



T-PORTS⁺

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BRINGING THE PORT TO THE PRODUCT

Interim Commissioning Procedures – T Ports Wallaroo Grain Export Facility 17.PRO.54 December 2023



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Document Review History

Rev	Page No	Notes	Approved By	Date
00	All	Initial Draft	CR	12/07/2023
01	3, 4, 6, 8, 9, 11, 12, 14	Reference to Wallaroo Harbor is a compulsory Pilotage Harbor under HNA. Pilotage exemption issued under Section 35 (4). Replaced maps and survey data	CM/CR	
02	All	DIT review and comments adopted	CR/CM	19/07/2023
03	All	DIT Approved	CR/CM	21/07/2023
04	5	TSP Anchorage coordinates inserted	CR	23/11/2023

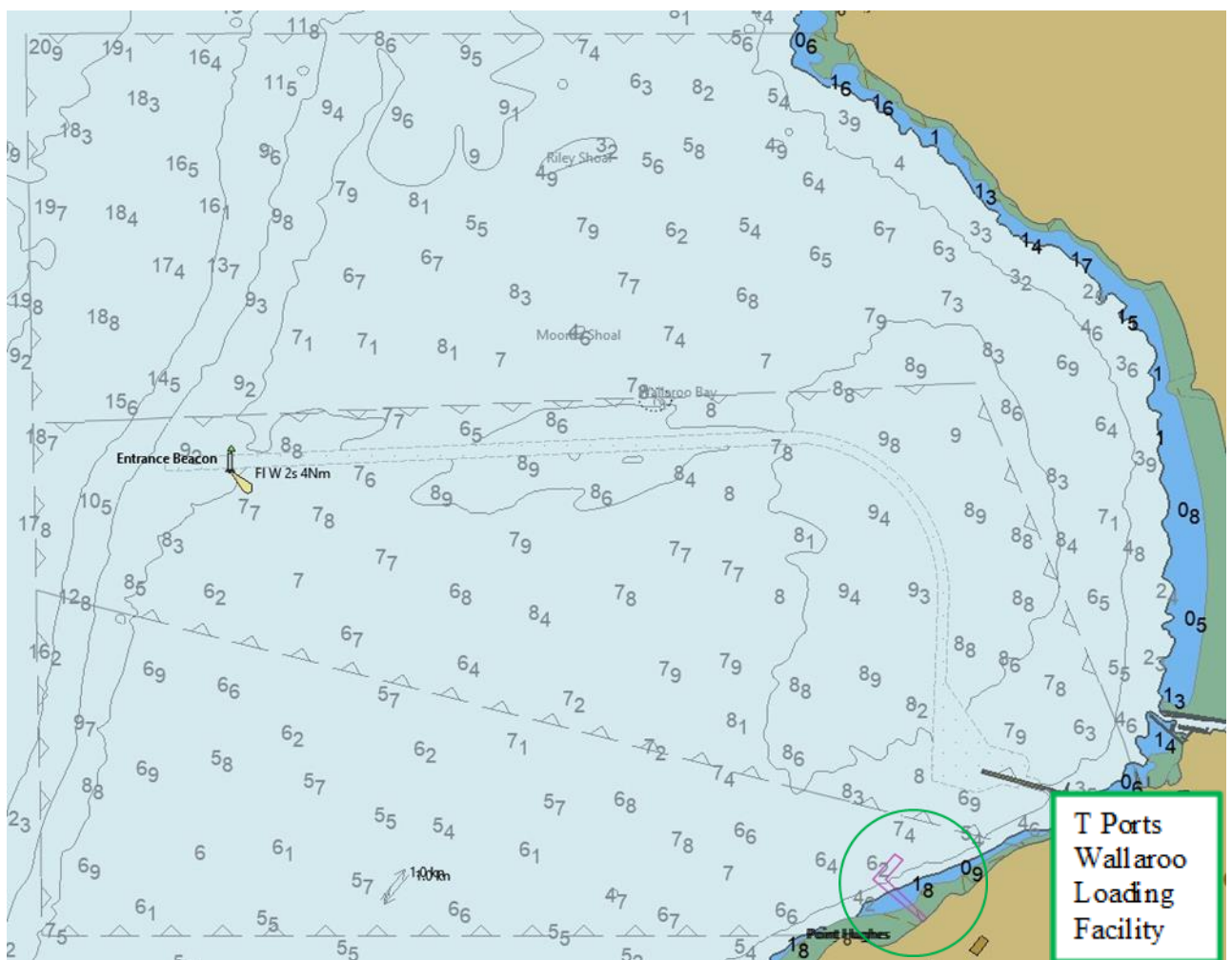
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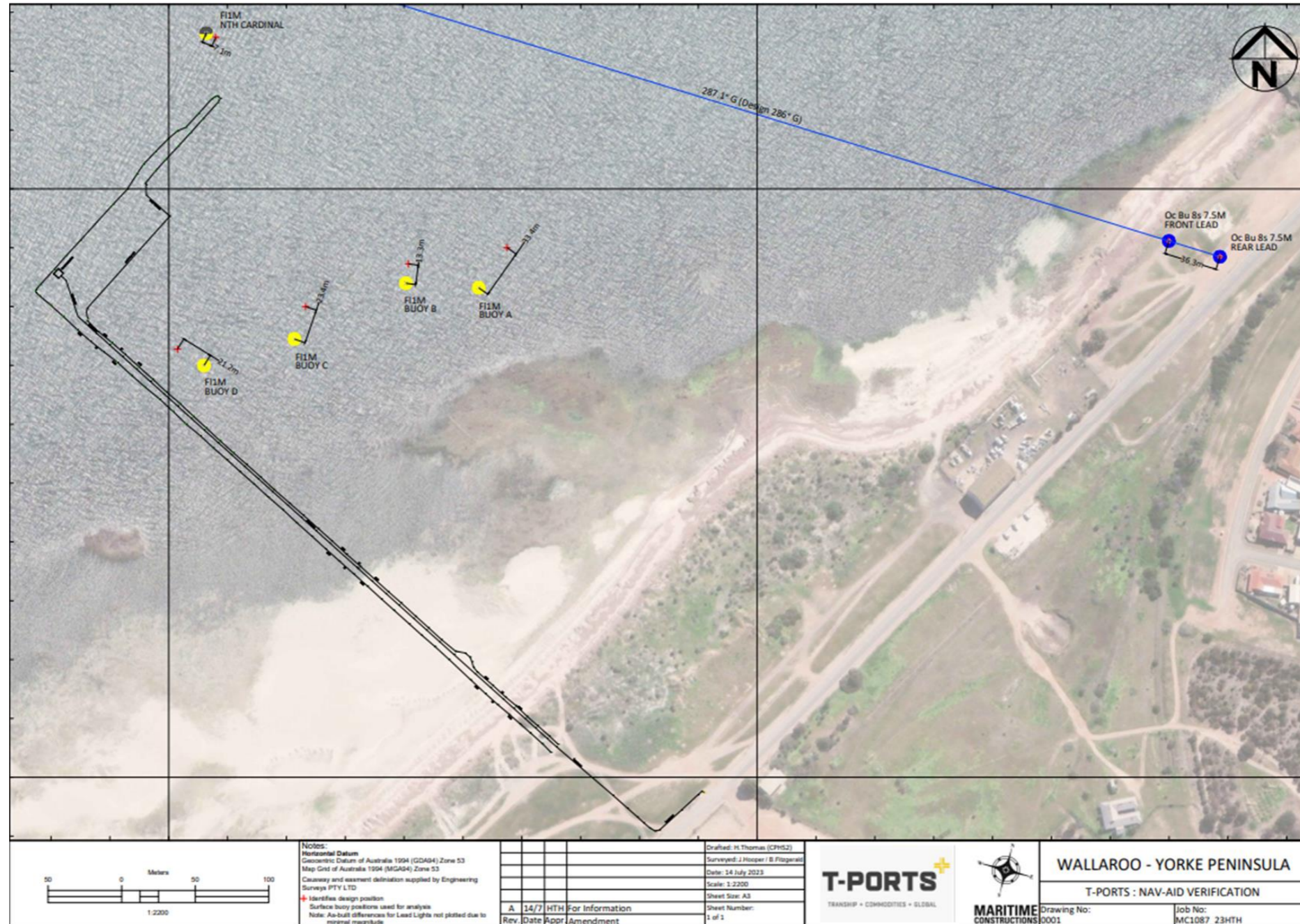
1. Introduction

