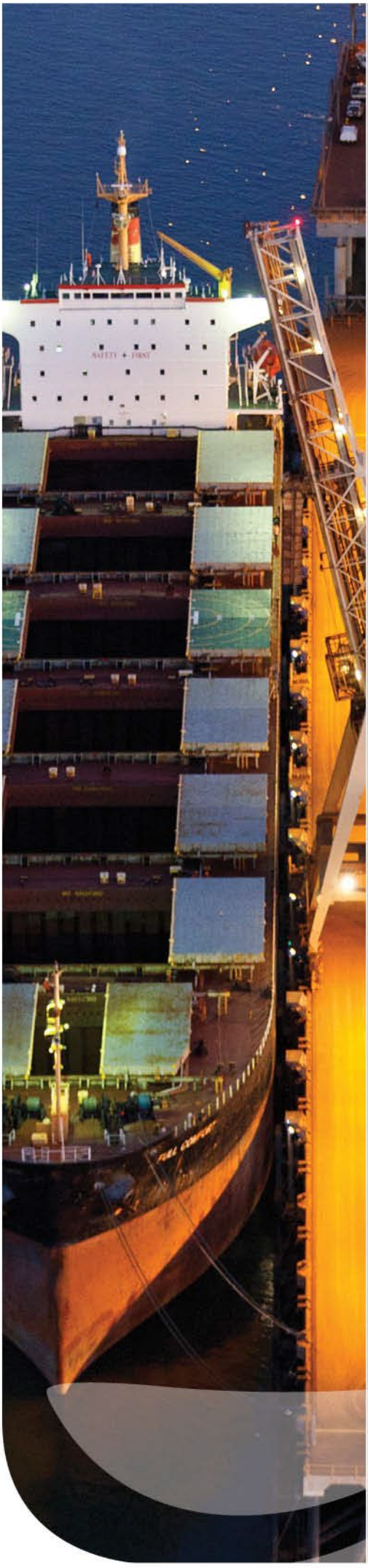

PILBARA PORTS AUTHORITY

PORT OF PORT HEDLAND EMERGENCY RESPONSE PLAN

A317688

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1. DOCUMENT AMENDMENT TABLE

VERSION	PREPARED BY	DATE	AMENDMENT
0.1	DHM	09 September 2015	Initial Draft
1.0	Marine Operations Administrator	28 September 2015	Initial Document Implementation
2.0	Harbour Master	23 January 2018	Review and amendment
4	Harbour Master	October 2019	Updates post IMOC implementation
5	Harbour Master	Nov 2021	Review and amendment
6	Harbour Master	21 October 2022	Review and amendment
7	Deputy Harbour Master	30 November 2023	Update Port Emergency, section 7.3

2. INTRODUCTION

The Emergency Response Plan relates to incidents that affect the operational capability of the port. This document has not been developed in accordance with the guidance in AS 3745 – 2010 and does not relate to facility-based emergencies.

