cyclone season extends from 1st November to 30th April, although Australia has recorded cyclone events in every calendar month.

Every vessel operating in Dampier during the official tropical cyclone season must have a Cyclone Response Plan, typically:

- Large vessels will head out to sea in sufficient time to clear the port and obtain adequate sea room before coming under the influence of gale force winds.
- Small vessels will be secured to cyclone approved moorings and their crews ferried ashore before the onset of gale force winds.

Pilbara Ports has a Cyclone Response Plan for Dampier which involves five Stages:

STAGE	KEY ELEMENT	PARAMETER
1	Monitor	Cyclone or tropical low has formed in northern waters.
2	Prepare	Cyclone is tracking toward the port with potential for impact.
3	Clear Port	Potential for gale force winds to impact port within 12 hours.
4	Shut Down	Potential for gale force winds to impact port within 6 hours.
5	Re-Open	Cyclone or threat of cyclone has passed.

During a cyclone event the Dampier Harbour Master issues directions via email and a cyclone distribution list. Harbour Master directions may also be given by VHF through Dampier VTS.

Persons wishing to be added to the cyclone distribution list should contact Dampier.VTS@pilbaraports.com.au

For more information see Port of Dampier Cyclone Response Plan on the Pilbara Ports web site.
http://www.pilbaraports.com.au/Port-of-Dampier/Security-and-safety/Emergency-preparedness-and-response

7. OCEANOGRAPHY

7.1 Water temperatures

Mean water temperature within Dampier Archipelago including the Port of Dampier varies significantly throughout the year and is highly site dependent. Typically, seasonal fluctuation of almost 10^{o}C occurs between summer and winter (February 31^{o}C / August 21^{o}C).

7.2 Swell

Typically, swell enters the Port of Dampier from the north as a result of Southern Ocean swell refraction around the Montebello Islands, 120km to the west. The Port is protected to the west by the islands of the Dampier Archipelago and south by mainland Australia.

There have also been instances where the port has encountered a long period swell from the west and north-westerly direction.

Swells tend to be greatest in winter (June/July, typically 2m in height) and smallest in summer (February/March, typically less than 1m in height) Tropical cyclone swells may reach 10m in the outer Port and are usually reduced to 2.5m in the inner Port. Ninety percent of locally generated wind waves within the Port are less than 0.6m in height.

7.3 Tides

The tidal regime of the Port of Dampier is semi-diurnal with a slight diurnal inequality (difference in height between the two highs or two lows). The Port of Dampier experiences mean high water spring tides of 4.5m and mean low water spring tides of 0.8m approximately 2 days after the full and new moon.

Tidal currents in the waters off the Burrup Peninsula are locally influenced by surrounding islands and channels that form the Dampier Archipelago. During spring tides, the seaward reaches of Mermaid Sound (outer Port) can experience currents of 0.5m/s (0.97 knots) with inner Sound (inner Port) currents about half that observed further offshore. Currents through Sea ripple and Flying Foam Passage to the east can reach in excess of 2m/s (3.8 knots).

8. ENVIRONMENT AND HERITAGE

8.1 Cultural and Environmental Areas

The Port's operations, marine services and development activities are located in, or adjacent to marine and landside environments that have significant conservation and cultural heritage values, including:

- Conservation reserves on the islands of Dampier Archipelago.
- Murujuga Cultural Landscape has been nominated to the UNESCO World Heritage Committee National and State Heritage listed areas).
- Commonwealth Marine Park, north of Legendre Island.
- The proposed Dampier Archipelago Marine Park, State waters.

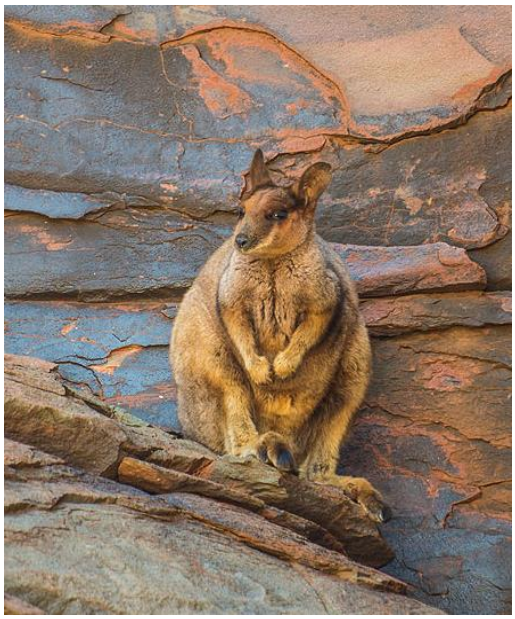
Pilbara Ports recognises the environmental, cultural heritage, social and economic importance of delivering our services and activities in an environmentally sustainable and responsible manner and is committed to achieving a high level of environmental and cultural heritage performance through the continual improvement of our integrated management system.

8.2 Monitoring and Management

The Port manages risks, to maintain and protect environment, habitat, biodiversity and sites of cultural significance by implementing and conducting various monitoring and management programs.
Some of the Port's key programs and initiatives include:

- Environmental management plan,
- Biosecurity management program,
- State-wide array surveillance program,
- Native fauna management program,
- Marine environmental quality plan,
- Waste management programs,
- Mangrove health monitoring,

- Groundwater sampling and testing,
- Marine water quality and sediment sampling,
- Comprehensive weed surveying and management.



9. PORT OF DAMPIER TERMINALS

For further information and individual terminal handbooks please refer:
https://www.pilbaraports.com.au/ports/port-of-dampier/port-operations/port-facilities

BERTH	CHANNEL	TERMINAL OPERATOR	COMMODITY	TOWAGE PROVIDER	PILOTAGE PROVIDER	PEC
Mistaken Island	Rio Tinto Channel	Dampier Salt	Salt in bulk	Westug	Marine Services Western Australia (MSWA)	No
East Intercourse Island	Rio Tinto Channel	Rio Tinto	Iron Ore			
Parker Point	Rio Tinto Channel	Rio Tinto	Iron Ore			
Dampier Fuel Berth	Rio Tinto Channel	Viva Energy	Diesel			
Withnell Bay LNG 1 LNG 2 LPG 3 or Condensate	Woodside Channel	Woodside	LNG Condensate LPG	Svitzer	Woodside	No
Pluto	Pluto Channel	Woodside	LNG Condensate LPG			
Dampier Cargo Wharf DCW	Facilities Channel	Pilbara Ports	General Cargo/Heavy Lift/OSVs	Various	Auriga	Yes
Bulk Liquids Berth BLB	Facilities Channel	Pilbara Ports	Anhydrous Ammonia and Diesel	Various	Auriga	No
Qube Facility	Facilities Channel	Qube	General Cargo/Heavy Lift	Various	Auriga	Yes
King Bay	King Bay Channel	Woodside	OSVs	Svitzer	Auriga	Yes
Burrup Material Facility (BMF)	King Bay Channel	Woodside	General Cargo/OSVs	Various		
Toll Group	Toll Channel	Toll Group	General Cargo/OSVs	Various	Auriga	Yes
Toll Slipway	Toll Channel	Toll Group	Support Vessel Repairs			No

10. PRE-ARRIVAL NOTIFICATION

10.1 Notice of Arrival

The Master of a vessel must ensure 24 hours' notice of arrival is given to Pilbara Ports as required by *Port Authorities Regulations 2001, Part 2, Division 1, Section 4*.

All subject vessels greater than 35m LOA must submit a completed "Notice of Arrival form" to dampier.vts@plibaraports.com.au at least 3 days prior to arrival.

Offshore shore support vessels using Dampier as their base port can submit the Notice of arrival form 24 hours prior to arrival port.

The NOA form can be downloaded from the Pilbara Ports website .

https://www.pilbaraports.com.au/about-ppa/publications/forms-and-publications/forms-publications/form/2023/march/port-of-dampier-notice-of-arrival-for-vessels-35m-

10.2 Billing Agent

A vessels' master, owner and agent are jointly and severally liable to pay Port charges to the Port Authority. *Port Authorities Act* 1999, *Part 8, Section 115,116,117,118,119.*

The Master must ensure Pilbara Ports has been advised who the "Billing Agent" is for their vessel. (Note: the Billing Agent may be different from the Charterer).

10.3 Cargo Details

The Master (or the vessel's agent) must ensure Pilbara Ports is provided with details of the cargo loaded and/or discharged from the vessel and details of fuel bunkered. *Port Authorities Regulations 2001, Part 4, Goods and Cargo, Section 60 -61.*

Vessel master must ensure their agents are providing information regarding cargo/bunker and fresh water loaded or discharged to Pilbara Ports within 24 hours of the vessel's departure from Dampier.

11. COMMUNICATIONS

11.1 Dampier VTS

Dampier VTS is the first and primary point of contact for all marine traffic, port operations, and marine incidents.

All vessels shall maintain a listening watch on VHF channels 11 and 16 when within or approaching Dampier Port Limits. *Port Authorities Regulations 2001, Schedule 1, Division 4, Clause 37.*

TERMINAL / WHARF	PILOTS	VHF (MONITORING)	WORKING CHANNEL	REMARKS
Dampier VTS		11,16	11	
DCW/BLB	Auriga	09,73	09,73	
Rio Tinto	MSWA	11,13	Pilots use private VHF Frequencies	
Woodside Call Sign: Woodside Radio	Woodside	11,16,82	82 & Private VHF, UHF frequencies	Private VHF: Pilots Private UHF: Terminal operations
Toll Dampier Supply Base	Auriga	11,16	10	TEM DSB wharf supervisor email: wharf.supervisors@tollgroup.com
Ships Agents		11,16		
Helicopter Operations		13	13	

11.2 Dampier Vessel Traffic Service (VTS)

Pilbara Ports – Port of Dampier is authorised as a Vessel Traffic Service (VTS) Authority in accordance with the provisions of Marine Order 64 (Vessel Traffic Services) July 2022 (MO64).

Call sign - 'Dampier VTS'.

Dampier VTS is authorised to render services as defined in the guidelines for VTS mentioned in IMO resolution 1158(32) Adopted 15 December 2021 and associated IALA Standards and Guidelines.

The purpose of the VTS is to contribute to the safety of life at sea, improve the safety and efficiency of navigation and support the protection of the environment within a VTS area by mitigating the development of unsafe situations through:

11.2.1 The provision of timely and relevant information on factors that may influence ship movements and assist onboard decision-making.

This may include:

- Position, identity, intention and movements of ships,
- Maritime safety information,
- limitations of ships in the VTS area that may impose restrictions on the navigation of other ships (e.g. manoeuvrability), or any other potential hindrances,
- Other information such as reporting formalities and International Ship and Port Facility Security Code (ISPS Code) details and
- Support for, and cooperation with, allied services.

11.2.2 Monitoring and managing ship traffic to ensure the safety and efficiency of ship movements. This may include:

- Planning ship movements in advance,
- Ships under way,
- Organizing space allocation,
- Establishing a system of traffic clearances,
- Establishing a system of voyage or passage plans,
- Providing route advice,
- Ensuring compliance with and enforcement of regulatory provisions for which they are empowered.

11.2.3 Responding to developing unsafe situations, which may include:

- A ship unsure of its route or position,
- A ship deviating from the route,
- A ship requiring guidance to an anchoring position,
- A ship that has defects or deficiencies, such as navigation or manoeuvring equipment failure,
- Severe meteorological conditions (e.g. low visibility, strong winds),
- A ship at risk of grounding or collision,
- Emergency response or support for emergency services. A 32/Res.115.

11.2.4 VTS coverage area:

The VTS coverage area includes all the port waters extending to the extremities of the port limits. Additionally, anchorage areas immediately adjacent to the port limits are also covered by the VTS service.

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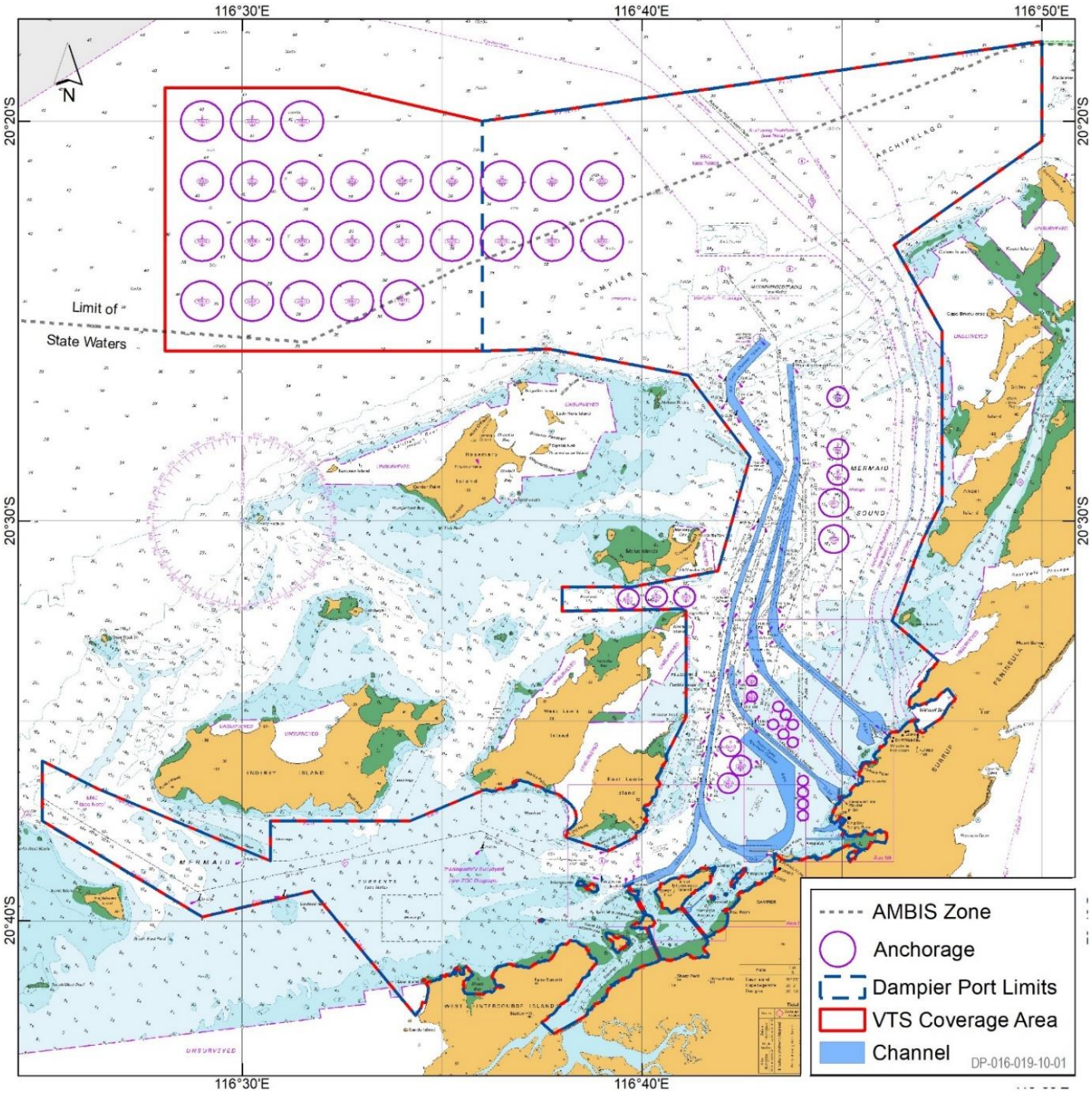


11.2.5 Participation of vessels:

It is mandatory for all vessels operating within the VTS coverage area to participate in the VTS except recreational vessels less than 35 meters. However, voluntary participation is encouraged. VTS may also request any other vessel entering the VTS coverage area to participate in the VTS reporting requirements.

11.2.6 Information to be reported by vessels operating within the VTS coverage area:

Vessels operating in the VTS coverage area are required to provide the following information to the VTS:

- Dangerous goods on board (Class numbers only) – This should be reported prior to arrive at port limits and prior to departing the berth.
- Declaration of any defects affecting the safe navigation, manoeuvrability and safe operations of the vessel or a Declaration that the vessel has no defects This should be reported prior to arrive at port limits and prior to departing the berth/anchorage.
- All Marine incidents in the Port.
- Encounter restricted visibility of less than 1.0NM.

11.2.7 Dampier VTS contacts:

The Dampier VTS can be contacted by:

- Landline phone: (08) 9159 6556
- Mobile phone: (emergencies only) – 0428 888 800
- Email: Dampier.VTS@pilbaraports.com.au
- VHF Channels: 11 and 16

VESSES OVER 100M INBOUND FROM THE NORTH (MERMAID SOUND) OR WEST (MERMAID STRAIT) INCLUDING RIGS UNDER TOW		
TIME FRAME	**VESSEL REPORTING REQUIREMENTS**	**INFORMATION GIVEN BY DAMPIER VTS**
4 hours from Port Limits	ETA to Port Limits Vessel defects affecting navigation/manoeuvrability or safe operations of the vessel.	Acknowledge information received. Anchorage allocated. Berthing / Pilotage information if applicable Next reporting point: 1 hour to Port Limits.
1 hour from Port Limits or from anchorage allocated	ETA to Port Limits or to anchorage allocated.	Acknowledge information received. Relevant traffic information. Next reporting point: crossing Port Limits.
Crossing Port Limits	Confirm location – Crossing Port Limits Confirm health status of all persons on board. **OSVs also to report:** Last port/offshore support platform/location, Dangerous goods on board (class numbers), Deepest draft, Number of people on board.	Acknowledge information received: Next reporting point: Once anchored at anchorage, 2-way Reporting Point or Pilot on board at Pilot Boarding Ground A, B, C, D, E.
At anchorage	Anchorage number, Anchored time.	Acknowledge information received
At Pilot Boarding Ground A, B, C, D, E.	Pilot on board time and Pilot Licence number, Route to destination, Deepest draft.	Acknowledge information received: Traffic information Next reporting point: at berth
At berth	Name of berth, First line and all fast time.	Acknowledge information received.

VESSELS UNDER 100M INBOUND FROM THE NORTH (MERMAID SOUND) OR WEST (MERMAID STRAIT) INCLUDING RIGS UNDER TOW		
TIME FRAME	**VESSEL REPORTING REQUIREMENTS**	**INFORMATION GIVEN BY DAMPIER VTS**
1 hour from Port Limits	1 hour to Port Limits. Destination Vessel defects affecting navigation/manoeuvrability or safe operations of the vessel. Last port/offshore support platform/location.	Acknowledge information received. Anchorage allocated if requested. Pilot boarding information – Pilot Boarding Ground D or E, time, and boarding arrangements. Relevant traffic information. Next reporting point: Crossing Port Limits.
Crossing Port Limits	Confirm location – Crossing Port Limits Pilot Exemption Certificate number or confirm pilotage details, Dangerous goods onboard (class numbers), Deepest draft, Confirm health status of all persons on board, Number of people on board.	Acknowledge information received. Relevant traffic information Next reporting point: From North: 2-way Reporting Point From West: Channel Reef / Pilot Boarding Ground-E
Channel Reef or 2-way Reporting Point	Confirm location – Abeam Channel Reef or 2-way Reporting Point.	Acknowledge information received. Next reporting point: From North: Anchorage allocated/ at berth / Pilot on board – D. From West: Anchorage allocated/ at berth. Relevant traffic information.
At Pilot Boarding Ground D or E	Pilot on board time and Pilot Licence number, Route to destination, Deepest draft.	Acknowledge information received. Next reporting point: at destination.
All fast at destination	Name of berth; first line and all fast time, Anchorage location; anchor down time, Mooring location; all fast time.	Acknowledge information received.

ALL VESSELS OUTBOUND TO THE NORTH (MERMAID SOUND) OR WEST (MERMAID STRAIT) INCLUDING RIGS UNDER TOW		
TIME FRAME	**VESSEL REPORTING REQUIREMENTS**	**INFORMATION GIVEN BY DAMPIER VTS**
15 minutes prior to commencing singling up / Pilot onboard time	Singling up time, Name of berth, Next port or destination, Route outbound, Pilot Licence number or Pilot Exemption Certificate number, Vessel defects affecting navigation/manoeuvrability or safe operations of the vessel, Dangerous goods on board (class numbers), Deepest draft. **OSVs also to report:** Number of people on board **DCW vessels also to report:** Any bunkers taken. Any fresh water taken (including quantity).	Acknowledge information received. Any squall / adverse weather reports received (that may potentially affect the passage outbound). Relevant traffic information. Next reporting point: last line.
Departing berth	Last line time.	Acknowledge information received, Next reporting point: Pilot Boarding Ground D or E / Sea Buoy, PEC Master - Channel Reef / 2-way Reporting Point, Relevant traffic information.
At pilot disembarkation area D or E	Pilot departing, Next Port or Destination.	Acknowledge information received, Next reporting point: 2-way reporting point, Relevant traffic information.
Sea Buoy	Pilot departing, Next Port or Destination.	Acknowledge information received, Next reporting point: crossing Port Limits, Relevant traffic information.
Channel Reef or 2-way Reporting Point	Confirm location – abeam Channel Reef or 2-way Reporting Point.	Acknowledge information received, Relevant traffic information, Next reporting point: Crossing Port Limits.
Crossing Port Limits	Confirm crossing Port Limits outbound.	Acknowledge information received.

ALL VESSELS DEPARTING ANY ANCHORAGE OR MOORINGS		
TIME FRAME	**VESSEL REPORTING REQUIREMENTS**	**INFORMATION GIVEN BY DAMPIER VTS**
Commencing heaving anchor	Anchorage Number, Time commenced heaving anchor, Vessel defects affecting navigation/manoeuvrability or safe operations of the vessel.	Acknowledge information received, Relevant traffic information, Next reporting point: when underway.
OSV/Workboats: 15 mins prior to departing Moorings or Heaving Anchor	Mooring Number/Anchorage Position, Destination (inbound / outbound), Pilot or PEC number, Vessel defects affecting navigation/manoeuvrability or safe operations of the vessel, Dangerous goods on board (class numbers), Deepest draft Number of persons on board.	Acknowledge information received, Relevant traffic information, Next reporting point: when underway.
Underway	Time of departure.	Acknowledge information received, Update traffic information.

11.2 Incident and Near Miss Reporting

Vessel Masters and Port of Dampier Marine Pilots are obliged to report incidents or near miss to Dampier Harbour Master via Dampier VTS. A failure to meet this obligation is considered non-compliance and will be treated accordingly.

Pilbara Ports Online Hazard and Incident Reporting Form may be found at:

https://www.pilbaraports.com.au/Home/Safety-and-security/Hazard-and-incident-reporting

The Dampier Harbour Master will also accept copies of AMSA Incident Report Forms.

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,
- The incident relating to a tug and or tow.

An event that results in, or could have resulted in:

- The death of, or injury to, a person on-board a vessel,
- The loss of a person from a vessel,
- A vessel becoming disabled and requiring assistance.

The fouling or damaging by a vessel to any pipelines, submarine cable and aid to navigation.

- Loss of cargo of a vessel,
- Significant damage to a vessel,
- A seafarer is injured or contracts an illness that incapacitates them from the performance of their duty.

Any serious danger to navigation on or near the course of the vessel.

11.2.1 Automatic Identification Systems (AIS)

Commercial vessels greater than 8m in length or carrying more than 6 persons within Dampier Port Limits are required to have a Class A or Class B AIS fitted and operating. Any vessel engaged in commercial diving operations is also required to be fitted with an AIS. This includes SOLAS vessels and non-SOLAS vessels.

12. DAMPIER COMPULSORY PILOTAGE LIMIT

Under the *Port Authorities Act* 1999, Pilotage is compulsory in port waters.

Port Authorities Act 1990, *Part 7, Division 2, Section 97*

For the convenience of shipping, the Dampier Harbour Master has established a compulsory pilotage area within the Dampier Port Limits.

On instructions from Dampier VTS, vessels may enter the port waters and proceed to their allocated anchorage.

On instructions from Dampier VTS, vessels may enter the port waters and proceed to their designated pilot station A, B, C, D, or E.

Vessels proceeding to pilot station D should route their passage through the two-way radio calling-in point (Lat 20° 22.000'S, long 116° 44.250'E) and follow the recommended route printed on the chart. On instructions from Dampier VTS, vessels may enter the port waters and proceed to the designated pilot station E, or to the Mermaid Strait mooring areas. Vessels proceeding to pilot station E should follow the recommended route printed on the chart.

12.1 Pilot Boarding Areas

Pilot Station A: 20°21.0'S 116°44.0'E

Woodside LPG / LNG tankers using helicopter pilot transfers.

Pilot Station B: 20°23.7'S 116°42.0'E

Rio Tinto and Dampier Salt Bulk Carriers and Conventional Tankers bound for Dampier fuel berth, using helicopter and pilot boat, pilot transfers.

Pilot Station C: 20°23.7'S 116°43.7'E

Woodside LPG / LNG Tankers and Conventional Tankers bound for Bulk liquid berth, using pilot boat pilot transfers and any vessel approved by Harbour Master.

Pilot Station D: 20°28.6'S 116°44.3'E

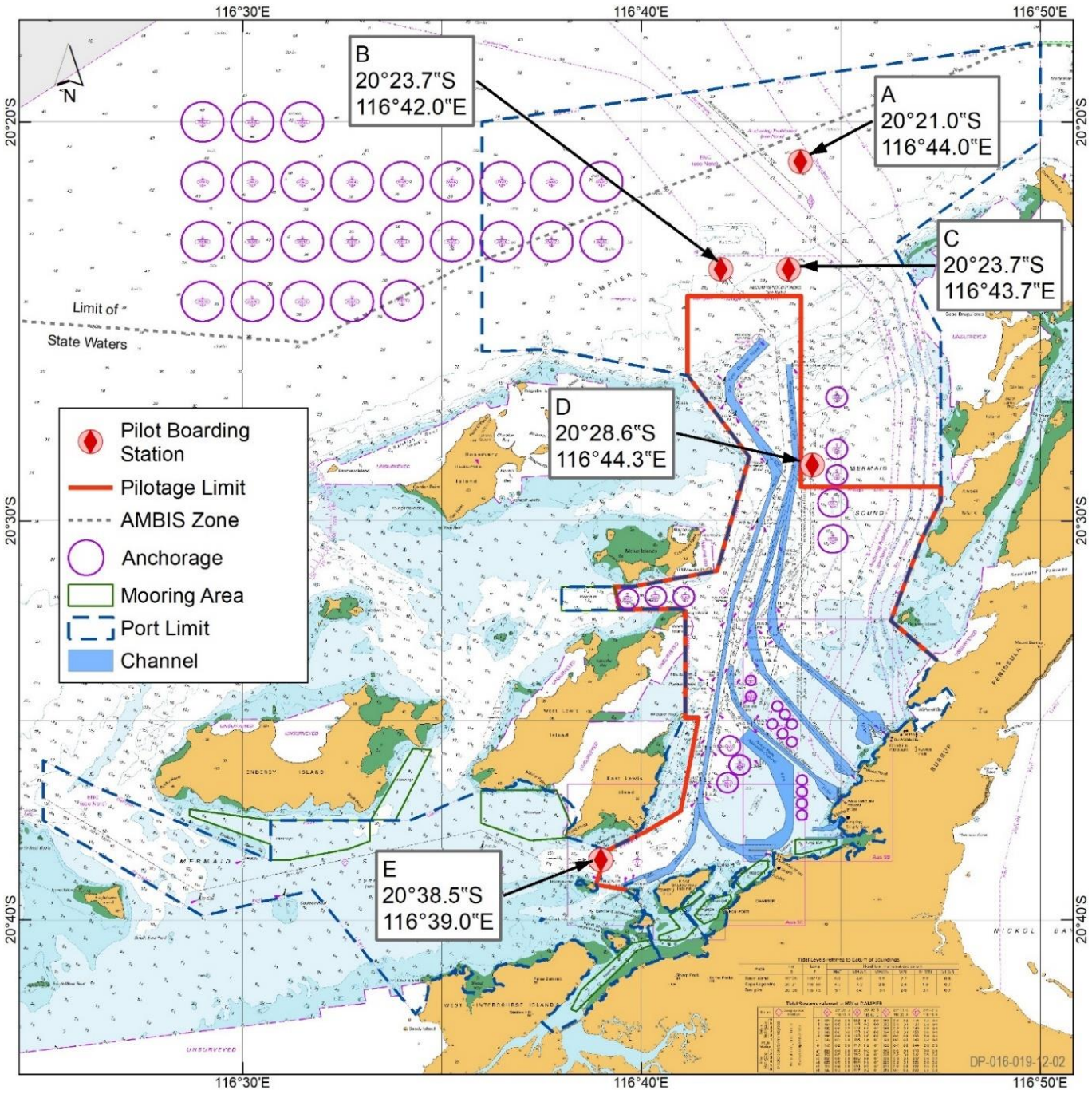
General Cargo Vessels, Offshore Supply Vessels and any vessel approved by Harbour Master.

