

Fremantle Ports

General information for ships' Masters



General information for Ships' Masters

Fremantle Port Authority is a regulatory body corporate trading as Fremantle Ports.

Fremantle Ports ID Information

Port ID Number 16558

UN Locator AUFRE

Assigned Port Facility Number 0263

Emergency Telephone Numbers

For all emergency situations:

Call: **000**

- Then FREMANTLE PORTS SECURITY CENTRE on **9335 1300**, who will then contact:
- Fremantle Fire Brigade on **9335 6262** or **9335 2201**
- and/or Fremantle Police Station (all hours) **9335 4555**

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.

Fremantle Ports General Enquiries

Tel: **9430 3555** Fax: **9336 1391**

Email: mail@fremantleports.com.au

Front Cover: Fremantle follows International Marine Pilots Association requirements for boarding pilots.

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PORT OF FREMANTLE

This handbook has been compiled by Fremantle Ports for the information of Ships' Masters, Port users and others interested in Fremantle Ports.

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

Email

HarbourMaster@fremantleports.com.au

Note

Information given herein 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.

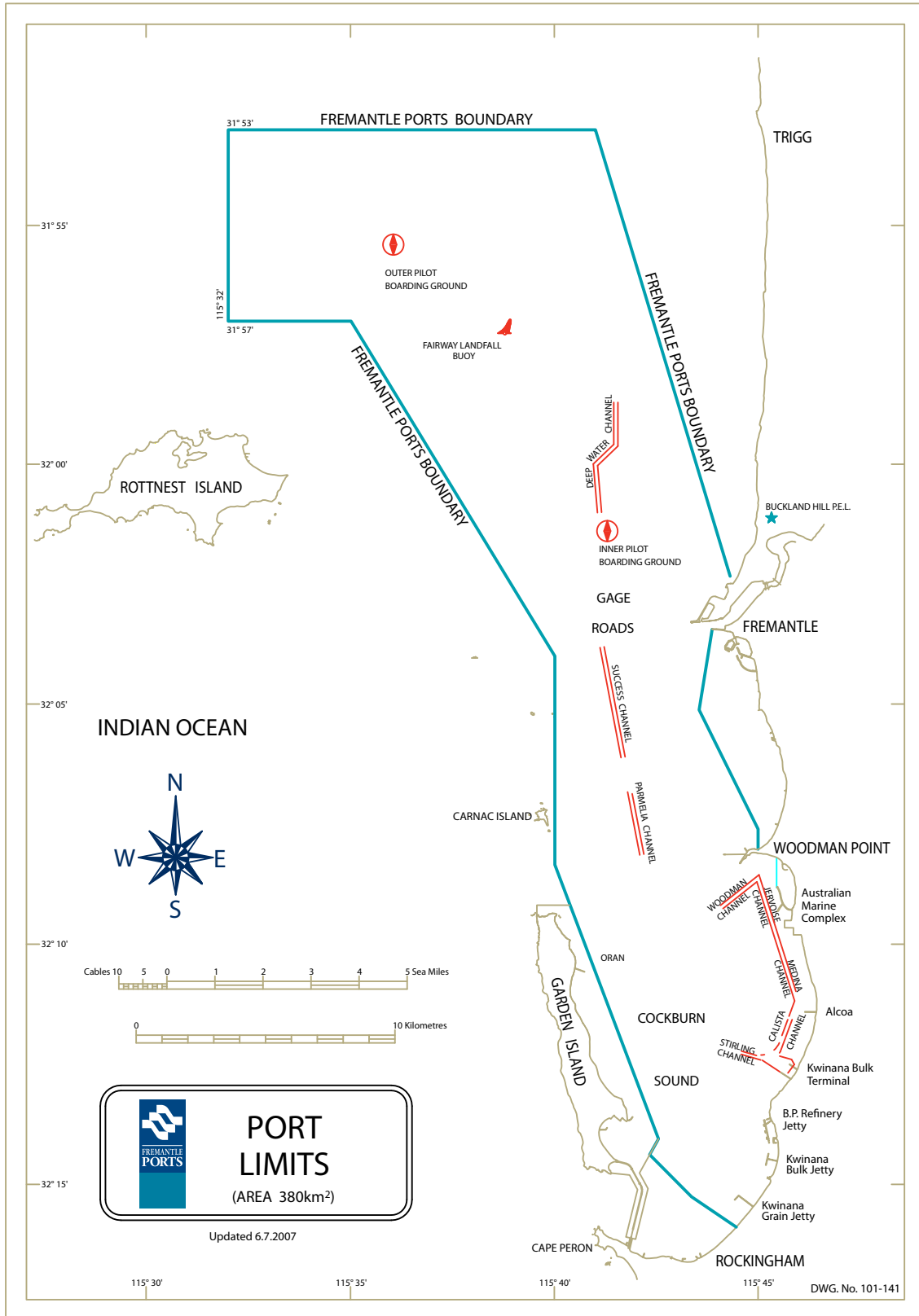
NAVIGATION POLICY

The navigation policy for the 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.

