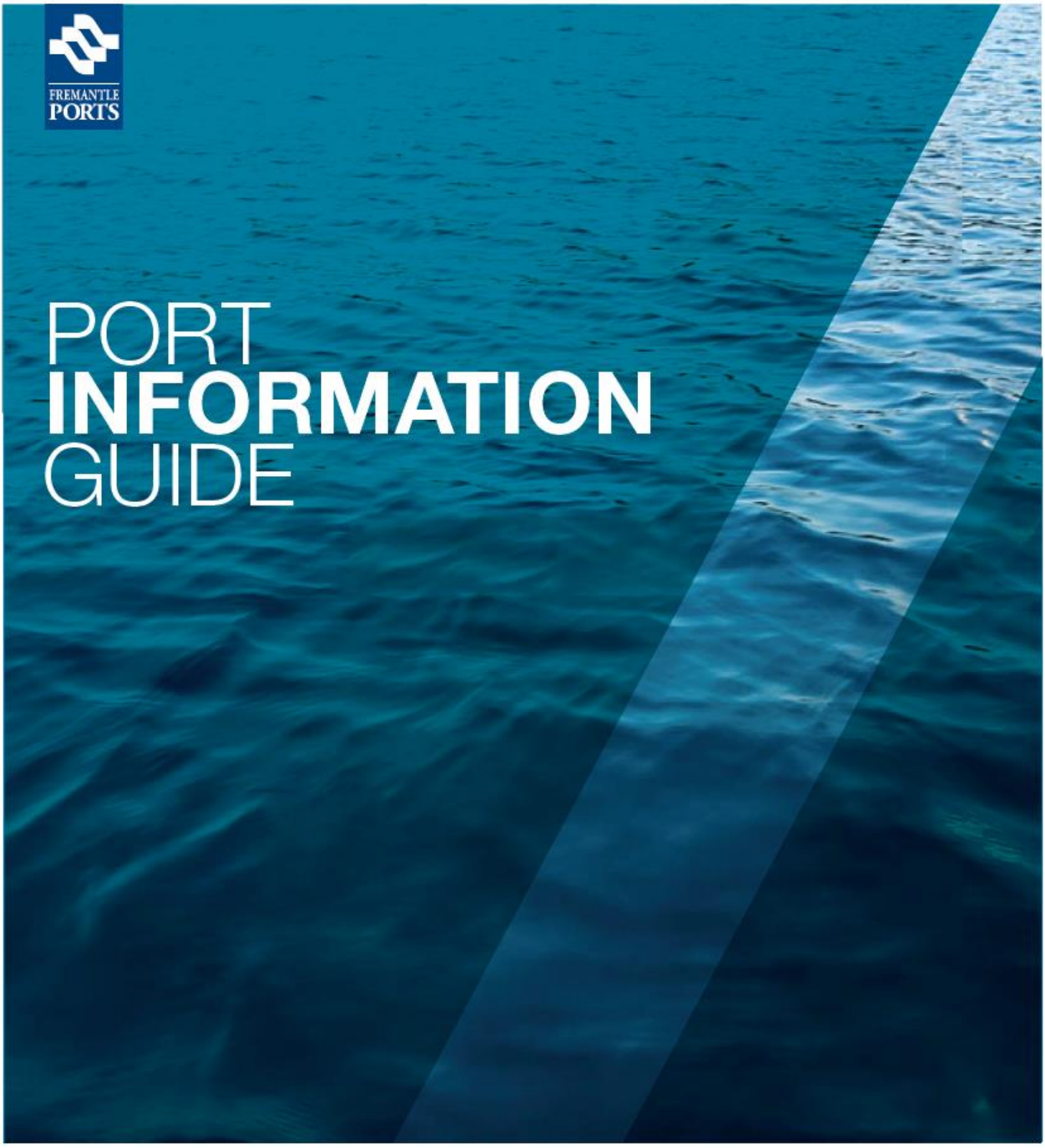
FREMANTLE PORTS



PORT INFORMATION GUIDE

Port of Fremantle
2018

INITIATED BY

IN ASSOCIATION WITH

SUPPORTED BY

GENERAL INTRODUCTION

This guide has been written for Masters of seagoing vessels, shipping lines, publishers of nautical information and any other party that needs nautical information.

All information given in this guide is presumed to be correct at the date of publication, and every endeavour will be made by means of corrections published from time to time to keep information up to date. No responsibility, however, can be undertaken that this information is correct, and the user should bear in mind that certain items are subject to alteration without prior notice.

The Navigation Policy for the Port of Fremantle provides for the establishment of Operational Parameters for the safe transit, berthing and unberthing of all vessels using the Authority's waters and berths. The contents of this guide are consistent with policy.

LEGAL DISCLAIMER

Fremantle Port Authority (FPA) makes every effort to make and maintain the contents of this document as up-to-date, accessible, error-free and complete as possible; however, the correctness and completeness of these contents cannot be guaranteed. FPA accepts no liability whatsoever for the occurrences and or consequences of errors, faults or incompleteness or any other omission regarding the information provided by this document. In case of any discrepancies or inconsistencies between this document and the applicable legislation, including the Port Authority Regulations, the latter will prevail. Any substantive change to Port Authorities Regulations would be reflected in amendments to this manual.

CONTACT PORT

Fremantle Port Authority is a port authority established pursuant to the Western Australian Port Authorities Act 1999 and is registered in the International Maritime Organization (IMO) Global Integrated Shipping Information System (GISIS) with the Port Identification Number 16558 and the United Nations (UN) Locator code AUFRE.

CONTACT PERSON FOR PORT INFORMATION

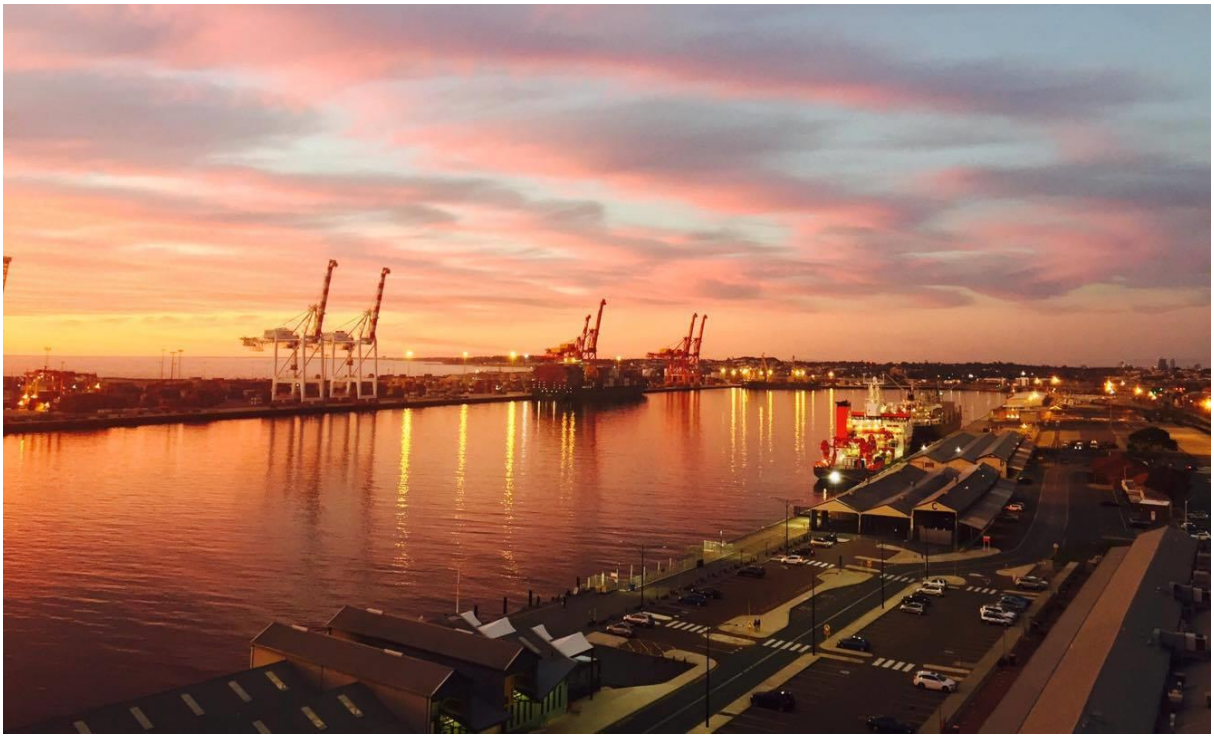
All urgent enquiries should be addressed to the HARBOUR MASTER'S OFFICE.

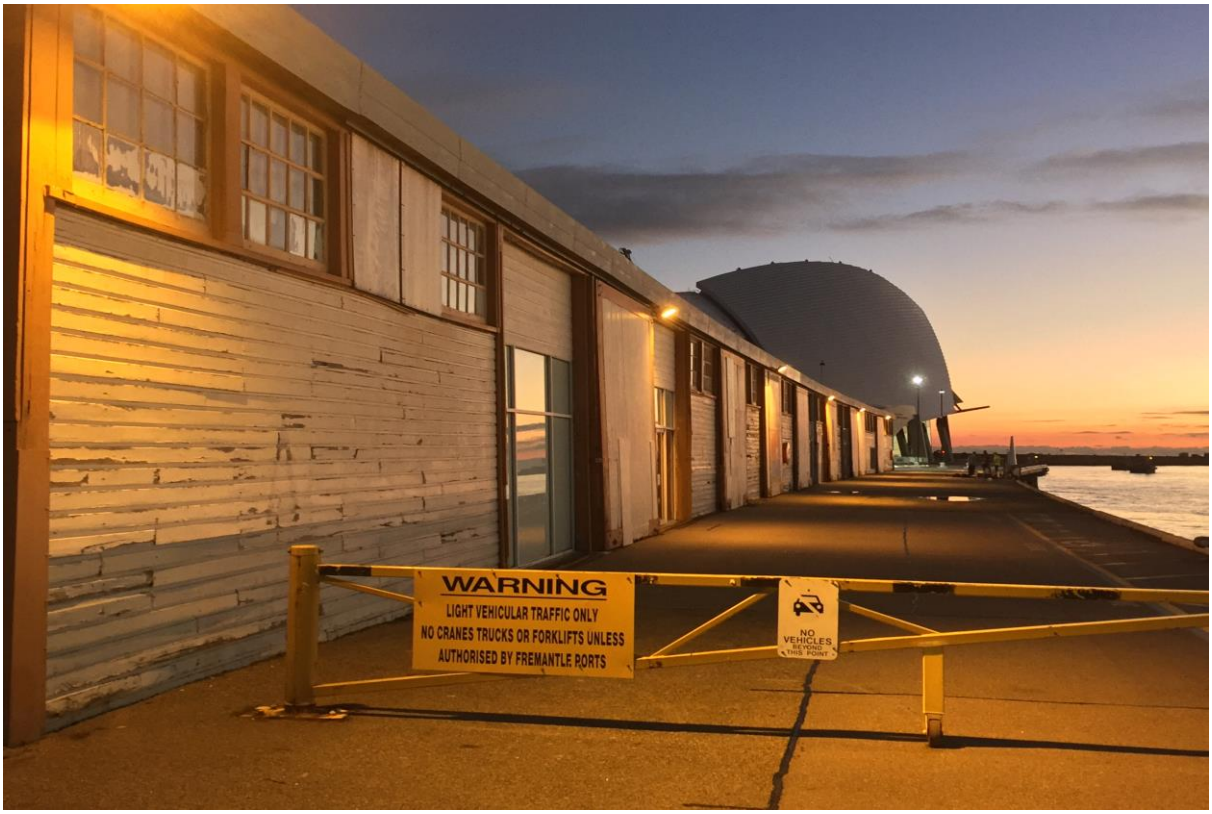
Email: harbourmaster@fremantleports.com.au

Port Contact - General Enquiries:

Telephone: +61 89430 3555
Facsimile: +61 89336 1391
Email: mail@fremantleports.com.au

SCENES FROM FREMANTLE PORTS




WARNING
LIGHT VEHICULAR TRAFFIC ONLY
NO CRANES TRUCKS OR FORKLIFTS UNLESS
AUTHORISED BY FREMANTLE PORTS
NO VEHICLES BEYOND THIS POINT

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MARITIME SECURITY

One of three Maritime Security (MARSEC) levels may be applied within the Port of Fremantle at any time including:

MARSEC LEVEL 1; Default - Routine security level

MARSEC LEVEL 2; Heightened - A heightened maritime transport terrorist risk has been identified

MARSEC LEVEL 3; Extreme - A terrorist act is imminent or has occurred

Unless otherwise advised Fremantle Ports operates at Marsec Level 1

EMERGENCY TELEPHONE NUMBERS

For ALL emergency situations call	000
Then FREMANTLE PORT SECURITY CENTRE on local number who will then contact:	9335 1300
Fremantle Fire Brigade on	9335 6262 or 9335 2201
and /or Fremantle Police Station (all hours)	9335 4555

RECORD OF CORRECTIONS

Date	Page	Correction subject	Source

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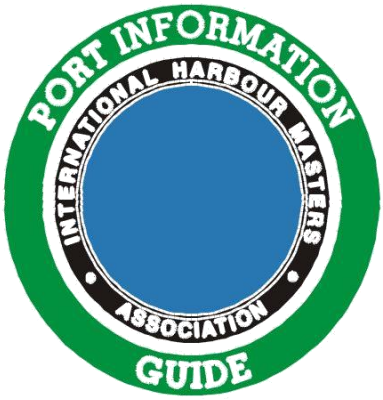
1 Foreword

Harbour Master



PART I | 1. FOREWORD HARBOUR MASTER

1.1 GENERAL

Welcome to Fremantle Port, the State's biggest general cargo port and Australia's fourth largest container port. Situated on Australia's Southwest coast the Port is one of Western Australia's most critically important pieces of infrastructure and is recognised as the State's key trade gateway and a significant driver of Western Australia's economy. The port's boundaries include the many terminals and berths in both the Fremantle Inner Harbour at the entrance to the Swan River, and the coastline of Cockburn Sound stretching south to Rockingham.

Our vision is to be the Best Maritime Gateway in Australia providing safe, reliable, efficient and competitive access to global markets. Best is characterised by the best neighbour, the best place to trade, the best place to invest and the best place to work. We aspire to high performance where our people are proud and valued members of the business, engaged in meaningful and challenging work with continuing opportunities for growth and development.

As Harbour Master for Fremantle Ports, it is my responsibility to ensure that every vessel transiting our harbour and calling on our terminals does so in a safe, efficient and sustainable manner. My office is responsible for coordinating efficient operations in collaboration with our many local and government partner agencies, which includes oversight of all port-related security and environmental initiatives regarding vessels and cargo. This is done by a staff of over 50 dedicated professionals, whether on the water on our harbour response vessel or from our VTS or Port Security Centre (PSC) operating 24/7, 365 days a year.

1.2 PORT REPORT

Fremantle Ports is a Western Australian Government trading enterprise responsible for strategic management of the Port of Fremantle.

The Port of Fremantle operates from two locations: The Inner Harbour at Fremantle and the Outer Harbour, south at Kwinana.

The Inner Harbour, designed by Irish-born engineer, C.Y. O'Connor and opened on 4 May 1897, is located at the mouth of the Swan River adjacent to the historic city of Fremantle. The Outer Harbour, 20 kilometres further south on the shores of Cockburn Sound was opened on 11 January 1955. Its deep-water bulk port facilities were developed to service the Kwinana industrial area, which expanded rapidly in the 1960s and '70s.

The Fremantle Inner Harbour provides modern deep-water facilities for handling container trade, break-bulk vessels, livestock exports and motor vehicle imports. It also accommodates cruise ships and visiting naval vessels.

The Kwinana Outer Harbour is one of Australia's major bulk cargo ports, handling grain, petroleum, liquefied petroleum gas, alumina, mineral sands, fertilisers, sulphur and other bulk commodities.

Fremantle Ports operates the Kwinana Bulk Jetty and Kwinana Bulk Terminal at Kwinana. Alcoa, BP and Co-operative Bulk Handling also operate cargo-handling facilities in the Outer Harbour.

The North Quay in Fremantle and the Kwinana Quay are linked by rail to the interstate and intrastate rail networks.

PART I | 1. FOREWORD HARBOUR MASTER

Of Australia's five major capital city ports, Fremantle is the closest to Singapore, which is just four and a half days' journey. It is also well positioned for trade with the Middle East, Africa and Europe. Fremantle is very often a first and last port of call for shipping operating between Australia and overseas destinations, making Fremantle a strategic port for trans-shipment of cargoes as well as direct services.

The Inner Harbour and Channel deepening to cater for bigger ships was completed in April 2011 with the dredged soil used to create 27 hectares of additional land for port-related purposes.

The project deepened the Inner Harbour and Entrance Channel to 14.7 metres and the Deepwater Channel to 16.5 metres. It took the maximum draft capability from 12.8 metres to more than 14 metres, enabling bigger ships to enter fully loaded with the aid of draft-enhancing technology known as Dynamic Under Keel Clearance.

As part of the A$250 million Inner Harbour deepening and berth works project, No.10 Berth on North Quay was rebuilt, providing an additional 180 metres of heavy duty wharf for container shipping and the other container berths on North Quay have also been strengthened.

Fremantle Ports extended the North Quay Rail Terminal in 2014 to help reduce the growth of port-related truck traffic. The $31.4 million project was designed to increase the efficiency and capacity of the rail infrastructure servicing Fremantle Port's container trade, by extending the existing rail terminal from 400 metres to 690 metres. The expansion will help reduce the growth of port-related truck traffic by getting more containers onto rail.

Fremantle Ports retained its Safety, Environment and Quality Certification to International standards following an external audit of its management systems.

SHIP VISITS AND GROSS TONNAGE

Year Ended 30th June	Commercial		Non Trading		Total Commercial & Non Trading		Naval
	No.	Gross Tonnage	No.	Gross Tonnage	No.	Gross Tonnage	No.
2011	1,705	55,049,838	247	656,015	1,952	55,705,853	26
2012	1,734	58,749,125	367	1,587,759	2,101	60,336,884	34
2013	1,733	61,258,030	418	3,174,606	2,151	64,432,636	7
2014	1,874	65,298,549	403	1,138,781	2,277	66,437,330	35
2015	1,804	64,111,545	306	1,228,845	2,110	65,340,390	45
2016	1,837	68,324,318	184	919,875	2,021	69,244,193	62
2017	1,813	70,597,518	55	414,223	1,868	71,011,741	92

1.3 PORT PERFORMANCE

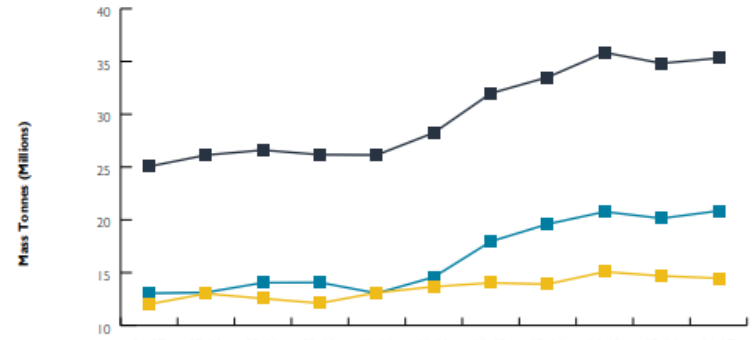
Total port trade in 2016-17 increased by 1.4 per cent to 35.31 million tonnes, 0.49 million tonnes up compared with the previous financial year. This was primarily due to the substantial increase in bulk grain exported from the Outer Harbour. The total value of trade was $26.066 billion, which represents an hourly average of $2.98 million.

Total imports in 2016-17 decreased by 0.22 million tonnes or 1.5 per cent compared with the previous financial year. This decrease is mainly due to bulk shipments of cement clinker declining by 0.28 million tonnes or 26.1 per cent.

Total exports in 2016-17 increased by 0.71 million tonnes or 3.5 per cent compared with the same period last year. In the Outer Harbour, bulk exports increased by 0.59 million tonnes or 3.6 per cent compared with 2015-16. Exports of bulk grain totalled 6.7 million tonnes, an increase of 1.5 million tonnes or 28.1 per cent compared with the same period last year. Bulk iron ore exports in the Outer Harbour decreased by 1.1 million tonnes or 20.1 per cent and refined petroleum decreased by 0.33 million tonnes or 14.7 per cent. Inner Harbour non-containerised cargo increased by 31,319 tonnes or 6.2 per cent when compared with 2015-16.

Total Port Trade

2006-07 to 2016-17



	06-07	07-08	08-09	09-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17
Imports	12.010	13.009	12.545	12.103	13.102	13.663	14.030	13.909	15.078	14.684	14.466
Exports	13.043	13.122	14.043	14.065	13.043	14.579	17.950	19.597	20.764	20.140	20.845
Total	25.053	26.131	26.603	26.168	26.145	28.242	31.980	33.506	35.842	34.824	35.312

There has been very subdued growth in the container trade in recent years with the average annual growth in container trade being 1.7 per cent over the last 5 years Though increases in full exports were significant in 2016-17, the volatility of raw export commodities and the unlikelihood of an upsurge in imports make forecasting difficult. Our forecast for the container trade based on discussions with shipping lines and some shippers is for a conservative increase of 2.0 per cent for total TEU container throughput in 2017-18. When compared with 2015-16:

- Total container trade increased by 0.1 per cent. Exports increased by 0.4 per cent and imports decreased 0.1 per cent.
- Total full container trade increased by 1.5 per cent. Full container exports increased by 6.2 per cent or 12,484 TEU (twenty-foot equivalent units) and full imports decreased by 1.2 per cent or 4,281 TEU (twenty-foot equivalent units.)
- Empty container exports decreased by 7.8 per cent and empty imports increased by 17.8 per cent.
- Coastal container throughput increased by 4.9 per cent or 4,317 TEU. Coastal full container throughput totalled 67,775 TEU, a decrease of 9.3 per cent. Coastal empty container throughput increased by 11,302 TEU or 84.5 per cent.

New motor vehicle imports fell sharply in 2016-17 by 8,538 units or 8.4 per cent when compared to 2015-16. In 2017-18 a moderate growth of 3.0 per cent or 2,800 units is forecast.

Kwinana Bulk Jetty and Kwinana Bulk Terminal Bulk (KBT) bulk cargo tonnages represent around 23.0 per cent of total port bulk cargo volumes. Trade throughput at the Kwinana Bulk Jetty is forecast to increase in 2017-18 to 2.7 million tonnes, influenced by expected rises in silica sand exports. As a result of additional exports of bauxite and some other commodities, trade through KBT is expected to grow by 3.4 per cent in 2017-18.

Petroleum products (Fremantle Port's major bulk commodity) are forecast to decrease by 0.3 million tonnes to around 8.3 million tonnes in 2017-18 and dry bulk alumina exports in 2017-18 are expected to remain at levels similar to 2016-17 or 3.1 million tonnes.

Exports of grains from CBH Group's Kwinana terminal reached 6.7 million tonnes in 2016-17, an increase of 1.5 million tonnes compared with 2015-16. Over the past three years, the crop harvest has been robust with average monthly shipments of grain from CBH in Kwinana greater than 0.50 million tonnes. This season, initial grain forecasts have declined due to lower than expected rainfall which is critical to the overall harvest outcome. Fremantle Ports forecasts that bulk grain exports from Kwinana in 2017-18 will be in the region of 4.5 to 5.0 million tonnes.

Service Delivery

Minimise berthing delays (2016-2017)

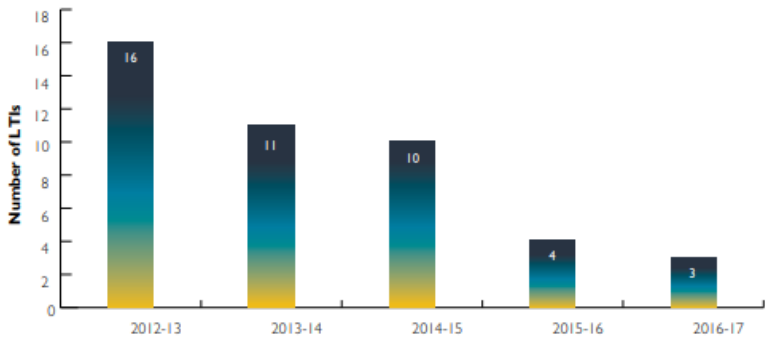
		UNAVAILABILITY OF SERVICES		UNAVAILABILITY OF BERTHS	
		TARGET	RESULT	TARGET	RESULT
INNER HARBOUR - CONTAINER VESSELS	TOTAL VESSELS AFFECTED	<1%	0.2%	<12%	2.6%
	AVERAGE HOURS PER DELAY	<5 hrs	10.4 hrs	<20 hrs	16.2 hrs
KWINANA BULK TERMINAL	TOTAL VESSELS AFFECTED	<1%	0.0%	<40%	64.7%
	AVERAGE HOURS PER DELAY	<5 hrs	0.0 hrs	<120 hrs	86.6 hrs
KWINANA BULK JETTY	TOTAL VESSELS AFFECTED	<2%	1.7%	<25%	33.1%
	AVERAGE HOURS PER DELAY	<5 hrs	10.4 hrs	<50 hrs	60.7 hrs

The organisation maintains a strategic approach towards maintaining the health and safety of its employees and contractors, recognising that an organisation requires good systems and a positive safety culture to achieve optimum safety results. The organisation's practice of regularly reviewing its safety systems and submitting them to external audit has set high performance levels that continue to demonstrate a robust safety system which meets industry expectations.

The Lost Time Injury Frequency Rate not only improved on the previous year, but also was the best result achieved in the past 12 years, while not reaching the improvement target set by the port.

Lost Time Injury Reduction

2012-13 to 2016-17



PART I | 1. FOREWORD HARBOUR MASTER

1.4 PORTS VISION FOR FUTURE

All Western Australians depend in one way or another on the ability of this busy port to deliver what is required and expected of it now and in the years ahead. With an energised, talented and committed workforce, Fremantle Ports has made excellent progress towards the achievement of a new of set of strategic priorities developed during the year for the performance areas we see as essential to future success.

Our new vision, which was adopted this year, is to be Australia's best maritime gateway.

- Best place to trade
- Best place to invest
- Best neighbour
- Best place to work

Our mission is to create value by providing safe, reliable, efficient and competitive access to global markets.

VALUES

- Respect and integrity
- Safety and wellbeing
- Responsiveness and delivery
- Continuous improvement and innovation
- Sustainability

1.5 ORGANISATION CHART

2 Contact Information and Regulations

PART I | 2. CONTACT AND REGULATIONS

2.1 GENERAL

The Harbour Masters Office manages the Port Operations division and is responsible for the safe navigation of all vessels within the port waters of the Port of Fremantle. The office is located in the Fremantle Port Authority Building.

Visiting Address: 1 Cliff Street,
Fremantle WA 6160

Postal Address: PO Box 95,
Fremantle WA 6959

The regulations of the Port of Fremantle apply to all waters within the Port Limits. The Port limits are detailed in the *Port Authorities Act 1999* and shown on charts relevant to the Port.

The division ensures that the port complies with Western Australian, Australian and International marine standards and conventions.

The Port of Fremantle maintains a Vessel Traffic Service (VTS) located on the top floor of the Port Authority Building (32° 03.20´S 115° 44.23´E). Fremantle VTS is an accredited VTS operating to standards certified by the Australian Maritime Safety Authority (AMSA).

2.2 CONTACT INFORMATION

Fremantle Port is accessible to the general public with the reception on the ground floor of the Port Authority Building located at the address above. The reception is open 0800 to 1700 Monday to Friday. The reception should be the main point of contact for general enquiries:

Reception contact number: +61 (08) 94303555

Fremantle VTS operate 24 hours per day to ensure navigational safety for all commercial vessels operating within the port limits and schedule movements to ensure a safe and efficient management of channels and berths.

All communication with the VTS whether by VHF or telephone are recorded and maintained as per state record retention requirements. These records can be accessed in the event of incidents or issues arising within the port limits.

For operational maritime questions, please contact Vessel Traffic Services (VTS):

Operations contact number: +61 (08) 94316 4333
Scheduling contact number: +61 (08) 94316 4303

VTS Email contact: movements@fremantleports.com.au

VHF Channel: VHF 12

2.3 RULES AND REGULATIONS

The rules and regulations in the port contribute to the safe, efficient and environmentally responsible handling of shipping traffic.

Being a Western Australian Port, Fremantle Ports operates in accordance with the Western Australian Government Port Authorities Act 1999 and the Western Australian Government Port Authorities Regulations 2001. Under the powers of the Port Authority's Act, the Harbour Master has ultimate authority with regards to ensuring all operations are conducted in a safe manner and adequate precautions are in place at all times. The Act requires the Harbour Master to set Operational Parameters for the operation of vessels within the port and for safe operations while alongside. These parameters are available in the Fremantle Ports Port Parameters and relevant sections are included within this publication. The daily operations work exclusively from these parameters.

Environmental aspects of the port meet the requirements of the Environmental Protection Act 1986. Vessels operating in the port waters must follow environmental regulations in the port parameters which ensure both Environmental Protection Act 1986 and the international requirements of MARPOL are in compliance.

The rules and regulations of the port are consistent with the International Regulations of the IMO, such as the SOLAS Convention and its amendments and National and State Regulations. International standards in the maritime industry are promulgated in Australia through National Law and enforced by the Australian Maritime Safety Authority through the Marine Orders.