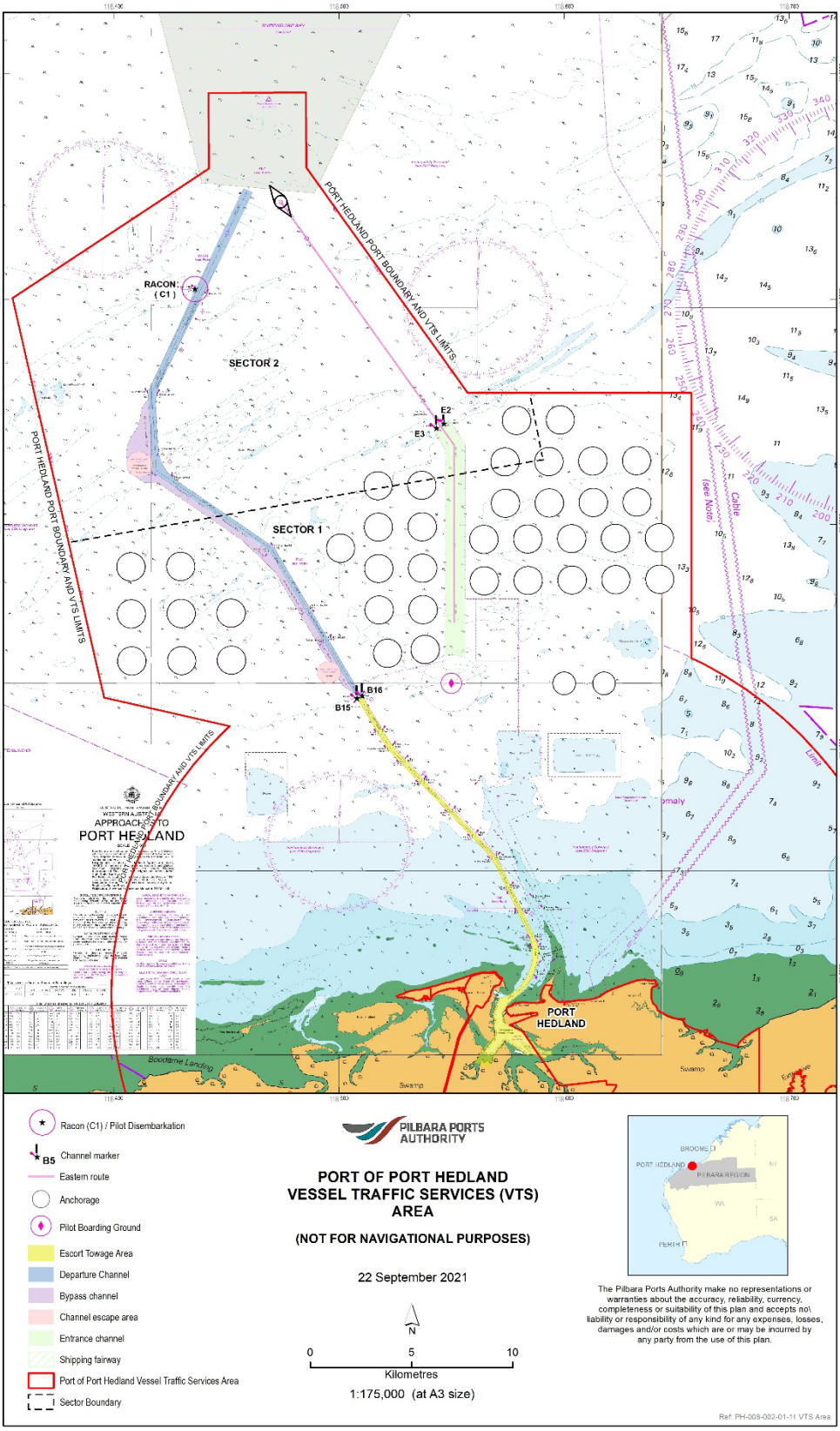
3. SCOPE

This plan applies to operational emergencies within the Port of Port Hedland and adjacent controlled waters. The operational emergencies covered by this plan are categorised as follows:

- Marine incidents
- Landside operations incident
- Aircraft incidents

Note: Marine pollution emergencies are covered by the Marine Pollution Contingency Plan.

Figure 1: Port of Port Hedland VTS Area and Maritime Zones



4. AIM

The Emergency Response Plan aims to provide guidance to Pilbara Ports Authority 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.

5. LEGISLATION

The Emergency Response Plan has 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	Provides for the prompt and coordinated organisation of Emergency Management (EM) in the 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, the way in which Port Authorities are to operate and related matters.
Port Authorities Regulations 2001 as amended	Subsidiary legislation under the Port Authorities Act which 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 which outlines the Administrative, and safety requirements under the Mines Safety Act.

5.1 Alignment with Hazard Management Plans

This plan aligns with the State hazard management plans outlined in table 2.

Table 2 – Western Australian Hazard Management Arrangements

HAZARD	HMA	STATE HAZARD PLAN
Marine Transport Emergency (MTE)	Department of Transport (DOT)	State Hazard Plan - Maritime Environmental Emergency
Fire	Department of Fire and Emergency Services (DFES)	State Hazard Plan - Fire
Hazardous Materials (HAZMAT)	DFES	State Hazard Plan – Hazardous Materials Emergencies [HAZMAT]
Search and Rescue (SAR)	WA Police (WAPOL)	State Hazard Plan - Search and Rescue Emergency
Air Crash	WAPOL	State Hazard Plan – Crash Emergency
Road Crash	WAPOL	State Hazard Plan – Crash Emergency

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 Marine Environmental Emergencies, the Harbour Master will assume the role of Incident Controller on behalf of the Western Australian Department of Transport (WA DoT). For Level 1 Marine Environment Emergencies, PPA will be the controlling agency. In the event of a Level 2/3 incident in PPA waters, the role of Controlling Agency may fall with the PPA or DoT and will be determined by the HMA in consultation with the PPA

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

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

5.2 Supporting Documents

Supporting documents may include but are not limited to, the following emergency response checklists:

- ERC – Bomb or Terrorism Threat
- ERC – Breakaway from Berth
- ERC – Dangerous Goods (including ammonium nitrate) Emergency

- ERC –IMOC VTSC Level 5, 6 & 7 Emergency and Evacuation
- ERC – Helicopter Crash
- ERC – Man Overboard (from Vessel or Wharf)
- ERC - Marine Pollution Response (oil and chemical)
- ERC – Medical Evacuation
- ERC – Not Under Command
- ERC – Recreational/Small Commercial Vessel Emergency In/Around Port Waters
- ERC – Security Breach (waterside)
- ERC – Shipping Channel Emergency
- ERC – Suspected Illegal Entry Vessel (SIEV) – Sighting or Reported
- ERC – Vessel Allision with Ship Loader
- ERC – Vessel Collision / Allision
- ERC – Vessel Fire / Explosion When at Berth
- ERC – Vessel Fire / Explosion When not at Berth
- ERC – Vessel Grounding

5.3 Priorities

Operational emergency response 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 Port and Allied operations
- Recovery

5.4 Reporting Incidents

All incidents shall be reported to Port Hedland Vessel Traffic Services (VTS) on VHF channel 12 / 16 or 08 9173 9030.

