PILBARA PORTS AUTHORITY

PORT OF VARANUS ISLAND EMERGENCY RESPONSE PLAN

PPA INTERNAL CONTACT LIST		
24-Hour Emergency Number 08 9159 6556 or 0428 888 800		
PPA Personnel	**Office**	**After Hours**
Security Gatehouse (Dampier)	(08) 9159 6584	0407 932 246
Varanus Island Port Control (VI Port Control) (VHF-79)	(08) 9159 6556	0428888800
Media		0447 072 294

EXTERNAL CONTACT LIST	
Onslow Police	(08) 915909100
Ambulance/Police/DFES	000
WA Police - Karratha	08-91437200
DFES Karratha	08-91591400
Onslow Hospital	(08) 9184 3200
Karratha Health Campus	(08) 9144 7777
Department of Transport Oil Spills 24/7	(08) 9480 9924
Santos Emergency Contact 24/7	0498988010

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DOCUMENT AMENDMENT TABLE

Version	Summary	Made by	Date
1	Port of Varanus Island 1st Version (Transitioned across to PPA 1st July 2021)	H.M (Pilbara West)	28/06/21

1. ABBREVIATIONS AND DEFINITIONS

ABBREVIATION	DEFINITION
AIIMS	Australian Inter-service Incident Management System
CEO	Chief Executive Officer
DPAW	Department of Environment and Conservation
DEMC	District Emergency Management Committee
DG	Dangerous Goods
DMP	Department of Community and Employee Protection
DOT	Department of Transport
EM Act	Emergency Management Act 2005
EM Regs	Emergency Management Regulations 2006
ERP	Emergency Response Plan
DFES	Fire and Emergency Services Authority
HM	Harbour Master
HMA	Hazard Management Agency
HAZMAT	Hazardous Materials Incident
IC	Incident Controller
ICC	Incident Control Centre
IMDG	International Maritime Dangerous Goods Code
IMS	Incident Management System
IMT	Incident Management Team
IRMS	Integrated Risk Management System
LEMC	Local Emergency Management Committee
MSIC	Maritime Security Identification Card
MOU	Memorandum of Understanding
MSDS	Material Safety Data Sheets
ECO	Emergency Control Organisation
OH&S	Occupational Health & Safety
OIC	Officer in Charge
PPA	Pilbara Ports Authority
PPE	Personal Protection Equipment
The Port	Port of Varanus Island
POWBONS	Pollution of Waters by Oil & other Noxious Substances ACT

ABBREVIATION	DEFINITION
Regulations	Port Authorities Regulations 2001
SAR	Search and Rescue
SEMC	State Emergency Management Committee
SO	Support Organisation
SoA	Shire of Ashburton
The Act	Port Authorities Act 1999
TIM	Training and Incident Management building (Dampier Port)
UHF	Ultra-High Frequency
VHF	Very High Frequency
VTS	Vessel Traffic Services
DEFINITIONS	
Australian Inter-service Incident Management System	System which integrates effective practices in emergency preparedness and response into a comprehensive framework for incident management. Such a system enables responders at all levels to work together more effectively to manage incidents no matter what the cause, size or complexity
Combat Agency	Is an organisation that, because of its expertise and resources, is responsible for performing a task or activity such as firefighting, rescue, temporary building restoration, evacuation, containment of oil spills, monitoring of radioactive materials.
Emergency Incident	An incident that may result in the loss of life, serious injury, major equipment damage/loss or environmental damage.
Environmental Emergency	An emergency that involves widespread destruction and/or contamination of the environment and call for immediate action (for example, a major fuel or hazardous chemical spill).
Hazard Management Agency	An organisation which, because of its legislative responsibility or specialised knowledge, expertise and resources, is responsible for ensuring that all emergency management activities pertaining to the prevention of, preparedness for, response to and recovery from a specific hazard is undertaken.
Hazardous Material	Materials that, without adequate safeguards, may contaminate the environment to the immediate or subsequent detriment of that environment and/or human society, and includes all dangerous goods and many industrial chemicals and wastes.

INCIDENT ACTION PLAN	A STATEMENT OF OBJECTIVES AND STRATEGIES TO BE TAKEN TO CONTROL AN INCIDENT.
Incident Control Centre	The location where the Incident Controller and members of the Incident Management Team provide overall direction of response activities in an incident.

INCIDENT CONTROLLER	INDIVIDUAL RESPONSIBLE FOR THE MANAGEMENT OF ALL OPERATIONS IN RESPONSE TO AN INCIDENT. ROLE IS UNDERTAKEN BY PPA WHERE PPA IS THE DESIGNATED HMA
Incident Management Team	A team that provides a structured and coordinated approach in response to an incident and which consists of members from the HMA, combat Agencies, Support Organisations and PPA.
Incident Safety Officer	An individual is responsible for the overall safety of the personnel involved in the response.
Muster Points	Pre-arranged locations where PPA employees, visitors and contractors assemble in the event of an emergency in order to be accounted for.
Support Organisation	A support organisation provides functions such as welfare, health, transport, essential services etc. Support organisations report to the incident controller.

