



# PORT OF PORT HEDLAND HANDBOOK

A941965



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**1. DOCUMENT AMENDMENT TABLE**

| VERSION | PREPARED BY    | DATE        | AMENDMENT DETAILS            |
|---------|----------------|-------------|------------------------------|
| 1       | Harbour Master | August 2025 | Full annual review / rewrite |
|         |                |             |                              |
|         |                |             |                              |
|         |                |             |                              |

**2. HISTORY AND OVERVIEW**

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

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

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

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

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

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

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

In 1986 major capital dredging was undertaken to deepen the channel by 2.5m. The result, in conjunction with a computerised Under Keel Clearance (UKC) programme, allowed the port to accommodate ships of up to 340 m LOA and 265,000 DWT.

The channel at Port Hedland is now 22 nautical miles (nm) in length varying in both width and depth with minima of 162m and 14.9m respectively. Gated pairs of Pilbara Ports and Commonwealth synchronised beacons mark the channel.

The port's ship loader on PH.1 Berth was commissioned in June 2001 for mineral exports, since September 2010 this ship loader has been used solely for concentrates. The berth pocket at PH.1 Berth was deepened to 13.2m in 2003 to accommodate Panamax sized vessels. In 2005, PH.1 Berth was extended by 131m to allow greater flexibility in ever increasing trade.

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

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

Based on current growth, a new Port of Port Hedland Development Plan endorsed by the State Government indicates the Port of Port Hedland has the capability to achieve a throughput exceeding 700 million tonnes per annum.

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

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

## **2.1 The Town of Port Hedland**

The port, together with the residential areas of Port Hedland, Spinifex Hill, Cooke Point and Pretty Pool is located on an island approximately 12kms long and 1.5kms wide. It is linked to the mainland by a two-lane causeway. This causeway connects with South Hedland, 18kms inland, bringing the total residential population to approximately 16,000 people.

Port Hedland International Airport and the town's light industrial area, Wedgefield,

They are located some 12-15 km by road, respectively, south of the port.

Port Hedland International Airport (PHIA) is strategically located in Australia's Northwest and is the only International Airport in the Pilbara. PHIA provides a direct link to the world's largest iron ore export port (Port Hedland) and holds a central, geographical advantage both nationally and internationally.

Port Hedland and the port area are well served with hotels, motels, restaurants, schools, churches of most denominations, entertainment, and sporting facilities.

## **2.2 Climate**

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

The average annual rainfall is 319mm, and rain falls on an average of 32 days per year. However, this amount of rain can fall in a very short period during the cyclone season and long dry spells without rain can be experienced

## **2.3 Cyclone season - 1 November to 30 April**

The Northwest Australian coastline between Broome and Exmouth is the most cyclone-prone region of the entire Australian coastline, having the highest frequency of coastal crossings. On average about five tropical cyclones occur during each tropical cyclone season over the warm ocean waters off the northwest coast between 105 and 125°E. On average about two cyclones cross the coast, one of which can be severe. The Australian cyclone season runs from 1 November to 30 April. These storms can be intense with recorded wind speeds of greater than 250km/h and central pressures as low as 905 millibars (mb).

During the cyclone season, Masters of bulk carriers and other cargo vessels should ensure that their vessel can vacate the berth and or port at short notice. In the event of a tropical low or a cyclone forming off the Northern or Western Australian coast, this requirement becomes paramount.

To this end, the Master shall ensure, Main Engine and other essential machinery is fully operational, that the draft, trim, and stability are adequate and that there are adequate crew members on board to enable the vessel to vacate the berth and sail at short notice.

Engine immobilisations are not permitted 96 hours before expected onset of gale force winds.

As a guide, Pilbara Ports will generally respond to a cyclone threat in five (5) stages:

| STAGE | KEY ELEMENT | PARAMETRE                                                            |
|-------|-------------|----------------------------------------------------------------------|
| 1     | Monitor     | Cyclone or tropical Low has formed in Northern waters.               |
| 2     | Prepare     | Cyclone tracking toward the Port with the potential for impact.      |
| 3     | Clear Port  | Potential for “Gale Force” winds to impact the port within 12 hours. |
| 4     | Shut Down   | Potential for “Gale Force” winds to impact the port within 6 hours.  |
| 5     | Re-Open     | Cyclone or threat of cyclone has passed.                             |

The Pilbara Ports, Port of Port Hedland Port Cyclone Procedure is reviewed, updated, and promulgated annually.

Pilbara Ports Port Cyclone Procedure Port of Port Hedland:  
[Port-of-Port-Hedland-Port-Cyclone-Procedure](#)

### 3. LEGISLATIVE AUTHORITY

Pilbara Ports Authority Port Hedland operates under the legislative authority of the Port Authorities Act 1999 and the Regulations 2001

### 4. PORT INFORMATION

#### 4.1 Pilbara Ports Vessel Acceptance to the Port of Port Hedland

To promote safety and efficiency in the marine and port operations, Pilbara Ports uses all available means, including the RightShip platform and the MERVET, to determine the suitability of vessels calling at Port Hedland. Further detail is available in the Port of Port Hedland relevant Memorandum distributed to the port’s proponents and local agents.

#### 4.2 Vessel defect reporting

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

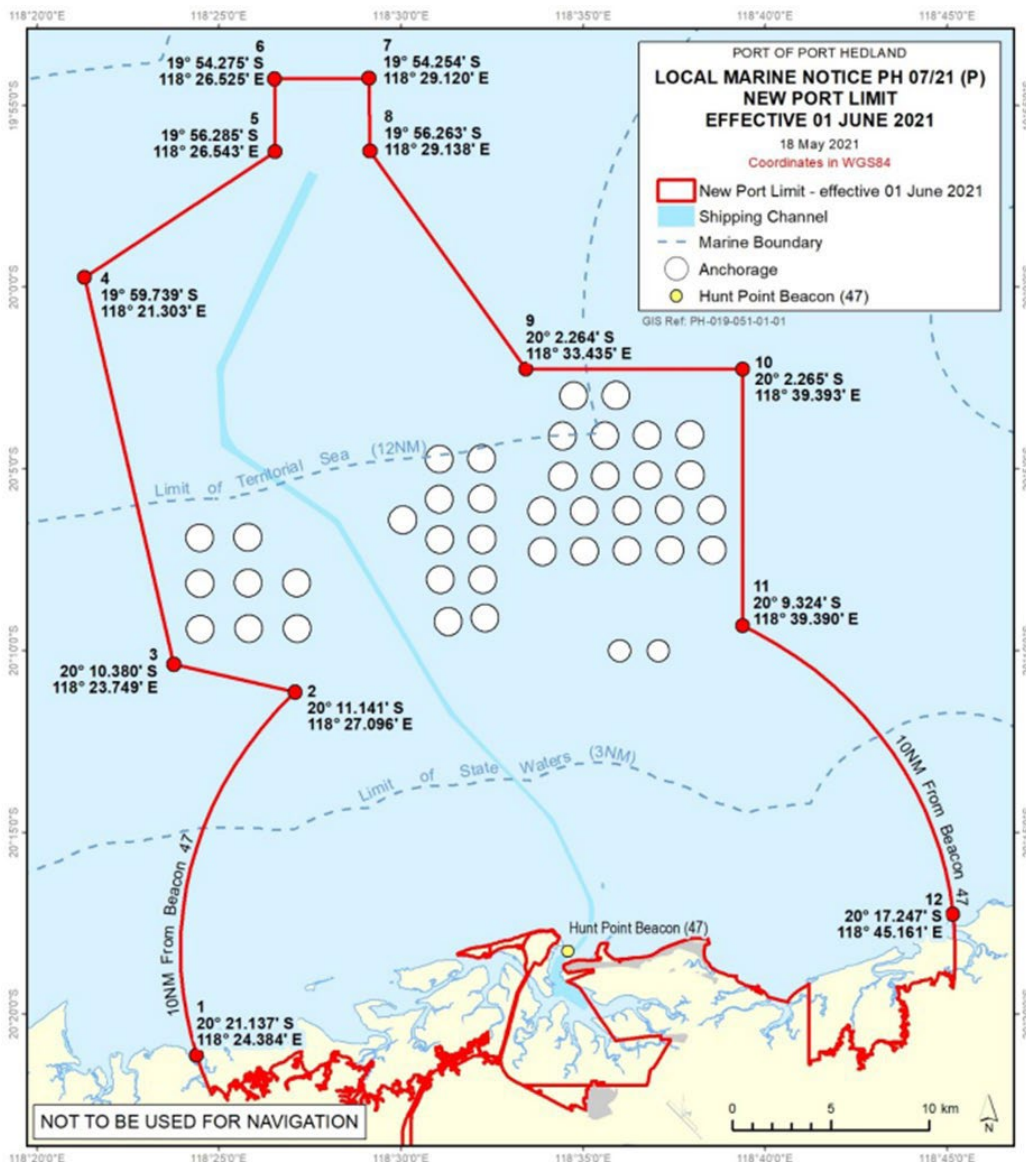
Vessels masters are to utilise the Port of Port Hedland – Ships Master’s Pre-Arrival Declaration Form.

Port of Port Hedland – Ships Master’s Pre-Arrival Declaration Form:  
[ship-master-s-pre-arrival-declaration](#)

Any changes to the status of any aspect in the above declaration or any other reportable incidents that may affect safe port operations, including AMSA reportable crew related or injury incidents must be notified to Pilbara Ports at the earliest via the vessel’s agent or Port Hedland VTS. All verbal notifications must be followed with an email confirming the communication.

### 4.3 Port Limits

The Port of Port Hedland's port limits encompass all Port Hedland-designated anchorages and the entire VTS coverage area.



### 4.4 Paper and electronic chart carriage requirements within port limits

An arriving vessel will not be allowed to pass the First Reporting Point (FRP) at the Port of Port Hedland without carrying the latest edition of AUS Chart 53 or AusENC Port Pack PT613 or similar approved electronic charts - Port Hedland corrected to the latest edition of Notice to Mariners at the time of departure from the last port of call.

Where a vessel is using ECDIS as the primary means of navigation, the ECDIS equipment shall comply with the requirements of either IMO Resolution A.817(19) or MSC.232(82), depending on the date of installation.

Where a vessel cannot meet the requirements for ECDIS operations, current edition of the paper chart AUS 53, corrected to the latest edition of Notice to Mariners shall be transferred to the vessel prior to passing the FRP.

Information regarding the latest editions of Port of Port Hedland charts and corrections can be found at <https://www.hydro.gov.au/> .

#### **4.5 Seaward approaches**

Vessels approaching Port Hedland must do so via the shipping fairway. The primary track is via the Eastern approach abeam Sarus Towers (2E/3E) where depth is 10.5m chart datum.

All vessels arriving via the Eastern approach are to maintain a minimum Under Keel Clearance (UKC) of **2.5m** whilst transiting **(2E/3E)**.

#### **4.6 Port entry and depth**

As shown on Port Hedland chart AUS 53, the depth along the main channel varies considerably. The minimum maintained Port Hedland channel depth is 14.9m\* (inner harbour) extending to 18.0m\* (outer harbour). Maintenance dredging is carried out on a regular basis.

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

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

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

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

Piloted vessels entering the Port Hedland channel will require an Under-Keel Clearance (UKC) of 2.5m. Calculations will be based upon the following declared depths in accordance with Local Marine Notice available on the website

Beacon 30/31 entry: **10.1m**

Beacon 26/28 entry: **10.5m**

Beacon15/16entry: **13.4m**

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

Vessels berthing must have a minimum of 1.2m UKC in the applicable turning basin.

Vessels alongside all berths in the Port of Port Hedland must maintain a minimum of 1.0m UKC unless dispensation has been sought and approved by the Harbour Master.

#### **4.7 Anchorages**

The Port of Port Hedland manages 41 designated 'Inner Anchorages' within the VTS area. 33 anchorages are defined to the East of the main shipping channel with a further 8 anchorages defined to the West of the main shipping channel.

Vessels approaching Port Hedland are required to report to Port Hedland VTS when 10NM from the First Reporting Point (FRP). Vessels will be advised of their designated anchorage position prior to reaching the First Reporting Point (FRP) by Port Hedland VTS. Anchoring is prohibited anywhere within port limits outside of the designated anchorages.

When the designated Port Hedland 'Inner Anchorages' are at full capacity or at the request of vessels, VTS will inform them to anchor outside of the port's limit. Vessels anchoring outside of port limits must remain well clear of the fairways and other vessels. Vessels must report their final anchorage position to Port Hedland VTS via VHF CH 12/16.

If a vessel is having difficulty in holding its anchorage position or suspects it is dragging its anchor, Port Hedland VTS is to be notified immediately. Anchored vessels are not to shift or change anchorage position without prior approval from Port Hedland VTS.

Vessels crossing to or from the Western anchorage which may impact an outbound vessel are to coordinate their movement with the Port Hedland VTS and the outbound marine pilot. A minimum of 2NM separation is to be maintained between vessels.

#### **4.8 Tidal information**

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

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

| TIDAL PLANE               | ABBREVIATION | LEVEL TO LAT | LEVEL TO MSL |
|---------------------------|--------------|--------------|--------------|
| Highest Astronomical Tide | HAT          | 7.6M         | +3.6M        |
| Mean High Water Springs   | WHWS         | 6.7M         | +2.7M        |
| Mean High Water Neaps     | MHWN         | 4.7M         | +0.70M       |
| Mean Sea Level            | MSL          | 4.0M         | 0.0M         |
| Mean Low Water Neaps      | MLWN         | 3.3M         | -0.7M        |
| Mean Low Water Springs    | MLWS         | 1.3M         | -2.7M        |
| Lowest Astronomical Tide  | LAT          | 0.0M         | -4.0M        |

#### **4.9 Communications**

Port Hedland’s Vessel Traffic Service Centre (VTSC) is operational 24 hours a day, seven days a week. The VTSC may be closed if the port is impacted by a cyclonic event. The VTSC is equipped with a suite of VHF marine band radios and operates under the call sign “Port Hedland VTS”. The VTSC maintains a continuous listening watch on VHF channels 08, 12 & 16. VHF communications are recorded on a digital recording system in accordance with AMSA and IALA requirements.

Inbound vessels are required to report to “Port Hedland VTS” when:

- 10NM from the Port of Port Hedland First Reporting Point (FRP).
- Transiting the Port of Port Hedland First Reporting Point (FRP) when proceeding to the Inner Anchorage / Pilot Boarding Ground (PBG).
- Transiting (2E/3E) buoys.
- Anchored at the designated anchorage.

Vessels are to maintain a listening watch on VHF channels 12 and 16 when anchored and when operating within the port limits.

VHF channel 08 is reserved for vessels engaged in Marine Pilot Transfer (MPT) operations.

The language used for communications is English, using IMO Standard Marine Communication Phrases where necessary.

#### **4.10 Recreational vessels**

Recreational vessels operating within Port of Port Hedland Port Limits must stay well clear of the shipping channel and only cross when it's safe to do so.

Recreational vessels are encouraged to maintain a listening watch on VHF CH 12/16.

Port Hedland VTS works closely with West Australian Police (WAPOL) and Volunteer Marine Rescue (VMR).

VMR are deployed by WAPOL, to facilitate aid to distressed recreational vessels.

Any reported sightings of distress flares, reports of boating mishaps and calls for emergency assistance are to be reported to “Port Hedland VTS” & WAPOL.

“Port Hedland VTS” does not hold a Search and Rescue Time (SART) for recreational vessels. Recreational mariners seeking a SART should provide their details to friends, relatives or WAPOL.

Recreational vessels are not to approach within 50 meters of the ports tug pens or 100 meters of berths.

Visiting recreational vessels are to contact “Port Hedland VTS” for further guidance on VHF CH 12/16 or 08 9173 9030.

Visiting recreational vessels are requested to provide “Port Hedland VTS” with the following information on arrival to the Port of Port Hedland:

- Vessel’s name.
- Call-sign.
- Number of persons on board.
- Mobile telephone number (as applicable).
- Last port.
- Next port.
- Intended duration of stay in the Port of Port Hedland.

#### **4.11 Local Marine Notices (LMN)**

Pilbara Ports issues Local Marine Notices (LMN) to publicise important safety, regulatory and other relevant information regarding maritime affairs.

For current Pilbara Ports Port of Port Hedland LMN please refer to:  
[Local Marine Notices - Pilbara Ports](#)

All LMN remain in force until cancelled or suspended.

#### **1.1 Marine Safety Bulletin (MSB)**

Marine Safety Bulletins provide guidelines and recommendations in the interest of enhancing safe marine operations at the Port of Port Hedland.

Marine Safety Bulletins are outcomes of investigations into specific incidents or near misses within the port and aim to provide recommendations to ship’s master’s and crew to prevent such incidents from occurring in the future. The bulletins may also be issued to highlight unsafe practices or to remind vessel master’s and all port users of any established safety procedures.

For current Port of Port Hedland Marine Safety Bulletins please refer to:  
[Marine Safety Bulletins - Pilbara Ports](#)

## **5. SERVICES**

### **5.1 Traffic Management Plans**

Pilbara Ports overall objective with respect to traffic management is to ensure the safe movement of and interactions between vehicles, mobile plant and pedestrians in the workplace whilst maintaining compliance with security, environmental and business continuity requirements.

Specific traffic management plans may be implemented by Pilbara Ports Landside Operations team to accommodate cargo or special operations. No deviation from the Traffic Management Plan is permitted without prior approval from the Landside Operations team.

### **5.2 Parking Pilbara Ports Eastern Harbour**

Permanent and temporary safe parking areas have been designed and developed within the Port.

Several designated truck / trailer waiting, and assembly areas have been allocated to lease holders (ATOM, Ampol and DSL) along Gilbert Road East.

A disabled parking bay is located immediately in front of the main entrance to the Pilbara Ports Administration building (IMOC). Wheelchair access to the IMOC is via the lift.

Vehicles are prohibited from parking within 35 metres of ships at any of the public berths unless they form an integral part of the vessel cargo and/or maintenance operations. Vehicles delivering personnel, tools or equipment are to be removed immediately once the task has been completed.

### **5.3 Stevedoring**

Stevedoring services are available through the licensed stevedoring companies.

### **5.4 Wharf labour (Pilbara Ports berths 1, 2, 3 & 4)**

The Port of Port Hedland operates 24 hours, seven days a week. Stevedoring is provided by licenced stevedores.

### **5.5 Berth access during Tanker operations – Watchperson Pilbara Ports Eastern Harbour**

A watchperson is required during tanker operations. Once the designated tanker berth has been established (PH1 or PH3), all personnel seeking to access the berth must sign in through the terminal operator's watchperson station.

### **5.6 Mooring**

Mooring services on Pilbara Ports Public Berths are provided by licenced stevedores and are coordinated principally by the vessel's nominated agent in consultation with the Pilbara Ports Landside Operations Department.

Owners of private berths will provide their own mooring crews for vessels berthing at their facilities.

### **5.7 Line running (all berths)**

Lines boats are required to run ship's lines to the wharf on all berths. Vessels requiring line boat services are requested to book directly with the company via their shipping agent. Contact details of local lines boat companies operating within the port can be found within the contacts section of this handbook.

Waste disposal (garbage) ashore

Waste disposal services are available at the Port of Port Hedland. Vessels should contact their nominated agent for further information.

### **5.8 Bunker delivery by road / pipeline Pilbara Ports Eastern Harbour berths**

Delivery of bunkers via a fixed line terminal pump and hose can be undertaken on berths 1, & 3. Diesel (MGO) is available via a 203mm bunkering line.

Delivery of bunkers via a road tanker can be facilitated on request from all Eastern Harbour Public Berths (PH1, PH2 & PH3). Co-ordination of bunkers via road tanker will involve liaison with Pilbara Ports Landside Operations and Stevedores.

Only those companies that hold a Pilbara Ports licence to bunker fuels are permitted to undertake bunker operations within the port. Diesel line is available at the PH No.1 steps for small commercial and recreational craft through prior arrangement with the supplier. Vessels seeking to utilise this service should contact the supplier well beforehand, during office hours to ensure availability and to satisfy remittance requirements. Access to PH No.1 steps is to be coordinated through Port Hedland VTS.

### **5.9 Fresh water Pilbara Ports Eastern Harbour berths**

Fresh water is available at PH1, PH2, and PH3 berths at 50 TPH.

Vessels wishing to take fresh water are required to contact their local agent [fresh-water-for-ships-form](#)

### **5.10 Lighting Pilbara Ports berths**

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

### **5.11 Telephones**

Mobile phones will be placed on board a vessel by arrangement through the respective ship agent. Cargo lay down and storage facilities Pilbara Ports berths

PH1 berth has two (2) access ramps connecting it to a hardstand area. For enquiries regarding the use of the hardstand area, Agents/Shippers are to contact Pilbara Ports Landside Operations department. Storage charges for the hardstand area are available on Pilbara Ports' website.

PH2 berth also has two access ramps, one (1) at the southern end of the berth and a shared access with PH1 to the north.

PH3 berth has a hard stand area immediately behind the berth. Access ramps are located at either end of the berth. Pilbara Ports has approximately 67,000m<sup>2</sup> of available cargo lay down area of which approximately 30,000m<sup>2</sup> is within the secure port boundary.

PH4 berth (Utah Point) is predominantly a bulk loading facility with stockpile areas close by. Stockpile areas are pre-allocated under specific contractual arrangements with customers.

### **5.12 Biosecurity**

Port Hedland is a declared First Point of Entry under the Biosecurity Act 2015. Pilbara Ports also operates several classes of Approved Arrangement facilities.