5.5 Port Hedland Pilots (PHP)

Port Hedland Pilots will take action in accordance with the Pilot Contract, Harbour Masters Direction and PHP Safety Management System. For a shipping channel emergency, the Duty Pilot (or replacement) will attend the VTSC at the request of the Harbour Master or delegate (in the VTS Centre) to provide assistance in resolving / managing the emergency.

5.6 Stakeholders Actions

The Harbour Master or delegate will determine the resources required to respond to the incident. Service providers will be contacted by Port Hedland VTS at the direction of the Harbour Master or his delegate for assistance as required. All stakeholders or port users not involved in the emergency are to remain well clear of the incident location and not interfere with or hamper the response efforts.

5.7 Fire Fighting Resources

There is limited firefighting capability and resources available in the immediate inner harbour/port area. DFES has two volunteer fire brigades in Port Hedland and

South Hedland. These units will respond to landside emergencies and boundary cool from the deck of a vessel but may not be deployed internally on a vessel, to fight a fire.

DFES volunteers trained for shipboard operations could be deployed to rescue casualties from a vessel. Additionally, DFES volunteers may be deployed to tugs with firefighting capabilities to provide guidance and assist with firefighting.

Note: There are strict assessment criteria to be considered before using fire-fighting foams within the Port Hedland operating environment and Harbour Master approval must be sought prior to its usage.

5.8 Smoke and Atmosphere Monitoring

In the event of a fire, the Town of Port Hedland (ToPH) can provide atmospheric monitoring teams to ensure the safety of the public in surrounding residential areas. Atmospheric monitoring is to be requested through DFES.

5.9 Registered Mine Site

The Utah Point Bulk Handling Facility is a Registered Mine Site in accordance with the *Mines Safety and Inspection Act 1994*. Parts of the East Side site become Registered Mine Sites during the loading of bulk products such as salt, copper concentrate or spodumene (lithium) concentrates. Refer to the figure below.

Figure 2: East Side Mine Site Boundary

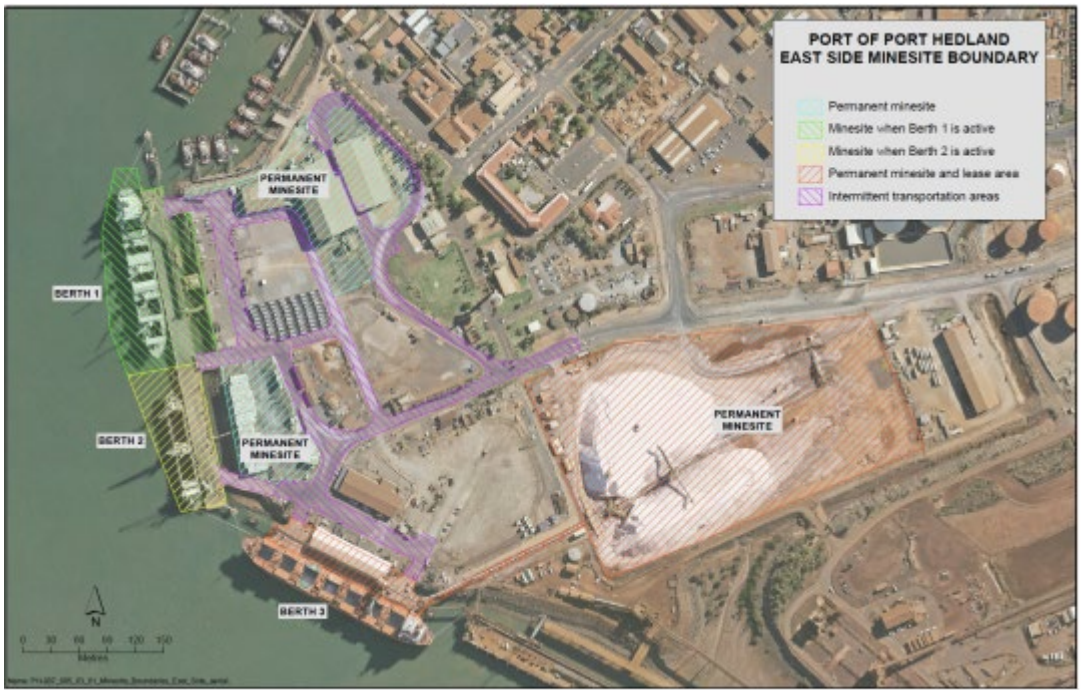


Figure 3: Utah Point Bulk Handling Facility Mine Site Boundary

5.10 Recovery of Cost Incurred

All costs incurred in response to marine incidents, shall be invoiced to the vessel's agent.

6. INCIDENT MANAGEMENT

6.1 Incident Controller

The Incident Controller (IC) for all operational emergencies is the Harbour Master or the delegate. Subsequently the IC role may be transferred to the designated HMA.

6.2 Incident Control System

PPA Port Hedland has adopted the Australasian Inter Service Incident Management System (AIIMS) for incident management as per PPA Port Hedland Incident Management Plan. 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. The IC will determine number of responders and functional areas required for the Incident Management Team.