Security at Fremantle Ports meets the requirements of the Maritime Transport and Offshore Facilities Security Act (2003).

Fremantle Ports operational staff work under the Western Australian Occupational Health and Safety Act (Maritime Industry) Act 1993 and the Occupational Safety and Health Act 1984 (WA).

Fremantle Ports has been triple-certified to international standards of Safety, Environment and Quality and undergoes regular audits to ensure those standards are maintained.

In May 2016, following a rigorous triennial audit of its management systems by SAI Global, Fremantle Ports was recertified to standards: AS/NZS 4801:2001 (Occupational health and safety management systems); ISO 14001:2004 (Environmental management systems); and ISO 9001:2008 (Quality management systems). Fremantle Ports was acknowledged at the Gold Award level at the 2007 Business Excellence Awards, was awarded the Australian Business Excellence Medal for the highest scoring organisation in the 2007 competition, and won the People category. The Business Excellence Awards are Australia's premier business excellence awards. This was the first time in the history of these awards that a Western Australian organisation had been recognised at this level.

The VTS operate under the Recommendations and Guidelines of the International Association of Lighthouse Authorities (IALA). Compliance with these recommendations are enforced through the AMSA Marine Orders and audited under the VTS Accreditation by the VTS Competent Authority (AMSA).

The Australian Hydrographic Office (AHO) ensure any changes to the charts for waters operated by Fremantle Ports are promulgated through the Notices to Mariners providing necessary information to update all charts and nautical publications. It will advise you of new initiatives, services and also some important announcements concerning the maritime community.

2.4 EXEMPTIONS AND PERMITS

All vessels operating within Fremantle Port Limits are required to comply with all relevant regulations. The Port Authorities Act 1999, authorises the Harbour Master and Deputy Harbour Masters to issue exemptions to certain requirements of these regulations. These exemptions are only granted aft a risk assessment process and ensuring relevant precautions are put in place to mitigate the inherent risk.

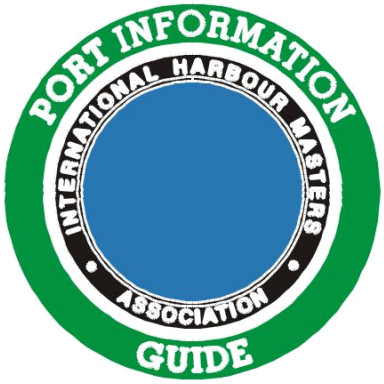
The Fremantle Port Parameters are the required operational requirements. When any operation is outside of the parameters or has aspects, which will cause it to go outside the requirements then the Harbour Master/Deputy Harbour Masters must be consulted and the Harbour Master may exempt this situation from a certain aspect of the regulations.

Any discussion or exemption must be conducted by email or by phone conversation via the Fremantle VTS to ensure the conversation is recorded for records.

2.5 RECENT IMPORTANT AMENDMENTS TO LAW

In 2015 the Port Authority Act 1999 was amended for Pilotage Exemption certificates. In the past pilotage of vessels was assigned on the basis of the vessels gross registered tonnes. (GRT). This was changed and is now assigned on vessels overall length. Under the latest amendments to the Port Authority's Act 1999 it states vessels with a LOA greater than 35 metres require a pilot to be onboard for all movements.

3 Arrival and Departure Checklist



PART II | 3. VESSEL ARRIVAL AND DEPARTURE PROCEDURES

3.1 GENERAL

Fremantle Port manages and co-ordinates commercial vessel movements within the port limits as specified by the Port Authorities Act 1999. All vessels must comply with International Collision Regulations and non-commercial vessels should keep clear of commercial vessels and not impede the passage of vessels operating in or at the ends of navigational channels.

All commercial vessels and private vessels over 35 metres must advise Fremantle Ports of the arrival and any movement between two points inside port limits as per the correct reporting requirements and should comply with any requirement imposed by the Harbour Masters office or VTS.

3.2 PORT PROCESS

Before a vessel enters port waters of the Port of Fremantle the owner of a commercial vessel, must, unless otherwise agreed in writing, appoint a shipping agent (who may be the Master) for the vessel, who is authorised to act on behalf of the owner in all matters.

Berth allocations are approved and positions assigned by the Berthing Co-ordinator. Any vessel operator or agent should contact the berthing co-ordinator as soon as the vessels visit is confirmed. A suitable berth can be allocated relevant to the cargo operations planned and the mooring requirements.

Berthing Co-ordinator - +61 (08) 94303363

For vessels seeking to load or discharge cargo, an application to use a common user wharf will not be considered unless there is a complementary application to use the associated common user berth.

Besides the VTS function of directing and controlling the movement of shipping, Fremantle VTS coordinates the delivery of essential services provided by the private sector to port users. Fremantle Ports operates the SAAB Klienport Port Management System locally referred to as VOYAGER. The system is utilised by all stakeholders to communicate and manage schedules and resources.

After a berth has been allocated to a particular vessel, the shipping agent must submit a berth application via VOYAGER. This berthing application organises all required resources for tugs, linesmen, lines boats and Pilots.

Fremantle VTS coordinates the necessary services and makes any amendments to accommodate schedule changes. Fremantle VTS allocates resources to all commercial vessels and service providers in a fair and impartial manner in line with the Port Parameters focusing on safe operations.

Standard terms and conditions of use are assumed to be agreed and approved by the submission of any application or information into the VOYAGER system. These conditions are available on our Fremantle Port website and in the VOYAGER system.

3.3 ARRIVAL PROCEDURES

The Fremantle Port Authority regulations require that all vessels give the following notification of their expected arrival:

- Berthing Application completed in VOYAGER no less than seven (7) days prior to arrival;
- Dynamic Under Keel Clearance (DUKC) application forms submitted as early as possible but no less than 48 hours prior to arrival (for deep draft vessels arriving and departing);

PART II | 3. VESSEL ARRIVAL AND DEPARTURE PROCEDURES

Vessels are required to submit:

48 hours' Notice of Arrival at least 48 hours prior to arrival at Fairway Landfall Light Buoy (31° 57'S 115° 39'E) indicating:

- Draft details;
- ETA and ETD details;
- mooring arrangements;
- any requirement for pilot embarkation at the Outer Boarding Ground if the vessel's draft is less than 11.0m;
- equipment defects; and
- confirmation of relevant navigation charts and equipment onboard and in working condition.
- Mooring Bollard SWL

FAILURE TO SUBMIT THE 48 HOURS NOTICE MAY RESULT IN THE VESSEL TO BE DELAYED OUTSIDE PORT LIMITS. HARBOUR MASTER CAN TAKE THE EVENTUAL CONTACT AS A 48 HOUR NOTICE FORCING THE VESSEL TO WAIT 48 HOURS BEFORE BERTHING.

24 hours' Notice of Arrival at Pilot Boarding Ground including:

- Updated ETA, updated arrival draft and, for vessels under 11.0 metres, Master's request for Outer Pilot Ground boarding;
- Any changes to the previous information submitted;

Operational notifications:

- 2 hours' notice of arrival with updated arrival draft on VHF Ch 12;
- 2 hours' notice of confirmation of departure with updated departure draft; and
- At least 2 hours' notice of cancellation or change for any movement booking.

Note: The above notifications of ETA are regulatory requirements. Any variance from the latest advised times or drafts must be conveyed to Fremantle Ports' Vessel Traffic Service Officers (VTSO) as soon as possible. Masters must ensure that all navigational resources, including charts and documentation, are current and up to date for berth to berth passage planning.

Agents are responsible for the ordering of pilots, tugs, line boats and other services in line with the Fremantle Port Parameters.

INWARDS REPORTING

All vessels bound inwards to Fremantle are to report to "Port of Fremantle" (VHF Ch 12) when crossing the charted reporting line;

Inwards reporting line, shown on chart AUS 754, is the arc of a circle 15 miles radius, centred on the Fairway Landfall Buoy (8.27) and covering the N and W approaches to Fremantle.

Vessels are required to confirm pilotage requirements for either the Outer or Inner Pilot Boarding Ground;

Vessels proceeding to the Inner Pilot Boarding Ground or to anchorage in Gage Roads (draft less than 11m) are required to indicate their intended route south of the Fairway Buoy.

3.4 VESSEL DEPARTURES

Vessel agents or Master are responsible for submitting accurate information. Movement details are to be entered into Voyager at the same time as the arrival Berthing Application. If this is not possible it must be entered as soon as details are and updated continuously but no later than 24 hours before the expected time of departure.

If the vessel is using A CLASS tugs, or no tugs, for the movement then a minimum of 2 hours' notice to any movement times is required. If the 2 hours' notice is not received then Svitzer will charge a late booking or cancellation fee.

If the vessel is using C CLASS tugs for the movement then a minimum of 3 hours' notice to any movement times is required. If the 3 hours' notice is not received then Svitzer will charge a late booking or cancellation fee.

Pilots require a minimum 2 hours' notice for departure.

3.5 VOYAGER PROCESS

The SAAB KLIENPORT SYSTEM (locally referred to as VOYAGER) is used to manage the vessel movements, verifying what activities and resources are used by any vessel and to assist in the invoicing process.

VOYAGER has pre-programmed waypoints assigned along a vessel expected route from berths to pilot stations and vice versa. The system can calculate the estimated the time the vessel should pass each waypoint. The VOYAGER system is integrated with the V3000 SAAB VTS system and each of these waypoints is a defined area. As the vessel crosses over this assigned area the AIS data is captured and the ACTUAL time of the vessel passing is recorded alongside the ESTIMATED time. This verifies the vessel has passed that waypoint confirming the MOVEMENT did occur.

Vessel movement data is added by the agent into VOYAGER. When the VTS check all the vessels data and schedule the movement for berth availability and resources, then the MOVEMENT will change from PLANNED to SCHEDULED. This can also be noted as the movement colour changes from yellow to green. For an ARRIVAL movement, as soon as the vessel passes the port limits the movement will become ACTIVE and change colour on VOYAGER to RED. This indicates that charges will not start accumulating for this vessel. As soon as the vessel makes the first rope (line) fast to the bollards on the wharf then the personnel attending to the mooring advise the VTS by VHF and this time is then manually entered into the system. Vice versa, on DEPARTURE movements, when the last line is cast off the VTS is informed by VHF and this time is manually added in VOYAGER. This signifies the movement is ACTIVE and shows RED. When the vessel departs from the port limits the movement is CLOSED OUT and signals to TRADE to start compiling all invoices for the vessel.

The VOYAGER system is also used for the agents to book all necessary resources as directed by the port through our guidelines available on our website. These resources will be checked by the VTS and pilots to ensure they are as per port parameters and are suitable for the prevailing weather at the time of the movement. Any ACTIVITIES requested alongside such as bunkering, fresh water or garbage are requested in the system. On clearing the port relevant charges for all these resources and activities are calculated against either a matrix in the data warehouse in the back end of VOYAGER or by manually raising invoices from paper records based on ACTIVITES highlighted in VOYAGER

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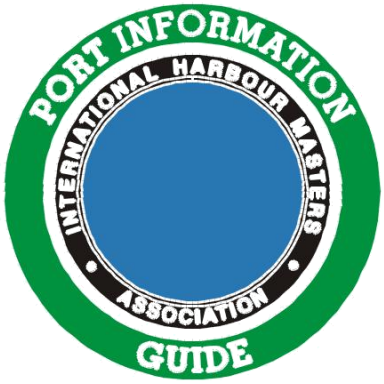
4 Official Clearances and Approvals



4.1 GENERAL

Crew and passengers on vessels arriving in Australia are required to meet many requirements. Specifically, under the *Migration Act 1958* all crew and passengers are required to present for Immigration Clearance. Customs Seaports staff have the appropriate authorisation and delegations to undertake the Immigration Clearance function on behalf of DIAC.

4.2 GENERAL QUARANTINE (INCL. PRATIQUE)

The Department of Agriculture and Water Resources (DAWR) Seaports program inspects all incoming vessels, including commercial and non-commercial vessels that enter Australian ports. Prior to arrival, all vessels, greater than 25 metres in length, arriving in Australia, Christmas Island or Cocos Island from overseas, or that have been in contact with overseas vessels or sea installations, are required to submit a quarantine pre-arrival report for vessels form (QPAR) to DAWR.

A QPAR must be submitted to DAWR at the First Port of Call no more than 96 and no less than 12 hours prior to the vessel's estimated time of arrival in Australia, Christmas Island or Cocos Island. The QPAR is usually submitted by the Shipping Agent on behalf of the Master, and by announcing the planned arrival of the vessel or installation, signals the start of Quarantine clearance.

DAWR must be notified immediately if the current status of the vessel (relating to questions on the QPAR) changes at any time. If the QPAR is not provided, a Non-Granting of Pratique form will be issued and DAWR will meet vessels on arrival. Giving false or misleading information is a serious offence.

Information on how to complete the QPAR can be found at

http://www.agriculture.gov.au/biosecurity/legislation/new-biosecurity-legislation/16-june/shipping-industry

When quarantine clearance for a vessel has been granted, the vessel should proceed directly to the berth if available and, as soon as possible after the vessel's arrival at the berth, a quarantine officer will board the vessel and carry out an inspection. Inspection time can be reduced if vessels follow the guidelines provided within the DAWR requirements for bonding / seizure of stores derived from foot and mouth disease countries on overseas vessels arriving in Australian waters document.

Vessels that intend to enter an Australian non-proclaimed port as their first port of call or subsequent port of call, must apply for permission to enter that port under the Biosecurity Act 2015. Applications are to be made on an application for permission to enter an Australian non-proclaimed first port of entry and/or subsequent port of call form, and submitted to DAWR at least 10 days before the intended date of arrival. Further information, including a list of proclaimed ports, is available in the guidelines to entering a non-proclaimed port.

All quarantine forms and information can be obtained from your agent or from

4.3 AUSTRALIAN BORDER FORCE (CUSTOMS AND IMMIGRATION)

The Department of Immigration and Border Protection manages Australia's sea border. The Department includes the newly established Australian Border Force (from 1 July 2015), which is a single entity responsible for the protection of Australia's border, including all operational border control, investigation, compliance and enforcement activities. Australian Border Force acts on behalf of government agencies including the Department of Immigration and Border Protection, operating an extensive network of staff around the country, which conducts immigration checks on incoming crew of foreign vessels.

Immigration clearance procedures for crew members of non-military ships, introduced in November 2003, require all foreign crew to hold a valid passport in addition to an identity document confirming the holder to be a seafarer employed on that ship. Inadequately documented crew will not be covered by a

special purpose visa which is granted by operation of law and will be subject to restriction on board their ship. The Master, shipping agent, owner or charterer of the vessel will be subject to a penalty in respect of any inadequately documented crew members.

Documents required to be produced to Australian Border Force at first port, (available on the Australian Border Force website) are:

- Ship's Passenger Report
- Crew Report
- Ship's Pre-arrival Report
- Ports of call list

The removal of any goods from vessels, including alcohol and tobacco, is prohibited unless the goods have Australian Border Force clearance. This also applies to ship's equipment and fittings going for 'repair and return' in Australia.

Ship's agents can assist Customs boarding officers to attend a vessel promptly by keeping their local Customs office advised of changes to the vessel's estimated arrival time.

In relation to the below reporting requirement, the following should be noted:

- Reporting is mandatory for all first port vessels (i.e. vessels arriving in Australia direct from an overseas port/place).
- Local customs offices may require reporting at subsequent Australian ports.
- Report is to be made to the local Customs office at the port where the vessel intends to arrive and may be provided: by hand, by fax or by e-mail.

Under S.64ACE of the Act a report is only taken to have been communicated to Customs when it is received by Customs. Penalty provisions do apply for failure to comply with the reporting requirement under S.64 of the Act.

FIRST PORT ARRIVALS

The Master or owner of a ship arriving in Australia is required to provide Customs with a notice of the ship's impending arrival. An impending arrival report can be made by document or sent electronically. The impending arrival report must include the estimated date of arrival of the ship at the first Australian port or any subsequent port that the ship intends to visit.

PRE ARRIVAL VESSEL AND CREW/PASSENGER CLEARANCE

Customs Form 13 – Ship Pre-Arrival Report

Under Section 64 of the *Customs Act 1901*, the operator (shipping line or master) of a ship is required to report to Customs the impending arrival of the ship a minimum of ninety-six (96) hours prior to the vessel's estimated arrival. This is to be notified using the Customs Form 13 – 'Ship Pre-Arrival Report'. Customs requires this information to complete an appropriate risk assessment of all vessels arriving in Australia. This information is also passed to Customs partner agencies to allow for further risk assessment and compliance with other Commonwealth requirements.

If the journey, from a place outside Australia, is likely to take less than ninety-six (96) hours, then the timetable below is to be used, based on the estimated steaming time from the previous foreign port.

REPORTING PERIODS - VOYAGES LESS THAN 96 HOURS		
Item	**Likely Duration of Journey**	**Specified Reporting Period**
1	72 hours or more but less than 96 hours	72 hours
2	48 hours or more but less than 72 hours	48 hours
3	24 hours or more but less than 48 hours	24 hours
4	Less than 24 hours	12 hours

The ship must also report its arrival through the Customs Integrated Cargo System (ICS). For further ICS information refer to the Customs website www.customs.gov.au.

Customs Form 3B – Crew Report

Under Section 64ACB of the Customs Act 1901, the operator (shipping line or Master) of a ship must communicate to Customs a report of all crew who will be on board the ship at the time of its arrival at port. This report is required a minimum of ninety-six (96) hours prior to arrival at the port, or where the journey is expected to take less then ninety-six (96) hours then the same time-table as used for vessel reporting applies (see above). This is to be notified using the approved Customs Form 3B – 'Crew Report'. Customs requires this information to complete an appropriate risk assessment of all vessels arriving in Australia.

This information is also passed to Customs partner agencies to allow for further risk assessment and compliance with other Commonwealth requirements.

Where Customs conduct their pre-arrival checks and determine that there are reported crew that do not appear to have an appropriate visa, this information will be reported back to the ship's agent. This information will also be forwarded to the Department of Immigration and Citizenship (DIAC) for their consideration. As crew would normally still be outside Australia at this stage, the opportunity exists for agents to re-check crew bio-data if they believe the crew members do in fact have visas or possibly arrange for a visa application to be made. Where bio-data may be found to have been in error the Form 3B can be resubmitted to Customs with corrected data.

Customs Form 2A & 2B – Passenger Report

Under Section 64ACA of the Customs Act 1901, the operator (shipping line or Master) of a ship must communicate to Customs a report of all passengers who will be on board the ship at the time of its arrival at port. This report is required a minimum of ninety-six (96) hours prior to arrival at the port, or where the journey is expected to take less then ninety-six (96) hours then the same time-table as used for vessel reporting applies (see above). This is to be notified using two approved Customs Forms 2A – 'Passenger Report (Face Sheet)' and 2B – 'Passenger Report'. Customs requires this information to complete an appropriate risk assessment of all vessels arriving in Australia. This information is also passed to Customs partner agencies to allow for further risk assessment and compliance with other Commonwealth requirements.

In relation to these reporting requirement, the following should be noted:

- Reporting is mandatory for all first port vessels (i.e. vessels arriving in Australia direct from an overseas port/place).
- Local customs offices may require reporting at subsequent Australian ports.
- Report to be made to the local Customs office at the port where the vessel intends to arrive and may be provided: by hand, by fax or by e-mail.

Under S.64ACE of the Act a report is only taken to be communicated when it is received by Customs. Penalty provisions apply for failure to comply with the reporting requirement under S.64 of the Act.

CREW SIGNING ON VESSEL

As from 1 July 2007, where crew wish to sign-on to a vessel in Australia, there are a number of requirements that must be met.

Customs Form B522 Seaports – Notification of Sign-On

Customs has introduced a new 'Seaports - Notification of Sign-On' (Customs Form B522). The form contains certain bio-data details of crew wishing to sign on to a vessel. It has been introduced to allow Customs to perform an appropriate risk assessment and to check a crew member's lawful status prior to signing the crew member onto the vessel.

This form must be submitted (by hand, fax or e-mail) to the local Customs office 24 hours prior to the expected sign-on taking place. Failure to submit the form, 24 hours in advance may result in delays in Customs attendance for sign-on or delays during Customs sign-on processing. Where agents/Masters receive notice less than 24 hours prior to crew change, it is expected that they will provide this form to the local Customs office as soon as possible providing a reason for late notice.

The new form includes the following data:

- Vessel details;
- Crew bio-data;
- Expected sign-on date and time;

It includes the question "Australian Maritime Crew Visa holder? Yes/No". This is an opportunity for the Master/agent to provide Customs with an indication of whether or not crew are believed to hold an Australian Maritime Crew Visa.

After providing this form to Customs, agents/Masters will still need to make contact with the local Customs office to determine where and when the actual sign-on processing activity will occur. The sign-on processing may occur on board the vessel, at Customs House or some other location as advised by Customs.

It should be noted that for crew to sign-on a vessel, the vessel must have arrived in Australia (eg. be in a Customs S.15 port, be at an Australian Resource Installation, etc). Crew attempting to sign-on a vessel that has not yet arrived in Australia (i.e. before its first port arrival) or after it has departed Australia (i.e. after its last port departure), are to be treated as passengers, and are ineligible to utilise their MCV to be considered lawful in Australia. Agents/Masters are to utilise the same form to advise Customs of 'sign-ons' occurring under these circumstances. Crew members who join a vessel prior to its arrival in Australia, and the vessel then arrives in Australia will be outwards cleared as a passenger when joining the vessel and then cleared inwards as crew when the vessel eventually arrives.

Crew sign-ons to a vessel that is between ports in Australia can be approved subject to the Master/agents obtaining relevant permissions from the local Customs office.

Where crew members are awaiting a sign-on to a vessel in Australia and are currently on a short-term visa (eg. transit visa – period is only 3-5days) and have concerns that they may not sign-on to a vessel prior to the expiry of their period of stay, it is important that advice is sought from Customs or DIAC to determine options for extending that period of stay for those crew.

CREW SIGNING OFF VESSEL

As from 1 July 2007, where crew members wish to sign-off a vessel in Australia, there are a number of requirements that must be met.

Customs Form B521 Seaports – Notification of Sign-Off

As from 1 July 2007, Customs will introduce a new 'Seaports - Notification of Crew Sign-Off' (Customs Form B521). The form contains certain bio-data details of crew wishing to sign-off and allows Customs to perform an appropriate risk assessment and to check a crew member's lawful status prior to signing the crewmember off a vessel.

This form must be submitted (by hand, fax or e-mail) to the local Customs office 24 hours prior to the expected sign-off taking place. Failure to submit the form, 24 hours in advance may result in delays in Customs attendance for sign-off or delays during Customs sign-off processing. Where agents/masters receive notice less than 24 hours prior to a crew change-taking place, it is expected that they will provide this form to the local Customs office as soon as possible and provide a reason for the late notice.

The new form includes the following data:

- Vessel details;
- Crew bio-data;
- Expected sign-off date and time;

It also includes a space to indicate the sign-off reason eg. repatriation, hospitalisation, etc, as well as any relevant sign-off details (eg. flight details, hospital details, etc).

Number of days requested – the minimum sign-off period is 5 days. Where more than 5 days is required this is to be requested via the form. It should be noted that Customs can only approve up to 10 days for a sign-off period. Where more than 10 days is required this will need to be referred to a DIAC Regional Seaports officer.

After providing this form to Customs, agents/Masters will still need to make contact with the local Customs office to determine where and when the actual sign-off processing activity will occur. The sign-off processing may occur on board the vessel, at Customs House or some other location as advised by Customs.

It should be noted that for crew to sign-off a vessel, the vessel must have arrived in Australia (eg. be in a Customs S.15 port, be at an Australian Resource Installation, etc). Crew attempting to sign-off a vessel that has not yet arrived in Australia (i.e. before its first port arrival) or after it has departed Australia (i.e. after its last port departure), are to be treated as passengers, and are ineligible to utilise their MCV to be considered lawful in Australia (i.e. they need a visa other than the MCV to be lawful). Agents/Masters are to utilise the same form to advise Customs of 'sign-offs' occurring under these circumstances. Where crew do depart a vessel prior to its arrival in Australia, they are to be removed from the inwards crew list and will be inwards cleared as a passenger when they arrive in Australia.

Crew sign-offs from a vessel that is between ports in Australia can be approved subject to Master/agents obtaining relevant permissions from the local Customs office.

Where crew members have signed-off a vessel and their departure from Australia (or sign-on to another vessel) is delayed, it is important that advice is sought from DIAC or Customs on how they may be able to extend their sign-off period to avoid becoming unlawful.

IMPORTED VESSELS

Immigration policy states, that upon a vessel's importation (arrival and Customs import entry) all foreign crew are regarded as having 'signed-off' the vessel. Crew signed-off will have 5 days to depart the country, sign-on to another non-military ship as crew or utilise another visa to remain in Australia (eg. business visa, tourist visa, etc).

Customs will require a completed B521 – 'Seaports-Notification of Sign-Off' form listing all crew members signing-off the vessel where a vessel is to be 'imported'.

EXPORTED VESSELS

Immigration policy states, that upon a vessel's exportation (departure and Customs export entry) all foreign crew are regarded as having 'signed-on' the vessel. Crew signed-on will be subject to the same processing arrangements as normal sign-on crew.

Customs will require a completed B522 – 'Seaports-Notification of Sign-On' form listing all crew members signing-on the vessel where a vessel is to be 'exported'. They will also require a Customs Form 3B 'Crew Report' of all persons on board the vessel at the time of its departure.

MEDIVACS AND DISTRESSED SEFARERS

Crew required to be 'medevac'd' from vessels into Australia are generally eligible to utilise their MCV to enter and remain in Australia. Agents/Masters are to advise their local Customs office of medivacs as soon as they become aware of them. Depending on the circumstance, sign-off processing may or may not occur at the location where the crew arrive in Australia. The local Customs office will normally request a Form B521 – 'Seaports Notification of Sign-Off' form be supplied so they have a record of the relevant details relating to the medevac'd crew.

Depending on their transportation arrangements distressed seafarers may be treated like medivacs or as passengers. Agents/Masters are to advise their local Customs office of distressed seafarer arrivals as soon as they become aware of them. The local Customs office will advise of appropriate reporting arrangements on a case-by-case basis.

DESERTERS

There are generally two situations whereby crew are considered to have deserted their vessel:

- When the crew member simply leaves the vessel without the Master's permission; or
- When the Master grants permission for shore leave, but the crew member does not return to the vessel.

Where a Master/agent suspects that a crew member has deserted a vessel, this is to be reported immediately to Customs. Customs will liaise with DIAC to take appropriate actions in relation to suspected deserters. It should be noted that under S.228 of the Migration Act 1958, masters are obliged to report to Customs the details of any crew that are absent from their vessel at the time of its departure from a port.

USE OF CUSTOMS FORMS

The new Sign On/Off, Seaports Immigration Clearance Advice forms and the form 13, 3B, 2A and 2B are all Customs forms. They have been distributed to Industry in Microsoft Word format at ships agents request so that data can be input directly into the forms electronically, rather than by completing them by hand. Customs is happy to assist in this manner, but will only accept these forms if all other formatting and wording is unchanged. Changes to the formats of these documents may result in them being unacceptable as a means of reporting. Current versions of these documents are available from the Customs website at www.customs.gov.au.

Ships carrying cargo must communicate the impending arrival report, actual arrival report and cargo reports to Customs electronically. All goods intended to be unloaded from the ship or remaining on board must be reported.

Ships not carrying cargo may report information manually or electronically to Customs.

Shipping representatives or agents in Australia can also assist on how to meet electronic reporting obligations determined by Customs legislation.

Ships will be required to produce the following reports on arrival:

- Ship's Report of Arrival;
- Passenger and Crew Report;
- Report of Ships Stores; and
- Crew Effects Declaration.

Penalties for non-compliance with Australia's border legislation can be severe. So if you have any doubts whether goods in your possession require a permit or special conditions are to be met, you are advised to contact the Customs Information and Support Centre. (See below)

TEMPORARY IMPORTS

Commercial goods brought into Australia with the intention of being sold are subject to the normal rates of duty and tax where applicable.

TRANSHIPMENTS

Goods being transhipped through Australia must be reported on a cargo report. Customs will allocate a transaction number for the transhipped goods. This number will be acquitted after the consignment is exported. The number will be used on the export manifest to reconcile the two movements.

CREW ENTITLEMENTS

At first port of call in Australia, each crew member is allowed duty free 250 cigarettes (or equivalent in tobacco products) and any one bottle of spirits (not exceeding 1.125 litres).
Information on Customs electronic reporting requirements, Customs documents, manual reporting forms or advice on procedures, can be obtained by visiting the Customs website: www.customs.gov.au

REPORTING ABSENT CREW

On departing a port in Australia, the Master must report to Customs, (on a Form 25 Report of Absent Members of Crew), any crew member who was on board the vessel on arrival at that port but is absent, with or without leave, when the vessel departs from that port. This does not include crew who have signed off. Failure to report absent crew could result in a fine of $4,000 AUD.

AUSTRALIAN TRANSACTION REPORTS AND ANALYSIS CENTRE (AUSTRAC)

The cross-border movement of bearer negotiable instruments: In 2006, new legislation was introduced to protect Australians from money laundering and the financing of terrorism. Under this law, travellers entering or leaving Australia must, if asked by a Customs or police officer, disclose whether they are carrying bearer negotiable instruments (BNIs). BNIs include travellers' cheques, cheques, money orders, postal orders or promissory notes. The separate requirement for travellers to declare that they are carrying $10,000 cash or more (or foreign currency equivalent) in or out of Australia still applies. The Australian Transaction Reports and Analysis Centre (AUSTRAC) is Australia's anti-money laundering and counter-terrorism financing regulator and specialist financial intelligence unit.