1.1. Purpose

This Commissioning Procedures document provides interim requirements for access into the T Ports Wallaroo Export Terminal located within the Harbor of Wallaroo. The Commissioning Procedures are intended to provide guidance and procedures for the safe navigation of vessels within the T Ports berth pocket located in the Wallaroo Harbor. These procedures are applicable to T Ports operations for commissioning trials of transhipment operations under approval from DIT Marine.

Vessel specific information relating to function and operation of the TSV Lucky Eyre is contained in the document 17.MAN.01 TSV Lucky Eyre Safety Management System and referenced documents. All crew shall complete training in this Manual during vessel familiarization and orientation, the manual shall be read and understood in conjunction with this document by all crew prior to the commencement of operations at Wallaroo.





	Latitude	Longitude	Sequence
BREAKWALL WEST	33° 55' 38.6292"S	137° 35' 41.7876"E	
REAR LEAD	33° 55' 53.7276"S	137° 36' 46.206"E	Oc Bu 3s
FRONT LEAD	33° 55' 53.4072"S	137° 36' 44.8452"E	Oc Bu 3s
NORTH CARDINAL MARK (E)	33° 55' 49.4508"S	137° 36' 19.494"E	1sec on, 1 sec off
4.0m DEPTH CONTOUR BUOY (A)	33° 55' 53.9256"S	137° 36' 27.3384"E	1 sec on, 3 sec off
4.0m DEPTH CONTOUR BUOY (B)	33° 55' 54.3396"S	137° 36' 24.7428"E	1 sec on, 3 sec off
4.0m DEPTH CONTOUR BUOY (C)	33° 55' 55.3368"S	137° 36' 22.05"E	1 sec on, 3 sec off
4.0m DEPTH CONTOUR BUOY (D)	33° 55' 56.3484"S	137° 36' 18.6912"E	1 sec on, 3 sec off

Map 1.2 – T Ports Wallaroo Export Terminal Lead Lights and Navigation Markers

Anchorage

The provisional anchorages designated for transshipment operations during this trial is located at the coordinates described below.

Transshipment Anchorage 2B: 33° 54.7'S 137° 27.8'E

Transshipment Anchorage 1A: - 33° 53.926'S 137° 29.863'E

In the unlikely event a second vessel arrives before the completion of loading of a vessel, the vessel will be directed to anchor in a safe area south west of the transshipment anchorage appropriate for the size of the vessel.

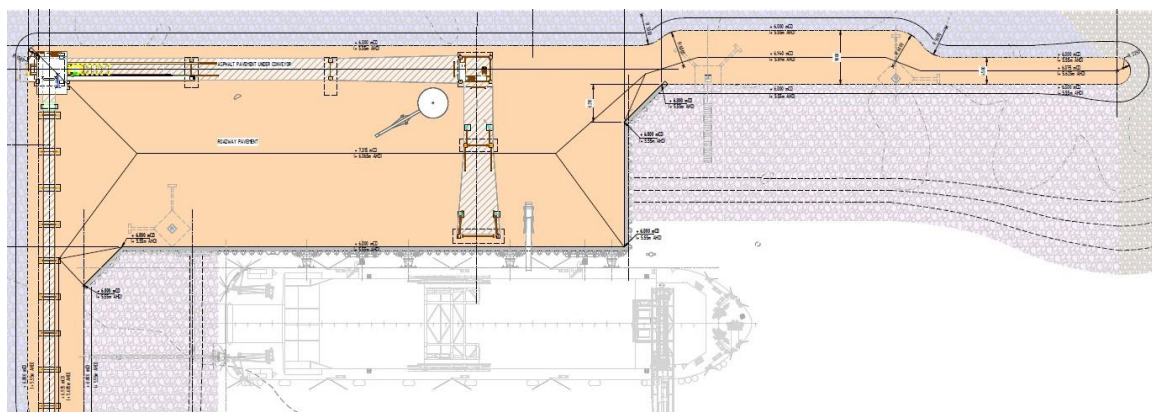
1.2. Channels, Berths, and Facilities

The approach to the swing basin and berth pocket is from a designated position at the Wallaroo Harbor limits of 33° 54.9675' S 137° 32.4793' E, on a course of approx. 107° for 3.4 nm.