6.3 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 scale / size and nature of the emergency
- The location of the emergency and the ability of responders or emergency services to access the site
- The requirement for resources beyond the PPA-PH inventory
- The likely duration of the response effort
- The requirement for specialist skills

6.4 IMT Structure

Annex 1 shows an indicative IMT Chart with all functional areas. The functional areas that PPA-PH will fill include;

- Incident Controller
- Planning
- Operations
- Logistics
- Finance
- Casualty Coordination

The IMT will maintain records which may be provided to an authorised agency to assist in an investigation.

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

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

6.5 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. PPA has a contract with a salvage advisor to provide specialist advice for salvage operations. The Harbour Master will issue necessary directions to the vessel owner and relevant parties for the recovery of the casualty For level 1 incidents, a casualty coordination unit may be established within the IMT.

For level 2 and level 3 incidents, a separate casualty coordination IMT will normally 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.

A representative of the vessel's 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.

6.5.1 Role of the Casualty Coordination Unit

The role of the Casualty Coordination Unit (CCU) will depend on the nature of the incident. For level 1 incidents the CCU will reside in the IMT where it will be responsible for coordinating the salvage effort from the port's perspective.

The CCU will also liaise with other individuals/agencies including but not limited to ship master, salvor, WA DoT, AMSA, port service (pilots, tugs etc.).

The CCU is to ensure that the salvage plan

- Is adequate and properly resourced
- Incorporates provisions for the safety of personnel
- Minimises the impact to port operations
- 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 and any other factors that may impact on the recovery operation.

6.6 IMT Locations

6.6.1 Incident Control Centre (ICC)

The designated ICC for Port Hedland is the Integrated Marine Operations Centre (IMOC) Level 5.

Additional offices / meeting rooms may by requisitioned as required to accommodate IMT functional roles.

Resource boxes for the various IMT functions are located in the storeroom on IMOC Level 5. These boxes contain the relevant forms, plans and associated items to assist in the management of the functional areas.

6.7 Inter-agency and External Liaison

Where the IMT is liaising with another agency (such as DFES, DoT or ToPH), 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.

6.8 Safety during an Incident

The safety of personnel is the highest priority when responding to an event. All response activities must be undertaken safely; in compliance with PPA policies and standard operating procedures;

All personnel must comply with:

- PPA Occupational Safety and Health Policy
- PPA Fitness for Duty – Drug and Alcohol Policy
- PPA Fitness for Duty Policy – Fatigue Management Policy
- PPA Hazard Management Procedure
- PPA PPE Procedure
- PPA Incident Management Policy

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.

6.9 Preservation of the Scene

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

7. MARINE INCIDENTS

7.1 General Guidance for Marine Operational Emergencies

As indicated in section 4.2, Port Hedland has numerous emergency response checklists (ERC's) to account for various e marine emergencies that may occur at the Port of Port Hedland. PPA regularly conducts desktop and field exercises to ensure a timely, appropriate and decisive response to marine related emergencies.

For marine operational emergencies, Port Hedland VTS will endeavour to obtain all necessary information from the vessel or stakeholder reporting the incident. Port Hedland VTSC will operate in accordance with the relevant ERC's reporting to the Harbour Master or his delegate.

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 vessel movements will be made by the Harbour Master (IC) or delegate. Shipping movements may be restricted or suspended accordingly to safely facilitate all operations.

7.2 Shipping Channel Integrity

The integrity of the Port Hedland shipping channel is paramount to the continued operation of the port and the surrounding economy. The Harbour Master or delegate, Marine Pilots and VTSO's are to be mindful of the risk each incident presents to the shipping channel and the continued operation on the port. This

Shipping channel risk is to be carefully managed, with the ultimate aim being for the shipping channel to remain free of obstruction, or where this is not possible, minimising the extent and duration of the obstruction / blockage.

Where there is doubt as to the continued safe operation of a vessel including the vessel's propulsion, main engine, power generation or steering gear, the Marine Pilot or Master shall not commit the vessel to the channel if not safe to do so.

7.3 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 affecting the;

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

Note: A **Vessel Emergency** shall be declared by marine Pilot if a steering gear failure, main engine slowdown/failure or any significant emergency is encountered by a vessel in the inner harbour, shipping channel or within the port waters.

Upon declaration of "**Vessel Emergency**" by pilot(s), VTS Officer will initiate the Vessel Emergency procedure and check list, including the immediate provision of two additional tugs and the call out to HM / DH.

Additional towage may be provided once the situation has been assessed by pilot and confirmed by HM / DH.

A port emergency requires the co-ordination and careful allocation of port resources such as marine pilots, tugs, helicopters, pilot launches and lines boats.

Port traffic will be managed by VTS in response to the situation as it develops or abates.

The Harbour Master will escalate the "emergency" status if and when deemed necessary.

The Harbour Master or nominated delegate, or the General Manager Marine, are the only officers authorised to declare a **Port Emergency**.

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 provided it is safe to do so.

Where tugs are used to assist a vessel (including alongside and at the anchorage) a pilot will be transferred to the vessel to ensure the safe control of the tugs provided it is safe to do so.