1. INTRODUCTION

The Port of Varanus Island is located about 30NM from the Western Australia mainland, about 72 nautical miles NNE off the Shire of Ashburton in the Pilbara region of Western Australia. This ERP has been constructed to fulfil PPA responsibilities as per the *Port Authorities Act 1999* and the *Occupational Safety and Health Act 1984,* where the provision of Port Services includes providing emergency response strategies to emergencies within the boundaries of the Port of Varanus Island over which PPA holds jurisdiction.

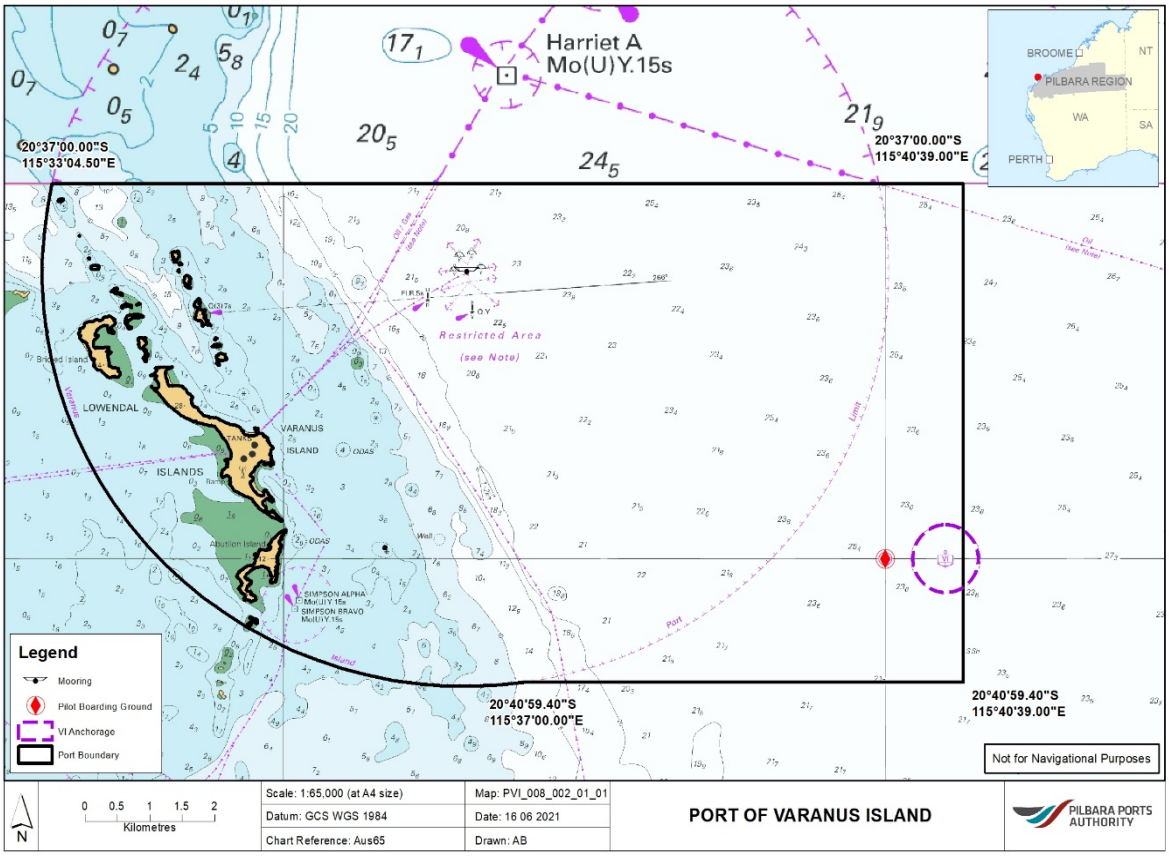
2. SCOPE

This ERP covers emergencies within the Port of Varanus Island port boundaries.

Marine pollution emergencies in the ports are covered by the State Hazard Plan Maritime Environmental Emergencies (MEE).

Major Identified Emergencies:

- Bomb Threat/Terrorism
- Collision or Grounding (vessel)
- Fire/Explosion Vessel/Facility
- Hazardous Material Emergency/Chemical Spill
- Sea and Rescue (Person overboard)
- Sudden Death (Fatality Management)
- Aircraft Accident In/Around Port Waters
- Breakaway from loading Hose/ Vessel Not under command
- Medical Evacuation
- Tsunami



3. AIM

The ERP aims to provide guidance to PPA and Port of Varanus Island staff, port stakeholders and users on the response to operational emergencies, to ensure the least potential impact on port operations. This document is supported by other PPA documents outlined in the supporting document section 5.3.

4. LEGISLATION

The Emergency Response Procedures have been developed in accordance with the acts and regulations in Table 1.

TABLE 1 – ACTS AND REGULATIONS	
Act and Regulations	Brief Description
Emergency Management Act 2005 as amended	An act to provide for the prompt and coordinated organisation of Emergency Management (EM) in Western Australia (WA).
Emergency Management Regulations 2006 as amended	Subsidiary legislation under the EM Act which outlines the State Emergency Management Committee (SEMC), details the Hazard management Agencies (HMA) and Combat Agencies for each hazard.
Port Authorities Act 1999 as amended	Details the functions, the areas that they are to control and manage, how Port Authorities are to operate and related matters.
Port Authorities Regulations 2001 as amended	Subsidiary legislation under the Port Authorities Act outlines the conduct of vessels in port, Pilotage and Pilotage Exemption Certificates, and other aspects of the conduct of the Port Authorities.
Mines Safety and Inspection Act 1994 as amended	Consolidates and amends the law relating to the safety of mines and mining operations and the inspection of mines and mining operations and plant and substances
Mines Safety and Inspection Regulations 1995 as amended	Subsidiary legislation under the Mines Safety and Inspection Act outlines the Administrative, and safety requirements under the Mines Safety Act.