Pilot Station E: 20°38.5'S 116°39.0'E

General Cargo Vessels and Offshore Supply Vessels and any vessel approved by Harbour Master.

Dampier Compulsory Pilotage Limit

DP-016-019-12-02 Pilot Boarding Grounds



13. ANCHORAGES

ANCHORAGE	VESSEL TYPE	PILOTAGE	NOTES
Western Anchorages WA 1 – 26	Bulk carriers, Petroleum and Gas Tankers, Drilling rigs, Offshore platforms, Pipe laying vessels, or any vessel approved by HM.	No pilot required.	Main engine immobilisations and in water life-boat drills are permitted however vessel must take permission from the Harbour Master. See section 28 for in water lifeboat drills. See section 29 for main engines Immobilisation. Anchor allocation will only be carried out 24 hrs prior to vessel arrival.
Inner Anchorages IA 1,2 and 4	Vessels up to 100m in length and suitable draft or any vessel approved by HM.	No pilot required.	See section 28 for in water lifeboat drills. See section 29 for Main Engine Immobilisations.
Whiskey Sierra Anchorages WS 1, WS 2	LNG, LPG and condensate tankers or any vessel approved by HM.	Pilot required.	See section 28 for in water lifeboat drills. See section 29 for Main Engine Immobilisations.
Malus Anchorages MA 1 – 3	Vessels up to 200m in length and with a suitable draft.	Pilot or PEC Master required.	See section 27 for Fast Rescue Craft drills. See section 28 for In-water lifeboat drills. See section 29 for Main Engine Immobilisations.
Small Ships SSA 1 – 6 WF 1 & 2	Vessels less than 100m in length and with a suitable draft.	Pilot or PEC Master required.	See section 27 for Fast Rescue Craft drills. See section 28 for In-water lifeboat drills. See section 29 for Main Engine Immobilisations. Master may request his choice of Anchorage.
Phillip Point PhP 1 – 4	Vessels less than 100m in length and with a suitable draft.	Pilot or PEC Master required.	See section 27 for Fast Rescue Craft drills. See section 28 for In-water lifeboat drills. See section 29 for Main Engine Immobilisations. Master may request his choice of Anchorage.
Bunkering Anchorages BA 1 – 3	Vessel less than 150m in length and with a suitable draft.	Pilot or PEC Master required.	See section 27 for Fast Rescue Craft drills. See section 28 for In-water lifeboat drills. See section 29 for Main Engine Immobilisations. To be allocated only through approval from on call H.M.

13.1 Vessel's Transiting Anchorage

All vessels are directed to avoid transiting designated anchorage area.

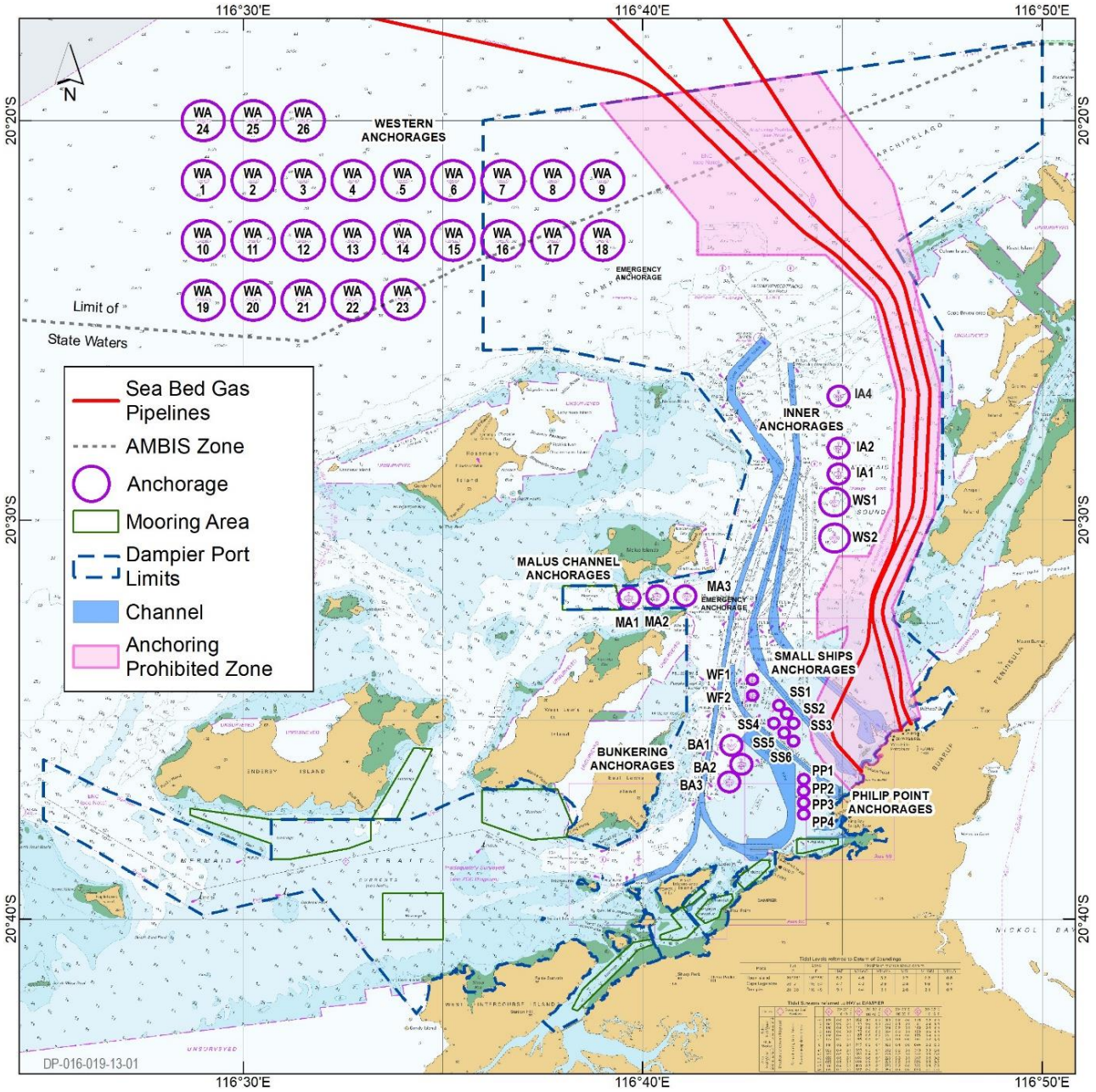
When vessels are proceeding to anchor, they are required to give wide berth to vessels at anchor and avoid crossing across their anchor chain.

13.2 Seabed Gas Pipelines

Master's attention is drawn to the multiple seabed gas pipelines and the non-anchoring areas associated with these pipelines.

DAMPIER ANCHORAGES AND SEABED GAS PIPELINES

DP-016-019-13-01 ANCHORAGES AND GAS PIPELINES



13.3 Seawater Strainer

Mariners are advised that seasonally there can be masses of spawning of crustaceans which gather under ships in the Western Anchorages which can be drawn into ships cooling water intakes. These have the potential to block the seawater suction strainers causing restricted cooling and engine slowdowns. Masters are advised to ensure that their seawater strainers are inspected and cleared before commencing an inbound pilotage.

13.4 Western Anchorage

NAME	LATITUDE	LONGITUDE	SWING RADIUS	SIZE OF VESSEL
WA 1	20° 21.50 S	116° 29.00' E	1.0 Nautical miles	Up to Cape Size
WA 2	20° 21.50 S	116° 30.25' E	1.0 Nautical miles	Up to Cape Size
WA 3	20° 21.50 S	116° 31.50' E	1.0 Nautical miles	Up to Cape Size
WA 4	20° 21.50 S	116° 32.75’ E	1.0 Nautical miles	Up to Cape Size
WA 5	20° 21.50’ S	116° 34.00’ E	1.0 Nautical miles	Up to Cape Size
WA 6	20° 21.50’ S	116° 35.25’ E	1.0 Nautical miles	Up to Cape Size
WA 7	20° 21.50’ S	116° 36.50’ E	1.0 Nautical miles	Up to Cape Size
WA 8	20° 21.50’ S	116° 37.75’ E	1.0 Nautical miles	Up to Cape Size
WA 9	20° 21.50’ S	116° 39.00’ E	1.0 Nautical miles	Up to Cape Size
WA 10	20° 23.00’ S	116° 29.00' E	1.0 Nautical miles	Up to Cape Size
WA 11	20° 23.00’ S	116° 30.25' E	1.0 Nautical miles	Up to Cape Size
WA 12	20° 23.00’ S	116° 31.50' E	1.0 Nautical miles	Up to Cape Size
WA 13	20° 23.00’ S	116° 32.75’ E	1.0 Nautical miles	Up to Cape Size
WA 14	20° 23.00’ S	116° 34.00’ E	1.0 Nautical miles	Up to Cape Size
WA 15	20° 23.00’ S	116° 35.25’ E	1.0 Nautical miles	Up to Cape Size
WA 16	20° 23.00’ S	116° 36.50’ E	1.0 Nautical miles	Up to Cape Size
WA 17	20° 23.00’ S	116° 37.75' E	1.0 Nautical miles	Up to Cape Size
WA 18	20° 23.00’ S	116° 39.00’ E	1.0 Nautical miles	Up to Cape Size
WA 19	20° 24.50’ S	116° 29.00' E	1.0 Nautical miles	Up to Cape Size
WA 20	20° 24.50’ S	116° 30.25' E	1.0 Nautical miles	Up to Cape Size
WA 21	20° 24.50’ S	116° 31.50' E	1.0 Nautical miles	Up to Cape Size
WA 22	20° 24.50’ S	116° 32.75’ E	1.0 Nautical miles	Up to Cape Size
WA 23	20° 24.48’ S	116° 34.00’ E	1.0 Nautical miles	Up to Cape Size
WA 24	20° 20.00’ S	116° 29.00' E	1.0 Nautical miles	Up to Cape Size
WA 25	20° 20.00’ S	116° 30.25' E	1.0 Nautical miles	Up to Cape Size

NAME	LATITUDE	LONGITUDE	SWING RADIUS	SIZE OF VESSEL
WA 26	20° 20.00’ S	116° 31.50' E	1.0 Nautical miles	Up to Cape Size

13.5 Malus Channel Anchorage

NAME	LATITUDE	LONGITUDE	SWING RADIUS	SIZE OF VESSEL
MA 1	20° 31.95’ S	116° 39.66’ E	0.50 Nautical miles	Up to 200 m
MA 2	20° 31.90’ S	116° 40.36’ E	0.50 Nautical miles	Up to 200 m
MA 3	20° 31.90’ S	116° 41.06’ E	0.50 Nautical miles	Up to 200 m

13.6 Inner Anchorage

NAME	LATITUDE	LONGITUDE	SWING RADIUS	SIZE OF VESSEL
IA 1	20° 28.85’ S	116° 44.90' E	0.50 Nautical miles	Up to 100 m
IA 2	20° 28.20’ S	116° 44.90' E	0.50 Nautical miles	Up to 100 m
IA 4	20° 26.90’ S	116° 44.90' E	0.50 Nautical miles	Up to 100 m

13.7 Whiskey Sierra Anchorage

NAME	LATITUDE	LONGITUDE	SWING RADIUS	SIZE OF VESSEL
WS 1	20° 29.55’ S	116° 44.80’ E	0.70 Nautical miles	Up to Cape Size
WS 2	20° 30.45’ S	116° 44.80’ E	0.70 Nautical miles	Up to Cape Size

13.8 Bunkering Anchorage

NAME	LATITUDE	LONGITUDE	SWING RADIUS	SIZE OF VESSEL
BA 1	20° 35.64’ S	116° 42.22’ E	0.50 Nautical miles	Up to 150 m
BA 2	20° 36.12’ S	116° 42.47’ E	0.50 Nautical miles	Up to 150 m
BA 3	20° 36.56’ S	116° 42.16’ E	0.50 Nautical miles	Up to 150 m

13.9 Phillip Point Anchorage

NAME	LATITUDE	LONGITUDE	SWING RADIUS	SIZE OF VESSEL
PP 1	20° 36.49’ S	116° 44.03’ E	0.25 Nautical miles	Up to 100 m
PP 2	20° 36.79’ S	116° 44.03’ E	0.25 Nautical miles	Up to 100 m
PP 3	20° 37.08’ S	116° 44.03’ E	0.25 Nautical miles	Up to 100 m
PP 4	20° 37.37’ S	116° 44.03’ E	0.25 Nautical miles	Up to 100 m

13.10 Small Ships Anchorage

NAME	LATITUDE	LONGITUDE	SWING RADIUS	SIZE OF VESSEL
SS1	20° 34.64’ S	116° 43.41’ E	0.25 Nautical miles	Up to 100 m
SS2	20° 34.8’5 S	116° 43.60’ E	0.25 Nautical miles	Up to 100 m
SS3	20° 35.09’ S	116° 43.78’ E	0.25 Nautical miles	Up to 100 m
SS4	20° 35.09’ S	116° 43.28’ E	0.25 Nautical miles	Up to 100 m
SS5	20° 35.33’ S	116° 43.54’ E	0.25 Nautical miles	Up to 100 m

NAME	LATITUDE	LONGITUDE	SWING RADIUS	SIZE OF VESSEL
SS6	20° 35.54’ S	116° 43.77’ E	0.25 Nautical miles	Up to 100 m
WF1	20° 34.00’ S	116° 42.74’ E	0.25 Nautical miles	Up to 100 m
WF2	20° 34.40’ S	116° 42.75’ E	0.25 Nautical miles	Up to 100 m

14. MOORING AREAS

A number of designated mooring areas exist within the port limits of the Port of Dampier. The below chartlet shows the locations of these designated mooring areas.

Please note that potential dangers exist within these areas:

- Mooring Buoys may not be lit,
- Mooring Buoys may have floating hawsers connected to them,
- Mooring Buoys may have partly submerged loading hoses connected to them,
- Mooring Buoys may have unmanned, and unlit vessels moored to the buoy.

In view of the above:

Vessels are prohibited from for transiting mooring areas during the hours of darkness. Vessels may only proceed to an approved mooring or destination within a mooring area during the hours of darkness provided, they have suitable aids to detect unlit mooring buoys and unlit vessels (for example, search lights and radar) also ensuring that the vessel maintains a safe speed while taking into consideration the potential dangers listed above.

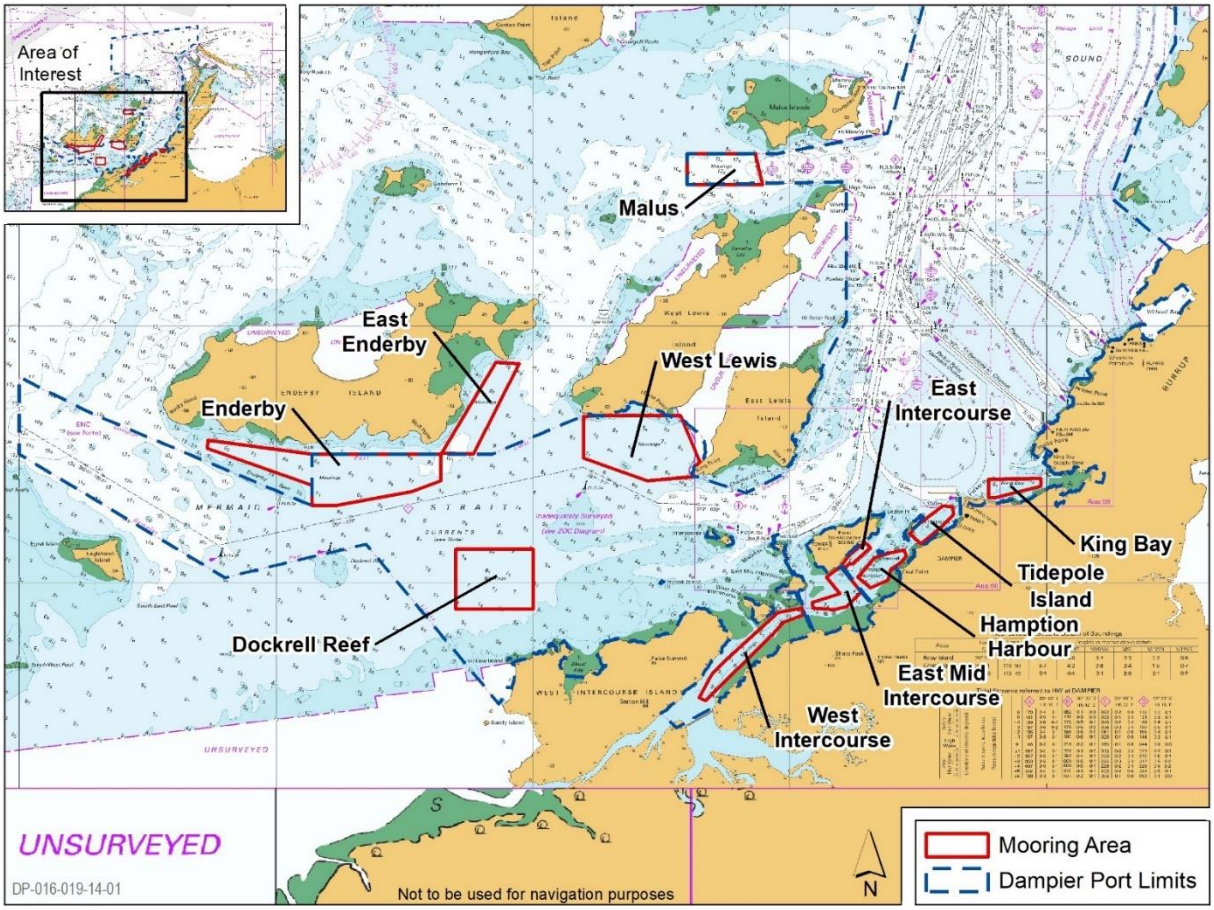
During daylight hours vessels are advised to avoid transiting mooring areas unless proceeding to an approved mooring or to service a mooring. If a vessel is required to navigate within a mooring area during daylight, they are advised that WA state regulations stipulate an 8-knot speed limit in mooring areas. Masters of vessels are to navigate with caution regarding the potential dangers listed above.

Not with-standing the above vessels engaged in towing operations are prohibited from navigating in a mooring area unless approved by the Harbour Master (see section 31) to an approved mooring during daylight hours only.

For further information refer to Pilbara Ports Dampier Moorings Handbook.
http://www.pilbaraports.com.au/Port-of-Dampier/Port-Operations/Moorings

Dampier Mooring Areas

DP-016-019-14-01_Mooring_Areas



Please Note east Enderby Mooring Area is outside Port limits and is managed under The Department of Trasport.

15. MAIN CHANNELS

The main shipping channels within Dampier are:

- Rio Tinto channel (Hamersley channel),
- Mistaken Island departure channel,
- East Intercourse Island departure channel,
- Parker Point departure channel,
- Parker Point approach channel,
- Facilities channel,
- Pluto channel,
- Woodside channel,
- Toll Supply base channel (Ex Mermaid channel),
- King Bay Supply Base channel.

15.1 Crossing Narrow Channels

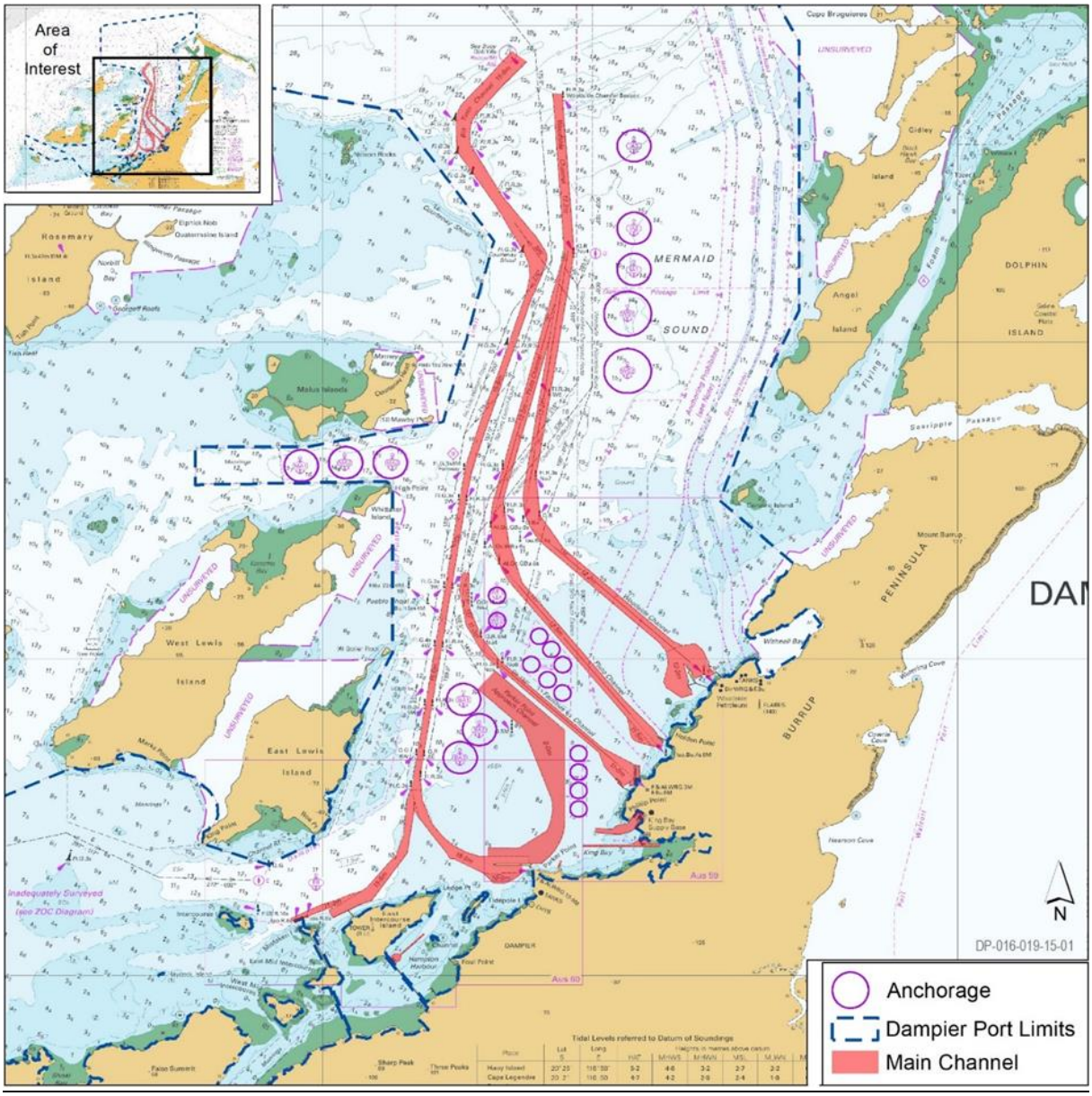
The above-listed channels are considered as “narrow channels”, and all vessels are advised not to cross above channels if such crossing impedes the passage of a vessel which can safely navigate only within above channels. All vessels required to comply with Rule 9 of COLREGs 1972 and Marine Order 30 (Prevention of collisions) 2016.

Additionally, Minimum 2Nm bow crossing range for any vessel crossing a tanker in Woodside or Pluto channel.

Main Channels

DP-016-019-15-01_Slide5_Main_Channels

Passage Plans – Port of Dampier



15.2 Vessels bound for Rio Tinto berths.

Rio Tinto hold a State Lease Agreement over their Harbour channels which gives Rio Tinto exclusive use of:

- Rio Tinto Channel,
- Mistaken Island Departure Channel,
- East Intercourse Island Departure Channel,
- Parker Point Departure Channel,
- Parker Point Approach Channel.

