



T-PORTS⁺

TRANSHIP + COMMODITIES + GLOBAL

BRINGING THE PORT TO THE PRODUCT

Port Rules
Lucky Bay



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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
PMO	Port Management Officer
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

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 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 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.

Port Management Officer	Name of Port
Mr Craig Roberts	Port of Lucky Bay
Mr Nathan Kent	Port of 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 Harbor immediately north-east of the Franklin Harbor wetlands. The port was established in 2006 to facilitate a Spencer Gulf Ferry service from Wallaroo. In 2015 harbor 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 gazetted as part of the Port Operating Agreement as declared by the Minister of Government responsible for Department of Infrastructure and Transport refer to **2.1 Port Limits** for a boundary locations.

2.3. Franklin Harbor Marine Park

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

Special Purpose Area (transshipment) (Transshipment Areas 5 and 6) - activities comprising or connected with loading or unloading a vessel at a transshipment 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 transshipment operations. They each have a 926 metre radius centres on the following positions:

Transshipment Anchorage 5 (TP5): 33° 48.0'S 137° 03.0'E

Transshipment Anchorage 6 (TP6): 33° 50.2'S 137° 02.2'E

An exclusion zone diameter of one nautical mile centred from the centre coordinate of the transshipment point has been designated while transshipment operations are underway.



- GENERAL NOTES**
1. ALL DIMENSIONS SHOWN ARE IN MILLIMETRES UNLESS OTHERWISE NOTED.
 2. DO NOT SCALE DIMENSIONS FROM DRAWINGS.
 3. NAVIGATION MARKER POSITIONS TO BE CONFIRMED FOR AS BUILT POSITIONS.
 4. VESSEL TO ONLY OPERATE WITHIN SPECIFIED LIMITING WEATHER CONDITIONS, 20 KNOT WIND AND 2.5M SIGNIFICANT WAVE HEIGHT.
 5. CHANNEL LOCATION, T-PORTS & CONTAINERS REFERENCED FROM LUNGLIPS POINT DRAWING UNLESS OTHERWISE SPECIFIED. LUCKY BAY APPROACH KNEES PROJECTS SOUNDING.

