T-PORTS

TRANSHIP + COMMODITIES + GLOBAL

BRINGING THE PORT TO THE PRODUCT

Port Rules – Lucky Bay
17.HBK.01
April 2023

CONTENTS

Definitions

AMSA	Australian Maritime safety Authority
CFS	Country Fire Service
DIT	Department for Infrastructure and Transport
LOA	Length Overall
MSIC	Maritime Security Identification Card
OGV	Ocean-Going Vessel
PM	Port Manager
PPE	Personal Protective Equipment
SAAS	South Australian Ambulance Service
SAPOL	South Australian Police
SES	State Emergency Service
AHO	Australian Hydrographic Office

1. Introduction

1.1. Purpose

Port Rules are intended to inform commercial users of the port of their responsibilities for the safe navigation of vessels within that port. These rules are a summary and are to be used as a guide only of the legislative/contractual agreements.

1.2. Scope

The port is operated in accordance with all laws in force in South Australia and any applicable Commonwealth or International laws, including but not limited to:

- Navigation Act 2012
- Harbors and Navigation Act 1993.
- Environment Protection Act 1993.
- Maritime Services (Access) Act 2000.
- Customs Act 1901. • Quarantine Act 1908.
- Work Health and Safety Act 2012.
- Protection of Marine Waters (Prevention of Pollution from Ships) Act 1987.
- South Australian Ports (Bulk Handling Facilities) Act 1996.
- South Australian Ports (Disposal of Maritime Assets) Act 2000.
- Recreational Access Agreement to Commercial Wharves Agreement.
- Biosecurity Act 2015 (Cth)

1.3. Authority

A Port Manager appointed by T Ports will manage the port waters in accordance with the Harbors and Navigation Act 1993.

The Port Manager acts under delegated authority from the Manager Marine Safety, DIT Marine

Port Managers are issued with a photographic identity card.

Port Managers are responsible for directing and controlling vessel movements in port waters for the purpose of safe navigation of vessels.

This will include the:

- movement of vessels into, within and out of port waters;
- loading and unloading of vessels; and
- mooring, anchoring, and securing of vessels within port waters.

T-Ports will ensure that adequate services are available to fulfil the above requirements.

1.4. Powers of Port Managers (PM)

A Port Manager may give a direction (orally, by signal, radio communication, or in any other appropriate manner) to a person in charge, or apparently in charge, of a vessel in or in the vicinity of the port. Failure to comply with a direction given by the PM is an offence under the Act. A direction may, for example:

- require that vessels proceed to load or unload in a particular order; or
- require that a vessel be moored or anchored in a particular position; or
- require that a vessel be secured in a particular way; or

- require that a vessel be moved from a particular area or position; or
- require the production of documents relating to the navigation, operation, pilotage, use or unloading of the vessel.
- if a person is not on board a vessel to receive a direction the PM may cause the vessel to be moved and any costs recoverable from the owner.

A person in charge of a vessel must permit a Port Manager to:

- board the vessel; and
- inspect the vessel and its cargo; and
- carry out on the vessel any investigation necessary to ensure that the vessel and the business in the course of which the vessel is being used is being operated lawfully.

The appointment as a Port Manager confers upon the authorised persons all the powers of the following regulations, but only within the confines of the port nominated and only whilst under the management of T-Ports Pty Ltd. Further detail on the content of the regulations can be found on http://www.legislation.sa.gov.au.

Regulations:

- Obstructions on wharves 15
- Obstruction of landing places 16
- Use of rail trolley 32
- Directions relating to dangerous or objectionable cargo 34
- Damage caused by cargo 35
- Traffic and other directions 49
- Removal of vehicles 51
- Permits 53
- Smoking and use of combustion equipment in hold 203

The following have been delegated to the Port Manager by the powers of the Manager Marine, DIT Marine (as referred to in the Harbors and Navigation Act 1993 - "the Act") contained in the Regulations and any directly associated Regulation, stated below:

- Obstructions on wharves - 16(1)
- Obstruction of landing places - 17(1)
- Unauthorised activity on wharf - 18
- Use of rail trolley - 19(1)
- Abandoned cargo - 24
- Unauthorised entry to wharf or contiguous land - 25
- Watch officers in harbors - 26
- Mooring lines in harbors - 30(3)
- Restrictions in certain harbors - 31(1)
- Mooring and unmooring of vessels in certain harbors - 32(1)
- Swimming in harbors - 33
- Traffic signs - 34(1) and 34(2a)
- Parking signs and markings - 36(1)
- Permits (parking) - 38A(1) and 38A(2)

Note that these powers may only be exercised in the ports under the control of T-Ports Pty Ltd and only by the person nominated below for that port.

Name Of T-Ports Officer	Name of Port
Lance Sheward	Lucky Bay

2. Port Description

2.1. General

Lucky Bay is a small port situated in the Spencer Gulf on the east coast of the Eyre Peninsula, approximately 9 nautical miles WSW of Shoalwater Point, in South Australia, It is located within the district of Franklin Harbour immediately north-east of the Franklin Harbour wetlands. The port was established in 2006 to facilitate a Spencer Gulf Ferry service from Wallaroo. In 2015 harbour expansion works commenced to facilitate transhipment of grain and iron ore.
The port contains two berths; one for transhipment vessels and one for the cross-Spencer Gulf ferry.

2.2. Port Limits

The port of Lucky Bay is not yet gazetted. Once it is, the gazetted port limits will be included in this section. Boundary coordinates are displayed on map **2.1 Port Limits**.