Visit www.austrac.gov.au for more information.

4.4 SECURITY

The Port of Fremantle is a security regulated port as set out in MTOFSA and its associated regulations.

Operators or other stakeholders in the Port of Fremantle as well as operators of Australian or foreign registered ships who are unsure of their obligations under MTOFSA should seek advice from the Commonwealth Department of Infrastructure and Regional Development.

PORT SECURITY AND MSIC (Maritime Security Identification Cards)

Fremantle Ports has an approved Maritime Security Plan as required under the Maritime Transport and Offshore Facilities Security Act 2003.

The Maritime Transport and Offshore Facilities Regulations 2003 prescribe that a Maritime Security Identification Card (MSIC) is issued to identify a person who has been the subject of a background check; and that a maritime industry participant will not allow a person to enter, or remain in, a Maritime Security Zone unless he or she:

- Displays a valid MSIC; or
- Is escorted by a holder of a valid MSIC

SHIP REQUIREMENTS

The 48hr Notice of Arrival Form must be lodged before arrival with Questions FPA11 and FPA12 answered. It must have an approved IMO Ship Security Certificate (FPA11) and the name of ship's Designated Security Officer (FPA12);

Unless otherwise advised, Fremantle Ports will operate at maritime security level 1. Ships arriving at Fremantle do not need to request a Declaration of Security (D.O.S) unless the ship is operating at a different level of security to the port;

All passenger vessels are required to enter into a Declaration of Security (DOS);

Any vessel, which does not have an approved security plan will be instructed to proceed to anchor to await direction from DoTaRS in Canberra;

Fremantle Ports' designated Port Security Officer (PSO) is the Harbour Master;

Any questions in relation to security can be directed to the Harbour Master or Manager, Marine and Port Operations.

24 HOUR PORT SECURITY DUTY OFFICER CONTACTS:

Port Emergency Number	(08) 9335-1300
Port Services Team Leader (Inner Harbour)	0418 945 209
Port Services Team Leader (Outer Harbour)	0417 171 419

SHIPS CREW

A crew member without a valid MSIC and Fremantle Ports Access card is not permitted to enter or remain in a Maritime Security Zone without an escort.

To facilitate shore leave, Fremantle Ports / Flying Angel Club provide transportation to and from vessels berthed at North Quay Berths 1, 2, 11 and 12, Victoria Quay, Kwinana Bulk Terminal and Bulk Jetty. Photographic identification is required for a crew member to access the Flying Angel Club transport service.

The vessel is not considered to be a Maritime Security Zone and persons on board need not display an MSIC or be escorted while they remain onboard the vessel.

A crew member is permitted to disembark the vessel for the purpose of reading the vessel's draft or checking mooring lines without an escort, however the crew member must remain within the wharf apron at all times while performing these duties.

VISITOR ACCESS

Visitors requiring access to a vessel or Fremantle Port should contact the appropriate stevedore or shipping agent who may be able to arrange an escort.

Fremantle Ports' MSIC Centre must be advised of the intent to escort, the person escorting and the persons being escorted.

4.5 DANGEROUS GOODS

The following general requirements are applicable to the entry of dangerous cargoes and any operations involving the handling of dangerous cargoes within the limits of the Port of Fremantle.

At least 48 hours advance notification is required for all dangerous cargoes (including transit cargoes) entering the Port of Fremantle. All 'high hazard dangerous cargoes' require permission for entry into Fremantle Ports berths. Dangerous Goods information for import, export or transit should be reported through the VOYAGER DANGEROUS GOODS program. Officers at Fremantle Port will ensure regulations both International and National are complied with and necessary safety precautions are employed.

4.6 WASTE

Fremantle Ports requires all ships to observe the following practices to ensure that shipping activities are conducted in an environmentally sound manner.

Wastewater Discharges

Fremantle Ports applies Regulation 17 of the Western Australian *Port Authorities Regulations 2001* which reads:

> *"Unless authorised by a member of staff of the port authority, the master of a vessel must not cause or permit any waste water or waste substances of any kind to be discharged from the vessel on to any part of a wharf or into the waters of a port."*

Fremantle Ports applies this regulation to the following forms of waste water:

- Dry bulk cargo residues, hold cleaning and deck washings
- Sewage
- Oil, bilge water and oily water
- Sediment
- Grey water; and
- other wastewater

Further information regarding each wastewater stream as the regulation is applied by Fremantle Ports is provided below.

DRY BULK CARGO RESIDUES, HOLD CLEANINGSAND DECK WASHINGS

The discharge of cargo residues through deck and hold washing is prohibited within 12 nautical miles of the nearest land in accordance with Annex V of the MARPOL Convention.

Washings must be retained in holding tanks on the ship or collected by an approved and licensed waste contractor.

The only exception approved is in regard to deck washings for barges loading for Barrow Island. Prior to and deck washings the deck needs to be fully dry cleaned using the approved industrial commercial barge vacuum system.

SEWAGE

Vessels > 400 GRT or Certified to Carry 15 Persons or More

MARPOL 73/78 Annex IV applies to ships on international voyages (including any coastal leg of such voyages). The Australian Commonwealth Government implements Annex IV by sections 26C to 26D of the Commonwealth *Protection of the Sea (Prevention of Pollution from Ships) Act 1983* and Division 12C of the *Navigation Act 1912.*

Untreated sewage may only be discharged at a distance of more than 12 nautical miles from the nearest land provided that sewage held in holding tanks is not discharged instantaneously, but at a moderate rate when the ship is proceeding at a speed of not less than 4 knots.

Comminuted and disinfected sewage may only be discharged at a distance of more than 3 nautical miles from the nearest land providing the system meets technical standards set by the International Maritime Organisation.

Treated sewage: effluent from an IMO approved sewage treatment plant (including grey water) may be discharged at any location. Vessels with an IMO approved sewage treatment plant may be approved for discharge by the Harbour Master providing:

(a) the vessel can demonstrate that it has a IMO certified sewage treatment unit on board that has been approved by AMSA. A copy of approval certification would be required;

(b) the vessel can provide results of discharge effluent quality analysis for a sample collected within the past 30 days. Samples must be analysed by a NATA approved laboratory and meet the necessary lower limits of reporting;

(c) that results of analysis are below the effluent quality standards shown in the table below;

Parameter	Units	Certified Design Criteria
Suspended Solids	Mg/L	< 50
Faecal Coliform	MPN/CFU per 100ml	< 250
BOD	Mg/L	< 50
Residual Chlorine	Mg/L	<0.5

(d) effluent does not produce visible floating solids nor cause discoloration of the surrounding water.

Sewage retained in holding tanks on the ship can be collected by an approved and licensed waste contractor when the vessel is in port.

The Australian Maritime Safety Authority may board the vessel and inspect the unit and request to sight a copy of certification.

AMSA, the Western Australian Department of Environment Regulation and Fremantle Ports may instruct discharge to cease at any time and request additional effluent samples if there uncertainty as to the effluent quality.

Vessels are required to report any accidental discharge in contravention of MARPOL requirements to AMSA and Fremantle Ports should one occur or be likely to occur.

OIL, BILGE WATER AND OILY WATER

It is a breach of the Pollution of Water by Oil and Noxious Substances Act 1987 to discharge oil or any oily fluid or material into Fremantle Ports' waters. The maximum penalty in the Port of Fremantle for oil pollution is $50,000 for individuals and $250,000 for a body corporate.

Any escape of oil into port waters must be reported immediately to the Fremantle Port Authority by VHF Channel 12 or by telephoning the Port Security Centre on 9335 1300.

Privately owned road tankers with a limited capacity are available for the collection of oil contaminated water from ships in the port.

SEDIMENT

Under Section 298 of the Biosecurity Act, it is an offence to dispose of sediment in Australian seas. The disposal of sediment within port limits is prohibited. The approval body for this activity is the Australian Federal Government under the *Environment Protection (Sea Dumping) Act 1981.*

The Department of Environment Regulation enforce the Western Australian Environmental Protection (Unauthorised Discharges) Regulations 2004 under which it is an offence to discharge sediment into the environment.

GREY WATER

The disposal of untreated grey water within port limits is prohibited for direct discharge into the sea. Grey water is defined as wastewater that is collected from kitchen sinks and dishwashers, bathroom sinks, showers, baths and floor drains, air conditioning condensate, clothes washing machines and laundry basins and floor drains.

Grey water can be discharged through the IMO Sewage Treatment Plant if the vessel can confirm, that the Grey Water can be directed through the unit prior to discharge and all the requirements as stated above in the section on sewage are complied with.

OTHER WASTEWATER

The Department of Environment Regulation enforces the Western Australian Environmental Protection (Unauthorised Discharges) Regulations 2004 under which it is an offence to discharge into the environment other forms of wastewater which may comprise:

- Acid with a pH less than 4
- Alkali with a pH more than 10
- Animal oil, fat or grease
- Compounds or solutions of cyanide, chromium, cadmium, lead, arsenic, mercury, nickel, zinc or copper
- Degreaser
- Detergent
- Dye
- Engine coolant or engine corrosion inhibitor
- Mineral oil
- Organic solvent
- Paint
- Petrol, diesel or other hydrocarbon
- Pesticide
- Vegetable oil, fat or grease

AIR EMISSIONS

SMOKE

The Department of Environment Regulation enforces the Western Australian Environmental Protection (Unauthorised Discharges) Regulations 2004 under which a person who burns or allows any material to be burnt so as to cause or allow dark smoke to be discharged into the environment for more than 4 minutes in any hour commits an offence. Fremantle Ports applies this regulation to engine maintenance and testing activities that lead to excessive smoke and fumes.

DUST

Activities on vessels, including abrasive blasting and other maintenance works, should not generate excessive dust. Permission must be obtained from the Harbour Master to carry out abrasive blasting on vessels within Port waters. It is also an offence under the Environmental Protection (Abrasive Blasting) Regulations 1998 to carry out blasting in such a manner that waste materials enter a marine environment.

It should also be noted that the Kwinana Bulk Terminal has dust monitoring equipment installed that measures dust levels during cargo transfer. Where specified levels are exceeded, cargo transfer may be halted until such time as the amount of airborne dust has decreased to an acceptable level. Both the Kwinana Bulk Terminal and Kwinana Bulk Jetty sites are subject to dust emission levels set by the Department of Environment Regulation, so due care should be taken by all vessels to ensure that dust emissions are kept to a minimum.

ODOUR

Fremantle Ports requires that vessels do not cause unreasonable odorous emissions that will compromise the surrounding air amenity. In such an event Fremantle Ports may instruct the vessel to wait at sea until the problem can be rectified or minimised.

Fremantle Ports defines part-loaded livestock vessels as an odour hazard and where other operational conditions permit such vessels will be berthed according to the following order of preference so as to minimise the impact on the surrounding community:

- North Quay 1 or 2
- Victoria Quay E
- Victoria Quay H
- North Quay 11
- North Quay 12

NITROGEN OXIDE (NOx)

Annex VI of MARPOL requires that the operation of a diesel engine with a power output of more than 130kw will be prohibited unless the engine has been certified by AMSA to meet the MARPOL Annex VI emission standards. Note: For international trading vessels, this requirement does not apply to engines installed before 1 January 2000. For Australian vessels engaged exclusively on domestic voyages, this regulation applies only to engines installed after 10 November 2007.

SULPHER DIOXIDE

Annex VI of MARPOL requires that the sulphur content of any fuel combusted on board a ship does not to exceed 3.5%m/m.

SHIPBOARD INCINERATORS

Shipboard incinerators installed on board ships on or after 1 January 2000 are required to have an IMO type approval certificate. Further, under Annex VI of MARPOL, incineration of polychlorinated byphenols, garbage containing more than traces of heavy metals and refined petroleum products containing halogen compounds and cargo residues is prohibited. Fremantle Ports applies this requirement within port waters.

In addition, under the Western Australian Environmental Protection (Unauthorised Discharges) Regulations 2004 it is an offence to burn or allow a material listed in Schedule 2 to be burnt so as to cause or allow visible smoke to be discharged into the environment.

Schedule 2 comprises: Carpet, Electrical cables, Fabrics or textiles, Organic solvent, Paint

Plastic, including polystyrene and the like, Printed circuit boards, Printing waste, Rubber, Timber that has been treated with preservatives, Tyres, Vehicles or vessels and their parts, Waste oil, fats or grease.

OZONE DEPLETING SUBSTANCES

Australian legislation prohibits the deliberate emissions of ozone depleting substances which include halons and CFCs.

NOISE EMISSIONS

Within Fremantle Ports a 126 dB(A) sound power level (SWL) has been used to define the criteria for a noisy ship. Noise surveys are arranged for any vessel thought to be a noise threat or to generate noise complaints whilst in port. Any vessel with a SWL equal to or greater than 126 dB(A) is deemed to be a noise hazard and will be berthed according to the following order of preference so as to minimise the impact upon the surrounding community:

- North Quay 1 or 2
- Victoria Quay E
- Victoria Quay H
- North Quay 11
- North Quay 12

A register is maintained recording the SWL of vessels already surveyed. The owner may request a re-assessment if its demonstrated that significant noise mitigation measures have been implemented. Ship board and cargo transfer activities must be undertaken to minimise the amount of noise generated. Excessive noise is not permitted and will be investigated by Fremantle Ports.

BALLAST WATER MANAGEMENT

Ballast water must be managed to minimise the risk of marine pest introductions from international Vessels visiting Fremantle Port.

Ballast water of international vessels is regulated under the *Biosecurity Act 2015* by the Department of Agriculture and Water Resources.

Under the Biosecurity Act, it is an offence to discharge ballast water in Australian seas. A person does not commit an offence if an exception applied. Exceptions include:

- Discharge at an approved ballast water or sediment reception facility (s277)
- Discharge covered by an exemption (s279(
- Take up and discharge at same place (s282)
- Safety, accidents and pollution (s283)
- Freshwater ballast (as defined in the Biosecurity (Acceptable Ballast Water Exchange Area) Declaration 2016)
- Discharge as part of an acceptable exchange (s276)
- Managed for discharge (s271) either by:
    - IMO Type Approved Ballast Water Management System listed in the Biosecurity (Methods of Ballast Water Management) Approval 2016, (s272) or
    - Ballast water exchange conducted in an acceptable area as defined in the Biosecurity (Acceptable Ballast Water Exchange Area) Declaration 2016 (s275)

Reporting forms and management requirements can be found at

http://www.agriculture.gov.au/biosecurity/avm/vessels/quarantine-concerns/ballast

DAWR Contacts:

Shipping desk Phone:	(08) 9430-2312
Email:	http://www.agriculture.gov.au/general-inquiries
Internet:	http://www.agriculture.gov.au/biosecurity

Domestic Shipping

The approval of the Harbour Master must be obtained prior to ballast water being discharged within port waters. Such approval may be granted if acceptable to the Department of Fisheries.

The *Western Australian Biosecurity and Agriculture Management Act 2007* regulates domestic ballast water management. The regulations came into effect in May 2013. Further information is available from the Department of Fisheries (Fish and Fish Habitat Protection Program) on 9482 7333.

WASTE MANAGEMENT

Solid Waste and Quarantine Waste

It is a breach of the *Biosecurity Act 2015* and Port Authorities Regulations to discharge garbage into FPA waters. The discharge of any substances onto the wharf or into Port Waters may lead to a maximum penalty of $5,000.

The *Biosecurity Act 2015* requires that all food refuse and food packaging on board ship must be placed in vermin proof receptacles until disposed of, either by placing in the 240L capacity garbage bins provided by Fremantle Ports (to be disposed of by deep burial), or disposal at sea outside of restricted areas in accordance with the requirements of MARPOL.

It is the ship's responsibility to ensure that all rubbish is placed in the bins and the lid is closed. Do not overfill the bin – request an additional bin by calling 0418 957 219.

Recycling

Separated timber, metal, plastics, glass, paper and cardboard can potentially be sent for recycling. Material segregated for recycling is to be clean and have had any biological material removed. All materials for recycling are to have a Form 44 submitted prior to landing and are to be inspected by DAWR to ensure all biological material has been removed. IN the event that goods for recycling are not cleaned to the appropriate standard, they may either;

- Be disposed of as quarantine waste to deep burial landfill; or
- Be re-washed and re-inspected by DAWR

ANIMAL WASTE AND FODDER

Fremantle Ports applies Regulation 17 of the WA Port Authorities Regulations 2001 which reads:

> *"Unless authorised by a member of staff of the port authority, the master of a vessel must not cause or permit any waste water or waste substances of any kind to be discharged from the vessel on to any part of a wharf or into the waters of a port. "*

Fremantle Ports applies this regulation to animal waste and fodder.

NOXIOUS LIQUID WASTE (NLW) AND HAZARDOUS WASTE

Under the Western Australian Pollution of Waters by Oil and Noxious Substances Act 1987, the disposal into Port waters of NLW or hazardous waste as defined by the Act is prohibited. NLW or hazardous waste must be retained in holding tanks on board the ship or removed by an approved and appropriately licensed contractor.

4.7 IOPP

All vessels requiring an IOPP Certificate must ensure that it is valid and in date prior to arriving at Fremantle.

4.8 DOCUMENTATION

The following section contains information regarding documents required to be submitted prior to arrival or available at all times.

IMO SHIP SECURITY CERTIFICATE

The ship's Master must **confirm** that the ship has an approved IMO Ship Security Certificate and name of the nominated Ship Security Officer to the port in questions FPA 11 and FPA 12 on the 4our Notice of Arrival Form prior to the ships arrival in port. The Master may be asked to present a copy of the IMO Ship Security Certificate to a Representative of the Australian Government Department of Transport and Regional Services upon request.

FREMANTLE PORTS

Form 48 Hours Notice of Arrival - Form to be submitted by the Master either direct to the port or through the ship agent.

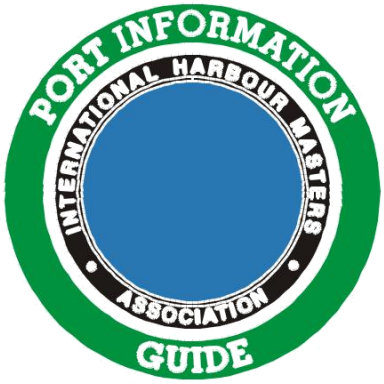
Dynamic Under Keel Clearance Form - Application Form must be submitted to the port as early as possible but no later than 48 hours prior to arrival (for deep draft vessels arriving and departing).

Form W12 - No bunkering or oil between ship and shore or ship and barge is permitted unless prior written application is made on the prescribed form (Form W12). Application must be made 24 hours prior to bunkering.

CUSTOMS, QUARANTINE AND IMMIGRATION

Customs Form 13 - Ship Pre Arrival Report
Customs Form 3B - Ship's Crew Report
Customs Form 2A and 2B - Passenger Reports
Customs Form B523 - Seaports Immigration Clearance Advice
Customs Form B522 - Seaports Notification of Signing Crew On
Customs Form B521 - Seaports Notification of Signing Crew Off
Quarantine Form QPAR - Quarantine Pre Arrival

5 Reporting And Requests



PART II | 5. REPORTING AND REQUESTS

5.1 GENERAL

Masters of vessels in Fremantle Ports are obliged to report and/or request permission for a number of issues/events. This section outlines those requirements.

5.2 ISSUES TO BE REPORTED

Issues / Events To Be Reported	Section	To	Via	How
BUNKERING		VTS	BUNKER FORM	EMAIL FORM REQUEST IN VOYAGER
DUKC		VTS	DUKC REQUEST FORM	EMAIL FORM REQUEST IN VOYAGER
FRESH WATER		VTS	ACTIVITY REQUESTED IN VOYAGER	VESSEL AGENT
HOT WORK		VTS	ACTIVITY REQUESTED IN VOYAGER	VESSELS AGENT
LOWERING BOATS AND RAFTS		VTS	ACTIVITY REQUESTED IN VOYAGER	VESSELS AGENT
IMMOBOLISATION		VTS	ACTIVITY REQUESTED IN VOYAGER	VESSELS AGENT
HULL CLEANING		VTS	ACTIVITY REQUESTED IN VOYAGER	VESSELS AGENT
DRONE FLIGHTS		DHM	VHF 12 0437 642544	EMAIL REQUEST
INCIDENTS (NAVIGATION, POLLUTION, COLLISION, GROUNDING)		VTS	VHF 12	VERBAL EMAIL REPORT AMSA FORMS
CLOSS ANCHOR/CHAIN		VTS	VHF 12 94316333	VERBAL

5.3 INCIDENT REPORTING

Marine incidents must be reported immediately to Fremantle VTS by:

- Any person who has caused or observed a vessel or any other object to strand, collide, sink, cause damage to any vessel, wharf or property, or in any way to obstruct the use of port waters of the Port of Fremantle.
- The Master of a vessel involved in a close quarters situation.

The report is forwarded to AMSA or Department of Transport for prompt investigation.

Incidents which must be reported include those when a vessel:

- Has been involved in a collision with another vessel, a floating object, a fixed or submerged object
- By reason of fire, explosion, capsizing, flooding, sinking, loss or presumed loss of vessel, loss of stability, structural failure, or any other defect or otherwise in such a condition as to affect its safe navigation or give rise to danger or damage to other vessel's property
- Is at a quay which is on fire
- Has been involved in any incident or occurrence which causes or threatens contamination or pollution of the environment by any means or observes such an incident happening
- Has been involved in a grounding in any part of the port waters of the Port of Fremantle
- Has been involved in a close quarters situation
- Has experienced a failure of hull, machinery or navigational equipment
- Has been involved in death of, or serious injury to, any person on board, or caused by a vessel
- Has had a person overboard
- Has caused or observed a vessel or any other object to strand, collide, sink, or cause damage to any vessel, wharf or property within port waters of the Port of Fremantle, or in any way obstruct the use of port waters of the Port of Fremantle
- Observes any other situation that has the potential to cause a near miss, accident, damage to property, personnel or equipment.

The Master, owner, shipping agent, or person having the conduct of the navigation, of a vessel in port waters of the Port of Fremantle must report an incident:

- As soon as reasonably practical to Fremantle VTS
- As soon as reasonably practical thereafter, provide the Harbour Master with full details in writing
- In the case of an obstruction, unless otherwise directed by the Harbour Master, take the necessary steps for its removal.

Complete AMSA Form 18 - *Incident Alert* and AMSA Form 19 - *Incident Report* and send to all relevant stakeholders.

Any reports shall be made to movements@fremantleports.com.au.

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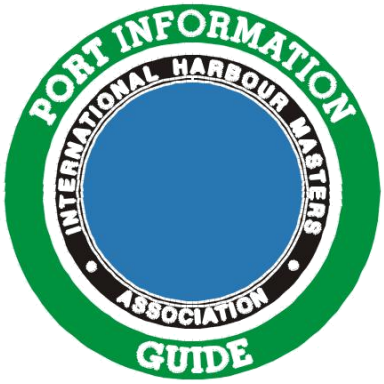
6 Port Description



6.1 GENERAL

Fremantle Ports is a Western Australian Government trading Enterprise with responsibility for facilitating trade through the State's biggest general cargo port. Fremantle Port includes facilities and services managed by Fremantle Ports and private operators, providing and maintaining shipping channels, cargo berths, navigation aids, the Fremantle Passenger terminal, road and rail transport infrastructure in the port area and other port infrastructure such as storage sheds, water, power and public amenities.

Other services provided directly by Fremantle Ports include overall port planning and coordination, ship scheduling and berthing allocation, port communications, mooring, security services, emergency response, hazardous cargo services and quarantine and waste disposal services for vessels.

Three of the jetties in the Outer Harbour are operated by private companies, generally under Special Agreement Acts with the State. They are Alcoa, BP and Cooperative Bulk Handling jetties. The Kwinana Bulk Cargo Jetty and the Kwinana Bulk Terminal are operated by Fremantle Ports.

Services provided by the private sector include stevedoring, towage, pilotage, line boats, bunkers and ship providores. The two container stevedoring companies, DP World and Patrick Terminals operate under leases with Fremantle Ports.

6.2 PORT LOCATION

The Port of Fremantle is the principal general cargo port for Western Australia. It is a sheltered, all weather port situated on the west coast, some 20 kilometres from the State capital, Perth.

Fremantle Port comprises two harbours. The Inner Harbour, designed by Irish-born engineer C.Y. O'Connor and opened on 4 May 1897, is located at the mouth of the Swan River adjacent to the historic City of Fremantle. The Outer Harbour, 20 kilometres further south at Kwinana-Cockburn Sound was opened on 11 January 1955. Its deep-water bulk port facilities were developed to service the Kwinana industrial area, which expanded rapidly in the 1960s and 70s.

The Port of Fremantle maintains a Vessel Traffic Service (VTS) on top of the Port Authority Building (32° 03.20´S 115° 44.23´E).

6.3 PORT LIMITS

The regulations of the Port of Fremantle apply to all waters within the Port Limits. The Port limits are detailed in the Port Authorities Act 1999 and shown on charts relevant to the Port.

Figure 1. Declared Port waters of Fremantle Port

6.4 LOAD LINES

Fremantle sits within the International Load Line Summer Zone.

6.5 MAXIMUM SIZE VESSELS

A vessel whose length overall (LOA) or beam exceeds that described in the following table may, with the Harbour Master's approval, be permitted to transit the Authority's waters after satisfying certain additional operational requirements (eg compliance with a prescribed UKC, weather limitations, towage, etc)

Area	LOA (m)	Beam (m)
(a) Deep Water Channel	350	46
(b) Success and Parmelia Channels	275	46
(c) Stirling and Calista Channels	210	32.5
(d) Woodman, Jervoise and Medina Channels	210	32.5
(e) Inner Harbour and Entrance Channel	300	42
(f) Rouse Head Harbour Entrance	60	10

All tankers in excess of 250 metres LOA and greater than 40m beam in ballast may transit Success/Parmelia Channels at any time day or night in accordance with the weather criteria identified in Section E of this part.

Vessels within these overall dimensions are within our operational parameters and therefore do not require any additional controls. For vessels exceeding any of the maximum stated dimensions may be permitted on direct approval by the Harbour Master. In order to attain approval, the Harbour Master may request simulations or modelling to be completed prior to vessels arrivals to ensure safe operations can be conducted. Resources and additional navigational parameters shall be applied as per the outcomes of a thorough risk assessment conducted between the Harbour Master, the Fremantle Pilots and any other stakeholder involved.

6.6 TIME ZONE

Standard Time Zone for Fremantle; GMT/UTC + 8:00 hour
Daylight Saving Time; DST not in use

6.7 LOCAL HOLIDAYS

- New Year's Day (1st January)
- Australia Day (26 January or following Monday if it falls on a weekend)
- Labour Day (first Monday in March)
- Good Friday
- Easter Monday
- ANZAC Day (25 April)
- Western Australia Day (first Monday in June)
- Christmas Day (25 December or following Monday if it falls on a weekend)
- Boxing Day (26 December or following Monday or Tuesday if it falls on a weekend)

On ordinary holidays, waterside labour is available to work ships in port.

6.8 WORKING HOURS

Fremantle Ports Administration main office hours are from 0800 to 1700 Monday – Friday. The VTS and Port Services operates continuously 24/7 throughout the year.

6.9 PORT CHARTS AND PUBLICATIONS

The following charts cover the Port of Fremantle and Approaches.

- Aus 112 Approaches to Fremantle
- Aus 113 Port of Fremantle
- Aus 114 Kwinana
- Aus 117 Gage Roads and Cockburn Sound
- Aus 754 Lancelin to Point Peron
- US 74581 Port of Fremantle

For ECDIS compliant vessels the relevant electronic charts can be substituted for the paper charts.

AUSTRALIAN NATIONAL TIDE TABLES

- NP 13 Admiralty Sailing Directions Australia Pilot Volume 1
- NP 83 Admiralty List of Lights and Fog Signals Volume K

AUSTRALIAN NOTICES TO MARINERS

- The Australian Seafarers Handbook

6.10 SHIPPING ANNOUNCEMENTS FOR THE PORT AREA

All waters of the Port of Fremantle are within the VHF coverage of Coast Radio Perth (VIP).
Maritime safety information messages including coastal weather forecasts and navigation warnings are transmitted on Channel 67 at the following times.

0718 hours and 1918 hours.

Notice to Mariners are promulgated by FPA or other authorised bodies to vessels and port users intending to navigate in or through the port waters of Fremantle Port of localised or recent changes or hazards. Notices are consecutively numbered, with No. 1 on 1 January of each year. FPA issued *Notices to Mariners* are available on the FPA website.

6.11 PILOT STATIONS

Vessels awaiting a Pilot with a draft of more than 11.0m or without Aus 112 should anchor W of Fairway Landfall Light Buoy (31° 57´S 115° 39´E). The holding ground is firm sand and shell.

Vessels of less than 11.0m draft will be boarded 1.25 miles north west of Hall Bank Beacon (Position 32° 01.4’S 115°41.3’E) in Gage Roads. Masters engaging a Pilot upon arrival should ensure that their vessel does not proceed south of the Pilot Boarding Ground until the Pilot has boarded.