4.1 Defining an Emergency

The Emergency Management Act 2005 identifies 27 major hazards and assigns hazard management agencies and control agencies to each hazard. For each identified hazard the appropriate Hazard Management Agency has developed a WestPlan, a State EM Plan and a State Hazard Plan. Refer to the table below.

An emergency is defined as an event, actual or imminent, which endangers or threatens to endanger life, property or the environment, and which may halt or hinder the operations of the port.

TABLE 2 - 27 HAZARDS IDENTIFIED UNDER THE EMERGENCY ACT			
Hazard	**Hazard Management Agency**	**Controlling agency**	**WestPlan**
Air Crash	Commissioner of Police	WA Police	State Emergency Management Plan for Air Crash (WestPlan – Air Crash)
Animal and Plant Biosecurity	Agriculture Director General	DAFWA	State Emergency Management Plan for Animal and Plant Pests and Diseases (WestPlan – Animal and Plant Biosecurity)
Collapse	Fire and Emergency Services Commissioner	DFES	State Emergency Plan for the Management of Emergencies Associated with a Collapse
Cyclone	Fire and Emergency Services Commissioner	DFES	State Emergency Management Plan for Cyclone (WestPlan – Cyclone)
Earthquake	Fire and Emergency Services Commissioner	DFES	State Emergency Management Plan for Earthquake (WestPlan – Earthquake)
Electricity Energy Supply Disruption[1]	Coordinator of Energy Public Utilities Office, Department of Finance	Public Utilities Office, Department of Finance	State Emergency Management Plan for Electricity Supply Disruption WestPlan – Electricity Supply Disprution
Fire	Fire and Emergency Services Commissioner	• DFES within prescribed Fire Districts or where DFES brigade or unit established • P&W on land it manages outside fire districts • LG in LG districts outside of Fire Districts and P&W land	State Emergency Management Plan for Fire WestPlan – Fire
Flood	Fire and Emergency Services Commissioner	DFES	State Emergency Management Plan for Flood (WestPlan – Flood)
Gas Energy Supply Disruption[1]	Coordinator of Energy Public Utilities Office, Department of Finance	Public Utilities Office, Department of Finance	State Emergency Management Plan for Gas Supply Disruption

[1] Infrastructure Operators are considered the controlling agencies for physical restoration of supply.

TABLE 2 - 27 HAZARDS IDENTIFIED UNDER THE EMERGENCY ACT			
Hazard	**Hazard Management Agency**	**Controlling agency**	**WestPlan**
			(WestPlan – Gas Supply Disruption)
Hazardous Material – Biological	State Health Coordinator, Department of Health	Department of Health	State Emergency Management Plan for Hazardous Materials Emergencies WestPlan – HAZMAT and/or Westplan Chemical, Biological, Radiological and Nuclear - RESTRICTED CIRCULATION
Hazardous Material – Chemical	Fire and Emergency Services Commissioner	DFES	State Emergency Management Plan for Hazardous Materials Emergencies WestPlan – HAZMAT and/or Westplan Chemical, Biological, Radiological and Nuclear - RESTRICTED CIRCULATION
Hazardous Material – Radiological	Fire and Emergency Services Commissioner	DFES	State Emergency Management Plan for Hazardous Materials Emergencies WestPlan – HAZMAT and/or Westplan Chemical, Biological, Radiological and Nuclear - RESTRICTED CIRCULATION
Heatwave	State Health Coordinator, Department of Health	Department of Health	State Emergency Management Plan for Heatwave (WestPlan – Heatwave)
Human Epidemic	State Human Epidemic Controller, Department of Health	Department of Health	State Emergency Management Plan for Human Epidemic WestPlan – Human Epidemic
Land Search	Commissioner of Police	WA Police	State Emergency Management Plan for Land Search (WestPlan – Land Search)

TABLE 2 - 27 HAZARDS IDENTIFIED UNDER THE EMERGENCY ACT			
Hazard	**Hazard Management Agency**	**Controlling agency**	**WestPlan**
Liquid fuel Energy Supply Disruption[1]	Coordinator of Energy Public Utilities Office, Department of Finance	Public Utilities Office, Department of Finance	State Emergency Management Plan for Liquid Fuel Supply Disruption WestPlan – Liquid Fuel Supply Disruption
Marine Oil Pollution	CEO Department of Transport	• DoT Marine Safety • Port Authorities for Port Authority waters	State Emergency Management Plan for Marine Oil Pollution (WestPlan – MOP)
Marine Search	Commissioner of Police	WA Police	State Emergency Management Plan for Marine Search and Rescue (WestPlan – MARSAR)
Marine Transport Emergency	Marine Safety, General Manager, Department of Transport	DoT Marine Safety	State Emergency Management Plan for Marine Transport Emergency (WestPlan – MTE)
Radiation NPW	Commissioner of Police	WA Police	State Emergency Management Plan for Nuclear Powered Warships (NPW) WestPlan – NPW
Rail Crash – PTA Network	Public Transport Authority	• PTA • WAA Police for Emergency Situation or State of Emergency	State Emergency Management Plan for PTA Rail Crash (WestPlan – PTA Rail Crash)
Rail Crash – Brookfield Rail Network	Brookfield Rail Pty Ltd	• Brookfield Rail Pty Ltd • WA Police (for public interface) and DFES (for Dangerous Goods issues) for Emergency Situation or State of Emergency	State Emergency Management Plan for Brookfield Rail Crash Emergencies (WestPlan – Brookfield Rail Crash Emergencies)
Road Crash	Commissioner of Police	WA Police	State Emergency Management Plan for Road Crash Emergency (WestPlan – Road Crash Emergency)
Storm	Fire and Emergency Services Commissioner	DFES	State Emergency Management Plan for Storm (WestPlan – Storm)