2.3. Franklin Harbour Marine Park

The port of Lucky Bay transects the Franklin Harbour Marine Park, within the marine park exists 3 different usage zones

Special Purpose Area (transhipment) (Transhipment Areas 1 and 3) - activities comprising or connected with loading or unloading a vessel at a transhipment point prescribed under the Harbors and Navigation Regulations 2009

General Managed Use Zone - no change to existing use but managed as part of the park. All recreational activities, including fishing, are allowed.

Habitat Protection Zone - protects the sea floor. All recreational activities, including fishing, are allowed. Prawn trawling is prohibited from March 2013. **Any vessel greater than 80m in length is prohibited from anchoring in this zone.**

Sanctuary Zone - areas of high conservation value set aside for conservation and low-impact recreation. No fishing is allowed in these zones from 1 October 2014, but diving, surfing, swimming etc are welcome. **Any vessel greater than 80m in length is prohibited from anchoring in this zone.**

Restricted Access Zone - areas that are off limits to the public (no entry). **All vessels are prohibited from anchoring in this zone.**

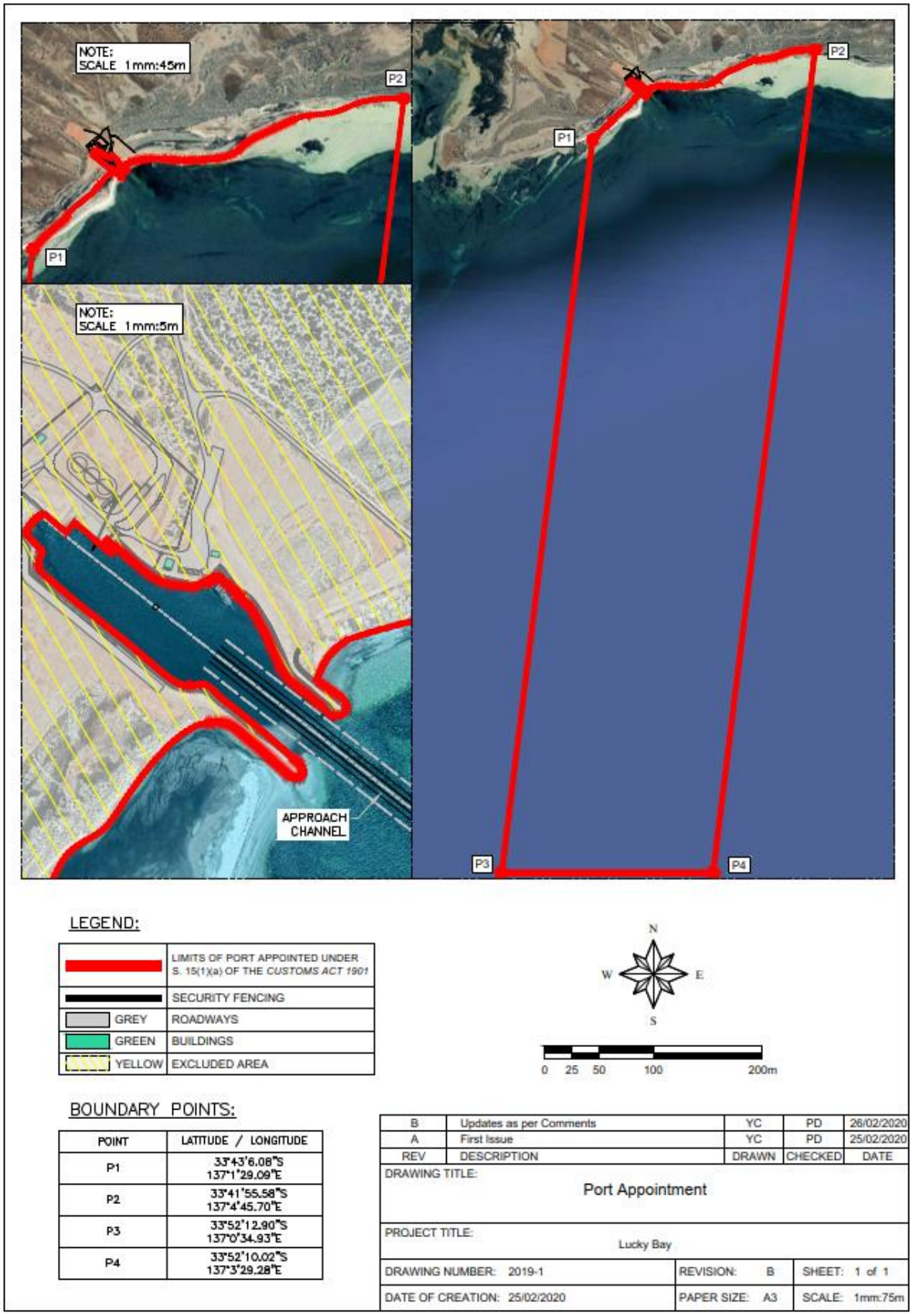
Refer to map 2.3 Marine Park zones, follow this link for further information.