7.4 Inner Harbour

Where the passage of an outbound vessel located within the inner harbour area poses a risk to the integrity of the shipping channel, consideration will be given to return the vessel to the berth until the defect or deficiency is rectified. The Harbour Master shall determine the most prudent course of action, in consultation with Duty Pilot and the Marine Pilot on the vessel.

7.5 Outer Harbour

Once a vessel has passed Hunt Point, it is committed to the channel and cannot return to the inner harbour. Every effort should be made to continue the transit with tug assistance utilising a channel refuge zones at BCN 15 / 16 or C7 if the vessels UKC will not allow it to clear the channel to open water before the tide falls. When considering the use of the channel escape areas, the height of tide at the next low water, the charted depth of the escape area and the vessels draught needs careful consideration.

Where a tidally restricted vessel is in difficulty within the channel, VTSO shall continuously monitor the risk of grounding within the channel using the DUKC system. Where the vessel cannot clear the channel within the tidal window, the Harbour Master will make an assessment of which channel escape strategy is most suitable.

If a vessel is in difficulty a careful assessment of the impact on subsequent movements shall be made. Based on the DUKC output and consideration of the affected vessel's progress and speed made good, subsequent vessels sailing may be delayed. Due consideration should be given to the tidal predictions and possibility of subsequent vessels being "neaped in" and the usage of the Emergency Passing Lane.

7.6 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 VTS area encompasses the anchorage without the express permission of the Harbour Master or delegate. This will be coordinated by the PH VTS through the normal traffic management process. Section 6.16 and 6.17 provide further information on the use of the emergency anchorage and emergency passing lane.

7.7 Port Emergency VHF Working Channel

Initial emergency reporting should be on VHF channel 12/16 following which VTSO will allocate a suitable Port Emergency VHF channel to be used as a working channel for the emergency (normally the vessels pilotage channel). Only

those stakeholders directly involved in the emergency response shall monitor or use the allocated VHF channel
NOTE: All port users are to be aware that during a port emergency VTSO will be focusing on the emergency. Routine communication will be subject to prioritisation Stakeholders may be asked to wait or to contact the VTSO at a later stage.

7.8 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's Master shall assess the situation and take all necessary steps to ensure the safety of the vessel.

7.9 Dangerous Goods

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

If a ship is discharging Ammonium Nitrate and there is a fire that poses a risk to the cargo, consideration shall be given to stop cargo operations, closing all hatches and where applicable the vessel readied for sea if safe to do so. Due consideration should be given for the removal of discharged Ammonium Nitrate from the effected area.

7.10 Tankers in Port

On the receipt of a notification of an incident which may impact the tanker, all loading, or discharging will cease and, where applicable, hoses will be disconnected, and the vessel readied for sea.

Refer to Bulk Liquid Transfer Procedure (A311883).

7.11 Fire on a Vessel Alongside

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. Their primary function will be for boundary cooling but can assist with firefighting on deck. Where possible a DFES volunteer firefighter will be placed on the tug to direct the fire monitors and monitor temperature readings.

For fires on vessels at PPA berths, the firefighting trailers will be used to provide assistance from ashore. A careful assessment of the cargo and the type of fire shall be made and where appropriate, approved firefighting foam may be used.

If the fire on board the vessel results in loss of power or the mooring arrangements rendered inoperable, the use of tugs to hold the vessel alongside will be considered.

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

7.12 Fire on the Vessel Underway

Where a vessel is under way and suffers a fire the pilot or master is to advise VTSO. 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 the duty pilot (as required) will assess the situation and determine the most suitable option including;

- Continue the passage to open water
- Anchor
- Berth

7.13 Fire on a Vessel in the Anchorage

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

7.14 Vessel Grounding

Where a vessel suffers a grounding, a careful assessment of the damage condition of the vessel will be made. The Harbour Master in consultation with the Duty Pilot will assess the height of tide at the time of grounding and subsequent tides, along with other factors 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 may be refloated as soon as possible and shifted to an anchorage until a further assessment of the vessels damage condition can be made.

Where the vessel cannot be safely refloated, the Harbour Master in consultation with the Duty Pilot (as required), 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.

7.15 Vessel Collision

Where a collision occurs between two vessels, tug assistance will be provided if required. A detailed assessment of the impacted vessels will be carried out and a

salvage plan may be required if there is a potential for the situation to deteriorate further.

7.16 Disabled Vessel in the Channel

Where a vessel is disabled in the channel, such as for a main engine failure or blackout, the VTSO will mobilise additional tugs to assist the vessel and advise the Harbour Master. The Harbour Master in consultation with the Duty Pilot will assess the options for the vessel and determine the best course of action based on Under Keel Clearance, the speed and condition the vessel, and environmental factors.. In general, the vessel will be taken to open waters where possible; if this is not possible the vessel will be towed to the most suitable channel escape area or Emergency Passing Lane (EPL).

Careful assessment of the subsequent tides will be undertaken to determine the time the vessel can safely remain in the emergency anchorage and EPL.

7.17 Vessel/Vessels in Channel Hindered by Vessel Ahead

Where a vessel in the channel is disabled or the speed of advance hinders subsequent ships in the channel, the Harbour Master in consultation with the Duty Pilot (if required), will assess the situation and determine the safest course of action. Consideration will be given for use of the EPL.