TABLE 2 - 27 HAZARDS IDENTIFIED UNDER THE EMERGENCY ACT			
Hazard	**Hazard Management Agency**	**Controlling agency**	**WestPlan**
Space Debris Re-entry	Commissioner of Police	WA Police	State Emergency Management Plan for Space Re-Entry Debris (WestPlan – SPRED)
Terrorist Act	Commissioner of Police	WA Police	Westplan Terrorist Act - RESTRICTED CIRCULATION
Tsunami	Fire and Emergency Services Commissioner	DFES	State Emergency Management Plan for Tsunami (WestPlan – Tsunami)

For the majority of incidents, the relevant HMA will respond to the incident and manage the hazard specific component in conjunction with PPA. PPA will manage the impact on port operations and business continuity. For a Maritime Environmental Emergency (MEE) the Harbour Master will assume the role of Incident Controller for level 1 emergencies, for Level 2,3 the Incident controller will be decided in consultation with the State marine pollution coordinator (SMPC).

This plan integrates with the following policies, plans and procedures:

- Crisis Management Plan
- Business Continuity Manual
- Incident Management Plan
- Emergency Response Procedures

4.2 Emergency Activation and Response

Any person who notices a potential emergency or threat must report the incident to the Varanus Island Port Control (VI Port Control) on 6169 6556, or VHF Ch79 and so activate the emergency response process. Varanus Island Port Control (VI Port Control) will notify the Harbour Master Pilbara Ports (West) and comply with emergency response checklist

PRIORITY	POSITION
1	Harbour Master Pilbara Ports (West)

The Emergency Response Plan will then be activated.

The Emergency Response Plan may also be activated as a result of impending natural hazards or a security threat.

Note:

In the event of a request for medical evacuation assistance, the duty VTSO will be required to play a coordinating role using the various equipment and resources within the port authority waters at their disposal.

A ship's Master has primary responsibility for their vessel's safety within port limits and for emergency situations on board.

4.3 Supporting Documents

While this document outlines emergency response procedures, it is recommended that this document is read in conjunction with other PPA documents.

- Occupational Safety and Health Program
- Environmental Management Program
- Port of Varanus Island Port Handbook
- Pilbara Ports West Marine Pollution Contingency Plan
- Marine Safety Plan – Port of Varanus Island
- Pilbara Ports West Cyclone Response Plan
- Emergency Response Checklists (ERC)

4.4 Priorities

During operational emergency response the response effort has the following priorities:

- Safety of life
- Minimising the impact on the environment
- Minimising the damage to port infrastructure
- Minimising the impact on port operations
- Ensuring the continuation of adjacent operations
- Recovery

4.5 Reporting Incidents

All incidents shall be reported to Varanus Island Port Control (VI Port Control) on VHF 79, or by phone on 9159 6556. The Duty Vessel Traffic Services Officer (VTSO) shall record the details of the incident.

4.5.1 Marine

- Vessel Name
- Vessel Location
- Nature of the Emergency
- Number of Casualties
- Assistance required
- Number of Persons on Board (POB)
- Actions being taken
- Name and contact details

4.5.2 Landside

- Location
- Nature of the Emergency
- Number of casualties
- Assistance required
- If Emergency Services have been contacted
- Actions being taken
- Name and Contact Details

4.5.3 Aircraft

- Aircraft call sign or description
- Location of the incident
- Nature of the emergency
- Number of POB
- If Emergency Services have been contacted
- Name and Contact Details

4.6 Varanus Island Pilots

Varanus Island Pilots may be asked to assist in support of the Harbour Master or delegate.

4.7 Stakeholders Actions

The Harbour Master or delegate will determine the resources required to respond to the incident. Service providers will be contacted by Varanus Island Port Control (VI Port Control) at the direction of the Harbour Master or delegate for assistance if required.

All stakeholders or port users not involved in the emergency are to remain well clear of the incident location and not to interfere with or hamper the response efforts.

4.8 Fire Fighting Resources

There are limited fire-fighting capability and resources in the immediate area. Resources and expertise are available from local DFES at Dampier, Onslow and from ship crews alongside.

DFES has a volunteer fire brigade. Where possible, appropriately trained DFES volunteers will be deployed to tugs with firefighting capabilities to assist with the direction of the fire monitors.

Whilst loading of Tanker is in process a vessel with FIFI capability will be standby for emergency and shall proceed as per the direction of the Harbour Master

Where Aqueous Film Forming Foam (AFFF) is used in landside firefighting response all reasonable and practicable efforts shall be made to contain the foam and prevent the runoff entering the Harbour.