2.4. Anchorages

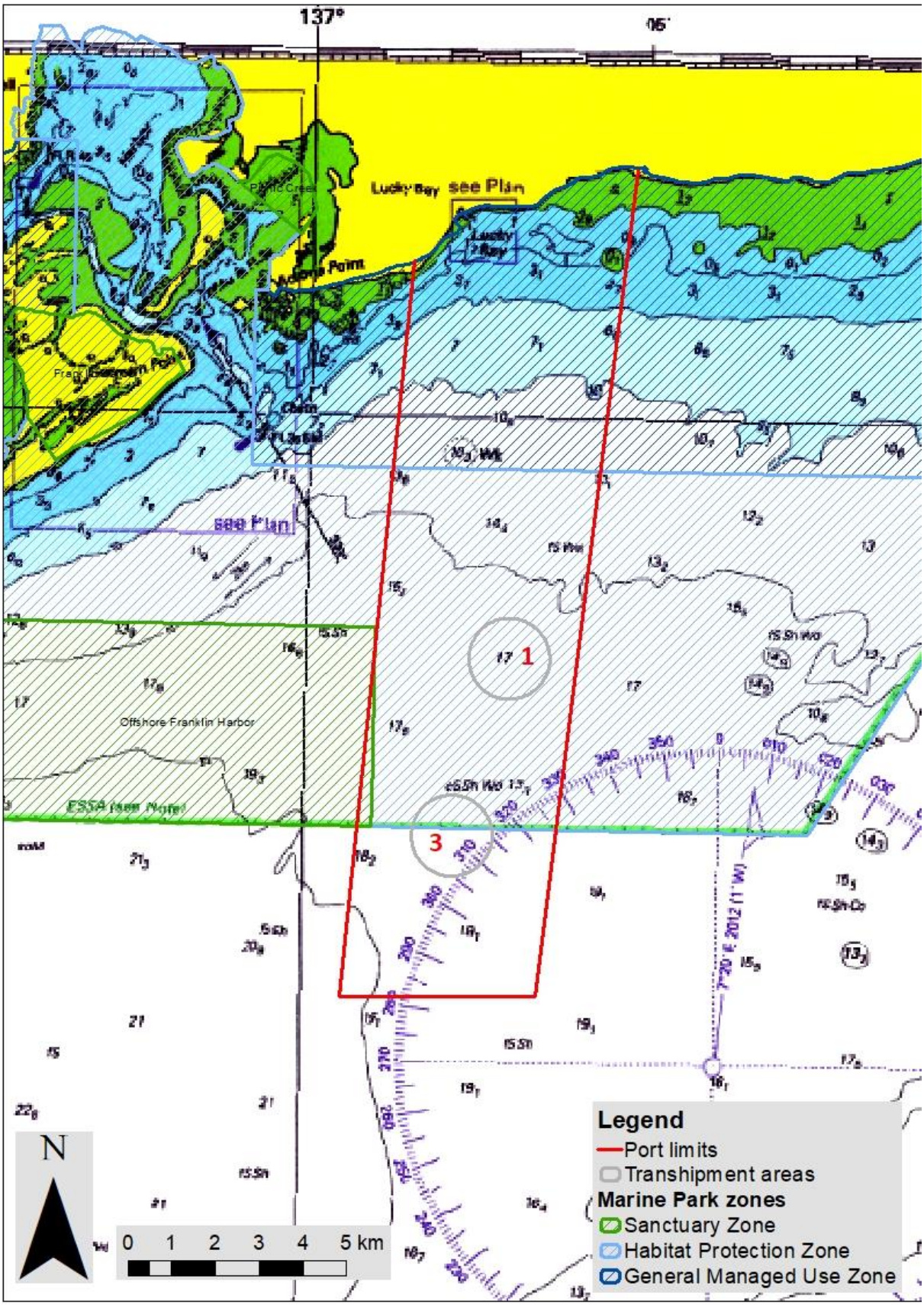
There are two anchorages designated for transhipment operations. They each have a 926 metre radius centres on the following positions:

Transhipment Anchorage 1 (TP1): 33º 48.0'S 137º 03.0'E
Transhipment Anchorage 3 (TP3): 33º 50.2'S 137º 02.2'E

An exclusion zone diameter of one nautical mile centred on the vessel has been designated while transhipment operations are underway.



Map 2.1 – Port Limits



Map 2.3 – Marine Park Zones

2.5. Channels, Berths, and Facilities

Once dredged, the entrance channel will be 54 meters wide which is the same as the nominal width at the harbour entrance. The channel consists of two legs: the first (the Outer Channel) is approximately 800m in length and lies on a bearing of 358°/178°; the second (the Inner Channel) is approximately 500m in length and lies on a bearing of 312°/132°. On completion of dredging, when the hydrographic survey information is provided, the channel depth will be declared, as will the depth inside the harbour.
Once inside the harbour, a turning basin whose widest dimensions are 154.5 m (in an NE/SW direction) and 127.5 m (in a NW/SE direction), allows for vessels of appropriate length to swing.
A ramp, designed to accommodate the passenger/vehicular ferry that provides a shuttle service to Wallaroo, is located in the northern corner of the turning basin. When in port, the ferry, which must berth head-in, rests starboard side alongside three piles with 15 m centres.
Another basin, 160 m long and 74 m wide is dredged in a north-westerly direction from the turning basin. A berth on the north-eastern end of this basin is designed to accommodate an 87 m transhipment vessel on four fender piles. The berth has a bulk material loading facility, designed for loading grain into the transhipper. The loading operation is fully automated.

2.6. Buoyage System

The entrance channel is marked with five buoys.
The entrance to the channel is marked, by two buoys. On the starboard side is a South Cardinal buoy in position 33°43.1429'S 137°02.69895'E) with light characteristics of Q(6) + LFl 15s. On the port side is a red buoy in position 33°43.1445'S 137°02.6636'E with light characteristics of Fl R.
Three buoys mark the intersection of the two legs of the channel. On the starboard side, in position 33°42.8004'S 137°02.6761'E is a green buoy with light characteristics of Fl G and on the port side are two red buoys each with light characteristics of FlR. The first red buoy (met from seaward) is the turning buoy and is in position 33°42.8685'S 137°02.6456'E and the second red buoy, in position 33°42.7794'S 137°02.5928'E lines up for the second leg leading to the basin entrance.