4 Port limits chart



SET LTSCALE AT 125

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

Part A prior to arrival

I PORT LIMITS AND AREA OF JURISDICTION

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 outer boundaries of the Port of Fremantle are shown on the chartlet on page 4.

As shown on the chartlet, the Port of Fremantle comprises of the Inner Harbour and Outer Harbour. The Outer Harbour includes all waters of Gage Roads and Cockburn Sound (often referred to as Kwinana).

1.1 NOTICE OF ARRIVAL / DEPARTURE

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

- (a) Form N03 Application for Berth submitted no less than seven (7) days prior to arrival;
- (b) 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);
- (c) 48 Hours notice of arrival at Fairway Buoy indicating:
 - (i) maximum draft;
 - (ii) revised ETA;
 - (iii) details of hazardous cargo;
 - (iv) any requirement for pilot embarkation at the Outer Boarding Ground if the vessel's draft is less than 11.0m;
 - (v) equipment defects; and
 - (vi) confirmation of chart Aus 112 onboard vessel.
- (d) 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;

- (e) 2 Hours notice of arrival with updated arrival draft on VHF Ch 12;
- (f) 2 hours notice of confirmation of departure with updated departure draft; and
- (g) At least 2 hours notice of cancellation or change for any movement booking.

Note: The above notifications of ETA are regulatory requirements. However any variance from the latest advised times or drafts must be conveyed to the Ports' Vessel Traffic Service Officers (VTSO) **as soon as possible**. Masters also 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 Tugs, Line boats and other Services.

1.2 INWARDS REPORTING

- (h) All vessels bound inwards to Fremantle are to report to "Port of Fremantle" (VHF Ch 12) when crossing the charted reporting line;
- (i) Vessels are required to confirm pilotage requirements for either the Outer or Inner Pilot Boarding Ground;
- (j) Vessels proceeding to the Inner Pilot Boarding Ground or to anchorage in Gage Roads (draught less than 11m) are required to indicate their intended route south of the Fairway Buoy.
- (k) Fremantle Ports operates a 24 hour Vessel Traffic Service (VTS) that provides essential information relating to shipping movements so as to assist the shipboard navigational decision making process.

2 PILOTAGE AREAS

- (a) All vessels making entry to Fremantle Ports for Pilotage must approach the port limits by passing to the north of Rottnest Island;
- (b) Pilotage is compulsory within the Port of Fremantle Port Limits for vessels over 150 GRT;
- (c) Pilotage from the Outer Pilot Boarding Ground is compulsory for vessels with a draught of 11.0 metres and above. 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.
- (d) All other vessels should proceed to the Inner Pilot Boarding Ground via the East Channel;
- (e) Pilotage is compulsory for all vessels from the Inner Pilot Boarding Ground (except for exempt vessels);
- (f) Vessels entering or departing Gage Roads and not under pilotage are recommended to use the East Channel; and
- (g) 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.

Notes

- 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 the 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;
- 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.

Applicable Charts

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

2.1 ANCHORAGES

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

- (a) Vessels with a draft of 11.0m or greater awaiting a Pilot should anchor 2 miles to the west of Fairway/Landfall Buoy. Holding ground is fine sand and coral;
- (b) Vessels of less than 11.0m expecting a Pilot on the same day of arrival may anchor in the vicinity of Hall Bank Beacon in Gage Roads as directed by the VTS. Holding ground is fine sand and shell;
- (c) Vessels of less than 11.0m not expecting a Pilot on the same day of arrival should anchor in the western area of Gage Roads as directed by the VTS. Holding ground is fine sand and coral;
- (d) Vessels of less than 11.0m and exempt of pilotage requirements may anchor south of a line running between South Mole (32° 03.4'S 115° 43.9'E) and Success/Parmelia Channel with permission of the VTS. Holding ground is sand and mud; and
- (e) Outer Port Limits Anchorage 31° 57'S 115° 35E.

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.