1. Class 1.1 Approved Arrangement - Unrestricted Sea Depot – Enables deconsolidation of cargo, inspections, and treatment of goods.
2. Class 4.3 Approved Arrangement - Wash Bay – Enables the cleaning of goods subject to biosecurity control
3. Class 4.6 Approved Arrangement - Fumigation – Enables the treatment of goods subject to biosecurity control
4. Class 14.4 Approved Arrangement - Rural Tailgate Inspection – Enables Pilbara Ports to conduct rural tailgate inspections on behalf of Biosecurity.

The Port of Port Hedland Approved Arrangement ID is W2049.

If you wish to have Pilbara Ports conduct a Rural Tailgate Inspection, the AEP code to use is RUAA.

Further information on biosecurity operations in Port Hedland can be found on the Pilbara Ports website

Alternatively refer to the Department of Agriculture, Fisheries and Forestry (DAFF) website <https://www.agriculture.gov.au/>.

### **5.13 Launch services**

Requests for services should be directed to the individual companies or via ships agents.

### **5.14 Marine surveyors**

Contact details of various Marine Surveyors operating within Port Hedland can be found in the contact section of this Handbook. Further information can be obtained from local shipping agents.

### **5.15 Repair facilities**

Ship repairs are available within the Port of Port Hedland including servicing of vessel equipment – radar, radio & electronic equipment. Services including welding, engineering, fitting, and turning, plumbing, refrigeration and air conditioning, fabrication, diving, and equipment hire are in close proximity to Port Hedland. Vessel agents can provide contact details of repair facilities.

### **5.16 Volunteer Marine Rescue (VMR)**

Volunteer Marine Rescue Port Hedland contributes to marine safety in the Port of Port Hedland by coming to the aid of distressed mariners, engaging the Port Hedland community at various community events throughout each year, and partnering with other agencies such as the Department of Transport (DOT) Marine Safety.

## **6. BERTHS AND BULK HANDLING FACILITIES**

There are nineteen (19) permanent operational berths at the Port of Port Hedland.

Pilbara Ports operates berths 1, 2 and 3 in the harbour's East Side Operations, and the berth 4 Utah Point facility. Pilbara Ports public berths offer valuable opportunities for miners to access export markets for bulk products and import general cargo to support development in the Pilbara region.

Customers proposing to handle new bulk mineral products over the Pilbara Ports public berths are required to apply in writing to Pilbara Ports for permission to undertake these operations.

BHP owns and operates eight (8) berths, Fortescue (FMG) owns and operates five (5) berths, and Hancock Iron Ore owns and operates two (2) berths.

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

Vessels must not test their main engine while alongside at any berth without the presence of a marine pilot and tugs.

Vessels are not permitted to warp alongside the wharf without prior permission from "Port Hedland VTS".

### **6.1 Tug pens**

There are 3 operational tug pens located in Port Hedland inner harbour. The largest pen is located at Nelson Point (seaward of PH1 berth) accommodating up to 14 tugs and 2 pilot launches. A second tug pen is located on the western side of the channel at Hunt Point, accommodating up to 8 tugs. The third tug pen is located at Anderson Point accommodating 9 tugs.

A BHP owned barge capable of housing 4 tugs is moored in Stingray Creek.

### **6.2 Small vessel mooring areas**

Due to the size and layout of the port, there are a limited number of commercial moorings situated within the port. There are no public moorings in the inner harbour.

Information regarding the installation and use of small vessel moorings is available on the Pilbara Ports' website.

### **6.3 Pilbara Ports Commercial Jetty**

The Pilbara Ports Commercial Jetty is predominantly utilised by local work boats for personnel and equipment transfer.

The Pilbara Ports Commercial Jetty particulars are as follows: Maximum vessel LOA 30m

Maximum displacement 70 tonnes at maximum vessel speed 0.3m/s Safe Working Load (SWL) of bollards - 5 tonnes.

### **6.4 John Holland Wharf**

Located within the Nelson Point tug pen.

Permission for use the John Holland wharf is obtained from the Pilbara Ports Landside operations Department.

The Port User Crane operates from the John Holland wharf Daily between 0800 – 1100.

### **6.5 Small vessel landings**

The small boat landings at Pilbara Ports No.1 & No.3 berths are not to be used by private craft without the express permission of the Harbour Master.

The port will allow small craft to use the Pilbara Ports No.1 for fuelling and water point by prior arrangement on the condition that all personnel remain on board the vessel whilst it is alongside.

### **6.6 Current projects**

Pilbara Ports has identified Lumsden Point as the preferred location for additional general cargo facilities to facilitate existing and new trades by alleviating pressure on the existing public berths at the Port of Port Hedland.

### **6.7 Berth depths**

For confirmation of the latest berth depths, refer to Local Marine Notices (LMN) available on the Pilbara Ports' website.

Vessels alongside Port of Port Hedland berths must maintain a minimum of 1.0m UKC at all times unless dispensation has been sought and approved by the Harbour Master.

### **6.8 Maximum berthing displacements**

The Maximum Berthing Displacements for all berths is based on a vessel in ballast with a berthing velocity of (generally) 0.15 m/s.

### **6.9 Berth ship loader maintenance (all berths)**

If for any reason a ship loader is required to be extended over the berth pocket during the absence of a vessel alongside that berth, Pilbara Ports must be supplied in writing with appropriate information by the terminal (duration and type of maintenance, location of ship loader over water). Any shiploader protruding over the water during periods of darkness will be illuminated and flashing light(s) at the end of the boom.

In addition, Pilbara Ports may require the terminal operator to carry out a risk assessment for such activities and submit the outcomes to Pilbara Ports for review. Terminals should implement processes that ensure ship loader operators are aware of scheduled and pending vessel movements within the inner Harbour.

### **6.10 Positioning of ship loaders**

Vessel movements will not take place to / from the berth when the ship loader boom is in the down position over the berth pocket.

Pilbara Ports PH1 - When the berth is vacant, or prior to the berthing of a tanker, the ship loader will generally be parked at the northern end of the berth with the boom raised. This ensures that it is in its cyclone tie-down position and will not cause interference with vehicular traffic on the berth. When bulk cargo vessels are berthing, the ship loader should be positioned in the centre of the berth.

Pilbara Ports PH3 – the position of the PH3 ship loader during the berthing of a vessel will vary depending on the cargo being loaded or discharged. During the berthing operations for a vessel destined to load salt the ship loader should be parked in the centre of the berth with the boom raised. During the berthing of tankers, prior to POB, the ship loader will be parked at the northern end of the berth in the tie down position with the boom raised. The ship loader will then be isolated for the duration of the vessel's stay alongside.

Pilbara Ports Utah Point PH4 – When the berth is vacant, the ship loader will generally be parked in the cyclone tie-down position, which is marginally north of the centre of the berth. The boom will be in the raised position.

Private Terminal – Private terminals have standard ship loader positions for berthing / departure operations.

The Harbour Master is to be informed of any deviations from standard ship loader positions, particularly if berthing / departure operations are to be impacted.

### **6.11 Movements on berth - Warping Pilbara Ports Eastern Harbour Berths**

Shifting a ship alongside a berth using its mooring lines (warping) is permitted subject to the following conditions:

- A vessel may shift up to 10 metres,
- If the vessel must remove a line from the bollard, Only 1 line at a time can be removed and relocated.

- Shifting of a vessel at any berth must be approved by the Harbour Master or Delegate.
- All warping movements shall be undertaken on (or near) slack water with consideration paid to vessel movements in the vicinity of the berth.
- Panamax size vessels at PH3 may only be warped during slack water.

**6.12 Movements on berth - Warping Private Berths**

Any shifting of a vessel at private terminals and / or berths must be coordinated through Port Hedland VTS and approved by the Harbour Master or Delegate.

NOTE 1: The Harbour Master/delegate will determine on a case-by-case basis the requirement for towage / pilot attendance.

**6.13 PH No.1 Berth (PH1)**

Berth Alignment = 348° - 168°

General cargo vessels predominantly berth Starboard Side Alongside on this berth.

Vessels needing to berth Port Side Alongside will require Harbour Master approval.

| PH1                                |                                                                                                                            |
|------------------------------------|----------------------------------------------------------------------------------------------------------------------------|
| <b>Maximum LOA of vessel:</b>      | 225M                                                                                                                       |
| <b>Maximum Beam of vessel:</b>     | 32.2M                                                                                                                      |
| <b>Maximum Berth Displacement:</b> | 40,000 tonnes (non-Tankers) / 52,999 tonnes (Tankers)                                                                      |
| <b>Height:</b>                     | 9.5M above Chart Datum (CD)                                                                                                |
| <b>Length:</b>                     | 213M                                                                                                                       |
| <b>Depth:</b>                      | 13.4M                                                                                                                      |
| <b>Apron</b>                       | 22M                                                                                                                        |
| <b>Air Draft:</b>                  | Under ship loader 19.5M                                                                                                    |
| <b>Utilisation:</b>                | Bulk products, petroleum products, containers, livestock, general, passenger ships, scrap, cement, general and RORO cargo. |
| <b>Mooring System:</b>             | Static bollards and hooks - 60 tonnes                                                                                      |

The berth has two access ramps to 9,000m<sup>2</sup> of open hard standing space. It has one bunker point (diesel) with 203mm couplings and potable water outlets at 50TPH. A ship loader with a 1,000 TPH loading capacity and maximum reach of 16.4m is located on this berth.

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

NOTE 1: Subject to operational and logistical constraints, for vessels berthing alongside PH1 and PH2 berths simultaneously, an overhang of up to 10% LOA at

PH1 and up to 5% LOA at PH2 may be applied by request from the Port Manager of Port Hedland East. Any vessel overhang outside these limits requires the specific approval of the Harbour Master.

NOTE 2: For vessels of 180 ~ 190m LOA at PH2, overhanging of up to a maximum of 15m could be considered on a case-by-case basis.

NOTE 3: A minimum of 15m separation between vessels (25m when Ammonium Nitrate or Tankers are alongside) must be maintained.

NOTE 4: Larger vessels may be approved for berthing extending across both PH1 & PH2 berths.

#### **6.14 PH No.2 Berth (PH2)**

Berth Alignment = 348° - 168°

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

PH No.2 berth is an extension of PH No.1 berth.

| PH2                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
|------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Maximum LOA of vessel:</b>      | 130M (preferred)<br><br>NOTE: Vessels planning to berth at PH2 that exceed 160M LOA may experience additional delays.                                                                                                                                                                                                                                                                                                                                                                          |
| <b>Maximum Beam of vessel:</b>     | 32.2M                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| <b>Maximum Berth Displacement:</b> | 40,000 tonnes                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| <b>Height:</b>                     | 9.5M above Chart Datum (CD)                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| <b>Length:</b>                     | 131M                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| <b>Depth:</b>                      | 13.7M                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| <b>Apron</b>                       | 22M                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| <b>Air Draft:</b>                  | There is no bulk vessel loading facility on this berth.                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| <b>Utilisation:</b>                | General cargo, containers (dry bulk loading), containers, livestock, bulk liquid chemicals (sulphuric acid/caustic soda), heavy lifts, petroleum products (via road tanker only), passenger ships, scrap, cement, livestock, and RORO cargo.<br>PH2 has been declared by the Department of Mines and Petroleum to be a Special Berth for the handling of Ammonium Nitrate cargoes. (Maximum quantity 3,600 tonnes per shipment). Ammonium Nitrate vessels will berth Starboard- Side-To (SST). |
| <b>Mooring System:</b>             | Static bollards and hooks - 60 tonnes                                                                                                                                                                                                                                                                                                                                                                                                                                                          |

PH2 has potable water outlets at 50 TPH.

NOTE 1: Subject to operational and logistical constraints, for vessels berthing alongside PH1 and PH2 berths simultaneously, an overhang of up to 10% LOA at

PH1 and up to 5% LOA at PH2 may be applied by request from the Port Manager Port Hedland East. Any vessel overhang outside these limits requires the specific approval of the Harbour Master.

NOTE 2: For vessels of 180 ~ 190m LOA at PH2, overhanging of up to a maximum of 15m could be considered on a case-by-case basis.

NOTE 3: A minimum of 15m separation between vessels (25m when Ammonium Nitrate or Tankers are alongside) must be maintained.

NOTE 4: Larger vessels may be approved for berthing extending across both PH1 & PH2 berths.

### **6.15 PH No.3 Berth (PH3)**

Berth Alignment = 297° - 117°

Tankers and salt vessels berth Starboard-Side-To (SST) on this berth.

General cargo vessels predominantly berth at Starboard Side Alongside on this berth. Vessels needing to berth Port Side Alongside will require Harbour Master Approval.

| PH3                                |                                                                  |
|------------------------------------|------------------------------------------------------------------|
| <b>Maximum LOA of vessel:</b>      | 225M                                                             |
| <b>Maximum Beam of vessel:</b>     | 32.2M                                                            |
| <b>Maximum Berth Displacement:</b> | 55,000 tonnes                                                    |
| <b>Height:</b>                     | 9.5M above Chart Datum (CD)                                      |
| <b>Length:</b>                     | 183M                                                             |
| <b>Depth:</b>                      | 13.6M                                                            |
| <b>Apron</b>                       | 13M                                                              |
| <b>Air Draft:</b>                  | 18.1 (Salt vessels only)                                         |
| <b>Utilisation:</b>                | Bulk salt, livestock, petroleum products, general cargo, cement. |
| <b>Mooring System:</b>             | Static bollards - 80 tonnes                                      |

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

PH3 has two bunker points with 250mm couplings and potable water outlets at 50 TPH.

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

**Figure 1. Pilbara Ports Eastern Harbour Berths 1- 3**



**6.16 PH No.4 Berth (PH4) Utah Bulk Handling Facility**

Berth Alignment = 355° - 175°

Vessels berth Port Side To (PST) on this berth.

Vessels berth Port Side Alongside on this berth

| PH4                                |                                                                                                |
|------------------------------------|------------------------------------------------------------------------------------------------|
| <b>Maximum LOA of vessel:</b>      | 265M                                                                                           |
| <b>Maximum Beam of vessel:</b>     | 45M                                                                                            |
| <b>Maximum Berth Displacement:</b> | 100,000 tonnes                                                                                 |
| <b>Height:</b>                     | 11.1M above Chart Datum (CD)                                                                   |
| <b>Length:</b>                     | 272M                                                                                           |
| <b>Depth:</b>                      | 14.7M                                                                                          |
| <b>Apron</b>                       | 22M                                                                                            |
| <b>Air Draft:</b>                  | 25.7m (Less tide)                                                                              |
| <b>Utilisation:</b>                | Bulk commodities.                                                                              |
| <b>Mooring System:</b>             | Cavotec MoorMaster 200 Automated Mooring System /<br>Bollards for comfort lines SWL 150 tonnes |

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

Manganese - 2,200 – 3,500 TPH Iron Ore - 3,700 – 4,300 TPH

Spodumene - 2,200 – 3,200 TPH

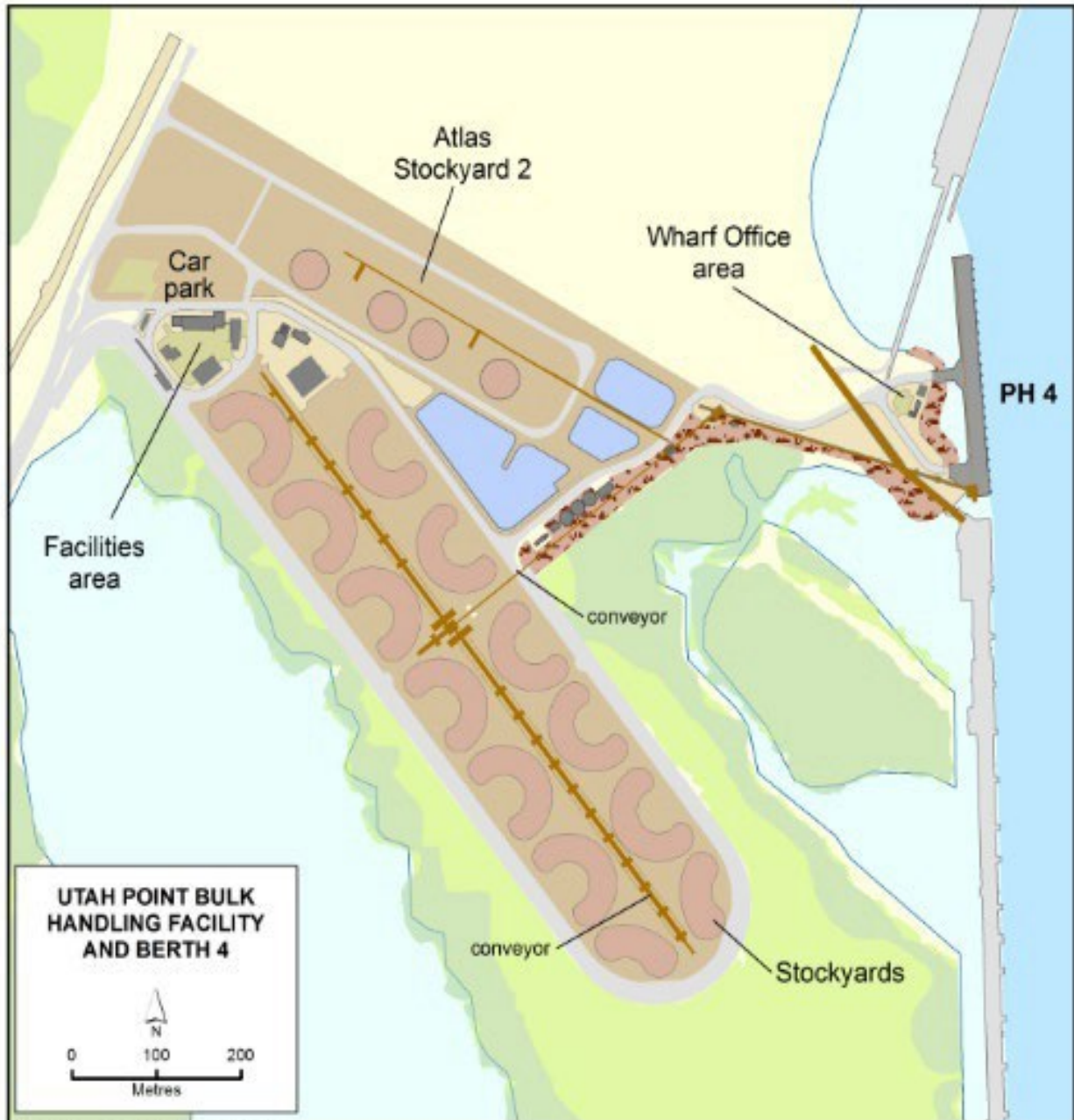
The multi-user bulk commodities berth at the Utah Point Facility is 272m in length with a solid deck apron 22m wide running the entire length of the berth. The berth pocket can cater for small cape size vessels to approximately 121,000t DWT.

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

PH4 is fitted with a Cavotec Moormaster 200 Automated Mooring System which eliminates the requirement of mooring lines, however, 'comfort lines' are run to head and stern bollards (these lines remain slack unless instructed otherwise by Pilbara Ports). The mooring process takes up to 40 seconds to complete, while departure (releasing) process is complete in approximately 20 seconds. There are 13 mooring units in total with each unit rated at 20 tonnes giving a total holding force of 260 tonnes. The units automatically adjust for tidal/draft variation and changes in environmental conditions, including automatically detaching and re-attaching individual units that have moved away from their vertical travel limits.

To ensure acceptability to berth and safe mooring, vessels scheduled to berth at PH4 must be free from barnacles and marine growth, as well as rust and flaking paint. The vessel's side must also be free from rubbing strakes or ship side protrusions that will interfere with the Cavotec Moormaster 200 Automated Mooring System. Vessels must not discharge ballast above the waterline on their port side. Specific pre-arrival "Cavotec" suitability / acceptability documentation must be completed for each voyage.

**Figure 2. Utah Bulk Handling Facility and Berth 4**



**6.17 BHP Nelson Point (NPA & NPB)**

Berth Alignment = 117° - 297°

Vessels berth Starboard Side Alongside on these berths.

| NPA & NPB                   |                                               |                                   |
|-----------------------------|-----------------------------------------------|-----------------------------------|
| Maximum LOA of vessel:      | 300M                                          |                                   |
| Maximum Beam of vessel:     | 57M                                           |                                   |
| Maximum Berth Displacement: | 150,000 tonnes                                |                                   |
| Maximum DWT:                | 225,000 tonnes                                |                                   |
| Height:                     | 9.5M above Chart Datum (CD)                   |                                   |
| Length:                     | 660M (combined)                               |                                   |
| Depth:                      | NPA 19.2M                                     | NPB 19.2M                         |
| Air Draft:                  | NPA 27.35M above Chart Datum (CD)             | NPB 26.67M above Chart Datum (CD) |
| Utilisation:                | Used exclusively by BHP for loading Iron Ore. |                                   |
| Mooring System:             | Quick release hooks – 100 tonnes per hook.    |                                   |

Bunkers, shore power and fresh water are not available on NPA & NPB berths. The combined berth pocket is 679m long and 65m wide. The berth(s) are serviced by two (2) 12,500 TPH capacity fully retractable ship loaders configured so either berth can be serviced. Vessels can be can 'dual loaded' at NPA & NPB berths.