2.7. Chart Datum and Tides

All water depths refer to the 'lowest astronomical tide' height (LAT). All positions in this manual are in WGS84.
All directions are referenced to True North.
Lucky Bay is a Secondary Port. The Standard port from which tidal information is derived is Port Lincoln Time and height of times at Port Lincoln can be derived from the following link: http://www.bom.gov.au/oceanography/projects/ntc/sa_tide_tables.shtml.
Throughout the year there are tide variations from the predicted heights. The tide gauge at Lucky Bay is used to confirm the real / actual tide height and to confirm minimum UKC depths are met prior to departure from the berth. When the ship returns to the berth, without cargo, the draft of 2.2 metres satisfies the required UKC for all predicted tides throughout the year.

2.8. Time Zone

The port of Lucky Bay keeps the same time as the rest of South Australia, i.e. Australian Central Standard Time (ACST) which is UTC + 9 hrs 30 mins and Australian Central Daylight Savings Time (ACDT) which is UTC + 10 hrs 30 mins.

- ACST is from the first Sunday in April until the first Sunday in October each year, (the clocks are retarded by one hour at 0300 hours on Sunday)
- ACDT is from the first Sunday in October until the first Sunday in April each year, (the clocks are advanced one hour at 0200 hours on Sunday morning)

2.9. Charts and Nautical Publications

The charts covering the Lucky Bay area and its approaches are:

- Admiralty Charts AUS 485 and AUS 777
- South Australia - Spencer Gulf - Lucky Bay (Marine Chart: AU_AU5777P3) Marine Chart App (*chart updated in accordance with Australian Hydrographic Office (AHO) Notice to Mariners" which is published on a fortnightly basis*)

In preparing for entry to, and departure from, the port, reference should be made, but not limited to, the following publications:

- Admiralty Sailing Directions, Australia Pilot Volume 1, NP13
- Tide Tables (http://www.bom.gov.au/oceanography/projects/ntc/sa_tide_tables.shtml).
- Admiralty List of Light and Fog Signals VolQ, NP88
- Admiralty List of Radio Signals Volume 6, NP286(4)
- International Code of Signals (IMO)

2.10. Water Density

The water density both inside the harbour and at the transhipment anchorages is 1025 kg/m3.

2.11. Load Line Zone

The port of Lucky Bay is situated in the Summer Zone.

3. Communications

3.1. Shipping Advice

All vessels intending to navigate within port limits are required to seek directions from the Port Manager by communicating as follows:

3.2. Trans-shipment Vessels and Ferries:

- VHF Channel 12
    - 30 minutes prior to arrival at the Entrance Channel or departure from berth

3.3. Ocean Going Vessels:

- Email to lebridge@tports.com
    - 48 hours before arrival at anchorage
    - 24 hours before arrival at anchorage
    - 12 hours before arrival at anchorage
    - 6 hours before arrival at anchorage

- VHF Channel 12
    - 3 hours before arrival at anchorage
    - I hour before arrival at anchor
    - After anchoring, to report position
    - 6 hours before departure
    - 3 hours before departure
    - 1 hour before departure
    - Anchor aweigh
    - On entering deep water recommended route

3.4. VHF Frequencies

The table below summarises the VHF frequencies to be used for port operations.

VHF Frequency	Purpose	Notes
Channel 16	Calling- Distress and Safety	Ch 67 for Distress and Safety. This channel is monitored at all times by MV Lucky Eyre
Channel 12. Vessels should monitor this channel at all times when within port limits	Ship/Shore/Ship operations	Transit advices/messages and information. Also inter-ship traffic
Channel 10	T-Ports communications and Emergency Exercise/Response	To keep primary channels clear
Channel 74	Working channel for Lucky Bay Port for anchoring, transhipment and loading operations	This channel is monitored at all times by MV Lucky Eyre

All radio communications within the port will be conducted in standard marine navigation vocabulary as specified in the "Radio Telephone Ship Station Operators Handbook" (available from the Australian Communications Authority). Communication must be preceded by the identification of the channel the operator is using.

4. Pilotage

4.1. Exemption from Requirement

Lucky Bay is not a prescribed area and is not a compulsory pilotage Harbor and Port.

4.2. Ocean-Going Vessels (OGV's)

OGV's proceeding to or from the prescribed anchorages to undertake trans-shipment operations, will not require a pilot.

5. Ship Movements

5.1. General

The International Regulations for Preventing Collisions at Sea 1972 (COLREGs) apply to all vessels using the port.
Vessels can navigate within the port at any time of day or night, save that, in the case of vessels with an LOA exceeding 20m, only one vessel movement is allowed at any one time. All vessels with an LOA exceeding 20m must first obtain permission to enter or depart the port from the Port Manager who is also responsible for the control and timing of movements within the port.
The principles covering the movement of vessels in the port are contained in 17.PLN.01 Vessel Traffic Management which is an Appendix to these Port Rules.

5.2. Dimension Restrictions

The maximum vessel dimensions allowed in Lucky Bar Harbour are as follows:

LOA	87m
Beam	18.7m
Draft	4.2m

5.3. Under Keel Clearance (UKC)

All vessels using the entrance channel and the harbour basin are to maintain a UKC of at least 10% of their draft at all times, but in any case, the UKC shall not be less than. 0.4M.

5.4. Mooring and Anchoring

It is the responsibility of the Master of every ship to ensure the vessel is moored safely, taking account of the prevailing weather and tidal conditions. The Port Manager has the authority to cause the mooring arrangements be varied and, in doing so, must provide the Master with written instructions.