2.2 PROHIBITED ANCHORAGES

As marked on chart Aus 112, anchoring is prohibited:

- (a) Between Fairway/Landfall Buoy and No.1 Deep Water Channel;
- (b) Within Deep Water Channel;
- (c) South of Deep Water Channel between western and eastern Gage Roads anchorages; and
- (d) 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:

- (a) Success Channel;
- (b) Parmelia Channel;
- (c) Stirling Channel;
- (d) Calista Channel;
- (e) Woodman Channel; and
- (f) Medina Channel.

2.3 QUARANTINE ANCHORAGE

Vessels which have not been granted Pratique **must not pass** south of a line between North Mole (32°03.1'S 115°43.4'E) and Mewstone (32°05'S 115°40'E).

3 ARRIVAL DRAFTS

3.1 VESSELS IN BALLAST

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.

3.2 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

3.3 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	12.20 metres
Arriving or departing Alcoa Jetties	10.60 metres
Arriving or departing KBT (KBB2)	10.60 metres
Arriving or departing Cockburn Sound ≤40m Beam	13.00 metres
Arriving or departing Cockburn Sound >40m Beam	12.50 metres

Agents are required to submit a DUKC Application form from the vessel with accurate stability parameters. This form must be supplied to the VTS as soon as practicable.

3.4 PORT SECURITY AND MSIC (Maritime Security Identification Cards)

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

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 from 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 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

Maritime Security Identification Card (MSIC)

The Maritime Transport & 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:

- (a) Displays a valid MSIC; or
- (b) 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 9430 3322 or 9430 3384.

4 CUSTOMS INFORMATION FOR SHIPS' MASTERS

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.

4.1 PRE-ARRIVAL VESSEL AND CREW/PASSENGER REPORTING

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 vessels 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 below time-table 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

At this time 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.

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

- This report is mandatory for all first port vessels (i.e. vessels arriving in Australia direct from an overseas port/place).
- Customs will not normally require this report to be made at subsequent (i.e. intermediate) ports in Australia. However, this may be required from time to time at the discretion of the local Customs office.

This 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.

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

- 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.

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

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 than 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 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.

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

- This report is mandatory for all first port vessels (i.e. vessels arriving in Australia direct from an overseas port/place).
- Customs will not normally require this report to be made at subsequent (i.e. intermediate) ports in Australia. However, this may be required from time to time at the discretion of the local Customs office.
- This 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. However, the local Customs office will require a signed original form after the vessel has arrived. For relevant Customs contact details please see your local Customs office.
- 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.64ACD of the Act.

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 than 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 this reporting requirement, the following should be noted:

- This report is mandatory for all first port vessels (i.e. vessels arriving in Australia direct from an overseas port/place). If the vessel has no passengers a 'Nil' report is not required.
- Customs will not normally require this report to be made at subsequent (i.e. intermediate) ports in Australia. However, this may be required from time to time at the discretion of the local Customs office.
- This 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. However, the local Customs office will require a signed original form after the vessel has arrived. For relevant Customs contact details please see your local Customs office.

- 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.64ACD of the Act.

4.2 VESSEL ARRIVAL – CUSTOMS REQUIREMENTS

Crew and passengers on vessels arriving in Australia are required to meet a number of 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.

Immigration Clearance

Under the Migration Act (S.172) all crew and passengers entering Australia are required to present for Immigration Clearance on arrival. Any person arriving in Australia and who departs a vessel (port limits) prior to being Immigration cleared is deemed to have 'bypassed Immigration Clearance'. Persons who have bypassed Immigration Clearance may become subject to certain actions by Customs or Immigration that may result in them becoming unlawful and subject to Immigration compliance action (eg. Visa may be ceased, may be subjected to restriction on board the vessel, etc).

A ship is deemed to have arrived under the Customs Act 1901, when it is secured within a Customs S.15 port (or at a place subject to a Customs S.58 permission). Secured means when the vessel has dropped its anchor (if it goes to anchorage) or when it is made all-fast (last-line) at a berth.

Customs will normally complete Immigration Clearance at the time the vessel arrives at the berth at its first port of arrival in Australia. However, this may also occur enroute from the last overseas port (eg. when Customs joins a cruise ship for its voyage to Australia) or at a subsequent port (eg. where Customs do not board at the vessels first port of arrival). In some cases Customs may also provide Immigration Clearance for a vessel without actually boarding the vessels (discussed further below).