Where appropriate, additional towage will be provided to assist the vessel or vessels which are hindered, by the vessel ahead so that the vessel or vessels, can be safely controlled and maintained in the channel.

Detailed surveys of the areas adjacent to the channel and the EPL have been conducted and are available on the Pilots Portable Pilot Unit (PPU) and in the VTSO. An emergency passing lane has been established between BCN 15 / 16 and C7. Depending on the location of the affected and hindered vessels, the respective draughts, the charted depth, environmental conditions and the height of tide, the Harbour Master, Duty Pilot and the Marine Pilot on the vessel/s will assess the feasibility of the disabled or hindered vessel/s to take appropriate action (e.g. moving into the EPL) with an aim to maintaining the integrity of the channel. The required actions will be assessed on a case by case basis and be dependent on the environmental conditions and available UKC.

7.18 Pilot Injured or Incapacitated

Where the marine pilot is injured or incapacitated, a second pilot will be immediately transferred to the vessel provided it is safe to do so. In the interim, the duty VTSO, as directed by the Harbour Master, shall provide assistance to the vessel master and tugs as required. Where the passage cannot be safely continued the tugs are to arrest the momentum of the ship and hold it in the centre of the channel unless otherwise directed by the Harbour Master, until another pilot can be transferred to the vessel.

7.19 Mooring line/ Cavotec failure

Mooring lines parting is a significant risk in the Port of Port Hedland. There is potential for significant interaction between ships berthed and large bulk carriers entering or departing the inner harbour. All mooring failures shall be reported to the VTSO. To ensure the vessel remains securely moored, a Pilot will be transferred to the vessel and tug assistance provided until the line/s can be rerun or the vessel taken to the anchorage, as directed by the Harbour Master. Where necessary a lines boat will be used. Similarly, any failures with the "Cavotec" Automated Suction Mooring System are to be handled in accordance with the specific Cavotec Mooring System Failure Procedure with actions involving tensioning of comfort lines, notification to VTSO and placement of a tug on standby for attendance all undertaken in consultation with the terminal and Harbour Master.

7.20 Day or Cyclone Mooring Failure

Where a vessel breaks free of its mooring, the duty VTSO will alert all shipping to the incident and attempt to establish contact with the vessel. Where communications with the vessel cannot be established, the Duty VTSO will use vessels of opportunity to tow or push the vessel to safety out of the channel. The vessel will be towed to a safe location until the owner or operator can take control of the vessel.

The mooring owner is required to submit a report to the Harbour Master outlining the failure, the root cause and a plan to prevent reoccurrence. The Harbour Master may require an inspection and Naval Architect to certify the mooring is safe prior to use.

7.21 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, the Master is to assess the weather conditions and the draughts of the vessel. Where safe the vessel is to pay out more cable or request permission to get underway to re-anchor. This is to be reported to the VTSO immediately and the vessel shall keep the VTSO apprised of its actions and intentions.

If the vessel has its main engine immobilised (note this requires approval) or requires assistance to anchor Marine Pilot and towage assets will be allocated to assist the vessel.

7.22 Man Over Board (MOB)

In the event of a MOB and where the vessel cannot recover the person overboard or the person has fallen into the water from a wharf or structure, the VTSO will direct suitable vessels in the vicinity to recover the person. Where there are no suitable vessels available in the vicinity, the Pilot boat or recovery capable vessel will be used to recover the persons.

7.23 Evacuation of Casualty from a vessel within the Port waters

In the event of a casualty on board a vessel within the Ports waters, VTSO will act in accordance with the relevant SOP's and make contact with RCC Australia and WA Police. These agencies are the designated agencies to manage such situations including the allocation of resources to assist with the evacuation process.

VTSO will continue to play a liaison role throughout the process and will act on the direction of the responsible agencies being RCC Australia.

The vessel's agent may be contacted by VTSO to assist directing the St John's Ambulance to the relevant pick-up point in the event the casualty is not being transferred directly to the Port Hedland Health Campus.

7.24 Small Vessel Incidents

Where there is a small vessel incident such as collision, grounding or a small vessel becomes disabled, the VTSO will request the assistance of nearby vessels to assist the vessel. The vessel may be towed to a safe place as directed by the Harbour Master.

7.25 Search and Rescue

For search and rescue incidents, the WA Police as the Hazard Management Agency will be notified for state waters and RCC Australia will be notified for commonwealth waters. VTSO will request the assistance of other vessels in the area to respond to the incident. The usage of other port resources maybe considered to participate in the Search and Rescue operation as directed by WA Police or RCC Australia.

7.26 Vessel Underway Collision with Ship Loader

For all piloted shipping movements, all personnel are required to be clear of the shiploader boom of that berth. Where there is a collision between a vessel underway and a ship loader (such as during maintenance), the VTSO will utilise small craft in the vicinity to respond to the incident.

If required, additional towage will be provided at the direction of the Harbour Master to assist with the control of the vessel that collided with the shiploader. A careful assessment of the damage condition will be made, and a recovery plan initiated at the direction of the Harbour Master.

