

TABLE OF CONTENTS

1. OBJECTIVE 1

2. SCOPE 1

3. DEFINITIONS 1

4. ROLES AND RESPONSIBILITIES 2

5. PNEUMATIC FENDER INSTALLATION AND REMOVAL..... 2

6. REQUEST TO LEAVE THE PNEUMATIC FENDERS IN PLACE ON DEPARTURE OF VESSEL 3

7. DOCUMENT AMENDMENT TABLE 4

8. PROCESS OWNER 4

1. OBJECTIVE

The purpose of this procedure is to ensure that personnel and equipment working on the Pilbara Ports Authority Dampier facilities are as far as practicable protected from the risks associated with the installation and removal of Pneumatic Fenders (PFs) at the public berths. This procedure takes into consideration the safety of all personnel and the prevention of damage to PPA facilities.

2. SCOPE

This procedure defines the requirement, procedures & responsibilities for installing and removing PFs at the Dampier Cargo Wharf. Vessels requesting a berth at the DCW that have overhangs, protrusions, d-fenders or any other structure that projects from the vessel that may create a safety hazard to personnel on the DCW or cause damage to the DCW, the DCW fenders or any equipment on the DCW may be required to have PFs installed prior to berthing.

The PFs shall be of such a size that prevents contact between the vessel and the wharf structure and prevents any damage being caused to the wharf or the wharf fenders. Hired, leased or PPA owned PFs if available, may be used if suitable for the task and fit for purpose. If wishing to use PPA owned PFs, please contact the Duty Landside Operations Coordinator.

PPA owned PFs are to be returned after use to the agreed storage location and Landside Operations are to be notified of any damage or problems with the PFs.

3. DEFINITIONS

TERM	DEFINITION
DCW	Dampier Cargo Wharf
PFs	Pneumatic Fenders colloquially referred to as Yokohama Fenders
Vessel Master	The Captain or person in charge of the vessel
Wharf Fender	Installed fenders secured directly to the main structure of the DCW, found on the east and west faces of the DCW
Bollard	Mooring bollard fixed to the deck of the DCW and used as the anchor point for vessel mooring lines
D-fenders	Fenders attached to the sides of vessels consisting of D shaped rubber contained within a metal channel welded to the side of the vessel. These fenders are usually set just off the vertical
Agent	The vessel shipping agent
PPA	Pilbara Ports Authority

TERM	DEFINITION
Landside Operations Coordinator(s)	The duty coordinator(s) (or superintendent) rostered on at the time
Stevedore Company	A Stevedoring Company holding a PPA Stevedore Licence with employees approved by the Stevedoring Company to carry out the duties of a stevedore on the Dampier Cargo Wharf
Harbour Master	Port of Dampier Harbour Master

4. ROLES AND RESPONSIBILITIES

ROLE	RESPONSIBILITIES
Stevedore Company	Transport the PFs to the DCW, conduct required crane lifting operations, install and secure in place the PFs at the required position. Carry out removal as required. All activities to be carried out in accordance with the Stevedore Company OH&S Management System and relevant Safe Work Instructions.
Duty Landside Operations Coordinator	Provide position location of PFs to stevedore company using berth plan, printed map, or similar, of the DCW

5. PNEUMATIC FENDER INSTALLATION AND REMOVAL

Location and quantity of the PFs is to be approved by the Harbour Master and may involve the vessel Master and the Marine Pilot. PFs are to be positioned, installed and secured by the nominated stevedoring company after receiving a position location on the DCW to install the PFs from the PPA Dampier, Landside Operations Duty Coordinator. Installation will be carried out in accordance with the Stevedore Company OH&S Management System and relevant Safe Work Instructions.

Use of non-stevedore labour to fit the PFs, such as the vessel's crew, may be considered by the Harbour Master and the Landside Operations Coordinator. For this operation the vessel may supply the fenders, transfer lines to the stevedores on the wharf and the stevedores may secure them to suitable bollards on the DCW. The vessel may also choose to secure the PFs to the vessel and align them with the DCW fenders. Requests should be in writing at least 24 hours prior to the vessels arrival. Such arrangements are subject to the Harbour Master's approval. This operation to be carried out using the vessel safety systems.

It is the PPA Harbour Master's requirement that the PFs are to be monitored by the vessel's crew at all times while alongside the DCW and the stevedores at all times when working the vessel.

Installation requirements -

- The Quantity and Positioning of fenders will be decided by the Harbour Master.
- Position as per the supplied berth plan but may be altered by Pilot / Vessel Master on arrival.

- PFs shall be transported to the wharf utilising a safe and approved transport method
- If required, a mobile crane such as a Franna may transport the PFs to the DCW with a vehicle escort
- The ropes used to tie off the PFs shall not be wire or chain
- After tying off the PFs the lifting gear for the PFs may be tied off to the DCW or the vessel for later use when retrieving the PFs
- PFs lifting gear shall not fall between the PFs and the DCW fender face
- The rope used to tie off the PFs lifting gear shall not be wire rope or chain
- Once alongside, the vessel will be wholly responsible to ensure the fenders remain in position and that no damage is caused to either the fenders or the DCW
- Upon departure the PFs will be immediately removed from the berth and the DCW unless approved to be left in place

6. REQUEST TO LEAVE THE PNEUMATIC FENDERS IN PLACE ON DEPARTURE OF VESSEL

This requires the approval of the Harbour Master through Landside Operations Duty Coordinator. If approved by the HM to be left in place after the departure of the vessel in preparation for the next vessel, the below points shall be followed –

- After the departure of the vessel, the PFs are to be inspected for correct placement against the wharf fenders (centralised) and for any damage. Any damage is to be reported to the Duty Landside Operations Coordinator
- After the departure of the vessel, the PFs mooring ropes are to be inspected for any wear and damage. Any damage is to be reported to the Duty Landside Operations Coordinator
- After the departure of the vessel, the PFs mooring ropes are to be inspected to ensure they are made fast at the bollards
- Any problems with the above and the fenders and or ropes are to be adjusted or removed and replaced
- Prior to the berthing of the arriving vessel, the PFs are to be inspected for correct placement against the wharf fenders (centralised) and for any damage. Any damage is to be reported to the Duty Landside Operations Coordinator
- Prior to the berthing of the arriving vessel, the PFs mooring ropes are to be inspected for any wear and damage. Any damage is to be reported to the Duty Landside Operations Coordinator
- Prior to the berthing of the arriving vessel, the PFs mooring ropes are to be inspected to ensure they are made fast at the bollards
- Any problems with the above and the fenders and or ropes are to be adjusted or removed and replaced

7. DOCUMENT AMENDMENT TABLE

VERSION	PREPARED BY	DATE	AMENDMENT
1	Bruce Young	May 2019	New Document
2	Landside Operations Admin	3 November 2021	Annual review, no changes required

8. PROCESS OWNER

The Landside Operations Manager is responsible for this work instruction.

Date approved: 03/11/2021

Review date: 03/11/2022

Version: 2

Approved by: GM Terminal Operations