No person, other than the ship's crew or trained linesman, is permitted to handle mooring lines.

No anchoring is allowed inside the harbour.

5.5. Responsibility

It is the Master's responsibility to ensure that the vessel is capable of navigating safely within the port. This will mean that, as a minimum, all equipment has been tested and working satisfactorily, that the weather and other environmental conditions are appropriate, that the vessel is proceeding at a safe speed and that an adequate under-keel clearance is maintained at all times.

5.6. Transshipment Operations

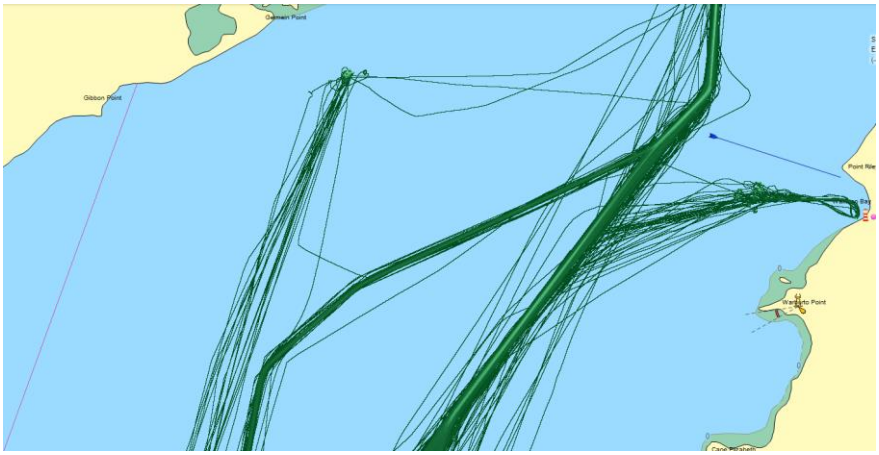
During transshipping operations the transshipment vessel has priority movement within the port limits, refer to the appendix Vessel Traffic Management for further detail. The transshipment vessel will nominally complete 8 movements in/out of the harbour entrance in a 24 hour period.

5.7. Arrival and Departure at Lucky Bay Port

Historical AIS data (below) shows passage used by vessel accessing the transshipment points at Lucky Bay. The waters surrounding the Port of Lucky Bay are surveyed to Zone confidence "B". Vessels up to and including Panamax vessels have previously loaded at Lucky Bay. The vessel master will need to refer to the latest charts and the vessel owners policy for UKC to determine the safest route to be taken for arrival and departures at Lucky Bay.

5.8. Harbour Channel Access

Access through the entrance channel of the Lucky Bay Harbour for transshipment operations is not permitted when wind speed exceeds 21 knots.



6. Environment

6.1. Environmental Responsibilities and Actions

Processes and procedures for the protection of the environment are defined in greater detail in the Lucky Bay Harbour Loading Facility Operational Environmental Management Plan and the Marine Operations Environmental Management Plan.

6.2. Emissions and Discharges

Vessels must not emit smoke or vapour to the extent that it causes danger to any other person. No offensive material, including grey and black water, is to be discharged from a vessel directly or indirectly into waters or onto land in the port.

6.3. Ballast

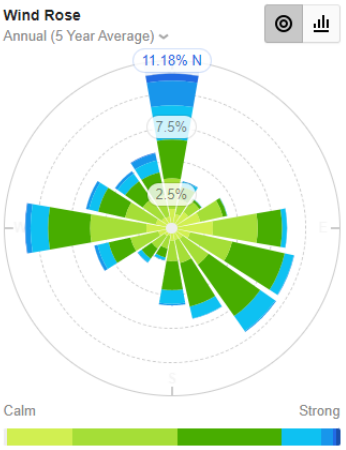
A Port Manager or delegate may give the master or operator of a vessel directions relating to any ballast water carried on the vessel, including directions:

- prohibiting the discharge of ballast water into port waters; or
- requiring ballast water to be discharged in specified waters or in a specified manner (including that it is treated in a specified manner prior to discharge); or
- requiring ballast water to be exchanged in specified waters; or
- as to the loading of ballast water.

In any case, *ballast water* exchange should be conducted in areas at least 12 nautical miles from the nearest land and in *water* at least 50 metres deep.
More information on Australian Ballast Water Management Requirements can be obtained from the following link:
https://www.agriculture.gov.au/biosecurity/avm/vessels/marine-pest-biosecurity/ballast/australian-ballast-water-management-requirements

6.4. Weather Conditions

Lucky Bay Port is situated on the eastern coastline of Eyre Peninsula within the waters of Spencer Gulf. Wind and wave conditions vary significantly throughout the year. The referenced wind rose indicates the prevailing wind strength and direction based on 5 years of historical data. Forecast information specific to Spencer Gulf can be obtained here. This information is provided by the Australian Bureau of Meteorology (BOM). Further weather information for Australian waters is available from the BOM website http://www.bom.gov.au/?ref=hdr



7. Emergency Management

7.1. Roles and Responsibilities

The roles and responsibilities of the combating/lead response agency authorities for all threats are as follows:

Threat	Lead Response Agency	Support Agency
Port Security Level 1 – Low Level 2 – Medium Level 3 - High	T-Ports	DIT SAPOL SAAS SES CFS
Marine Incident	T-Ports	DIT AMSA SAPOL SAAS SES CFS
Fire	CFS	DIT SAPOL SAAS SES
Explosion	CFS	DIT SAPOL SAAS SES
Oil Pollution	T-Ports (first responder)	DIT PIRSA CFS
Search and Rescue	SAPOL	DIT SAPOL SES SAAS RCC (Canberra)