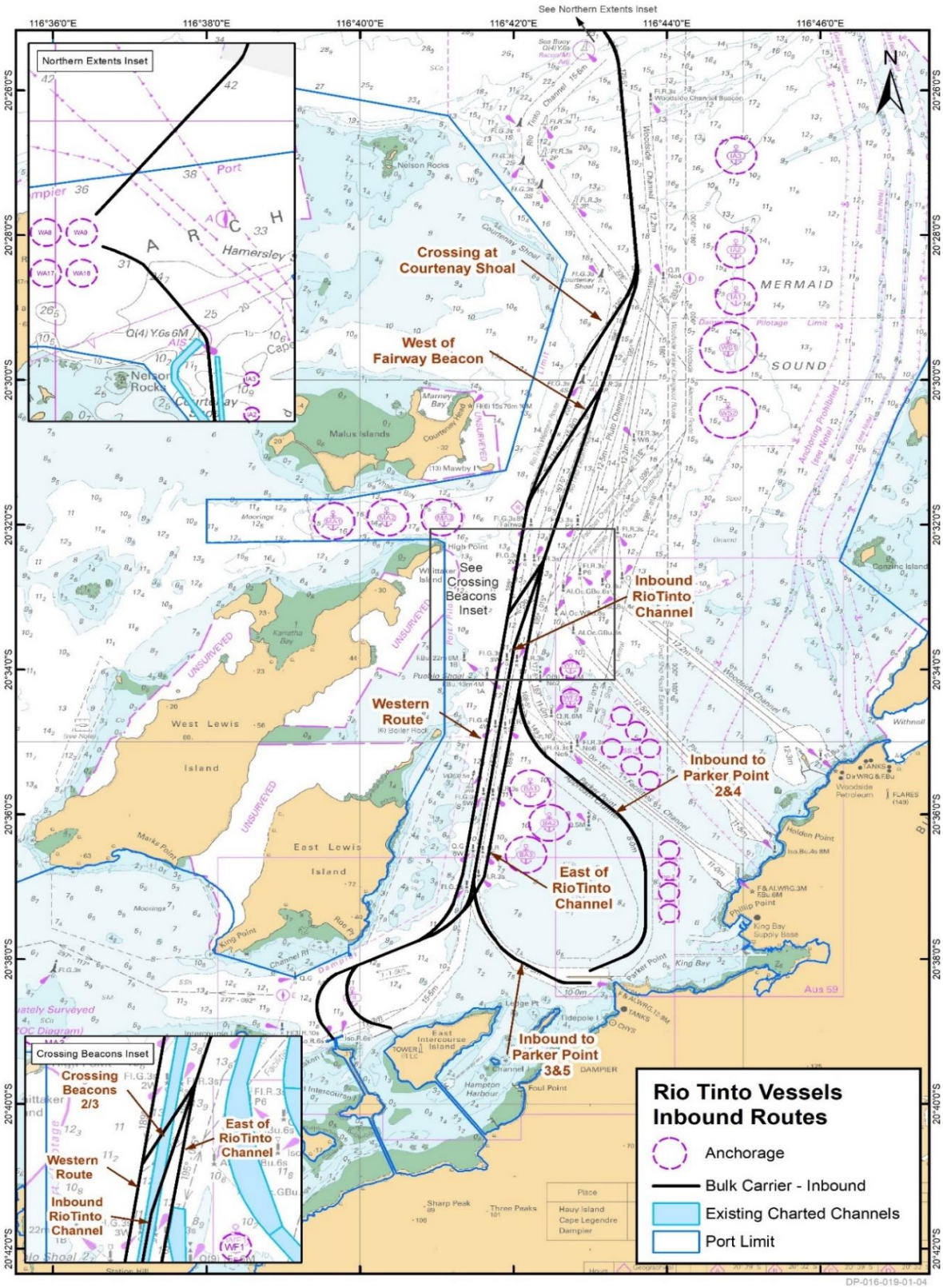
Other vessels should avoid these channels except when crossing them or in an emergency. Vessels to notify VTS on Ch. 11 when intending to cross the mentioned channels.

Light bulk carriers inward bound typically navigate outside of the main channels.

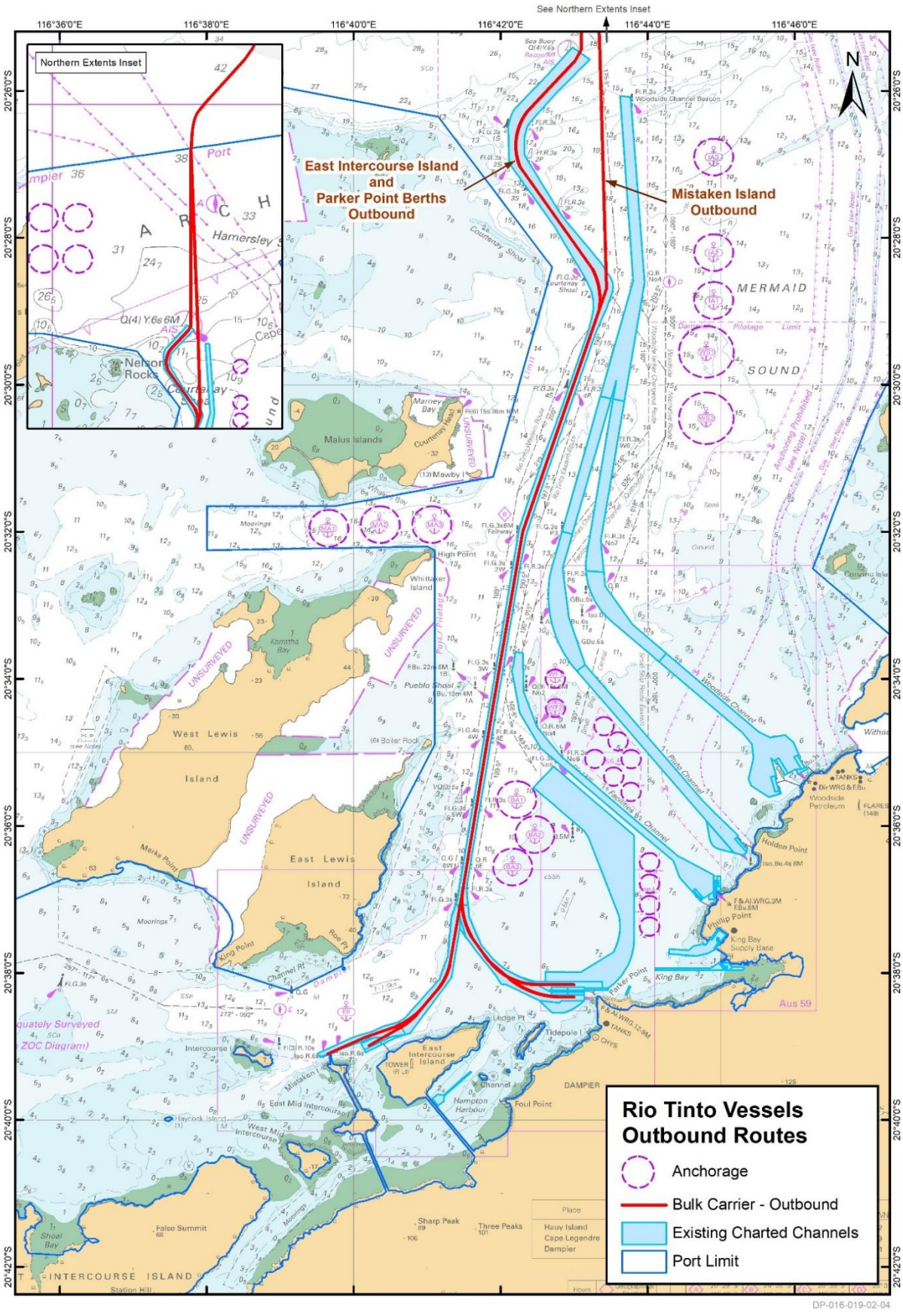
Deep draft vessels outward bound navigate within the main channels and Rule 9 “Narrow channels” of International Regulations for preventing collisions at sea apply. These deep draft outward bound vessels are also “Constrained by their draft” and exhibit the lights and shapes prescribed in Rule 28 of the International Regulations for preventing collisions at sea.

Rio Tinto Operated berths.

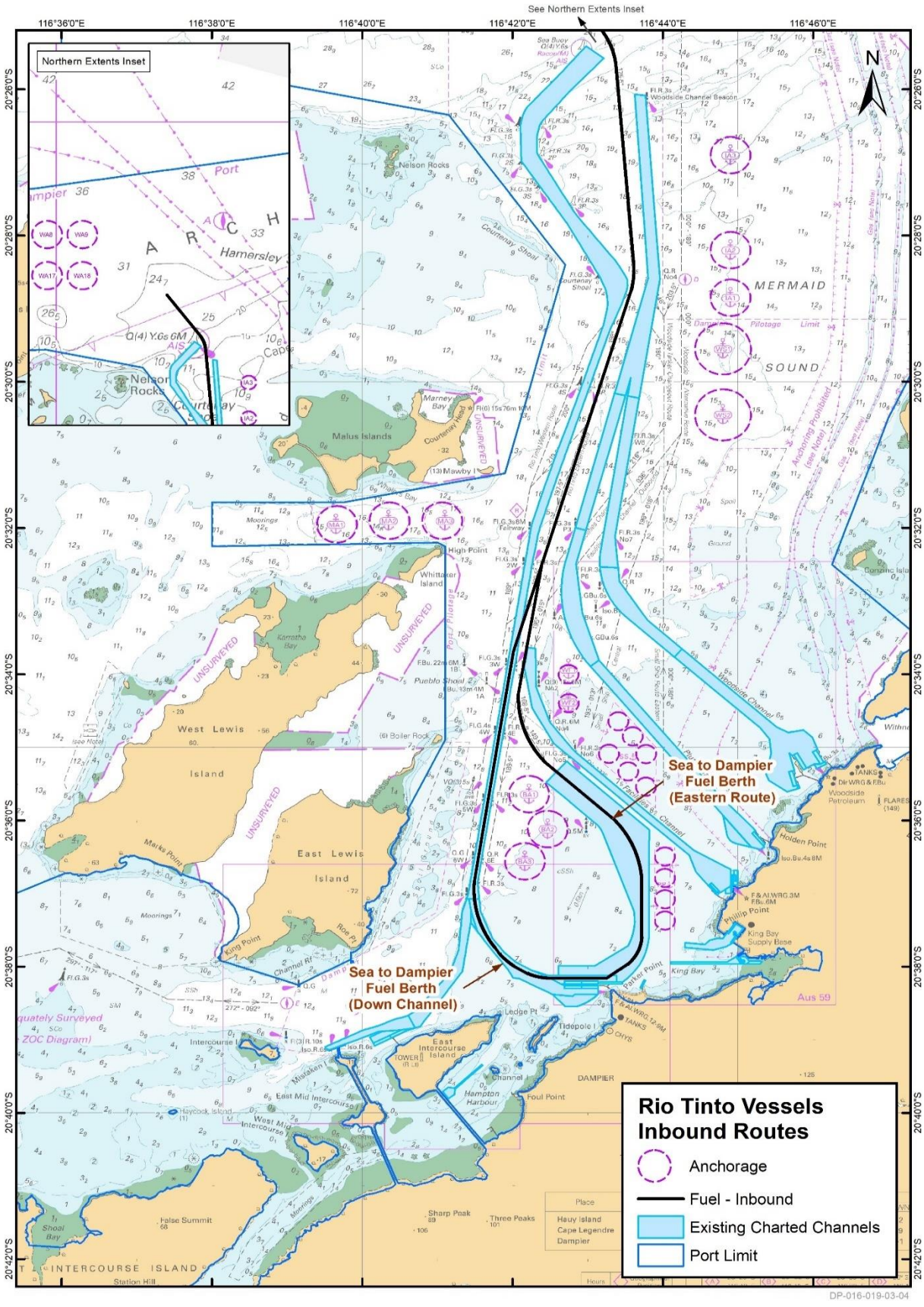
DP-016-019-01-04 RTIO Bulk Carrier Routes Inbound



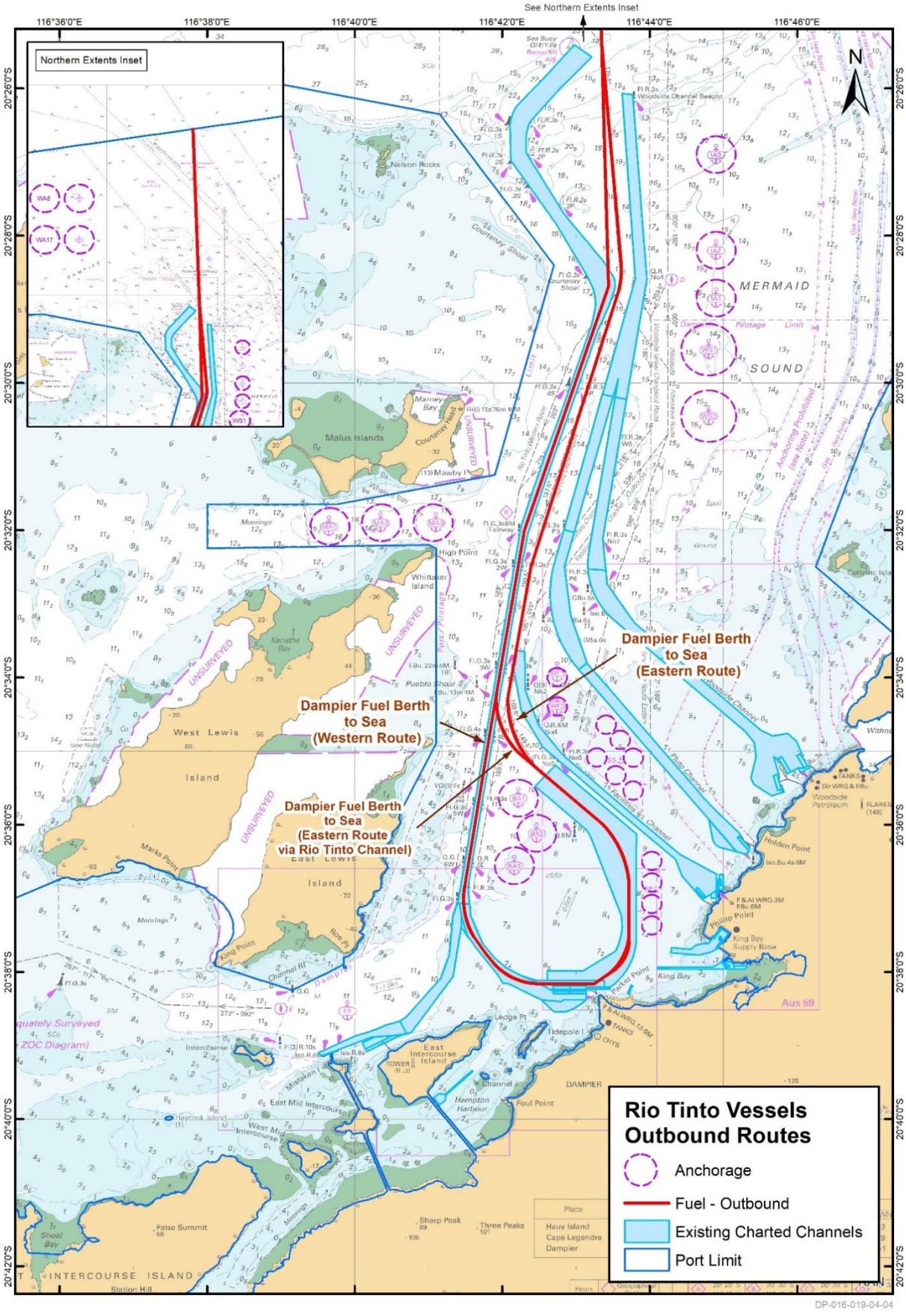
DP-016-019-02-04 RTIO Bulk Carrier Routes Outbound



DP-016-019-03-04 RTIO Fuel Routes Inbound



DP-016-019-04-04 RTIO Fuel Routes Outbound



15.3 Woodside LNG, LPG and Condensate Vessel Routes

Inward-bound and outward-bound Woodside vessels to navigate within the Woodside channel and the Pluto channels. The International Regulations for preventing collisions Rule 9 “Narrow channels” apply to these vessels.

Woodside Tanker Change Out

Where a tanker change out occurs, the inward bound tanker may move to the east of the Woodside channel (between the Woodside channel beacon and Woodside 6) as it passes the outward-bound tanker.

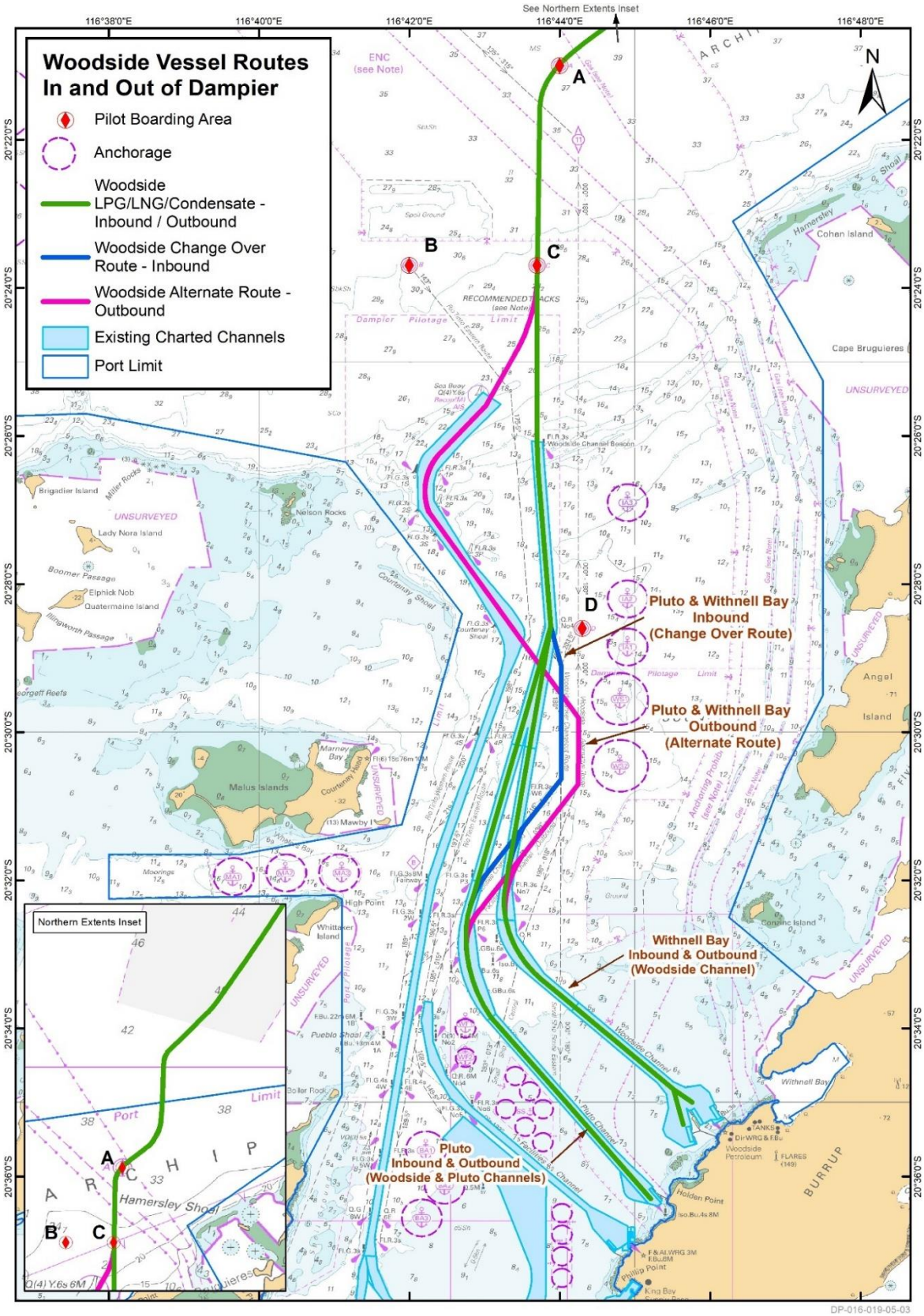
Woodside Alternative Route

When long-period waves enter the Harbour (Swell) Woodside may use their alternative route. This involves following the 12-meter sounding just east of W 6 beacon then turning west and following the Rio Tinto channel to sea buoy.

These vessels are “Constrained by their draft” and exhibit the lights and shapes prescribed in Rule 28 of the International Regulations for preventing collisions at sea.

Woodside LNG LPG and Condensate Vessels

DP-016-019-05-03 Woodside Routes



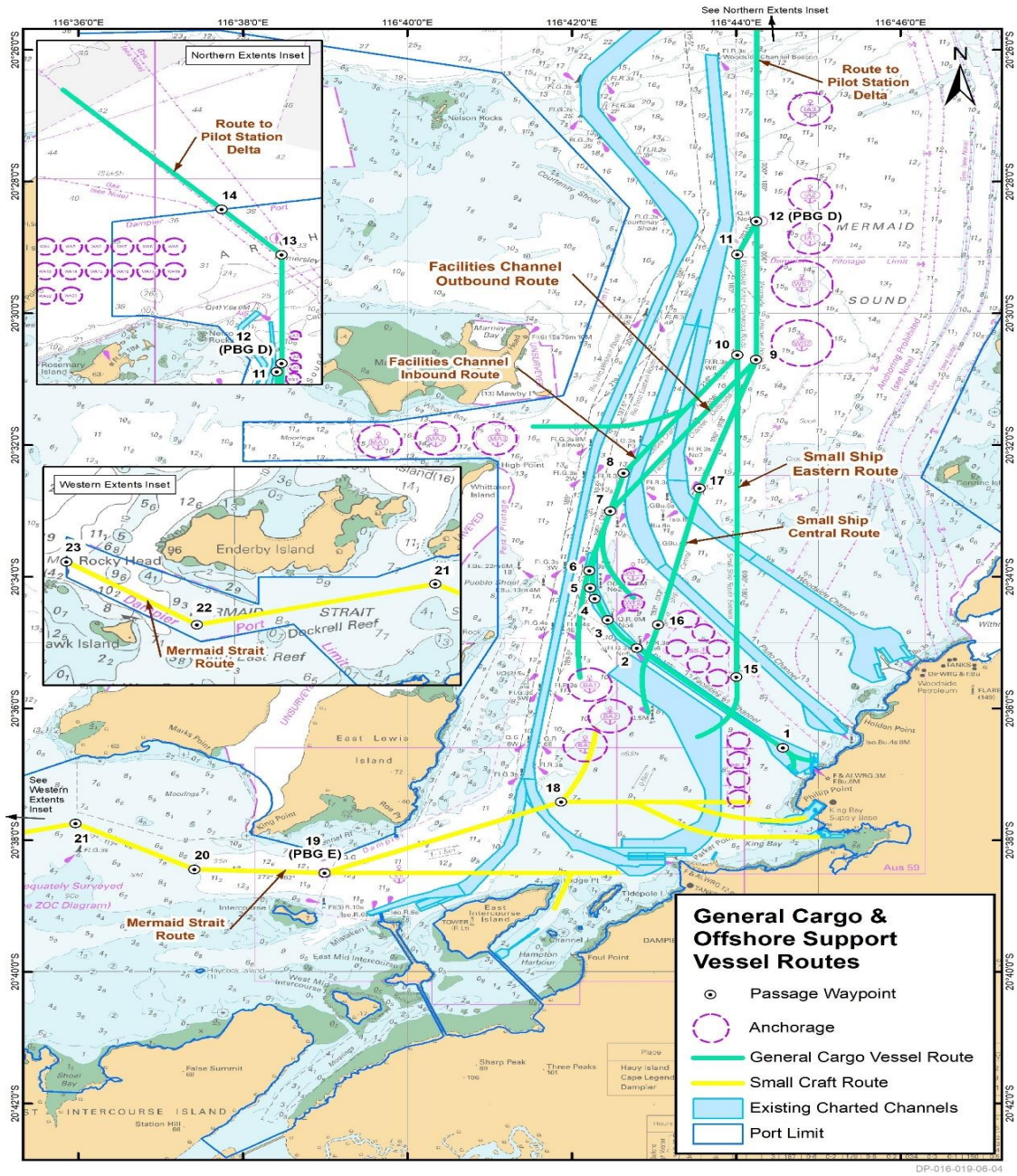
15.4 General Cargo, Tankers and Off-Shore Supply Vessels bound for the Dampier Cargo Wharf (DCW) and Dampier Bulk Liquid Berth Routes.

Vessels proceeding to receive pilot at pilot boarding ground “Delta”, vessels are advised to plan their approaches through the two-way Radio calling-in point at coordinate Latitude 20° 22.000’S, Longitude 116° 44.250’E.

Masters must be aware of the Woodside tanker change out route and alternative route described in section 15.2.

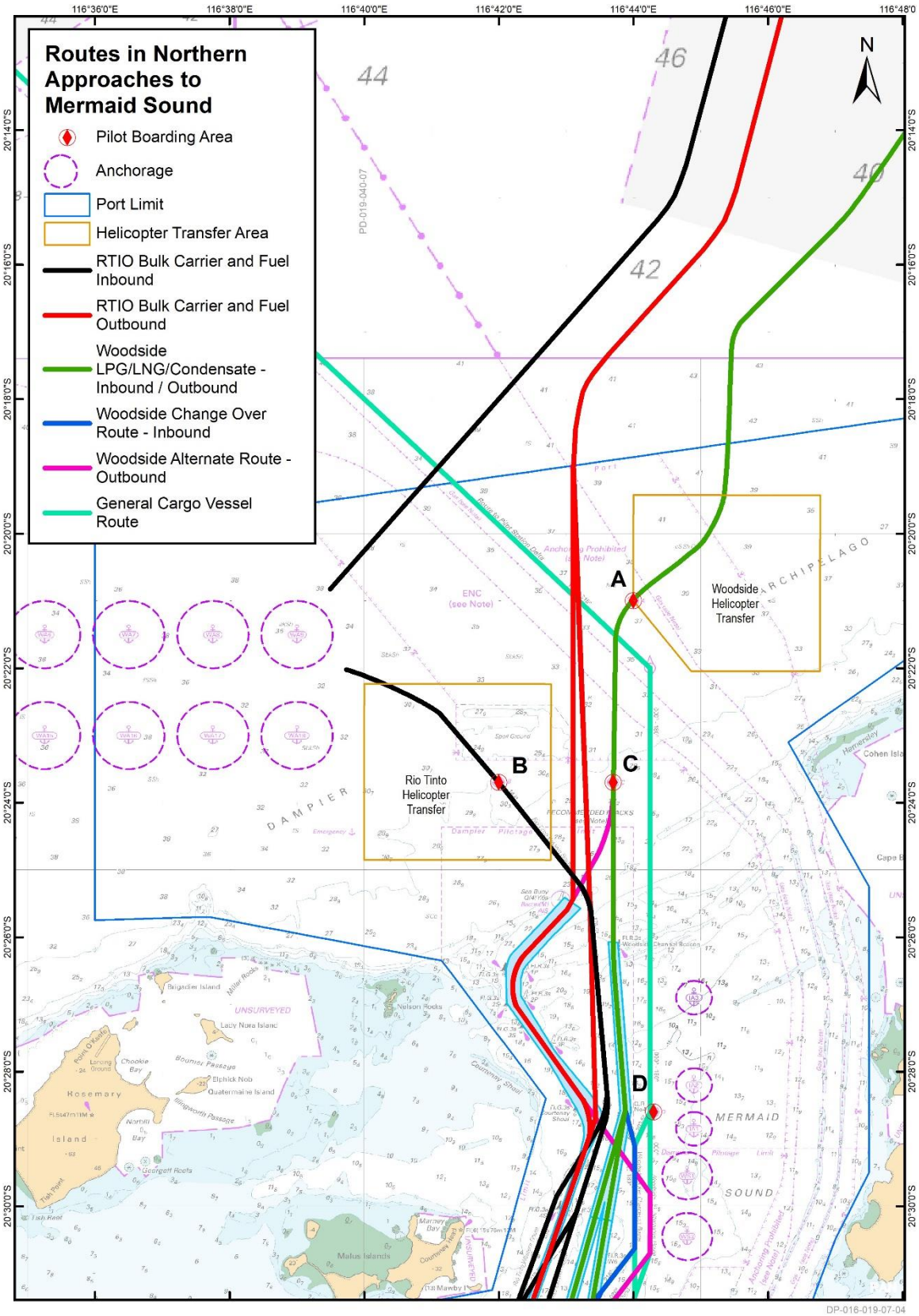
General Cargo, Off-Shore Supply Vessels and Tankers bound for the Dampier Cargo Wharf (DCW).