7.27 Ship Loader Contact with Vessel during Loading

The immediate priority is to determine if there are any casualties. Once any casualties have been treated and removed from the scene, a thorough damage assessment of the ship and the ship loader will be undertaken. Where the damage is superficial and does not affect the safe operation of the shiploader or the safe loading of the vessel, loading operations will be resumed.

For PPA berths, the damage assessment process will include a "preservation of the scene" requirement where evidence that may be required for further investigation will be undertaken. Relocation of equipment and/or infrastructure is not to be undertaken unless it poses an immediate safety concern. Recommencement of operations is only to be undertaken following the specific approval of the Landside Operations Manager / Mine Manager.

Where serious damage is present, an engineering assessment of the ship loader will be required, and an appropriately qualified engineer will be required to sign off that the ship loader is in a safe condition to continue operating.

7.28 VTS Evacuation

Where an incident requires the evacuation of the VTS, the duty VTSO will act in accordance with the relevant SOP's and make a broadcast on VHF Channel 12 & Channel 16. VTSO's on duty will divert the land lines to the relevant mobile phones and evacuate the VTS.

The Sécurité Broadcast will be as follows;

"Sécurité, Sécurité, Sécurité. " All Ships, All Ships, All Ships - 'VTSO is being evacuated. VTSO will be unmanned & operating at reduced capacity until further notice'.
Once the VTSO's are in a safe location they will recommence providing VTS at a reduced level of service. The reduced level of service will be communicated to all Port Users and Stakeholders.

8. LANDSIDE EMERGENCIES

8.1 General Guidance for Landside Operational Emergencies

For all Landside operational emergencies, VTSO upon receiving the report will gain the necessary information from the 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 ERC.

During a landside emergency the following general steps are considered by the Incident Controller;

- Nature of casualties and Emergency Services notification
- Facilitation of site access for Emergency Services
- The impact of the incident on adjacent operations and the safety of the vessels alongside
- Treatment and evacuation of casualties
- Ensuring a safe worksite
- Assessment of infrastructure and the feasibility of commencing normal operations
- Recovery to normal operations
- Preservation of site

The Incident Controller in conjunction with the Landside Operations Manager/ Mine Manager will assess the impact and where the safety of personnel is at risk the operation will be restricted or suspended until it is safe to recommence. The impact will be carefully managed with a view to safely facilitate port operations.

Where a ship is alongside the berth and an incident occurs on the berth or in an adjacent landside area, the Incident Controller will assess the risk the incident poses to the safety of the vessel and its crew. Where necessary the vessel will be removed from the berth and sent to anchorage until it is safe for the vessel to return, and cargo operations resumed.

8.2 Fall from Height (Including Gangway, Shiploader or Cargo)

Where a person falls from height, the severity of the person's injuries will be assessed, and appropriate medical aid will be provided. The VTSO or the contracted maritime security guards will contact Emergency Services, provide access to the site by via the relevant security gate and provide first aid where appropriate. The contracted maritime security guards will restrict unnecessary access to the site and have a security guard and vehicle on standby to escort emergency services to the site.

All cargo operations in the immediate area will cease until the casualty has received medical assistance and is removed from the location.

The incident scene is to be preserved to allow the collection of evidence that may be required for further investigation. Relocation of equipment and/or infrastructure is not to be undertaken unless it poses an immediate safety concern. The incident may require reporting to the Regulatory body (Work safe, Department of Mines, Industry Regulation and Safety). Recommencement of operations is only to be undertaken following the specific approval of the Landside Operations Manager / Mine Manager.

Once the scene has been released, operations will resume.

8.3 Ship Loader High Voltage Electrical Incident

Once the report of the failure has been received, the Landside Operations Coordinator will contact the relevant maintenance superintendent and arrange for suitable personnel to attend the shiploader to assess the damage, cordon off the area and make repairs.

8.4 Landside Fire

Once the report has been received by VTSC, Emergency Services will be notified and their access to the site will be facilitated via the relevant security gate. The contracted maritime security guards will restrict unnecessary access to the site and have a security guard and vehicle on standby to escort emergency services to the site.

Consideration will be given to the deployment and/or use of PPA fire skids dependent on the size, type and location of the fire.

Where relevant, the adjacent buildings and areas will be evacuated and operations in the vicinity will be assessed to determine if they can safely continue. If a vessel is alongside the wharf and the fire presents a danger to the vessel or the vessels crew the Harbour Master may direct the removal of the vessel from the berth until it is safe for the vessel to return.

For all significant fires where the generated smoke could impact the town, the Town of Port Hedland will be requested to conduct smoke monitoring. Where additional firefighting resources are required, a request will be made to DFES for additional resources.

Once the fire has been extinguished, an assessment of the damage will be made, and a recovery plan will be produced and communicated to all relevant Port users.