The charted depth within the harbor is between 6–8m but does shoal to 4m to the East of the berth pocket. The charted depth allows for a minimum of 2.0m UKC to be maintained in all tidal and loading conditions. There are no hazards to navigation noted with the harbor. The T Ports Wallaroo berth lies in charted waters assessed as Zone of Confidence “B”, refer to the following charts for further information

- ✚ Admiralty Chart - AUS 777 - Winceby Island to Point Riley
- ✚ Admiralty Chart - AUS 133 - Wallaroo

The berth is on the eastern side of a break wall which lays SW/NE, providing good protection from the prevailing wind and wave action. The break wall is 180m long and marked by a North Cardinal mark at its northern most extremity. The berth is specially designed for the TSV Lucky Eyre with 4 fenders and two mooring hooks and facilities to run mooring lines as appropriate.



The berth has a bulk material loading facility, designed for loading grain into the transhipper. The loading operation is fully automated.

1.3. Buoyage System

Navigation aids have been established to assist with the approaches to and within the swing basin and berth pocket and provide for safe and efficient operations. All navigation aids comply with international standards.

A set of Lead Lights have been installed on the land adjacent to the swing basin to assist with the safe approach to the swing basin in position - 33° 55' 53.4072"S, 137° 36' 44.8452"E [front], -33° 55' 53.7276"S, 137° 36' 43.3260"E [rear] with a lead of 107/287°. The front pole is 5m in height and the back pole is 6m in height, both painted white with international orange day shapes and blue LED lights for easy visibility for both day and night operations. Light sequencing is set as follows; Oc Bu 3s, controlled by a photovoltaic sensor.

A North Cardinal mark has been established at the northern most extremity of the breakwater in position - 33° 55' 49.4508"S, 137° 36' 19.4940"E with light characteristics of continuous Q flashing. It is fitted with day shapes.

Within the swing basin / berth pocket zone, a series of four [4] small yellow buoys have been established in various positions along the 4m contour. Refer to Chart 1.2 for locations and sequencing.

1.4. Chart Datum and Tides

Wallaroo Harbor is a primary port and tide predictions published by official government sources are of a standard that support the planning and safe operations without the need for additional tidal resources. In addition, maximum drafts and minimum UKC restrictions imposed during the commissioning period also support the need for only official sources of tidal information.

All water depths refer to the 'lowest astronomical tide' height [LAT]. All positions in this procedure handbook are in WGS84. All directions are referenced to True North.

Tidal information for the T Ports Wallaroo Export Terminal is critical for planning and executing safe and efficient vessel movements. The tides in the area are semi-diurnal, meaning that there are two high and two low tides per day, with a typical tidal range of 1.5-2 meters. Predicted tide height shall be confirmed against live tide data taken from the tide pole on the Flinders Ports Wallaroo Jetty.

Tides at the T Ports Wallaroo Export Terminal can be affected by various factors, including wind, waves, and atmospheric conditions. Therefore, mariners are advised to exercise caution and remain vigilant when navigating in and out of the harbor and berth pocket.

Tidal information is available through various sources, including the Bureau of Meteorology website and local port publications. Mariners must use this information to plan vessel movements and ensure that there is sufficient water depth for safe navigation.

For tidal information:

http://www.bom.gov.au/oceanography/projects/ntc/sa_tide_tables.shtml

2. Communications

2.1. Shipping Advice

A letter to the OGV Master is provided by the Lucky Eyre Master using 17.FRM.23, this document details actions required by the OGV Master to safely communicate intentions prior to arrival and procedures for making the vessel fast for transshipment operations to commence. Communication requirements are detailed below.

2.2. Transshipment Vessel:

- ✦ VHF Channel 74
 - 30 minutes prior to arrival or departure from berth

2.3. 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 74
 - 3 hours before arrival at anchorage;
 - 1 hour before arrival at anchor;
 - After anchoring, to report position;
 - 6 hours before departure;
 - 3 hours before departure;
 - 1 hour before departure;
 - At departure;
 - On entering deep water recommended route.