**6.18 BHP Nelson Point (NPC & NPD)**

Berth Alignment = 322° - 142°

Vessels berth Starboard Side Alongside on these berths.

| NPC & NPD                   |                                               |                                   |
|-----------------------------|-----------------------------------------------|-----------------------------------|
| Maximum LOA of vessel:      | 340M                                          |                                   |
| Maximum Beam of vessel:     | 60M                                           |                                   |
| Maximum Berth Displacement: | 150,000 tonnes                                |                                   |
| Maximum DWT:                | 300,000 tonnes                                |                                   |
| Height:                     | 9.5M above Chart Datum (CD)                   |                                   |
| Length:                     | 838M (combined)                               |                                   |
| Depth:                      | NPC 19.2M                                     | NPD 19.2M                         |
| Air Draft:                  | NPC 27.85M above Chart Datum (CD)             | NPD 27.85M above Chart Datum (CD) |
| Utilisation:                | Used exclusively by BHP for loading Iron Ore. |                                   |
| Mooring System:             | Quick release hooks – 100 tonnes per hook.    |                                   |

Bunkers, shore power and fresh water are not available on NPC & NPD berths. The combined berth pocket is 753m long and 75m wide. The berth(s) are serviced by two (2) 12,500 TPH capacity fully retractable ship loaders configured so either berth can be serviced. Vessels can be can 'dual loaded' at NPC & NPD berths.

**6.19 BHP Finucane Island (FIA & FIB)**

Berth Alignment = 358°-178°

Vessels berth Port Side Alongside on these berths.

| FIA & FIB                          |                                                                                                        |
|------------------------------------|--------------------------------------------------------------------------------------------------------|
| <b>Maximum LOA of vessel:</b>      | 340M                                                                                                   |
| <b>Maximum Beam of vessel:</b>     | 60M                                                                                                    |
| <b>Maximum Berth Displacement:</b> | 150,000 tonnes                                                                                         |
| <b>Maximum DWT:</b>                | 300,000 tonnes                                                                                         |
| <b>Length:</b>                     | 843M (combined)                                                                                        |
| <b>Depth:</b>                      | FIA 19.2M <span style="float: right;">FIB 19.3M</span>                                                 |
| <b>Air Draft:</b>                  | FIA 27.85M above Chart Datum (CD) <span style="float: right;">FIB 27.85M above Chart Datum (CD)</span> |
| <b>Utilisation:</b>                | Used exclusively by BHP for loading Iron Ore.                                                          |
| <b>Mooring System:</b>             | Quick release hooks – 100 tonnes per hook.                                                             |

Bunkers, shore power and fresh water are not available on FIA & FIB berths. The combined berth pocket is 753m long and 75m wide. The berth(s) are serviced by two (2) 12,500 TPH capacity fully retractable ship loaders configured so either berth can be serviced. Vessels can be can 'dual loaded' at FIA & FIB berths.

**6.20 BHP Finucane Island (FIC & FID)**

Berth Alignment = 018° - 198°

Vessels berth Port Side Alongside on these berths.

| FIC & FID                          |                                               |                                   |
|------------------------------------|-----------------------------------------------|-----------------------------------|
| <b>Maximum LOA of vessel:</b>      | FIC 300M                                      | FID 312M                          |
| <b>Maximum Beam of vessel:</b>     | 57M                                           |                                   |
| <b>Maximum Berth Displacement:</b> | 150,000 tonnes                                |                                   |
| <b>Pilbara Ports</b>               | 250,000 tonnes                                |                                   |
| <b>Length:</b>                     | 680M (combined)                               |                                   |
| <b>Depth:</b>                      | FIC 18.3M                                     | FID 19.2M                         |
| <b>Air Draft:</b>                  | FIC 27.50M above Chart Datum (CD)             | FID 27.50M above Chart Datum (CD) |
| <b>Utilisation:</b>                | Used exclusively by BHP for loading Iron Ore. |                                   |
| <b>Mooring System:</b>             | Quick release hooks – 100 tonnes per hook.    |                                   |

Bunkers, shore power and fresh water are not available on FIC & FID berths. The combined berth pocket is 722m long and 65m wide. The berth(s) are serviced by two (2) 12,500 TPH capacity fully retractable ship loaders configured so either berth can be serviced. Vessels can be can 'dual loaded' at FIC & FID berths.

**6.21 Fortescue Metals Group (FMG) – Anderson Point Berths (AP1, AP2 & AP3)**

Berth Alignment = 305° - 125°

Vessels berth Port Side Alongside on these berths.

| AP1, AP2 & AP3                     |                                                                                                                             |                                   |                                   |
|------------------------------------|-----------------------------------------------------------------------------------------------------------------------------|-----------------------------------|-----------------------------------|
| <b>Maximum LOA of vessel:</b>      | AP1 340M                                                                                                                    | AP2 340M                          | AP3 340M                          |
| <b>Maximum Beam of vessel:</b>     | 60M                                                                                                                         |                                   |                                   |
| <b>Maximum Berth Displacement:</b> | 149,900 tonnes                                                                                                              |                                   |                                   |
| <b>Maximum DWT:</b>                | AP1 320,000 tonnes                                                                                                          | AP2 320,000 tonnes                | AP3 320,000 tonnes                |
| <b>Length:</b>                     | 1190M (combined)                                                                                                            |                                   |                                   |
| <b>Depth:</b>                      | AP1 19.80M                                                                                                                  | AP2 19.80M                        | AP3 19.80M                        |
| <b>Air Draft:</b>                  | AP1 24.50M above Chart Datum (CD)                                                                                           | AP2 24.50M above Chart Datum (CD) | AP3 24.50M above Chart Datum (CD) |
| <b>Utilisation:</b>                | Used by the Pilbara Infrastructure Pty Ltd, a wholly owned subsidiary of Fortescue Metal Group for the loading of iron ore. |                                   |                                   |
| <b>Mooring System:</b>             | Quick release hooks – 100 tonnes per hook and capstan winches.                                                              |                                   |                                   |

Bunkers, shore power and fresh water are not available on AP1, AP2 & AP3 berths. The combined berth pocket is 1190m long and 86m wide. The berth(s) are serviced by two

(2) 13,500 TPH capacity fully retractable ship loaders configured so either berth can be serviced. Vessels can be can 'dual loaded' at AP1, AP2 & AP3 berths.

**6.22 Fortescue Metals Group (FMG) – Anderson Point Berths (AP4 & AP5)**

Berth Alignment = 036° - 216°

Vessels berth Starboard Side Alongside on these berths.

| AP4 & AP5                          |                                                                                                                             |                                   |
|------------------------------------|-----------------------------------------------------------------------------------------------------------------------------|-----------------------------------|
| <b>Maximum LOA of vessel:</b>      | AP4 330M                                                                                                                    | AP5 330M                          |
| <b>Maximum Beam of vessel:</b>     | AP4 60M                                                                                                                     | AP5 60M                           |
| <b>Maximum Berth Displacement:</b> | 149,900 tonnes                                                                                                              |                                   |
| <b>Maximum DWT:</b>                | AP4 265,000 tonnes                                                                                                          | AP5 265,000 tonnes                |
| <b>Length:</b>                     | 845M (combined)                                                                                                             |                                   |
| <b>Depth:</b>                      | AP4 19.7M                                                                                                                   | AP5 19.7M                         |
| <b>Air Draft:</b>                  | AP4 24.50M above Chart Datum (CD)                                                                                           | AP5 24.50M above Chart Datum (CD) |
| <b>Utilisation:</b>                | Used by the Pilbara Infrastructure Pty Ltd, a wholly owned subsidiary of Fortescue Metal Group for the loading of iron ore. |                                   |
| <b>Mooring System:</b>             | Quick release hooks – 125 tonnes per hook and capstan winches.                                                              |                                   |

Bunkers, shore power and fresh water are not available on AP4 & AP5 berths. The combined berth pocket is 742.5m long and 86m wide. The berth(s) are serviced by one (1) 13,500 TPH capacity fully retractable ship loader configured so either berth can be serviced. No two vessels of the maximum size / as mentioned above can be berthed at AP4 and AP5 at the same time.

**6.23 Roy Hill Iron Ore (RHIO) SP1 & SP2 Berths**

Berth Alignment = 216° - 036°

Vessels berth Port Side Alongside on these berths.

| SP1 & SP2                          |                                                                   |                                  |
|------------------------------------|-------------------------------------------------------------------|----------------------------------|
| <b>Maximum LOA of vessel:</b>      | SP1 330M                                                          | SP2 300M                         |
| <b>Maximum Beam of vessel:</b>     | SP1 57M                                                           | SP2 55M                          |
| <b>Maximum Berth Displacement:</b> | 149,900 tonnes                                                    |                                  |
| <b>Maximum DWT:</b>                | SP1 212,000 tonnes                                                | SP2 212,000 tonnes               |
| <b>Length:</b>                     | 730MM (combined)                                                  |                                  |
| <b>Depth:</b>                      | SP1 19.8M                                                         | SP2 19.8M                        |
| <b>Air Draft:</b>                  | SP1 25.3M above Chart Datum (CD)                                  | AP5 25.3M above Chart Datum (CD) |
| <b>Utilisation:</b>                | Used exclusively by Hancock Iron Ore for the loading of iron ore. |                                  |
| <b>Mooring System:</b>             | Quick release hooks – 125 tonnes per hook and capstan winches.    |                                  |

Bunkers, shore power and fresh water are not available on SP1 & SP2 berths. The combined berth pocket is 800m long and 93m wide. The berth(s) are serviced by one (1) 12,700 TPH capacity fully retractable ship loader configured so either berth can be serviced.

**6.24 Lumsden Point**

Currently under construction.

The Lumsden Point development will facilitate the export of battery metals such as lithium and copper concentrates, the import of renewable energy infrastructure including wind turbines and blades, as well as support the growth of direct shipping services to the Pilbara.

The ultimate Lumsden Point development will include dredging of channel access and turning basins, construction of two new multi-user berths, and a central access road and service corridor connecting to Great Northern Highway, enabling private sector investment in a landside logistics hub.

This port expansion will help to position Port Hedland at the forefront of future green industries, helping drive WA’s transition to renewables, unlocking trade and investment opportunities and creating hundreds of new jobs.

**Figure 3. Port of Port Hedland Inner Harbour Port Development Plan**



## 7. SHIPPING INFORMATION

### 7.1 Towage fleets & allocation guidelines & procedures

Towage services within the Port of Port Hedland are provided by BHP Towage Services and Pilbara Marine on a non-exclusive licence basis.

Figures 4 and 5 below illustrate the Towage Fleets in Port Hedland as of 1 June 2023.

**Figure 4. BHP Towage Fleet**

| NAME          | IMO / CALLSIGN  | TYPE       | SIZE      | BOLLARD PULL      |
|---------------|-----------------|------------|-----------|-------------------|
| RT Imperieuse | 9877262 VNZ3193 | Rotor      | 32m x 12m | 80t Aft / 80t Fwd |
| RT Clerke     | 9877274 VNZ3192 | Rotor      | 32m x 12m | 80t Aft / 80t Fwd |
| RT Endeavour  | 9707467 9HA3613 | Rotor      | 32m x 12m | 80t Aft / 80t Fwd |
| RT Discovery  | 9707455 9HA3612 | Rotor      | 32m x 12m | 80t Aft / 80t Fwd |
| RT Atlantis   | 9707479 9HA3651 | Rotor      | 32m x 12m | 80t Aft / 80t Fwd |
| RT Enterprise | 9707481 9HA3652 | Rotor      | 32m x 12m | 80t Aft / 80t Fwd |
| Iron Quail    | 9950181 VMOL    | ASD Rastar | 28m x 13m | 80t               |
| Iron Wren     | 9950193 VMOJ    | ASD Rastar | 28m x 13m | 80t               |
| Iron Robin    | 9950167 VMOK    | ASD Rastar | 28m x 13m | 80t               |
| Iron Finch    | 9950179 VMOH    | ASD Rastar | 28m x 13m | 80t               |
| Iron Dove     | 1034929         | ASD Rastar | 28m x 13m | 80t               |
| Iron Osprey   | 9784972 VNZ2294 | ASD Rastar | 35m x 15m | 85t               |
| Iron Corella  | 9784960 VNZ2304 | ASD Rastar | 35m x 15m | 85t               |
| Iron Kestrel  | 9784958 VNZ2265 | ASD Rastar | 35m x 15m | 85t               |
| Iron Brolga   | 9784984 VNZ2377 | ASD Rastar | 35m x 15m | 85t               |
| Iron Whistler | 9792814 VNZ2387 | ASD Rastar | 35m x 15m | 85t               |
| Iron Ibis     | 9792826 VNZ2386 | ASD Rastar | 35m x 15m | 85t               |

**Figure 5. Pilbara Marine Towage Fleet**

| NAME             | IMO / CALLSIGN  | TYPE  | SIZE      | BOLLARD PULL        |
|------------------|-----------------|-------|-----------|---------------------|
| FMG Mako         | 9822097 VNZ2726 | Rotor | 32m x 14m | 85t Aft / 85t Fwd   |
| FMG Hammerhead   | 9822085 VNZ2727 | Rotor | 32m x 14m | 85t Aft / 85t Fwd   |
| FMG Spinner      | 9822114 VNZ2779 | Rotor | 32m x 14m | 85t Aft / 85t Fwd   |
| FMG Dusky        | 9822102 VNZ2780 | Rotor | 32m x 14m | 85t Aft / 85t Fwd   |
| FMG Blacktip     | 9822126 VNZ2778 | Rotor | 32m x 14m | 85t Aft / 85t Fwd   |
| FMG Tawny        | 9822138 VNZ2781 | Rotor | 32m x 14m | 85t Aft / 85t Fwd   |
| FMG Sawfish      | 9844356 VMIV    | Rotor | 32m x 14m | 85t Aft / 85t Fwd   |
| FMG Sandtiger    | 9844344 VMIU    | Rotor | 32m x 14m | 85t Aft / 85t Fwd   |
| Engaged Renegade | 9970894 VMOO    | ASD   | 28m x 13m | 74.5t Aft / 81t Fwd |
| Engage Rascal    | 9963918 VMOM    | ASD   | 28m x 13m | 74.5t Aft / 81t Fwd |

Towage requirements within the port are stipulated within Port of Port Hedland - Port User Guidelines and Procedures.

Port of Port Hedland - Port User Guidelines and Procedures:  
[port-user-guidelines-and-procedures](#)

## 7.2 Connection of tow line to vessel

The International Association of Classification Societies (IACS) has published guidance on the safe working load (SWL) and tow load (TOW) for ships bollards.

The diagram below demonstrates the IACS recommendation for making fast tow lines.

The SWL and TOW for the intended use for each shipboard fitting is to be noted in the towing and mooring arrangements plan available on board the vessel

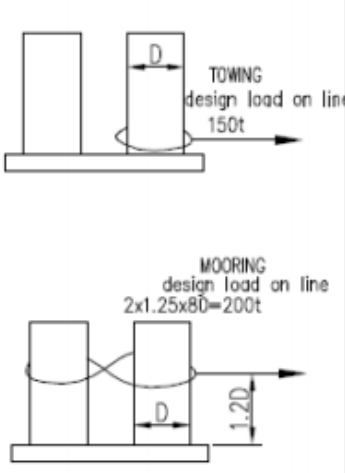
The requirement for Capesize vessels calling the Port of Port Hedland to have a set of 120T SWL towing bitt and lead, has come into force on 01 February 2021. Pilbara Ports requires:

All new Capesize vessels (Nominal deadweight 120,000 or more) with a keel laid date on or after 01 February 2021, to have one set of towing bits and Panama lead rated to a minimum of 120T safe working load (SWL) on the vessel's aft deck at the centre line or within 3 metres of the Centre line.

For existing vessels with keel laid date prior to 01 February 2021, to have one set of towing bits and Panama lead rated to a minimum of 120T safe working load (SWL) on the vessel's aft deck at or near the centre line. If a vessel has a set of 120T bits and Panama lead more than 3 metres off the centre line, the operators must engage with Pilbara Ports to check acceptability with this requirement.

Local Marine Notice (LMN) 02/21(P):  
[Port-of-Port-Hedland-LMN-02/21\(P0-New-Requirements-for-Capesize-Vessels-Deck-Fittings\)](#)

**Figure 6. IACS recommendation for making fast tow lines.**

|                                                                  |                                                                 |                                            |                                                                                    |
|------------------------------------------------------------------|-----------------------------------------------------------------|--------------------------------------------|------------------------------------------------------------------------------------|
| ONLY FOR Fr-3~F0:<br>FOR TOWING<br>150<br><br>FOR MOORING<br>100 | ONLY FOR Fr-3~F0:<br>FOR TOWING<br>150<br><br>FOR MOORING<br>80 | ONLY FOR Fr-3~F0:<br>1.TOWING<br>2.MOORING |  |
| 100                                                              | 80                                                              | MOORING                                    |                                                                                    |

### 7.3 Heaving lines

Masters of vessels and users of heaving lines are advised that the practice of adding additional weight to the end of leaving lines is not permitted in Pilbara Port Authority (Pilbara Ports) controlled waters. Under no circumstance is a line to be weighted by items such as shackles, bolts, nuts, twist locks or any other heavy material or objects. The use of these items exposes mooring gangs and tug crews to personal injury. To prevent personal injury to those receiving heaving lines, the 'Monkey's Fist' made up of rope only can be used without any added weight. Heaving lines should be adequate for use. Personnel using heaving lines should 'shout' a warning to take cover and throw the heaving line to a clear area away from personnel at the receiving end.

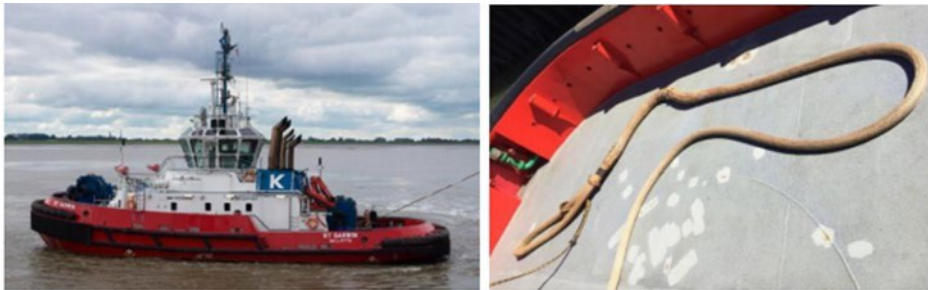


For more information refer to AMSA Marine Notice 18/2016 – Danger with the use of weighted heaving lines.

**7.4 Towlines**

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

The towlines used on the tugs are heavy and typically weigh as follows: Rotor Tug  
- 30m of towline pennant = 110kg

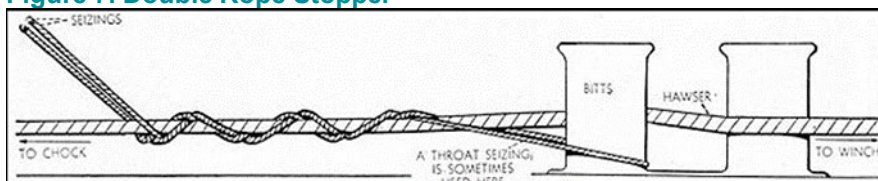


Rastar Tug - 30m of towline grommet = 300kg

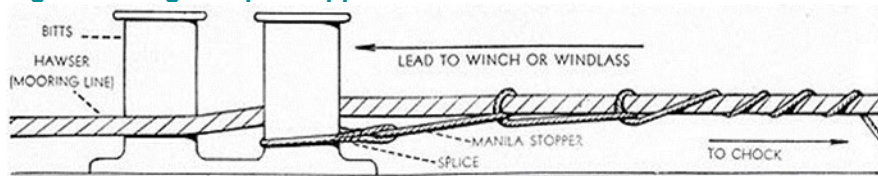


The following diagrams represent safe use of rope stoppers.

**Figure 7. Double Rope Stopper**



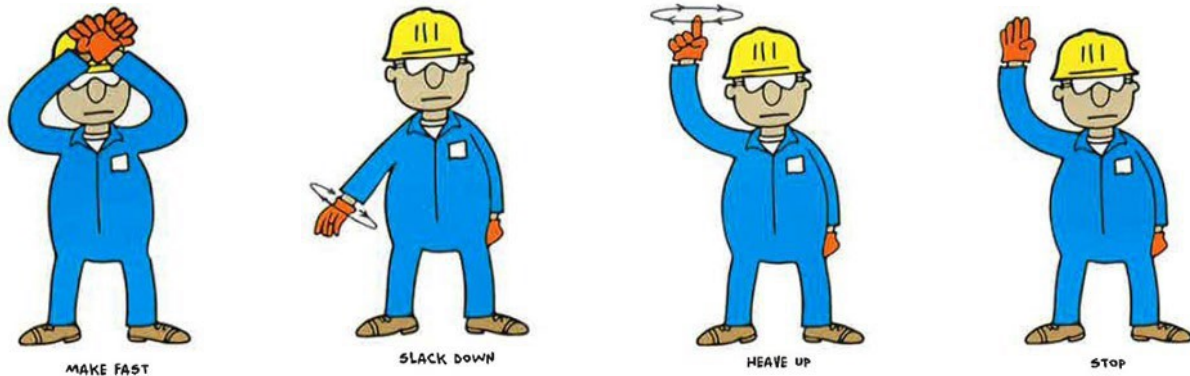
**Figure 8. Single Rope Stopper**



### 7.5 Communications during towage and mooring operations

The following hand signals are recognised for use during towage and mooring operations:

**Figure 9. Hand signals during towage and mooring operations**



### 7.6 Mooring line requirements (all berths)

Prior to arrival, masters of all vessels berthing at the Port of Port Hedland must confirm their compliance with the Mooring Line Management Procedures within the Port of Port Hedland.

While alongside, mooring lines must be attended to at all times by adequate and competent persons giving due regard to the tidal variation and strong current flows experienced in the harbour.

Vessels are not permitted to warp alongside the wharf without the prior permission of Port Hedland VTS.

