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Port Rules – Lucky Bay
TP-10-03
November 2020

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APPROVAL AUTHORITIES

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| Prepared by | Steven Pelecanos | Controlled by | S. Estella | Approved by | K. Carvill |
| Position | Marine Consultant | Position | Marine Operations | Position | CEO |

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DEFINITIONS

| | |
|--------------|--|
| AMSA | Australian Maritime safety Authority |
| CFS | Country Fire Service |
| DPTI | Department of Planning, Transport and Infrastructure |
| LOA | Length Overall |
| MSIC | Maritime Security Identification Card |
| OGV | Ocean-Going Vessel |
| PMO | Port Management Officer |
| PPE | Personal Protective Equipment |
| SAAS | South Australian Ambulance Service |
| SAPOL | South Australian Police |
| SES | State Emergency Service |

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 1912
- Harbors and Navigation Act 1993.
- Environment Protection Act 1993.
- Maritime Services (Access) Act 2000.
- Customs Act 1901. • Quarantine Act 1908.
- Occupational Health, Safety and Welfare Act 1986.
- 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

Port Management Officers (appointed under Section 29 of the Harbors and Navigation Act 1993) will manage the port waters in accordance with the Act.

Port Management Officers are issued with a photographic identity card which lists the conditions of appointment.

Port Management Officers 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 MANAGEMENT OFFICERS (PMO)

A Port Management 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 or in the vicinity of the port. Failure to comply with a direction given by the PMO 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 PMO 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 Management Officer 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 Management Officer 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 Management Officers by the powers of the CE (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 |
|-------------------------|--------------|
| Steven PELECANOS | 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 transshipment of grain and iron ore.

The port contains two berths; one for transshipment 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.

2.3. 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 transshipment 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.

2.4. ANCHORAGES

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

Transshipment Anchorage 1 (TP1): 33° 48.0'S 137° 03.0'E

Transshipment Anchorage 3 (TP3): 33° 50.2'S 137° 02.2'E

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

2.5. 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 Fl R. 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.

2.6. 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 tides at Port Lincoln can be derived from the following link: http://www.bom.gov.au/ntc/IDO59001/IDO59001_2020_SA_TP003.pdf.

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 return to the berth, without cargo, the draft of 2.2 metres satisfies the required UKC for all predicted tides throughout the year.

2.7. 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)

2.8. CHARTS & 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 (to be updated December 2020)

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

2.9. WATER DENSITY

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

2.10. 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 Management Officer by communicating as follows:

Transhipment vessels and Ferries:

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

Ocean Going Vessels:

- Email to harbour@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
 - 1 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

3.2. VHF FREQUENCIES

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

| VHF FREQUENCY | PURPOSE | NOTES |
|--|--|--|
| Channel 16 | Calling- Distress & Safety | Ch 67 for distress and Safety |
| Channel 12. Vessels should monitor this channel at all times when within port limits | Ship/Shore/Ship operations | Transit advices/messages and information. Also intership traffic |
| Channel 10 | T-Ports communications and Emergency Exercise/Response | To keep primary channels clear |

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 transshipment 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 Management Officer 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 TP-10-01 Vessel Traffic Management Plan 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 PMO 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.

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 Management Officer 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>

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 | DPTI SAPOL SAAS SES CFS |
| Marine Incident | T-Ports | DPTI AMSA SAPOL SAAS SES CFS |
| Fire | CFS | DPTI SAPOL SAAS SES |
| Explosion | CFS | DPTI SAPOL SAAS SES |
| Oil Pollution | T-Ports (first responder) | DPTI PIRSA CFS |
| Search and Rescue | SAPOL | DPTI 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 Management Officer | 0403 347 757 |
| 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. 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 Management Officer 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

7.4. MARINE INCIDENTS

The Master of a vessel has the responsibility to report any incidents to the Port Management Officer on VHF Channel 10 or on phone 0403 347 757 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 & 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



Hard Hat



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 (& agreed to) in the interests of minimising safety risks to the vessel, its crew, other personnel and infrastructure. Vessel agents should contact the PMO 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 PMO.

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 PMO (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 & 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.

8.7. PORT SERVICES

There are no port services available at this port.

8.8. PORT SECURITY AND 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.

APPENDIX A – TP-10-01 VESSEL TRAFFIC MANAGEMENT PLAN



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Vessel Traffic Management Plan

TP-10-01

November 2020



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1. INTRODUCTION

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

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 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:
 - a. require that vessels proceed to load or unload in a particular order
 - b. require that a vessel be moored or anchored in a particular position
 - c. require that a vessel be secured in a particular way
 - d. require that a vessel be moved from a particular area or position
 - e. require the production of documents relating to the navigation, operation,
 - f. pilotage, use or loading of the vessel
2. **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:
 - a. board the vessel;
 - b. inspect the vessel and its cargo; and
 - c. carry out on the vessel any investigation necessary.
3. **Appointment.** The authority to act on the provisions of the Act will be delegated to an 'Authorised Officer'. This delegation will reside with the Marine Operations Manager and others as required for operational and relief purposes. The CEO of the Department will appoint an Authorised person in line with Lucky Bay duty statements.

3. VESSEL INTERACTIONS & PRIORITIES

1. Port of Lucky Bay - Marine Operations will manage the following vessel interactions between:
 - a. transhippers;

- b. transhippers and ferry;
 - c. transhippers and harbour support craft;
 - d. ferry and harbour support craft;
 - e. Transhipper / Ferry / Harbour craft and recreational craft;
 - f. 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.

4. TRAFFIC MANAGEMENT

1. Permission to enter or depart the port must first be obtained on VHF 12 from the Port Management Officer who is also responsible for the control and timing of movements within the port.
2. Concepts and protocols. Based on the PWRA transshipment vessels are to self-organise port movements on a broadcast and warning basis and use a clear channel/clear basin manoeuvring 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.
3. 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 port 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 transshipment 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 manoeuvring 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:
 - a. on departure from a location;
 - b. on arrival at a location;
 - c. passing the end of the channel;
 - d. any deviation from previous broadcast.
4. An all ships broadcast is to contain the following minimum information
 - a. vessel name
 - b. intended movement
 - c. VHF channel monitored.
5. **AIS.** Export vessel, transshipment 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.