Note: There are strict assessment criteria to be considered before using firefighting foams within the Port of Varanus Island operating environment. The approval of the Harbour Master must be sought prior to using firefighting foam within the Port's operating environment.

4.9 Cost Incurred

All costs incurred in response to marine incidents, such as pilots, tugs, lines boats or crew transfer vessels shall be invoiced to the vessel's agent.

5. INCIDENT MANAGEMENT

5.1 Incident Controller

The Incident Controller (IC) for all operational emergencies in relation to the marine operations is the Harbour Master or delegate.

5.2 Incident Control System

PPA has adopted the Australasian Inter Service Incident Management System (AIIMS) for incident management. AIIMS has been adopted to ensure interoperability with all response agencies and to provide a known structure that can be adapted to suit the response requirements.

The IC will assess the required response effort and adjust the size and scale of the response to meet the specific incident requirement. That is, the IC will determine number of responders required and the functional areas that are stood up to form the Incident Management Team.

5.3 Incident Level Classifications

Under the AIIMS Incident management system the following incident classifications are used:

- **Level 1** – are generally able to be resolved through the application of local or initial resources only.
- **Level 2** - are more complex in size, duration, resource management and risk and may require deployment of jurisdiction resources beyond the initial response
- **Level 3** – are generally characterised by a degree of complexity that requires the Incident Controller to delegate all incident management functions to focus on strategic leadership and response coordination and may be supported by national and international resources.

In determining the level of the response, the following shall be considered:

- The nature of the emergency
- The location of the emergency and the ability of responders or emergency services to access the site if required
- The requirement for resources beyond the PPA West inventory
- The likely duration of the response effort
- The requirement for specialist skills

5.4 IMT Structure

The IMT Structure may include:

- Incident Controller
- Planning
- Operations
- Logistic
- Finance
- Casualty Coordination
- Media

An Investigation into the incident may be conducted by the WA Police (WAPOL), Australian Transport Safety Bureau (ATSB), Australian Maritime Safety Authority (AMSA), DOT Marine Safety Investigation Unit (MSIU), Work Safe WA or Department of Mines and Petroleum. Where the above organisations conduct an investigation, they will perform the role of the investigation function. The IMT is to provide support and assistance as required including ensuring appropriate records and evidence is maintained. PPA may also conduct an investigation into an incident.

Media and Public relations will be handled by PPA Communications team. The communications team is contactable on:

- Mobile: 0447 072 294
- Email: media@pilbaraports.com

5.5 Salvage and Casualty Coordination

In the event of a maritime casualty, careful management and oversight of the salvage effort is required to ensure it is effective and does not result in further risk to the marine environment or the operations of the port. The vessel owners will engage a salvor to render the casualty to a safe state and deliver the vessel to a specified location. PPA has engaged its own contractor to provide salvage advice and related services.

For level 1 incidents a casualty coordination unit will be established within the IMT.

For level 2 and level 3 incidents, a separate casualty coordination IMT will be raised. This will work closely with the salvor and commonwealth agencies to ensure the effectiveness of the salvage effort and the protection of the marine environment.

5.6 Role of the Casualty Coordination Unit

The role of the casualty coordination unit (CCU) will depend on the nature of the incident. The CCU will reside in the IMT where it will be responsible for coordinating the salvage effort from the ports perspective.

The CCU will also liaise with the following:

- Ship master
- Salvor
- DOT
- AMSA
- Port Services (Pilots, Tugs etc.)

The CCU is to ensure that the salvage plan is:

- Adequate
- Properly resourced
- Minimises the potential impact on the environment
- Does not have the potential to create further risk to port infrastructure or operations
- Takes into account forecasted and prevailing weather conditions

5.7 IMT Locations

5.7.1 Incident Control Centre (ICC)

The designated ICC for Varanus Island is the Training and Incident Management building (TIM) located at Dampier port.

TABLE 3 – IMT LOCATIONS		
Functional Area	Breakout Room	Comments
Incident Controller	TIM	TIM is fitted out with the VTS console and VHF radio, providing situational awareness
Planning	TIM	
Operations	TIM, VTS room.	
Finance	Corporate Services Office	
Logistics	TIM	
Media	Perth Head Office Dampier Administration Building	

Note: Battle boxes are located in the TIM at Dampier. The boxes contain the relevant forms, plans and associated items to assist in the management of the functional roles and allow the IMT to be mobile.

5.8 Media

An office at the PPA administration building will be made available for the person nominated by the Incident Controller (IC) to liaise with the media during an emergency.

It is of the utmost importance that the media (electronic and print) are informed of progress during an emergency response, particularly in an environmental situation, i.e. a major oil spill.

The media should only be briefed by the Chief Executive Officer or a trained and approved PPA media spokesperson.

5.9 PPA Preparations

PPA has a contract in place with a local provider to provide marine services. These services include the provision of a vessel for normal operation requirements and emergency response requirements.

Communications are provided using: telephones, mobile phones, and portable radios (VHF 79 and 16 and UHF 17 and the PPA's own ECO UHF network).

5.10 Inter-agency and External Liaison

Where the IMT is liaising with another agency (such as DFES or SoA) consideration should be given to include a representative of that agency within the IMT, as a liaison and advisor. This will facilitate better communication and will allow for a more in-depth assessment of the response requirements and ensure a more coordinated and efficient response.