2.4. VHF Frequencies

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

VHF Frequency	Purpose	Notes
Channel 16	Calling- Distress and Safety	This channel is monitored continuously by TSV Lucky Eyre
Channel 74	Working channel for the T Ports Wallaroo Export Terminal operations for anchoring, transhipment, and loading/unloading operations.	This channel is monitored continuously by MV Lucky Eyre

All radio communications within the T Ports Wallaroo Export Terminal will be conducted in standard marine navigation vocabulary as specified in the “Radio Telephone Ship Station Operators Handbook” Communication must be preceded by the identification of the channel the operator is using.

3. Pilotage

3.1. Exemption from Requirement

Wallaroo Harbor is a compulsory pilotage area.

Under Section 35(4) of the Harbors and navigation Act 1993, the DIT Marine Services has approved a pilotage exemption for the TSV Lucky Eyre for the commissioning phase of the harbor commencing 20th July 2023 through 30th September 2023 inclusive.

During this period DIT Marine have approved vessel movements of the Lucky Eyre in and out of the T Ports Wallaroo Export Terminal only, under the strict condition that the MV Lucky Eyre does not enter the Port of Wallaroo boundary or waters of Wallaroo Harbor north of the Wallaroo channel as depicted below.



3.2. Ocean-Going Vessels (OGV's)

OGV's proceeding to or from the commissioning trial anchorage point to undertake transhipment

operations, will not require a pilot.

4. Ship Movements

4.1. General

The International Regulations for Preventing Collisions at Sea 1972 [COLREGs], apply to all vessels utilising Wallaroo Harbor and surrounding coastal waters.

Wallaroo Harbor is utilised by multiple commercial shipping operators as well as commercial fishing and trawling activities that occur in and within the vicinity of the Harbor. Vessel Masters must ensure that prior to any movement between the T Ports Wallaroo Loading Facility and transshipment anchorages or any other planned vessel movement, they use all available means to confirm if there are any other shipping movements that are either underway or about to commence that may hinder the safe operation of the TSV Lucky Eyre or any other vessel. Means of confirming shipping movements may include, but not limited to:

- ✦ Visual observation
- ✦ Listening watch on VHF 12 / 16
- ✦ RADAR

Port of Wallaroo Shipping Schedule located - <https://www.flindersports.com.au/wallaroo/>

4.2. Under Keel Clearance [UKC]

MV Lucky Eyre

During the commissioning trial, the TSV Lucky Eyre shall operate with the following maximum draft and minimum UKC restrictions.

- ✦ A maximum draft of 3.8m shall be adhered to for all operations
- ✦ A minimum of 1.0m UKC shall be maintained in the berth pocket and during transshipment operations using approved Passage Plans

Ocean Going Vessels

- ✦ The T Ports Wallaroo Export Terminal is charted on AUS 777 and has a Zone of Confidence [ZOC] rating of "B". The minimum UKC at the transshipment point at Wallaroo is 2.25m.

4.3. Transshipment Operations

T Ports Manager – Compliance, Marine and People shall notify DIT Marine Services a minimum of 7 days to the arrival of each OGV.

During transshipping operations, the transshipment vessel has priority access to the T Ports Wallaroo Export Terminal berth. The transshipment vessel will nominally complete 8 movements in/out of the berth entrance in a 24 hour period.

Document 17.MAN.01 TSV Lucky Eyre Safety Management System contains all vessel specific information and references to ensure safe operations of the TSV Lucky Eyre and Transshipment activities. Certificate of Survey conditions for TSV Lucky Eyre limit vessel operations to the following

- ✦ Maximum sea state not exceeding Beaufort scale force 5
- ✦ Maximum Significant wave height of 2.5m

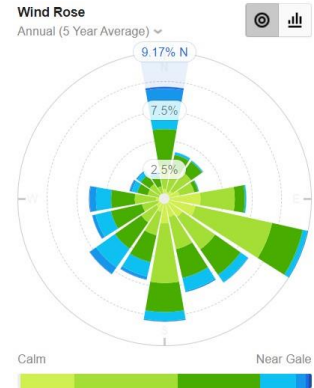
5. Environment

5.1. Emissions and Discharges

Vessel emissions from any source onboard must comply with current legislation and standards. Offensive material including Grey or Black water is strictly prohibited from being discharged in harbor waters or land connected to or adjacent to the harbor.