All mooring lines used at the Port of Port Hedland are to be in accordance with and in compliance with the Port of Port Hedland mooring standards available on the website under the marine safety bulletin section.

Whilst vessels berthed at PH4 will be moored primarily using the Cavotec Automated Suction Mooring system, vessels will be required to run 'comfort lines' fore and aft in a configuration as advised by the attending marine pilot. Should there be a requirement to tighten mooring lines whilst alongside, the Pilbara Ports Landside Operations duty officer will coordinate such activities as required in consultation with the vessel and Port Hedland VTS. All failures of mooring line(s) must be reported by the vessel or observer to Port Hedland VTS immediately.

Any vessels moored alongside a 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.

### **7.7 Mooring line(all berths)**

Mooring lines parting is a significant risk to the Port of Port Hedland. There is potential for significant interaction between ships berthed and large bulk carriers entering or departing the inner harbour.

- All mooring failures shall be immediately reported to Port Hedland VTS.

### **7.8 Load lines**

Port Hedland's summer zone period is from 1 December through to 30 April.

The Tropical Zone period is 1 May through to 30 November.

### **7.9 Load line maintenance**

Vessels within port limits seeking to paint their load lines must seek approval from Port Hedland VTS on VHF CH 12/16 prior to commencement. The VTSO will inform the vessel of prevailing and forecast weather warnings. Vessels are to follow their Safety Management System (SMS) and report to Port Hedland VTS on VHF CH 12/16 upon completion of load line maintenance. Due care and diligence must always be demonstrated ensuring paint, scrapings or pollution does not enter the water.

### **7.10 Hydrometer readings**

Average sea water density in the inner harbour is 1023 kg/m<sup>3</sup>.

### **7.11 Use of propellers / testing main engines alongside berths**

Vessels must not test main engine or cycle propellers whilst alongside without the presence of a marine pilot and tugs.

### **7.12 Main engine immobilisation**

Requests for engine immobilisation Port of Port Hedland will be made in writing by the vessel's Master and forwarded to Port Hedland VTSC via their nominated agent. Vessels must not immobilise their engines without written permission from Port Hedland VTS. Vessels in receipt of an approved Request for Engine Immobilisation Port of Port Hedland are to comply with the general conditions of the approval.

Vessels berthed at a private terminal or Pilbara Ports public berth seeking to undertake main engine immobilisation will not be granted unless in the case of emergency repairs. Main Engine immobilisation must first obtain approval from the Harbour Master prior to seeking approval from the terminal operator.

Engine immobilisation will not be granted for vessels berthed at Port Hedland Berth 4 (PH4).

Engine immobilisation will not be granted to vessels at anchor during a strong wind warning (SWW) or impending adverse weather.

Engine immobilisation will not be granted to vessels carrying dangerous goods (DGs).

Request for Main Engine Immobilisation Port Hedland:

[Engine immobilisation Request Form](#)

### **7.13 Lifeboat drills**

Due to operational and statutory requirements, a vessel Master is required to conduct lifeboat drills at regular intervals. The two types of lifeboat drills regularly carried out by vessels are:

1. Lowering a lifeboat to main deck level.
2. Lowering a lifeboat into the water and manoeuvring around the vessel.

Vessels seeking to conduct lifeboat drills are to contact Port Hedland VTS on VHF Ch 12. The Vessel Traffic Service Officer (VTSO) will inform the vessel of prevailing and forecast weather warnings.

On completion of the lifeboat drill (lifeboat secure on its davit), the vessel must advise Port Hedland VTS on VHF Ch 12 that the drill is complete.

Testing of free fall lifeboats in an uncontrolled manner is not permitted in the port waters.

Lifeboat drills are not to be permitted alongside any berths within the Port of Port Hedland.

### **7.14 Vessels with a fouled anchor**

Anchor stowed incorrectly is a risk to attending tugs & lines boats. Incorrectly stowed anchors may also lead to disruption in schedule and impact port operations.

Where vessels calling the Port of Port Hedland have experienced a fouled anchor when heaving up anchor prior to berthing, the following actions are required:

- The Master must inform the VTS about the fouled anchor as soon as he becomes aware of the situation.
- Vessel may continue to take necessary action to clear the anchor at the anchorage, however the VTS shall be advised without delay.
- Clear photographs must be sent to the Port Authority through vessels nominated agent for assessment.
- The Master shall keep the VTS updated of the situation and inform the VTS once the anchor has been successfully cleared.
- The vessel must not approach the PBG with a fouled anchor, unless approved by the Port Authority (HM or delegate).

### **7.15 Commercial marine operations in Port of Port Hedland**

This section of the Port of Port Hedland Port Handbook applies to the conduct of all marine operations not covered by a service licence or contract, including but not limited to:

Marine construction, dredging, hydrographic survey operations, commercial diving, crew or passenger transfers, tug / tows, and barge operation.

Commercial Marine Operations within the Port of Port Hedland must comply and operate in accordance with Standards for Commercial Marine Operations Port of Port Hedland.

All commercial small vessels operating in the harbour, irrespective of their size or the duration of intended operation in the port, must be fitted with an operational Automatic Identification System (AIS). For non-SOLAS vessels a Class B AIS will be acceptable.

### **7.16 Provisions for vessels carrying Dangerous Goods (DG's) - Tankers**

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

It should be noted that three (3) hours prior to berthing of a tanker, the designated berth (either PH1 or PH3) is to remain clear to allow for setup of the berth to receive fuel products.

Generally, three (3) hours is required after departure of a tanker to disconnect & remove fuel hoses, manifold and all equipment associated with the discharge.

Should fuel ships be scheduled in succession the berth may remain in readiness provided that a trained watchperson attends all times.

In circumstances where the control of the wharf concerned has not been allocated to another port user prior to the three-hour preparation window, the fuel hoses may be connected into standard operational lengths without the provision of a watchperson or the installation of safety and firefighting equipment, provided the area is delineated using cones, tape and information tags.

Under no circumstances is the manifold to be installed, connected, or placed on the wharf prior to the installation of the safety and firefighting equipment. A watchperson must also be in attendance.

### **7.17 Provisions for Vessels Carrying Dangerous Cargo (DGs) – Ammonium Nitrate**

Ammonium nitrate listed as UN 1942 and UN 2067 Class 5.1 in quantities exceeding 30 m/t can only be loaded or discharged at a Special Berth declared by the Chief Dangerous Goods Officer.

PH2 berth has been identified for the purposes of handling ammonium nitrate at Port Hedland. Based upon the Ammonium Nitrate Handling Risk Assessment and a likely 30-hour berth utilisation, the Pilbara Ports has determined that the maximum quantity of ammonium nitrate which can be handled at Port Hedland on any one vessel shipment (import, transit, and export inclusive) is 3,600 m/t.

The maximum quantity of ammonium nitrate that can be carried on a vessel that is neither loaded or to be discharged at Port Hedland (i.e., in transit) at a berth that is not a special berth is 1,030 tonnes.

The Special Berth (PH2) will be a restricted area during the handling of ammonium nitrate. It will be closed prior to the scheduled berthing time to allow for the setting up of signage, exclusion zones, firefighting equipment, and the implementation of traffic management arrangements.

Vessels loading or discharging ammonium nitrate are not permitted to berth when there is a fuel tanker occupying either No.1 or No.3 Berths. Vessels discharging/loading ammonium nitrate are not to take bunkers whilst holds are open, cargo operations are being undertaken, or the berth has not been fully cleared of all ammonium nitrate.

Vessels carrying Ammonium nitrate will berth starboard side alongside (head out) unless otherwise approved in writing by the Harbour Master.

Once a vessel carrying Ammonium Nitrate is alongside, the berth will be isolated and a 25m exclusion zone is set around the berth and vessel.

### **7.18 Gangways**

Cape sized vessels are to have their outboard (non-wharf side) gangway rigged at deck level. Gangways are to be rigged and ready prior to the vessel departing the anchorage. Due to the danger posed to crew members working over water, gangway preparation while underway is to be avoided. The gangway is to be in good condition, safe, clean & free of grease with the lower platform set at the correct angle for a lowered gangway. Safety nets, where fitted, are not to interfere with gangway operation.

### **7.19 Berthing drafts requirements**

To reduce operational delays for de-ballasting whilst maintaining operational safety during berthing manoeuvring, the following criteria should be achieved by vessels.

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Vessel berthing drafts, trim, and propeller immersion requirements under normal metocean conditions:

| VESSEL SIZE                    | MINIMUM DRAFTS | MAXIMUM STERN TRIM | MINIMUM PROPELLER IMMERSION |
|--------------------------------|----------------|--------------------|-----------------------------|
| ≤ 10,000 DWT                   | Fwd. ≥ 2.5m    | 2.5m               | 100%                        |
| ≥ 10,001 DWT to ≤ 20,000 DWT   | Fwd. ≥ 3.0m    | 2.5m               | 100%                        |
| ≥ 20,001 DWT to ≤ 50,000 DWT   | Fwd. ≥ 3.5m    | 3.0m               | 90%                         |
| ≥ 50,000 to ≤ 80,000 DWT       | Fwd. ≥ 4.0m    | 1.5% of LOA        | 90%                         |
| ≥ 80,000 DWT to ≤ 100,000 DWT  | Fwd. ≥ 5.0m    | 0.7% of LOA        | 90%                         |
| ≥ 100,000 DWT to ≤ 130,000 DWT | Fwd. ≥ 6.2m    | 0.7% of LOA        | 90%                         |
| ≥ 130,000 DWT to ≤ 200,000 DWT | Fwd. ≥ 7.0m    | 0.7% of LOA        | 90%                         |
| ≥ 200,000 DWT                  | Fwd. ≥ 7.5m    | 0.7% of LOA        | 90%                         |

**NOTE 1:** All vessels should advise their intended berthing draft to the Port Hedland VTS.

**NOTE 2:** Vessels which have difficulty meeting the above minimum arrival drafts must notify the Harbour Master at the earliest opportunity.

**NOTE 3:** A vessel arriving with a draft greater than 12.5 m and / or displacement greater than maximum berthing displacement for a specific berth will be dealt with on a case-by-case basis.

### 7.20 Strong winds / adverse weather

Marine weather classifications according to the Bureau of Meteorology (BOM) are defined as follows:

Based on the 40 per cent rule of thumb, the table below shows the potential gust you could expect for different forecast average wind speeds and associated wind warning category.

| AVERAGE WIND SPEED (KNOTS) | GUST STRENGTH THAT SHOULD BE PLANNED FOR (KNOTS) | WIND WARNING THRESHOLDS          |
|----------------------------|--------------------------------------------------|----------------------------------|
| 10                         | 14                                               |                                  |
| 15                         | 21                                               |                                  |
| 20                         | 28                                               |                                  |
| 26 - 33                    | 36 - 45                                          | Strong Wind Warning (SWW) issued |
| 34 - 37                    | 48 - 65                                          | Gale force warning issued        |

| AVERAGE WIND SPEED (KNOTS) | GUST STRENGTH THAT SHOULD BE PLANNED FOR (KNOTS) | WIND WARNING THRESHOLDS        |
|----------------------------|--------------------------------------------------|--------------------------------|
| 48 - 63                    | 67 - 88                                          | Storm force warning issued     |
| > 64                       | > 90                                             | Hurricane force warning issued |

Wind gusts can be stronger still in the vicinity of thunderstorms and squalls. Gusts from thunderstorms may also come from a different direction than the average wind direction.

### 7.21 Dynamic Under Keel Clearance (DUKC®)

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

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

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

Vessels with a sailing draft of 14m or greater will be required to provide the Port Hedland VTS specific DUKC® data as soon as practicable after berthing.

DUKC® Departure Draught Request Port of Port Hedland:

[dukc®-departure-draft-request](#)

DUKC® calculation results will be forwarded to terminals, 24HRS and 12HRS prior to the vessel's nominated sailing time.

Vessels unable to meet the speed performance expectations, may be deemed unsuitable for the port.

### 7.22 Cargo stowage factors

Cargo Stowage Factors (SF) and the density of cargo should be obtained from the shipper / terminal.

### 7.23 Vessel Traffic Services

The Pilbara Ports – Port of Port Hedland is authorised as a Vessel Traffic Service (VTS) provider in accordance with the provisions of Marine Order 64 (Vessel Traffic Services) 2022 (MO 64).

VTS is an internationally recognised navigational safety measure through the International Convention on the Safety of Life at Sea 74/78 (SOLAS).

Port Hedland presents unique challenges for the management of safe and efficient movement of vessels through a narrow, tidally restricted, uni-directional channel.

The following operating parameters exist for the “Port Hedland VTS”:

- 24/7 service of the VTS coverage area by trained personnel (exclusions may apply during cyclonic weather events or forced VTS evacuation).
- “Port Hedland VTS” maintain a continuous listening watch on VHF channel 12 & 16.
- Marine Pilot Transfer Operations (MPT) will be conducted on VHF channel 8.
- Call sign “Port Hedland VTS”

In accordance with IMO Resolution A.1158(32) Guidelines for Vessel Traffic Services, Port Hedland VTS contributes to the safety of life at sea, improving the safety and efficiency of navigation whilst supporting the protection of the environment within the VTS area by mitigating the development of unsafe situations through:

- Providing timely and relevant information on factors that may influence ship movements and assist onboard decision-making.
- Monitoring and managing ship traffic to ensure the safety and efficiency of ship movements.
- Responding to developing unsafe situations.

VTS Coverage Area:

Port Hedland’s VTS Coverage Area is divided into two sectors extending approximately 22nm NNW to seaward from Beacon 47 (Hunt Point).

- Sector 1 includes all waters to the south of the territorial sea.
- Sector 2 includes all waters within the sector to the north of the territorial sea.

Participation of vessels:

It is mandatory for all vessels with an overall length greater than 35m, and commercial vessels of any size, to participate in the VTS when operating within the VTS coverage area.

Port Hedland VTS may request any other vessel entering the VTS coverage area to participate in the reporting requirements.

In a VTS area, participating vessels should:

- Provide reports or information required by VTS.
- Take into account the information, advice and warnings issued by VTS.
- Comply with the requirements and instructions given to the vessel by VTS, unless contradictory safety or marine environment protection reasons exist.

- Report any pollution or dangers to navigation to VTS.

Vessels not designated as participating vessels may take part in VTS, subject to complying with the requirements any guidance issued.

Master's may be required to report on their actions should they decide to disregard any instruction given by VTS.

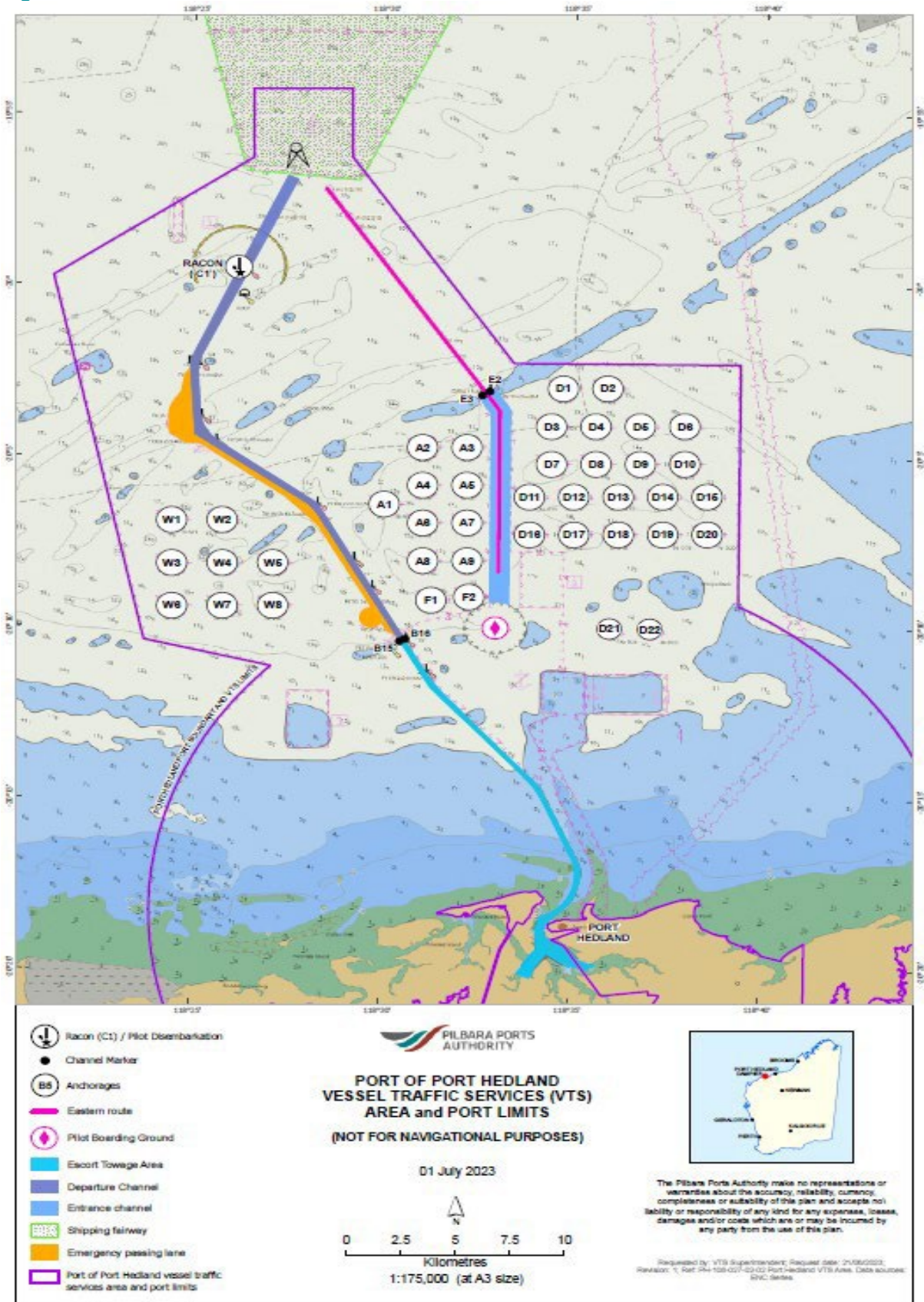
For the full range of port reporting requirements, vessels should refer to the Admiralty List of Radio Signals (ALRS) NP286 Volume 6 and Pilbara Ports publications available to mariners via the Pilbara Ports website.

“Port Hedland VTS” contact information:

The Esplanade, Port Hedland, WA 6721 08 9173 9030 / 08 9173 9081

[Ph.vts@pilbaraports.com.au](mailto:Ph.vts@pilbaraports.com.au) / [Ph.scheduling@pilbaraports.com.au](mailto:Ph.scheduling@pilbaraports.com.au) VHF Channel 08, 12 & 16

Figure 9 Port of Port Hedland VTS Area and Port Limits



## **8. PILOTAGE**

### **8.1 Information for Masters / Pilotage Limits**

All vessels 35m or greater in length using the main shipping channel and navigating south of Latitude 20°10.000'S within the Port Limits must use a licence marine pilot unless the master holds a valid pilotage exemption certificate for the vessel in accordance with Port Authorities Regulations 2001.

Departing vessels not constrained by their draft and meeting UKC requirements may use the Eastern Approach to depart from the port.

Prior to pilot boarding to berth (Arrival), vessels crew are required to test all equipment and machinery to ensure working order. This is to include the main engine ahead & astern, steering in all modes including Non-Follow-Up (NFU) steering, 2 motors to be functioning, all navigation equipment including radars, echo sounder & ECDIS (if fitted) functioning, whistle operational and tested in forward and aft positions, gyro error determined, covers removed from bridge wing repeaters, controls and instruments, main engine and rudder indicators, in all positions, are to be checked. At night, these indicators are to be adequately illuminated, bridge front windows to be cleaned (fresh water washed) of salt spray or cargo residues.

Anchors are to be made ready for emergency release with lashings removed, on the brake and out of gear. For safety, the chain stopper bars (guillotines) are to remain in the closed position.

Prior to pilot boarding at the berth (Departure) vessels crew are required to test all equipment and machinery to ensure working order. The main engine test ahead & astern, steering in all modes including Non-Follow-Up (NFU) steering, are to be tested only after the pilot is onboard.

For the health and wellbeing of Pilbara Ports employees and contractors, Pilbara Ports promotes a 'Smoke Free' work environment. It is requested that all ship's crew refrain from smoking within the wheelhouse whilst a vessel is under pilotage.

### **8.2 Safety requirements for mooring, making fast and letting go tugs**

To minimise the number of incidents relating to vessel mooring, making fast and / or letting go of tugs in Port Hedland, it is a Harbour Master's requirement that all bridge and mooring stations be manned by STCW 95 qualified officers. A minimum of the vessel's Master and Officer on Watch (OOW) are required on the bridge to monitor the passage. Additionally, a ship's Officer is required at both the forward and aft mooring stations to ensure adequate supervision of the ship's crew.

### **8.3 Marine pilot working channels**

The Pilbara Ports has been allocated eight (8) VHF radio channels for use as marine pilot working channels. Mariners are requested to refrain from utilising Port Hedland marine pilot working channels for ship-to-ship communications.

The Port of Port Hedland marine pilot working channels have been allocated to groups of berths as per the below table:

**Figure 10 Port of Port Hedland Marine Pilot VHF Working Channels**

| BERTH           | PRIMARY | SECONDARY | ALTERNATE      |
|-----------------|---------|-----------|----------------|
| PILBARA PORTS   | 10      | 74        | 68, 72, 13     |
| FINUCANE ISLANE | 09      | 67        | 15, 68, 72, 10 |
| NELSON POINT    | 15      | 68        | 67, 09, 72, 10 |
| ANDERSON POINT  | 13      | 72        | 15             |
| STANLEY POINT   | 10      | 74        | 68             |

**8.4 Bridge wing shelters for the protection of pilots and ships crew**

From 1 September 2023, all vessels of 81,000 DWT or more must provide bridge wing shelters that meet the requirements of Local Marine Notice .