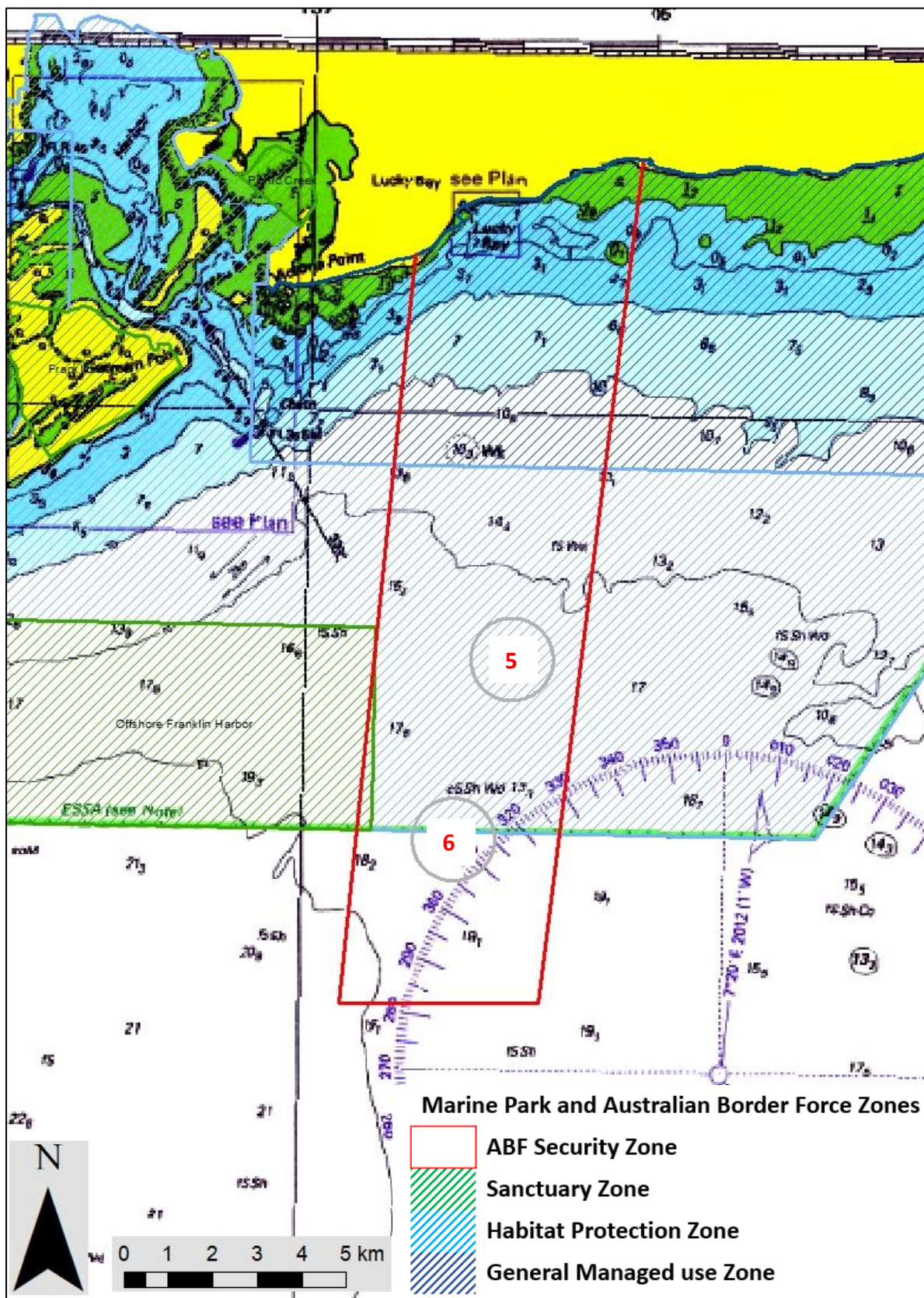
Map 2.1 – Port Limits



GENERAL NOTES

1. DIMENSIONS SHOWN ARE IN MILLIMETRES UNLESS OTHERWISE NOTED.
2. DO NOT SCALE FROM DRAWING.
3. ALL NAVIGATION MARKER PLACEMENT TO BE CONFIRMED FOR AS-BUILT INSTALLED POSITIONS.
4. VESSEL TO ONLY OPERATE WITHIN SPECIFIED LIMITING WEATHER CONDITIONS, 20 KNOT WIND AND 2.5M SIGNIFICANT WAVE HEIGHT.
5. CHART AND DRAWING PREPARED BY T-PORTS PROJECTS DIVISION FOR THE KINSESE PROJECTS DRAWING: HA2500, FA4492, SPENCER GULF, LUCKY BAY MARINA APPROACH KINSESE PROJECTS SOUNDING.

Map 2.2 – Swing Basin



Map 2.3 – Marine Park Zones

2.5. Channels, Berths, and Facilities

The entrance channel is 54 meters wide. 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°. The channel has a declared depth of 2.0m LAT.

A swing basin is located between the buoys marking the intersection of the two legs of the channel at the coordinates (33°42.8004'S 137°02.6761'E), (33°42.8685'S 137°02.6456'E) and (33°42.7794'S 137°02.5928'E). Further detail for each buoy is contained below in section 2.6 - Buoyage System

A ramp, designed to accommodate the passenger/vehicular ferry that provides a shuttle service to Wallaroo, is located in the northern corner of the inner harbor. 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.

An updated hydro-survey will be conducted during July 2023, use of the turning basin in the harbor channel or berths shall be approved by the Port Manager until applicable charts are updated.

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) + LFI 15s. On the port side is a red buoy in position 33°43.1445'S 137°02.6636'E with light characteristics of FI 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 FI G and on the port side are two red buoys each with light characteristics of FIR. 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.

Tide Management Plan

Lucky Bay Harbor Channel and Tidal Information

The Harbor Channel at the port of Lucky Bay has a declared depth of 3.5m LAT and access is tide dependant. Any vessel with a draft greater than 1.6m is not permitted to enter the harbor channel without permission from the Port Management Officer (or deputy) who will confirm actual tide height on the Lucky Bay tide pole located in the harbor prior to approval being granted to enter the harbor channel.