7.2. Emergency Contact Numbers and Locations

Organisation	Telephone
Police Cowell Station	000 or 131 444 08 8629 2029
Ambulance	000 or 112 using mobile
Fire	000 or 112 using mobile
SafeWork	1800 777 209
State Emergency Service	132 500
District Council of Franklin Harbour	08 8629 2019 AH 0428 829 019
Port Manager	0488 622 142
Department for Infrastructure and Transport	08 8260 0027 or 0488 105 230
Environment Protection Authority – Pollution and Environmental Incident Reporting	08 8204 2004 1800 623 445
Fishwatch – Marine Pests and Aquatic Disease	1800 065 522
Biosecurity SA – Invasive Species Unit	08 8383 9620
Department of Agriculture - Biosecurity	13 25 23
Australian Border Force	131 881

7.3. Mobile Phone Coverage

Limited offshore coverage is available in Australian coastal waters without the use of booster or satellite systems. Radio communication in formation is contained in Section 3.4.

7.4. Actions in the Event of an Emergency

Any person witnessing an incident which was/or is capable of becoming an emergency is obliged to report the matter to the Port Manager and/or the emergency response agencies of Police, Fire or Ambulance.

Emergency response actions are defined in greater detail in the Emergency Response Plan – TSV and Emergency Response Plan – Lucky Bay Terminal. An incident on an OGV must be reported to the Port Manager as soon as possible stating the nature of the emergency and any assistance required. If required the T Ports Crisis and Emergency Management Plan will be enacted to manage the response.

7.5. Marine Incidents

The Master of a vessel has the responsibility to report any incidents to the Port Manager on VHF Channel 10 or on phone 0488 622 142 that occurs on or near his/her vessel or a malfunction that can cause risk or damage to the vessel or port infrastructure.

8. Miscellaneous

8.1. Safety and PPE

Every person or organisation visiting or engaged in any activity within the port precinct must:

- complete an Induction that will cover Health and Safety, Emergency procedures and Site layout
- comply with all legislative and T-Ports requirements, including but not limited to the Work Health and Safety Act 2012 (SA) and the Work Health and Safety Regulations 2012 (SA)
- ensure that any works, activities or operations carried out are done so by appropriately qualified persons in a good and workmanlike manner
- ensure that all plant and equipment used and conforms to the relevant laws, regulations, standard and specifications
- obtain and comply with any relevant approvals.

All employees of T-Ports and all contractors and visitors to the T-Port precinct must wear appropriate PPE.

Listed on signs displayed around the port precinct is the following information:

- dial 000 in the event of an emergency
- minimum (Personal Protective Equipment) PPE

Steel cap boots

High Visibility Vest

- site plan with emergency equipment locations and Muster Points
- emergency contact information.

8.2. Divers

The Master or Operator of any vessel that is to inform T-Ports and request permission to carry out diving activities.

Signal when Divers Working:

- The master or operator of a vessel must, at all times while a diver is operating from the vessel, display in a conspicuous position on the vessel the International Code Flag A.
- The master or operator of a vessel must, at all times while a diver is operating from the vessel, display in a conspicuous position on the vessel a rigid replica of International Code Flag A, at least 750 millimetres by 600 millimetres in size.
- A diver who is operating in a harbour independently of a vessel must ensure that a rigid replica of International Code Flag A, at least 300 millimetres by 200 millimetres in size, is displayed at all times, from a buoy or float which is moored within 30 metres of the diver or is attached to a line and towed by the diver.
- A diver must not operate in a harbour, independently of a vessel, in a dredged channel used by vessels.
- The master or operator of a vessel navigating in the vicinity of a vessel, float or buoy displaying an International Code Flag A or a replica of that flag, must navigate so as to avoid injury to the diver or interference with the vessel, float or buoy.

- Where this regulation requires an International Code Flag A or a replica to be displayed, the person who is required to display the flag or replica must ensure that it is illuminated during the hours of darkness.
- All vessels passing another vessel which is displaying a diving signal shall pass at a speed not exceeding 4 knots and keep well clear.

8.3. Notifications

T-Ports will acknowledge a request to carry out activities such as “hot work” on a vessel via a “Notice”. Such Notices can be requested by the ship’s master through their agent asking for certain activities to be carried out on board the ship. These Notices are activity specific and act as a formal mechanism in identifying important provisions to be followed (and agreed to) in the interests of minimising safety risks to the vessel, its crew, other personnel and infrastructure. Vessel agents should contact the PM to request the appropriate form.

Activities to which these notices relate include:

- Hot Work
- Bunkering
- Chipping and Painting
- Immobilisation of Engines
- Fumigation
- Life Boat Drill

8.4. Access to the Port

Unless a person is an employee of, or contractor engaged by, T-Ports, access to the port will not be permitted without the express permission of the PM.

The PMO may cause signs to be erected in order to direct traffic and pedestrians within the port area and also has the authority to cause the removal of vehicles and persons obstructing safe operations or the efficiency of the port.

Lucky Bay is a working port and small craft, less than 20m in length, entering or using the harbour should exercise caution at all times. Vessels more than 20m in length must first obtain permission from the PM (VHF12) before entering or departing the harbour.

8.5. Access to Vessels

It is important that all reasonable and practical safety measures be in place for safe access to protect workers and others from injury. It is the responsibility of the master of the vessel to ensure that people boarding and embarking a moored vessel can do so safely.