6.12 PORT INFRASTRUCTURE

MAIN APPROACH

Approach to the Port of Fremantle is N of Rottnest Island through Gage Roads, which from sea, is open and readily accessible for mariners in all weathers. The entrance to the roads, between Rottnest Island and the offlying shoals fronting the mainland NE, is about 8 miles wide.

APPROACH AND EAST CHANNEL

The least charted depth in Approach and East Channels is 13.0 m, about 3¼ miles WNW of Buckland Hill Directional Light (32° 01´S 115° 46´E444). East Channel has a maximum authorised draught of 11.0 m. The Western Approaches has a maximum authorised draft of no more than 9.0m.

DEEP WATER CHANNEL

The least charted depth in Deepwater Channel is 16.4 m, about 4 miles NW of Buckland Hill Directional Light. Pilotage is compulsory through Deepwater Channel

FREMANTLE INNER HARBOUR (32° 03´S 115° 44´E)

An artificial harbour constructed within the estuary of Swan River which handles mainly Ro-Ro, container, general cargo and passenger traffic

Fremantle Inner Harbour is entered from Gage Roads via a short-dredged entrance channel which is protected by two rubble breakwaters, North Mole and South Mole. Vessels should avoid crossing the entrance channel; where it is unavoidable the shortest route should be used and within the speed limit of 8 knots.

Depths in the Inner Harbour are designed between 11 and 14.7 m, except for a small area in the NE corner of Inner Harbour, indicated on the chart, where silting occurs.

OUTER HARBOUR

Is comprised of Gage Roads, Owen Anchorage and Cockburn Sound. The three-roadstead's provided spacious anchorages, mostly sheltered from seaward by Rottnest Island (32° 00´S 115° 30´E) and Garden Island, 10 miles SE, and the chain of reefs between and seaward of these islands, extending for nearly 20 miles from Rottnest Island to about 5 miles SSW of Cape Peron (32° 16´S 115°41´E).

GAGE ROADS

Is accessible at all times to all classes of vessel, the other two are only available to vessels which can navigate Success and Parmelia Channels.

COCKBURN SOUND - KWINANA

The Outer Harbour of the Port of Fremantle (Cockburn Sound) can only be accessed via the Success and Parmelia Channels which are entered from Gage Roads through Success Channel (32° 05´S 115° 41´E) and Parmelia Channel (32° 07´S 115° 42´E).

Success Channel (32° 05´S 115° 41´E) and Parmelia Channel (32° 07´S 115° 42´E), which lead S to Outer Harbour to Cockburn Sound, are designed at 14.7 m.

6.13 PORT ACCOMMODATION AND BERTHS

INNER HARBOUR BERTHS

North Quay has continuous quayage 2602 m long with 11 berths. The maximum depth alongside, 14.5 m, is available at berths No 4 to No 10 and are used for container vessels.

CONTAINER TERMINALS

There are two private operator container terminals:

DP World	Berths 4 to 6
Berth Length	528 m
Design depth alongside	14.7m
Bollards	Various 80 - 100 tonne
Fendering	Super cone flat face
Total Terminal Area	13 Hectares
No of container ground slots	2299
No of reefer outlets	498

Portainer Cranes:

Paceco twin lift (No 1 Crane):	
Outreach from Quay	31.6m
Lifting height above wharf	25.9m
Heavy Lift Capacity	65.1 tonnes

Neoll single lift (No 2 Crane):	
Outreach from Quay	37.2m
Lifting height above wharf	31.9m
Heavy Lift Capacity	64.0 tonnes

Paceco single lift (No 3 Crane):	
Outreach from Quay	34.1m
Lifting height above wharf	26.5m
Heavy Lift Capacity	67.1 tonnes

ZPMC Bromma (No 4 Crane):	
Outreach from Quay	50.0 m
Lifting height above wharf	38.0 m
Heavy Lift Capacity	75.0 tonnes

Contact Details:

Company Name	DP World - Fremantle
Contact Person	Stefen Reynolds, Director & GM
Address	1 Port Beach Road North Fremantle
Telephone	+61 8 94300110
Facsimile	+61 8 93351854
Email	Stefan.Reynolds@dpworld.com.au
Website	www.dpworld.com.au

Patricks Terminal	Berths 7 to 10
Berth Length	765m
Design depth* alongside	14.7m*
Bollards	Various 80 - 100 tonne
Fendering	Super cone flat face
Total Terminal Area	220,272m²
Terminal Capacity	550,000 TEU
No of container ground slots	3,500
No of reefer outlets	400

Portainer Cranes:

1996 Samsung Bromma Twin Lift STS 45 (No 1 Crane):

Outreach from Quay	36.6m
Airdraft	30.0m
Heavy Lift Capacity	50.0 tonnes

2006 ZPMC Bromma Twin Lift STS 45 (No 2 Crane):

Outreach from Quay	49.0m
Airdraft	37.5m
Heavy Lift Capacity	75.0 tonnes

2012 ZPMC Bromma Twin Lift STS 45 (No 3 Crane):

Outreach from Quay	49.0m
Airdraft	37.5m
Heavy Lift Capacity	75.0 tonnes

2013 ZPMC Bromma Twin Lift STS 45 (No 4 Crane):

Outreach from Quay	49.0m
Airdraft	37.5m
Heavy Lift Capacity	75.0 tonnes

Contact Details:

Company Name	Patrick Stevedoring Pty Ltd
Contact Person	Peter Cassidy, Terminal Manager
Address	Port Beach Road, North Fremantle WA 6159
Telephone	+61 8 9432 0300
Email	p.cassidy.@patrick.com.au

*The design depth alongside can be subject to siltation and variations to the depth displayed may occur. Enquires should be directed to the Harbour Master's office to confirm depths alongside particular berths.

The Port of Fremantle operates a Dynamic Under Keel Clearance (DUKC) program which nominates specific under keel criteria for applicable vessels. Enquires should be directed to the Harbour Master's office to confirm maximum drafts for any given time.

Vessels with draft exceeding 13.5m will require to apply for DUKC application.

INNER HARBOUR COMMON USER BERTHS

NORTH WHARF

Berths No 1 to No 2 and No 11 to No 12 are common usage berths with a maximum depth alongside of 11.0m.

Total length of berths No 11 and No 12 is 429m with a disused 10m wide articulated stern ramp at the E end.

VICTORIA QUAY

Has continuous quayage 1289m long with 7 berths in commercial use; berths A and B are no longer available to shipping and berths C to H are common user berths. The maximum depth alongside, the overseas Passenger Terminal at berths F and G is 11.2m.

Berths C and D are available for limited lay-up, berths E to H for general cargo excluding livestock and car carriers are discharged at berths E and H.

AVAILABLE DEPTHS

Depths alongside are subject to siltation and the Harbour Master should be consulted to confirm declared depths at particular berths. Declared depths are promulgated regularly by Fremantle Ports Notice to Mariners and also in Australian Temporary Notices to Mariners.

ROUS HEAD HARBOUR

A commercial boat harbour and industrial park, is situated on reclaimed land N and W of Rous Head. Depths in the entrance, and in the S part of the harbour, are maintained at 6.0m. Entry to the harbour is from the S side of North Mole.

OUTER HARBOUR BERTHS

AUSTRALIAN MARINE COMPLEX (SUPPORT FACILITY) (32° 09´S 115° 46´E)

Consists of a mechanical lift dock, berths and ship services. It is situated in Jervoise Bay Southern Harbour on the S side of Jervoise Bay breakwater. These berths are available for the loading and discharging of project related cargoes. Out of Guage cargo not suitable for road infrastructure within Fremantle may be directed to AMC by Fremantle Ports.

Vessels with draft exceeding 10.7m will require to apply for DUKC application.

ALCOA JETTY (32° 11´.5 S 115° 46´.2E)

The Alcoa Jetty is a private facility for loading refined alumina and for the discharge of bulk caustic soda.

The berth is 244m long with a maximum depth alongside of 11.6m and can accommodate vessels up to 200m in length, 30.5m beam and 10.97 m draught. Draft can be increased by utilisation of the port's dynamic under keel clearance programme. Vessels berth bow W.

Vessels load on the N side and discharge on the S side. Loading is by fixed gantry loader with an outreach of 17.45m and vessels have to be moved along the berth for hatch to hatch loading. Gross handling rate for alumina is 1200 tph.

- North Side - Alumina Loading
- All vessels berth port side alongside and use starboard anchor.
- South Side - Caustic Discharge

All vessels berth starboard side alongside and use port anchor. In addition to the use of an anchor, the mooring arrangements at this jetty are specific.

Mooring	Where only two or three self-tensioning winches are available, it is important that they are used to the best advantage for shifting ship:
Forward:	Two (2) Headlines turned up on windlass warping drums Forward spring for warping astern Breastline for holding alongside. Two (2) if not on tension winch Other lines as necessary and available.
Aft:	Two (2) Stern lines One (1) Shore line After spring for warping ahead Breastline as for Forward Other lines as necessary and available.

Vessels with draft exceeding 10.7m will require to apply for DUKC application.

KWINANA BULK TERMINAL JETTIES (32° 12´.7S 115° 45´.7E)

The Terminal Is operated by Fremantle Ports and of consists of two jetties:

- Berth No 1 is not in commercial use.
- Berth No 2 can accommodate vessels loading and unloading bulk products such as cement clinker, mineral sands, silica sands, coal, iron ore, pig iron, gypsum, bauxite, nut coke and various other commodities.

The jetty is 498m long with a berth length of 268m and has a design depth alongside of 12.2m. The Port of Fremantle operates a dynamic under keel clearance programme at this berth which nominates specific under keel criteria for individual vessels. The maximum draft is also restricted by depth of the Stirling Channel which has a design depth of 11.6m. Maximum arrival/ departure draft at KBB2 is 10.6m, deeper drafts will require the use of DUKC.

The berth has one unloader with a maximum grab discharge rate for unloader No 5 being 1200 tonnes per hour. Loader No 4 has a maximum loading rate of 2,800 tonnes per hour.

All vessels must have at least 2 shackles on starboard anchor when berthed port side alongside.

Vessels arriving at a draft of greater than 10.5m may be required to berth starboard side alongside.

Vessels which berth starboard side alongside may be required to swing to become port side alongside at the earliest opportunity after the draft is reduced below 10.5m. Vessels may be required to set-up mooring lines to enable warping of the vessel during cargo operations. Vessels with draft exceeding 10.7m will require to apply for DUKC application.

BP OIL REFINERY JETTIES (32° 14´.0S 115° 45´.2E)

A private facility and consisting of three T-headed berths each 71m long with mooring dolphins. Each berth has an alongside depth of 14.7m.

Berth Nos 1 and 2 can accommodate tankers of 229m LOA and Berth No 3 vessels of 274m LOA with a maximum berth displacement at No 3 of 150,000 tonnes.

Maximum permissible draft at each berth is 13.7m, however the port operates a dynamic under keel clearance programme which nominates specific criteria for applicable vessels.

All jetties have Connex General Marine Loading Arms

KWINANA BULK JETTIES KBB3 AND KBB4 (32° 14´.5S 115° 45´.2E)

These berths are operated by Fremantle Ports and are designed to accommodate vessels unloading bulk products such as, fertilisers, sulphur and petroleum cargoes.

The two berths have a total length of 480m and depending upon operational requirements can accommodate vessels up to 275m LOA. The berths have a designed depth alongside of 13.4m.

Berth No 4 is equipped with a BMH Marine Siwertell auger-type continuous unloader capacity 1,300 tonnes per hour or 17,000 tonnes per 22 hour working day.

The Vickers Hoskings Paceco grab unloader on Berth No 3 has a maximum working capacity of 250 tonnes per hour, with an outreach from the berth of 25m. Grabs and hoppers are also available for hire for geared vessels.

The Siwertell can also operate on Berth No 3.

CO-OPERATIVE BULK HANDLING JETTY (CBH) Grain Jetty (32° 15´.3S 115° 44´.5E)

This facility is operated by the CBH Group for the export of bulk grain.

The berth is 291m long with a depth alongside of 16.8 m. It has four bulk loaders and belt conveyor system capable of handling 5,000 tonnes per hour.

Fremantle Port s operates a dynamic under keel clearance programme which nominates specific under keel clearance criteria for applicable vessels.

All enquiries for the application of the dynamic under keel clearance programme for any berth in Cockburn Sound should be directed to the Harbour Master's Offices to confirm maximum draft on any given day.

AUSTRALIAN NAVAL BASE - CAREENING BAY

Careening Bay is on the SE side of Garden Island in Cockburn Sound. It is entered between Parkin Point (32° 15´S 115° 42´E) and Colpoys Point, 1 mile NNE, and provides berths and facilities for naval vessels. HMAS Stirling is located on the N side of the bay.

Depths in the bay are in excess of 10 m outside the rocks and sandbanks which front the W shore. Prohibited anchorage. Anchoring is prohibited in an area, shown on the chart, 2 cables SE of Colpoys Point.

Facilities:

Wharves, with depths of from 9 to 14 m alongside, are situated in the N part of the bay, W of Colpoys Point.

There is a small boat harbour which is protected by an angled breakwater, in the NW part of the bay.

There are two mooring buoys, A and B. These buoys lie in Naval Waters 3½ cables ENE, and ESE, respectively, of Colpoys Point Light. Two large unlit storm mooring buoys lie 5½ cables and 7 cables NNE of the same light.

6.14 WEATHER AND TIDAL INFORMATION

CLIMATE

Summers are generally hot and dry, lasting from December to late March, with February generally being the hottest month of the year, whilst winters are relatively cool and wet, making Fremantle a classic example of a Mediterranean climate.

Summer is not completely devoid of rain with sporadic rainfall in the form of short-lived thunderstorms, weak cold fronts and on very rare occasions decaying tropical cyclones from Western Australia's north-west which can bring significant fal.ls. The highest ever recorded temperature in Perth was 46.2 °C (115.2 °F) on 23 February 1991, although Perth Airport recorded 46.7 °C (116.1 °F) on the same day.

On most summer afternoons a sea breeze, also known as "The Fremantle Doctor", blows from the south-west, providing relief from the hot north-easterly winds. Temperatures often fall below 30 degrees a few hours after the arrival of the wind change. Fremantle is a particularly sunny city for a Mediterranean climate, receiving between 2800 and 3000 hours of annual sunshine.

Winters are relatively cool and wet, with most of the annual rainfall falling between May and September. The lowest temperature recorded in Perth was −0.7 °C (31 °F) on 17 June 2006. The lowest temperature within the Perth metropolitan area was −3.4 °C (26 °F) on the same day at Jandakot Airport.

Gales - The barometer is a good indicator of the weather, as a rule rising with S'ly and falling with N'ly winds. It invariably gives several hours' notice of the approach of bad weather.

During the winter months gales generally commence from the North and rapidly shift W'ly with a falling barometer.

When the wind shifts to NW with the barometer still falling the wind will be approaching its maximum and may reach gale force. When the wind shifts to the West, or WSW, it generally increases. As the wind shifts S'ly, with a rising barometer and the weather moderating, as it generally does, it continues to back returning to the NE quarter. Should the wind after backing SW, veer to W or NW, the gale is not over, but will probably blow harder than before, the barometer keeping below 1016hPa.

Swell - During winter months heavy swells are experienced in the approaches to Gage Roads.

TIDAL LEVELS

Mean maximum range for the Port of Fremantle is about 0.4 to 0.8 m. Details of tides can be found in the Australian National Tide Tables and Admiralty Tide Tables Volume 4.

- Highest Astronomical Tide 1.380m
- Mean High Water Springs 1.130m
- Mean High Water 1.02m
- AHD 0.756m
- Mean Sea Level 0.790m
- Mean Low Water 0.550m
- Indian Spring Low Water 0.450m
- Lowest Astronomical Tide 0.240m
- Fremantle Datum 0.000m

ABNORMAL WATER LEVELS

Mean Sea Level may be lowered during the summer months, when breezes off the land and high-pressure systems are general, and raised during winter months, when N to W winds and low pressure systems are frequent.

Prior to, and during winter gales, the water may rise to 1.5m, and on rare occasions to 1.8m, above chart datum.

METEO-TSUNAMIS

Over the past few years it has been observed that Fremantle is subject to frequent meteo-tsunamis. A meteotsunamis is a tsunami-like wave of meteorological origin. Meteotsunamis are driven by air-pressure disturbances often associated with fast-moving weather events, such as severe thunderstorms, squalls, and other storm fronts. The storm generates a wave that moves towards the shore, and is amplified by a shallow continental shelf and inlet, bay, or other coastal feature. Most meteotsunamis are too small to notice, but large meteotsunamis can have devastating coastal impacts including strong currents can last from several hours to a day and can cause significant damage.

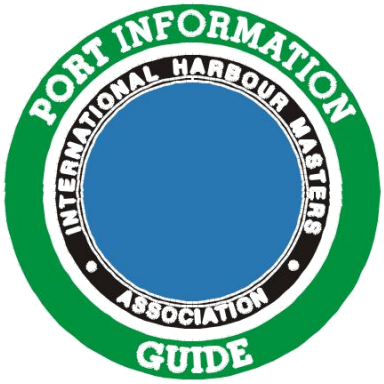
DENSITY OF WATER

Water Density in Fremantle Inner Harbour is 1.025 g/cm3, generally at all tides.

6.15 WEBCAMS

Harbour webcams will soon be found on the FPA website.

7 Port Navigation



7.1 GENERAL

The navigation policy for Fremantle Ports provides for the establishment of Operational Parameters for the safe transit, berthing and unberthing of all vessels using the Authority's waters and berths contained therein. The contents of this handbook are consistent with this policy.

Masters are to ensure that all navigational resources (including charts and documentation) are current and up to date for berth to berth passage planning.

7.2 PILOTAGE

All vessels making entry to Fremantle Ports must approach port limits north of Rottnest Island;

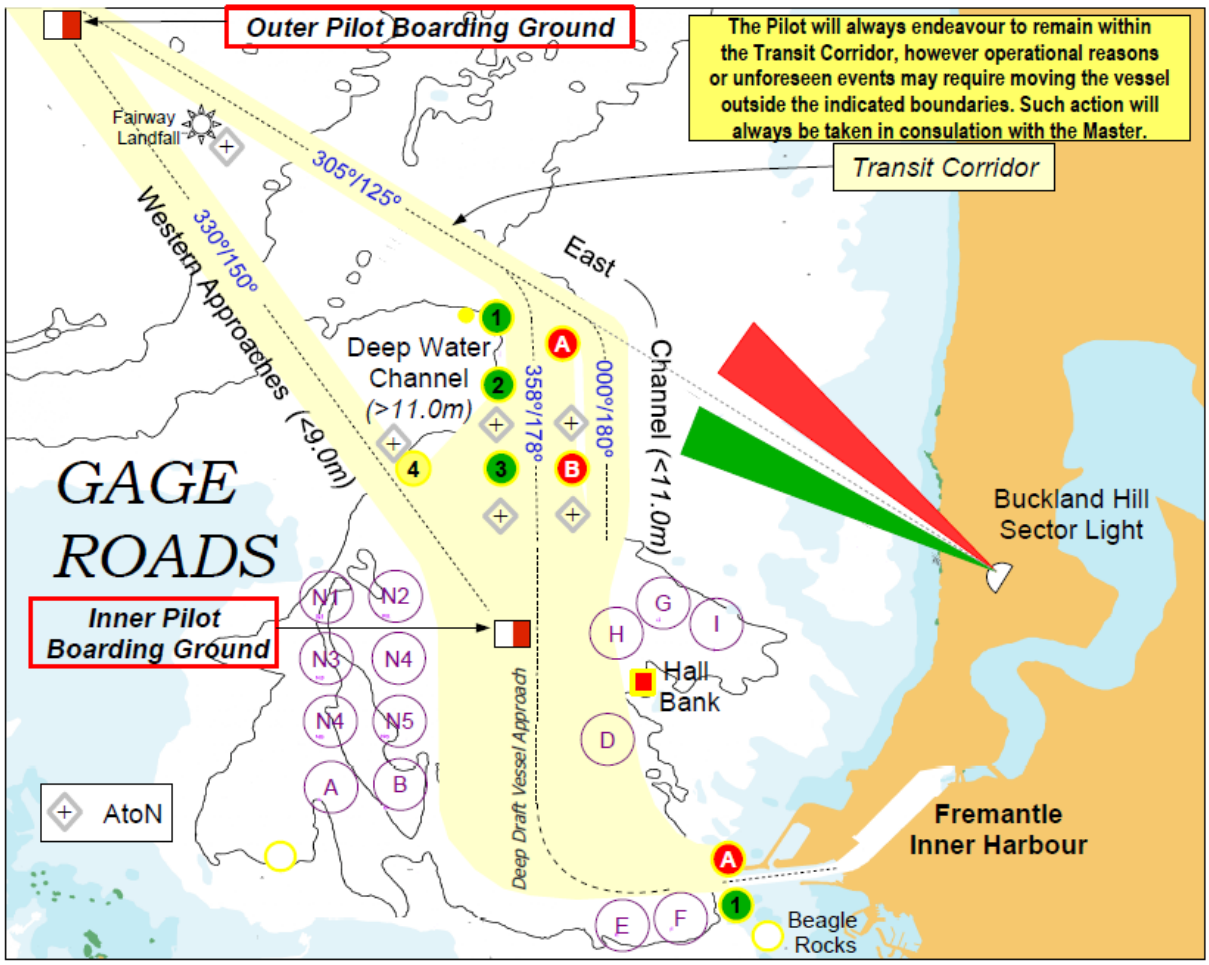
- Pilotage is compulsory within the Port Limits for vessels with LOA exceeding 35m;
- Pilotage from the Outer Pilot Boarding Ground is compulsory for vessels with draft exceeding 11.0 metres. The channel is south-east of Fairway/Landfall buoy and distinguished initially by Buckland Hill directional PEL light (Position 32°01.105'S 115°45.566'E) and provides a depth of 15.2m in the white sector into Gage Roads, the channel being marked by 5 buoys.
- All other vessels should proceed to the Inner Pilot Boarding Ground via the East Channel;
- Pilotage is compulsory for vessels from Inner Pilot Boarding Ground (except exempt vessels);
- Vessels entering or departing Gage Roads with draft exceeding 9.0m and not under pilotage are recommended to use the East Channel, vessels with draft of less than 9.0m may approach Gage Roads through the Western Approaches.
- Vessels less than 11.0m draft will be boarded 1.25 miles NW of Hall Bank Beacon (32° 01.4'S 115°41.3'E) in Gage Roads. Masters engaging a Pilot upon arrival should ensure that their vessel does not proceed south of the Pilot Boarding Ground until the Pilot has boarded.

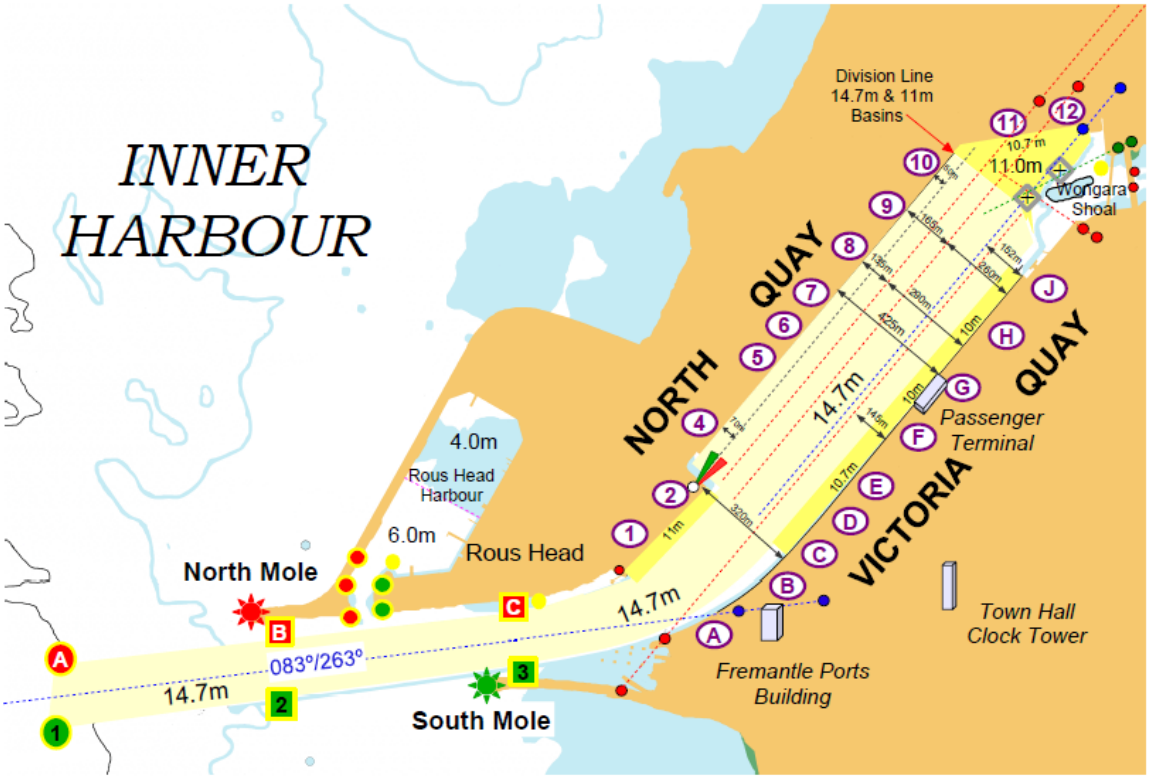
Additionally, the following vessel types will be subject to a "Full Pilot" requirement:

  - Loaded or part loaded LPG carriers (i.e. propane, butane, etc.);
  - Loaded or part loaded Anhydrous Ammonia carriers;
  - Vessels using Deep Water Channel; and
  - Vessels without navigational chart Aus112 (either hardcopy of approved ECDIS).

- At the Master's request, Pilots will board vessels of less than 11.0m draft at the Outer Pilot Boarding Ground. This request must be stated in the 24 hour Notice of Arrival.
- Pilotage from Outer Pilot Boarding Ground will be compulsory for vessels not carrying chart Aus 112 (which shows the Western Approaches and Deep Water Channel into Gage Roads);
- The bank between the 10.0m contour and the Deep Water Channel provides a minimum depth of 10.6m in the white sector of Woodman Lt (Position 32° 07.92'S 115°46.6'E) but is subject to large swells after westerly winds. The Red/White blend of Woodman Lt clears the 10.0m contour on this bank; and
- A minimum depth of 13.1m, in the green sector of Woodman Lt, and close to the east of deep water channel, is available for those vessels which do not require the deep water channel on departure but who may be affected by swell to the west of the deep water channel.

MASTER PILOT EXCHANGE





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FREMANTLE PILOTS

MASTER/PILOT EXCHANGE of INFORMATION

INNER HARBOUR

Ship Name			**Pilot**		
From		PST/SST	**To**		PST/SST

Time	*Height*	*Residual (cms)*			
			Wind	Direction	Speed
Ebb	**Flood**	**Slack**			
HW			**Forecast/Warnings**		
LW					

Pilot Ladder Port/Starboard 2 metres above water with 2 manropes plus heaving line on standby.

TUGS (Bollard Pull @ 85% MCR)		**VHF** ▪ **Tugs/Launches/Moorers Ch.06 (08)**
Svitzer Eagle	65t	
Svitzer Falcon	65t	
Wambiri	48t	
Svitzer Harrier	65t	
Svitzer Albatross	65t	
Chit ID		
Units		
POB		
Departure		
Arrival		
Pilot off		
LOA>275m (yes/no)		
DUKC (yes/no)		
Special Unit Requested		www.fremantlepilots.com.au

■ TUGS USE OWN LINES ■ LOWER TUGS LINE SLOWLY ■ DO NOT SEND LINES UNTIL REQUESTED BY PILOT
■ KEEP PROPELLER CLEAR AT ALL TIMES ■ DO NOT TENSION LINES UNTIL REQUESTED BY PILOT

EQUIPMENT TESTED & OK	Yes/No	**DRAFTS**		Depth	
PILOT CARD COMPLETE	Yes/No	Ford	Aft	Tide	
STEERING MOTORS	One/Two				
ENGINE TESTED ASTERN	Yes/No	Anchors cleared (Y/N)		Draft	
GYRO COMPASS ERROR	H/L			**UKC**	
BOW THRUSTER	Yes/No	HP/kW	%		
STERN THRUSTER	Yes/No	HP/kW	%	**DUKC**	Yes/No
HAZARDOUS CARGO	Yes/No	Type			

■ Plan may alter plan due to operational requirements and any deviations will be discussed. ■ AIS to be in underway mode

■ **BRIDGE TEAM** Continuously monitor passage ☼ Alert pilot of unscheduled deviations ☼ Keep lookout for recreational vessels

MASTER'S SIGNATURE	**PILOT'S SIGNATURE**	**DEFECTS/ADDITIONAL INFO.**
Time:	**Date:** / /20	

MASTER PILOT EXCHANGE OF INFORMATION

Fremantle Ports and the Fremantle Pilots endorse the concepts of Bridge Team and Bridge Resource Management identified in the Australian Maritime Safety Authority (AMSA) Marine Notice 7/1994. The safe and timely movement of ships with a Pilot embarked will be greatly enhanced when there is adequate Master / Pilot Exchange of Information and Pre- passage Briefing.

During the Master Pilot exchange the Pilot will complete the Master / Pilot Exchange of Passage Information form. You are required to provide the Pilot with information about the handling characteristics of your ship using a standard format International Pilot Card.