DP-016-019-06-04 General Cargo Routes



Recommended Routes in the Northern Approaches to Dampier

DP-016-019-07_04_Routes_Northern_Approaches



16. PASSAGE PLANNING FOR PILOT EXEMPT MASTERS

16.1 Mermaid Sound

16.1.1 No Go Area

The Harbour Master recommends pilot exempt masters mark their charts with a “No Go” area” in the vicinity of the turns in the Woodside and Pluto channels.

No Go Area

This area is formed by the beacons:

- No 7 Woodside channel
- No 8 Woodside channel
- P 6 Pluto channel
- P 5 Pluto channel
- PR 1 Pluto channel
- P 7 Pluto channel
- P 9 Pluto channel
- P 10 Pluto channel

The area bound by the listed above nav aids should be marked as a “No Go Area”.

16.1.2 Recommended Routes

The facilities, Pluto, Woodside and Rio Tinto channels are Narrow channels for the purposes of Rule 9 International Regulations for preventing collisions at sea.

The recommended routes described below cross these channels, Masters navigating along these recommended routes are reminded:

“A vessel shall not cross a narrow channel or fairway if such crossing impedes the passage of a vessel which can safely navigate only within such channel or fairway”. Rule 9 (d) International Regulations for preventing collisions at sea 1972.

16.2 Mermaid Strait

Masters are advised to follow the recommended route through Mermaid Strait to Pilot Station – E. From Pilot Station – E, courses should be laid off to cross the Rio Tinto channel south of the mid-ground beacon.

16.3 TOLL Dampier Supply Base

Toll Dampier Supply Base is a private facility accessed via the Toll channel which is dredged and is 48m wide.

The channel buoys are positioned 20m outside of the 48m channel.

The swing basin is confined, and Masters are reminded:

Where there is a change of conning position between a forward bridge and an aft bridge, the timing of this change must be discussed during the passage planning and / or the Pilot / Master exchange.

- Only one vessel should transit the Mermaid channel at a time. Other vessels should not obstruct the visibility of the leads until that vessel is clear.

16.4 King Bay Supply Base and Burrup Materials Facility (BMF)

KBSB is a private facility operated by Woodside and accessed via the KBSB channel. Entry is via agreement only with Woodside in addition to VTS reporting requirements, vessels intending to operate within KBSB should perform an “all ships” notification on VHF 82 to advise other shipping of their intentions.

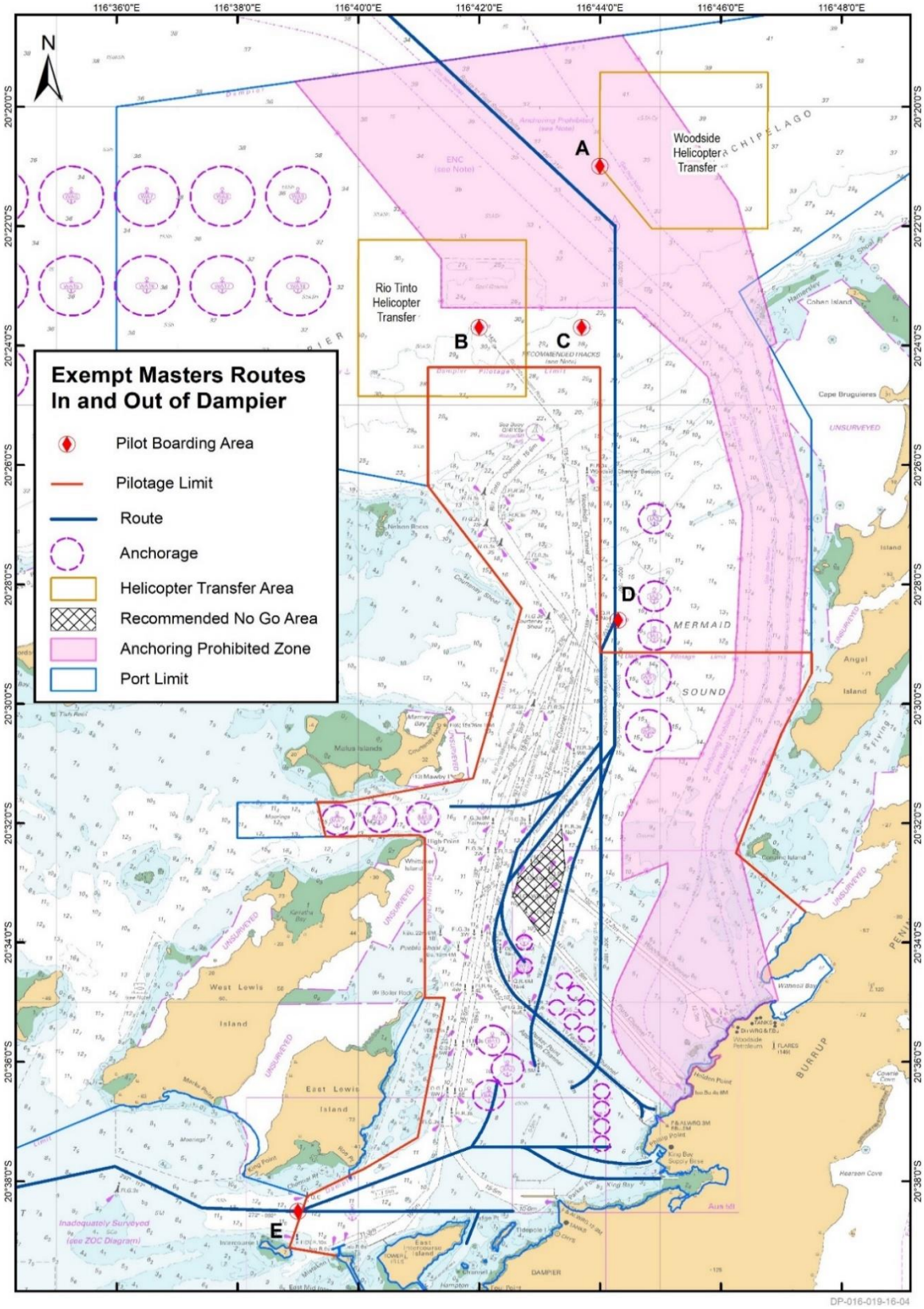
- Prior to entering KBSB channel
- Last line upon departure.

There is a 5-knot speed limit within King Bay Supply Base.

Any vessel greater than 130 meters must seek approval from Harbour master office before berthing at BMF.

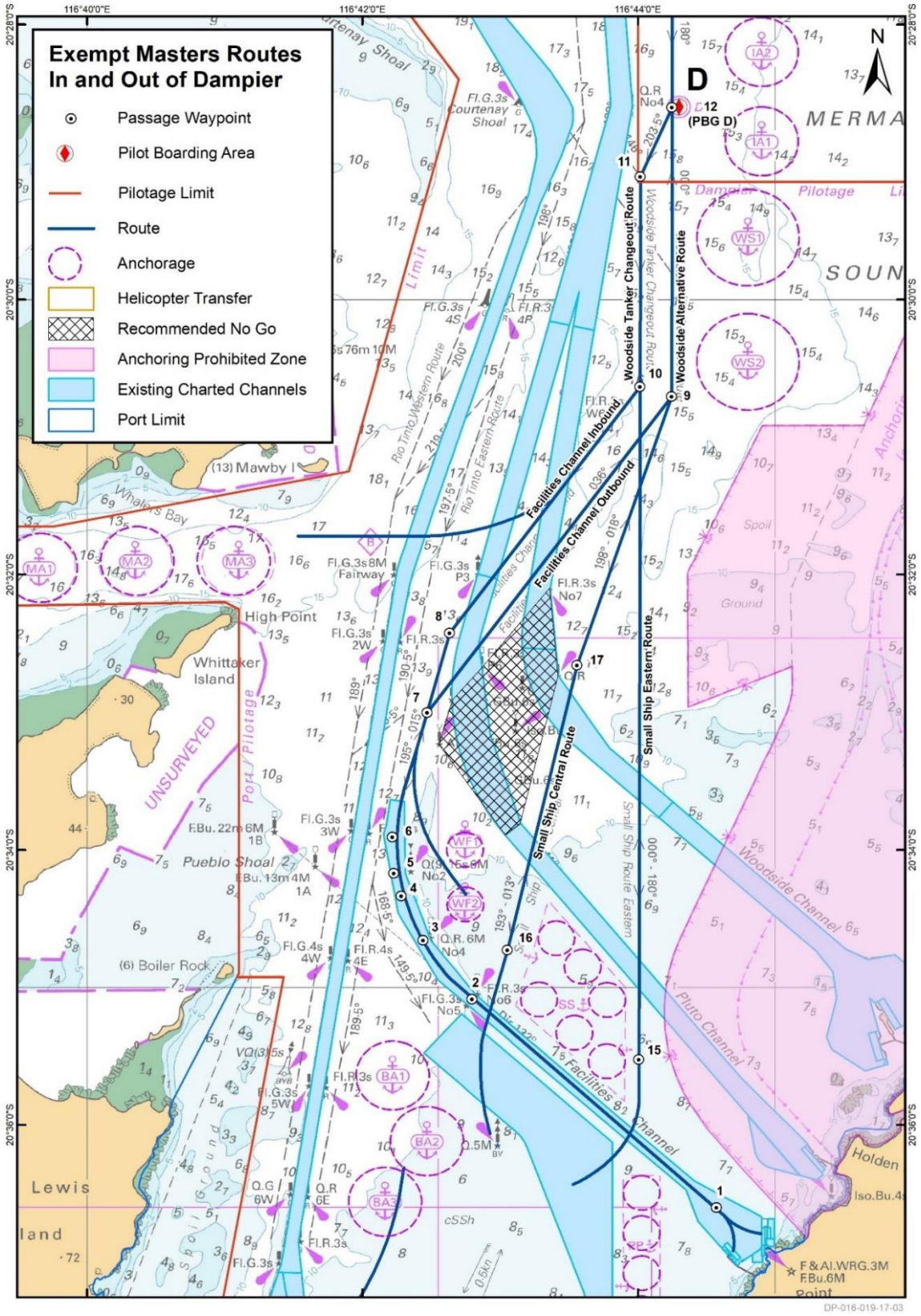
Recommended Routes and No Go Areas for Pilot Exempt Masters

DP-016-019-016-04_Pilot_Exempt_Masters



Recommended Routes for Pilot Exempt Masters

PD-016-019-17-03



Dampier Recommended Routes – Details

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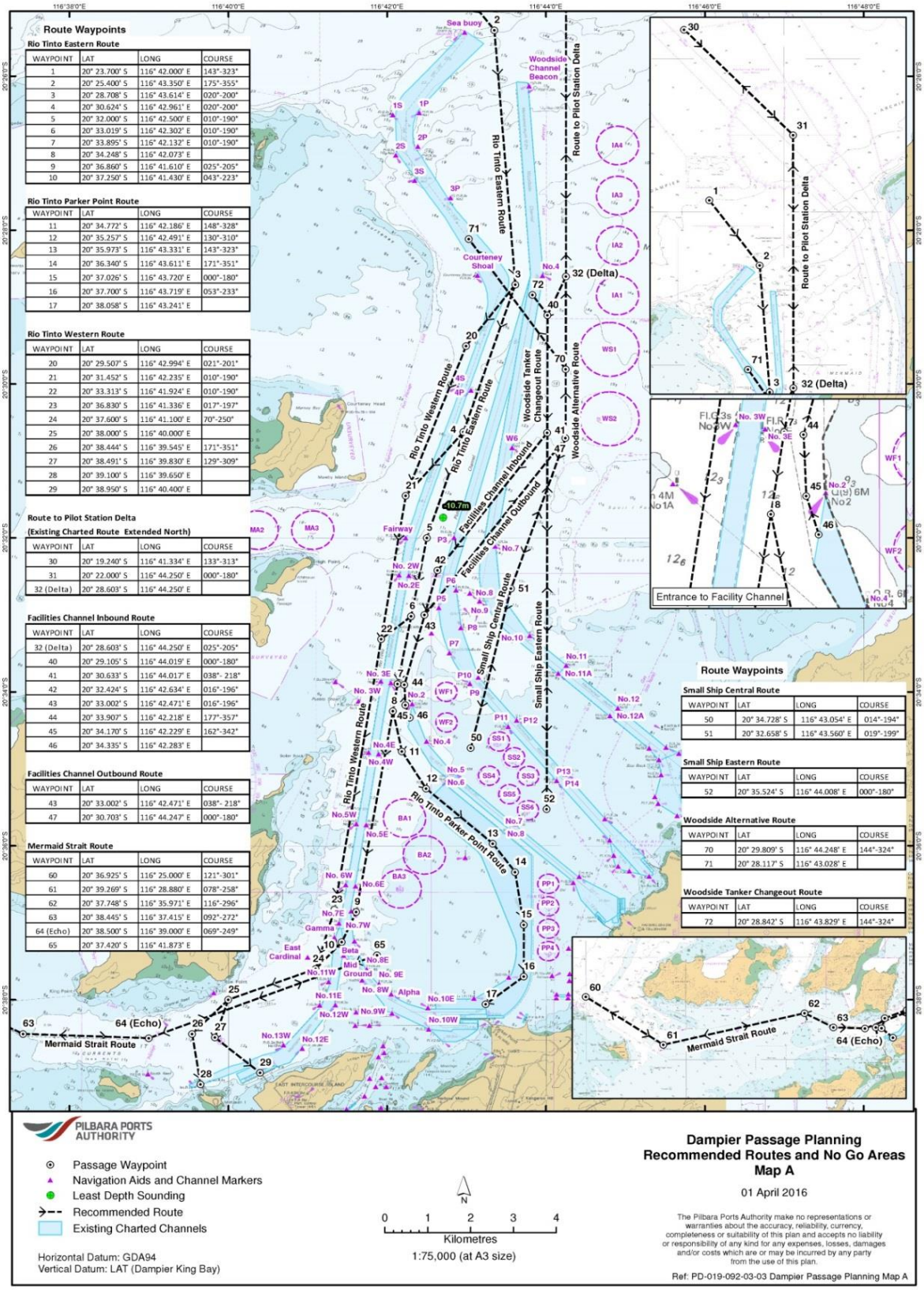

Recommended Routes – with Associated "No Go" areas.

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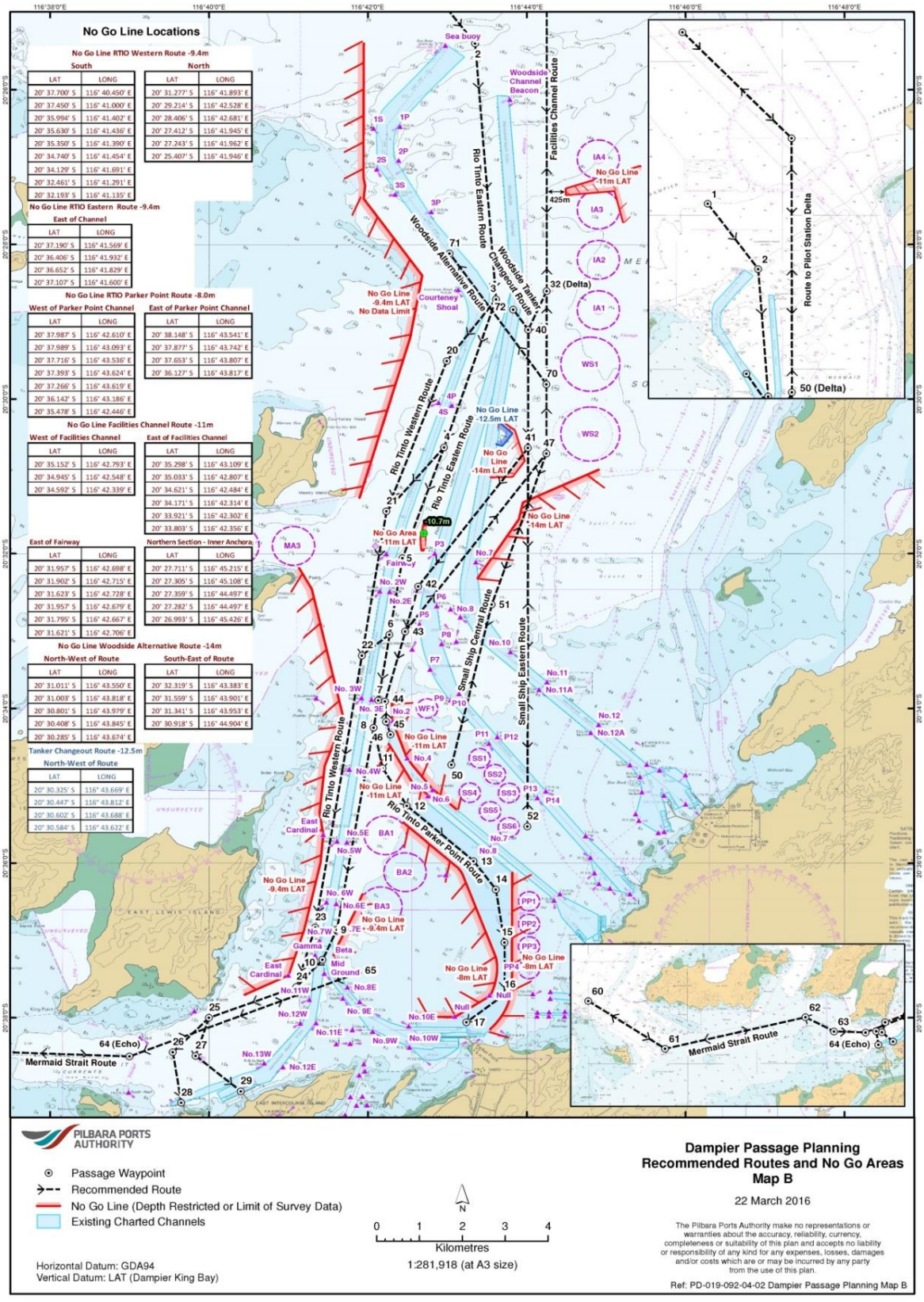

Recommended Routes – Details of Woodside Routes and Facilities Channel Inward and Outward Route

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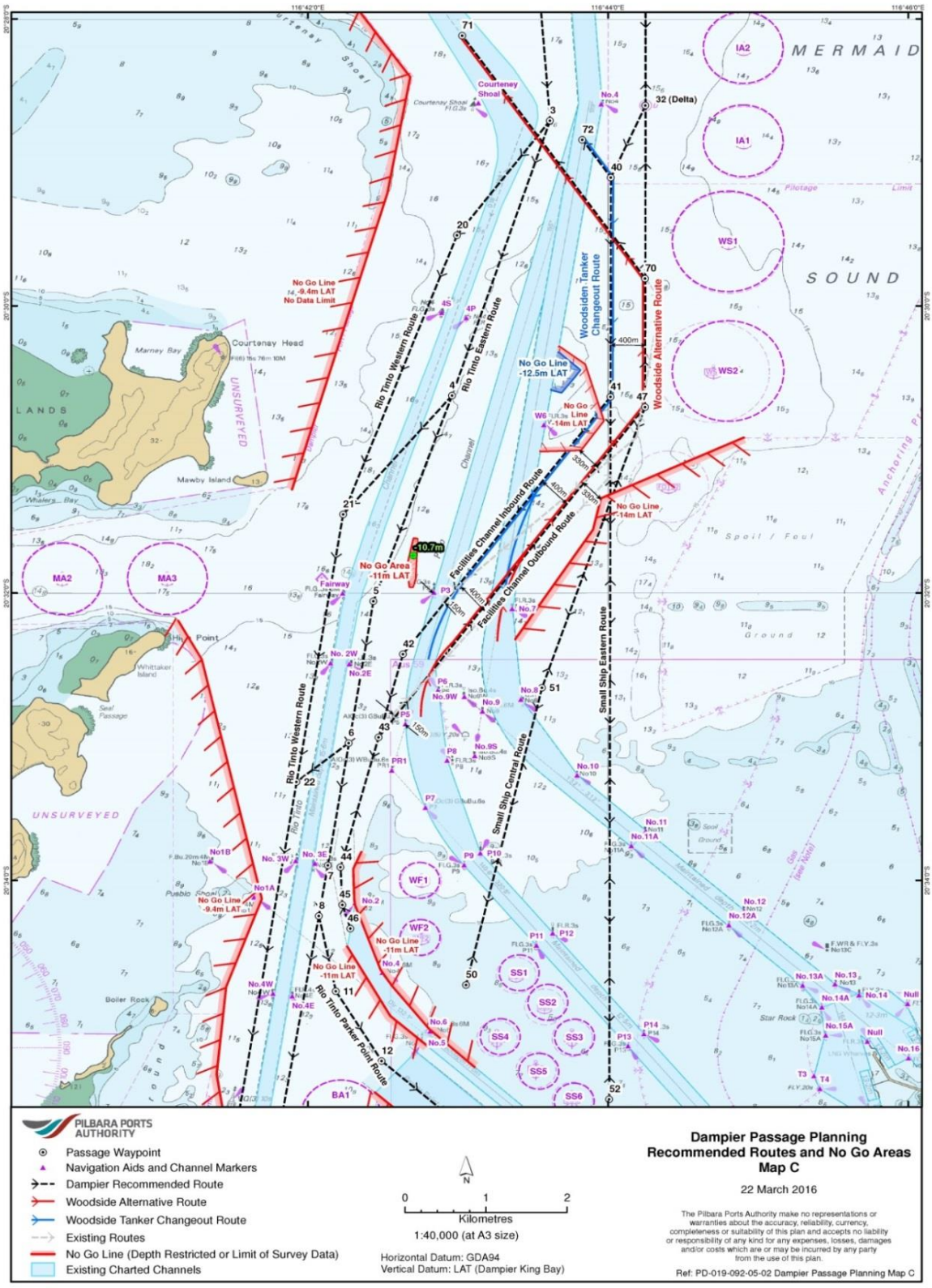


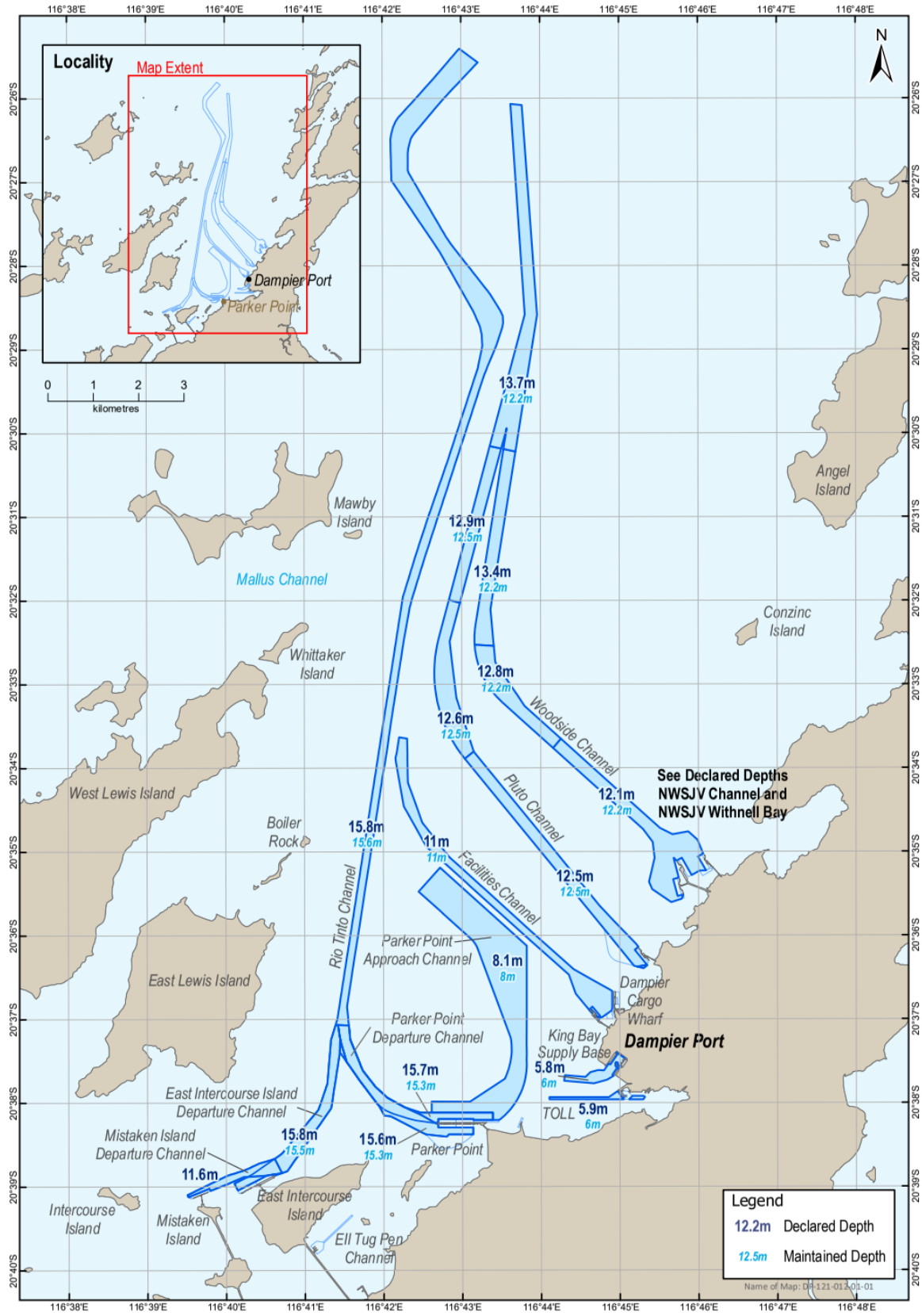
17. DECLARED DEPTHS

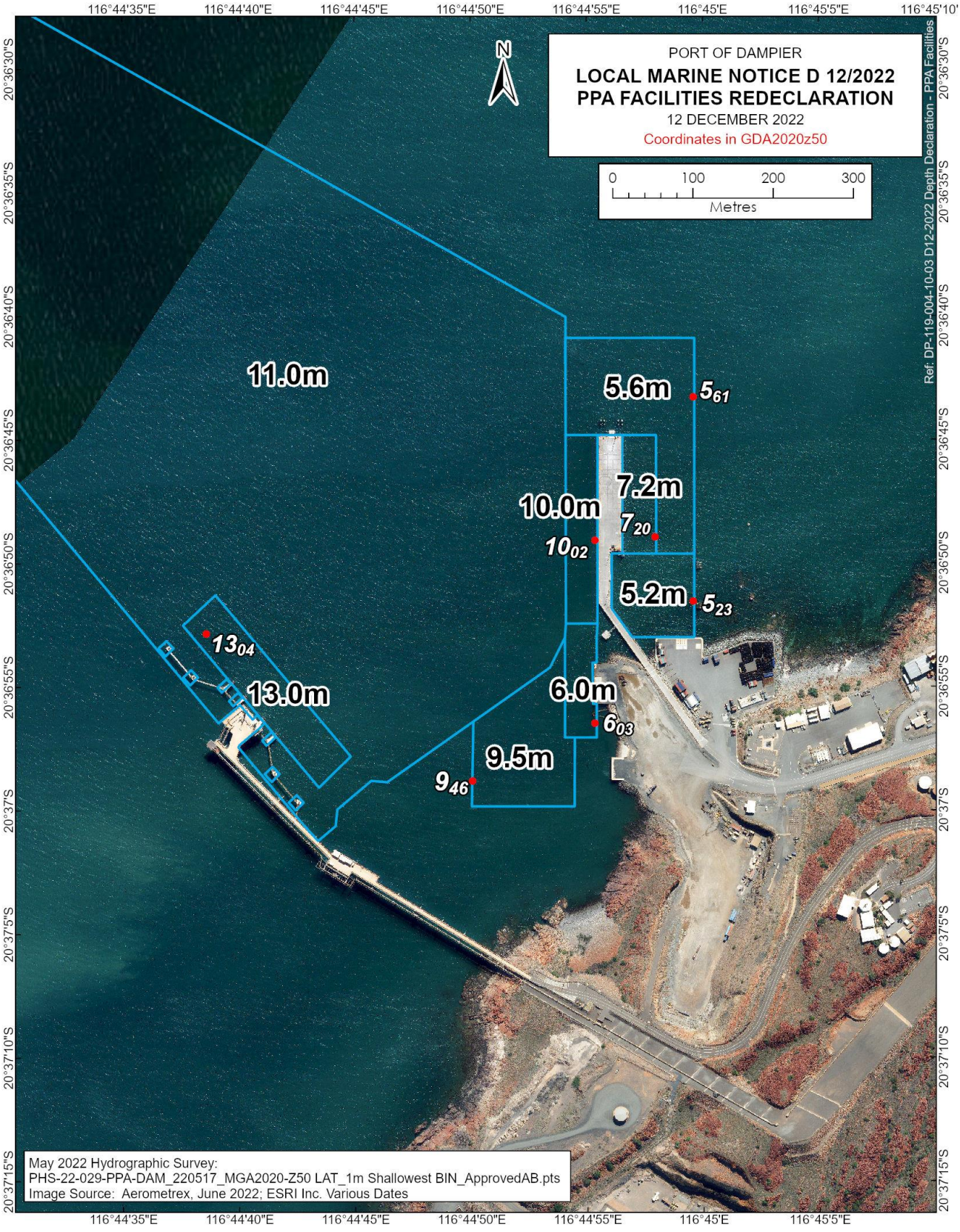
The declared depth is the depth according to the latest hydrographic survey which was carried out in 2022.The information should be used by vessels when calculating under keel clearances. For the latest depth declaration vessel master must refer to the Local marine notice available on the Pilbara Ports website. The designed depth is the depth the channel has been dredged to during the capital dredging campaign.