Crew and passengers arriving on vessels into Australia must satisfy the following requirements to be Immigration cleared:

- Crew/passenger must hold a valid national passport;
- Crew must hold a Maritime Crew Visa or other appropriate visa, which grants sea crew rights, granted against the same passport. During the transition period (1 Jul 07 – 31 Dec 07) crew may still be eligible for the grant of an SPV in which case they will not require an MCV. From 1 Jan 08, the MCV will become mandatory for all crew;
- For crew there must be another document that establishes the crew member's employment on the vessel (eg. crew list, ship's articles, seaman's book, record of contract);
- Passengers must hold an appropriate visa that allows their entry into Australia consistent with the purposes of their visit (eg. business visa, tourist visa, etc).
- All crew/passengers must present in person for Immigration Clearance. At this point Customs will complete a face-to-passport check to verify the identity of the passport holder.

Foreign crew who fail to meet the above requirements may be restricted on board the vessel. In addition, the operator, master, charterer, and agent may also be liable for an infringement notice up to \$5,000 for each person who is refused Immigration Clearance.

Regardless of whether or not crew have been Immigration cleared on arrival, under S.225 of the Migration Act 1958, at any point during its voyage in Australia, Customs may require the master of a vessel to muster the crew of the vessel in their presence. This requirement extends to crew producing their relevant identity documents (i.e. passport). For this reason it is recommended that all crew passports be held securely by the master of the vessel during its voyage in Australia and crew not be allowed to take personal possession of their passports. For identification purpose ashore it is recommended that crew use some form of photographic identification, other than the passport (eg. photocopy of passport bio page, seaman's ID book, company ID card, etc).

Customs Form B523 – Seaports Immigration Clearance Advice

As indicated above, it is important that the crew and passengers of vessels arriving in Australia are aware of their status and in particular whether or not they have been Immigration cleared. For this reason from 1 July 2007, Customs will introduce a new 'Seaports Immigration Clearance Advice' (Customs Form B523). This advice will provide more certainty to ships agents and masters about when crew and passengers have been Immigration cleared, have been refused Immigration Clearance or are still in the process of being Immigration cleared. The advice will be issued by Customs for every first port arrival vessel (excluding military vessels). This advice is not a mandated requirement under any legislation; rather it is an administrative arrangement, which has been implemented to provide some transparency and certainty around the Immigration Clearance process. It is recommended that a copy of this advice is kept by the master/agent after it has been issued by Customs.

The Immigration Clearance Advice can be issued by Customs as follows:

- **If the vessel is not to be boarded:** Advice can be issued at any stage prior to the vessel's arrival. The advice will be provided by Customs (by hand, fax or e-mail) to the vessel's agent for delivery to the master. Where Customs wish to revoke an advice after it has been issued they will make contact with the agent to advise them of this.
- **If the vessel is to be boarded:** Advice is to be issued by the Customs Officers who have boarded the vessel at the conclusion of the Immigration Clearance activity. The advice would normally be provided to the vessel's master.

It should be noted that this advice is issued once only for each arrival. The advice indicates that all crew and passengers on board the vessel have been Immigration cleared, however it also allows for several exceptions to this, as follows:

- **Refused Immigration Clearance –** Crew that have been formally refused Immigration Clearance will normally be restricted on board the vessel. They are subject to the conditions listed on the Restricted on Board advice issued by the Department of Immigration and Citizenship.

- **Immigration Clearance Still in Progress –** Crew that have not yet been Immigration cleared or been refused Clearance are still in Immigration Clearance. As a result these crew should remain on board the vessel until they receive formal advice in relation to their status. Should they disembark the vessel and leave the port limits they may be deemed to have bypassed Immigration Clearance and may be subject of restriction on board or other Immigration action.

Agents/masters will be advised as soon as possible of any change in status of a crewmember by DIAC or Customs (eg. lifting of Restriction on Board or completion of Immigration Clearance).

4.3 CREW SIGNING ON A VESSEL

From 1 July 2007, where crew wish to sign-on 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 crewmember's lawful status prior to signing the crewmember 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 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-on date and time;
- 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. Where crew do join a vessel prior to its arrival in Australia, and the vessel then arrives in Australia – they 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 master/agents obtaining relevant permissions from the local Customs office.

Where crew are awaiting a sign-on to a vessel in Australia and are currently on a short-term visa (eg. transit visa – period is only 3-5 days) and they 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.

4.4 CREW SIGNING OFF A VESSEL

From 1 July 2007, where crew 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

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 crewmembers 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;
- 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 – they 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 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.

4.5 MISCELLANEOUS PROCESSING REQUIREMENTS

Imported Vessels

Immigration policy states, that upon a vessels importation (arrival & 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 crewmembers signing-off the vessel where a vessel is to be 'imported'.