[Local Marine Notices - Pilbara Ports](#)

**8.5 Pilot Exemption Certificate (PEC)**

Eligibility criteria for the issue of PEC is outlined in the Port of Port Hedland Pilot Exemption Certificate Guidelines to Applicants.

For further information, please refer to the Port of Port Hedland Pilot Exemption Certificate Guidelines to Applicants:

[PPA Normal](#)

**8.6 Vessel defect reporting and port impacts**

Vessel masters must declare any defects before arrival and ensure all critical navigation equipment and machinery (main engine, auxiliary engines, emergency generator, steering) are in good working order throughout the vessel's Port Hedland visit.

Vessels masters are to declare any existing Conditions of Class (CoC) before arrival. CoC and vessel defects can be declared to Pilbara Ports Port Hedland utilising the Port of Port Hedland – Ship Master’s Pre-Arrival Declaration or via the vessel's nominated agent.

Port of Port Hedland – Ship Master’s Pre-Arrival Declaration:

[ship-master-s-pre-arrival-declaration](#)

Vessels that experience equipment failure and have a detrimental impact on port operations may have restrictions imposed on their movements by the Harbour Master.

## **9. PILOT BOARDING REQUIREMENTS**

### **9.1 Helicopter requirements**

The Port of Port Hedland preferred method of Marine Pilot Transfer (MPT) is by helicopter.

To assist the Port of Port Hedland in determining vessels suitability for MPT by helicopter, the master is to complete and return to the nominated vessel's agent the Helicopter Operations Safety Checklist Port of Port Hedland.

Helicopter Operations Safety Checklist Port of Port Hedland:  
[helicopter-operations-safety-checklist](#)

#### **NOTE:**

The vessel is not required to submit the Helicopter Operations Safety Checklist Port of Port Hedland when the master declares within the Port of Port Hedland – Ship Master's Declaration Pre-Arrival Declaration that the vessel is not helicopter suitable.

Vessels must demonstrate that they meet all criteria outlined in AMSA Marine Order 57 - Helicopter Operations and the International Chamber of Shipping (ICS) Guide to Helicopter/Ship Operations, 5th Edition (June 2021).

The vessels nominated landing hatch must have sufficient structural strength to withstand the maximum static and dynamic load exerted by the helicopter (EC135 maximum take-off weight 2980kg).

The cleaning of the helicopter hatch (only) for the safe operation of the helicopter is permitted for departing vessels. Washing down of the helicopter hatch should not commence until seaward of Beacon 47 (Hunt Point) and after consultation has taken place with the Marine Pilot.

Port Hedland VTS will assist in communicating MPT information / establishing communications with the vessel via VHF if the MPT helicopter cannot establish communications with the vessel.

### **9.2 Pilot launch**

Vessel masters are to ensure that their vessels pilot boarding arrangements comply with the International Convention for the Safety of Life at Sea (SOLAS) requirements. Attention is also drawn to AMSA Marine Notice 2022/03 Pilot Transfer Arrangements, Local Marine Notices (LMN) and the latest Port Hedland Marine Safety Bulletins (MSB) issued by Pilbara Ports Port Hedland.

Marine Pilots will board inbound vessels at the designated Pilot Boarding Ground (PBG) or at a location advised by Port Hedland VTS.

Vessels are to provide a lee for the pilot launch and have a pilot boarding speed between 6 – 8 knots.

Vessels shall have in place a pilot ladder or \*combination ladder equipped two (2) metres above the water line with two (2) good manropes rigged with a heaving line readied for the pilot's bag.

Vessels are to maintain a listening watch on VHF CH 08 and await further instructions from the pilot launch.

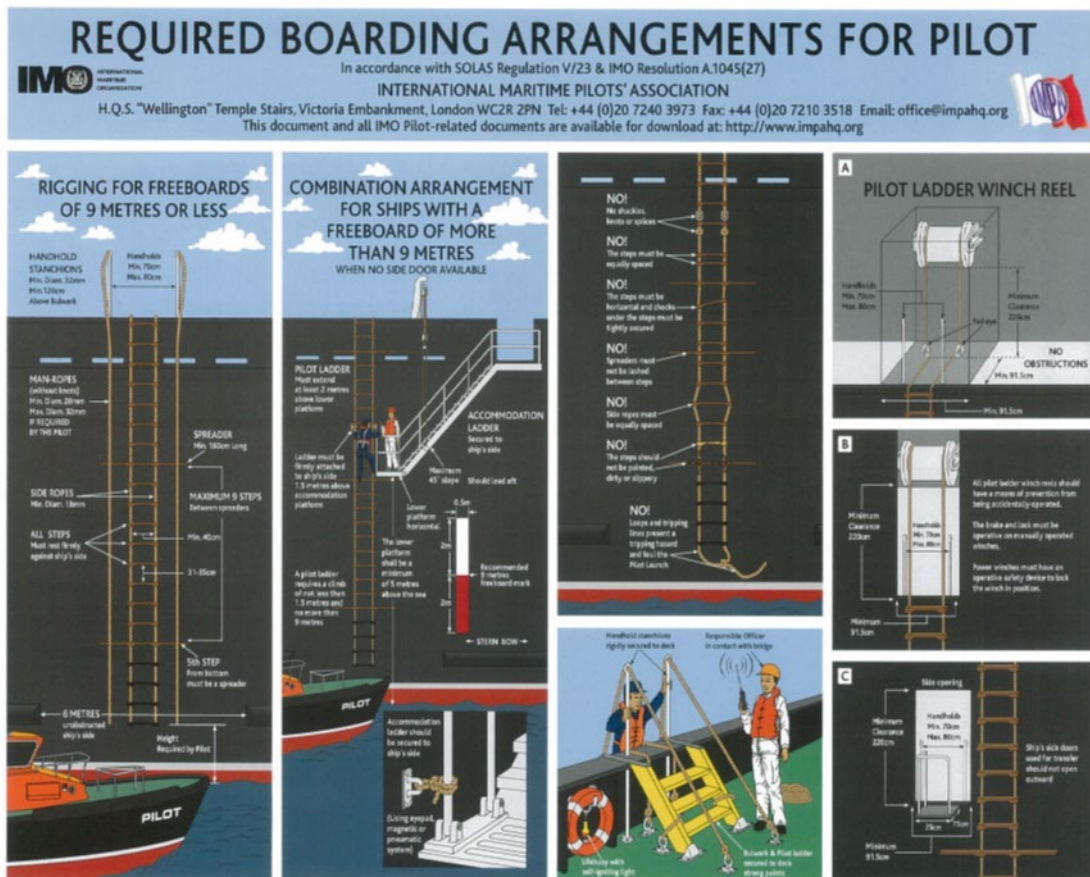
NOTE 1: \*If the vessels freeboard is > 9m a combination ladder will be required.

NOTE 2: Marine Pilots will generally embark departure vessels from the seaside.

### 9.3 Required boarding arrangements for pilot (pilot launch)

Created by the International Pilots' Association in accordance with SOLAS regulation V/23 and IMO Resolution A.1045(27).

Figure 11 Required Pilot Boarding Arrangements for Pilot



## **10. PORT SECURITY**

The Port of Port Hedland is a security-regulated port under section 13 of the Maritime Transport and Offshore Facilities Security Act 2003 (MTOFSA) and the Maritime Transport and Offshore Facilities Security Regulations 2003, which also complies with the requirements of the International Ship and Port Facility Security (ISPS) Code.

Under the MTOFSA, operators of prescribed port facilities have particular security responsibilities. This includes having an approved Maritime Security Plan (MSP) in place.

The approved Maritime Security Plan (MSP) for the Port of Port Hedland meets the requirements of the Commonwealth Government's MTOFSA and Maritime Transport and Offshore Facilities Security Regulations 2003 which were developed as a subsequent requirement of the ISPS Code.

Port security can be defined as those measures employed to protect against seizure, sabotage, piracy, pilferage, or terrorism. It can also be considered as embracing all measures taken to prevent unlawful interference with maritime transport and port operations.

Port security enquiries can be directed to the Pilbara Ports Security Manager, [portsecurity@pilbaraports.com.au](mailto:portsecurity@pilbaraports.com.au) / 08 9173 9038.

### **10.1 Reporting security incidents and breaches**

Security incidents and breaches of security to be reported may include, but are not limited to:

- Unauthorised personnel on site
- Unauthorised or improperly parked vehicles on the site.
- Unauthorised vessel moored at the Port.
- Bomb threat.
- Suspicious persons or activity in or in the immediate vicinity.
- Discovery of unknown/suspicious package within the Port.
- Breach of perimeter fence.
- Evidence of tampering with equipment, security systems, doors, windows, locks, or other access points on any port buildings.

To enable the Pilbara Ports to meet its reporting obligations under Section 177 of the Maritime Transport and Offshore Facilities Security Act 2003 and the Maritime Transport and Offshore Facilities Security (Incident Reporting) Instrument 2018, all security incidents, events, or breaches that occur within the security regulated ports under Pilbara Ports control are reported internally through the Pilbara Ports incident reporting system and where required externally to the Government regulator.

### **10.2 Port ID Number**

AUPHE

### **10.3 Pilbara Ports Landside Restricted Zones (LRZ)**

The purpose of the LRZ is to provide additional deterrence, prevent unauthorised entry to LRZ and to establish a defined area in which offences under the Act and powers of authorised officials and Maritime Security Guards (MSG) are clearly defined.

The Pilbara Ports LRZ's comprise the following:

- Common user Berth 1
- Common user Berth 2
- Common user Berth 3
- Common User Berth 4
- Nelson Point Tug Haven

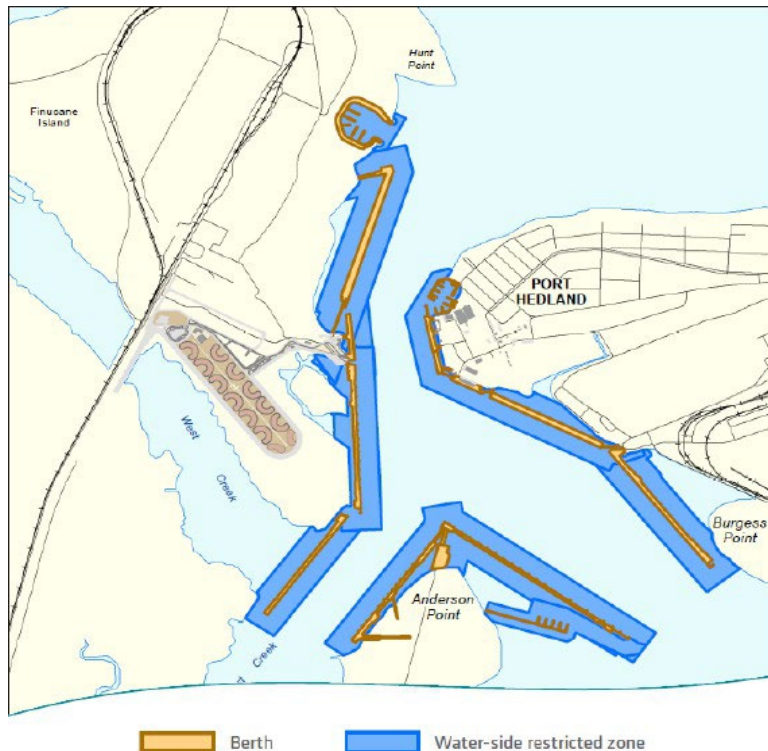
### **10.4 Waterside Restricted Zones (WRZ)**

WRZ have been established to provide additional deterrence, prevent unauthorised entry to WRZ and to establish defined areas in which powers of authorised maritime security officers and offences can be strictly controlled when high risk vessels are at berth.

The WRZ are associated with the following areas:

- Water immediately adjacent to common user berths 1,2,3 and 4 to 100 meters from the face of berths.
- Water immediately adjacent the entrance to the Nelson Point Tug Haven extending to 50 meters and encompassing all water within the pen.
- The WRZ for The Pilbara Infrastructure (TPI) Anderson Point port facility extends for 100 meters from the face of the berths and encompassing all water within the described area.
- Water immediately adjacent to the Pilbara Marine Tug Haven extending to 50 metres and encompassing all water within the described area.
- The WRZ for the BHP Billiton Nelson point and Finucane Island port facilities extend 100 meters from the face of the berths and encompassing all water within the described area.
- Water immediately adjacent to the BHP Hunt Point Tug Haven extending to 50 metres and encompassing all water within the described area.
- The WRZ for the Roy Hill Stanley Point port facility extends for 100 meters from the face of the berths and encompassing all water within the described area.

**Figure 12 Water Side Restricted Zones**



### **10.5 Pilbara Ports security patrols**

Pilbara Ports contracted security provider engages in routine mobile security patrols of the Harbour (waterside) and Pilbara Ports landside infrastructure areas/assets including Pilbara Ports Eastern Harbour facility.

### **10.6 Maritime Security Identification Card (MSIC)**

The Maritime Security Identification Card (MSIC) is a maritime identification card issued to identify a person who has been the subject of a background check to ensure port security is consistent Australia-wide.

Pilbara Ports Port Hedland is a recognised MSIC issuing body.

All enquiries regarding MSICs must be directed to the MSIC Issuing Office (located within Pilbara Ports Port Hedland Administration Building), telephone (08) 9173 9039 or by email [msic.porthedland@pilbaraports.com.au](mailto:msic.porthedland@pilbaraports.com.au).

MSIC issuing office hours of operation are: 0730 -1530 WST Monday through Friday.

### **10.7 Site access control**

Pilbara Ports Site Access Control Procedure applies to all security regulated port facilities operated by the Pilbara Ports.

The procedure enables the following objectives to be met by the Pilbara Ports:

- Ensure that all personnel (including visitors) are granted access only to the extent of their authorisations and operational need; this includes all Maritime Security Zones.
- Ensure that only personnel who have successfully completed the relevant site inductions gain site access.
- Account for all persons on site during an emergency.
- Protect the Pilbara Ports from unexpected actions by unauthorised person(s).
- Maintain source documents to verify personnel access authority and record of inductions.
- Provide a system for determining who is authorised for admittance and who is not, as part of an effective security loss prevention program.
- Reduce the possibility of external threats, including but not limited to theft, sabotage, acts of terrorism and industrial espionage.

### **10.8 Port inductions**

For personnel intending to undertake work at any Pilbara Ports site, the information required to request authorised access is available through the Pilbara Ports Authority Induction Portal on the Pilbara Ports' website.

Pilbara Ports Induction Portal: <https://induction.pilbaraports.com.au/>

On completion of site-specific inductions, it is a requirement that employees and contractors attend the Port Hedland MSIC office with a completed Pilbara Ports Induction Application Form within 30 days. The Pilbara Ports Induction Application Form is generated by the Pilbara Ports induction system on successful completion of the required induction.

If completing Pilbara Ports induction for the first time or renewing the Pilbara Ports Port Hedland induction where it has expired by more than six months, a drug and alcohol screen no more than 30 days old must also be provided.

All persons operating small commercial vessels within the Port Hedland VTS area must complete a Pilbara Ports Small Vessel Induction prior to commencement of

work. All applicants are required to present their Marine Qualifications prior to obtaining their Small Vessel Induction Card.

### **10.9 Crew shore leave**

Seafarers of vessels berthed within the Port of Port Hedland will be met by the Port Hedland Seafarers' Centre's complimentary bus service at the Commercial Jetty after being transferred by a dedicated crew transfer vessel (Port Launch Service).

Seafarers transiting through the Eastern Harbour Berths on foot is strictly prohibited.

Further information in relation to crew shore leave can be obtained from the vessels nominated agent.

#### **10.10 Cargo security operations and procedures Pilbara Ports Eastern Harbour berths**

With a view to maintaining the security of goods and cargo moving through the Port, Pilbara Ports has set procedures providing a regulatory framework and documented process for the reporting and movement of cargo, goods, materials, and machinery.

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

The Pilbara Ports Landside Operation department can provide further information regarding MGP or cargo security matters.

Pilbara Ports Landside Operations contact details:

(08) 9173 9077 (0600HRS – 1800HRS) / (08) 9173 9808 (1800HRS – 0600HRS).  
[landside.operationseast@pilbaraports.com.au](mailto:landside.operationseast@pilbaraports.com.au)  
[landside.operations@pilbaraports.com.au](mailto:landside.operations@pilbaraports.com.au)

Specific operational procedures relating to livestock and dangerous goods (Bulk Liquids / Ammonium Nitrate) are available on the Pilbara Ports website. Port of Port Hedland – Ammonium Nitrate Handling Procedure:  
[ammonium-nitrate-handling-procedure](#)

Port of Port Hedland – Livestock Loading Procedure:  
[Livestock-Loading-Procedure](#)

Pilbara Ports requires all vessels to be able to undertake cargo operations on a continuous basis while alongside the Public Berths. A pre-cargo briefing will be convened approximately 48-hours prior to the scheduled vessel berthing.

Wharfage and storage costs (Schedule of Port Charges) are available on Pilbara Ports website.

## **11. ENVIRONMENT MANAGEMENT**

### **11.1 Overview**

Pilbara Ports manages approximately 3,200 hectares of port-vested lands (within Lot 6098 and Lot 370) including land in the west end of the Port Hedland township, an area of land surrounding the inner harbour, including land in Redbank and the

Wedgefield industrial estates. There are also several Dredged Material Management Areas (DMMA's) south of the inner harbour and adjacent to South Creek and South-East Creek, which are managed by proponents and Pilbara Ports. Pilbara Ports also leases port land to major proponents BHP, FMG and Roy Hill under commercial agreements.

In total the port covers approximately 42,745 hectares of open waters, complex estuarine and creek habitats, sandy islands, mudflats, and beaches, all of which are sensitive ecosystems and have considerable environmental value. Mangroves and coral communities are the dominant marine habitats within port waters, supporting a high diversity of seabirds, turtles, and marine mammals.

Pilbara Ports Authority's operations, marine services and development activities are in marine and landside environments that have significant conservation and cultural heritage values. Pilbara Ports Authority 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.

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

Environmental Management Plan:  
[environmental-management-plan](#)

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

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

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

## **11.2 Heritage**

As part of Pilbara Ports Environment and Cultural Heritage Policy commitment to deliver its services and activities in a culturally sensitive manner and consistent with Pilbara Ports Cultural Heritage Strategy, Pilbara Ports has developed and implements the Cultural Heritage Management Plan (CHMP). The CHMP identifies the processes and strategies that enable Pilbara Ports to protect, promote and effectively manage the cultural heritage values that exist within Pilbara Ports lands and waters.

The purpose of the CHMP is to present best practice systems and processes that enable Pilbara Ports to identify, protect, promote, and responsibly manage risks from Pilbara Ports services and activities with respect to the rich cultural heritage values that exist on Pilbara Ports lands and waters. This includes Aboriginal, historic, and maritime cultural heritage values that may be encountered on Pilbara Ports lands and waters (i.e., historic structures, shipwrecks).

While the cultural heritage systems and processes implemented under the CHMP help to ensure Pilbara Ports remains compliant with State and Commonwealth cultural heritage legislation, they are also guided by Pilbara Ports Cultural Heritage guiding principles of “Avoid, Protect and Mitigate”. To facilitate a best practice approach, Pilbara Ports implements management approaches that seek to “Avoid” these cultural heritage values wherever possible.

This CHMP applies to the delivery of Pilbara Ports services and activities on the lands and waters that are under the direct operational control of Pilbara Ports. The CHMP does not apply to port areas that are exclusively leased or licensed to third parties. However, there is a requirement under Pilbara Ports commercial agreements with leaseholders and licensees to ensure they comply with all cultural heritage protection legislation. The CHMP also outlines Pilbara Ports commitment to engaging with cultural heritage stakeholders, including Aboriginal people and statutory agencies, in relation to port development activities (where applicable), and as part of the periodic review and continual improvement of the CHMP.

Related to this CHMP is Pilbara Ports Authority’s Engagement and Reconciliation Plan, which sets out the opportunities and initiatives implemented by Pilbara Ports to continually improve engagement with the Aboriginal community and advance reconciliation.

Pilbara Ports is committed to protecting cultural heritage values within the Port of Port Hedland in accordance with its Cultural Heritage Management Plan.

Cultural Heritage Management Plan:  
[cultural-heritage-management-plan](#)

First Nation Engagement and Reconciliation Plan:  
[first-nations-engagement-and-reconciliation-plan-2](#)

Significant cultural heritage sites and objects in WA are protected under State and Commonwealth legislation. The majority of reported cultural heritage sites within the Port of Port Hedland are Aboriginal heritage sites.

The Department of Planning, Lands and Heritage website contains further information on heritage sites and cultural material that may exist within the Port of Port Hedland.

### **11.3 Flora and fauna**

The Port Hedland region supports a rich diversity of flora and fauna. Any individual or organisation that intentionally, negligently, or accidentally causes harm to flora or fauna (i.e., turtles, cetaceans, and mangroves) must inform Pilbara Ports immediately.

Pilbara Ports has several licenced snake handlers onsite to assist with reptile removal and relocation from Pilbara Ports operational sites. All other wildlife response will be done in consultation with the Department of Biodiversity, Conservation and Attractions.

### **11.4 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.

Fishing is permitted from Port Hedland Main Street Jetty adjacent to Marapikurrinya Park.

### **11.5 Dust, light and noise**

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

### **11.6 Water, sediment, and soil**

It is the responsibility of each individual and organisation to ensure any activity does not result in the contamination of water, sediment, or soil.