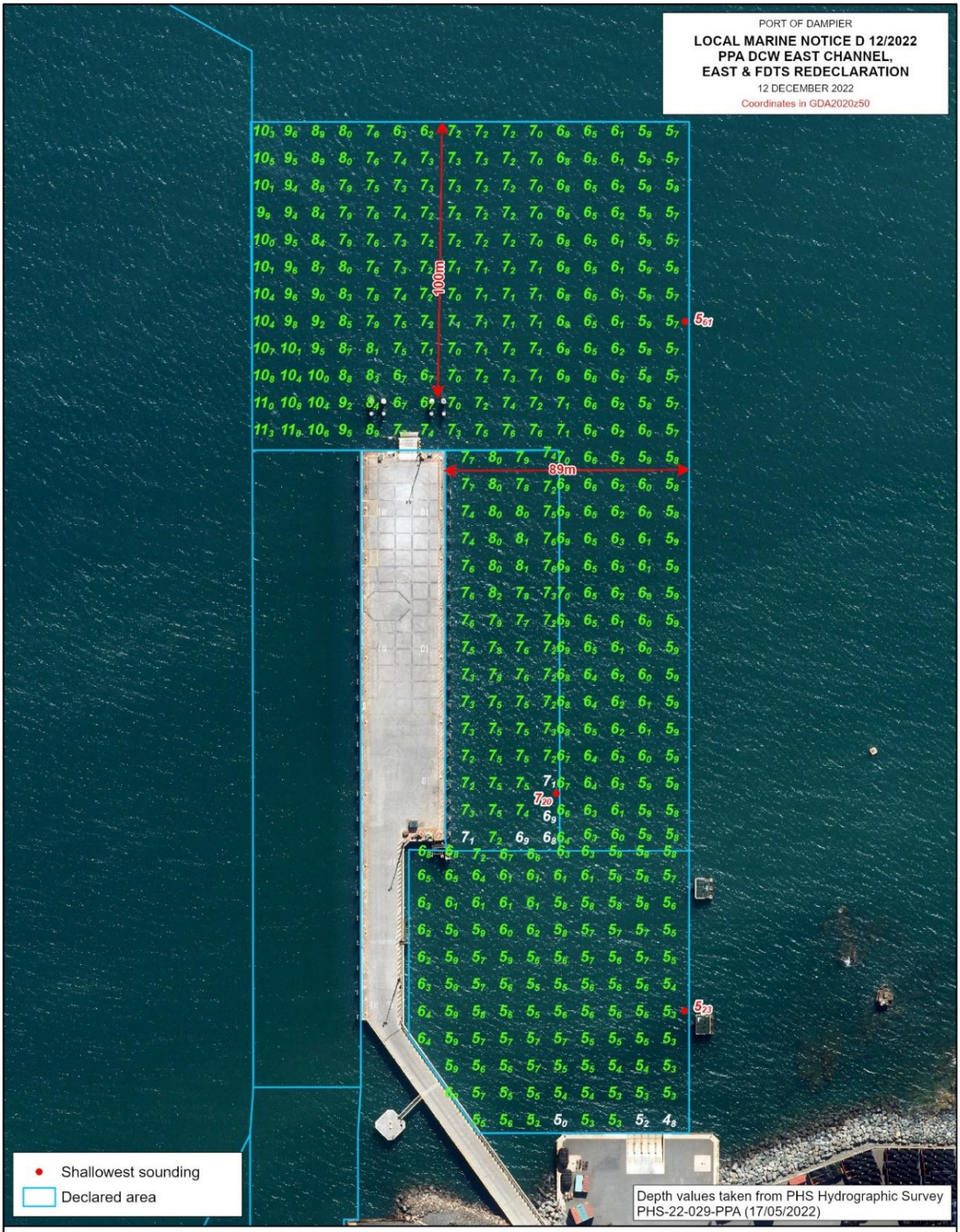
Public – Berths & Channel (Declared Dec/22)	Declared Depth	Designed Depth
Facilities Channel	11.0m	11.0m
Dampier Cargo Wharf East Face*	7.2m*	6.5m
Dampier Cargo Wharf West Face	10.0m	10.0m
Dampier Cargo Wharf East Channel*	5.6m*	
Bulk Liquid Berth	13.0m	13.0m
Heavy Loadout Wharf	6.0m	6.3m
FDTS*	5.2m*	5.0m
Woodside and Pluto – Berths & Channel (Declared Dec/22)	**Declared Depth**	**Designed Depth**
Woodside Channel	12.1m	12.2m
Woodside Swing Basin	12.1m	12.3m
Withnell Bay Jetty 1 (LNG 1)	13.0m	13.5m
Withnell Bay Jetty 2 (LNG 2)	13.3m	13.2m
Withnell Bay Jetty 3 (LPG / Condensate)	13.6m	13.2m
Pluto Channel	12.5m	12.5m
Pluto Swing Basin	11.6m	11.5m
Pluto Jetty (LNG/Condensate)	13.2m	13.5m
King Bay Supply Base Channel	5.8m	6.0m
King Bay Supply Base	7.5m	7.5m
Burrup Materials Facility	7.6m	8.0m
King Bay Supply Base Tug Pens*	5.8m*	
Toll Dampier Supply Base – Berths & Channel (Declared Dec/22)	**Declared Depth**	**Designed Depth**
Toll Outer Channel	5.9m	6.0m
Berth 1	7.5m	7.5m
Berth 2 (North/South)	7.4 / 7.1m	
Berth 3	5.5m	
Berth 4	5.0m	
Berth 5	5.3m	
Berth 6	5.1m	
Swing Basin *	4.7m*	
Slipway Channel *	3.6m *	4.0m
* Detailed bathymetry available below		

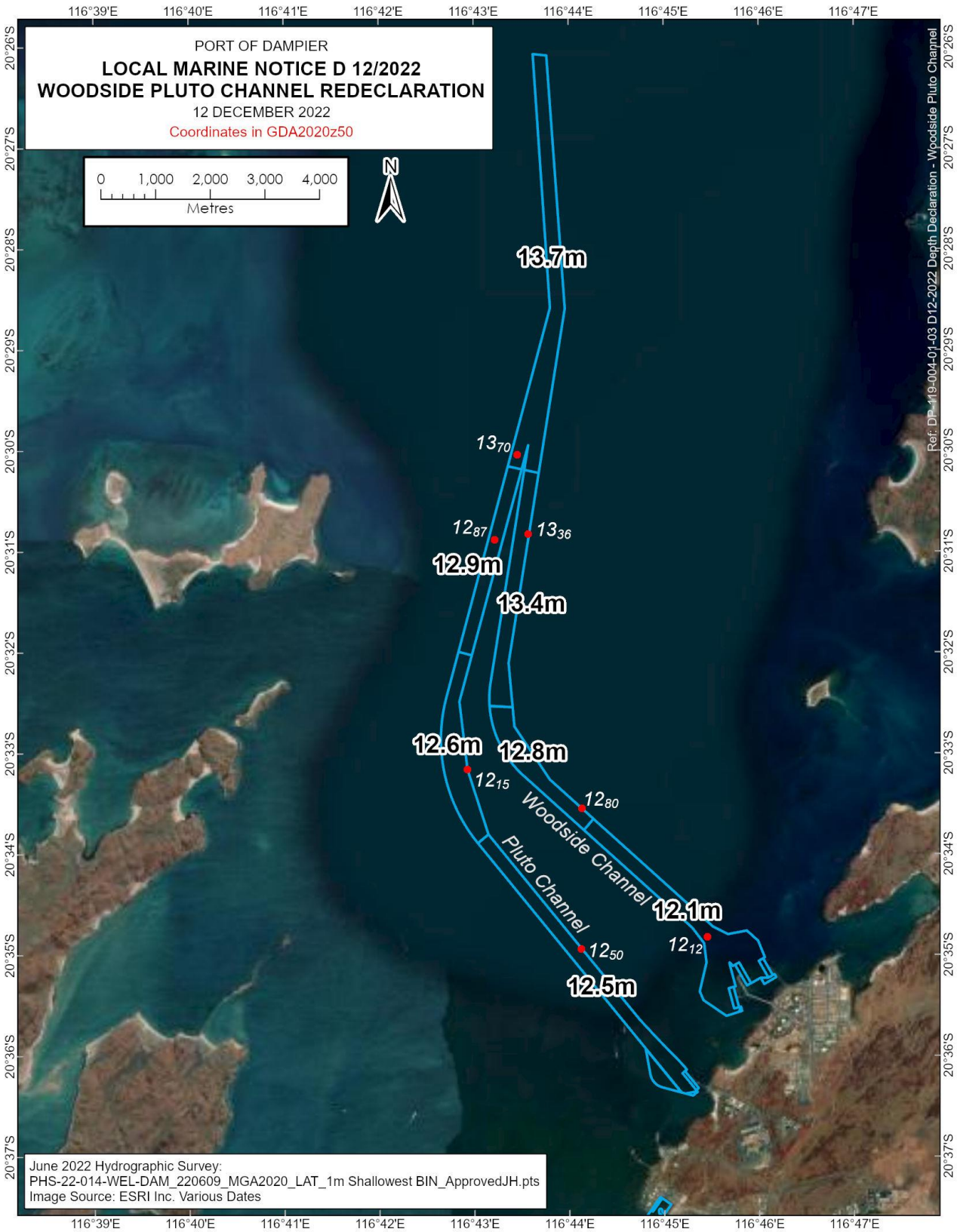
RTIO & DSL – Berths & Channel – (Redeclaration Apr/22)	Declared Depth	Designed Depth
Rio Tinto Channel	15.8m	15.6m
East Intercourse Departure Channel	15.8m	15.5m
Mistaken Island Departure Channel	11.6m	
Parker Point Approach Channel	8.1m	8.0m
Parker Point Departure Channel to/from berth PP2, PP4 and Dampier Fuel Berth (North Channel).	15.7m	15.5m
Parker Point Departure Channel to/from berth PP3 and PP5 (South Channel).	15.6m	15.5m
Parker Point 3/5 Swing Basin	9.7m	
East Intercourse Island Berth	20.7m	21.5m
East Intercourse Island Lay by Berth	19.5m	19.5m
Dampier Fuel Berth	12.0m	12.0m
Parker Point 2	19.5m	19.5m
Parker Point 3	19.5m	19.5m
Parker Point 4	19.5m	19.5m
Parker Point 5	19.5m	19.5m
Mistaken Island Berth	12.3m	12.0m
EII Tug Pens Approach Channel	6.0m	
RTIO Tug Pen Berth 1	6.7m	
RTIO Tug Pen Berth 2	6.7m	
RTIO Tug Pen Berth 3	6.7m	
RTIO Tug Pen Berth 4	6.7m	
RTIO Tug Pen Berth 5	6.7m	
RTIO Tug Pen Berth 6	6.5m	