Tidal information for Lucky Bay is sourced from the Australian Hydrographic Office for Franklin Harbor Outer Harbor, which is a secondary port, located at 33° 42.0S 136° 57.0'E, approximately 3.5 nautical miles southwest of Lucky Bay. Tides at Lucky Bay are the same for those published for Franklin Harbor Outer Harbor. Minor differences and weather anomalies will require confirmation from the port manager of actual tide height before entry is granted into the harbor channel and berth.

Secondary Port	Franklin Harbor Outer Harbor
Height Correction	Nil

Vessels proceeding to the transshipment anchorages at Lucky Bay should reference tides for Franklin Harbor Outer Harbor which are published in the Admiralty Tide tables.

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 a berth.

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 harbor and at the transshipment 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 Management Officer by communicating as follows:

3.2. Transhipment 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
 - 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

3.4. 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 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 harbor channel within 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 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 Bay Harbor channel 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 harbor 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. The remainder of the Lucky Bay Port is charted on AUS 777 and has a Zone of Confidence (ZOC) rating of "B". The minimum UKC at either transshipment point at Lucky Bay is 2.25m.

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 Management Officer 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 harbor channel and berth area.

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

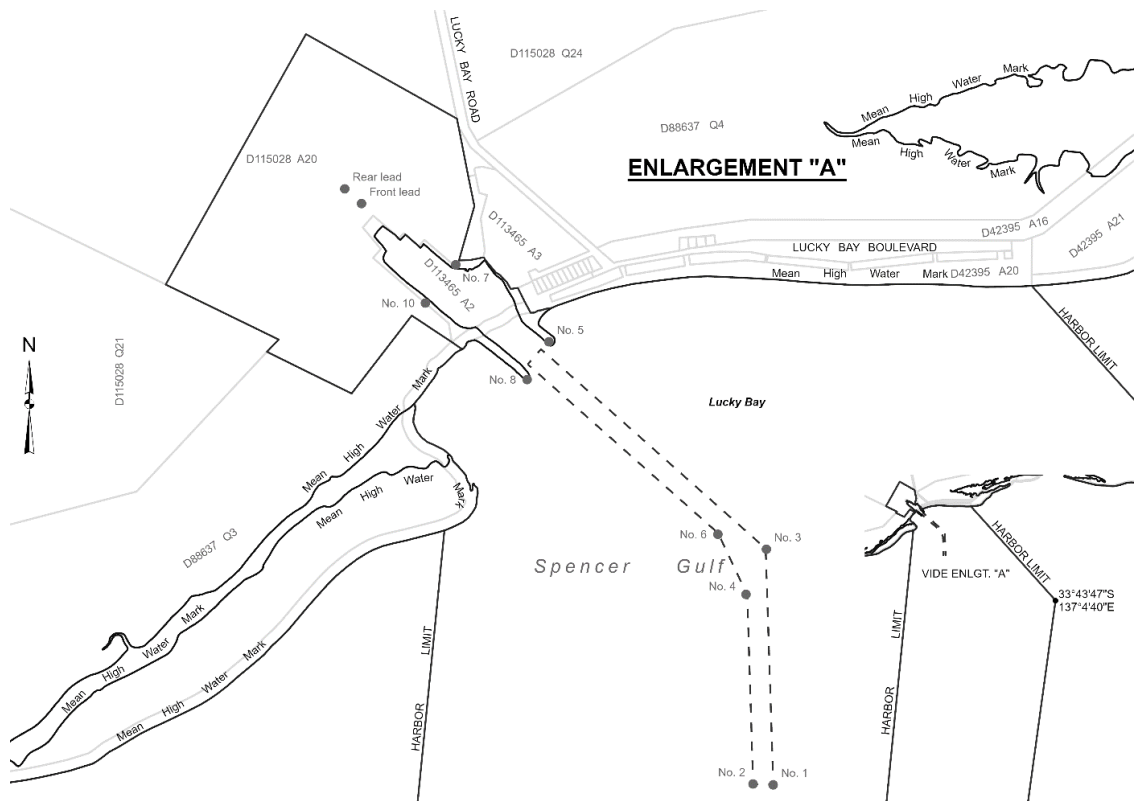
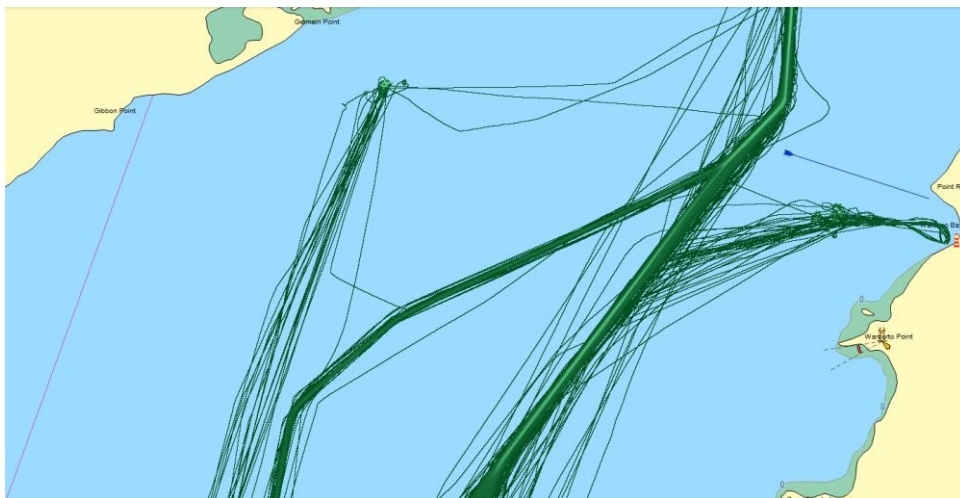
During transshipping operations the transshipment vessel has priority movement within the port limits, refer to the appendix Vessel Traffic Management for further detail. The transshipment vessel will nominally complete 8 movements in/out of the harbor entrance in a 24 hour period.