A representative of the vessels Protection and Indemnity Club (P&I Club) may be present within the IMT as an advisor to ensure that there is open communication and involvement for the P&I Club.

5.11 Safety during an Incident

The safety of personnel is the highest response priority. All response activities must be undertaken safely, in compliance with PPA policies and standard operating procedures, and with consideration for the risks outlined below.

All personnel must comply with:

- PPA Occupational Safety and Health Policy A321553
- PPA Fitness for Duty – Drug and Alcohol Policy A304144
- PPA Fitness for Duty Policy – Fatigue Management Policy A304141
- PPA Hazard Management Procedure A351414
- PPA Personal Protective Equipment (PPE) Procedure A361063
- PPA Incident Management Procedure A355815

Where a person's life is at immediate risk or requires immediate first aid, the responders are to make an assessment of the hazards and only when safe to do so provide assistance to the casualty.

Where the safety of life is not threatened, responders are required to complete a Job Hazard Analysis as per the Hazard Management Procedure.

5.12 Preservation of the Scene

The requirements in the PPA Incident Management Procedure to preserve the scene are to be complied with at all times.

6. MARINE INCIDENTS

6.1 General Guidance for Marine Operational Emergencies

For all marine operational emergencies, the duty VTSO upon receiving the report will gain the necessary information (who, what, when, where, why, how and actions), from the vessel or stakeholder reporting the incident. The duty VTSO will contact the Harbour Master or delegate and provide the necessary brief. The duty VTSO will act in accordance with the direction of the Harbour Master and the relevant ERC (VTSO's Emergency Response Checklists).

The following will be considered by the Incident Controller:

- Safety of life
- Control over the vessel is maintained
- The vessel has sufficient resources to be assisted to a safe location
- Minimise the risk to the marine environment
- Minimise the impact on shipping and port operations

A careful assessment of the impact the incident has on shipping will be made by the Incident Controller. The Incident Controller will assess the impact and where the safety of personnel is at risk the operation will be restricted or shipping movements suspended until it is safe to recommence. The impact will be carefully managed with a view to safely facilitating all operations.

6.2 Port Emergency

In the context of operational emergencies, a port emergency is defined as an event that poses significant risk to the safe or continued operation of the port by effecting the:

- Safety of personnel within the port area
- Shipping channel,
- Port infrastructure.

A port emergency can be declared by the following:

- A Marine Pilot, piloting a ship
- The Harbour Master or delegate

A port emergency requires the co-ordination and careful allocation of port resources such as marine pilots, tugs/firefighting tugs, helicopters, pilot launches and lines boats. The Harbour Master or delegate will assess the situation, allocate resources as required and monitor the effectiveness of the response.

For all marine incidents where the complexity of the incident warrants a second pilot will be transferred to the vessel to assist with communication and on scene management of the incident.

Where tugs are used to assist a vessel including alongside and in the anchorage a pilot may be transferred to the vessel to ensure the safe control of the tugs.

6.3 Movement and Control of Shipping

During a port emergency the Harbour Master or delegate shall assess the situation and determine if there is a requirement to suspend shipping. Where Shipping is suspended, no vessel shall be moved within the port waters without the express permission of the Harbour Master. This will be coordinated by the duty VTSO through the normal traffic clearance process.

6.4 Port Emergency VHF Working Channel

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

A Marine Pilot, Harbour Master or delegate may declare a Port Emergency on VHF Channel 79. A Port Emergency will continue until the emergency is resolved or is sufficiently stabilised to move back to the normal working frequency.

After the formal declaration of a port emergency, Varanus Island Port Control (VI Port Control) will make a securite broadcast on VHF Ch 79 advising of a port emergency.

6.5 Ship Stability

Where there is concern that a vessel's stability cannot be maintained within safe limits, it shall be immediately reported to the Harbour Master. The Harbour Master and the vessel Master shall assess the situation and take all necessary steps to ensure the safety of the vessel.

6.6 Dangerous Goods

Where dangerous goods (DG) are present on board the Master and crew shall make an assessment of the potential risk for the DG to be affected by the emergency and advise the port control accordingly. The Harbour Master will assess the situation and determine if DFES assistance is required.

7. SPECIFIC EMERGENCIES

7.1 Fire on a Vessel (Within Port Waters)

The Harbour Master will assess the situation and allocate appropriate resources to assist the Master and crew in the response. Firefighting support vessels will be provided to assist the vessel where necessary. Where possible a DFES volunteer firefighter will be placed on the tug to direct the fire monitors.

If the fire on board the vessel results in loss of power or the mooring arrangements rendered inoperable, tugs may be used to hold the vessel in position if it is considered safe to do so.

Once the fire is extinguished, the damage and condition of the vessel will be assessed and a plan to remove the vessel to a safe location will be implemented.

Refer to:

- Emergency Response Checklist Vessel Fire/explosion when at berth.