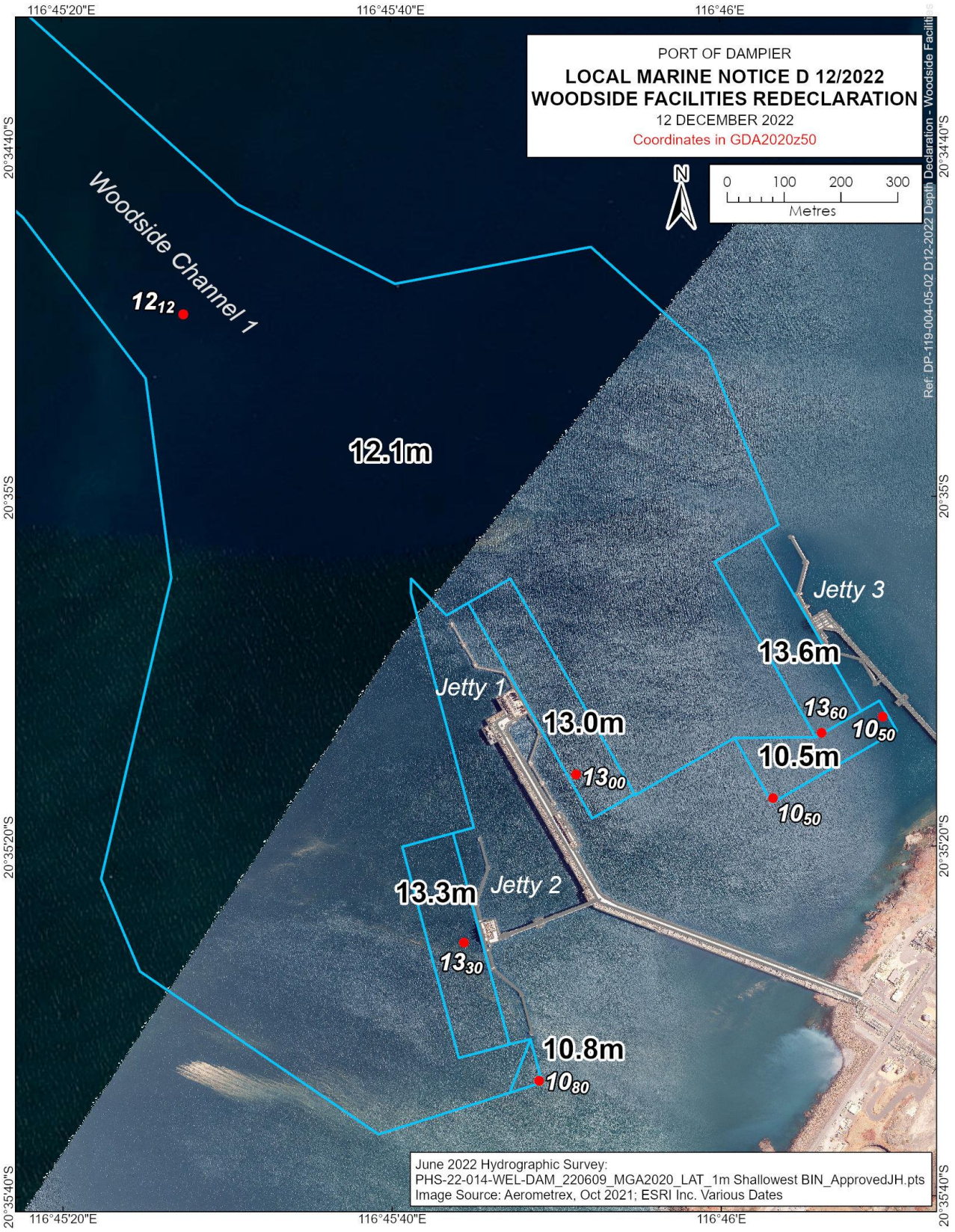
Declared Depths main Channels

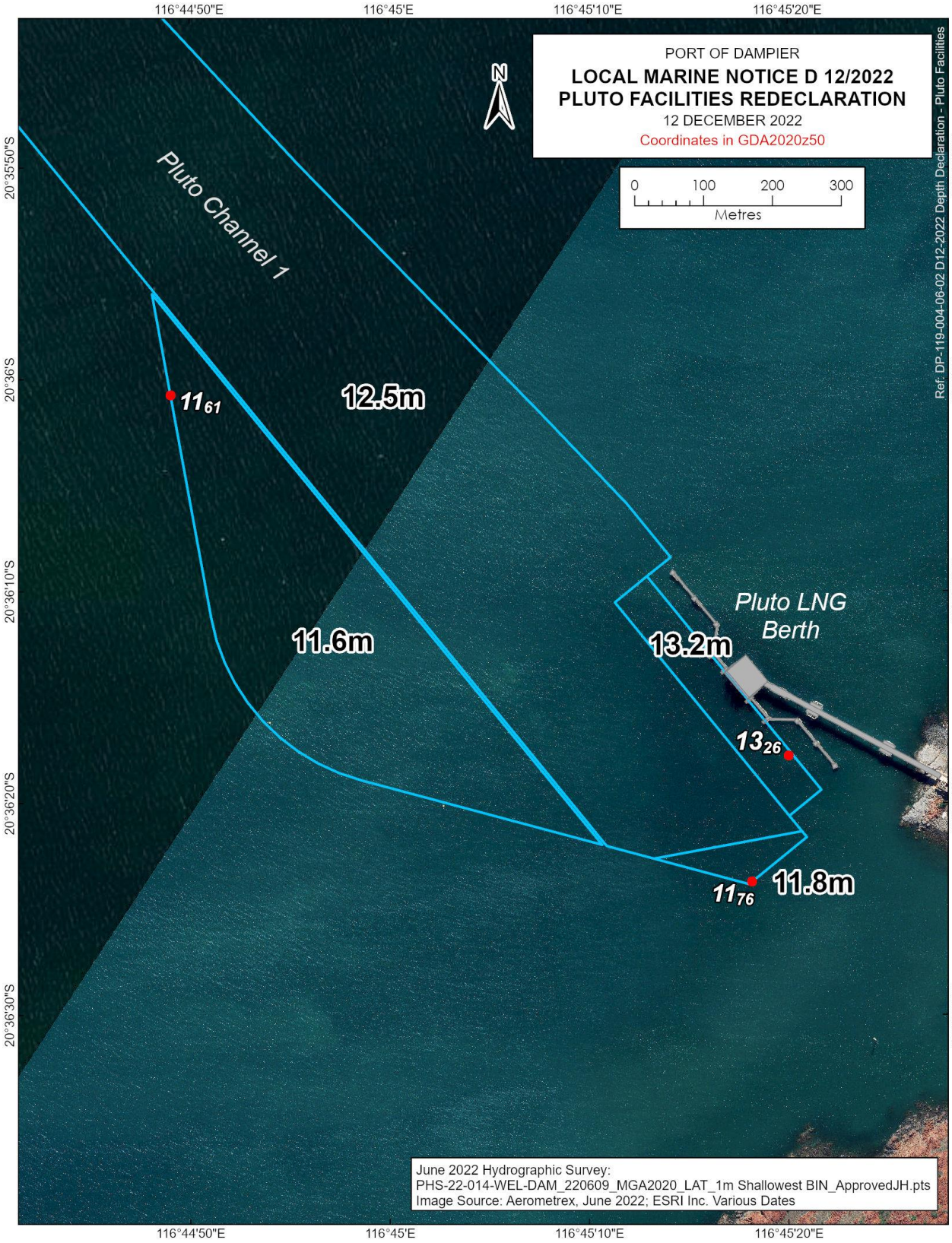


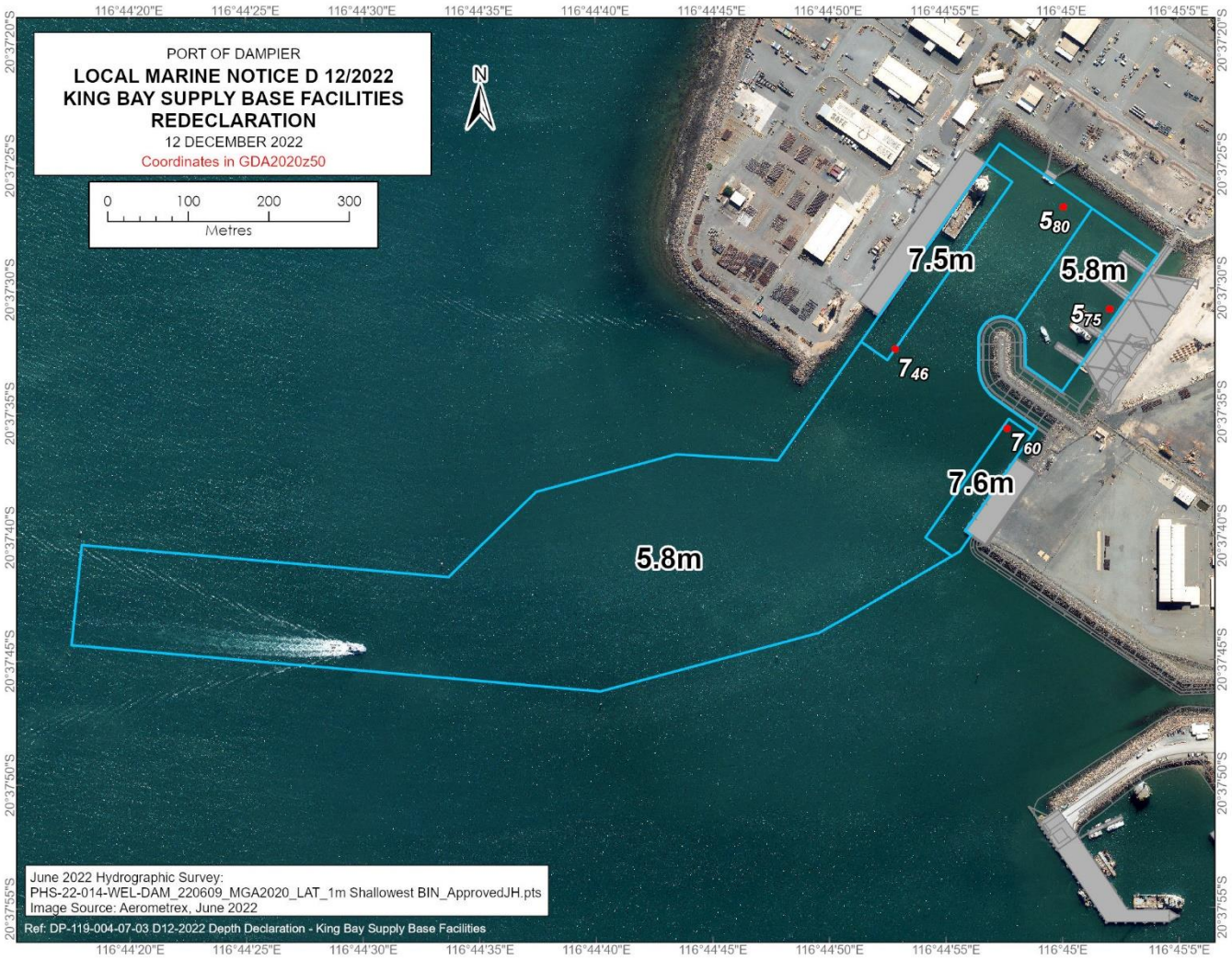


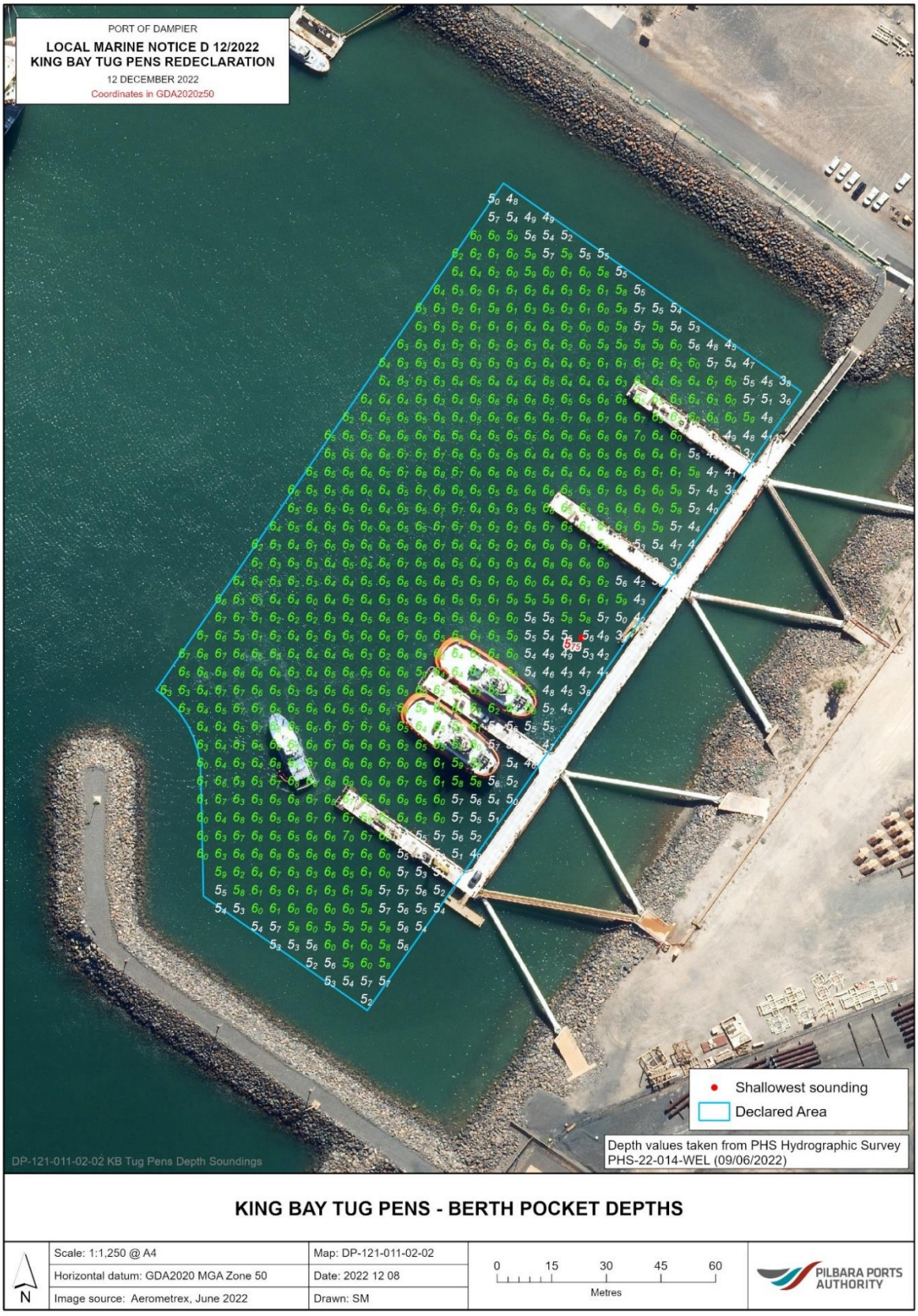


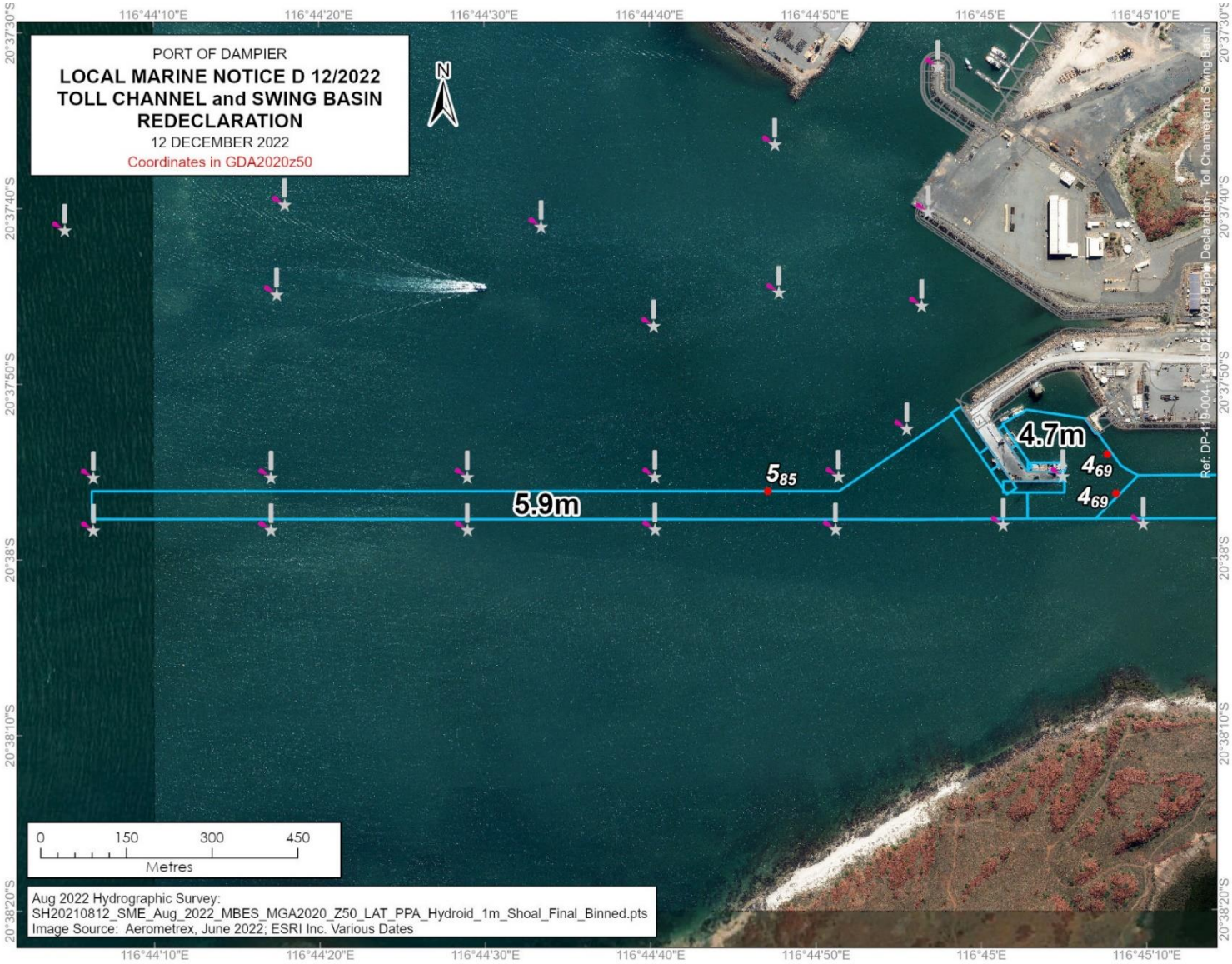


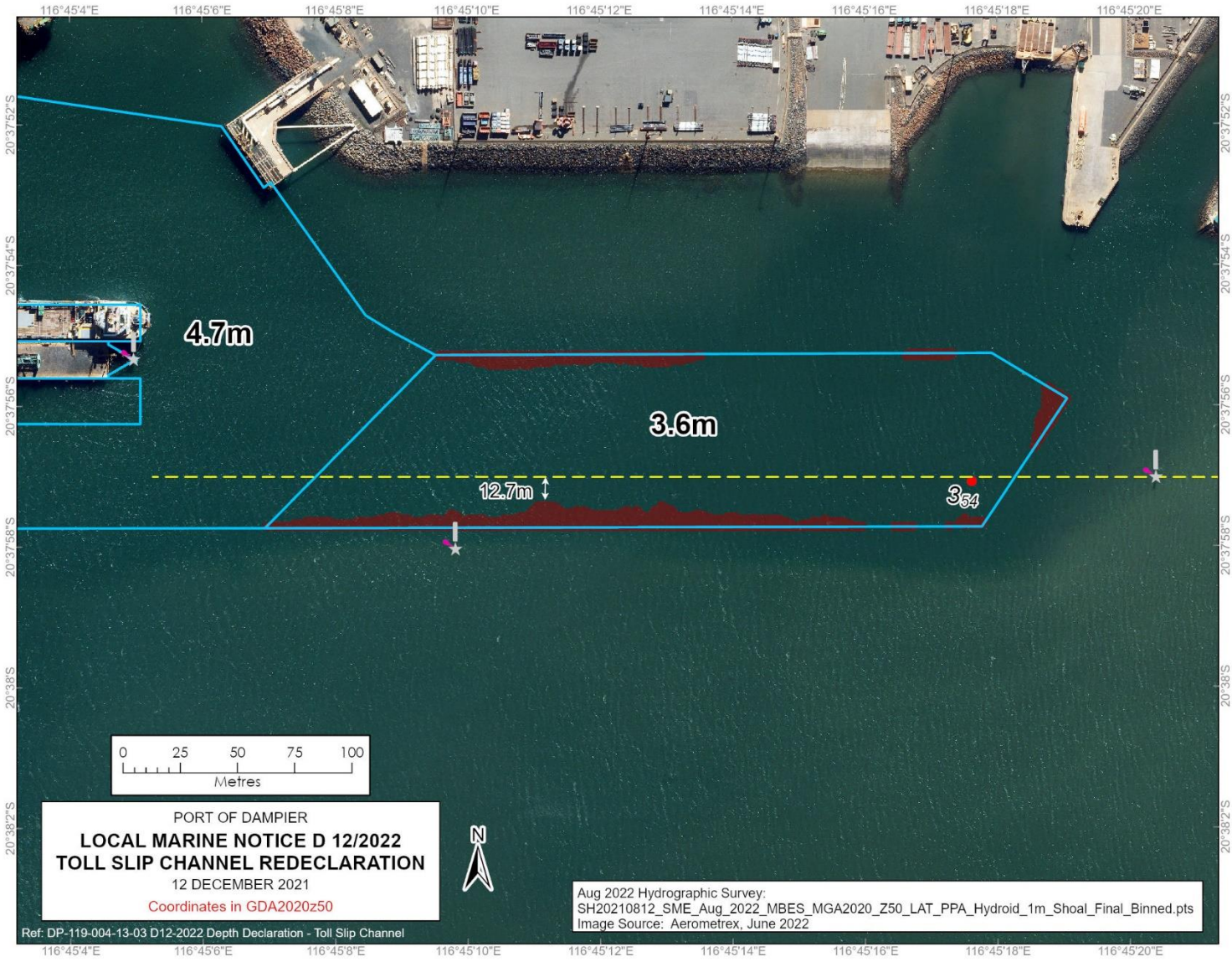


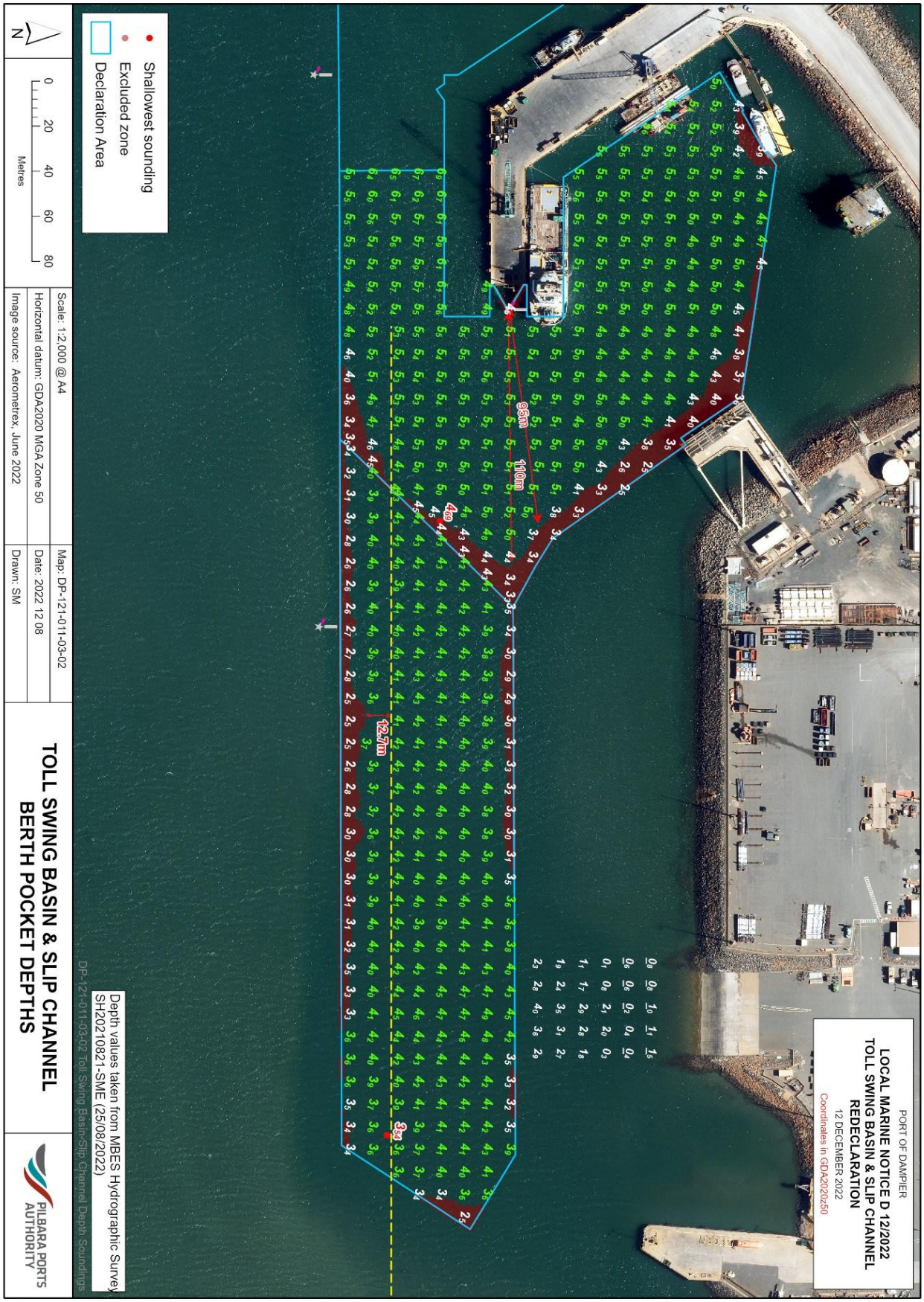


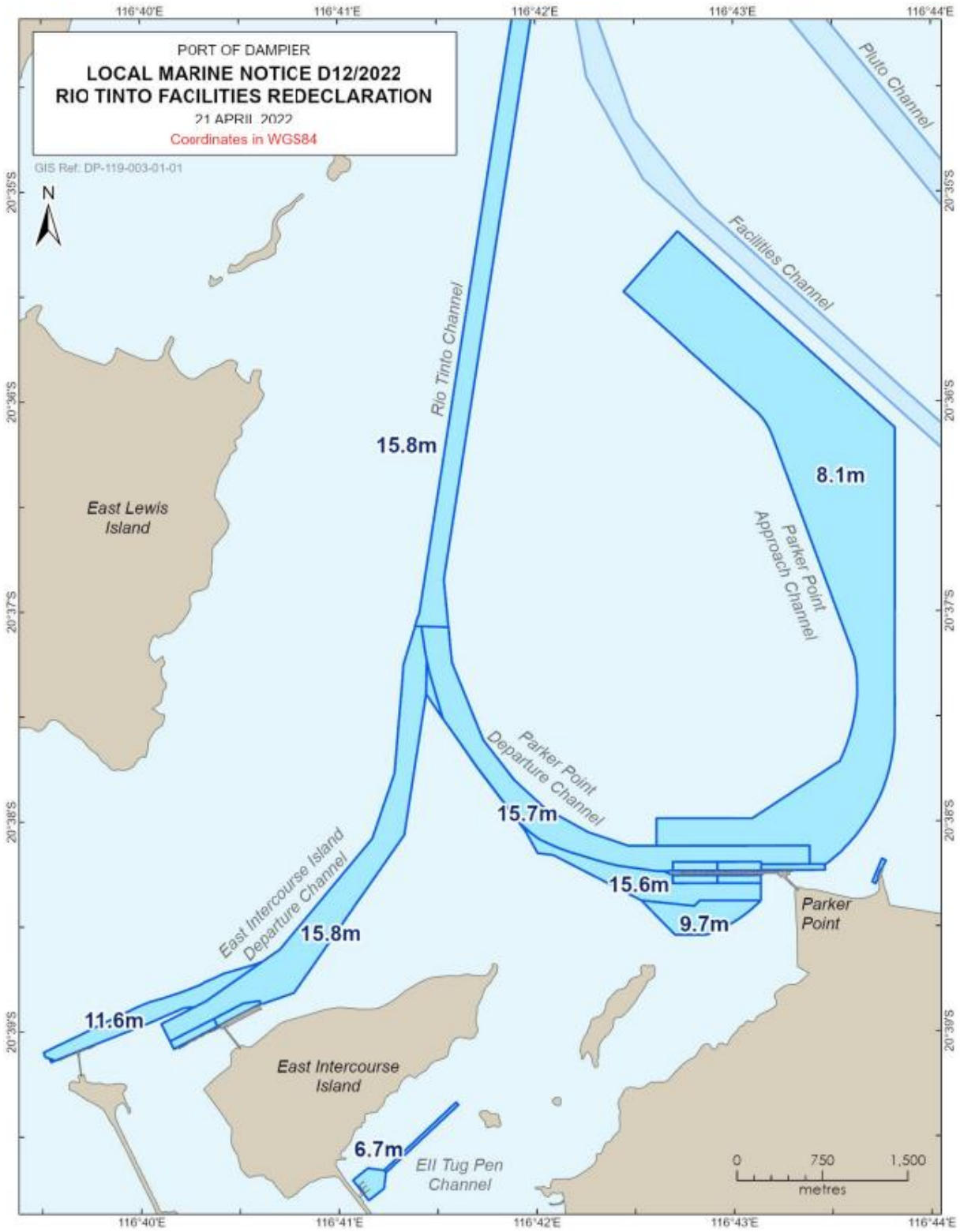


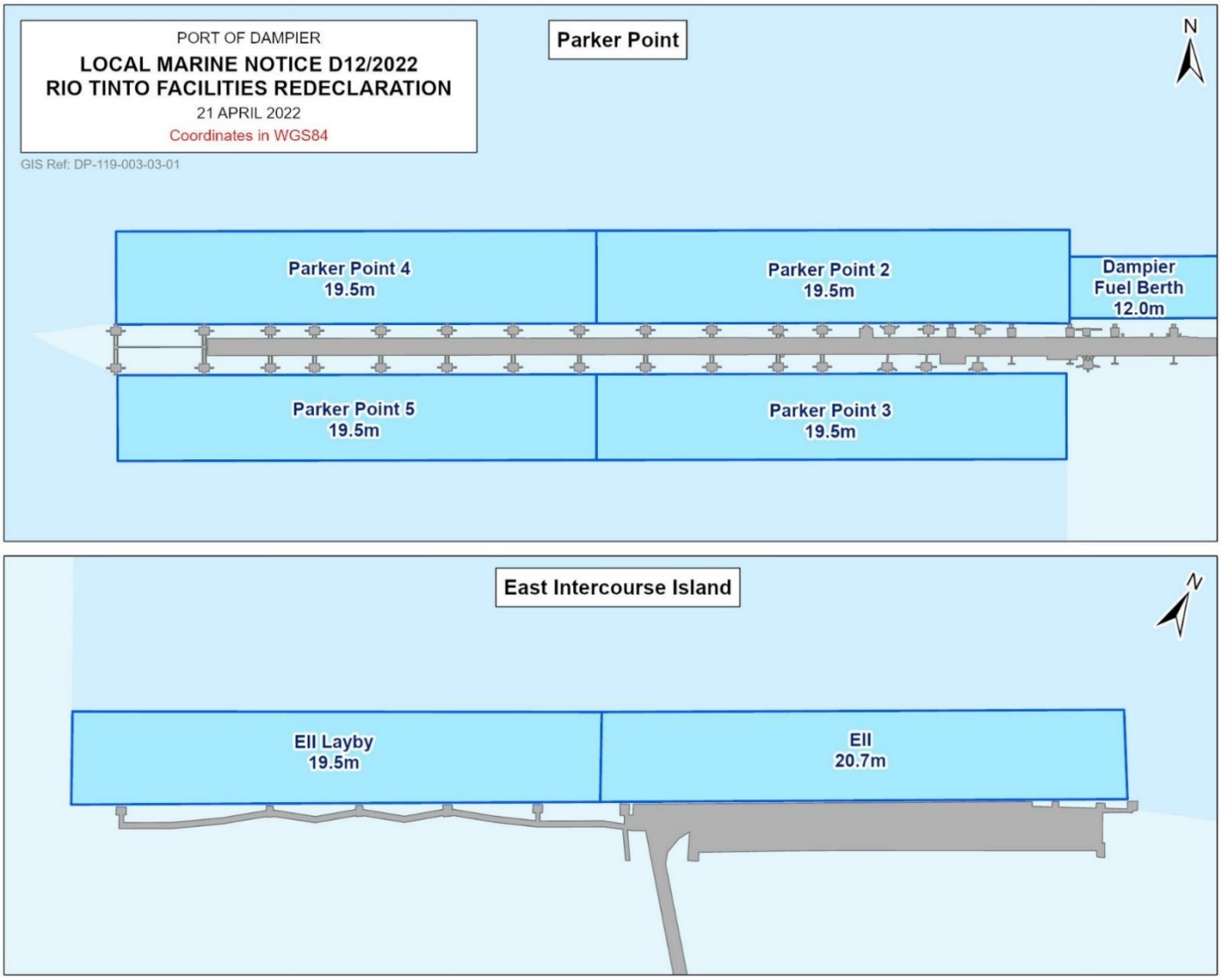


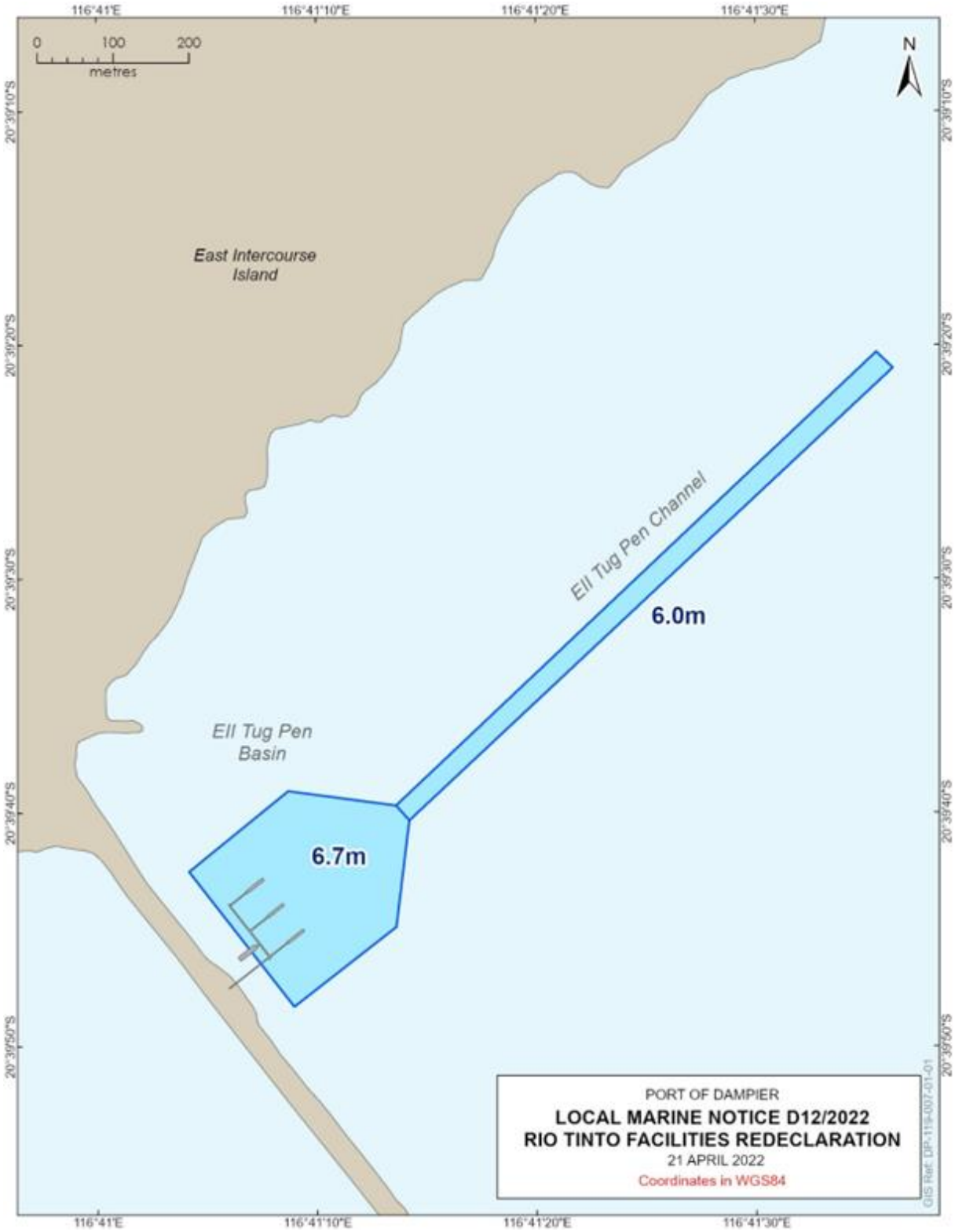


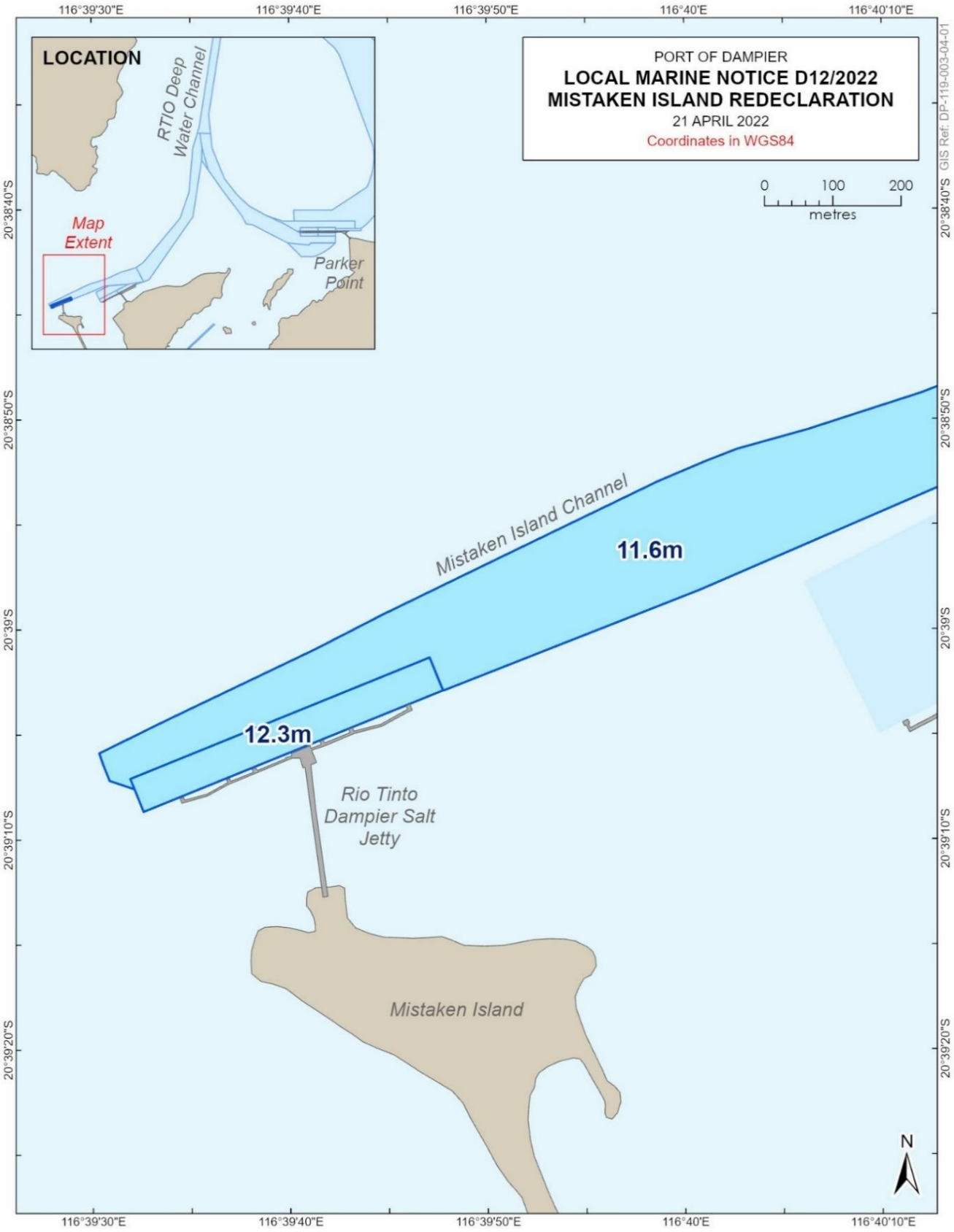












18. ZONE OF CONFIDENCE

Masters are reminded: the soundings on charts Aus 58, Aus 59, Aus 60 must be corrected by the amount given in the zone of confidence diagrams provided on the navigational charts.