Risk Management strategies that the master should consider include:

- Ensure vessel’s safety management system addresses safe access for workers and others boarding your vessel when moored
- conduct and review safety inductions for all workers and visitors so they are aware of the restrictions for entering or exiting the vessel
- ensure crew are clear about what they need to do—if there is no safe access, do not proceed (report any issues related to safe access)
- limit movement of workers during adverse weather conditions
- provide well-lit areas for safe access at night
- place platforms or gangways firmly and clear of the wharf edge or other potential hazards.

8.6. Alcohol and Drugs

T-Ports has a zero-tolerance policy towards alcohol and drugs. Any person found to be under the influence of alcohol or drugs (including prescription drugs for which permission has not been received to be allowed on T-Ports property) will be evicted immediately. Such eviction may ultimately lead to termination of employment or a ban from site for non T-Ports personnel.

8.7. Port Services

There are no port services available at this port.

8.8. Port Security and Maritime Security Identification Card (MSIC)

Lucky Bay is not a security regulated port under Section 13 (1) of the Maritime Transport Security Act 2003 and is therefore exempt from the provisions of the Act and the need for personnel entering and leaving the port to be in possession of MSIC Cards.

8.9. Bunkering Operations

Lucky Bay Port does not provide bunkering facilities to any vessel other than a T Ports vessel.
Should an emergency scenario occur, bunkering will be considered under the following criteria;

- Bunkering operations shall not occur within the Lucky Bay Port limits without written approval from the Port Manager,
- where bunkering is approved a copy of the applicable T Ports Bunkering procedure shall be provided to the vessel making the request,
- a copy of the vessels bunkering procedure/s shall be provided and approved before an approval to bunker is issued.

9. Appendix A – 17.PLN.01 Vessel Traffic Management

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Vessel Traffic Management
17.PLN.01
December 2021

CONTENTS

1. Introduction

Port of Lucky Bay is a purpose-built port for the transhipping of commodities to export vessels waiting in an offshore roadstead. The port also provides facilities for a cross gulf ferry service in support of local communities.

1. **Aim.** The aim of this Vessel Traffic Management Plan is to support a safe and efficient port operation for all stakeholders.
2. **Purpose.** The purpose of this plan is to ensure safe vessel interaction when utilising Lucky Bay harbour and offshore roadstead.
3. **Scope.** This plan details the role of Lucky Bay Marine Operations, harbour equipment and monitoring and port information in managing the actions of commercial and trading vessels and recreational vessel traffic in Lucky Bay Harbour and navigational approaches.
4. **Risk.** The port wide risk assessment (PWRA) has determined that there is a low inherent risk in vessel interaction and management operations in the harbour.

2. Delegation and Authority

1. The Manager Marine Safety – DIT Marine has provided powers under the Harbours and Navigation Act 1993 to enable the Port to manage vessel traffic. The powers enable an authorised officer to:
2. require that vessels proceed to load or unload in a particular order
3. require that a vessel be moored or anchored in a particular position
4. require that a vessel be secured in a particular way
5. require that a vessel be moved from a particular area or position
6. require the production of documents relating to the navigation, operation,
7. use or loading of the vessel
8. Method. An authorised officer may give a direction (orally, by signal, radio communication, or in any other appropriate manner) to a person in charge, or apparently in charge, of a vessel in Lucky Bay port limits or in the approaches if actions are threatening the port or the vessel. To fulfil their duties an Authorised officer may:
9. board the vessel;
10. inspect the vessel and its cargo; and
11. carry out on the vessel any investigation necessary.
12. Appointment. The authority to act on the provisions of the Act will be delegated to an ‘Authorised Officer’. This delegation will reside with the Port Manager and others as required for operational and relief purposes.

3. Vessel Interactions and Priorities

1. Port of Lucky Bay - Marine Operations will manage the following vessel interactions between:
2. transhippers;
   a. transhippers and ferry;
   b. transhippers and harbour support craft;
   c. ferry and harbour support craft;
   d. Transhipper / Ferry / Harbour craft and recreational craft;
   e. distressed vessels and Port of Refuge vessels.

3. Priorities. Vessel traffic management is prioritised as:
   a. Emergency;
   b. Tidal;
   c. Cargo waiting;
   d. Export vessel waiting;
   e. Passengers waiting; and
   f. Labour waiting.

4. Traffic Management

Permission to enter or depart the port must first be obtained on VHF 12 from the Port Manager who is also responsible for the control and timing of movements within the port.

Concepts and protocols.

Based on the PWRA transhipment vessels are to self- organise port movements on a broadcast and warning basis and use a clear channel/clear basin maneuvering protocol. Clear channel and clear basin require that:

a. large vessels, more than 50m LOA, are not to pass or overtake in the channel
b. only one large vessel, more than 50m LOA, may be underway in the basin at a time
c. large vessels, more than 50m LOA, must not pass within 1.0’ clear of the channel entrance.

The Harbour does not operate a VTS, rather, to provide safe waterway management, this Plan utilises two IALA recognised vessel management concepts, namely:

a. Information (IALA – INS). The Harbour provides port data, local and transhipper vessel information on the T Ports web site; and
b. Organisation (IALA-TOS). Transhipper, approved port callers (e.g. ferries and dredges) and Port of Lucky Bay support craft vessels are to self-organise vessel movements in accordance with navigation rules published in the Port of Lucky Bay – Lucky Bay Port Rules.