During the Pre-passage Briefing the Pilot may, where appropriate, include such items as:

- Planned route - location of berth or anchorage - side to
- Anticipated speeds and estimated time of arrival (ETA)
- Minimum static UKC allowance for ship motion - estimated squat
- Emergency anchorages en-route
- Expected traffic
- Tide - current - weather forecast and any limitations
- Navigational aid status including current Notice to Mariners
- Special requirements and use of anchors
- Position to meet or release tugs, embark or disembark pilot
- Intended manoeuvre to approach or leave berth

EMBARKATION REQUIREMENTS

Provide a good lee for the pilot launch and maintain a speed of about 5 - 6 knots or as otherwise advised by the pilot vessel. There are occasions when it becomes preferential to provide a lee from swell rather than wind and sea. Consult with VTS if in doubt;

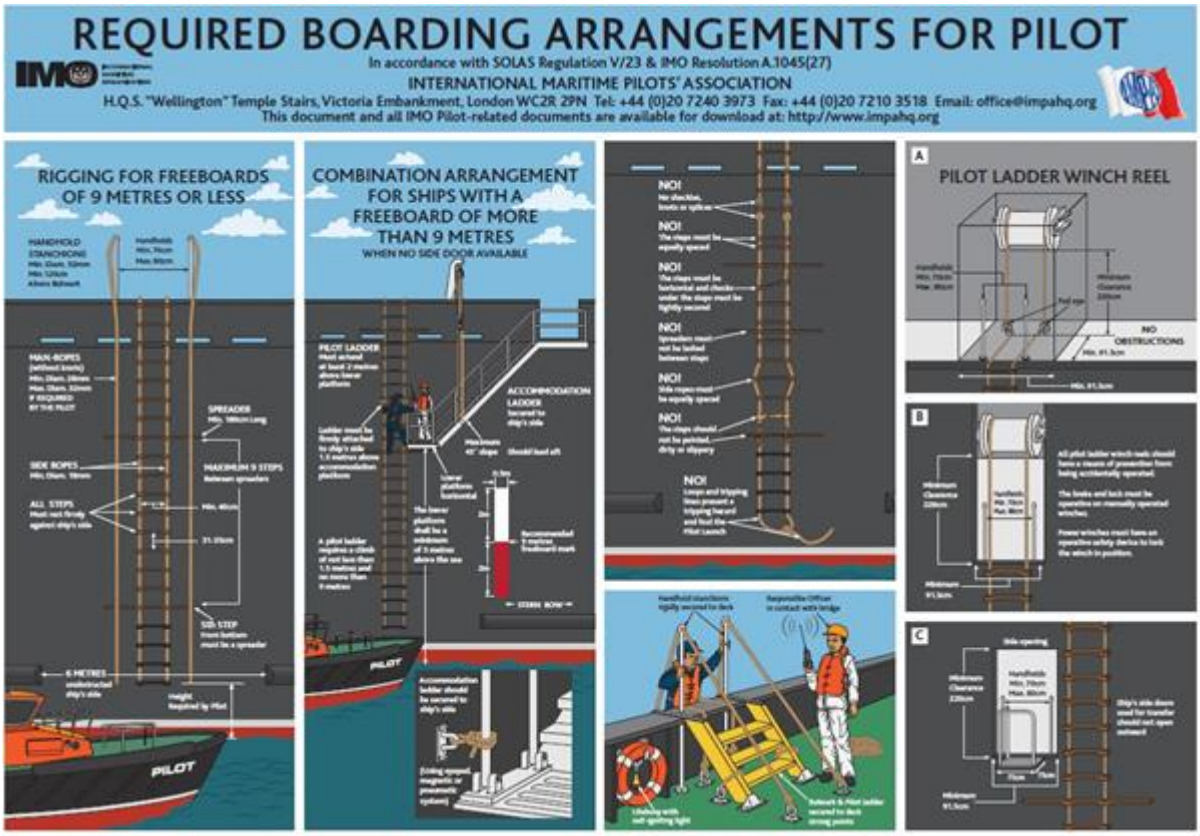
The pilot ladder must be constructed and rigged in accordance with IMO requirements (see Chapter V of SOLAS 1960 for pilot ladders, and Aust. DOT Notice No. 12/1976), also Commonwealth of Australia Navigation Marine Orders No. 15 of 1983. The ladder should be clean, properly fitted with spreaders, well clear of all discharges and outlets, and all outboard fittings which might foul the pilot launch. The bottom of the ladder should be 2.0m above the water. The distance from the waterline to the point of access must not exceed 9.0m;

Two clean manila manropes of not less than 28mm diameter and not more than 32mm diameter are to be securely made fast to the ship, and must not be made fast to the ladder at any point. The manropes must not be longer than the ladder, nor contain any knots;

Where the ladder is rigged over a bulwark, two stanchions are to be securely fitted to the top of the bulwark, one on each side of the ladder, and steps are to be provided from the top of the ladder to the deck;

By night a bright light is to shine downwards and forwards to clearly illuminate the ladder and the ship’s side;

Boat ropes are NOT to be used;



An officer should be in attendance at the ladder, with life-saving appliances ready for immediate use, a heaving line and a portable radio for communication to the bridge.

Retrieving lines should not be used, but if it is absolutely necessary to use a retrieving line, then it should be made fast to the extreme aft end of the lowest spreader step (5 steps from the bottom of the ladder).

Masters are urged to have all gear kept in first class condition, to have it inspected regularly and to ensure always that the ladder and manropes are securely made fast. Serious accidents have occurred through inattention to these matters.

Should the gear and way it is rigged not be satisfactory, pilotage services will be withheld.

PILOT VESSELS - MINIMUM REQUIREMENTS

A vessel required to be used as a Pilot Vessel shall:

- be built, surveyed and licensed specifically as a Pilot Vessel with adequate strengthening to absorb impact
- be highly manoeuvrable with adequate reserve power to safely manoeuvre alongside vessels under way and have excellent sea-keeping qualities
- have a crew trained in all aspects of Pilot transport, transfer and safety
- have a large, clean deck, free of obstructions and forward of the wheelhouse
- have good all-round visibility from the operating and Pilot seated positions.

The vessel shall be fitted with:

- fendering to allow the vessel to come alongside vessels in all weathers. Such fendering shall not interfere, obstruct or hinder pilot transfer
- standard equipment for a vessel of this class and which shall include radar, external broadcast system, horn, etc.
- noise suppression to meet Worksafe WA specifications.
- high quality impact-absorbing seating for crew and Pilot(s) to allow comfortable access to all controls and equipment (engine controls, VHF radio, radar, lighting, etc.)
- adequate on-board lighting to assist Pilot transfer
- on-board safety measures including adequate safety handrails and a continuous track fitted with travellers and safety lines to allow crew and Pilot to remain secured to the vessel while outside the accommodation.
- rescue and equipment to enable a person to be recovered from the water in a horizontal position including:
    - a power operated stern platform complete with propeller guard
    - flood/spot lights suitably positioned to assist the search for a person in the water and illuminate the area
    - a long aluminium body hook
    - operating controls adjacent to the recovery position if a position not visible from normal operating position.

  Note: A quick release side ladder complete with mechanical means to hoist a person from the sea may be considered where a stern platform cannot be fitted.

PILOT BOAT TRANSFER – GUIDELINES & LIMITING CRITERIA

The following table sets out guidelines for the use of specific pilot boats in a combination of environmental criteria. Consideration must be given to:

- A combination of the two (2) environmental criteria must be met
- At least two (2) hours' notice of any severe or gale weather arrival to be given to allow adequate time to potentially suspend Pilot transfer operations
- Should either the pilot or pilot boat master have any additional concerns for the pilot transfer operation that should be taken into account when assessing suitability of Pilot transfer may include but not be limited to:
    - Sea & Swell acting from different directions; and
    - Swell in excess of 5.5m still running at the OPBG, even after the wind force has dropped below 35 knots following sustained gale force wind

	OUTER PILOT BOARDING GROUND (OPBG)			ALL PILOT TRANSFERS (Night)		ALL PILOT TRANSFERS (Day)	
PARMELIA	YES	Assess	NO	Asses	NO	Assess	NO
PADDY TROY	YES	YES	Assess	Assess	NO	Assess	Assess
BERKELEY	YES	YES	Assess	Assess	NO	Assess	Assess
Wind Speed & Direction (10 min Average)	< 25 knots (Any direction)	25-30 knots (250° thru 050°)	> 30 knots (250° thru 050°)	30-35 knots (Any direction)	> 35 knots (Any direction)	35-39 knots (Any direction)	> 39 knots (Any direction)
AND	AND	AND	AND	AND	AND	AND	AND
Sea & Swell Height (from applic. wave rider bouy)	Not applicable	≥ 2m Deep Water WRB	≥ 4m Rottnest DWRB	Not applicable	Not applicable	Not applicable	Not applicable

7.3 ANCHORAGES

The following anchorages, as shown on approved navigational charts, are available for vessels to hold at prior to moving to their berth:

- Vessels of less than 11.0m should anchor in the western area of Gage Roads as directed by the VTS. Holding ground is fine sand and coral;
- Vessels with a draft of 11.0m or greater should anchor at the Outer Port Limits Anchorage (31° 57S 115° 35E) as directed by the VTS. Holding ground is fine sand and coral.
- Vessels at anchor are permitted to operate their own boats by suitable arrangement with Customs. A ferry service will only be provided through arrangement with the Agent.
- Refer also to Section 5 of this handbook for information on communication and reporting procedures.

PROHIBITED ANCHORAGES

- As marked on chart Aus 112, anchoring is prohibited:
- Between Fairway/Landfall Buoy and No.1 Deep Water Channel;
- within Deep Water Channel;
- South of Deep Water Channel between western and eastern Gage Roads anchorages; and
- Between a line drawn through South and North Mole lighthouses and a line running 263T from South Mole to a line running 349° parallel to the western beacons of Success Channel.

Other areas which are prohibited anchorages (ref Aus 114 and Aus 117) include:

- Success Channel/Parmelia Channel;
- Stirling Channel/Calista Channel;
- Woodman Channel; and Medina Channel.

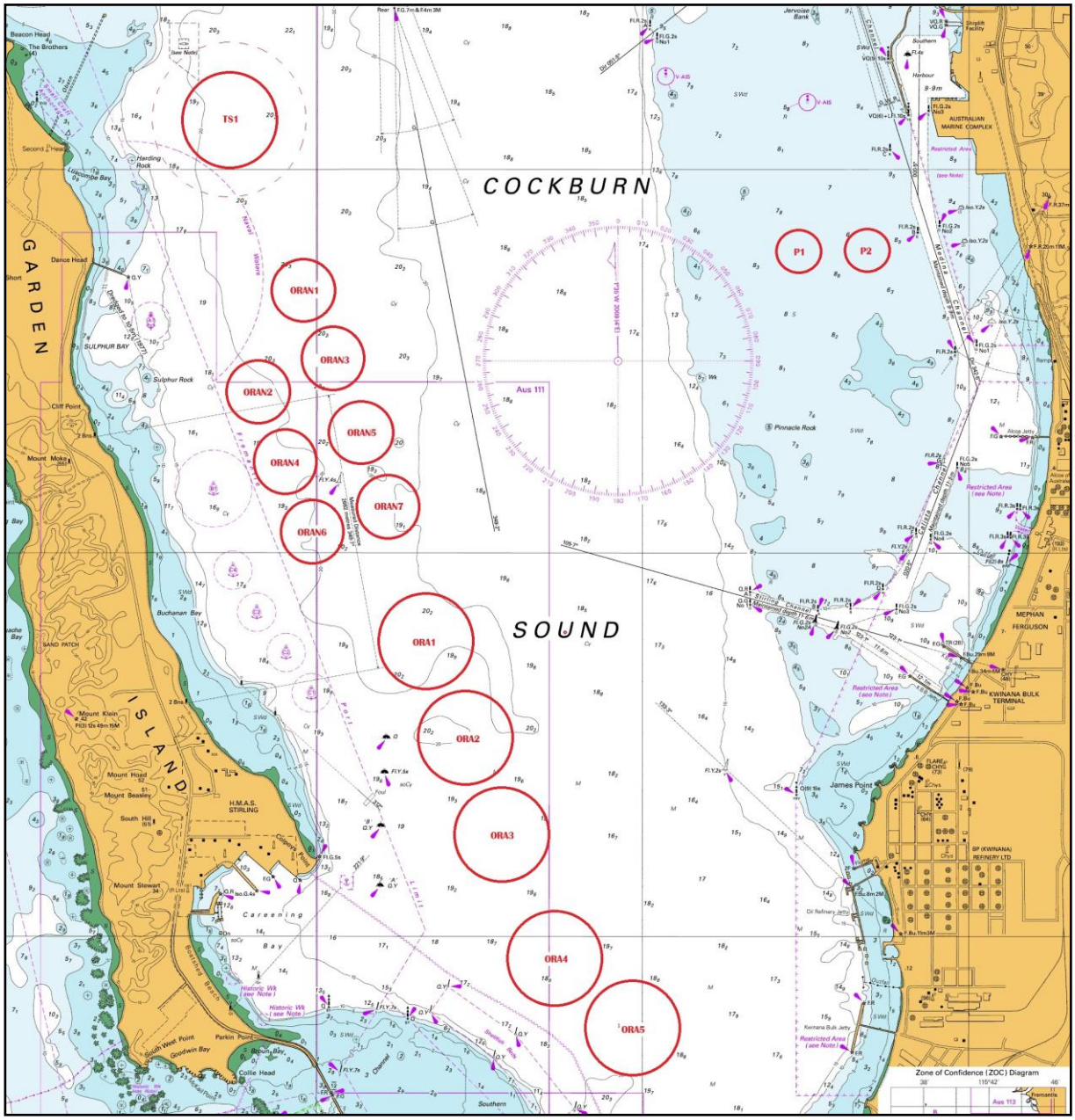


Fig 1.2 Cockburn Sound Anchorages

- Vessels which are in Cockburn Sound can anchor at the following locations:

ORA	-	Dedicated anchorage for larger vessels berthing at the BP berths and the Grain Jetty
ORAN	-	Dedicated anchorage for vessels doing cargo operation at AMC, ALCOA KBB2, KBB3 and KBB4.
AMC PADDOCK	-	Two temporary anchorages to be used operationally for barge movements.
TRANSHIPMENT	-	Open anchorage near channel in place for potential future transhipment operations.

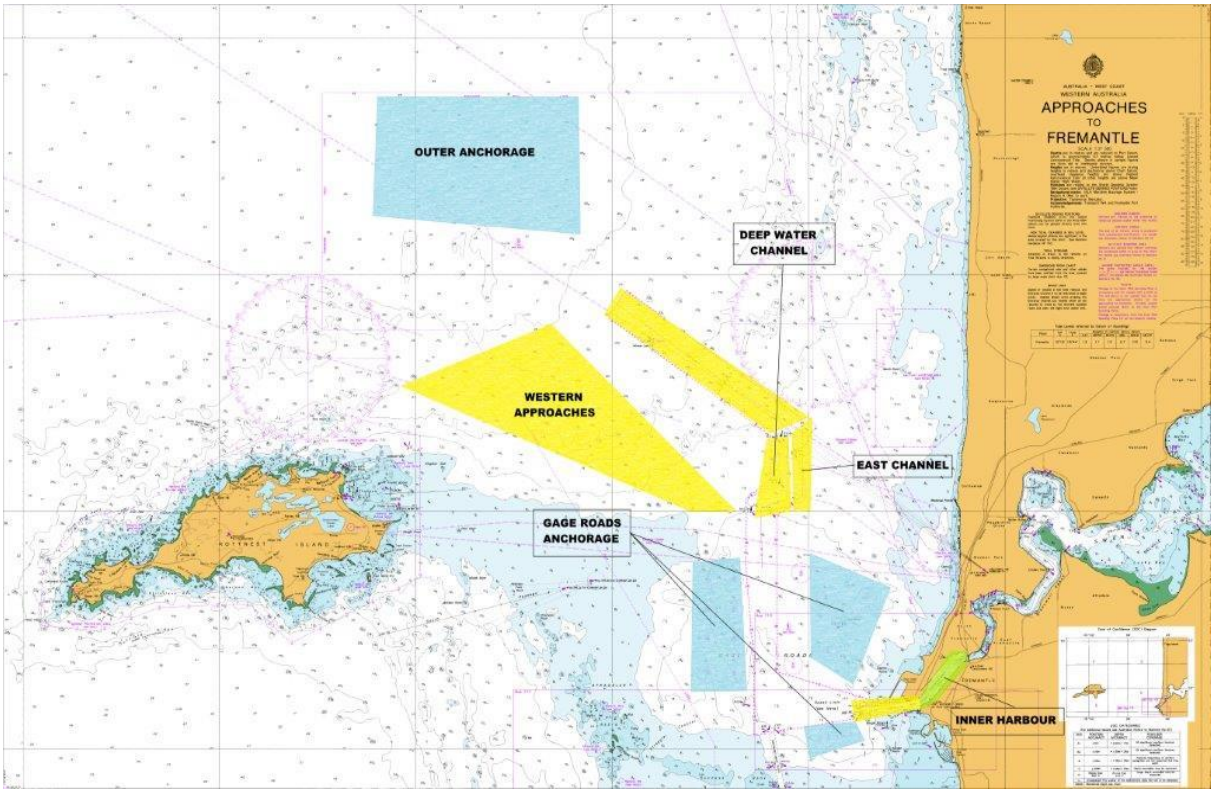


Fig 1.3 Gage Roads and Outer Anchorages

7.4 ARRIVAL DRAFTS (MINIMUM)

For safe navigation, the ship's propeller should be immersed, the bow deep enough for adequate vision from the bridge and draft suitable for the vessel size in order to minimise leeway (see table). Vessels which cannot meet the criteria for minimum draft may be delayed if wind conditions are unfavourable.

TABLE OF RECOMMENDED MINIMUM DRAFTS		
DWT	**FWD Draft**	**AFT Draft**
Up to 10000	2.0	No more than 0.6m of the propeller to be exposed
10000 - 20000	2.0 - 2.5	
20000 - 30000	2.5 - 3.0	
30000 - 50000	3.0 - 5.0	6.5
50000 - 100000	5.0 - 7.0	6.5 - 7.5
100000 - 150000	7.0 - 8.0	7.5 - 8.5

7.5 DYNAMIC UNDER KEEL CLEARANCE (DUKC®)

Fremantle Ports operates a Dynamic Under Keel Clearance program which nominates specific criteria for applicable vessels to:

- Ensure that ships arriving, departing or operating within the port and transiting the Deep Water, Success & Parmelia, Stirling or Calista channels have sufficient under-keel clearance at all times; and
- Assist the terminals to maximise cargo lifting and throughput of vessels whilst maintaining safety parameters.

Vessels equal to or exceeding the following parameters will be required to undergo DUKC calculations before movement permission is granted.

Arriving or departing the Inner Harbour	13.50 metres
Arriving or departing Alcoa Jetties	10.70 metres
Arriving or departing KBT (KBB2)	10.70 metres
Arriving or departing Cockburn Sound	13.00 metres

DUKC requires specific ship information about vessel dimensions and stability for the proposed transit. This information must be obtained by the Agent on behalf of the Master and entered into Voyager-PMIS by the Agent.

SPECIFIC TRANSIT TIME

Where an Agent has requested a specific transit time, DUKC may be manually run approximately 23 hours before the specified transit time using tidal window so as to establish that the specific transit time will in fact fall within the window.

If the specified transit time does not fall within the calculated tidal window, the VTSO should immediately advise the Agent so that an alternative time can be established. If the specified transit time falls within the calculated tidal window then a ‘specific transit’ will then be run approximately 1/2 hour before the Pilot is scheduled to leave his office.

REQUEST FOR TIDAL WINDOW

Where an Agent has requested an available window for sailing a vessel, DUKC should be run on vessels arrival. The Agent should be advised through Voyager-PMIS of the window so that he can determine with the terminal and Master a suitable time for transit. Once a specific transit time has been nominated then the movement should then be treated as a specific transit DUKC calculation as above.

MAXIMUM DRAFT CALCULATION

An Agent or terminal loading out of Fremantle may request an optimised maximum draft for sailing. There are two options for maximizing draft.

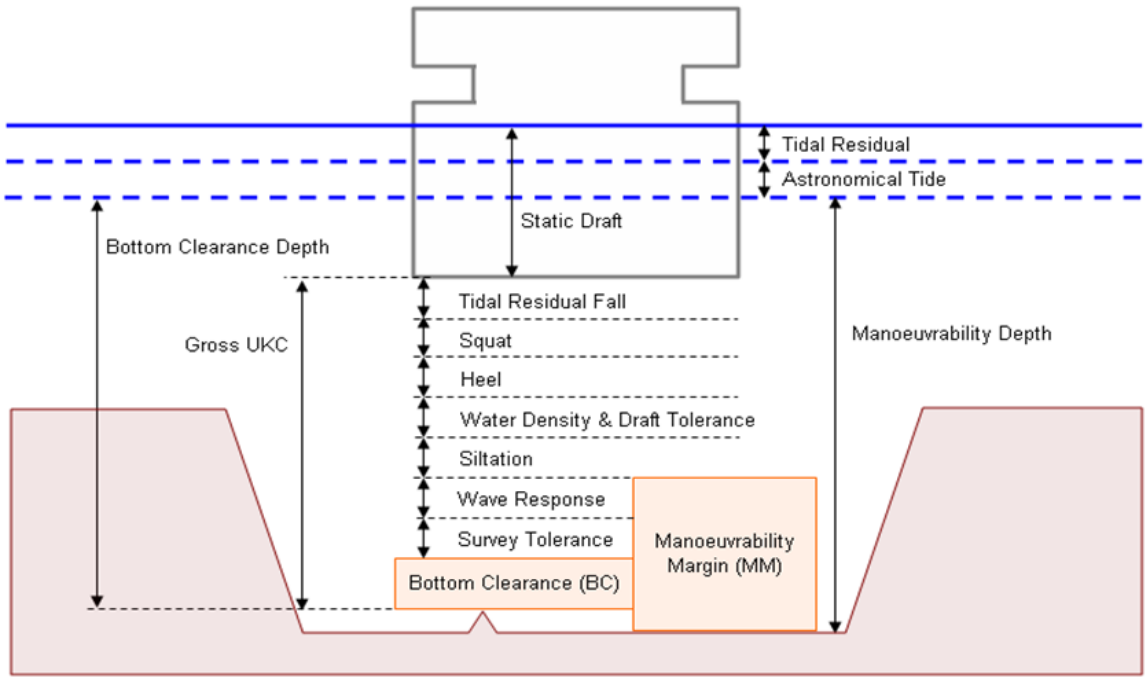
- Optimise draft and transit time for a high water
- Optimise draft for a fixed transit time

23 hours before ETD HW, max drafts should be calculated for sailing time or high water;

11 hours before the nominated sailing HW, maximum drafts should be calculated, using the draft scheduler for a 2 hour window around the nominated sailing time or high water;

DUKC AND STATIC CALCULATION

DUKC5 takes all possible factors into account to estimate the expected drafts in any loaded condition on any particular vessel. See diagram below showing the variables which are included in the calculations.



The results are then given calculating a Manoeuvring Margin (MM) and a Bottom Clearance (BC).

Bottom Clearance	-	Minimum distance between ship hull and channel bed
	-	Minimum BC allowed during transit 0.25m
Manoeuvrability Margin	-	Ensures there is sufficient water passing around the vessel hull and rudder for the vessel to be controlled.
	-	It is not affected by small dynamic motions (wave response) or localised shallow areas.
	-	Minimum MM allowed during transit generally 0.9m

With the latest version of DUKC (DUKC5) we are able to calculate available windows up to 5 days prior to passage. The accuracy of the results improves as the elapsed time is reduced.

For Static UKC calculations the following parameters shall be applied.

Design Depth	Static UKC
Deep Water	15%
Inner Harbour	1.0m
Success / Parmelia	*13-14%
Woodmans / Jervoise / Medina	10%
Stirling	1.0m
Calista	1.0m

*13% Summer (November to April) 14% Winter (May to October)
9.2 Speed

7.6 SAFE TRANSIT SPEEDS

(a) A vessel transiting channels within the Authority's waters shall do so at a speed consistent with the safe navigation of such vessel.

(b) Transit speeds of deep draft vessels in Success and Parmelia channels shall be limited to those listed in the table below notwithstanding the observance of the conditions contained in (a) above.

(c) Transit speeds of deep draught vessels using "Real Time" UKC programme may also be restricted in the Deep Water Channel and its approaches, and Gage Roads.

Vessel's Draught (m)	Maximum Speed (knots) approx
< 10	13
10 to 12	11
> 12	9

- Vessels are restricted to 12.0 knots when transiting Success and Parmelia Channel. Any vessels requiring to transit at speeds greater than 12.0 knots must get Harbour Master approval.

- Vessels are restricted to 8 knots when transiting the Inner Harbour after passing the western end of A berth near the Fremantle Maritime Museum.

7.7 MINIMUM DEPTHS

The minimum under keel clearance for vessels underway must not be less than 1.0 metres at any time. This may be reduced under certain circumstances but subject to Harbour Master approval.

The minimum under keel clearance for vessels berthed in the Inner and Outer Harbour Port of Fremantle is 0.5m at all times. This may be reduced to 0.3m in the Inner Harbour under certain circumstances but subject to Harbour Master approval.

7.8 RIGHT OF WAY

The IMO Collision Regulations shall apply to all vessels when operating in Fremantle Ports.

Vessels transiting the port using the Dynamic Under Keel Clearance program and operating within a tidal window shall have priority relevant to the tidal window.

Vessels with labour waiting shall have priority over vessels without labour.

Rules of the road shall apply at all times.

7.9 CHANNEL RULES

The following procedures are to be adopted in maintaining safe navigational control and separation of shipping within the channels of the Port.

“Under Pilotage” is to include all vessels under navigational conduct of a Pilot, of an Exempt Master and also all vessels under navigational conduct of a Master Holding a Certificate of Local Knowledge. In the case of the Deep Water Channel, these procedures will also be applicable to vessels which will subsequently be “Under Pilotage” to enter the port, or which have been “Under Pilotage” on departing the port.

In the context of these procedures, “Small Vessels” means vessels of less than 35 metres LOA and also with a draft of less than 3 metres, except where otherwise specified.

The restrictions indicated in these procedures are not applicable to tugs that are attending to vessels under pilotage, which are navigating relevant channels.

DEEP WATER CHANNEL

Vessels transiting the Channel in the same direction shall maintain a distance of not less than 1 mile.

Vessels are not permitted to transit the channel in opposite directions simultaneously if both vessels are constrained by their draft and required to comply with the total lateral limits of the channel.

Small vessels will be permitted to transit the Deep-Water Channel at any time, provided they keep clear of other vessels and keep to side of channel on own starboard side.

INNER HARBOUR ENTRANCE CHANNEL

Vessels under pilotage transiting the channel in the same direction shall maintain a clear distance apart of not less than 1 mile. Vessels under pilotage are not permitted to transit the channel in opposite directions simultaneously.

Small vessels will be permitted to transit the Inner Harbour Entrance channel at any time, provided that they keep well clear of vessels under pilotage and keep to the side of the channel on their own starboard side.

An exception applicable to this channel is that ferries will observe procedures as per small vessels.

SUCCESS AND PARMELIA CHANNEL (S&P)

Vessels, under pilotage, transiting these channels in same direction, shall maintain a distance apart such that no more than one vessel will be in the Success or Parmelia Channel at the same time.

Vessels under pilotage are not permitted to transit combined channels in opposite directions simultaneously.

Small vessels may transit the combined channels at the same time either in the same or opposite direction. When a small vessel is required to pass a vessel under pilotage, the small vessel shall keep clear of the marked channel to eastern side but remain within 50 metres of the eastern toeline.

WOODMANS/JERVOISE/MEDINA CHANNELS

Vessels under pilotage transiting the combined channels in the same direction shall maintain a clear distance apart of not less than 1 mile.

Vessels under pilotage are not permitted to transit the combined channels in opposite directions simultaneously.

Small vessels will be permitted to transit the combined channels at any time, provided that they keep well clear of vessels under pilotage and keep to the side of the channel on their own starboard side.

STIRLING AND CALISTA CHANNELS

Vessels under pilotage transiting the combined channels in the same direction shall maintain a clear distance apart of not less than 1 mile.

Vessels under pilotage are not permitted to transit the combined channels in opposite directions simultaneously.

Small vessels are not to be permitted to transit the combined channels at any time that a vessel under pilotage is navigating the combined channels. This restriction does not apply when the vessel under pilotage is under the navigational conduct of a Master holding a
Certificate of Local Knowledge.

CHANNEL PRIORITIES

Channel Priorities may have to be determined for vessels that require to navigate channels in opposite directions. Berth availability or commercial guidelines will normally determine priority, with compliance of a Harbour Master's direction when necessary. The exception being that in all circumstances where a vessel is constrained by a UKC or DUKC requirement, that vessel will have the priority relevant to the tidal window available.

INNER HARBOUR SIMULTANEOUS MOVEMENTS

Simultaneous movements of vessels shall not be permitted in the Inner Harbour. This parameter may be waived by the Harbour Master in consultation with the Duty Pilot for circumstances where resources are available and where the movements will not interfere with the safety of either vessel. No part of this parameter applies to local ferries or Australian sail training vessels.

