

VESSEL INTRODUCED MARINE PEST RISK ASSESSMENT PROCEDURE PORT OF PORT HEDLAND

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1. INTRODUCTION

The introduction of non-native marine species to PPA waters is given a moderate risk rating in Pilbara Ports Authority's (PPA's) Environment and Heritage Risk Register 2017-18. The colonisation of introduced marine pests (IMPs) could have a significant impact on local marine environments and cause business interruption.

PPA participates in regular IMP monitoring in collaboration with the Fisheries branch of Department of Primary Industries and Regional Development (Fisheries) as part of the State Wide Array Surveillance Program (SWASP). There have been no highly probable detections of target IMPs within the Port of Port Hedland during implementation of the SWASP¹.

The potential sources of IMPs are ballast water, hulls and internal water systems. PPA requires that all vessels visiting its waters undertake ballast water exchanges in accordance with the requirements of the federal Department of Agriculture and Water Resources. This procedure was developed to ensure the risk of IMPs from hulls and internal water systems is suitably managed.

The risk of vessels translocating IMPs varies depending on:

- Vessel characteristics – including type (e.g. dredge, barge, cargo vessel etc.), the number of niche areas, seawater intakes and pipeworks;
- Vessel operational history – including previous locations, time spent immobile or at low speeds, frequency of biofouling application and frequency of cleaning; and
- Planned vessel operations – including length of stay, duration of contact with the seafloor and deballasting requirements.

2. OBJECTIVE

This procedure aims to reduce the risk of IMP introduction to PPA waters to as low as reasonably practicable.

3. SCOPE

This procedure applies to all commercial and non-trading vessels entering port waters for any activity **except** cargo operations. The risk of IMPs being present on the hulls of cargo / trading vessels is low due to the high voyage speeds. The risk of any present IMPs colonising in PPA waters is also low due to the short period of time spent at berth.

This procedure applies to vessels including but not limited to:

- Dredge vessels;
- Barge vessels;

¹ Department of Primary Industries and Regional Development (2017) *State Wide Array Surveillance Program (SWASP) Pilbara Ports Authority – Port of Port Hedland Report – Summer 2017*.

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- Research vessels;
- Accommodation vessels;
- Rock dumping vessels;
- Trenching vessels;
- Mobile Drilling Units;
- Interstate and international recreational vessels; and
- Diving Support vessels.

4. VESSEL RISK ASSESSMENT

All vessels mobilising to the Port of Port Hedland must submit a completed vessel IMP risk assessment and all associated evidence to environment.porthedland@pilbaraports.com.au prior to departure. The type of risk assessment required depends on the current location of the vessel, and is outlined in Table 1.

TABLE 1	
Current location	Requirements
Within Western Australia	PPA IMP Vessel Risk Assessment Form (https://www.pilbaraports.com.au/)
Outside Western Australia	Fisheries 'Vessel Check' (https://vesselcheck.fish.wa.gov.au)

The following evidence should also be provided for each submission:

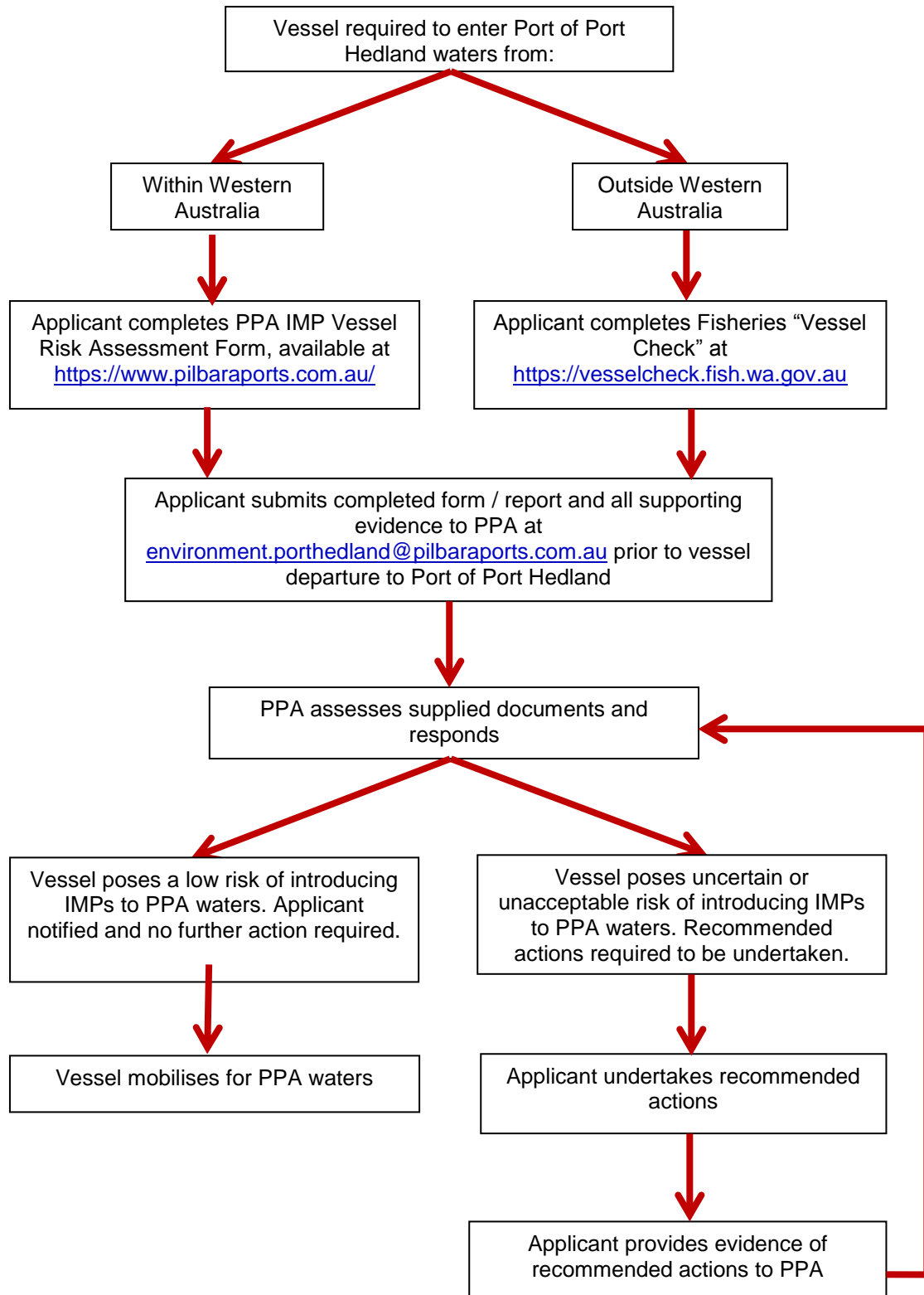
- Vessel specifications
- Most recent antifouling certificate
- Most recent IMP inspection report
- Evidence of marine growth prevention systems (MGPS) or manual treatment/clean of internal seawater intakes and pipeworks

PPA will endeavor to respond to all submissions via return email within 5 normal business days of receiving all required information.

If the risk assessment indicates that the vessel poses an uncertain, moderate or high risk of introducing IMPs to PPA waters then PPA will recommend that actions are undertaken prior to mobilisation. If actions are recommended, PPA will notify applicants as soon as possible to minimise mobilisation delays. This may include an inspection by a suitably qualified inspector to confirm the absence of IMPs and/or dry dock and cleaning to remove IMPs.

The Port of Port Hedland Harbour Master may refuse vessel entry to PPA waters if sufficient evidence has not been provided to PPA to demonstrate that vessel's risk of introducing IMPs is minimised.

5. PROCESS FLOW CHART



6. PROCESS OWNER

The Environment and Heritage Manager (Port Hedland) has overall responsibility for this procedure.

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