19. PORT OF DAMPIER, MINIMUM UNDER KEEL CLEARANCE (UKC) REQUIREMENTS

Masters and Pilots operating within the Port of Dampier are required to calculate their vessels under keel Clearance:

In the Harbour channels for arrival.
In the berth pockets through the low waters during the time they are alongside the berth.
In the Harbour channels for the estimated time of departure.
This must be done as part of their arrival passage planning or their ship shore checklist.

All vessels, except those operating under an approved Dynamic Under Keel Clearance system DUKC®, must maintain the following minimum under keel clearances:

19.1 Minimum UKC In Harbour Channels

Minimum UKC of 1.0m or 10% of static draft whichever is the greatest.

Minimum Net UKC 0.50M (inclusive of Squat/roll/pitch/heave).

19.2 Minimum UKC In Berth Pockets

Minimum UKC of 1.0m or 10% of static draft whichever is the greatest.

At Toll Dampier Supply Base, due to the sheltered position of the berths and the smaller beam of these vessels), a minimum Static UKC of 0.75m is permitted.

Definitions:

Depth of Water: The declared depth of a berth or channel as per the latest Local marine notice for depth declaration.

Height of Tide: The predicted value from tide tables or an observed value from a tide gauge.

Maximum Static Draft: The vertical distance between the waterline and the lowest part of the vessel, including fins, propellers etc. when the vessel is not making way.

Static UKC: The depth of water minus the maximum static draft.

Squat: An increase in vessel draft, due to a bodily sinkage and change of trim when a vessel is moving through the water. Squat is estimated for vessel speed, using tables or formula.

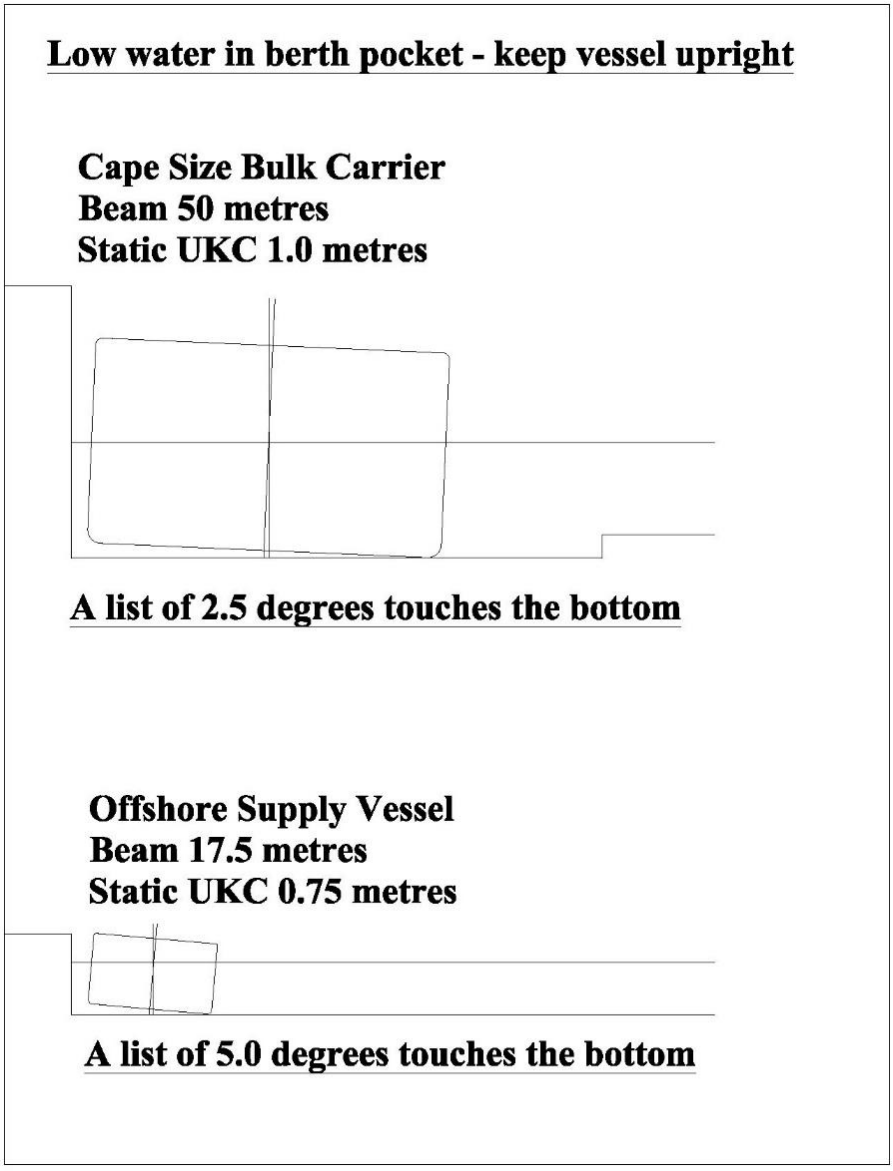
Roll, Pitch, Heave: These allowances are estimates based upon sea conditions, vessel details, and professional judgement.

Minimum UKC: The vertical distance between the lowest part of a vessel and the seabed when the vessel is making way in a seaway.

DUKC system:

Loaded vessels departing from Rio Tinto berths and Dampier Salt berths with10.8m draft consists of a system of environmental sensors and ship modelling data which calculate the real time under keel clearance of a vessel making way.

Ship Masters must keep their vessels upright while in a berth pocket with minimum under keel clearance of 1m or 10% static draft.



20. PORT EMERGENCY PROCEDURE

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

Who may declare a Port Emergency?

A Marine Pilot, Harbour Master or their delegate may declare a Port Emergency.

Duration of a Port Emergency

A Port Emergency will continue until the emergency is resolved or is sufficiently stabilised to move onto an alternative frequency.

1. **Declaring a Marine Emergency**
   The Marine Pilot or Harbour Master on VHF Channel 11.
   Dampier VTS this is (*vessel name*).
   I am declaring a Port Emergency.
   My situation is.
   I require.

2. **Dampier VTS on VHF Channel 11**
   (*Vessel Name*) This is Dampier VTS your Port Emergency acknowledged.
   Channel 79 is now nominated for all further communication relating to this emergency.

3. **Dampier VTS on VHF Channel 16**
   Say-cure-e-tay, Say-cure-e-tay, Say-cure-e-tay.
   All Stations, All Stations, All Stations
   This is Dampier VTS, Dampier VTS, Dampier VTS
   "Say-cure-e-tay, Dampier VTS.
   A Port Emergency involving the vessel (*Vessel name*) has been declared.
   Channel 79 is now the nominated frequency for emergency communication.
   This channel is to be kept clear of all other traffic".

End of the Port Emergency

The Harbour Master or their delegate will declare end of Port Emergency.

VTS to broadcast following below.
"Say-cure-e-tay, Say-cure-e-tay, Say-cure-e-tay.
All Stations, All Stations, All Stations.
This is.
Dampier VTS, Dampier VTS Dampier VTS
Say-cure-e-tay, Dampier VTS.
The Port Emergency involving the (*Vessel name*) has finished.
Channel 79 is now clear.

21. BARGES ALONGSIDE PORT FACILITIES

Barges moored alongside port facilities must as a minimum have:

- Secure moorings which accommodate the port's 4m tidal range.
- Safe gangway access.
- A contract with a licensed towage provider to provide emergency towage at short notice on a 24/7 basis.
- At the Dampier Cargo Wharf & the Qube Facility, the stand-by tug will remain on standby alongside the barge.

A night and day watchman to tend to the moorings and the gangway and to call on the towage provider if required.

22. PILBARA PORTS FACILITIES

22.1 Mooring Line Condition

For ships intending to berth at Pilbara Ports Dampier facilities:

- Dampier Cargo Wharf (DCW)
- Dampier Bulk Liquids Berth (DBLB)

All mooring lines used by vessels are to be in good condition with no joints (splices, knots, bends or shackles) in them.

The use of wire mooring lines is prohibited on all berths except Bulk Liquid Berths, which has powered capstan. Whenever wire mooring line is used it must be fitted with synthetic mooring tail.

Under no circumstances is wire line to be made fast to a bollard.

Standing lines and lines to winch drums must be deployed symmetrically fore and aft.

Mooring lines are to be kept tight and the ship kept firmly alongside and parallel to the fender line.

Ships mooring lines are to be properly tended 24 hours per day by a competent person whilst a vessel is moored alongside.

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

22.2 Anhydrous Ammonia

Masters of ships calling at the Port of Dampier are advised that anhydrous ammonia (ammonia in its pure form-without water) is loaded at the Bulk Liquids Berth (20° 37·0'S 116° 44·7'E).

Ammonia (UN number 1005) is classed as a toxic gas.

The port's emergency signal for an ammonia gas release is a siren (oscillating air raid tones). The siren is tested at 0900 every Tuesday.

Further information is available in the Pilbara Ports '*Anhydrous Ammonia Emergency Response Plan'* posted on its website at:

http://www.pilbaraports.com.au/Port-of-Dampier/Security-and-safety/Emergency-preparedness-and-response

22.3 Dampier Cargo Wharf, Small Craft Landing

The maximum size of vessels that can safely use the small craft landing is 20 tonnes displacement or as approved by Harbour Master.

23. EIGHT (8) KNOT SPEED ZONE

A person must not water ski or drive a motorboat at more than 8 knots in the port:

- In waters having a depth of less than 3 metres,
- Through an arch or bridge,
- In or through an area set aside for moored vessels,
- Within 15 metres of another vessel underway,
- Within 45 metres of a riverbank or the low water mark,
- Within 45 metres of a moored vessel,
- Within 45 metres of a person in the water,
- Within 45 metres of a wharf or jetty,

Port Authorities Regulations 2001, Part 5, Section 98.

In addition,

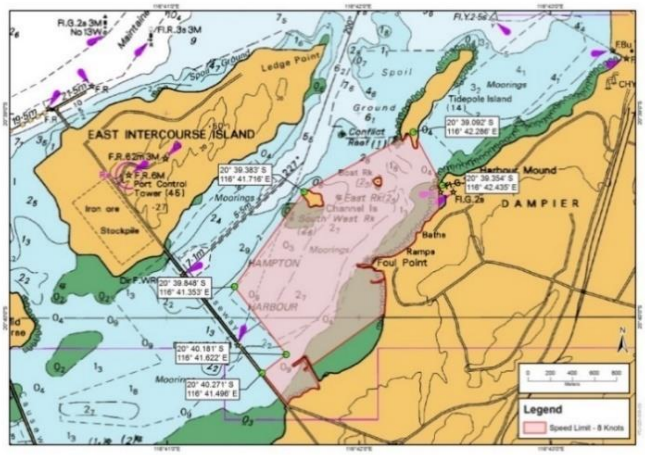
- Hampton Harbour is a Department of Transport Gazetted, 8 knot speed area as per the Western Australian Marine Act 1982

And

- Designated mooring areas within the port limits.

23.1.1 8 Knot Speed Limit in Hampton Harbour

PD-025-008-03_Marine_Notice_Speed_Limit_Hampton_Harbour



23.2 Wet Stow of Chain in Spoil Ground

Masters are advised that anchor chains have been laid in the spoil ground to the East of inner anchorage (Latitude 20^{0}32.5'S Longitude 116° 44.5' E).

The chains are flaked out on the seabed and marked by yellow buoys with reflective tape and a flashing light (FL W).

The height of the chain above the seabed will reduce the depth in the spoil ground by no more than 500mm.

Masters are advised not to anchor in the spoil ground.

Masters are warned that the spoil ground area should be avoided or navigated in with extreme caution.

24. JACK – UP LIGHTING REQUIREMENTS

Dampier has several Jack-up rigs working on various construction projects within the Port. For the safety of vessels navigating in their vicinity of Pilbara Port requires all Jack-up rigs to display the following lighting configuration as a minimum:

- 1 Red masthead light at the highest point – fixed or occulting,
- Each corner of the rig to have a white light flashing 2 short - one long (Morse Code ‘uniform’••–),
- The visibility of lights ranges to be three nautical miles.

25. HOT WORK AT PILBARA PORTS BERTHS

Dampier port users who are planning to carryout hot work onboard vessels whist alongside Dampier Cargo Wharf (DCW) and Bulk Liquid Berth (BLB) are required to submit “Port of Dampier request for approval to conduct hot work on vessels at Pilbara Ports berths”.

The form is available at Pilbara Ports website on the following link.

https://www.pilbaraports.com.au/about-ppa/publications/forms-and-publications/forms-publications/form/2023/july/port-of-dampier-request-for-approval-to-conduct-ho

Pilbara Ports Requirements:

- No hot work must be started without approval,
- VTS should be informed on VHF CH 11 prior starting the hot work activity,
- VTS should be informed on VHF CH 11 on completion of the hot work activity,
- Controls identified in the vessel’s RA and hot work permit must be reviewed and reassessed at regular intervals, including when the work is stopped or suspended for a period of more than 2 hours.

26. DIVE OPERATIONS

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

In addition, dive operations at any location within the port should advise Dampier VTS on Ch:11.

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

27. LAUNCH OF FAST RESCUE CRAFT (FRC)

Vessels at:

- Bunkering Anchorage,
- King Bay Moorings,
- Philip Point Anchorage,
- Small Ships Anchorage,
- Hampton Harbour,
- Tide Pole,
- King Bay Supply Base,
- Toll Dampier Supply Base,
- Dampier Cargo Wharf,
- Malus Channel,
- Western Anchorage.

May request permission to launch Fast Rescue Craft, by calling Dampier VTS on VHF Channel 11. Permission will be granted where:

- The activity is being carried out in daylight hours or as approved by Harbour Master,
- The 10 minutes average wind speed does not exceed 20 knots,
- No squalls are expected for the duration of the activity,
- The FRC does not enter the MARSEC Level 1, Waterside Restricted Zone around Woodside facilities,
- The FRC does not enter a Boating Safety Exclusion zone without an operational reason for doing so,
- For TDSB and KBSB requests, the vessel must also have permission from the supply bases,
- Dampier VTS is to be informed on VHF 11 on commencement and on completion of the activity.

28. 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 Masters 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.

28.1 Requests for in Water Lifeboat Drills

The In water lifeboat frill request form can be downloaded **here**.

All requests made via email to:

Dampier.VTS@pilbaraports.com.au

A response will be provided via email.

28.2 At Berths

The Harbour Master's policy is:

In Water Lifeboat drills on vessels at Rio Tinto and Woodside facilities are ***not permitted***.

In Water Lifeboat drills on vessels at other facilities ***may be permitted*** subject too: weather, mooring lines, terminal approval and berth scheduling.

28.3 At Anchorages

The Harbour Master's policy for in water lifeboat on vessels at below mentioned anchorages may be permitted:

- Western Anchorages,
- Malus Anchorages,
- Whiskey Sierra Anchorages,
- Inner Anchorages,
- Phillip Point Anchorages,
- Small Ships Anchorages,
- Bunkering Anchorages.

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),
- Dampier VTS is to be informed on VHF 11 on commencement and on completion of the drill,
- Boats must stay well clear of the Security Zones around the major facilities. See section 4.

29. MAIN ENGINE IMMOBILISATION

29.1 Requests for Main Engine Immobilisation

All requests should be made using the engine immobilization request form available from the Pilbara Ports website. The completed form should be forwarded.

Via email to: Dampier.VTS@pilbaraports.com.au and a reply will be provided via email.

It should be noted that:

- Vessels MUST NOT immobilise their engines without confirmation from Dampier VTS,
- The immobilisation is for daylight hours only,
- Engine immobilisation requests should be received no more than 72 hours (before commencing work),
- If engine immobilisation is required for consecutive days, individual requests for each day must be submitted.

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

29.2 At Berths

The Harbour Master's policy is:

Main Engine Immobilisation on vessels at Rio Tinto and Woodside facilities ***are not permitted***.

Main Engine Immobilisation on vessels at other facilities ***may be permitted*** subject too: weather, mooring lines, and berth scheduling.

29.3 At Inner Anchorages

The Harbour Master's policy is that engine immobilization may be permitted at the below anchorages:

- Malus Anchorage,
- Whiskey Sierra Anchorages,
- Inner Anchorages,
- Phillip Point Anchorages,
- Small Ships Anchorages,
- Bunkering Anchorages.

Subject to the following conditions:

- The immobilisation is for daylight hours only,
- Vessel must advise Dampier VTS (VHF Ch11) prior to commencing and on completion of engine immobilisation work,
- All requirements of vessels safety management system to be complied with during engine immobilisation work,
- Immobilisation will not be granted to vessels at anchor when the forecast 10 minutes average wind speed is greater than 20 knots during the immobilisation works,
- The vessel must advise Dampier VTS of any changes to the vessels ability to manoeuvre after completion of engine immobilization works,

- The Master must advise Dampier VTS and the marine pilot (during Master Pilot exchange) of the immobilisation works 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).

29.4 At Outer Anchorages

The Harbour Master's policy is to allow engine immobilisation at western anchorages subject to the following conditions:

- The immobilisation is for daylight hours only,
- Vessel must advise Dampier VTS (VHF Ch11) prior to commencing and on completion of engine immobilisation work,
- All requirements of vessels safety management system to be complied with during engine immobilisation work,
- Immobilisation will not be granted to vessels at anchor when the forecast 10 minutes average wind speed is greater than 20 knots during the immobilisation works,
- The vessel must advise Dampier VTS of any changes to vessels ability to manoeuvre after completion of engine immobilisation works,
- The Master must advise Dampier VTS and the marine pilot (during Master Pilot exchange) of the immobilisation works 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).

Request to Immobilize at other Anchorages are on a case-by-case basis and subject to Harbour Master approval.

30. PERSONNEL TRANSFER AT ANCHORAGE

Transferring personnel by pilot ladders is a hazardous operation. Should there be any doubt in the completion of safe boarding; transfers must be aborted until conditions improve. Pilbara Ports is aware of occasions where it is necessary to get technicians and other persons on board vessels; however, Pilbara Ports would like to see the number of transfers by ladder **limited to only those where there is no alternative**. Vessel operators are encouraged to carry out crew change or personnel transfer alongside berth during adverse conditions where transfer is essential alternative boarding arrangements should be considered or an inner anchorage should be requested from Pilbara Ports Dampier.

Master's attention is drawn to ***AMSA Marine Notice 06/2021 – Fatal accidents from falling off pilot ladders on ships*** which again highlights the obligation of shipowners, operators, master's and crew to ensure safe arrangements are in place when embarking or disembarking a vessel using a pilot ladder.

When considering the risk of use of a pilot ladder for transfer, as a minimum, attention should be given to:

- The experience and capability of people using the pilot ladder,
- The physical demands of using a pilot ladder,
- Sea state and weather conditions,
- The ability of a launch or other vessel to act as a platform to safely transfer people to or from a pilot ladder,
- Measures to prevent falls,
- Emergency response if a person using the pilot ladder falls,
- Use of other means of transfer which present a lower risk in the circumstances, such as a helicopter.

31. SERVICE PROVIDERS LICENCES

The *Port Authorities Act 1999* requires the providers of the following services to be licensed by Pilbara Ports:

- Pilot services,
- Bunkering services,
- Towage services,
- Line boat services,
- Stevedoring services.

The purpose of these licences is to satisfy Pilbara Ports that a service provider has the appropriate qualifications, training and experience, as well as appropriate equipment and operational procedures.

Port Authorities Regulations 2001, Schedule 1, Division 4, Subdivision 4.

Port Authorities Regulations 2001, Part 3, Division 3, Section 28.

31.1 Pilot Service Providers

Woodside provides pilot services to their private berths at Pluto and Northwest Shelf joint venture terminals.

Marine Services Western Australia (MSWA) provides pilot services to Rio Tinto's private berths at Mistaken Island, East Intercourse Island, Parker Point and the Dampier Fuel Berth.

Auriga Pilots provides pilot services to the Dampier Cargo Wharf, Bulk Liquids Berth, Malus Channel, Toll Dampier Supply Base, King Bay Supply Base and other general port movements.

31.2 Bunkering Service Providers

BP and VIVA Energy are licensed to provide bunkering services in the Port of Dampier.

BP – Toll Dampier Supply Base.

Viva Energy - King Bay Supply Base and Dampier Cargo Wharf.

Master has the overall responsibility for bunkering operations. If for any reason Master is not satisfied operations are being conducted correctly – STOP THE JOB! If there are multiple on-board operations being carried out at the same time, stop what you can to ensure they are all completed safely and without loss of containment.

Heavy penalties can and will be applied under the Pollution of the sea by oil and Noxious Substances Act however Pilbara Ports would rather the emphasis be on correct and careful bunker operations aimed at minimising spills with the subsequent minimisation of risks and damage to the environment.

31.3 Towage Service Providers

All harbour towage from a wharf or terminal must be provided by a licensed towage provider. Current towage service providers at the Port of Dampier:

- Bhagwan Marine,
- Svitzer,
- Westug.

32. TOWAGE

Pilbara Ports must be provided 72/48/24 hours notification for any tug and tow movement within the Port of Dampier waters via Dampier VTS. The towing vessel and the tow must not enter Port Waters until approval from Harbour Master has been received. These guidelines preclude the berthing and unberthing of ships.

Notification for Towage operation:

The towage operator must provide a 72 hours' notice to the Harbour Master prior to entering or departing the port waters. This notification must be sent by email to the following below address.

VTS: dampier.vts@pilbaraports.com.au

Notification of towage must also be made to Rio schedulers if the towage movement will be transiting through the Rio Tinto shipping lanes.

Rio Tinto schedulers: marine.operations@riotinto.com

The email notification must be supported by following bellow documents for the Harbour Master to assess and permit movement of tow within the Harbour.

- Passage Plan
- Details of Towing arrangement including:
  - Complete length of tow,
  - Details of towing vessel and tow,
  - Deepest draft,
  - Planned speed during the passage within the port waters,

- Any shortening of towline and coordinates of the area in which it is planned,
- A timeline of the transit,
- Details of towing vessel master including the PEC number.

The permission for towage by the Harbour master does not override the guidelines within the safety management systems of the towage providers or of good seamanship practices which includes consideration of towing vessel's handling characteristics, nature of tow, intended area of navigation, traffic, visibility, weather, sea and swell conditions.

It is also recommended that towing operation must not depart, arrive or transit at night through the mooring areas due to the presence of unlit buoys and large unlit vessels/ barges at these buoys.

Tug masters are also advised that wherever possible they should plan their passage to make their approach into port waters through the mermaid straits rather than the mermaid sound.

33. PILOTAGE

Pilbara Ports is to:

- Ensure pilotage services are provided in the port,
- Ensure pilot service providers are licensed,
- Approve Individual Pilots,
- *Port Authorities Act* 1990, *Part 7, Division 2, Section 96.*

33.1 Pilotage is compulsory in ports.

Under the *Port Authorities Act 1999*, Pilotage is compulsory in ports.

A vessel movement is defined as entering or leaving the port or moving between places within the port.

Port Authorities Act 1999, *Part 7, Division 2, Section 95 (3).*

A vessel moving in a port must use pilotage services, except as otherwise provided by the *Port Authority Regulations 2001.*

Port Authorities Act 1999, Part 7, Division 2, Section 97.

The Harbour Master may require a second pilot to be used in certain circumstances.

Port Authority Regulations 2001, Part 3, Division 4, Section 38.

For the convenience of shipping the Dampier Harbour Master has established a compulsory pilotage area within the Dampier Port Limits.

33.2 Exceptions to pilotage provided by the Port Authority Regulations 2001

- Australian Navy Vessels (except troop carriers, navy tankers and provisioning vessels),
- A vessel with a length overall of 35 metres or less, other than licenced towage service providers (Tugs),
- A vessel being led by another vessel that is under the control of a pilot, the vessel being led is still liable for pilotage charges,
- A vessel engaged in port dredging and exempted by the Harbour Master,
- A vessel exempted by the Harbour Master from using pilotage services,
- A vessel under the Command of a Master holding a current Pilotage Exemption Certificate covering that vessel.

Port Authority Regulations 2001, Part 3, Division 4, Section 30.

33.3 Pilotage is Compulsory for

- A vessel with a length overall greater than 35m in length,
- Port Authority Regulations 2001, Part 3, Division 4, Section 30.

34. DAMPIER PILOT EXEMPTION CERTIFICATE

Pilot Exemption Certificates (PEC) are a privilege granted to the Masters 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.

34.1 PEC

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.

34.2 First Mates and PEC

Under the *Port Authorities Act*, the definition of an “Exempt master” is the “Master” or “First Mate” of a vessel that holds a pilot exemption certificate.

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

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

The First Mate is permitted to sit for their PEC examination upon completion of eight (8) movements under a PEC Master. However, to be issued a PEC they will need to cover the remaining four (4) 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 four movements, the form “PEC assessment by marine pilot must be completed”. All 12 movements must be completed within a 12-month period. The marine pilot is only permitted to review one applicant for each movement.

The First Mate can obtain PEC; however, they are 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.

First Mates will not be able to log movements as they are not the Master 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.

35. DAMPIER PILOT EXEMPTION PROCEDURE FOR VESSELS > 35M IN LENGTH

Eligibility (New applicants)

1. Proof that applicant reside permanently is Australia (Passport or Visa) or New Zealand citizen who is entitled to reside and work in Australia.
2. Certificate of Competency authorises the person to command a vessel for which the pilotage exemption certificate is sought.
3. Certificate of medical fitness complying with AMSA Marine Orders 9.
4. Applicant has been Master in command of the vessel under control of a pilot in the port for approved number of movements within 12 months 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.
5. The movement number is minimum number accepted. The Harbour Master (HM) may direct additional number of movements if deemed necessary.
6. PEC is issued to specific vessel only; all movements must be done on that vessel only.

Application Procedure

1. Applicant has to submit the following documents to Dampier.VTS@pilbaraports.com.au:
 - Completed PEC application form posted on the Pilbara Ports website.
 - Proof eligibility criterions evidence 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.
 - Completed PEC Master assessment by pilot form for approved number of movements – posted on the Pilbara Ports website.
2. Applicant must pay application fee to Pilbara Ports and provide evidence of payments must be accompanying application.
3. Applicant must sit and successfully pass PEC local knowledge exam conducted by Pilbara Ports.
4. PEC will be issued and posted to nominated address.