5.2. Weather Conditions

Wallaroo Harbor is situated on the western coastline of Yorke 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>



6. Emergency Management

6.1. Emergency Contact Numbers and Locations

Organisation	Telephone
Police	000 or 131 444
Wallaroo Station	08 8828 1100
Ambulance	000 or 112 using mobile
Oil Spill	Radio Channel 12 Ph 82483505
Fire	000 or 112 using mobile
SafeWork	1800 777 209
State Emergency Service	132 500
Copper Coast Council [Kadina]	08 8828 1200 AH 0428 829 019
T Ports Manager – Compliance, Marine and People	0428 618 794
Department for Infrastructure and Transport	08 8260 0027 or 0488 105 230
Department for Infrastructure and Transport – Environmental Emergencies	08 8248 3505
T Ports Designated Person Ashore [DPA]	0428 618 794 or 0488 622 142
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

6.2. Actions in the Event of an Emergency

Any life threatening or other relevant emergency must be reported to the appropriate emergency services immediately by calling '000' in the first instance.

All marine environment emergencies **must** be reported to the DIT Safety Services **immediately** so that the appropriate emergency response can be activated as early as possible. The DIT Marine Safety Signal Station can be contacted 24/7 on:

- ✦ DIT Signal Station – [08] 8248 3505

Noting that during emergency situations human resources are limited due to localised emergency responses, the Designated Person Ashore [DPA] must be contacted as soon as possible so that they can provide appropriate shore support including communications with appropriate emergency services and regulatory bodies.

Emergency response actions are defined in greater detail in the Crisis and Emergency Management Plan –09.PLN.01

. An oil or hydrocarbon spill on the TSV will be managed through the requirements of the document 17.PLN.02 Shipboard Oil Pollution Emergency Plan. All emergencies as described in this section shall be reported to the Manager, Marine Safety and Compliance. An initial report shall be made directly by phone, this shall be followed by a documented Incident Report following the process as described in the T Ports procedure 07.PRO.01

6.3. Marine Incidents

A marine incident refers to any incident as defined in either the:

- ✦ Marine Safety [Domestic Commercial Vessel] National Law Act 2012 or
- ✦ Harbors and Navigation Act 1993

6.4. Reporting Requirements

Reporting of any such incident shall comply with the requirements of the associated provisions within each aforementioned Act.

Any vessel with any defect that may compromise the safe and efficient outcome of transshipping activities or potentially jeopardise any Wallaroo Harbor infrastructure must be communicated to the T Ports DPA as soon as possible as described in Part 11 – Accidents, of the Harbors and Navigation Act 1993 or the Marine Safety [Domestic Commercial vessel] National Law Act 2012 Section 6. Reporting of any such incident shall adhere to the requirements of the associated provisions within each Act. The Manager – Compliance, Marine and People shall ensure the reporting requirements as described in this section are completed within specified timeframes within applicable legislation as described in the document 07.PRO.01 for all land based incidents within the lease area. . A report to DIT Marine can be made through the following link [SA.GOV.AU - Report a boat accident or incident \(www.sa.gov.au\)](http://SA.GOV.AU - Report a boat accident or incident (www.sa.gov.au))

7. Miscellaneous

7.1. Safety and PPE

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

- ✦ complete an Induction that covers 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 berth precinct must wear appropriate PPE as detailed in the document 06.PRO.03 Personal Protective Equipment and site specific Inductions.

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

- ✦ dial 000 in the event of an emergency;
- ✦ minimum [Personal Protective Equipment] PPE



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

7.2. Access to the berth

Unless a person is an employee of, or contractor engaged by, T-Ports, access to the berth will not be permitted without the express permission of the T Ports Manager – Compliance, Marine and People.

7.3. 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.

7.4. Bunkering Operations

There are no bunkering facilities at the T-Ports Wallaroo loading facility.