Contamination may result from spilled or inappropriate management of liquids and or solids.

Any incident causing contamination must be reported to Pilbara Ports immediately.

### **11.7 Cleaning / washing vehicles, plant and equipment Pilbara Ports Eastern Harbour berths**

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

### **11.8 Pilbara Ports washdown facility Pilbara Ports Eastern Harbour berths**

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

### **11.9 Environmental incident reporting**

Any incident that has the potential to cause, is causing, or has caused environmental harm within the port environment and port limits is to be reported to Port Hedland VTS on (08) 9173 9030 or VHF CH12 immediately upon discovery.

Examples of environmental incidents include discharges or suspected discharges into the harbour, interactions with fauna, damage or loss of flora, dangerous goods spills, excessive dust, light and noise.

Pilbara Ports requires all staff, contractors, and port users to report all hazards and incidents both verbally, to their Pilbara Ports representative, and electronically using the online Hazard and Incident Reporting system available on Pilbara Ports website.

Hazard and Incident Reporting System:

[Safety-and-Security/Hazard-and Incident-Reporting](#)

All incidents should be submitted into the system prior to the end of shift where practicable.

Guidance for port users on how to report hazards and incidents is available on Pilbara Ports website.

How to Report Hazards & Incidents:

[How-to-Report-Hazard-and-incident reporting-port-users-how-t](#)

Pilbara Ports Incident Management Procedure:

[Incident-Management-Procedure](#)

### **11.10 Hydrocarbon spills**

Any individual who causes, observes, or detects spillage of hydrocarbons into water within the Port of Port Hedland port limits must immediately notify Pilbara

Ports Vessel Traffic Services (VTS) on (08) 9173 9030 or VHF CH12. Pilbara Ports may initiate a First Strike Response proportionate to the size and impact of incident.

For Pilbara Ports berth 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.

Pilbara Ports expects all employees, contractors, and vessel masters, to observe Safety Management Systems (SMS) and Workplace Health and Safety requirements, whilst employing best work practices and complying with relevant legislation to minimise the risk of hydrocarbon spills.

#### **11.11 Aquatic biosecurity / Introduced Marine Pests (IMP)**

The Department of Primary Industries and Regional Development (DPIRD) is the Western Australian Government Agency responsible for managing aquatic biosecurity in WA coastal waters.

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.

All commercial and non-trading vessels entering port waters for any activity except cargo operations are required to comply with the Vessel Introduced Marine Pest (IMP) Risk Assessment Procedure Port of Port of Port Hedland.

Vessel operating within Western Australia are to complete the Vessel Marine Pest Risk Assessment Form (Port Hedland) and supply all associated evidence prior to mobilising to Port Hedland:

Associated evidence:

- Vessel specifications.
- Most recent antifouling certificate.
- Most recent IMP inspection report.
- Evidence of marine growth prevention systems (MGPS) or manual treatment/clean of internal seawater intakes and pipework's.

All non-trading vessels are to comply with Commonwealth Government (and IMO) requirements and best management guidance measures in place for the management of biofouling and in-water cleaning including:

- The Australian In-water Cleaning Standards ([Draft Anti-fouling and cleaning guidelines](#))
- International Maritime Organization's (IMO) 2011 Guidelines for the control and management of ships' biofouling to minimise the transfer of invasive aquatic species ([IMO Biofouling Guidelines](#))

### **11.12 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 (i.e., sea chests and engine cooling pipes), or any equipment attached to or on board the ship (i.e., anchor chains).

Vessel biofouling and a ship's ballast water are major pathways for the introduction of foreign marine species into Australian waters. Once introduced they can spread, threaten healthy marine habitats, and have adverse economic and health effects, including to Australia's important fisheries.

To manage this risk, the Department of Department of Agriculture, Fisheries and Forestry (DAFF) works closely with Australian and international shipping industries and recreational vessel operators on several initiatives.

New requirements for managing biofouling on international vessels arriving in Australia commenced on 15 June 2022 and is consistent with the IMOs 2011 Guidelines for the Control and Management of Ships' biofouling to Minimise the Transfer of Invasive Aquatic Species - Resolution MEPC.207(62).

Operators of all vessels subject to biosecurity control will be required to provide information on how biofouling has been managed prior to arriving in Australian territorial seas. This information will need to be reported through the DAFF Maritime Arrivals Reporting System (MARS).

Vessel operators will receive less intervention for biofouling if they comply with one of the following three accepted biofouling management practices:

1. Implementation of an effective biofouling management plan; or
2. Cleaned all biofouling within 30 days prior to arriving in Australian territory;  
or
3. Implementation of an alternative biofouling management method pre-approved by the department.

A vessel operator that has not applied one of the three accepted biofouling management practices will be subject to further questions and assessment of the biosecurity risk associated with biofouling on the vessel.

The Australian biofouling management requirements provide guidance on how vessel operators should manage biofouling when operating within Australian seas in order to comply with the Biosecurity Act 2015.

Australia Biofouling Management Requirements:

<https://www.agriculture.gov.au/sites/default/files/documents/Australian-biofouling-management-requirements.pdf>

Any activity that has the potential to disturb or dislodge biofouling on a ship and / or the ship's antifoul coating is prohibited within Port Limits (Zone 1 and Zone 2). 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).

Prior arrived vessels seeking to undertake the above activities must report to "Port Hedland VTS" their intentions via VHF CH 12/16. The above activities are to be conducted outside of Port Limits, to the North of the FRP and are not to impede the safe operations and movements of other vessels.

#### **11.13 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 licensed waste contractor.

The requirements are based on:

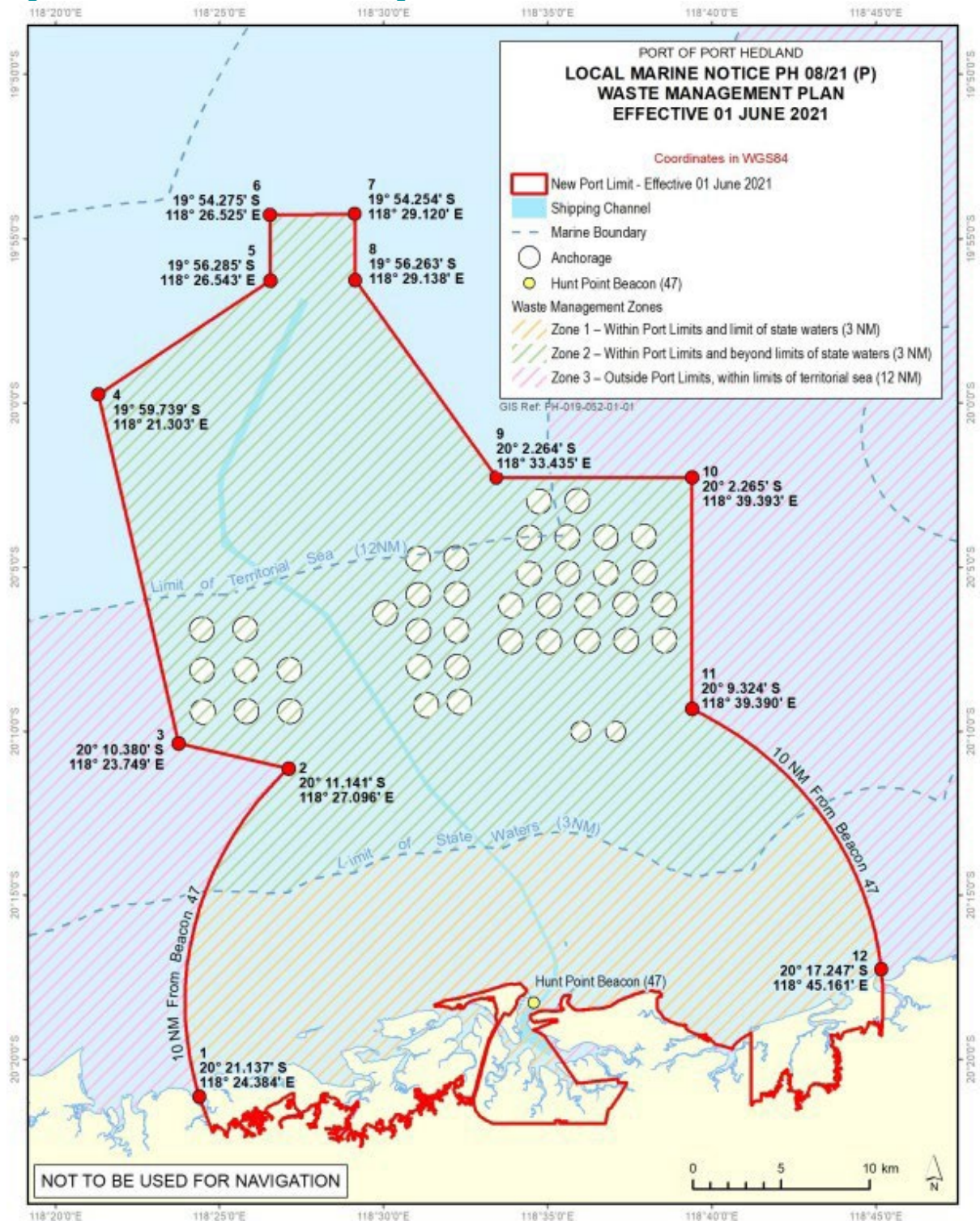
- International Convention for the Prevention of Pollution from Ships (MARPOL),
- Port Authorities Act 1999 (Western Australia)
- Port Authorities Regulations 2001 (Western Australia)
- Environmental Protection (Unauthorized Discharges) Regulations 2004
- Biosecurity Act 2015
- International Convention for the Control and Management of Ships' Ballast Water and Sediments
- Environmental Protection (Controlled Waste) Regulations 2004
- Fish Resources Management Act 1994

The following table and chartlet outline waste discharge guidelines and waste discharge zones applicable to the defined port limits of Port Hedland.

| WASTE CATEGORY                              | MARINE DISCHARGE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|---------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Oil, oily water mixtures (controlled waste) | No discharge permitted.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| Garbage - Plastics                          | No discharge permitted.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| Garbage - Cargo residue / deck washing      | Cargo residues (not harmful to the marine environment) from deck are permitted for facilitating safe operation of helicopters within the landing area and its immediate vicinity to avoid dust being raised by the down-draft of the rotors outbound past Beacon 47                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| Garbage – Food waste                        | No discharge permitted in Zone 1 or Zone 2. Discharge of food waste permitted in Zone 3 if ground or comminuted to pass through a screen with mesh no larger than 25mm and if vessel is underway.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| Garbage - Other                             | No discharge permitted.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| Timber                                      | No discharge permitted.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| Recyclables                                 | No discharge permitted.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| Air pollution - Incinerator                 | <p><b>Zone 1</b> – Within 3 nm of the coast and within Port Limits.<br/>Use of Incinerator is prohibited.</p> <p><b>Zone 2</b> – More than 3 nm of the coast and within Port Limits.</p> <p><b>Zone 3</b> – Area OUTSIDE defined Port Limits, <b>more than</b> 3 nm of the coast</p> <p>Incineration use permitted, subject to;</p> <ul style="list-style-type: none"> <li>Substances prohibited for incineration, as per Reg. 16 of MARPOL Annex VI, remain applicable.</li> <li>Shipboard Incinerators must be type approved and certified to meet prescribed emission standards.</li> </ul>                                                                                                                                                         |
| Air pollution – IMO 2020 Compliance         | All shipboard emission to comply with latest revised MARPOL Annex VI.<br>Note: if vessel at risk of emitting black smoke for more than four minutes in an hour, notify Port Hedland VTS prior to discharge.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| Ballast water                               | Discharge permitted only if carried out in accordance with Australian Ballast Water Management Requirements                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| Black Water – Sewage                        | <p><b>Zone 1</b> – Within 3 nm of the coast and within Port Limits. No discharge permitted.</p> <p><b>Zone 2</b> – More than 3 nm of the coast and within Port Limits. Comminuted and disinfected sewage – No discharge permitted.</p> <p>Not comminuted sewage and disinfected — No discharge permitted.</p> <p>Approved Sewage Treatment Plant – Discharge permitted *</p> <p><i>*Discharge permitted within Zone 2 subject to vessel having a sewage treatment plant on board and has:</i></p> <ul style="list-style-type: none"> <li><i>A current International Sewage Pollution Prevention (ISPP) Certification, which is certified to meet the operational requirements referred to in Regulation 9.1.1 of MARPOL 73/78 Annex IV.</i></li> </ul> |

| WASTE CATEGORY                                                                                        | MARINE DISCHARGE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
|-------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p><b>Black Water - Sewage (cont.)</b></p>                                                            | <ul style="list-style-type: none"> <li>Vessel operator has applied for <b>and</b> received approval from the Port of Port Hedland Harbour Master's Office. Request to be submitted to <a href="mailto:hm@pilbaraports.com.au">hm@pilbaraports.com.au</a></li> </ul> <p><b>Zone 3</b> – Area OUTSIDE defined Port Limits, more than 3 nm of the coast<br/>Comminuted and disinfected sewage - Discharge permitted *</p> <p>Not comminuted sewage and disinfected – No discharge permitted.</p> <p>Approved Sewage Treatment Plant – Discharge permitted *</p> <p><b>*Discharge within Zone 3 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 discoloration of the surrounding water.</b></p> <p><i>Ships visiting the Port of Port Hedland 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 <b>AMSA Marine Order 96: Marine Pollution Prevention – Sewage 2018.</b></i></p> |
| <p><b>Grey Water - Waste waters (other than sewage) from the sinks, showers, galleys, laundry</b></p> | <p><b>Zone 1</b> – Within 3 nm of the coast and within Port Limits. No discharge permitted.</p> <p><b>Zone 2</b> – More than 3 nm of the coast and within Port Limits.</p> <p><b>Zone 3</b> – Area OUTSIDE defined Port Limits, more than 3 nm of the coast</p> <p>Discharge permitted. Subject to that discharge not producing visible floating solids nor causing discoloration of the surrounding waters.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| <p><b>Other Controlled Waste</b></p>                                                                  | <p>No discharge permitted</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| <p><b>Biofouling</b></p>                                                                              | <p>Any activity that has the potential to disturb or dislodge biofouling on a ship and / or the ships antifoul coating is prohibited within Port Limits (Zone 1 and Zone 2). Such activities include, but are not limited to:</p> <p>In-water hull cleaning<br/>Cleaning of internal seawater systems (including sea-chests and engine cooling pipes)<br/>Propeller 'polishing' (cleaning)</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |

**Figure 13 Port Hedland Waste Discharge Zones**



## **12. OCCUPATIONAL HEALTH AND SAFETY MANAGEMENT**

Pilbara Ports Authority is committed to ensuring the safety and health of all personnel at our facilities.

Pilbara Ports Workplace Safety and Health Policy and Occupational Safety and Health Management Plan are available on the Pilbara Ports website.

Workplace Safety and Health Policy:

[Pilbara-Ports-Work-Health-and-Safety-Policy](#)

Occupational Safety and Health Management Plan:

[Work-Health-and-Safety-Management-Plan](#)

Governing legislation applicable to safe operations at the port are:

- Port Authorities Act 1999;
- Work Health and Safety (General) Act 2022 (WHS Act)
- Australian Maritime Safety Authority Act 1990; and
- Dangerous Goods Safety Act 2004.

The safety performance of all staff, contractors and port users is monitored and reported to Pilbara Ports Executive and Board monthly with incidents and high-risk events additionally reportable to a regulatory bodies.

For further information, or to request a copy of essential Health and Safety documentation, stakeholders are requested to contact the Pilbara Ports Health and Safety team at [HealthAndSafety@pilbaraports.com.au](mailto:HealthAndSafety@pilbaraports.com.au)

### **12.1 Hazard and incident reporting**

Pilbara Ports requires all staff, contractors, and port users to report all hazards and incidents both verbally, to their Pilbara Ports representative, and electronically using the online Hazard and Incident Reporting system available on Pilbara Ports website.

Hazard and Incident Reporting System:

[Safety-and-Security/Hazard-and-Incident-Reporting](#)

All incidents should be submitted into the system prior to the end of shift where practicable.

Guidance for port users on how to report hazards and incidents is available on Pilbara Ports website.

How to Report Hazards & Incidents:

[How-to-Report-Hazards-&Incidents](#)

The Pilbara Ports Incident Management Procedure outlines the requirements for the immediate response to, and subsequent reporting, analysis and

communication of incidents; and provides guidance on the determination of appropriate corrective actions.

Pilbara Ports Incident Management Procedure:

[Incident-Management-Procedure](#)

### **12.2 Risk based hygiene monitoring**

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

### **12.3 Communication**

Pilbara Ports Health and Safety team hold monthly forums for contractors and port users to raise safety and health concerns and share initiatives. Safety and health bulletins and briefs are regularly published and communicated to contractors and port users via email.

Should port users wish to receive an invitation to the monthly health and safety forum, or be added to the email mailing distribution list, please contact the Pilbara Ports Health and Safety team at [HealthAndSafety@pilbaraports.com.au](mailto:HealthAndSafety@pilbaraports.com.au)

### **12.4 Reporting**

Pilbara Ports requires all contractors and ports users to submit a monthly OSH report to Pilbara Ports Health and Safety team at [HealthAndSafety@pilbaraports.com.au](mailto:HealthAndSafety@pilbaraports.com.au)

Pilbara Ports Monthly OSH Report Form can be filled up online.

[https://protect-  
au.mimecast.com/s/5nk5C0YKnLTG2VmKs2PzNY?domain=forms.office.com](https://protect-au.mimecast.com/s/5nk5C0YKnLTG2VmKs2PzNY?domain=forms.office.com)

## **13. WORK PROCEDURES, REQUIRED PERMITS, PILBARA PORTS NOTIFICATIONS AND APPROVAL OF WORKS TO BE UNDERTAKEN**

### **13.1 Work requiring a permit – Pilbara Ports Port Hedland controlled areas**

Procedures and permit application forms are available on Pilbara Ports website and must be submitted to Pilbara Ports for approval prior to commencement of work.

Under no circumstances should work requiring a permit commence without prior approval from Pilbara Ports. All works carried out must meet the conditions outlined in the applicable procedure and permit.

Work requiring a permit and associated procedures can be located on Pilbara Ports website via the following link:

[Permits-Procedures-and-Forms](#)

### **13.2 Hot works – Pilbara Ports Port Hedland controlled areas**

Hot work can be defined as any work capable of producing a source of ignition. This will include welding, cutting, grinding, heating, and burning.

Approval must be obtained from Pilbara Ports to undertake any hot works (welding, burning etc...) on Pilbara Ports sites.

Approval is to be obtained from the relevant authorised person at Pilbara Ports.

Further information is contained within the Pilbara Ports Hot Work Procedure and Hot Work Permit.

Hot Work Procedure:

[Port-of-Port-Hedland-Hot-Work-Procedure](#)

Hot Work Permit:

[Port-of-Port-Hedland-Hot-Work-Permit](#)

### **13.3 Hot works – Vessel within Port Limits**

Prior to the commencement of vessel hot works within the Port Limits / VTS Area, the 'Vessel Request for Permission to Conduct Hot Work in the Port of Port Hedland' form is to be completed and submitted to the Pilbara Ports Port Hedland Marine Team.

- The vessel must comply with its Safety Management System (SMS) when undertaking hot works.
- Vessels alongside will in addition require terminal approval prior to undertaking hot works.

#### **NOTE:**

Hot work must not commence without approval.

"Port Hedland VTS" is to be informed of a vessels intention to commence hot works via VHF CH 12.

"Port Hedland VTS" should be informed on VHF CH 12 on completion of the hot work activity.

Controls identified in the vessel's Risk Assessment (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.

Vessel Request for Permission to Conduct Hot Work in the Port of Port Hedland Form:

[Permits-Procedures-and-Forms](#)

### **13.4 Excavation – Pilbara Ports Port Hedland controlled areas**

Approval must be obtained from Pilbara Ports to undertake any excavation including all digging, trenching, or boring which extends more than 150mm below ground level prior to any excavation works taking place. Approval is to be obtained from the relevant authorised person at Pilbara Ports. Further information is contained within the Pilbara Ports Excavation Procedure and Excavation Permit.

Pilbara Ports Excavation Procedure:

[Excavation-and-Penetration-Procedure](#)

Pilbara Ports Excavation permit:

[Excavation-and-Penetration-Permit](#)

### **13.5 Working at heights – Pilbara Ports Port Hedland controlled areas**

Approval must be obtained from Pilbara Ports to undertake any work that involves working at heights prior to commencement of work. Approval is to be obtained from the relevant authorised person at Pilbara Ports. Further information is contained within the Pilbara Ports Fall Prevention Procedure and Working at Height Permit.

Fall Prevention Procedure:

[Working-at-Heights-Procedure](#)

Working at Height Permit:

[Working-at-Heights-Permit operations/permits-and-procedures](#)

### **1.2 Confined spaces – Pilbara Ports Port Hedland controlled areas**

Approval must be obtained from Pilbara Ports to undertake any works that involve confined spaces prior to commencement of work. Approval is to be obtained from the relevant authorised person at Pilbara Ports. Further information is contained within the Pilbara Ports Confined Space Entry Procedure and Confined Space Entry Permit.