7.10 NO.1 NQ BERTH RESTRICTIONS

FPA shall make best endeavours to position ships at No.1 NQ such that the extremity of the ship does not overhang the western end of the berth. In the event that a ship of 270m LOA or more will be transiting the Entrance Channel while a ship is at No.1 NQ, no ship greater than 25m beam will be allocated to No.1 berth. If a vessel beam exceeds 25 metres, the vessel may be requested to shift to another berth or to an available anchorage to allow the passing vessel to pass clear and unrestricted.

7.11 WEATHER RESTRICTIONS

When transiting, berthing and unberthing vessels, due consideration shall be made of the prevailing weather conditions.

Maximum wind speed operating limits refers to the 10-minute average as recorded at the FPA administration building.

Daylight is to mean the period from AM Civil Twilight to Sunset.

During adverse weather conditions and unless otherwise deemed unsafe by the Harbour Master, the Pilot and vessel's Master shall determine if it is safe to move the vessel. The movement may be subject to special conditions, e.g. change in the weather, additional towage, "Real Time" UKC window, etc.

TANKERS

(a) LOA Greater than 210 metres

Special conditions shall apply to large petroleum tankers (LOA greater than 210 m) at the Oil Refinery Jetties. The movement of these tankers, both berthing and departing, shall be conducted in accordance with the following criteria when strong winds are being experienced or are imminently expected from the sector between 210º and 300º (through west):

Large Tankers (LOA >210m <265m)	**AA Tugs**	**AA Tugs**
Loaded	Max wind 35 kn	N/A (max wind 35kn)
In Ballast or Light Load	Max wind 30 kn	Max wind 35 kn

Large Tankers (LOA > 265m)	**AA Tugs**	**AA Tugs**
Loaded	Max wind 30 kn	Max wind 35 kn
In Ballast or Light Load	Max wind 26 kn	Max wind 30 kn

(b) Large Tankers (LOA >230m) Conducting Success / Parmelia Channel Transits in Strong beam winds.

Tankers entering in loaded condition may be restricted to reduced speed due to compliance with Dynamic Under Keel Clearance criteria. Under such circumstances, transit of the Success Parmelia channel will not be attempted if the apparent wind at the ship requires an excessive leeway bias. A guideline indication is that a ship constrained to a speed of 7 knots may not be able to maintain an acceptable track in beam winds (apparent direction) of greater than 30 knots.

Tankers entering or departing in a light load or ballast condition must be assessed for leeway bias before entering the Success/Parmelia Channel. If the leeway bias is excessive, the transit is not to be conducted. If necessary, due to persistence of weather, the ship should be taken to anchor.

(c) LPG Carriers

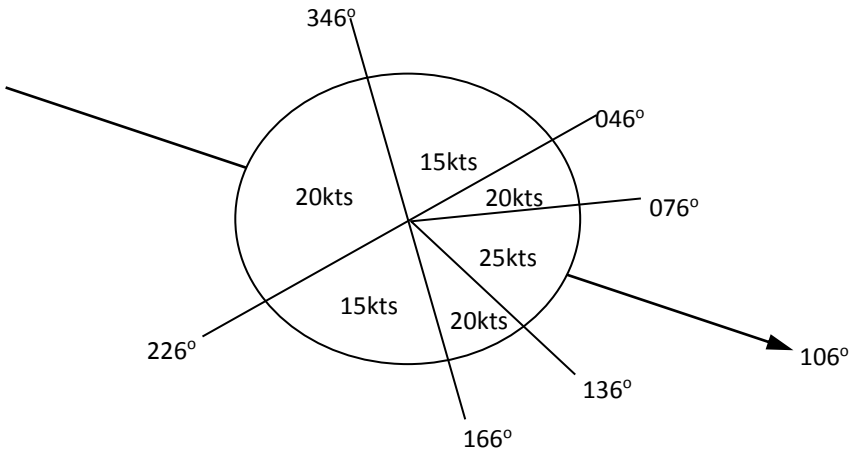
LPG Carriers are not to transit Stirling Channel in beam winds exceeding a maximum shown below:

LOA 190m or less	25kn
LOA >190m	15kn

Large LPG Carriers (LOA >210m, beam >32m), are restricted to daylight movements in the Stirling Channel.

These ships are also subject to specific wind factor restrictions in the Stirling Channel as shown in the following diagrams:

ENTERING



1) 2A Class tugs as standard criteria.

2) Weather forecasting for berth period, arrival to departure. Ship only to proceed from Gage Roads based on favourable information.

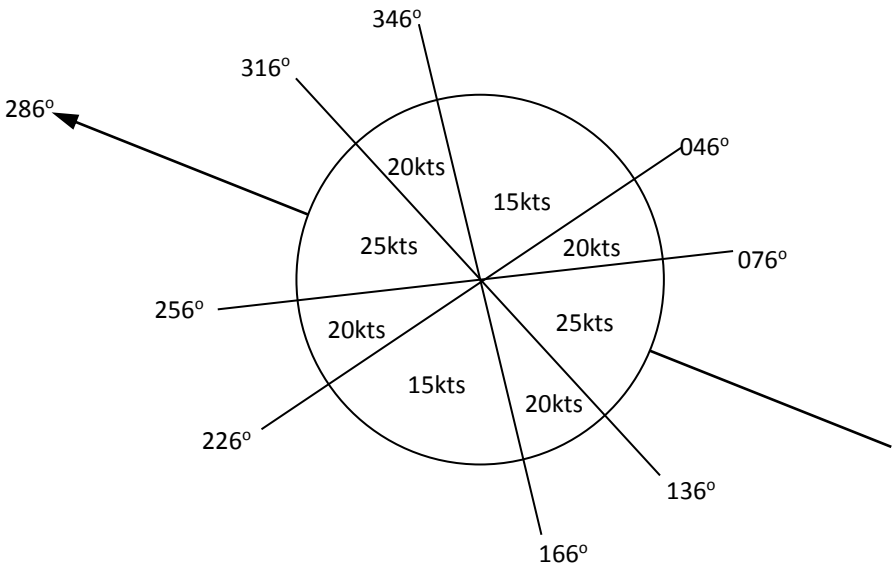
3) Maximum wind speed at any time not to exceed 25 knots.

4) Tugs to be consulted about safe working speed necessary to accommodate possible increase in ships speed, because of proposed changes to wind criteria.

5) Additional towage may be required in certain conditions.

6) Vessels characteristics, loaded condition and mechanical performance will be considered when applying parameters. Vessels with proven conditions may have less restrictions applied to a transit of the channel.

DEPARTING



1) 2 A Class tugs.
2) For 'weaker' engine ships reduce wind by 5 knots in all sectors except astern '25 knot' segment.

HIGH SIDED VESSELS

This section refers to car, livestock, gas, woodchip or other specialised ships with a high freeboard and includes vessels presenting in an unusual trim or ballast condition, or with deck cargo resulting in a high windage.

(a) High sided vessels of LOA > 190m will not enter the Inner Harbour in maximum wind speeds more than 33 knots.

(b) Vessels may have more stringent restrictions where winds are planned from NW direction.

BAE SHIPLIFTER AND WETBERTH

As a guide, wind speeds above 15 knots across the Shiplift are likely to result in a postponement of the docking / undocking activity. During adverse weather conditions, the Master in consultation with the pilot, will decide if it is safe to berth or unberth the ship at the WETBERTH.

CABU PANAMAX DRY BULK/CAUSTIC SODA CARRIERS

Stirling Channel	maximum beam wind 20 knots
Berthing	maximum beam wind 20 knots, maximum wind 27 knots

Other than as above, there are no current restrictions in force. However, ship's masters should check Australian Notice to Mariners and consult with the port through the ship's agent prior to arrival at the port.

7.12 CRANE CLEARANCES FOR BERTHING

All shore-based cranes, gantries, gangways and other equipment shall be located at least 20 metres clear of either end of the allocated section of berth when berthing and unberthing.

If this is not possible, then such cranes, gantries, etc shall be placed within 20% of a vessel's length from the mid length position of the vessel alongside.

Calculations to determine the positioning of UL3 at KBB3 and KBB4 will not include the unloader's horizontal arm as part of the relevant length of the unloader.

At KBB2, in the event that a vessel is scheduled to berth immediately subsequent to the departure of an LPG carrier, these parameters may be waived to the extent that the gantry position will not be required to meet these parameters if it is not practicable to move the gantry.

Berth operators shall be responsible for the correct positioning of cranes, gantries, etc prior to the berthing and unberthing of vessels. Correct positioning can be confirmed by liaison with the Authority's Movement Control on 94316303 or Signal Station on 94316333.

Except in exceptional circumstances, a vessel will not be berthed or unberthed if cranes, gantries, etc are not positioned correctly.

For the following berths, shore cranes and gantries shall be placed in the positions identified:

BERTH LOCATION OF CRANE OR GANTRY

Berth	Location of Crane or Gantry
KBB 2 (See note above)	Adjacent the mid-length position of the vessel when alongside
KBB 3	Both gantries placed together adjacent to the mid-length position of the vessel when alongside or one gantry at the extreme northern end of the berth and the other gantry adjacent to the mid-length position of the vessel when alongside
KBB 4	Either in the storm lock position at the southern end of the berth, adjacent to the mid length position of the vessel when alongside, or on KBB3
Kwinana Grain Jetty	Vessels Less than 120m length: Two gantries positioned at the northern extremities and two gantries at the southern extremity of the jetty
Kwinana Grain Jetty	Vessels over 120m length and less than 180m length; Two gantries at the mid-length of the vessel when alongside and one gantry at either extremity of the jetty
Kwinana Grain Jetty	Vessels over 180m; Four gantries positioned together adjacent to the middle of the vessel when alongside

For vessels departing from the KGJ, the loaders may be positioned such that they are in the position as described above for the next oncoming vessel.

** These criteria temporarily amended to suit loader manoeuvring constraints.

The nominal standard for clearance between vessels is 20 metres on Inner Harbour and KBJ berths. This standard may be varied in recognition of the vessels concerned and specific mooring requirements or facilities.

7.13 SHIFTING OR WARPING OF VESSELS

Except to prevent imminent hazard to the vessel or its crew, no vessel which is subject to the Pilotage Act will reposition itself inside the inner harbour without having a Pilot onboard.

Unless there are exceptional circumstances, the main engine is to be available for all removals and warping's.

- Removal from one berth to different berth (as per towage table); and
- Warping along wharf over 50m, in accordance with the following

Vessel LOA	With Main Engine	without Main Engine
110 to 160m	A tug	AA tugs
Over 160m	AA tugs	AA tugs

Where a vessel must be shifted along a continuous quay length by a distance of 1/3rd of the ship's LOA or 50m, which ever is less, then a Pilot and Lines Boat shall be ordered.

7.14 TOWAGE

All tugs in the Port of Fremantle are privately owned and operated. Tugs are available 24 hours. Please note that a minimum of 2 hours notice is required for A Class tugs in the Inner and Outer Harbours. C Class tugs require 2 hours notice for Inner Harbour and 3 hours notice for Cockburn Sound.

Masters' requirements regarding the number of tugs as well as thrusters that are operational should be advised at the time of the notification of vessel arrival time, otherwise tugs will be ordered as per the list below or the Pilot's special requirement.

Tugs are ordered by the vessel's Agent. Any requirement above the minimum shown in the lists should be advised accordingly.

The tug allocation lists are for average weather conditions (wind speed less than 25 knots) and assume no constraints at a vessel's berth. Additional towage may be required by Fremantle Ports due to adverse weather or constraints at a berth.

INNER HARBOUR TOWAGE

Towage assistance within the Inner Harbour shall be provided for vessel movements in accordance with guidelines contained in the table Towage Assistance (Power Units) –Inner Harbour. They represent the minimum number of power units required to assist berthing, unberthing and removal of vessels and assume that except where otherwise provided, such movements are carried out in wind conditions up to and including 25 knots mean wind speed and a tidal influence not exceeding 1 knot and notwithstanding any assessment made by the Pilot in consultation with the vessel's Master.
Unless advised otherwise, the current procedures for the allocation of tugs in both the Inner and Outer Harbours shall be in accordance with the Operational Parameters for the Port of Fremantle. The Duty Pilot will review towage allocations for the next day and make recommendations.

At all times however, Shipping Agents are responsible for the ordering of tugs required for vessel movements direct with the tug company concerned. The incorrect provision of towage assistance may result in lengthy delays to a vessel's programmed movement.

Variations to these parameters requiring the use of an extra power unit or units may be considered if:

- Vessels Masters request in consultation with the Pilot.
- Wind conditions exceed 27 knots (10 minute average) or tidal influence exceeds one (1) knot
- If vessel is fitted with a "right hand" controllable pitch propeller
- If a vessel has excessive freeboard, trim or heel, is carrying deck cargo or has unusual hull shape, e.g. excessive flare of bow or stern or projections overside
- A vessel is "boxed in" at a berth (a special rudder does not replace a tug for unberthing)
- A "dead ship" movement or reported engine problems.
- Cranes, gantries, etc. are not located in accordance with parameters
- The bollards are such that a standard towage unit cannot use maximum pulling force.

TUG DESIGNATIONS

A ASD with a bollard pull of > 60T @ 85% MCR over the bow
B ASD with a bollard pull of > 35T @ 85% MCR over the bow
C Twin screw, twin rudder launch with a bollard pull of 10T @ 100% MCR

THREE TUG PARAMETERS

- Vessels ≥ 275m LOA shall have minimum towage of two (2) A Class Tugs
- Vessels ≥ 275m LOA allocated two (2) A Class Tugs must have an operational and compliant bow thruster
- Vessels with a displacement > 100,000 tonnes shall have three (3) A Class Tugs
- Vessels > 300m LOA when winds > 25 knots (10 min average) shall have three (3) A Class Tugs

INNER HARBOUR TOWAGE

Vessel Length (LOA)	≤ 110	110 ≤ 120	120 ≤ 135				135 ≤ 185		185 ≤ 275		>275	Remarks
Movement			In		Out		In	Out	In	Out	See 4.4.3 below	
Side To			P	S	P	S						Vessel's shape, bow and stern may also affect towage.
High Sided Vessels	CC	CC	CC	CC	CC	CC	BB	BB	AA	AA		Schilling/Becker flap/2 rudders will be considered when allocating towage.
Wind > 15kts	CC	CC	CC	CC	CC	CC	BB	BB	AA	AA		If conforming B/T: - AA + B/T when swinging
Small Tankers draft > 7metres	CC	CC	CC	CC	CC	CC	BB	BB				Tankers and Special Vessels Incl. Ice Breakers etc By CONSULTATION
Vessel Length (LOA)	≤ 110	110 ≤ 120	120 ≤ 135				135 ≤ 185		185 ≤ 275			CPPs, Twin Propellers and Special Propulsion Systems By CONSULTATION
Movement			In		Out		In	Out	In	Out		
Side to			P	S	P	S						
Berths 1-2	BY CONSULTATION	C	CC	CC	C	C	BB	BB	AA	AA		
Berth 4		C	CC	CC	CC	CC	BB	BB	AA	AA		
Berths 5-7		C	CC	CC	CC	CC	BB	BB	AA	AA		B Tug may be substituted with a C Tug with a bollard pull of 25 T or more, by CONSULTATION.
Berths 8-10		C	CC	CC	CC	CC	BB	BB	AA	AA		Other factors may result in varying towage e.g.: Reduced SWL of Ship Bitts or Panama leads etc.
Berths 11-12		CC	CC	CC	CC	CC	BB	BB	AA	AA		Note: See max LOA for NQ 11 & 12
Berths D-H		C	CC	CC	C	C	BB	BB	AA	AA		See note re high-sided vessels on p.28

OUTER HARBOUR TOWAGE

VESSEL LENGTH (LOA)	NUMBER OF POWER UNITS REQUIRED
≤ 110 m	CC*
111 m - 120 m	CC*
121 m - 135 m	BB
136 m - 200 m	AA
201 m - 275 m	AA***
> 275 m	AAA***

* One (1) tug may be replaced with bow thrusters in wind speeds up ≤ 15 knots.

** If circumstances dictate that an A Class tug may be unsuitable (e.g. low freeboard; constrained swinging area), one (1) tug may be replaced by two (2) C tugs.

*** Tankers in light load or ballast condition, > 250m but < 275m LOA with beam > 40 m beam, require a third tug (A Class) for berthing or departure when the wind > 25 knots.

7.15 BOW THRUSTERS

Bow thruster is only effective ≤ 15 Knots beam wind. Some bow thrusters are considerably more effective by virtue of their power, design or position. This usually allows a bow thruster to replace a tug up to 20 Knots beam wind or possibly higher.

Where a bow thruster replaces a tug in these guidelines, it will replace the smaller tug if different categories are assigned.

A bow thruster or stern thruster is only permitted to replace a tug when 100% of the rated power of the bow/stern thruster is available for the manoeuvre being considered.

7.16 USE OF ANCHORS AT KBB2 AND ALCOA

Vessels loading to draft greater than 10.5m shall not be required to position an anchor on arrival.

This exemption shall be re-assessed on an individual ship basis if strong winds are forecasted.

7.17 TUGS & BARGES

TRANSIT REQUIREMENTS

- Daylight only through S&P channels unless prior approval from Harbour Master is obtained.
- All tows to be shortened before seeking clearance to enter the channel
- No channel transit if beam wind is greater than 20 knots (10-minute average)

EXTRA TOWAGE REQUIREMENTS

- One (1) C class tug to escort through S&P channel. If beam > 30m then one (1) A Class tug
- Two (2) C class tugs plus towing vessel to assist with berthing if Pilot considers the towing tug adequate to perform the required movement.
- Three (3) C class tugs are required for berthing, unberthing and moving Barges in Cockburn Sound.

7.18 VESSEL MOVEMENT - MECHANICAL RELIABILITY

(a) The vessels main propulsion machinery, thrusters and steering gear shall be fully operational. VTS shall be advised immediately of any deficiencies. Additional towage for a vessel's movement shall be determined jointly between the Harbour Master and the Duty Pilot.

(b) Any mechanical breakdown by a vessel's propulsion unit(s) while manoeuvring within the Authority's waters shall be reported to the Harbour Master and the Australian Maritime Safety Authority (AMSA).

(c) Any vessel's mechanical breakdown shall be recorded to determine its reliability. Any breakdown shall cause an assessment of towage for subsequent movements. Two consecutive breakdowns of such equipment will require determination of additional towage assistance for at least six (6) consecutive voyages after which a reassessment of reliability will be made by the Harbour Master in consultation with the Pilots.

7.19 BERTHING

The lines of every vessel berthed or moored at berths in Fremantle Ports shall be made fast only to structures/fittings provided for berthing or mooring purposes and as directed by the Authority and such lines shall not lie across any Authority wharf or across any channel in such manner as to obstruct passage of any other vessel.

The PSO Team Leader (or delegate) will be provided for every vessel mooring operation. They will provide direct liaison between the vessel and mooring personnel to ensure the correct positioning of the vessel. Contact will be by VHF radio on the appropriate marine frequencies.

Shipping Agents are responsible for the ordering of line boats required for vessel mooring and must arrange with the line boat company well in advance of the movement. Failure to do so or failure of the line boats to attend may result in the delayed berthing of the vessel.

Pending the vessels size, number of lines and composition of the mooring lines, the PSO Team Leader will set the required number of mooring team members required per vessel. The VTS and PSO's must communicate to ensure that sufficient persons are available for each mooring to ensure safe operations at all times.

MOORING BOATS

The running of mooring lines from vessel to shore shall be by line boats or other means as applicable. Specific procedures may be required for mooring and unmooring vessels at particular berths or with wires. Lines boats required for mooring or unmooring of vessels with wires will be ordered by the agent on advice from the VTSO.

MOORING

Two line-running boats shall be used to assist the mooring of vessels in the Inner Harbour with an LOA greater than 180m, for vessels using mooring wires and for vessels with ship-specific requirements. At BP berths two line-running boats, one forward and one aft, shall be available to run mooring lines.

UNMOORING

Line-running boats shall be used to assist the unmooring of vessels using heavy mooring wires so that the operation can be carried out at each end of the vessel simultaneously.

RESTRICTIONS BERTHING AT INNER HARBOUR BERTHS

NQ1	All vessels should be berthed starboard side to. Vessels can only be berthed port side to for specific cargo or operational reasons which require port side ONLY.
NQ4 - NQ8	All container vessels equal to or greater than 290m shall berth port side alongside. Vessels over 290m LOA may be considered for SST by consultation.
NQ10	Vessels equal to or greater than 275m shall berth port side alongside.
NQ11 - NQ12	Vessels shall lower outboard anchor to seafloor in all conditions.
NQ12	All vessels should be berthed starboard side to. Vessels can only be berthed port side to for specific cargo or operational reasons which require port side ONLY and must get Harbour Master approval.

MOORINGS FOR DEPARTING VESSELS

No vessel is to be cast off from a berth without permission of the Authority. Where a vessel is made fast to or secured alongside another berthed vessel, the lines of the berthed vessel that is made fast or secured shall not, except in an emergency, be cut or cast off without permission of the Authority and without prior notice of the intention to do so having been given to the berthed outboard vessel that is made fast or secured.

7.20 SHORETENSION

Shoretension units (STU) will be compulsory for all vessels berthed at No.11 and No.12 berth from June to September (inclusive). STU will be in place for vessels on No.4 to No.10 berths however will only be fitted when assessed by the Harbour Master and deemed necessary due to weather conditions. Outside these months the STU will be fitted on request from the Harbour Master. STU will be requested through the VOYAGER programme. Where it is not requested however inclement weather is expected then the units should be fitted and the Harbour Master informed.

Where STU are requested by the terminal or vessel and there is no prior request from the Harbour Master, FPA shall assess the safety requirement. If it is deemed a commercial decision to fit the units and not a safety concern, then the STU will be offered under commercial conditions and a charge will be applied to the vessel for such usage. This charge is fixed and part of the Ports Rates and Charges.

The Fremantle Pilots will advise the Master of the requirements for STU and will give the Masters a copy of the Fremantle Ports Shoretension Information Sheets. Please see a copy in the appendices attached.

7.21 GANGWAYS AND SAFETY NETS

A vessel at a wharf or landing place in the harbour shall provide, for the use of persons going to and from the vessel, a good and sufficient gangway. A good and sufficient net or save-all shall be placed beneath the gangway to prevent persons from falling in the water. A light shall be placed on the vessel near the gangway between the hours of sunset and sunrise in such a manner that the gangway may be clearly seen from the wharf and from the vessel.

Vessels are to remain securely made fast to the dock at all times the gangways are attached. No singling up for departure is to take place unless properly trained personnel are attending the gangway ready to disengage from the vessel.

7.22 RAT GUARDS

Every hawser or line used to secure a vessel shall be equipped with a suitable device to prevent the passage of rodents between the vessel and the berth, and such other precautions as the Authority deems necessary shall be taken for this purpose.

7.23 WATCH ALONGSIDE

A watch consisting of one or more competent person(s) shall be kept and maintained at all times when in the harbour. The person in charge of this watch shall, upon perceiving any danger, accident, disturbance or fire on the vessel or on any vessel in the harbour, give the alarm.

7.24 RECREATIONAL VESSELS

Fremantle Ports Inner Harbour is the access to the Swan River and is a busy harbour. Recreational boaters must exercise caution in high activity areas. When transiting the harbour or any channel, they must ensure they do not impede the passage of the commercial vessels.

Boaters must at all times, proceed at a safe speed so that they can take proper and effective action to avoid collision and be stopped within a distance appropriate to the prevailing circumstances and conditions.

All recreational activities that involve the towing or connection between a vessel and other equipment for the purpose of recreation, such as but not limited to, water-skiing, wakeboarding, parasailing, must do so in the designated areas. All such activities must be carried out in a safe manner, and with respect of other users of the port.

Pleasure craft, including those under oars, should keep well clear of all commercial vessels underway and not impede their passage. A vessel at anchor or berthed at a terminal may move without warning and a safe distance should be maintained. Particular attention must be paid to navigation in the high activity areas. Tide and wind conditions may cause turbulent seas. Caution should be exercised.

No person shall operate any pleasure craft under the power of oars or paddles:

- Within 50 metres of a deep-sea vessel at any terminal
- Within 50 metres of a vessel at anchor

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8 Port Safety

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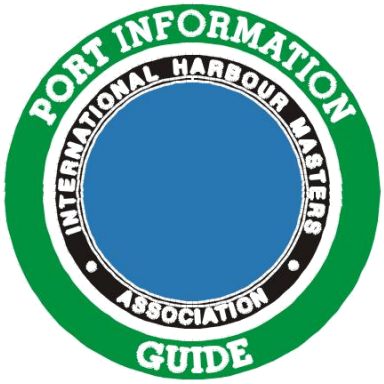

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8.1 GENERAL

In 1999 the Western Australian Government introduced a new Port Authorities Act governing the role, responsibilities and functions of the State's Port Authorities. This Act requires the Fremantle Port Authority to

"…have, maintain and implement a marine safety plan…".

The Fremantle Port Authority views the management of safety and the environment as integral and therefore has developed a Marine Safety & Environment Plan (MSEP).

The objectives of the MSEP are to:

- identify the scope, functions and activities of Fremantle Ports, and all other activities that occur within or that impact on the Port of Fremantle (with a potential safety or environmental impact);
- identify potential safety and environmental risks and review their likelihood and potential consequences;
- identify the controls that are in place to prevent and/or mitigate the risks; and
- provide justification as to the adequacy of the measures in place to ensure the safe, secure and environmentally sound operation of the Port of Fremantle.

EMERGENCY PREPAREDNESS

All berth operators (typically stevedoring companies) are required to have a safety management system and an emergency response plan to ensure dangerous cargoes are handled safely and that appropriate measures are in place to address planning, preparedness, response and recovery for any emergencies. These plans are required to integrate with the overall emergency management arrangements for the port.

Fremantle Ports has in place a comprehensive Incident Management Plan (IMP). The broad objective of the IMP is:

> *"To minimise the impact of incidents which are potentially harmful to people, property or the environment."*

More specifically the IMP ensures there is a coordinated approach to the management of any incidents in the port in order to minimise the consequences of those incidents and thereby minimise potential disruption to port operations. Typically, the nature of incidents considered includes fire, explosion, chemical release, oil spill and personnel rescue. Such incidents may be on land (at the berths, within terminal premises, on road or rail within the immediate vicinity of the Port) or at sea (within the vicinity of Port waters).

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8.2 EMERGENCY CONTACTS

Fremantle Port	VHF Channel 12 / 16
Emergency (Police, Fire, Ambulance)	000
Port Emergency Number (24 hours)	9335 1300
Fremantle Ports (reception)	9430 3555
Port Security Officer	9430 3575
Manager Port Operations	9430 3399
Vessel Traffic Service Officer	9431 6333
Port Services Team Leader - Inner Harbour	0418 945 209
Port Services Team Leader - Outer Harbour	0417 171 419
Police	9222 1111 (main #) or 000 (emergency)
Fire	9323 9333 (main #) or 000 (emergency)
Ambulance	9324 1234 (main #) or 000 (emergency)
AUSREP	02 6230 6880

8.3 EMERGENCY RESPONSE EQUIPMENT

Consistent with the funding principles set out in the current Inter-Governmental Agreement between the Australian Government, States and Northern Territories, regarding the National Plan to Combat Pollution of the Sea by Oil and other Noxious Substances, the Commonwealth Government will each ensure that ports, terminals, rigs and platforms will ensure a first-strike capacity is provided to respond to oil spills within their declared area of operation.

This first strike capacity will generally involve the provision of Tier 1 (up to 10 tonnes) type spill equipment and capacity for its effective operation. although there may be circumstances (as in Fremantle's case) where a greater or lesser capacity would be appropriate.

Following a comprehensive risk assessment of the port operation, Fremantle Ports has purchased additional equipment over and above the Tier 1 response capability which includes an emergency response vessel specifically designed to handle any emergency within the port waters.

Fremantle Ports also stores a large proportion of the National Tier 2 and Tier 3 oil pollution equipment on behalf of the Federal Government.

This equipment is immediately available to the port in the event of an emergency.

8.4 EMERGENCY CO-ORDINATION CENTRE

Fremantle Ports maintains an emergency response/ crisis management coordination centre which can be activated immediately in the event of an emergency.

Under an agreement between the port and the State Emergency Response Agencies, the ports coordination centre has the capability of being remotely connected to any Mobile Emergency Operations Centre in order for that agency to access the ports security/ electronic systems.

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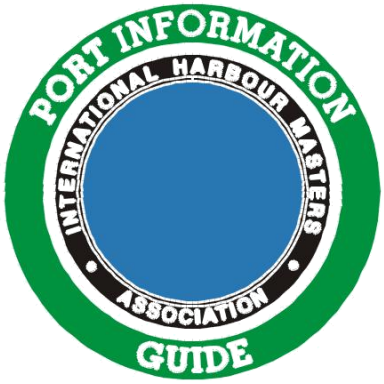
8.5 EMERGENCY SCENARIOS

Fremantle Ports, in consultation with the various Government agencies has carried out an intensive risk assessment of port operations. From this risk assessment several major scenarios were identified and contingency plans put in place.

These plans are regularly exercised with the assistance of the relevant Federal and State Government Agencies.

9 Port Security



9.1 PRESENT ISPS SECURITY LEVEL

Fremantle Port normally operates under SECURITY LEVEL 1 however this will be upgraded when required. In the event that the SECURITY LEVEL is increased this will be advised through port communications and on the port website. Procedures will be enforced as per the relevant SECURITY LEVEL.