8.5 Bulk Hydrocarbon Spill Landside

The guidance in this section relates to major landside bulk hydrocarbon spills. For all minor hydrocarbon spills refer to Hydrocarbon Spill Response and Spill Kit Maintenance. Potential major spill sources include road tanker vehicle accident or transfer pipe failure. In the event that a report of a major landside bulk hydrocarbon spill within PPA controlled area is received, the following actions will be taken;

- Nature of casualties and Emergency Services notification
- Ensure ESD system (emergency shutdown) are activated on the vessel and at the terminal (during cargo operations)
- Evacuate the area of the site at risk
- Establish exclusion zones
- Isolate all potential sources of ignition provided it is safe to do so
- Notify and facilitate Emergency Service access to the site
- Block all drains provided it is safe to do so

Where appropriate, consideration will be given to implementing temporary bunding arrangements to contain the bulk hydrocarbon products.

8.6 Dangerous Goods or Noxious and Hazardous Substance Spills

In the event that a report of a spill of dangerous goods or hazardous and noxious substance spill which present a risk to human health or a risk to the environment within PPA controlled port area is received, the following actions will be taken;

- Nature of casualties and Emergency Services notification
- Ensure ESD system (emergency shutdown) are activated on the vessel and at the terminal (during cargo operations)
- Evacuate the area of the site at risk
- Establish exclusion zones
- Isolate all potential sources of ignition provided it is safe to do so
- Notify and facilitate Emergency Service access to the site
- Block all drains provided it is safe to do so

Where appropriate, consideration will be given to implementing temporary bunding arrangements to contain the dangerous goods or hazardous and noxious substance for DFES (HMA)to manage.

8.7 Blockage of Port Access Roads

The port access road(s) – Utah / East side could be blocked for several reasons including;

- Vehicle accident
- Road structural failure

In case the port access road is blocked, the priority will be to determine if there are casualties and to facilitate emergency services access to the site.

Where possible, an alternate access to the port will be identified and communicated to port users.

An assessment of damage to the road and infrastructure will be conducted and a recovery plan developed and communicated to relevant port users.

8.8 Heavy Vehicle Collision

This includes heavy vehicle collision with light vehicles, other heavy vehicles and infrastructure. Once the incident has been reported, the priority is to determine if there are casualties. Emergency Services will be notified and their access to the site will be facilitated by the relevant security gate. The contracted maritime security guards will restrict access to the site and have a security guard and vehicle on standby to escort emergency services to the site.

The landside operations team will assess the situation and determine if cargo operations need to stop.

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

8.9 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 maritime security guards will restrict unnecessary access to the site and have a security guard and vehicle on standby to escort emergency services to the site.

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.

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

9. AIRCRAFT EMERGENCIES

This section applies to aircraft emergencies relating to the contracted pilot transfer helicopters. For all aircraft operational emergencies, VTSO upon receiving the report will gain the necessary information from the vessel or person reporting the incident and contact the Harbour Master. VTSO will take action in accordance with the direction of the Harbour Master and relevant ERC. The HMA for air crash is WA Police.

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

- Nature of casualties and Emergency Services notification
- Notification of the HMA
- Facilitation of site access for Emergency Services
- Initiate Search and Rescue Operations as appropriate.
- The impact of the incident on adjacent operations and the safety of the vessels alongside
- Treatment and evacuation of casualties
- Usage of Port resources in Search and Rescue operations
- Ensuring a safe worksite
- Assessment of infrastructure and the feasibility of commencing normal operations
- Recovery to normal operations
- Preservation of site

9.1 Helicopter Crash at the Helipad

When an aircraft crashes on take-off or landing, the VTSO will respond in accordance with the relevant SOP's. Emergency Services will be notified and their access to the site will be facilitated via the relevant security gate. The contracted maritime security guards will restrict unnecessary access to the site and have a security guard and vehicle on standby to escort emergency services to the site.

The VTSO when directed by the Harbour Master, will advise PHP and the contracted pilot vessels and facilitate all transfers by launch.

The Harbour Master or delegate and the senior base pilot will assess the situation and provide any technical information required to emergency services.

Once any casualties have been recovered / provided assistance, the Harbour Master and the senior base pilot will initiate a recovery plan.

9.2 Helicopter Crash at Sea

When an aircraft crashes at sea, VTSO will respond in accordance with SOP's and direct suitable vessels in the area to assist the helicopter. Additionally, VTSO will advise WA Police, RCC Australia and assist as required with the search and rescue operations. The Harbour Master in consultation with the senior helicopter pilot will assess the situation and devise a recovery plan.

The VTSO when directed by the Harbour Master will advise PHP and the contracted pilot vessels and facilitate all transfers by launch.

9.3 Helicopter Crash on Vessel

When a helicopter crashes on the vessel, VTSO will respond in accordance with SOP's. Emergency services, WA Police and RCC Australia will be notified, and assistance provided as appropriate. If required, a second pilot will be transferred to the vessel where safe to do so.

The vessel will be anchored until assistance has been provided to the casualties and an assessment of the damage condition is carried out

10. EXERCISES

10.1 Exercises

Regular exercises and training will be conducted with PPA VTSOs, PPA staff HMA's, port stakeholders and port users where appropriate. These exercises will be a combination of desktop and field exercises. For incidents that cannot be safely replicated, desktop exercises will be held.

11. PROCESS OWNER

The General Manager Marine has overall responsibility for this procedure. The Emergency Response Procedures - Operational are to be reviewed annually.

ANNEX 1 IMT STRUCTURE