Confined Space Entry Procedure:

[Pilbara-Ports-Confined-Space-Entry-Procedure](#)

Confined Space Entry Permit:

[Pilbara-Ports-Confined-Space-Entry-Permit](#)

### **13.6 Isolation and tagging operations – Pilbara Ports Port Hedland controlled areas**

Pilbara Ports Isolation and Tagging Procedure applies to all operations on Pilbara Ports worksites that involve work tasks with a risk of a hazardous release of energy (i.e., electrical, mechanical, chemical energy). This includes all in-loading and out-loading conveyor systems at Utah Bulk Loading Facility and Berth 1 and all mobile, fixed plant and equipment. Only those, who have completed Isolation Officer Level of Isolation and Tagging training, have been assessed, and deemed competent

and authorised are able to perform isolations. Once trained, assessed, and deemed competent, they shall be appointed in writing by the Nominated Person to undertake the duties of Isolation Officer in accordance with the Pilbara Ports Isolation & Tagging Procedure. Further information is contained within the Pilbara Ports Isolation and Tagging Procedure that can be obtained through Pilbara Ports website.

Pilbara Ports Isolation and Tagging Procedure:  
[Isolation-and-Tagging-Procedure](#)

### **13.7 High voltage access – Pilbara Ports Port Hedland controlled areas**

Approval must be obtained from Pilbara Ports to undertake any work that involves high voltage access prior to commencement of work. Approval is to be obtained from the authorised High Voltage Operator at Pilbara Ports. Further information is contained within the Pilbara Ports High Voltage Access Procedure.

Pilbara Ports High Voltage Access Procedure:  
[Pilbara-Ports-High-Voltage-Access-Procedure](#)

### **13.8 Diving operations**

Commercial diving may be considered an application of professional diving where the diver engages in underwater work for industrial, construction, engineering, maintenance, or other commercial purposes which are similar to work done out of the water, and where the diving is usually secondary to the work. “Port Hedland VTS” will facilitate diving operations within the port limits. Commercial diving operations must not be undertaken in the port unless an electronic Request for Diving Operation Port Hedland Form has been approved by Port Hedland VTS or authorised persons within the Port Hedland Marine Operations department no less than 24 hours prior to the intended commencement of dive activities. Dive plans and a map clearly depicting the area of operation is to accompany the Request for Diving Operation Form Port of Port Hedland.

Request for Diving Operation Port Hedland Forms submitted inside 24 hours will be assessed on a case-by-case basis and will require Harbour Master endorsement.

Request for Diving Operation Form Port of Port Hedland:  
[Port-of-Port-Hedland-Diving-Operation-Form](#)

### **13.9 Remote Operated Vehicle (ROV) / Mini ROV Operations**

The use of ROVs must be managed effectively to ensure the safety of port operations and personnel.

ROV / Mini ROV operations must not be undertaken in the port unless a Request for the use of a ROV / Mini ROV Port of Port Hedland Form has been approved by Port Hedland VTS or authorised persons within the Port Hedland Marine

Operations department. Forms shall be lodged no less than 48-hours in advance of the intended ROV / Mini ROV operation accompanied by a map clearly depicting the area of operation.

Request for the use of a ROV / Mini ROV Port of Port Hedland Form:  
[Port-of-Port-Hedland-ROV-MINI-ROV-Form](#)

### **13.10 Drone operations**

Drones are increasingly utilised within the Port of Port Hedland for aerial surveying, photography, videography, and data capture. Drone operators must be vigilant of helicopter operations that form an essential part of the Pilbara Ports operating environment, as such, the use of drones must be managed effectively to ensure the safety of port operations and personnel.

Pilbara Ports Port Hedland's helicopter contractor operates from the Eastern Harbour site.

When planning to operate within 5.5kms of Pilbara Ports Eastern Harbour site or within the port limits, commercial drone operators are to electronically submit to Pilbara Ports the Request for use of Drone Port of Port Hedland form no less than 48 hours prior to the intended commencement of drone operations.

Request for use of Drone Port of Port Hedland:  
[Port-of-Port-Hedland-Request-use-of-Drone](#)

The Pilbara Ports the Request for use of Drone Port of Port Hedland application form is to be accompanied by:

- Intended flight path details shown on a map and marked appropriately.

NOTE: Written approval from Pilbara Ports media team must be sought prior to using images for any communication media by submitting "Application to take photographs or video" form to [media@pilbaraports.com.au](mailto:media@pilbaraports.com.au) .

On the day of the proposed flight, prior to operating the drone, the drone operator is to contact "Port Hedland VTS" on 08 9173 9030 to:

- Seek confirmation that there are no helicopter conflicts.
- Request "Port Hedland VTS" clearance to proceed with the planned drone operation.

On completion of drone activities, the drone operator is to contact "Port Hedland VTS" on 08 9173 9030 to advise same.

Recreational drone operators are to be mindful of port operations when operating drones.

Recreational drone operators must contact “Port Hedland VTS” on 08 9173 9030 prior to drone operation if planning to operate the drone within 5.5kms of Pilbara Ports Eastern Harbour site or within the port limits.

Recreational drone operators are strictly prohibited from operating drones within port landside areas.

### **13.11 Photography Pilbara Ports Port Hedland controlled areas**

Approval must be obtained from Pilbara Ports to take photographs or video within Pilbara Ports Port Hedland’s controlled areas. Further information is contained within the Pilbara Ports Application to take Photographs or Video Form that can be

obtained through Pilbara Ports website. The applicant is to comply with the conditions of the Pilbara Ports Application to take Photographs or Video Form.

Pilbara Ports application to take photographs or video:

[Pilbara-Ports-Application-to-take-Photographs-and-Videos-Form](#)

### **13.12 Cranes Pilbara Ports Port Hedland controlled areas**

Approval must be obtained from Pilbara Ports to undertake any crane (itinerant and classified plant) operations within Pilbara Ports Port Hedland controlled areas. All cranes operating with Pilbara Ports are to be inspected and registered.

The Pilbara Ports Crane Registration Form, Pilbara Ports Crane Operations Notifications Form Port of Port Hedland and Pilbara Ports Crane and Hoist Procedure can be obtained through Pilbara Ports website.

Pilbara Ports Crane and Hoist Procedure:

[Crane-and-Hoist-Procedure](#)

Pilbara Ports Crane Registration Form:

[Crane-Registration-Form](#)

Pilbara Ports Crane Operations Notifications Form Port of Port Hedland:

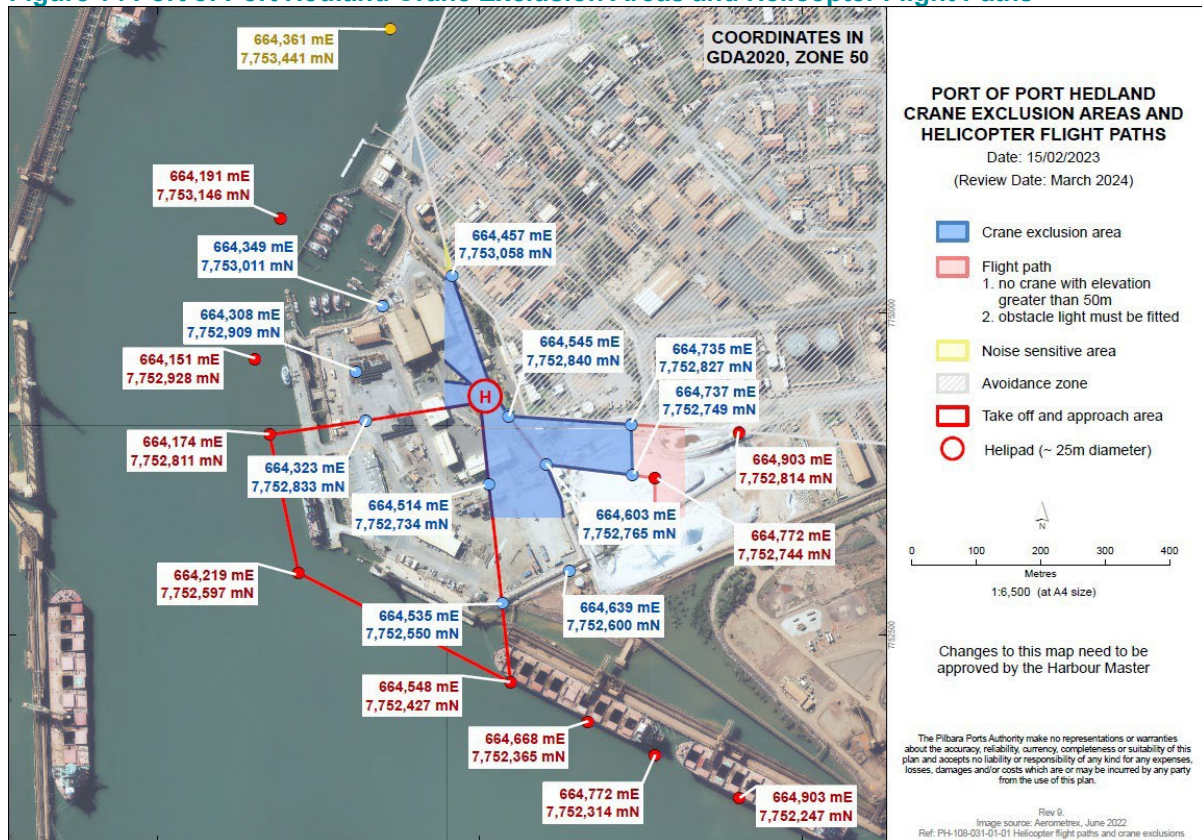
[Port-of-Port-Hedland-Crane-Operations-Notification-Form](#)

Information on Pilbara Ports Crane Load Maps is available on the Pilbara Ports website and is contained within Section 8 - Berths and Bulk Handling Facilities of this Handbook.

Information on Pilbara Ports Port Hedland’s Crane Exclusion Areas and Helicopter Flight Paths can be obtained from the Pilbara Ports website:

[Port-of-Port-Hedland-Crane-Exclusion-Areas-and-Helicopter-flight-Paths](#)

**Figure 14 Port of Port Hedland Crane Exclusion Areas and Helicopter Flight Paths**



### 13.13 Oversized cargo movements Pilbara Ports controlled areas

All works that involve oversized cargo movements require approval from the Pilbara Ports Landside Operations department - [landside.operations@pilbaraports.com.au](mailto:landside.operations@pilbaraports.com.au) / [landside.operationseast@pilbaraports.com.au](mailto:landside.operationseast@pilbaraports.com.au) prior to commencement of cargo movement.

## 14. PORT AND TOWN SERVICES

Port Hedland is a dynamic town in Western Australia’s Northwest located approximately 1,800km north of Perth. Port Hedland is home to around 16,000 people from diverse cultural backgrounds and cover 11,844 square kilometres of the Pilbara region.

Our original inhabitants, the Kariyarra people, call the place Marapikurrinya for the hand shaped formation of the tidal creeks coming off the natural harbour.

### 14.1 Seafarers centre

The Port Hedland Peace Memorial Seafarer’s Centre is administered by the Anglican Church Mission to Seafarers. The Port Hedland Seafarers Centre offers a variety of service including high speed internet with Wi-Fi, foreign currency exchange and Australian mobile phone SIM cards. Further services offered by Port Hedland Peace Memorial Seafarer’s Centre, including operating hours can be obtained from the following link:

<https://www.phseafarers.org/>

**14.2 Seafarers bus schedule / transfer launches**

Launch Services from the vessels berthed in the harbour to the commercial jetty run at regular times throughout the day, every day. A connecting bus will meet the launch at the town jetty to transport seafarers to the centre. Further information in relation to the Seafarers Daily Launch Schedule can be obtained from the vessel nominated agent or the Port Hedland Seafarers Centre.

**14.3 Medical and dental facilities**

Port Hedland currently has two (2) medical centres, four (4) dental facilities and a modern hospital servicing the region. All offer a wide range of medical services. Opening hours of medical and dental facilities vary. Medical attention for anyone on board the vessel can be arranged through the vessel’s respective agent.

**Figure 15 Port Hedland Medical and Dental Facilities**

| <b>MEDICAL AND DENTAL FACILITIES</b>                                                                                 |                                                                                                  |                |
|----------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------|----------------|
| Port Hedland Medical<br><a href="mailto:reception@porthedlandmedical.com.au">reception@porthedlandmedical.com.au</a> | 7 Edgar Street,<br>Port Hedland, WA 6721                                                         | (08) 9173 3733 |
| Hedland Health Campus (Hospital)                                                                                     | 2-34 Colebatch Way, South<br>Hedland, WA 6722                                                    | (08) 9174 1000 |
| Hedland Dental Care (Port Hedland & South Hedland)                                                                   | 4/7 Tonkin Street,<br>South Hedland, WA 6722<br>&<br>1/19 Edgar Street,<br>Port Hedland, WA 6721 | 1800 230 230   |
| Port Hedland Dental and Implant Centre                                                                               | 3/10 Wedge Street, Port<br>Hedland, WA 6721                                                      | (08) 9173 5838 |
| And Smile                                                                                                            | 4/150 Anderson Street, Port<br>Hedland, WA 6721                                                  | (08) 9173 3703 |
| Pilbara Dental Centre South Hedland                                                                                  | 3A/2 Byass Street,<br>South Hedland, WA 6722                                                     | (08) 9172 4999 |

**14.4 Provisions**

Supplies of food, liquor and cigarettes are available in the town of Port Hedland. Provedores require early advice via the vessels nominated agent of a vessel’s provisions requirements.

**15. GOVERNMENT AGENCIES**

For Pilbara Ports Port Hedland to maintain the highest standards under which it operates, it is essential that it continues to work closely with government agencies and local authorities.

**15.1 Australian Maritime Safety Authority (AMSA)**

AMSA are Australia’s national agency responsible for maritime safety, protection of the marine environment, and maritime aviation search and rescue.

AMSA is a statutory authority established under the Australian Maritime Safety Authority Act 1990 (AMSA Act), with the primary role to:

- Promote maritime safety and protection of the marine environment.
- Prevent and combat ship-sourced pollution in the marine environment.
- Provide infrastructure to support safe navigation in Australian waters.
- Provide a national search and rescue service to the maritime and aviation sectors.
- Provide, on request, services to the maritime industry on a commercial basis.
- Provide, on request, services of a maritime nature on a commercial basis to the Commonwealth and/or states and territories.

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

AMSA contact details:

- AMSA Joint Rescue Coordination Centre (JRCC) Australia 1800 641 792
- Australian Maritime Safety Authority (AMSA) Port Hedland 08 9173 2598 / 1800 627 484

## **15.2 Department of Agriculture, Fisheries and Forestry (DAFF)**

DAFF manages biosecurity services to minimise the risk of exotic pests and diseases entering and establishing in Australia and harming the Australian natural environment, our food security and economy.

Vessels entering Australian territory must comply with their requirements under the Biosecurity Act 2015. All commercial vessels must use the Maritime Arrivals Reporting System (MARS) for vessel Pre-Arrival Reporting (PAR). The jurisdiction of Australia and external territories generally extends off the Australian coast to 12 Nautical Miles (NM). All international vessels, including barges and dredges, that are sailed, motored, or towed through the 12NM limit and enter Australian territory are subject to pre-arrival reporting, pratique, assessment, and inspection to enter a First Port of Entry.

Vessel masters entering Australia must submit a request through MARS to enter a First Point of Entry. The PAR is the form completed by a vessel master or agent to notify DAFF of a vessels' impending arrival at a First Point of Entry. The PAR must be submitted 96HRS to 12HRS prior to arrival for each voyage in Australia. Any changes in circumstances must be reported to DAFF as soon as practicable as a revised PAR. Vessels returning to Australia shortly after departure due to unforeseen circumstances or changes in itinerary may also need to submit a new PAR.

The PAR assists DAFF to assess the condition of a vessel prior to its arrival in Australia. The required information informs the department of any potential

biosecurity risks associated with human, animal and plant health, waste, and ballast water for each vessel during its voyage in Australia.

Vessel berthing conditions in Australian Ports are provided on the Biosecurity Status Document (BSD) after meeting reporting requirements. Vessel pratique does not affect a vessels permission to berth in Australia. Pilots can embark and disembark under the Navigation Act 2012.

Commercial vessels excluding cruise vessels are subject to the positive or negative pratique process under the Biosecurity Act 2015 when the vessel enters Australian territorial waters, 12 Nautical Miles (NM) from the Australian coastline until arrival in the precincts of the intended destination port.

Pratique is granted automatically via the Maritime Arrivals Reporting System (MARS) on arrival in the precincts of the port, where there are no human health issues (positive pratique process).

Commercial vessels that have not submitted a PAR or who have declared illness prior to arriving in Australia must not embark/disembark passengers and goods must not be loaded or unloaded from the vessel until pratique has been granted by a biosecurity officer (negative pratique process).

Non-commercial vessels and cruise vessels are subject to the negative pratique process and will not be granted pratique until a biosecurity officer has assessed the human health risks associated with the vessel at its First Point of Entry (negative pratique process).

If a request for pratique is refused, the Master of the vessel must fly the quarantine signal (yellow flag or quarantine lights if at night).

It is the responsibility of the shipping agent to ensure pratique is granted when a vessel has berthed and before cargo operations commence.

Further information is available through the DAFF website:

<https://www.agriculture.gov.au/>

### **15.3 Additional Department of Agriculture, Fisheries and Forestry (DAFF) cruise, livestock, and naval vessels**

Cruise industry agents may submit proposed itineraries up to two years in advance. Reporting must be submitted to the Maritime Travellers Processing Committee (MTPC) for approval by the Australian Government agencies concerned. If MTPC approval is required, cruise ship operators or their agents must submit their application in the Air and Sea Arrivals Portal (ASAP) at least 30 days before the arrival and no more than 12 months in advance.

Under the Biosecurity Act 2015, cruise vessels wishing to enter a port that is Non-First Point of Entry must apply for and be granted permission by DAFF, prior to arrival at the port.

In addition to the PAR, cruise vessels are required to submit a Live Plants Conveyance Log (if live plants are present onboard). Where illness or death on board the vessel is reported, the vessel master will be required to answer additional questions to assess the public health risk associated with the vessel prior to arrival at the port.

All livestock vessels must undergo inspection on every visit to Australia, irrespective of the vessel's history or last port of call. All livestock vessels are inspected at berth. Vessels must be thoroughly cleaned and disinfected with Soda Ash prior to arrival, in accordance with biosecurity procedures.

All military vessels arriving in Australia must undergo a routine vessel inspection by a biosecurity officer at their first point of entry into Australian territory (unless invoking sovereign immunity). The inspection includes health status of crew, vessel sanitation, stores, waste management and ballast water verification (if applicable to the vessel).

Further information is available through the DAFF website:

<https://www.agriculture.gov.au/>

#### **15.4 Vessel ballast water requirements**

Ballast water is water taken on board by vessels to maintain stability and trim. Ballast water can contain thousands of aquatic microbes, plants, and animals, which can be spread across the globe as the vessel releases ballast water. Unmanaged ballast water released in foreign ports could potentially introduce a range of invasive marine species. Invasions have already taken place around the world, in some instances with significant consequences for the local ecosystem.

The Biosecurity Act 2015 and some other related delegated legislation, collectively prescribe how ballast water should be managed within Australian seas.

The Australian Ballast Water Management Requirements explain how to comply with the legislation while operating a vessel in Australian waters. In general, vessels have the following obligations:

- Manage ballast water prior to arrival in Australian seas, and between Australian ports.
- Carry a ballast water management plan, ballast water management certificate, and maintain ballast water records.

From 8 September 2019, all vessels that use ballast water are required to meet the regulation D-2 discharge standard of the International Convention for the Control and Management of Ships' Ballast Water and Sediments at their next

International Oil Pollution Prevention (IOPP) renewal survey. Some vessels may be required to install an International Maritime Organisation (IMO) approved ballast water management system to meet new ballast water discharge standards. All vessels must comply with D-2 standards before 8th September 2024.

A Ballast Water Report (BWR) is to be submitted to DAFF before or with the PAR.

Further information is available through the DAFF website:

<https://www.agriculture.gov.au/>

### **15.5 Deaths, illness in transit onboard international vessels**

The vessel master is required to notify government authorities through the National Maritime Centre (NMC) of any death or crew suffering from illness on the vessel.

The NMC can be contacted via email [maritimenc@agriculture.gov.au](mailto:maritimenc@agriculture.gov.au) or by phone 1300 004 605 (within Australia) or +61 8 8201 6185 (outside Australia).

Masters of vessels are required, as part of their pre and post-arrival reporting obligations, to advise the department if any crew member has reported or is displaying the symptoms of a listed human disease onboard the vessel.

Further information is available through the DAFF website:

<https://www.agriculture.gov.au/>

### **15.6 Crew sign-offs, Department of Agriculture, Fisheries and Forestry (DAFF)**

The vessel Master or agent is required to notify DAFF and the Australian Border Force (ABF) of crew leaving the vessel permanently and whether they have biosecurity items or prohibited items to declare. The vessel Master or agent must not allow crew to remove items from the vessel without permission.

As part of the crew member's obligations in leaving (permanently disembarking) a vessel in Australia, they are required to complete a Department of Home Affairs, Australian Border Force - Crew Declaration (Form B465) that includes, but is not limited to, biosecurity questions about the above risk items or activities.

Department of Home Affairs, Australian Border Force - Crew Declaration (Form B465):

<https://www.abf.gov.au/form-listing/forms/b465.pdf>

NOTE: Crew changes should not proceed in Australian until the vessel has been granted pratique or in specific cases, where permission has been granted from the department for a person to leave the vessel prior to the granting of pratique.

DAFF must be notified if any information has changed from what was reported in the initial PAR or Crew Change Service Request. Changes are to be reported by submitting a revised Crew Change Service Request in the Maritime Arrival Reporting System (MARS) as soon as practicable.

Further information is available through the DAFF website:

<https://www.agriculture.gov.au/>

### **15.7 Animals on board vessels, Department of Agriculture, Fisheries and Forestry (DAFF)**

Where commercial vessels arrive in Australian ports or are transiting within Australian waters with live animals onboard, conditions will be imposed to manage the biosecurity risk.