MARSEC SECURITY LEVELS

MARSEC stands for Marine Security. MARSEC levels are designed to easily communicate pre-planned responses to increased threat levels.

- MARSEC LEVEL 1 — Appropriate security measures under normal operating conditions.
- MARSEC LEVEL 2 — Increased security measures maintained for a heightened security threat or incident for a limited period of time.
- MARSEC LEVEL 3 — Additional security measures when a security threat or security incident is probable or imminent.

9.2 MTOFSA

The Port of Fremantle is a security regulated port as set out in the Maritime Transport and Offshore Facilities Security Act 2003 (MTOFSA) and its associated regulations.

Operators and stakeholders in the Port of Fremantle as well as operators of Australian or foreign registered ships who are unsure of their obligations under MTOFSA should seek advice from DIRD.

9.3 PORT SECURITY OFFICER

A Port Security Officer has been appointed in the Port of Fremantle. For more information on security matters, contact Port of Fremantle Harbour Master.

9.4 PORT SECURITY COMMITTEE

A Port Security Committee has been established in the Port of Fremantle consisting of port stakeholders. All enquiries about the Port Security committee should be directed to the Port Security Officer.

9.5 SECURITY RESPONSIBILITIES

It is the responsibility of port facility operators and port service providers within the security regulated Port of Fremantle to submit to DIRD, maritime security plans in accordance with MTOFSA and its associated regulations.

A port facility is described as an area of land or water, or land and water, within a security regulated port (including buildings, installations or equipment in or on the area) used either wholly or partly in connection with the loading or unloading of security regulated ships.

A port service provider is one of the following:

- A tug/ towage operator
- Bunker barge operator
- Lighter operator
- Pilot boat operator
- Line handling operator

9.6 LEVELS OF SECURITY ALERT

To comply with the International Ship and Port Facility Security (ISPS) Code, the following three Maritime Security Levels (MARSEC) have been adopted by the maritime industry:

- Security Level 1 - Normal. The level for which standard security measures shall be maintained at all times.
- Security Level 2 - Heightened. The level for which appropriate additional security measures shall be maintained for a period of time as a result of heightened risk of a security incident.
- Security Level 3 - Exceptional. The level for which further additional security measures shall be maintained for a limited period of time when a security incident is probable or imminent, although it may not be possible to identify the specific target.

9.7 NOTIFICATION OF PORT SECURITY ALERT

Port users are advised that the level of security alert for the Port of Fremantle will be notified via the daily broadcast message to shipping in the port or on the FPA website.

9.8 DECLARATION OF SECURITY

Ship Security Officers seeking a Declaration of Security, need to contact either the Port Security Officer, port facility security officer for their berth or the port service provider servicing their ship, depending on the circumstances.

Contact details for port facility security officers and port service provider security officers can be obtained from Fremantle VTS.

Ships arriving at Fremantle do not need to request a Declaration of Security (DOS) unless the ship is operating at a different level of security to the port. All passenger vessels are required to enter into a Declaration of Security (DOS);

Any vessel, which does not have an approved security plan will be instructed to proceed to anchor to await direction from the office of Transport Security in Canberra;

9.9 MARITIME SECURITY ZONES

In accordance with MTOFSA and its associated regulations, a number of security landside, waterside and ship restricted zones exist within the Port of Fremantle. Maritime security zones are identified by appropriate signage that is in accordance with regulatory requirements.

In accordance with the approved Maritime Security Plan, Fremantle Port has implemented a waterborne exclusion zone of 50 metres around all ships at a berth or anchorage within the port limits.

Unauthorised access to landside, waterside and ship restricted zones is an offence under MTOFSA and severe penalties apply.

9.10 REPORTING OF SECURITY BREACHES OR SUSPICIOUS BEHAVIOUR

Ship's Masters, all operators and other stakeholders in the Port of Fremantle must report all breaches of security, criminal activity or suspicious behaviour. Immediate reports of security breaches, criminal activity or suspicious behaviour should be made to Western Australia Police Emergency (Tel: 000) or Fremantle VTS.

Any questions can be directed to the Harbour Master, Marine Manager or Port Operations Manager.

24 Hour Port Security Duty Officer Contact Numbers

- Port Emergency Number (08) 9335 1300
- Port Services Team Leader (Inner Harbour) 0418 945 209
- Port Services Team Leader (Outer Harbour) 0417 171 419

9.11 MARITIME SECURITY IDENTIFICATION CARD (MSIC)

The Maritime Transport and Offshore Facilities Regulations 2003 prescribe that a Maritime Security Identification Card (MSIC) is issued to identify a person who has been the subject of a background check; and that a maritime industry participant will not allow a person to enter, or remain in, a Maritime Security Zone unless he or she:

Displays a valid MSIC; or, is escorted by a holder of a valid MSIC.

SHIPS CREW

A crew member without a valid MSIC and Fremantle Ports Access card is not permitted to enter or remain in a Maritime Security Zone without an escort.

To facilitate shore leave, Fremantle Ports / Flying Angel Club provides transportation to and from vessels berthed at North Quay berths 1, 2, 11 and 12, Victoria Quay, Kwinana Bulk Terminal and Bulk Jetty. Photographic identification is required for a crew member to access the Flying Angel Club transport service.

The vessel is not considered to be a Maritime Security Zone and persons on board need not display an MSIC or be escorted while they remain onboard the vessel.

A crew member is permitted to disembark the vessel for the purpose of reading the vessels' draft or checking mooring lines without an escort, however the crew member must remain within the wharf apron at all times while performing these duties.

VISITOR ACCESS

Visitors requiring access to a Vessel or the Port should contact the appropriate stevedore or shipping agent who may be able to arrange an escort.

Fremantle Ports MSIC/Access Centre must be advised of the intent to escort, the person escorting and the persons being escorted.

For more information contact the MSIC Centre on 08 9430 3580 or 08 9430 3322.

9.12 WATER POLICE

Water Police patrol on an ad hoc basis, and perform an enforcement role. They can be contacted by VHF Ch 12 when on the water.

9.13 USE OF DRONES

Drones are becoming common in the skies over Fremantle Port. These unmanned remote operated air devices are used for all purposes from building surveys to aerial photography. In the recent months we have been experiencing multiple drones operating in the area almost daily.

For any persons who plans to operate a drone over Fremantle Port the process is as follows.

1. An application is made to the port via email with the following details:

- Name of applicant
- Reason for drone operation.
- Date and time of flight
- Technical details of the drone
- Certificate of the drone pilot
- Flight plan incl launch and recovery locations.
- Copy of relevant Indemnity Insurance

2. If approved, the operation will be allowed to proceed providing:

- Drone is only operated by the licensed pilot
- CASA requirements are complied with at all times
- Drone only operated over approved Fremantle Ports land and Property
- If drone operated over other land or property, additional approvals will be required from the other port operators.
- Drone not to be flown where it may be a safety hazard or cause interference or distraction.

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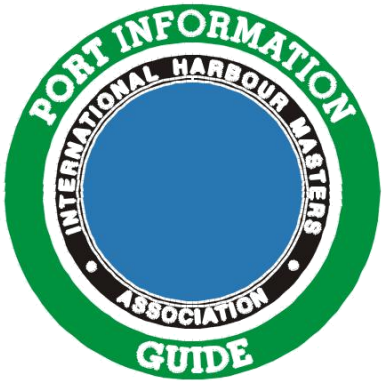
10. Vessel Traffic Services



10.1 GENERAL

This chapter provides information regarding Fremantle VTS.

10.2 VESSEL TRAFFIC SERVICES (VTS)

Fremantle Vessel Traffic Service (VTS) provides a continuous service to monitor the movement of participating vessels within the VTS areas of Fremantle and Cockburn Sound. This monitoring improves the safe and efficient movement of vessels and protects the port's environment and infrastructure from possible adverse effects.

The service also provides navigational advice based on information from radar, ship's own automatic identification system (AIS) and VHF radio, and records this information as well as all communication.

VTS is operated under the authority of the Harbour Master under the *Port Authorities Act 1999* to the standards set by the International Association of Lighthouse Authorities (IALA) for:

- VTS Equipment
- VTS Equipment availability
- Training and certification of VTS personnel
- Procedures for providing a VTS

10.3 DEFINITION OF VTS SERVICES

- **Information Service (INS)** is defined as provision of relevant information at appropriate times and on request for the promulgated VTS area.

- **Traffic Organisation Service (TOS)** is defined as a service to prevent the development of dangerous maritime traffic situations and to provide for the safe and efficient movement of vessel traffic within the declared VTS area.

- **Navigation Aid Service (NAS)** is defined by as a service to assist on-board navigational decision-making and to monitor its effects.

10.4 SERVICES OFFERED BY FREMANTLE VTS

Fremantle Ports is authorised to render the following services as defined in the guidelines for VTS mentioned in IMO resolution A.857(20):

- Information Service (INS)
- Traffic Organisation Service (TOS)
- Navigation Aid Service (NAS)

10.5 VTS COVERAGE AREA

The VTS coverage area includes all of the port waters extending to the extremities of the port limits. Additionally, anchorage areas immediately adjacent to the port limits are also covered by the VTS service.

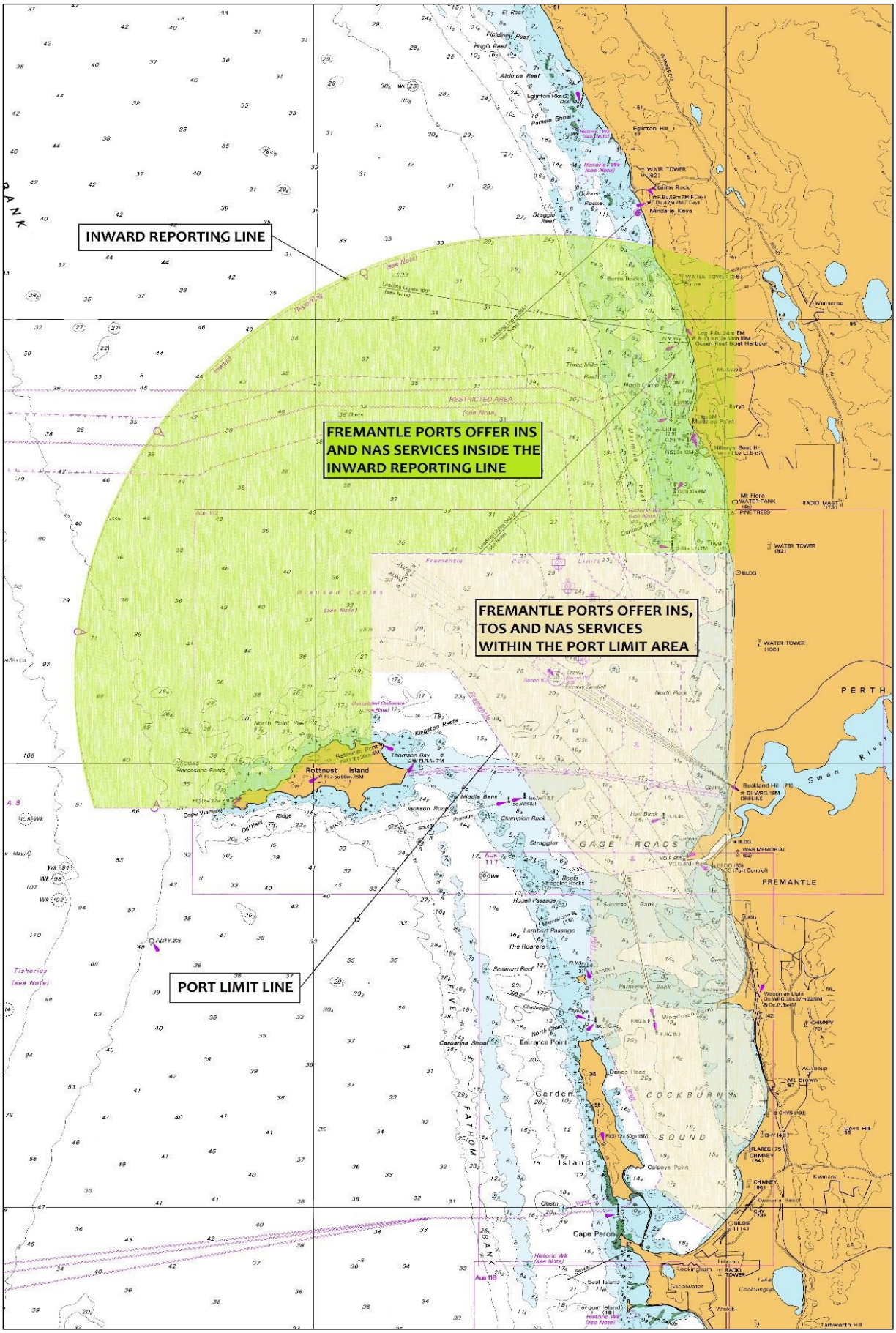


Fig 1.5: VTS ARE OF COVERAGE

10.6 PARTICIPATION OF VESSELS

It is mandatory for all vessels with Length Overall greater than over 35m and all commercial vessels regardless of LOA operating within the VTS coverage area are required to participate in the VTS.

10.7 OBJECTIVES OF FREMANTLE VTS

- Manage and operate a VTS which co-ordinates marine traffic movements throughout port waters
- Compile a marine traffic image consisting of a sensor system that seeks to operate at 99.9% availability
- Provide an ability to respond quickly in the event of any safety or pollution incident
- Provide competent and qualified personnel capable of delivering a comprehensive VTS service.
- Enhance navigational safety by providing information on inclement weather, potential traffic conflicts and other information regarding navigational safety.
- Reduce the risk of maritime accidents and pollution.
- Ensure compliance with local and international statutory and regulatory requirements
- Maximise stakeholder satisfaction with the services provided
- Maintain an effective QMS addressing the requirements of ISO 9001: 2015

10.8 MASTERS RESPONSIBILITIES

Masters and persons in charge should note that they are not relieved from responsibility for the conduct and navigation of the vessel merely because the vessel is subject to vessel traffic management arrangements.

Despite any law of the State, the owner or master of a vessel navigating in circumstances where vessel traffic management arrangements are required to be complied with under such a law is answerable for any loss or damage caused by the vessel, or by a fault of the navigation of the vessel, in the same manner as the master or owner would be if those vessel traffic management arrangements were not required to be complied with.

10.9 REPORTING TO VTS

- Vessels to ensure arrival is in the VOYAGER system no less than seven (7) days prior to ETA or as early as possible.
- Vessels Master to submit the 48 HOURS notice by email to FREMANTLE VTS.
- Vessels to report to FREMANTLE VTS when crossing the INWARDS REPORTING LINE.
- Before entering S&P Channel
- Before entering Stirling Channel
- Clearance for entering Inner Harbour
- When anchored or arrived
- When Entering or Leaving Port Limits
- If disabled, leaking, on fire or has been on fire
- If involved in collision, grounding, close quarters situation
- When commencing and completing bunker operations
- Request for Immobilising Engines
- Request for Shipside Painting
- When directed by VTSO or Harbour Master

10.10 VTS EQUIPMENT

Vessel are monitored at all times when operating inside port limits. The vessels positions are tracked on the following:

- SAAB V3000 VTS System
- 2 x Northrop Grumman BridgeMaster Radars
- SAAB R40 AIS Base Station

Communications are maintained on:

- OMNITRONICS ALTO Communications System
- 8 x JVC VHF Marine Band Radios
- 1 VHF to UHF Converter
- 1 x CISCO PABX System
- 4 x CISCO Handset Desktop Phones
- 2 x Apple 5 Mobile Phones
- Total Recall VHF and Telephony archiving system.

VTS Software:

- SAAB KlienPort (VOYAGER) Port Management System.
- OMC International DUKC5.
- Weatherzone Port Weather Forecasting, Real Time and Archiving Service.

10.11 VTS CONTACTS

VTS is available 24 hours per day 365 days per year.

EMAIL:	movements@fremantleports.com.au	
PHONE:	+61 (08) 94316 333	VTS Operations
	+61 (08) 94316 303	VTS Scheduling
VHF RADIO:	VHF Channel 12	

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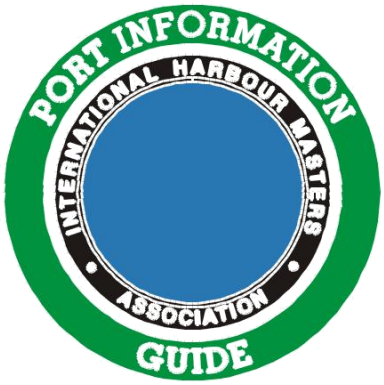
11 Nautical Communications



11.1 GENERAL

FREMANTLE PORTS can be contacted at the following times:

Office Hours (Monday - Friday, 0800 - 1700)

Telephone +61 (08) 9430 3555
Email Harbourmaster@fremantleports.com.au

Messages of notification of arrival may be sent directly to the VTS by email.

Email: movements@fremantleports.com.au

VTS can be contacted at all times on:

VTS Operations	+61 (08) 94316 333
VTS Scheduling	+61 (08) 94316 303

11.2 VHF WEATHER REPORTS

The Master of a vessel while in port waters of the Port of Fremantle must ensure that the vessel monitors weather conditions and obtains weather forecasts from the Bureau of Meteorology or by monitoring VHF Ch 16/67 for weather reports issued from Coast Radio Fremantle.

Fremantle VTS will provide current and forecast weather reports on request on VHF Ch 12.

11.3 COMMUNICATIONS ARCHIVED

All communications with the VTS whether by VHF or telephone are recorded.

Eight VHF channels are constantly being recorded regardless of what channel is be listened to or communicated on.

The phone and VHF records can be recalled at anytime.

11.4 COMMUNICATION FREQUENCIES

Communication with Fremantle VTS is conducted as follows:

DISTRESS AND CALLING

Channel 16: All vessels are to monitor this frequency when approaching the Port until they are advised to keep a watch on Channel 12.
Outward vessels are to revert to Channel 16 after passing the Fairway Buoy.

WORKING CHANNEL

Channel 12: All vessels navigating within the Port limits or at an anchorage within the Port must maintain a continuous listening watch on this frequency.
In addition to the VTS maintaining a radio watch on Channel 12, the Port Authority's pilot vessels also keep watch on this channel.

PORT USER CHANNEL

Channel 8	Tug Operations - Inner Harbour
Channel 6	Alternate Tug Operations - Inner Harbour
Channel 11	Alternate Port Operations - Working Channel
Channel 68	Alternate Tug Operations - Outer Harbour
Channel 13	Tug Operations - Outer Harbour
Channel 69	HMAS Stirling
Channel 14	HMAS STIRLING - working channel
Channel 74	Tenix Shiplifters

Note: VHF Channel 6 is the Emergency SHIP to AIR radio channel. In the event that this channel is required by SEA RESCUE or WATER POLICE Fremantle Ports may be requested to not use this channel for operations.

VESSELS SIGNALLING FOR HAZARDOUS CARGO ONBOARD

By Day: International Code Flag B
By Night: A Red light in such a position as to be above such ordinary lights and visible all around the horizon for one half mile

COAST RADIO STATION

All waters of the Port of Fremantle are within the VHF coverage of Coast Radio Perth (VIP).

Maritime safety information messages including coastal weather forecasts and navigation warnings are transmitted on Channel 67 at the following local times 0718 hours and 1918 hours.

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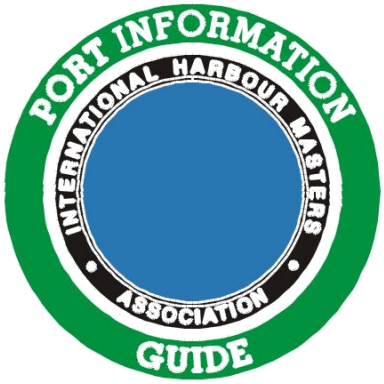
12 Cargo Operations



12.1 PROVISION OF STEVEDORING

Cargo Operations within the Port of Fremantle are provided by both Fremantle Ports and Private Stevedoring Companies depending upon the facility.

WHARF LABOUR AND CARGO HANDLING

Fremantle Ports provides a 24/7 stevedoring operation at all facilities within the port.

Fremantle Ports provides stevedoring facilities at its Kwinana Bulk Terminal berth and private Stevedores provide labour to all other berths within the port including, the Inner Harbour, Alcoa, BP Refinery, Kwinana Grain Jetty and Kwinana Bulk Jetty (KBB3 & KBB4).

HOURS OF OPERATION:

Day	0730 - 1430	Breaks	0930 - 0950	1200 - 1225
Twilight	1430 - 2130	Breaks	1700 - 1725	1930 - 1950
Midnight	2300 - 0600	Breaks	0130 - 0150	0350 - 0415

Employees at BP and Alcoa work 24 hours per day, 365 days per year.

Day	0700 - 1500	Breaks	NIL
Twilight	1500 - 2300		
Midnight	2300 - 0700		

Fremantle Ports provides labour to Kwinana Bulk Terminal (KBB2) and can work everyday of the year, except Christmas Eve (1800) to (0600) Boxing Day:

Dayshift:	0600 - 1800
Nightshift:	1800 - 0600

Breaks occur during the shift where operationally suitable.

On ordinary holidays, waterside labour is available to work ships in port in the following categories at premium rates of pay:

- Scheduled passenger ships
- Marine casualties
- Ships that can complete cargo handling operations prior to the next engagement of labour.

CARGO HANDLING AVERAGES

KBT ore loading	1,500-2,000t per hour
KBT Silica sands loading	700t per hour
KBT Dolomite / Limestone grab discharge	700t per hour
KBT Cement Clinker grab discharge	650t per hour
KBT LPG loading	850t per hour
KBT Nut Coke grab discharge	500t per hour
KBT Coal loading	450t per hour
KBT Coal grab discharge	400t per hour
KBT Slag grab discharge	400t per hour
KBT Pig iron loading	900t per hour
Alcoa No 1 Alumina loading	1,300t per hour maximum
Alcoa No 2 Caustic soda discharge	250t per hour
CBH Kwinana Grain Terminal	5,000t per hour
KBB 4 Sulphur discharge	1,200t per hour
KBB 4 Iron ore discharge	750t per hour
KBB 4 Phosphate rock discharge	300t per grab per hour

12.2 DRY BULK CARGO RESIDUES, HOLD CLEANING AND DECK WASHINGS

The discharge of cargo residues through deck and hold washing is prohibited within 12 nautical miles of the nearest land in accordance with Annex V of the MARPOL Convention.

Washings must be retained in holding tanks on the ship or collected by an approved and licensed waste contractor.

Privately owned road tankers with limited capacity are available for the collection of oil-contaminated waste from ships in the Port. It is a breach of regulations to discharge oil or any oily fluid or material into the Port of Fremantle water.

Under no circumstances can waste product be discharged into the waters of the port.

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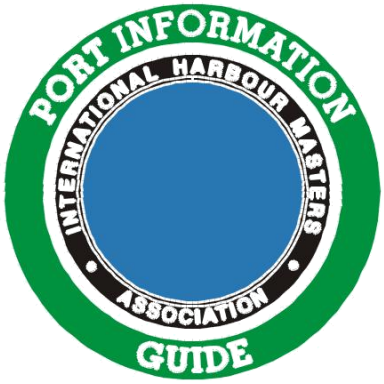
13 Vessel Operations



13.1 GENERAL

The following rules apply to all vessels while in port waters.

13.2 LOWERING OF LIFEBOATS

Fremantle Ports recognises that lifeboats are required to be lowered/launched to fulfil international lifesaving drill requirements and also to carry out overboard inspections.

Masters must, through the ship's agent obtain the approval of the Australian Customs/Quarantine Authorities before any lifeboat or raft can be lowered into the waters of the Port of Fremantle.

Once this approval has been obtained the master, through the ship's agent, should advise the Harbour Masters Office through contact with the VTS, that they have obtained the approval of the Australian Customs / Quarantine Authority and that they intend lowering / launch the ship's lifeboats / rafts.

If there is any reason that the lowering/launching cannot occur, the Harbour Masters Office will so direct, and where possible, suggest an alternative time for the operation.

13.3 MAINTENANCE AND REPAIR

Vessels shall not immobilise or undergo repairs without the express permission of the Harbour Master. Forms for requesting immobilisation can be obtained from the Harbour Master's Office through the ship's agent. Permission for maintenance and repairs will be issued by the Harbour Master on request provided that conditions are suitable and safety criteria met.

13.4 TURNING MAIN ENGINES

No vessel shall turn main engines while made fast alongside a berth without the prior approval of the Harbour Master's Office via VTS.

13.5 HOT WORK

For the purposes of this section "hot work" is defined as all welding, cutting, brazing, or other metal work conducted with oxyacetylene or arcing equipment onboard a vessel of more than 350 gross tonnes, or on a dock or facility designed to berth such vessels.

All Hot Work may only commence when a HOT WORK PERMIT has been completed by the Fremantle Port Services. Should any precaution be incapable of fulfillment, in special circumstances specific approval may be granted by the Harbour Master to allow work to proceed. Any additional precautions imposed by the Harbour Master for this work are mandatory.

13.6 BOLLARD TESTING

Vessels may conduct bollard pull testing at bollards suggested by FREMANTLE PORT in both Inner or Outer Harbour. Approval must be granted by the relevant terminal and all safety precautions are the responsibility of party doing testing.

Vessel to maintain 50m from berth when testing to ensure minimum impact from wash under the berth.

13.7 IN WATER HULL CLEANING

The ANZECC Code of Practice for Antifouling and In-water Hull Cleaning and Maintenance and the Fremantle Port Authority Hull Cleaning Guidelines (TRIM VSL.082) apply in all Fremantle Ports waters, ships must apply to the Harbour Master for approval to undertake any hull cleaning work. These guidelines require that:

- Except under extra-ordinary circumstances, in-water hull cleaning is prohibited. Extra-ordinary circumstances could include the use of a proven method that enables complete containment and disposal of all debris/residue removed from the ship;
- The cleaning of sea chests, sea suction grids and other hull apertures is permitted provided that any debris removed is not allowed to pass into the water column or fall to the sea bed. Persons wishing to conduct this work must demonstrate to the Harbour Master the method by which all debris will be collected and disposed;
- The polishing of ships' propellers is permitted; and
- Any additional requirements of Department of Environment regulation shall apply.

Franmarine have developed a method to safely conduct IN WATER HULL CLEANING which has been approved for use in the waters off Fremantle. The ENVIRO-CART can be used in the following:

- One safe anchorage at GAGE ROADS
- One safe anchorage at ORAN
- AMC COMPLEX

This activity MUST be requested through VOYAGER by the vessels AGENT and will be APPROVED by the HARBOUR MASTER prior to commencing operations

13.8 UNDERWATER INSPECTION, DIVING & CLEANING

All persons wishing to perform commercial diving in the Fremantle Ports must obtain permission from the Fremantle Port through Jim Coubrough by completing a Diving Permit. All diving may only commence when the Diving Permit is completed in its entirety and approved by Fremantle Ports. This includes diving in the Rous Head area however excludes dive operations on the tenants leased property.

The dive site shall be properly identified by appropriate buoys, flags or lights.

The Harbour Master's Office may veto proposed diving operations where these conflict with the safe operations of the Port.

13.9 PAINTING, CHIPPING OR CLEANING VESSELS

The Master must request permission prior to the commencing of any painting, chipping or hull cleaning work by calling the VTS on VHF 12. The Harbour Master must approve all requests in advance of any work. The following rules apply to all vessels:

- All precautions must be taken to prevent paint, solvents or any other deleterious substances from entering the waters of Fremantle Ports.
- Painting, chipping and cleaning must be completed in daylight hours only
- Waste and paint chips must be prevented from entering the water and must be disposed of in accordance with all regulations
- The Master is responsible for ensuring that there are no spills into the local waters.

13.10 BUNKERING AND OIL TRANSFER

No bunkering or oil between ship and shore or ship and barge is permitted unless prior written application is made on the prescribed form (FrmW12) to the PORT SERVICES TEAM LEADER. Application must be made 24 hours prior to bunkering. Any subsequent alteration to the commencement time of bunkering or oil transfer must be notified to the Port Services Team Leader.

Port Services Officers undertake random audits and if an Officer considers an operation is unsafe or does not comply with port requirements it will be stopped until the defect is remedied.

The penalties for discharge of oil into the waters of the Port are severe. To assist prevention of such a discharge, the following must be observed:

- An experienced engineer is overseeing the entire bunkering or oil transfer operation;
- All scuppers are adequately blocked;
- The offside bunkering connection blank is secure and the inlet valve is firmly closed;
- Drip trays are positioned under hose connections;
- All hose and flange connections are bolted or wired correctly to prevent disconnection;
- The areas adjacent to all outlets, where it is possible for oil to escape, are patrolled throughout the operation;
- Special care is taken when the operation is nearing completion, or when the vessel has a list or is trimmed excessively by the head or stem, to avoid overflow;
- The areas adjacent to all outlets, where it is possible for oil to escape, are patrolled throughout the operation;
- Special care is taken when the operation is nearing completion, or when the vessel has a list or is trimmed excessively by the head or stem, to avoid overflow;
- No smoking, hot work or other ignition sources occur within the vicinity of the bunkering operation and the vessels fuel tank vent pipe; and
- The “B” flag (day) or red light (night) is displayed on the masthead during bunkering operations. Sources within 30 metres of the operation or the vessel’s fuel tank vent pipe.

INNER HARBOUR BERTHS

Bunkering is only available via bunker barge.

OUTER HARBOUR BERTHS

Bunkering is only available via bunker barge.