PEC TYPE

Restricted	Unrestricted
A restricted PEC allows a Master to move their **vessel > 35metres** through Mermaid Strait to approved anchorages, mooring areas and endorsed berths for vessel's less than 1000 GRT. **Minimum Required number of Movements on Vessels > 35metres** 1. Inward movement through the Mermaid Strait by day. 2. Outward movement through the Mermaid Strait by day. 3. Inward movement through the Mermaid Strait by night. 4. Outward movement through the Mermaid strait by night. 5. Inward / Outward movement through the mermaid straight day or night.	An unrestricted PEC allows a Master to move their vessel through all Port waters, Mermaid Strait and Mermaid Sound and Pilbara Ports operated berths. **Minimum Required number of Movement on Vessels > 35metres** 1. Inward movements through Mermaid Sound by day. 2. Outward movements through Mermaid Sound by day. 3. Inward movements through Mermaid Sound by night. 4. Outward movements through Mermaid Sound by night. 5. Movements day or night via either Mermaid Strait or Mermaid Sound. Total 12 movements

Total 6 movements. For Berthing/unberthing Endorsement – additional two movements to be done one berthing and one unberthing with a licenced pilot. Out of 2 Movements with a licensed pilot for berthing endorsement one must be done with completion of PEC Master assessment by pilot .	Out of 12 Movements in total, at least four must be done with a licensed pilot including two berthing and two unberthing. Out of 4 Movements with a licensed pilot two must be done with completion of PEC Master assessment by pilot including one berthing and one unberthing.
Upgrading from a Restricted to an Unrestricted PEC Minimum Required number of Movements on vessels > 35metres 1. Inward movement through Mermaid Sound by day. 2. Outward movement through Mermaid Sound by day. 3. Inward movement through Mermaid Sound by night. 4. Outward movement through Mermaid Sound by night. Out of 8 Movements in total, at least four must be done with a licensed pilot including two berthing and two unberthing. Out of 4 Movements with a licensed pilot two must be done with completion of PEC Master assessment by pilot including one berthing and one unberthing	

35.1 Change or add a vessel to PEC of a Master

Master holding valid PEC may submit an application to change the vessel on their PEC.

Master holding valid PEC may submit an application to add a vessel to their PEC; such additional vessel must have similar vessel's particulars and propulsion.

The application must include a letter of support from the vessel owner/management company and evidence that PEC Master is fully qualified and proficient to operate the vessel in port waters during berthing and unberthing.

Master seeking changes to their PEC vessel must demonstrate that they are fully qualified and proficient to operate the vessel in port waters during berthing and unberthing.

PEC master to complete two PEC assessment voyages by a pilot, including one berthing and one unberthing.

Alternatively, a PEC master's ship management company must provide evidence that PEC master has completed the company's internal comprehensive training and assessment.

The decision on changes of PEC master's vessel remains at the discretion of the Harbour Master.

35.2 Definition of a movement for PEC purposes in Dampier

The candidate must be the Master or Mate on a vessel greater than 35 metres including fishing vessels greater than 35 Meters or any other vessel deemed appropriate by the Harbour Master.

On each occasion the PEC Master moves a vessel under the authority of their PEC, they are to quote their PEC number to Dampier VTS on VHF channel 11 and the Master is to record the movement in their personal logbook.

A night movement is considered between sunset and sunrise.

No more than two arrivals and two departure movements may be recorded within a 24-hour period.

The movement is within 12 months before the date of application for the PEC.

Port Authority Regulations 2001 Part 3 Division 6 Section 49(3).

The movement must be between:

MERMAID STRAIT	
Inward Movement	
From: Pilot Station E	To: Hampton Harbour, Phillip Point Anchorage, Bunkering Anchorage, Dampier Cargo Wharf, Toll Dampier Supply Base, King Bay Supply Base or Small Ships Anchorage.
Outward Movement	
From Hampton Harbour, Phillip Point Anchorage, Bunkering Anchorage, Dampier Cargo Wharf, Toll Dampier Supply Base, King Bay Supply Base or Small Ships Anchorage.	To: Pilot Station E
Mermaid Sound	
Inward Movement	
From: Pilot Station D	To: Hampton Harbour, Phillip Point Anchorage, Bunkering Anchorage, Dampier Cargo Wharf, Toll Dampier Supply Base, King Bay Supply Base or Small Ships Anchorage.
Outward Movement	

MERMAID STRAIT	
From: Hampton Harbour, Phillip Point Anchorage, Bunkering Anchorage, Dampier Cargo Wharf, Toll Dampier Supply Base, King Bay Supply Base or Small Ships Anchorage.	To: Pilot Station D

35.3 Harbour Tug Masters for vessel < 35metres Obtaining a PEC

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,
- A copy of an up-to-date AMSA medical,
- Proof of Australian residency (passport or visa),
- The application form:

http://www.pilbaraports.com.au/Port-of-Dampier/Port-Operations/Pilotage

35.4 Maintaining a PEC

- If an Exempt Master does not move a vessel under the authority of their PEC for a period of six 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 their PEC they are to quote their PEC number to Dampier VTS on VHF channel 11,
- 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.

35.4.1 Period of Pilotage Exemption Validity

Pilotage Exemption Certificates for the Dampier port is valid for a period of **two years** from the date of issue. The anniversary date will be the date the candidate was issued a PEC. The PEC will remain valid unless:

- An exempt master does not move a vessel under the authority of the Master's exemption certificate for a period of six months.
- **If an exempt master does not move a vessel under the authority of their PEC for a period of twelve months, the PEC will be cancelled, and the master will re-commence the process for the issue of another exemption certificate.**
- At the expiration of two years from the date of issue.
- If the PEC 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.

Please be guided by the simplified flow chart to understand the PEC validity procedure.

35.5 Revalidation and Renewal of an Expired PEC

At the end of two years the PEC Master must book an appointment with the Harbour Master (HM) to renew their exemption. The HM may require the applicant to undertake additional movements with Pilot or a PEC Master or re-take the examination as deemed necessary through assessment.

PEC License expired Within 6 Months

Restricted License

Minimum Number of approved movements required on vessel > 35metres.

- One Inward movement through Mermaid sound or Mermaid Strait,
- One Outward movement through Mermaid Sound or Mermaid Strait,
- Out of above two one movement must be done with completion of PEC Master assessment by pilot.

↓

Unrestricted Licence

Minimum Number of approved movements required on vessel > 35metres.

- One Inward movement through Mermaid Sound,
- One Outward movement through Mermaid Sound,
- Out of above two one movement must be done with completion of PEC Master assessment by pilot.

↓

- Submit your application along with relevant document to Dampier VTS,
- Sit for an examination/interview conducted by Pilbara Ports Authority.

PEC License expired within 12 Months:

Candidate to re-apply for a new PEC satisfying all the new PEC requirements.

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

36. TOWING AND PILOT EXEMPT MASTERS

A pilot exempt Master may use their vessel to tow another vessel within the pilotage limit of the port, provided:

- The towed vessel is less than 55m in length.
- The total length of the tow is less than 120m.
- The towed vessel does not obstruct the visibility of the towing vessel.
- The Master considers their vessel, tow lines, and crew training is suitable to perform the tow.

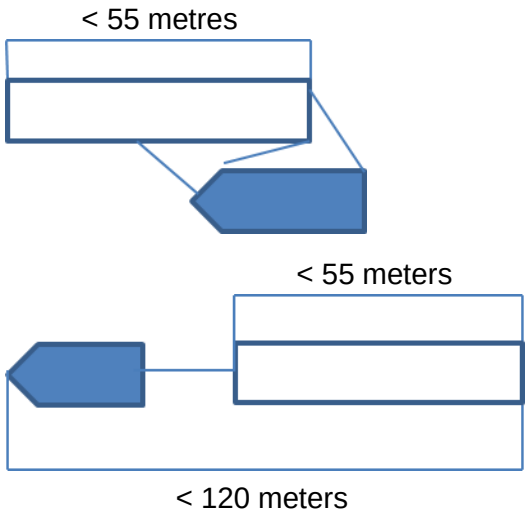
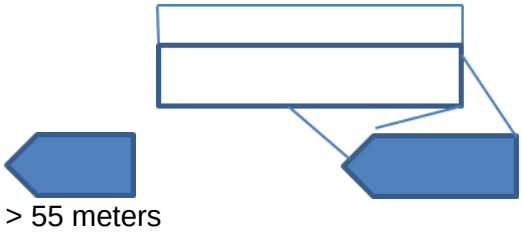
Tows greater than 55m in length overall must use a Pilot and a second tug. Please refer to the diagram below.

Vessel operators operating a regular service may contact the Harbour Master to determine pilotage and towage requirements.

36.1 Summary of Pilotage requirements within the Dampier Pilotage Limit

VESSEL MOVEMENT DESCRIPTION		PILOTAGE REQUIREMENTS
Vessel greater than 100m in length.		Pilot
Vessel less than 100m in length, which requires assistance from harbour tugs, even where the Master holds a PEC. E.g. Bow Thruster failure or strong wind necessitates a tug.		Pilot
Vessel less than 100m in length. Including harbour tugs. Fishing vessels over 35m in length.		Pilot or PEC Master
Vessels less than 35m in length. Fishing vessels less than 35m in length.		No Pilot or PEC Master required.

VESSEL MOVEMENT DESCRIPTION		PILOTAGE REQUIREMENTS
Navy vessel of any length. Vessel engaged in harbour dredging and exempted by the Harbour Master.		No Pilot or PEC Master required.

TOWAGE MOVEMENT DESCRIPTION		PILOT REQUIREMENTS
Towed vessel is less than 55m in length and the total length of the tow is less than 120m.	 Includes the towage of loading hoses.	Pilot or PEC Master
Towed vessel is greater than 55m in length		Pilot and a second tug. See note.

Note: A vessel operator operating a regular service may contact the Harbour Master to determine Pilotage and Towage requirements.

37. PILOT EXEMPTIONS AND TOLL DAMPIER SUPPLY BASE

Toll Dampier Supply base is a private facility accessed via the Toll channel. Toll may have additional requirements to access their facilities. Therefore, please contact Toll Dampier Supply Base.

38. ENVIRONMENTAL MANAGEMENT

38.1 Management and Discharge of Shipboard Wastes

This section summarises the regulation of the management and discharges of shipboard wastes to the Port of Dampier waters. This includes discharges from exhaust gas cleaning systems (EGCS), sewage, grey water, oil or oily mixtures, garbage, 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 Dampier, unless authorised 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 Dampier 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 Dampier VTS on VHF 11 or 16, or alternatively by telephone on (08) 9159 6556 or 24-hour emergency mobile 0428 888 800.

Further vessel must send a POLREP to Department of Transport via email 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

38.1.1 Waste Disposal Guidelines

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

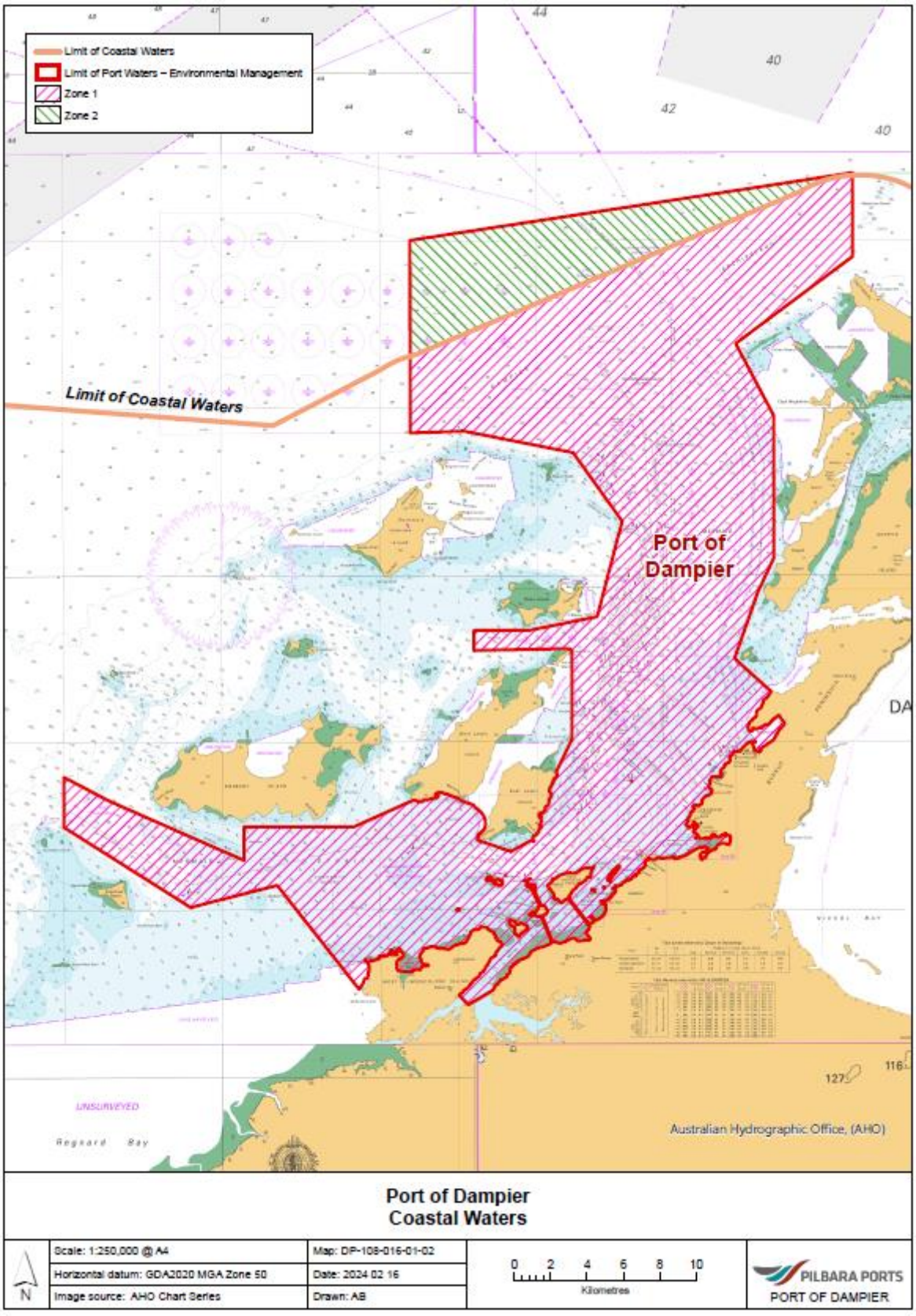
The following table outlines the marine waste discharge guidelines and marine waste discharge zones for the Port of Dampier.

WASTE CATEGORY	MARINE DISCHARGE	SOURCE / REFERENCE
Oil, oily water mixtures (controlled waste)	No discharge permitted	MARPOL (Annex I), *Pollution of Waters by Oil and Noxious Substances Act 1987*
Other controlled waste	No discharge permitted	MARPOL (Annex II) MARPOL (Annex III) Environmental Protection (Controlled Waste) Regulations 2004
Sewage	Consistent with Annex IV of MARPOL 73/78 (Regulations for the Prevention of Pollution by Sewage from Ships), the Port of Dampier waters can be divided into two Zones (Figure 1): Zone 1 – Coastal waters less than three nautical miles from Nearest Land and Zone 2 – Waters greater than three nautical miles from Nearest Land. Zone 1 – Comminute and disinfected sewage – MARPOL Annex IV Regulation 11.1.1 – No Not comminute sewage and disinfected – MARPOL Annex IV Regulation 11.1.1 – No Approved Sewage Treatment Plant – MARPOL Annex IV Regulation 11.1.2 – Yes* **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.* State environmental legislation 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 Dampier. Such ships may require approvals, issued by the Western Australian (WA)	MARPOL (Annex IV). *Environmental Protection (Unauthorised Discharges) Regulations 2004.* *Port Authorities Regulations 2001 (Reg 17).* Marine Order 96 (Marine Pollution Prevention – sewage) 2018.

WASTE CATEGORY	MARINE DISCHARGE	SOURCE / REFERENCE
	Department of Water and Environmental Regulation (DWER). For more information, please contact Pilbara Ports Environment and Heritage team at: Environment.westpilbara@pilbaraports.com.au Zone 2 – Comminute and disinfected sewage – MARPOL Annex IV Regulation 11.1.1 – Yes* Not comminute sewage and disinfected – MARPOL Annex IV Regulation 11.1.1 – No Approved Sewage Treatment Plant – MARPOL Annex IV Regulation 11.1.2 – Yes* **Discharge within Zone 2 does not require approval from Pilbara Ports. 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.* *Ships visiting the Port of Dampier 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).*	
Grey Water – Waste Waters (Other than Sewage) form the sinks, showers, galleys, laundry.	Grey water shall only be discharges from a ship in the Port of Dampier such that discharge does not produce visible floating solids nor cause discolouration of surrounding waters.	*Environmental Protection Act 1986.* *Port Authorities Regulations 2001 (Reg 17).*
Garbage	Disposal of garbage to Port waters is prohibited. 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. All the terminals support the discharge of vessel garbage. Ships' garbage can only be received by a DAFF approved waste service provider. Zone 1 – Coastal waters less than three nautical miles from Nearest Land and Zone 2 – Waters greater than three nautical miles from Nearest Land.	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)

WASTE CATEGORY	MARINE DISCHARGE	SOURCE / REFERENCE
Garbage – Cargo residue	The discharge of cargo residues (or wash water containing cargo residues) from the cargo hold of any ship in the Port of Dampier is prohibited. Note that the Pilbara Ports Harbour Master may consider approving the discharge of wash water from the cargo space in exceptional circumstances. 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): • 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 Where residues cause a serious safety hazard to personnel if spillages are not cleaned from deck areas, adjacent walkways and working areas.	MARPOL (Annex V)
Deck Washing / Cleaning	It is prohibited to discharge wastewater containing the following substances into the Port of Dampier, from the deck (or other external 'dry' surfaces) of a ship during deck cleaning / washing: • Detergents or other cleaning agents (including residues in wash water) • Sediments (including iron ore) • Oils or other noxious substances • Garbage • Metals • Pesticides • Paints A Licence or Registration from the Department of Water and Environmental Regulation may be required for this activity (under Category 82 of Schedule 1, Part 2 of the Environmental Protection Regulations. For more information, please contact Pilbara Ports Environment and Heritage team at: Environment.westpilbara@pilbaraports.com.au.	*Port Authorities Regulations 2001.* *Pollution of Waters by Oil and Noxious Substances Act 1987.* *Environmental Protection (Unauthorised Discharges) Regulations 2004.* MARPOL (Annex V)
Air Pollution – Incinerator	While stationary in Zone 1 (Figure 1) of the Port of Dampier, ships may only use incinerators with a design capacity of 100kg/s or more per hour, in accordance with Category 60 within Schedule 1 (Prescribed premises) of the *Environmental Protection Regulations 1987*. 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.	*Port Authorities Regulations 2001.* *Environmental Protection (Unauthorised Discharges) Regulations 2004.* MARPOL (Annex VI)

WASTE CATEGORY	MARINE DISCHARGE	SOURCE / REFERENCE
	For more information, please contact Pilbara Ports Environment and Heritage team at: Environment.westpilbara@pilbaraports.com.au. The air emissions requirements of MARPOL Annex VI also apply to the Port of Dampier (Zone 1 and 2), which states that the Shipboard Incinerators installed after 1 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.	
Air Pollution – IMO 2020 Compliance.	All shipboard emission to comply with latest revised MARPOL Annex VI.	MARPOL (Annex VI)
Air Pollution – ECGS	Discharges from open loop exhaust gas cleaning systems (EGCS) are permitted within the Port of Dampier as long it is approved by vessel's Flag State or a recognised organisation 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)).	MARPOL (Annex VI) Marine Notice 5/2019 Requirements for the use of Exhaust Gas Cleaning systems in Australian waters and reporting to AMSA.
Air Pollution	Crude and Product Tankers are not permitted to vent from cargo spaces, except in an emergency or while engaged in loading operations at Withnell Bay or Pluto facilities, where the emissions limits are prescribed in their respective terminal handbooks.	



38.2 Biofouling Management and Ballast Water Exchange

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

For the purposes of this section, a 'Ship' is defined as a vessel of any type (commercial or recreational) operating in the Port of Dampier 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 Dampier VTS on VHF 11 or 16, or alternatively by telephone on (08) 9159 6556 or 24-hour emergency mobile 0428 888 800.

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

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

Non-trading vessels, such as dredges, 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.

38.2.2 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 Dampier shall be consistent with the requirements of the Federal Department of Agriculture, Forestry and Fisheries (DAFF) and the mandatory Australian Ballast Water Management Requirements.

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

38.3 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 must be reported to Dampier VTS on (08) 9159 6556 or VHF Ch11 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 Dampier VTS or Pilbara Ports representative and electronically using the online Hazard and Incident Report form available on the Pilbara Ports website.

38.4 Hydrocarbon Spills

Any individual who causes, observes or detects spillage of hydrocarbons into water within Port Limits must immediately notify Dampier VTS on (08) 9159 6556 or VHF Ch11. Pilbara Ports 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 Pilbara Ports 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.

Where a spill occurs within state waters (including ports), the master or person-in-command of the vessel or facility must contact the Department of Transport's Maritime Environmental Emergency Response (MEER) unit immediately.

Immediate reporting will enable a fast response that can minimise the impact of the oil on the environment.

Note:

Failure to report a spill may result in prosecution. (08) 9480 9924 (24 hours)"

Please complete a pollution report once you have notified Dampier VTS and MEER of the oil spill.

The master or person-in-command of the vessel must file a pollution report with the MEER unit and Dampier VTS as soon as practicable, which will provide essential information for response planning.

Marine pollution report (POLREP) can be downloaded here.

https://www.transport.wa.gov.au/imarine/reporting-marine-oil-pollution.asp

39. FISHING

Governed by the Aquatic Resources Management Act 2016, Port Authorities Act 1999 and Regulations 2001, fishing from a public or private terminal berth is prohibited whilst the vessel is alongside.

40. KAYAK EXPEDITIONS

In planning your expedition please:

- Provide a daily itinerary of your expedition and notify Dampier VTS of any changes to your itinerary.
- Comply with the Boating Safety exclusion zones and the MARSEC Level 1 Exclusion Zone, described in section 4 of this Port Handbook.
- Note the main shipping channels illustrated in section 14 of this Port Handbook.
- Note the main shipping routes as described in section 15 of this Port Handbook.

As you cross the shipping channels:

- Call Dampier VTS on VHF Channel 11 just prior to crossing the channels.
- Avoid crossing ahead of large vessels following the channels.
- Keep your kayaks together in a group.

Note – Rule 9 of the International Regulations for Preventing Collisions at sea 1972.

Rule 9 Narrow channels

- A vessel proceeding along the course of a narrow channel or fairway shall keep as near to the outer limit of the channel or fairway which lies on her starboard side as is safe and practicable.
- **A vessel of less than 20 metres in length or a sailing vessel shall not impede the passage of a vessel which can safely navigate only within a narrow channel or fairway.**
- A vessel engaged in fishing shall not impede the passage of any other vessel navigating within a narrow channel or fairway.
- **A vessel shall not cross a narrow channel or fairway if such crossing impedes the passage of a vessel which can safely navigate only within such channel or fairway.** The latter vessel may use the sound signal prescribed in Rule 34.
- If in doubt as to the intention of the crossing vessel Dampier VTS may be contacted by:

    - VHF channel 11
    - Phone on (08) 9159 6556

Annex 1

DAMPIER CARGO WHARF

41. DCW GENERAL INFORMATION

- The Dampier Cargo Wharf is located on the western side of the Burrup Peninsula between the Woodside King Bay Supply Base and the Woodside Pluto Terminal.
- The Dampier Cargo Wharf is operational 24 hours a day, seven days a week. The wharf can accommodate general cargo vessels up to 35,000t displacement. Potable water and fuel bunkering services are available.
- The DCW lies in a north/south orientation. The DCW lies in unprotected waters.
- The wharf has a total of 7 berths. Berths 1,3,5 & 7 are on the western face with 2,4 & 6 on the east.
- The western face is 209.65m long with access to a mooring dolphin that lies approximately 30m to the south of the wharf end. The maximum displacement for a vessel utilising the berths is 35,000 tonnes.
- The eastern face is 143.2m long. The maximum displacement for a vessel utilising the berths is 15,000 tonnes.
- There is a dedicated Navy landing at the Southern end of the wharf face.
- A small craft landing for vessels up to 20t is located on the east side of the DCW causeway.
- The bollards on the DCW are a combination of 50t, 30t and 20t T-top and kidney bollards.
- Bookings and allocation of berths are released daily up to 1 week in advance. Basic information is available from the website or alternatively you can subscribe to receive detailed information via email by contacting the Landside operations co-ordinator at landside.dampier@pilbaraports.com.au

For more complete information regarding the Dampier Bulk Liquids Berth including berth applications, environmental management, incident reporting, safety and security, emergency preparedness, permits, dangerous goods, heavy or oversize loads etc. please refer to the Port of Dampier – Public Berths and Facilities Handbook located on the Pilbara Ports website. Alternatively, you can contact the duty Landside Operations Coordinator on +61 427 770 859.

42. KEY CONTACTS

The DCW is managed by the Landside Operations Section of the Pilbara Ports. All initial and general inquiries may be directed to this office.

Hours: 0600-1800 daily

Telephone: +61 427 770 859

Email: Landside.Dampier@pilbaraports.com.au

Location: Wharf Services area, Port of Dampier.

Annex 2

DAMPIER BULK LIQUID BERTH

43. DBLB GENERAL INFORMATION CONTINUED

The Dampier Bulk Liquids Berth was constructed to promote and support the downstream gas processing industry on the Burrup Peninsula.

The facility handles anhydrous ammonia and diesel.

- Berthing basin has a maintained depth of 13m and an approach of 11m. Check local notices for declared depths.
- Vessel capacity is 20,000 to 55,000 tonnes displacement.
- 500m long jetty, comprising 15 spans of 32m and a 20m access bridge.
- A 37m x 34m loading platform constructed using precast concrete pile caps, beams and planks.
- A cast in-situ concrete deck and four mooring and four berthing dolphins constructed as open hallow precast boxes infilled with in-situ concrete.
- An 850-metre-long access road to the wharf, and adjacent services corridor including services – electrical and communications, hydraulics and fire protection systems.

For more complete information regarding the Dampier Bulk Liquids Berth including berth applications, environmental management, incident reporting, safety and security, emergency preparedness, permits, dangerous goods, heavy or oversize loads etc. please refer to the Port of Dampier – Public Berths and Facilities Handbook located on the Pilbara Ports website. Alternatively, you can contact the duty Landside Operations Coordinator on +61 427 770 859.

44. KEY CONTACTS

The DBLB is managed by the Landside Operations Section of the Pilbara Ports. All initial and general inquiries may be directed to this office.

Hours: 0600-1800 daily

Telephone: +61 427 770 859

Email: Landside.Dampier@pilbaraports.com.au

Location: Wharf Services area, Port of Dampier

44.1 Key Contacts

PILBARA PORTS PERSONNEL	OFFICE	MOBILE
Dampier VTS Dampier.VTS@pilbaraports.com.au	(08) 9159 6556	0428 888 800
Duty Harbour Master HM.DHM@pilbaraports.com.au		0407 405 797
FIRE	000	
AMBULANCE	000	
POLICE – Emergency POLICE – General	000 131 444	
DEPARTMENT OF TRANSPORT – ACCIDENTS/INCIDENTS	(08) 9431 1000	

PROCESS OWNER

The Harbour Master is responsible for this external document.

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