Live animals' onboard vessels may introduce serious diseases to Australia such as African swine fever, screw worm fly, rabies, Newcastle disease, and foot and mouth disease, and therefore pose a risk to the health of Australian animals, people, and environment. Animals include cats, dogs, fish, birds, ruminants, pigs, rodents, and reptiles.

Animals' onboard vessels that are imported to Australian territory must meet the conditions set by the department for that species. An animal is considered to have been imported to Australia once the animal is within 12 nautical miles of Australian territory. Not all species are eligible for import to Australia.

A biosecurity officer will manage stowaway animals (i.e., hitchhiking birds that have landed on a vessel due to exhaustion) as necessary to mitigate the associated biosecurity risks.

Prior to arrival at your first port of call in Australia, the master of the vessel must notify DAFF of the presence of animals onboard.

Further information is available through the DAFF website:

<https://www.agriculture.gov.au/>

### **15.8 Loading & removing goods other than cargo - Australian Border Force (ABF)**

A request to load or remove goods (other than cargo) from a vessel may be granted upon application to the Australian Border Force (ABF).

Form 43 – Request to load goods (other than cargo):

<https://www.abf.gov.au/form-listing/forms/43.pdf>

Form 44 – Request to remove goods (other than cargo):

<https://www.abf.gov.au/form-listing/forms/44.pdf>

### **15.9 Biosecurity waste**

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

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

#### **15.10 Australian Border Force (ABF)**

ABF are Australia's frontline border law enforcement agency and customs service. ABF are an operationally independent body within the Home Affairs portfolio. ABF aim to facilitate the movement of people and goods across the border, working closely with other agencies to share knowledge, expertise, and intelligence to detect, deter and prosecute those who attempt to cause harm at the border. The work undertaken by the ABF contributes to the safeguarding Australia's national security.

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

ABF requires the Master / Owner / Operator of a ship to report their impending arrival and all crew and passengers on board no less than 96HRS prior to the vessels estimated arrival. Notification of impending arrival is to be declared on Australian Border Force Form 13 Ship Pre-Arrival Report, accompanied by Australian Border Force Form 3 Inwards/Outwards Crew Report and Australian Border Force Form 2a / 2b Passenger Report (as applicable).

Australian Border Force Form 13 Ship Pre-Arrival Report:

<https://www.abf.gov.au/form-listing/forms/form13.pdf>

Australian Border Force Form 3 Inwards/Outwards Crew Report:

<https://www.abf.gov.au/crossing/files/form-3.pdf>

Australian Border Force Form 2a Passenger Report:

<https://www.abf.gov.au/form-listing/forms/2a.pdf>

Australian Border Force Form 2b Passenger Report:

<https://www.abf.gov.au/form-listing/forms/2b.pdf>

Small craft are to provide 96HRS notice to ABF prior to the vessels estimated arrival by either:

- Sending an email to [yachtreport@homeaffairs.gov.au](mailto:yachtreport@homeaffairs.gov.au)
- Sending a fax to +61 2 6275 5078
- Phoning on +61 2 6246 1325

If the journey to Australia is likely to take less than 96HRS then use the table below to work out when to give notice.

| ITEM | LIKELY DURATION OF JOURNEY        | SPECIFIED PERIOD |
|------|-----------------------------------|------------------|
| 1    | 72HRS or more but less than 96HRS | 72HRS            |
| 2    | 48HRS or more but less than 72HRS | 48HRS            |
| 3    | 24HRS or more but less than 48HRS | 24HRS            |
| 4    | Less than 24HRS                   | 12HRS            |

Reporting requirements are mandatory for all First Port Vessels (i.e., vessels arriving in Australia direct from an overseas port/place).

Reports of intended arrival are to be made to the local ABF office at the port where the vessel intends to arrive and may be provided by hand, fax, email or through the ship's agent.

Contact details for ABF in Port Hedland are: Phone: (08) 9158 1000

Fax: (08) 9173 1111

E-mail: [maritimeporthedland@homeaffairs.gov.au](mailto:maritimeporthedland@homeaffairs.gov.au)

ABF will need to be provided with the following information:

- The name of the craft.
- The craft's country and port of registration.
- The intended first port of arrival.
- The estimated arrival time.
- The last four (4) ports visited.
- The details of people on board including name, date of birth, nationality, and passport number.
- Details of any illness or disease recently encountered.
- If any animals are on board.
- If any firearms on board.

ABF Small Craft Arrival Report Form B333:

<https://www.abf.gov.au/form-listing/forms/b333.pdf>

Passengers arriving in Australia are required under Australian law to identify themselves and provide certain information through the completion of an Incoming Passenger Card (IPC), being a document providing passenger identification and an effective record of a person's entry to Australia.

Australian law concerning completion of a passenger cards is set out in the Migration Act 1958 (the Migration Act) and the Migration Regulations 1994 (the Migration Regulations).

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

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

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

Master's or ship agents are required to notify ABF of any crew changes that occur in the port. ABF notification shall be received utilising the following forms:

B521 Seaports - Notification of Sign OFF Migration Act 1958:

<https://www.abf.gov.au/form-listing/forms/b521.pdf>

B522 Seaports - Notification of Sign ON Migration Act 1958:

<https://www.abf.gov.au/form-listing/forms/b522.pdf>

B465 Crew Declaration:

<https://www.abf.gov.au/form-listing/forms/b465.pdf>

When transferring personnel or good between certain vessels, the S.175 Permission to transfer goods between certain vessels is to be completed and approved by the ABF.

S.175 Permission to transfer goods between certain vessels:

<https://www.abf.gov.au/form-listing/forms/s.175.pdf>

Further information can be obtained from the ABF web site: <https://www.abf.gov.au/>

#### **15.11 Western Australian Police (WAPOL) - Water Police**

WA Water Police work closely with and provide support to other government and non-government agencies including Department of Transport Marine Safety, Australian Maritime Safety Authority, and the Joint Rescue Coordination Centre (JRCC) in Canberra, Department of Fire and Emergency Services (DFES), Marine Rescue Western Australia, Australian Border Force, Port Authorities and other agencies involved in maritime safety, coastal operations and law enforcement.

WAPOL provides the following services:

- Marine Search and Rescue.
- A dive capability supporting Police operations.
- General Police on-water law enforcement.

The Western Australia Water Police operate from facilities in North Fremantle and Mandurah. The Commissioner of Police is the Hazard Management Authority for Sea Search and Rescue (SAR) in Western Australia. Water Police provide oversight and support for all marine SAR operations on WA.

For marine emergencies, call 000 – for general assistance call 131 444. WAPOL Water Police contact details:

| LOCATION                 | ADDRESS                                    | TELEPHONE / VHF               |
|--------------------------|--------------------------------------------|-------------------------------|
| Water Police (Fremantle) | 100 Harvest Road, North Fremantle, WA 6159 | (08) 9442 8600<br>VHF 16 & 67 |

| LOCATION          | ADDRESS                                  | TELEPHONE / VHF               |
|-------------------|------------------------------------------|-------------------------------|
| Peel Water Police | 107 Breakwater Parade, Mandurah, WA 6210 | (08) 9583 9200<br>VHF 16 & 67 |

#### **15.12 Department of Fire and Emergency Services (DFES)**

DFES works in collaboration with Western Australian communities and other government agencies to help prevent, prepare for, respond to and recover from diverse hazards including fires, cyclones and floods.

DFES provides advice on emergency management issues to various local, state and national stakeholders.

## **16. EMERGENCY**

### **16.1 Emergency procedures**

Pilbara Ports has implemented a comprehensive Emergency Response Plan to effectively manage emergencies within port limits.

This plan:

- Facilitates training, development, and response planning.
- Offers coordinated assistance, communications, and marine expertise to the hazard management agencies.
- Provides an emergency response capability.
- Provides exercise analysis, incident review and response capabilities.

The Emergency Response Plan aims to provide guidance to Pilbara Ports Port of Port Hedland (PPA-PH) staff, port stakeholders, port users and hazard management agencies on the response to operational emergencies, to ensure the least potential impact on port operations.

Emergency Response Plan – Port of Port Hedland:

[Port-of-Port-Hedland-Emergency-Response-Plan](#)

For maritime related emergencies, “Port Hedland VTS” can be contacted 24HRS per day by telephone (08) 9173 9030 / (08) 9173 9081 and VHF CH 12 / 16.

For emergency services dial 000 - Fire, Police, Ambulance.

**17. SERVICE AND CONTRACT DIRECTORY**

| <b>SHIPPING AGENTS</b>                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                       |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Wilhelmsen Ships Service Pty Ltd</b>                                                                                                                                                                                                                                  | <b>Sea Corporation Pty Ltd</b>                                                                                                                                                                                                                        |
| 15/8 McKay St,<br>Port Hedland WA 6721<br>T: (08) 9173 1809 (24HRS)<br>F: (08) 9173 2526<br>E: <a href="mailto:wss.pthedland@wilhelmsen.com">wss.pthedland@wilhelmsen.com</a><br>W: <a href="http://www.wilhelmsen.com/shipsservice">www.wilhelmsen.com/shipsservice</a> | 161 Anderson St,<br>Port Hedland, WA 6721<br>T: (08) 9140 5900<br>T: (08) 9431 1400<br>E: <a href="mailto:porthedland@seacorp.au">porthedland@seacorp.au</a><br>W: <a href="http://www.seacorp.com.au">www.seacorp.com.au</a>                         |
| <b>Inchcape Shipping Services Pty Ltd</b>                                                                                                                                                                                                                                | <b>Gulf Agency Company (GAC) Pty Ltd</b>                                                                                                                                                                                                              |
| 15A Edgar Street<br>Port Hedland WA 6721<br>T: (08) 9173 2323 (24HRS)<br>F: (08) 9173 2450<br>E: <a href="mailto:port.hedland@iss-shipping.com">port.hedland@iss-shipping.com</a><br>W: <a href="http://www.iss-shipping.com">www.iss-shipping.com</a>                   | 5-7/20 Wedge Street<br>Port Hedland WA 6721<br>T: (08) 9140 1311<br>T A/H: 0420 962 081<br>F: +61 2 9279 0457<br>E: <a href="mailto:shipping.porthedland@gac.com">shipping.porthedland@gac.com</a><br>W: <a href="http://www.gac.com">www.gac.com</a> |
| <b>Monson Agencies Australia</b>                                                                                                                                                                                                                                         | <b>Ship Agency Services Pty Ltd</b>                                                                                                                                                                                                                   |
| PO Box 440<br>13/8 McKay St<br>Port Hedland WA 6721<br>T: (08) 9174 7200 (24HRS)<br>E: <a href="mailto:porthedland@monson.com.au">porthedland@monson.com.au</a><br>W: <a href="http://www.monson.com.au">www.monson.com.au</a>                                           | Port Hedland WA 6721<br>T: (08) 9173 1190 (24HRS)<br>F: (08) 6316 1414<br>E: <a href="mailto:hedland@shipagency.com.au">hedland@shipagency.com.au</a><br>W: <a href="http://www.shipagency.com.au">www.shipagency.com.au</a>                          |
| <b>LBH Australia Pty Ltd</b>                                                                                                                                                                                                                                             | <b>Sturrock Grindrod Maritime (Australia) Pty</b>                                                                                                                                                                                                     |
| 78 Anderson St,<br>Port Hedland, WA 6721<br>T: 0457 310 974 / 0408 887 672 / 0413 808 686                                                                                                                                                                                | Ltd (Servicing Dampier, Port Walcott & Port Hedland)<br>5b Hedland Place<br>Karratha, WA 6714                                                                                                                                                         |

| SHIPPING AGENTS                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                            |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| E: <a href="mailto:hedland@lbhaustralia.com">hedland@lbhaustralia.com</a>                                                                                                                                                                                      | T: 0423 609 366                                                                                                                                                                                                                            |
| W: <a href="http://www.lbh-group.com">www.lbh-group.com</a>                                                                                                                                                                                                    | Tel: 0418 937 932                                                                                                                                                                                                                          |
|                                                                                                                                                                                                                                                                | E: <a href="mailto:karratha@sturrockgrindrod.com">karratha@sturrockgrindrod.com</a>                                                                                                                                                        |
|                                                                                                                                                                                                                                                                | W: <a href="http://www.sturrockgrindrod.com">www.sturrockgrindrod.com</a>                                                                                                                                                                  |
| <b>Asiaworld Shipping Services Pty Ltd</b>                                                                                                                                                                                                                     | <b>Allways Shipping Pty Ltd</b>                                                                                                                                                                                                            |
| Suite 1, Level 2, 10 William St,<br>Fremantle, WA 6160<br>T: (08) 9335 3800<br>F: (08) 9335 3805<br>E: <a href="mailto:ops.fremantle@asiaworld.com.au">ops.fremantle@asiaworld.com.au</a> W:<br><a href="http://asiaworldmazu.com.au">asiaworldmazu.com.au</a> | Unit 3, 142 South Terrace,<br>Fremantle, WA 6160<br>T: (08) 9430 9711<br>F: (08) 9430 9722<br>E: <a href="mailto:ship@allwayship.com.au">ship@allwayship.com.au</a> W:<br><a href="http://www.allwayship.com.au">www.allwayship.com.au</a> |
| <b>Indian Ocean Shipping Agencies</b>                                                                                                                                                                                                                          | <b>Depth logistics</b>                                                                                                                                                                                                                     |
| PO Box 637<br>Suite 5, 330 South Terrace, South Fremantle,<br>WA 6959 T: (08) 9430 6266<br>F: (08) 9430 8321<br>E: <a href="mailto:ops@iosa.com.au">ops@iosa.com.au</a> W: <a href="http://www.iosa.com.au">www.iosa.com.au</a>                                | PO Box 811, Coolangatta QLD, 4225<br>T: (07) 3054 4670<br>E: <a href="mailto:enquiries@depthlogistics.com">enquiries@depthlogistics.com</a> W:<br><a href="http://www.depthlogistics.com">www.depthlogistics.com</a>                       |

| LAUNCH AND LINES BOAT SERVICES                                                                                                                                                                                                                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                              |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Odyssey Marine Pty Ltd</b>                                                                                                                                                                                                                                                                                                                                                                                                     | <b>Jetwave Marine Services PTY LTD</b>                                                                                                                                                                                                                                       |
| Lot 1431 McKay St,<br>Port Hedland, WA 6721<br>T: (08) 9173 4030<br>M: 0448 080 067 (Marine Superintendent)<br>T: 0447 020 700 (Manager)<br>E: <a href="mailto:marinesuperintendents@odysseymarine.com.au">marinesuperintendents@odysseymarine.com.au</a><br>E: <a href="mailto:commercial@odysseymarine.com.au">commercial@odysseymarine.com.au</a><br>W: <a href="http://www.odysseymarine.com.au">www.odysseymarine.com.au</a> | PO Box 446<br>1436 Stocker St<br>Port Hedland, WA 6721<br>T: 0477 551 194<br>E: <a href="mailto:porthedland@jwms.com.au">porthedland@jwms.com.au</a><br>E: <a href="mailto:info@jwms.com.au">info@jwms.com.au</a><br>W: <a href="http://www.jwms.com.au">www.jwms.com.au</a> |

| STEVEDORES / TOWAGE OPERATORS                                                     |                                                                                                      |
|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------|
| <b>QUBE Ports and Bulk</b>                                                        | <b>Pilbara Marine Pty Ltd</b>                                                                        |
| PO Box 3473<br>South Hedland, WA 6722<br>13 Tailings Elbow,<br>Wedgfield, WA 6722 | Anderson Point Utah Road South Hedland<br>Locked Bag 7,<br>South Hedland, WA 6722<br>T: 0436 928 595 |

| <b>STEVEDORES / TOWAGE OPERATORS</b>                                                                                                                                                                                              |                                                                                   |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| T: (08) 9173 1762                                                                                                                                                                                                                 | T: 0474 765 517                                                                   |
| T A/H: 0409 996 073 (Operations 24/7 East)                                                                                                                                                                                        | T: 0436 928 659                                                                   |
| T A/H: 0408 614 190 (Operations 24/7 West)                                                                                                                                                                                        | E: <a href="mailto:pilbaramarine@fmgl.com.au">!pilbaramarine@fmgl.com.au</a>      |
| E: <a href="mailto:port-hedland.operations@qube.com.au">port-hedland.operations@qube.com.au</a> E:<br><a href="mailto:bulk@qube.com.au">bulk@qube.com.au</a><br>W: <a href="http://www.qube.com.au">www.qube.com.au</a>           | E: <a href="mailto:Hedland_scheduling@kotug.com">Hedland_scheduling@kotug.com</a> |
| <b>BHP Towage Services Pty Ltd</b>                                                                                                                                                                                                |                                                                                   |
| PO Box 231<br>Wilson St<br>Port Hedland, WA 6721<br>T: (08) 9173 6835 (24hrs scheduling)<br>T: 0484 689 016<br>F: (08) 9174 9922<br>E: <a href="mailto:Phtowage.Scheduler@Bhpbilliton.com">Phtowage.Scheduler@Bhpbilliton.com</a> |                                                                                   |

| <b>PILOT BOAT OPERATOR, SEAFARERS CENTRE &amp; VMR</b>                                                                                                      |                                                                                                                                                    |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Odyssey Marine Pty Ltd</b>                                                                                                                               | <b>Port Hedland Seafarers Centre</b>                                                                                                               |
| Lot 1431 McKay St,                                                                                                                                          | PO Box 63                                                                                                                                          |
| Port Hedland, WA 6721                                                                                                                                       | Port Hedland, WA 6721                                                                                                                              |
| T: (08) 9173 4030                                                                                                                                           | T: (08) 9173 1315                                                                                                                                  |
| M: 0448 080 067 (Marine Superintendent)                                                                                                                     | F: (08) 9173 2413                                                                                                                                  |
| T: 0447 020 700 (Manager)                                                                                                                                   | E: <a href="mailto:operations@phseafarers.org">operations@phseafarers.org</a>                                                                      |
| E:<br><a href="mailto:marinesuperintendents@odysseymarine.com.au">marinesuperintendents@odysseymarine.com.au</a>                                            | E: <a href="mailto:Opmanager@phseafarers.org">Opmanager@phseafarers.org</a><br>E: <a href="mailto:admin@phseafarers.org">admin@phseafarers.org</a> |
| E: <a href="mailto:commercial@odysseymarine.com.au">commercial@odysseymarine.com.au</a>                                                                     | E: <a href="mailto:chaplain@phseafarers.org">chaplain@phseafarers.org</a>                                                                          |
| W: <a href="http://www.odysseymarine.com.au">www.odysseymarine.com.au</a>                                                                                   | W: <a href="http://www.phseafarers.org">www.phseafarers.org</a>                                                                                    |
|                                                                                                                                                             | VHF: Ch 77                                                                                                                                         |
| <b>Volunteer Marine Rescue – VMR691</b>                                                                                                                     |                                                                                                                                                    |
| 10 McKay Street,<br>Port Hedland, WA 6721 T: 08 9173 3055<br>M: 0407 476 096<br>E: <a href="mailto:VMRSPortHedland@gmail.com">VMRSPortHedland@gmail.com</a> |                                                                                                                                                    |

| <b>MARINE SURVEYORS</b>               |                        |
|---------------------------------------|------------------------|
| <b>Intertek Australia</b>             | <b>SGS Australia</b>   |
| 29 Pinnacles St (Lot 116), Wedgefield | 6 King Bay Supply Base |

| <b>MARINE SURVEYORS</b>                                                                 |                                                                         |
|-----------------------------------------------------------------------------------------|-------------------------------------------------------------------------|
| Port Hedland, WA 6721                                                                   | Dampier, WA 6713                                                        |
| T: (08) 9172 4288                                                                       | T: (08) 9373 3500 / 08 9209 8780                                        |
| F: (08) 9172 4355                                                                       | W: <a href="http://www.sgs.com.au">www.sgs.com.au</a>                   |
| E: <a href="mailto:hedland@intertek.com">hedland@intertek.com</a>                       |                                                                         |
| W: <a href="http://www.intertek.com">www.intertek.com</a>                               |                                                                         |
| <b>AmSpec Australia</b>                                                                 | <b>Propel Marine Pty Ltd</b>                                            |
| Unit 5, 13 Mews Road                                                                    | 25 Wellard Street                                                       |
| Fremantle, WA 6160                                                                      | Bibra Lake, WA, 6163                                                    |
| T: (08) 9528 1888                                                                       | T: 08 6225 5200 (24 hours)                                              |
| E: <a href="mailto:waoperations.au@amspecgroup.com">waoperations.au@amspecgroup.com</a> | E: <a href="mailto:survey@propelmarine.com">survey@propelmarine.com</a> |
| W: <a href="http://www.amspec.com.au">www.amspec.com.au</a>                             | W: <a href="http://www.propelmarine.com">www.propelmarine.com</a>       |
| <b>ISS Shipping Marine Survey and Inspection</b>                                        | <b>Seacorp Port Hedland</b>                                             |
| 3B Wedge Street,                                                                        | 161 Anderson Street,                                                    |
| Port Hedland, Western Australia 6721                                                    | Port Hedland, Western Australia 6721                                    |
| Po Box 42                                                                               | T: (08) 9140 5900                                                       |
| Port Hedland, WA 6721                                                                   | T: (08) 9431 1400                                                       |
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| <b>BUNKERING SERVICES</b>                                     |                                                                       |
|---------------------------------------------------------------|-----------------------------------------------------------------------|
| <b>BP Australia Pty Ltd</b>                                   | <b>Fuel Trans Australia Pty Ltd Trading as Recharge Petroleum</b>     |
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