BP OIL REFINERIES JETTIES

Bunkers are available at all three jetties.

BUNKER BARGE

A bunker barge is available to supply and is operated by BP MARINE.

13.11 FRESH WATER

Fresh Water for domestic purposes can be provided if required. Supply may be limited depending on water restrictions. The shipping agent should make the necessary arrangements.

13.12 STORES

Ship's stores can be ordered via the shipping agent.

Numerous companies are active in this field and the shipping agent will be able to advise on this matter.

13.13 SHORE SIDE ELECTRICITY

No shoreside electrical facilities are available to vessels.

13.14 WASTE

It is a breach of the Biosecurity Act and FPA regulations to discharge garbage, etc into FPA waters. To comply with the Biosecurity Act, all food refuse on board ship must be placed in vermin proof receptacles until disposed of either by dumping at sea outside of restricted areas, or by placing in the 200L capacity containers provided by the FPA and disposed of by deep burial.

Under MARPOL Annex V (Prevention of pollution by garbage from ships) all commercial vessels must carry a garbage management plan if:

- The ship is 100 gross tonnage or greater; or
- Is certified to carry 15 or more persons.

Vessels that are 12m in length or greater must display placards which notify the crew and passengers of the ships garbage disposal requirements.

Discharge of ship's refuge, rubbish and other waste matter (solid or liquid) into port waters of the Port of Fremantle or upon any wharf, pier or jetty is prohibited. Sewage (treated or untreated) must be retained on board unless disposed of in compliance with AMSA requirements. Permissible disposal may include connection to a reticulated sewer system and incorporating a Trade Waste Agreement if required. Prescribed wastes may only be disposed of in accordance with Environment Protection (Industrial Waste Resource) Regulations 2009.

13.15 REPAIRS

Private Operators are available to carry out general repairs such as welding, grit blasting, painting, tank cleaning, gas freeing and all types of engine overhauls and hull repairs.

The Australian Marine Support Facility at Cockburn Sound in Kwinana is equipped with extensive dry-berth support infrastructure, including Australia's largest ship-lift which is used extensively by the Royal Australian Navy.

Ship-lift	Capacity 8065 tonne @ 75 tonne per lineal metre Platform 123m long x 25m wide Vessels Up to 140m length with up to 23m beam Maximum Draft 8.5m Lloyds Register Number 8632108 Dry Berths 3
Slipway	Capacity 2500 tonnes Vessels up to 92m length with Maximum Draft 5.0m Side Slip up to 1200 tonnes
Wet Berth 1	Vessels up to 120m length with Maximum Draft 9.0m
Jetty Berth 2	Vessels up to 92m length Water Depth 7.0m to 3.0m
Onsite Cranage	1 @ 210 tonne crawler 1 @ 80 tonne crawler 1 @ 45 tonne Hydraulic 2 @ 10 tonne mobile

13.16 DE-RATTING

Facility is available and can be arranged through the ship's agent.

13.17 SURVEYORS

Several qualified ship surveyors are available and can be arranged through the ship's agent.

14 Port Inspections

12616

14.1 GENERAL

This chapter describes all relevant inspections that can be expected at a Facility within the Port of Fremantle.

14.2 INSPECTIONS FROM PORT STATE

The Australian Government is committed to the protection of life and property at sea and to the preservation of the marine environment. Port State Control (PSC) is one of the methods used to ensure that these objectives are achieved.

Port State Control is of particular importance to Australia due to the significant role shipping plays in Australia's trade and the sensitivity of the vast Australian coastline to environmental damage. Australia continues to dedicate considerable resources in order to maintain a rigorous port state control program of the highest standard. This program is administered by AMSA.

AMSA Marine Surveyors may board a ship at any time to inspect and detain unseaworthy or substandard ships under s. 257 and s. 248 of the Navigation Act.

Selection of a ship for inspection depends upon a number of factors, including environmental risk, specific complaints and AMSA's risk-based ship inspection targeting scheme. Ships become eligible for inspection every size months, however if deemed necessary, AMSA may reduce this period.

More information on Australia's PSC program may be obtained from the inspecting Marine Surveyor or by writing to:

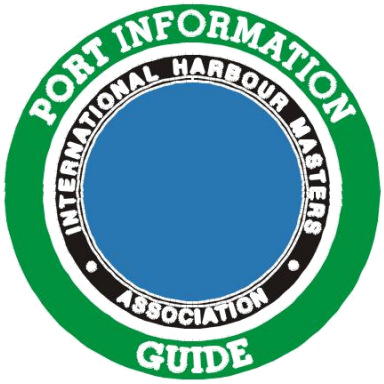
Ship Safety Division
Australian Maritime Safety Authority
GPO Box 2181
Canberra City ACT 2061

Tel: 02 6279 5957
Fax: 02 6279 5058

14.3 INSPECTIONS FROM OTHER PARTIES

Random inspections may be carried out by representatives of the Harbour Master, the Office of Transport Security, Customs, Quarantine, Immigration, DPIRD, ITF Representatives and other bodies with authority to do so.

15 General


PORT INFORMATION
INTERNATIONAL HARBOUR MASTERS
ASSOCIATION
GUIDE

15.1 SEAMANS MISSIONS

Flying Angel Club
76 Queen Victoria Street, Fremantle WA 6160
Tel: 08 9335 5000
Email: fangelc@starwon.com.au

Stella Maris Seafarers' Centre
16 Queen Victoria Street, Fremantle WA 6160
Tel: 08 9430 8488
Email: stella.maris@perthcatholic.org.au

The Mission to Seamen (Flying Angel Club) and the Stella Maris are both located within walking distance of Victoria Quay in the Inner Harbour.

15.2 TRANSPORT

To facilitate shore leave, Fremantle Ports/ Flying Angel Club provides a free transportation service to and from vessels berthed at North Quay berths 1, 2, 11 and 12, Victoria Quay, Kwinana Bulk Terminal and Bulk Jetty. Photographic identification is required for a crew member to access the Flying Angel Club transport service.

In addition to the service provided by the Mission to Seamen and the Stella Maris, taxis and buses are available and can be arranged through the ship's agent.

15.3 NEAREST AIRPORT

Perth International and Domestic Airport
Perth WA 6105

15.4 NEAREST RAILWAY STATION

Fremantle Train Station
Phillimore Street, Fremantle WA 6160

16 Appendix

16.1 48 HOURS NOTICE

48 Hour Notice of Arrival

FREMANTLE PORTS

Email: movements@fremantleports.com.au | Fax: +61 8 9430 4970

MASTERS ARE REQUIRED TO PROVIDE THE FOLLOWING INFORMATION AND FORWARD TO FREMANTLE PORTS 48 HOURS PRIOR TO ARRIVAL

FAILURE TO SUPPLY CORRECT INFORMATION TO ALL QUESTIONS COULD RESULT IN VESSEL DELAYS

Every Question must be answered otherwise vessel's entry could be delayed.

Vessels must advise of any changes to the information below when they give their 24 hour Notice of Arrival.

FPA 1	Vessel Name:		IMO Number:	
FPA 2	Arrival Date/Time:		Fremantle Ports Visit #:	
FPA 3	Arrival Draft Fore:		Arrival Draft Aft:	
FPA 4	Estimated Departure Draft Fore:		Estimated Departure Draft Aft:	
	Estimated Departure Displacement:			
FPA 5	Arrival displacement:		Stern to Bridge:	

FPA 6 Is the vessel ECDIS Type Approved (ECDIS only)? Yes ○ No ○

Does Vessel have approved and updated charts or ENC cells for?:

Approaches to Fremantle Aus112 (or US74581)	Yes ○	No ○
Port of Fremantle Aus113	Yes ○	No ○
Gage Roads and Cockburn Sound Aus117	Yes ○	No ○
Kwinana Aus114	Yes ○	No ○

FPA 7 Is equipment fully operational, in good working order, and in compliance with the appropriate statutory requirements?:

VHF	Yes ○	No ○	Pilot Ladder	Yes ○	No ○
RADAR and AIS	Yes ○	No ○	Mooring Winches	Yes ○	No ○
Main Propulsion	Yes ○	No ○	Mooring Lines	Yes ○	No ○
Steering Gear	Yes ○	No ○	Gangway	Yes ○	No ○
Bow Thruster(s)	Yes ○	No ○	ECDIS	Yes ○	No ○

FPA 8 Does Vessel require to take Fresh Water? Yes ○ No ○

FPA 9 Does Vessel require to take Bunkers? Yes ○ No ○

FPA 10 Will ship Deballast in Fremantle? **Yes ○ No ○**

If Yes, where did vessel do last exchange of Ballast?:

In Port:

At Sea: Lat: Long:

FPA 11 Will ship take Ballast in Fremantle? Yes ○ No ○

FPA 12 Does ship have approved IMO Ship Security Certificate? Yes ○ No ○

FPA 13 Name of ship's Designated Security Officer:

FPA 14 Are the vessels tug bollards rated to 65T? Yes ○ No ○ If NO what is the rating:

FPA 15 Type of vessel moorings? Ropes ○ Wires ○

Reset Form Print

16.2 BUNKER NOTIFICATION FORM

Loading of Bulk Oil as Bunkers Notification

FREMANTLE PORTS

Email: movements@fremantleports.com.au | Fax: +61 8 9430 3449

FOR 24 HOUR ASSISTANCE PLEASE PHONE THE TEAM LEADER ON 0418 945 209

Notification to Harbour Master of intention to load BULK OIL as ships bunkers in the Port of Fremantle.

VESSEL DETAILS

Name of Vessel:

Lloyds/IMO Number: Fremantle Ports Visit #:

CONTACT DETAILS

Agent Company: Agent Contact:

Agent Contact Phone: Agent Fax:

BUNKERING DETAILS

Supplier:

Method of Bunkering: (Barge/Pipeline/Road Tanker)

Proposed Berth or Location:

Proposed Date : Proposed Time and Duration:

Proposed Quantity: Unit of Measure:

Indicate the Bunkering point on board the vessel:

Name of person submitting: Date: 23-Apr-2018

THIS NOTIFICATION MUST BE LODGED WITH THE PORT SERVICES TEAM LEADER AT LEAST 24 HOURS PRIOR TO COMMENCEMENT OF BUNKERING OPERATION

Reset Form Print

16.3 DUKC APPLICATION FORM

Application to Maximise Draft With Use of Dynamic Underkeel Clearance

FREMANTLE PORTS

Email: movements@fremantleports.com.au | Fax: +61 8 9430 4970

On behalf of the vessel:

Expected to arrive at on Date: Time:

Fremantle Ports Visit #:

Application is made to maximise the vessel's draft through the use of Dynamic UnderKeel Clearance.
The following data is relevant to the vessel's movement:

IMO: Vessel Type: Bulk Min Maneuvering Speed: kts

Beam: m, LBP: m, LOA: m, Displacement*: t

Draft*: F m, Draft*: M m, Draft*: A m

GM(f)*: m, GM*: m, KG: m, KM: m

* Indicates anticipated data that may be adjusted closer to the time of actual movement.
Note: Before submission, please ensure that: GM(f) < GM and that GM + KG = KM

In consideration of the use of Dynamic UnderKeel Clearance and in accordance with the conditions and limitations indicated below, the ship's agent hereinafter named agrees to pay to the Fremantle Port Authority any fee (plus GST) charged for the provision of the service.

Ship's Agent Company Name:

Name of person submitting : Date 23-Apr-2018

FPA to provide DUKC services to the User

The FPA hereby agrees to provide the following services to the User in respect of the User's Vessel on or about the dates of service:

1. operate and maintain the DUKC System in order to maximise the range of Under Keel Clearance windows for utilisation by the above named vessel in either the Stirling/Calista Channels or the Inner Harbour Entrance Channel or the Deep Water and Success / Parmelia Channels at the Port of Fremantle;
2. operate the DUKC infrastructure and use its reasonable endeavours to maintain the DUKC infrastructure in good working order;
3. maintain the ability for the DUKC System to generate Under Keel Clearance predictions for proposed User Vessel movements;
4. prior to the commencement of the Vessel's movement, provide the pilot, who has the conduct of each movement, with hard copy data predictions of Under Keel Clearance with respect to the vessel's movement; and
5. maintain a system of providing a continuous supply of accurate wave and tide data to the DUKC System.

The Ship's Agent acknowledges that the wave and tide data is, as at the date of this application supplied by independent third parties.

Limitations on the FPA's service obligations

Acknowledgment

The Agent acknowledges that, in order to function properly, the DUKC System is dependent upon:
1. the performance of third parties under support agreements and licences;
2. the continuous supply of relevant wave and tide data; and
3. the DUKC Infrastructure being in working condition.

Service Obligation and Limitations

The FPA and the Ship's Agent agree that nothing shall oblige the FPA to provide any component of the DUKC Services to the User in circumstances where the FPA is unable to operate the DUKC System or provide any component of the DUKC Services as a result of:
1. termination or discontinuance of any of the support agreements or licences;
2. any reasonable DUKC System downtime due to repairs or maintenance work being carried out or any delay following any request for maintenance or repair support being made by the FPA, or anyone else;
3. any failure of or any damage to any component of the DUKC Infrastructure; and
4. anything beyond the reasonable control of the the FPA, provided that none of the events are caused by, arise from or are related to any negligence, act, failure to act of or by the FPA.

Reset Form Print

16.4 MOBILE CRA16.NE APPLICATION

APPLICATION FOR USE OF MOBILE CRANE ON WHARF OR JETTY Rev 0

NAME OF APPLICANT …… COMPANY……

EMAIL ADDRESS: ……

PHONE …… FAX ……

SIGNATURE ……

MAKE OF MOBILE CRANE ……..

MODEL …….. REGISTRATION NO. ……..

ITEM TO BE LIFTED ……..

WEIGHT ……Tonnes

MAXIMUM LIFTING RADIUS…… Metres

WHARF OR JETTY REQUIRED ……..

NAME OF VESSEL ……..

DATE ……..TIME ……

MAX. LOAD ON OUTRIGGER PADS ……Tonnes

DISTANCE BETWEEN PAD CENTRES……..Metres

Please submit this application to the MANAGER, ENGINEERING SERVICES
dario.vallini@fremantleports.com.au or Fax 9430 3403 (Mobile 0419 908 634)

Office Use Only

Application examined and ***approved / not approved*** subject to the following conditions :

……

……

……

Signed : …….. Date :……

16.5 MSIC ESCORT APPLICATION

This application is subject to approval by the Port Security Officer. Completion of the application does not guarantee entry and you will be advised in writing of the outcome of this application.

APPLICATION TO ESCORT NON MSIC/FPA ACCESS CARD HOLDER

FROM (Company Name)

Only date allowed

DATE ACCESS REQUIRED

Explanation if more than one day is required:

I hereby request permission from Fremantle Ports to escort the following persons into (*check the applicable areas*):

- ☐ *Berths 1&2*
- ☐ *Berths 11&12*
- ☐ *Victoria Quay*
- ☐ *Kwinana Bulk Jetty*
- ☐ *Kwinana Bulk Terminal (Jetty)*

For entry before 0930hrs send application by 1600hrs previous day.

For entry after 0930hrs send application by 0900hrs on day entry is required.

The reason for requesting access for persons to be escorted is:

PEOPLE BEING ESCORTED

Surname	*First Name*	*Date of Birth*	*Address*
		01 Jan 1975	
		01 Jan 1975	
		01 Jan 1975	
		01 Jan 1975	

NOTE: The maximum number of persons allowable to be escorted by a holder of a valid MSIC and FPA Access card is 4 (four) persons. Each person will only be permitted one escorted entry.

PERSON ESCORTING

SURNAME

FIRST NAME

MSIC NUMBER

FPA ACCESS CARD NUMBER

CONTACT DETAILS

Address:

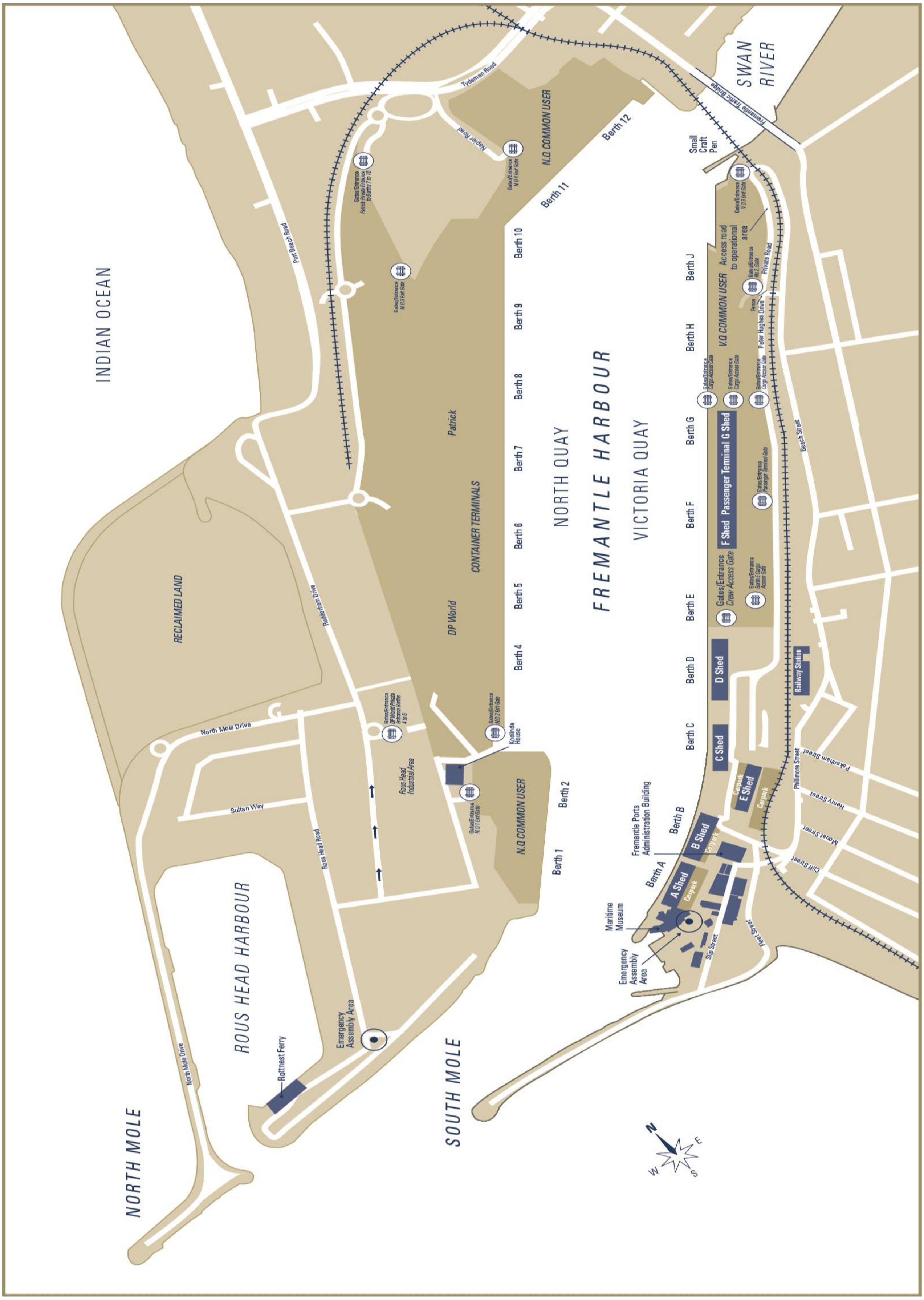
Phone: *Fax:*

Email:

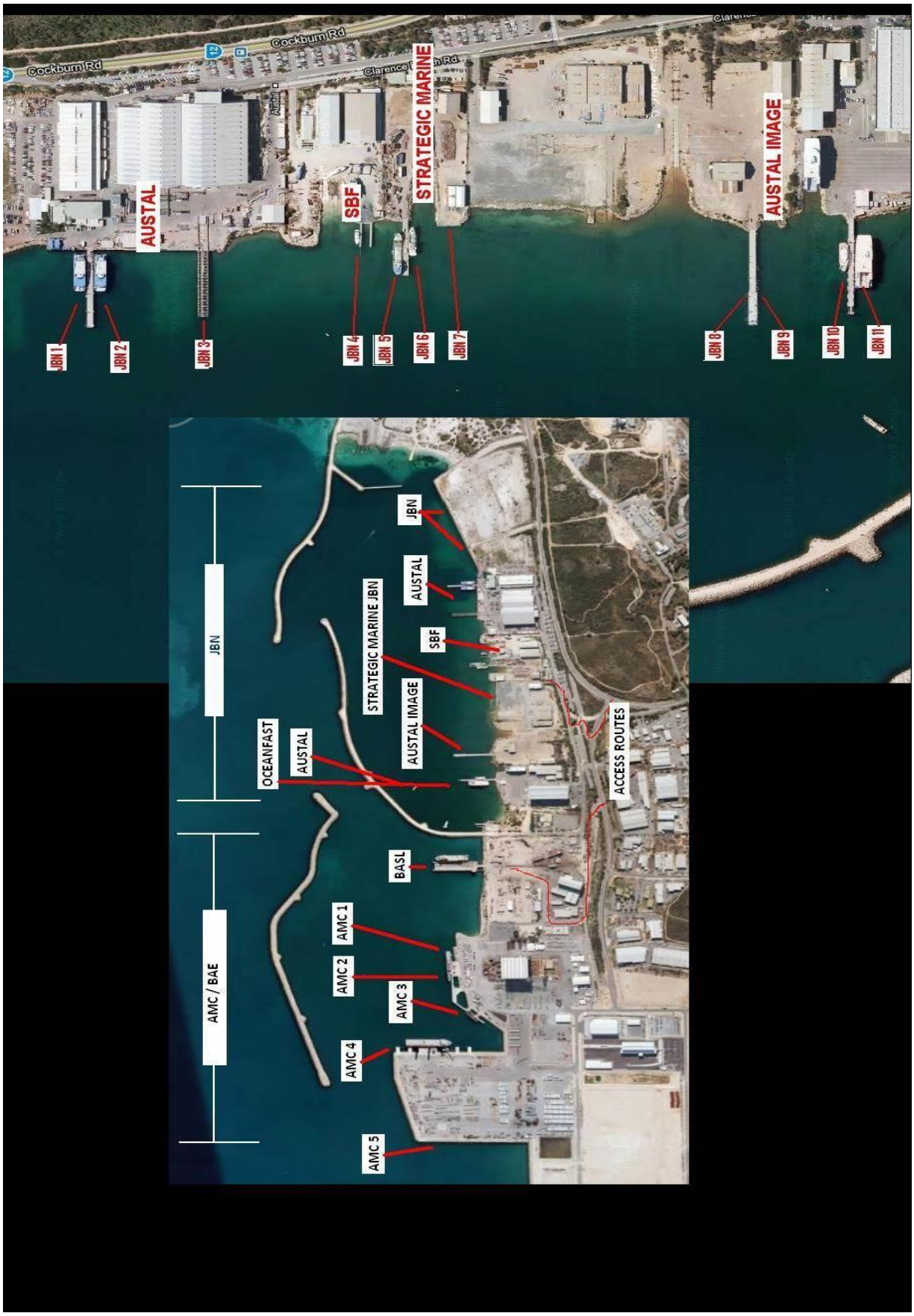
Please enter the numbers displayed in the image on the left

*I confirm that all the details provided above are correct and I agree to all points provided in the **Escorting Responsibilities** document (provided on this site):* ☐

16.6 FREMANTLE PORTS INNER HARBOUR MAP



16.7 JERVOISE BAY AND AUSTRALIAN MARITIME COMPLEX



16.8 FREMANTLE VTS ACCREDITATION

Australian Government
Australian Maritime Safety Authority

Vessel Traffic Services (VTS)

INSTRUMENT OF AUTHORITY

Fremantle Ports

is authorised as a

VTS AUTHORITY

in accordance with the provisions of
Marine Order 64 (Vessel Traffic Services) 2013 (MO64)

Objectives of the VTS

- Manage and operate a VTS which co-ordinates marine traffic movements throughout port waters.
- Compile a marine traffic image consisting of a sensor system that seeks to operate at 99.9% availability.
- Provide an ability to respond quickly in the event of any safety or pollution incident.
- Provide competent and qualified personnel capable of delivering a comprehensive VTS service.
- Enhance navigational safety by providing information on inclement weather, potential traffic conflicts and other information regarding navigational safety.
- Reduce the risk of maritime accidents and pollution.
- Ensure compliance with local and international statutory and regulatory requirements.
- Maximise stakeholder satisfaction with the services provided.
- Maintain an effective QMS addressing the requirements of ISO 9001: 2015.

Conditions of Authorisation

1. Fremantle Ports is authorised to render the following services, as defined in the Guidelines for Vessel Traffic Services mentioned in IMO Resolution A.857(20):
    a. Information Service;
    b. Navigational Assistance Service; and
    c. Traffic Organisation Service.
2. Fremantle Ports may only provide a vessel traffic service in the geographical area approved by AMSA at Schedule 1 of this Instrument (the VTS Area).
3. Fremantle Ports may only:
    a. require reports or other information from the master of a vessel in accordance with section 33 of MO64; and
    b. give instructions to the master of a vessel, in accordance with section 34 of MO64, with which the master must comply,

when the vessel is located in waters within the VTS Area.

Page 1 of 4

16.8 FREMANTLE VTS ACCREDITATION (CONT)

4. Fremantle Ports must operate in accordance with AMSA's:
    a. VTS Compliance and Enforcement Framework; and
    b. Guidance on the qualifications and training of Vessel Traffic Service Operators.

NOTE: section 11(1) of MO64 provides that a VTS authority must operate in accordance with the IMO's Guidelines for Vessel Traffic Services adopted by IMO Resolution A.857(20) as in force from time to time.

Issued at CANBERRA, AUSTRALIA

Australian Maritime Safety Authority

Neil Trainor

Name of Delegate

Signature of Delegate

Stamp of the issuing Authority

Certificate Number:	FRE-01	**Date of VTS Appointment:**	21 Sept 2017	**Expiry Date:**	21 Sept 2022

Page 2 of 4

16.9 VTS SCHEDULING GUIDELINES

Table 1 - Next Vessel Movement to be Commenced from								
Vessel Movement to be completed	GR	OPG	IH Bth[$]	CS Bth	ORA	ORAN	J/Bay	HMAS Stirling
IH/bth in *** / #	1.5	2	1	2	2	1.5	2	2.5
IH/bth in - FP	2	2.5	2	2.5	2.5	2.5	2	3
IH/bth out *** (%)	1(%)	1.5(%)	1.5(%)	2	2	1.5	1.5	2.5
IH/bth out - FP	1.5	1.5	2	2.5	2.5	2.5	2.5	3.5
IH/bth to CS/bth **	3	3.5	3	2.5	2.5	3.5(3*)	3	3
IH/bth to ORA	3	3.5	3	2.5	2.5	3.5(3*)	3	3
IH/bth to ORAN	2	2.5	2.5	3(2.5*)	2.5*	2	3(2.5*)	3.5
CS/bth in ***	3	3	3	2.5	2	3(2.5*)	2	2.5
CS/bth in - FP**	3.5	4	3.5	3.0	3	4(3.5*)	3.5	3.5
CS/bth out ***	2	2.5	2	2.5	2.5	2.5	2.5	3
CS/bth out - FP**	2.5	2.5	2.5	3	3	3	3	3.5
CS/bth to IH/bth **	3	3.5	3	3.5	3.5	3.5	3.5	4
CS/bth to ORA**	2	2.5	2	1.5	1	1.5*	2	2
CS/bth to ORAN**	2	2.5	2	(2.5)2*	2*	1.5	2.5(2*)	3.5
ORA in	2.5	3	2.5	2	1.5	(2.5)2*	2	2
ORA in - FP	3.5	4	3.5	3	2.5	(3.5)3*	3	3
ORA out	1.5	2	2	2.5	2.5	2	2.5	3
ORA out - FP	2.5	2.5	3	3.5	3.5	3	3.5	4
ORA to IH/bth	3	3.5	2.5	3	3	3	3	3.5
ORA to CS/bth**	2	2.5	2	1.5	1.5	2*	1.5	2
ORAN in	2	2.5	2	2.5(2*)	2*	1.5	2.5	3
ORAN in - FP	2.5	2.5	2.5	3(2.5*)	2.5*	2	3	3.5
ORAN out	1.5	2	1.5	2	2	1.5	2	2.5
ORAN out - FP	2	2	2	3	3	2.5	3	3.5
ORAN to IH/bth	2.5	3	2.5	3	3	3	2.5	3.5
ORAN to CS/bth	2	2.5	2	1.5	1.5	2*	1.5	2
Jervoise Bay in	2	2.5	2	2	2	2.5	1.5	2.5
Jervoise Bay out	1.5	2	1.5	2	2	2	2	2.5
GR in -FP	1.5	1.5	1.5	2	2	2	2	2.5
GR out - FP	1.5	1.5	1.5	2	2	2	2	2.5

** Pilot Vessel Transfer* *** Add 30min for vessels with wires* ***Add 30min for CS in & out for DUKC in S&P*
 # Add 30min for RORO SST to IH NQ11/12 ****Deduct 30min for Fishing Vessels* *$ Add 30min for dep Passenger (POB 30min early)*
Deduct 30m for vessels departing Berths 1 and 2 (only if stbd side alongside)

FREMANTLE PORTS
1 Cliff Street
Fremantle WA 6160
fremantleports.com.au