7.2 Fire on the Vessel Underway

Where a vessel is under way and suffers a fire the pilot or master is to advise Varanus Island Port Control (VI Port Control). The Harbour Master in conjunction with the Pilot or master will assess the situation. Considerations will include:

- The severity of the fire and the location on-board
- The ability of the ship's crew to respond effectively to the fire
- The location of the vessel and its ability to reach safe water
- Assets required to assist and their availability

Firefighting support vessels will be sent to assist the vessel as above. The Harbour Master and duty pilot will assess the situation and determine the most suitable option including:

- Continue the passage to open water
- Anchor
- Berth

Refer to:

- Emergency Response Checklist Vessel Collision/Grounding/Fire/explosion – when not at berth

7.3 Fire on a Vessel in the Anchorage

Where a vessel suffers a fire in the anchorage the vessel shall remain at anchor unless approved to weigh anchor and get underway by the Harbour Master. Firefighting support vessels will be used to assist the vessel with the firefighting response.

Refer to:

- Emergency Response Checklist Vessel Collision/Grounding/Fire/explosion – when not at berth

7.4 Vessel Grounding (Within Port Water)

Where a vessel grounds a careful assessment of the damage condition of the vessel will be made. The Harbour Master and Duty Pilot will assess the height of tide at the time of grounding and subsequent tides to determine if the vessel is likely to be refloated. Where there is sufficient tidal height and the condition of the vessel allows, the vessel will be refloated as soon as possible and shifted to an anchorage until an assessment of the vessels damage condition can be made.

Where the vessel cannot be refloated, or the damage condition is such that the vessel cannot be safely refloated and moved to open water the Harbour Master will assess the situation and determine what services are required. This may include tugs to hold the vessel in place and work boats to transfer personnel and equipment to the vessel.

If a vessel grounds in the berth pocket the vessels steering gear and propellers condition will be carefully assessed. If safe to do so the vessel will be shifted to the anchorage so an assessment of the vessels condition can be made.

Refer to:

- Emergency Response Checklist Vessel Collision/Grounding/Fire/explosion – when not at berth.

7.5 Vessel Collision,

Where a collision occurs between two vessels tug assistance will be provided if required. Both vessels will, if safe to do so, be allocated an anchorage whilst the damage condition is assessed.

For serious collision a careful assessment of the damage condition of both vessels will be required. Where vessels are locked together a salvage plan will be required.

Refer to:

- Emergency Response Checklist Vessel Collision/Grounding/Fire/explosion – when not at berth.

7.6 Vessel "Disabled" during Approaches and Departure from the tanker loading facility.

Where a vessel is disabled in the channel, such as for a main engine failure or blackout, Varanus Island Port Control (VI Port Control) will mobilise additional tugs to assist the vessel, if available. The Harbour Master will assess the options for the vessel and determine the best course of action based on Under Keel Clearance, the speed of advance and the conditions. In general, the vessel will be taken to open water where possible.

7.7 Pilot Injured or Incapacitated

Where the pilot is injured or incapacitated a second pilot may be immediately transferred to the vessel. Where the passage cannot be safely continued the tugs are to arrest the momentum of the ship, until another pilot can be transferred to the vessel. In such circumstances the Master of the vessel to ensure the navigational safety of vessel

Refer to:

- Emergency Response Checklist - Medical Evacuation and Flowchart.

7.8 Mooring line

Mooring lines parting is a risk, all mooring failures shall be reported to the port control. A Pilot will board the vessel and tug assistance will be provided until the line/s can be rerun or the vessel sailed.

7.9 Vessel Dragging Anchor

All vessels are responsible for monitoring their position and safety whilst at anchor. Where the vessel observes the anchor is not holding, this is to be reported to Varanus Island Port Control (VI Port Control) immediately. The Master is to assess the situation and decide whether to pay out more cable or request permission to get underway, re anchor, or stem to weather. The vessel shall keep Varanus Island Port Control (VI Port Control) apprised of its actions and intentions.

If the vessel is immobilised (note this requires approval) or requires assistance to anchor a pilot and tugs will be allocated to assist the vessel.

7.10 Man, Over Board (MOB)

In the event of a MOB where the vessel cannot recover the man, or the man fell from a wharf or structure Varanus Island Port Control (VI Port Control) will direct suitable vessels of opportunity in the vicinity to recover the man.

Search and rescue will be conducted as described below.

Refer to:

- Emergency Response Checklist Man Overboard (from vessel/jetty).

7.11 Casualty Evacuation

There are limited local resources for evacuating a casualty from the ship. Where a casualty is unconscious or cannot sit upright without assistance the evacuation shall be coordinated by the Rescue Coordination Centre (RCC) Australia.

If a casualty is transferred by boat, the Varanus Island wharfs may be utilized.

Refer to:

- Emergency Response Checklist Medical Evacuation and Flowchart.

7.12 Small Vessel Incidents

Where there is a small vessel incident such as collision, grounding or a small vessel becomes disabled, Varanus Island Port Control (VI Port Control) will request the assistance of nearby vessels to assist the vessel. The vessel will be towed to a safe place.

Any casualties will be dealt with as above and search and rescue will be as below.

7.13 Search and Rescue

For search and rescue incidents, the WA Police will be notified for state waters and (RCC) Australia will be notified for commonwealth waters. Varanus Island Port Control (VI Port Control) will request the assistance of small vessels in the area to help find the man/vessel.

7.14 Varanus Island Port Control Evacuation

Where an incident (fire, bomb threat, cyclone etc) requires the evacuation of the Varanus Island Port Control (VI Port Control). The duty VTSO will follow the appropriate emergency checklist and relocate to TIM building VTS console.

Once the VTSO’s are in a safe location they will recommence providing Port Control.