5. Supporting Procedures

1. **Traffic information.** Export vessels in the roadstead will be updated on port information sources as required. Recreational users and other interested parties will be provided with traffic information on the port website. Information surrounding all transhipment campaigns will also be made available on the port website.
2. **Visual.** Vessels are to self-organise primarily by visual methods. This supporting procedure is only to be used during clear visibility. Restricted visibility, for the purpose of self-organised traffic management, occurs when the vessel is not able to determine if the maneuvering protocol (clear channel / clear basin) can be met including to the passing area in the port approach. In such circumstances reference should be made to the other available supporting procedures.

3. **VHF**. A vessel is to broadcast movements in an 'all ships' call on marine VHF 12. The broadcasts are to occur:
4. on departure from a location;
5. on arrival at a location;
6. passing the end of the channel;
7. any deviation from previous broadcast.
8. An all ships broadcast is to contain the following minimum information
9. vessel name
10. intended movement
11. VHF channel monitored.
12. AIS. Export vessel, transhipment vessels, harbour support craft and regular callers are to broadcast up to date vessel information by AIS. The AIS is to remain on at all times including when at anchor or alongside.

6. Port information. Port Rules and Port Information are to be adhered to during all Marine Operations. Introduction

Port of Lucky Bay is a purpose-built port for the transhipping of commodities to export vessels waiting in an offshore roadstead. The port also provides facilities for a cross gulf ferry service in support of local communities.

1. **Aim.** The aim of this Vessel Traffic Management Plan is to support a safe and efficient port operation for all stakeholders.
2. **Purpose.** The purpose of this plan is to ensure safe vessel interaction when utilising Lucky Bay harbour and offshore roadstead.
3. **Scope.** This plan details the role of Lucky Bay Marine Operations, harbour equipment and monitoring and port information in managing the actions of commercial and trading vessels and recreational vessel traffic in Lucky Bay Harbour and navigational approaches.
4. **Risk.** The port wide risk assessment (PWRA) has determined that there is a low inherent risk in vessel interaction and management operations in the harbour.

7. Delegation and Authority

The Minister has by way of the Lucky Bay Port Operating Agreement provided powers under the Harbours and Navigation Act 1993 to enable the Port to manage vessel traffic. The powers enable an authorised officer to:

1. require that vessels proceed to load or unload in a particular order
2. require that a vessel be moored or anchored in a particular position
3. require that a vessel be secured in a particular way
4. require that a vessel be moved from a particular area or position
5. require the production of documents relating to the navigation, operation,
6. pilotage, use or loading of the vessel

Method. An authorised officer may give a direction (orally, by signal, radio communication, or in any other appropriate manner) to a person in charge, or apparently in charge, of a vessel in Lucky Bay port limits or in the approaches if actions are threatening the port or the vessel. To fulfil their duties an Authorised officer may:

1. board the vessel;
2. inspect the vessel and its cargo; and
3. carry out on the vessel any investigation necessary.

Appointment. The authority to act on the provisions of the Act will be delegated to an 'Authorised Officer'. This delegation will reside with the Port Manager and others as required for operational and relief purposes.

8. Vessel Interactions and Priorities

The Port of Lucky Bay does not require pilotage for vessel movements in or out of the port.

Port of Lucky Bay - Marine Operations will manage the following vessel interactions between:

1. transhippers;
   a. transhippers and ferry;
   b. transhippers and harbour support craft;
   c. ferry and harbour support craft;
   d. Transhipper / Ferry / Harbour craft and recreational craft;
   e. distressed vessels and Port of Refuge vessels.
2. Priorities. Vessel traffic management is prioritised as:
   a. Emergency;
   b. Tidal;
   c. Cargo waiting;
   d. Export vessel waiting;
   e. Passengers waiting; and
   f. Labour waiting.

9. Traffic Management

Permission to enter or depart the port must first be obtained on VHF 12 from the Port Manager who is also responsible for the control and timing of movements within the port.

Concepts and protocols. Based on the PWRA transhipment vessels are to self- organise port movements on a broadcast and warning basis and use a clear channel/clear basin maneuvering protocol. Clear channel and clear basin require that:

   d. large vessels, more than 50m LOA, are not to pass or overtake in the channel
   e. only one large vessel, more than 50m LOA, may be underway in the basin at a time
   f. large vessels, more than 50m LOA, must not pass within 1.0' clear of the channel entrance.

The Harbour does not operate a VTS, rather, to provide safe waterway management, this Plan utilises two IALA recognised vessel management concepts, namely:

c. Information (IALA – INS). The Harbour provides port data, local and transhipper vessel information on the port web site; and

d. Organisation (IALA-TOS). Transhipper, approved port callers (e.g. ferries and dredges) and Port of Lucky Bay support craft vessels are to self-organise vessel movements in accordance with navigation rules published in the Port of Lucky Bay – Lucky Bay Port Rules.

10. Supporting Procedures

Traffic information. Export vessels in the roadstead will be updated on port information sources as required. Recreational users and other interested parties will be provided with traffic information on the port website. Information surrounding all transhipment campaigns will also be made available on the port website.

Visual. Vessels are to self-organise primarily by visual methods. This supporting procedure is only to be used during clear visibility. Restricted visibility, for the purpose of self-organised traffic management, occurs when the vessel is not able to determine if the maneuvering protocol (clear channel / clear basin) can be met including to the passing area in the port approach. In such circumstances reference should be made to the other available supporting procedures.

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6. An all ships broadcast is to contain the following minimum information
7. vessel name
8. intended movement
9. VHF channel monitored.
10. AIS. Export vessel, transhipment vessels, harbour support craft and regular callers are to broadcast up to date vessel information by AIS. The AIS is to remain on at all times including when at anchor or alongside.
11. Port information. Port Rules and Port Information are to be adhered to during all Marine Operations.