5.7. Arrival and Departure at Lucky Bay Port

Historical AIS data (below) shows passage used by vessel accessing the transhipment 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. Transhipment Anchorage 5 (TP5): 33° 48.0’S 137° 03.0’E has a minimum depth of 16.1m LAT, Transhipment Anchorage 6 (TP6): 33° 50.2’S 137° 02.2’E has a minimum depth of 18.4m LAT. All vessels accessing a TP shall maintain a UKC of 2.25m.

5.8. Harbor Channel Access

Access through the entrance channel of the Lucky Bay Harbor for transhipment operations is not permitted when wind speed exceeds 21 knots. Access to the harbor channel is to follow the route as shown in the plan below



Refer to Section 2.6 for location of channel markers

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 Harbor 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 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.

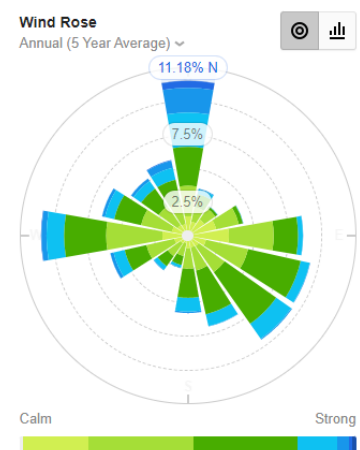
In any case, *ballast water* exchange should be conducted in areas at least 12 nautical miles from the nearest land and in *water* at least 50 metres deep.

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 Level	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 Harbor	08 8629 2019 AH 0428 829 019
Port Management Officer	0428 618 794
Department for Infrastructure and Transport	08 8713 3359 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 information 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

A marine incident refers to any incident as described in Part 11 – Accidents, of the Harbors and Navigation Act SA 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 Master of a vessel has the responsibility to report any incidents to the Port Management Officer or delegate on VHF Channel 10 or on phone 0428 618 794 that occurs on or near his/her vessel or a malfunction that can cause risk or damage to the vessel or port infrastructure. The Port Management Officer shall ensure the reporting requirements as described in this section are completed within specified timeframes within applicable legislation. 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))

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 harbor 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 harbor, 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 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 harbor 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 harbor.

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 Management Officer,
- ✦ 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.