Refer to:

- Emergency Response Checklist Evacuation of VTSC.

7.15 Cargo Handling Incident

Where there is an incident involving cargo such as a cargo shift, suspended load falling or a collision between a suspended load and infrastructure, the priority will be to determine if there are any casualties. Emergency Services will be notified and their access to the site will be facilitated by the relevant security gate. The contracted security operator will restrict unnecessary access to the.

Where the cargo shift occurred on a vessel, assessment of the damage condition and stability condition will be made. AMSA will be notified of the incident and any required assistance will be provided to the investigation.

Once any casualties have been treated and removed from the scene an assessment of the damage will be made and a recovery plan will be developed.

8. AIRCRAFT EMERGENCIES LAND / SEA

For all aircraft operational emergencies, the duty VTSO upon receiving the report will gain the necessary information from the vessel or person reporting the incident and contact the Harbour Master. The duty VTSO will take action in accordance with the direction of the Harbour Master and the relevant Emergency Response Checklist.

Refer to:

- Emergency Response Checklist Aircraft Accident in/around port waters.

The HMA for air crash is Western Australian Police.

During an aircraft emergency the following general steps are considered by the Incident Controller:

- Casualties are reported and Emergency Services notified
- Emergency Services Access to the site is facilitated if appropriate
- Ensure search and rescue operations commence if appropriate
- The extent of the incident is assessed and the impact on adjacent operations and the safety of the vessel alongside is considered.
- Casualties are treated and removed to safety
- The area is made safe
- Assessment of infrastructure and the feasibility of commencing normal operations are considered.
- Recovery to normal operations

Where the aircraft crashes at sea, Varanus Island Port Control (VI Port Control) will direct suitable vessels in the area to assist the aircraft. Varanus Island Port Control (VI Port Control) will advise RCC Australia and assist as required with the search and rescue effort.

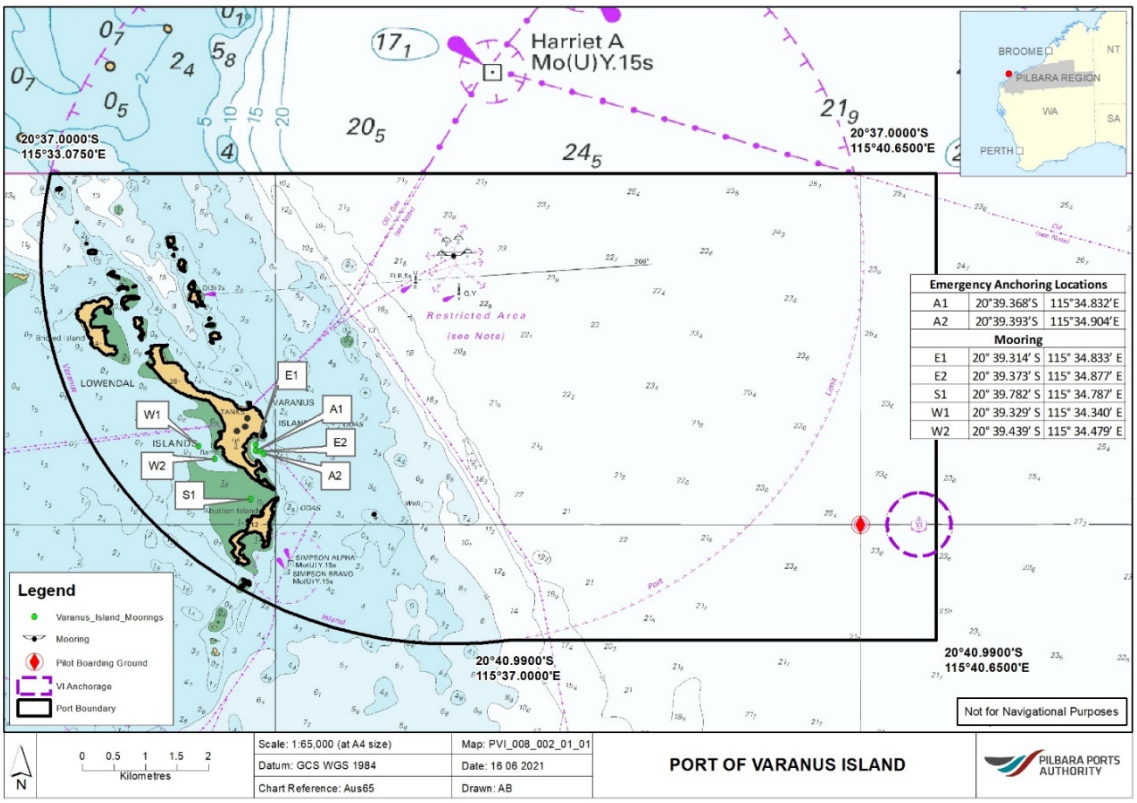
9. EXERCISES

Regular exercises will be conducted with Varanus Island Port Control (VI Port Control), HMA's, port stakeholders and port users where appropriate. These exercises will be practical where possible. For incidents that cannot be safely replicated, desktop exercises may be held.

An exercise schedule is used within the Varanus Island Port Control (VI Port Control) centre.

10. SITE INFORMATION PORT OF VARANUS ISLAND

10.1 Map of Port Limits Port of Varanus Island



11. PROCESS OWNER

The Harbour Master is responsible for this External Document.

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