Exported Vessels

Immigration policy states, that upon a vessels exportation (departure & 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 crewmembers signing-on the vessel where a vessel is to be 'exported'. They will also require a Customs Form 3B 'Crew Report' of all person's on board the vessel at the time of its departure.

Medivacs and Distressed Seafarers

Crew required to be 'medivaced' 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 medivaced 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.

4.6 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:

- (a) Ship's Report of Arrival;
- (b) Passenger and Crew Report;
- (c) Report of Ships Stores; and
- (d) 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.

Transshipments

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 \$A4,000.

4.7 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.

5 GENERAL QUARANTINE (INC. PRATIQUE)

The AQIS 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 the 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 AQIS.

A QPAR must be submitted to AQIS 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 the 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.

AQIS 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 AQIS 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 www.aqis.gov.au/shipping

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 AQIS 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 section 20AA or S33 of the Quarantine Act 1908. 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 AQIS 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.

AQIS is a cost-recovered organisation and all Quarantine forms and information can be obtained from your Agent or from Australian Quarantine and Inspection Services www.aqis.gov.au/shipping

Part B within the port

6 COMMUNICATION

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). This is manned 24 hours a day, 7 days a week.

The VTS is a limited coast radio station, and is therefore not able to handle public correspondence.

The call sign of the VTS is "Port of Fremantle".

Orders concerning shipping movements, allocation of berths and related matters are passed to ships, pilots, tugs and mooring staff through the VTS. In addition to the recording of shipping movements, the VTSO on duty deals with calls of an urgent nature involving fire, accident, mechanical and electrical breakdown, boats and/or ships in distress, the need for medical assistance and navigation light failure.

Vessels anchoring on arrival should establish communication at 2 hours notice with "Port of Fremantle" and listen on VHF Channel 12.

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

6.1 VHF RADIO FREQUENCY ALLOCATION

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 Channels

- Channel 6 Tug Operations - Inner Harbour
- Channel 8 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

Vessels Carrying Explosives

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.

6.2 TELEPHONE, FAX AND EMAIL

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

Facsimile: +61 8 9430 3414

Telephone: +61 8 9430 3303

Email: movements@fremantleports.com.au

6.3 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.

7 PILOTAGE, EMBARKATION REQUIREMENTS

A licensed pilotage service operates on a 24-hour basis within the Port of Fremantle.

Pilotage is compulsory in the Port of Fremantle, except for ships not exceeding 150 GRT, and Australian ships where the Masters have a valid Pilot Exemption Certificate.

The Port Authority maintains two pilot launches at Fremantle which service all inward and outward vessels under Pilotage.

Pilot transfers to and from vessels in Cockburn Sound are usually made by a launch based at the oil refinery.

7.1 EMBARKATION REQUIREMENTS

- (a) 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;
- (b) 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;

- (c) 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;
- (d) 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;
- (e) By night a bright light is to shine downwards and forwards to clearly illuminate the ladder and the ship's side;
- (f) Boat ropes are NOT to be used;
- (g) 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; and
- (h) 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).
- (i) 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.
- (j) Should the gear and manner in which it is rigged not be satisfactory, pilotage services will be withheld.
- (k) Full diagrammatic explanation of the pilot embarkation requirements are shown on the centre pages of this handbook.

8 ENVIRONMENTAL MANAGEMENT

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

8.1 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 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.

Sewage

(i) 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 may be discharged at any location 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	CERTIFICATE DESIGN CRITERIA
Suspended Solids	mg/L	< 50
Faecal Coliform	MPN/CFUper100ml	< 250
BOD	mg/L	< 50
Residual Chlorine	mg/L	> 50

- (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 and Conservation (DEC) and Fremantle Ports may instruct discharge to cease at any time and request additional effluent samples if there is 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.

(ii) Vessels Less than 400 GRT or Coastal Voyages

The Western Australian Environmental Protection Act 1986, Environmental Protection (Unauthorised Discharges) Regulations 2004 apply to vessels less than 400 GRT or any vessel on Australian coastal voyages. The DEC advise that sewage, treated or otherwise, is presently considered a prohibited discharge and is not permitted in Fremantle Ports' waters.

Vessels are required to report any accidental discharge in contravention of the Environmental Protection (Unauthorised Discharges) Regulations to the DEC and Fremantle Ports.

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

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 and Conservation 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 grey water within port limits is prohibited.

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.

Other Wastewater

Department of Environment and Conservation enforce 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

8.2 AIR EMISSIONS

Smoke

The Department of Environment and Conservation enforce 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 Jetty sites are subject to dust emission levels set by the Department of Environment and Conservation, 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.

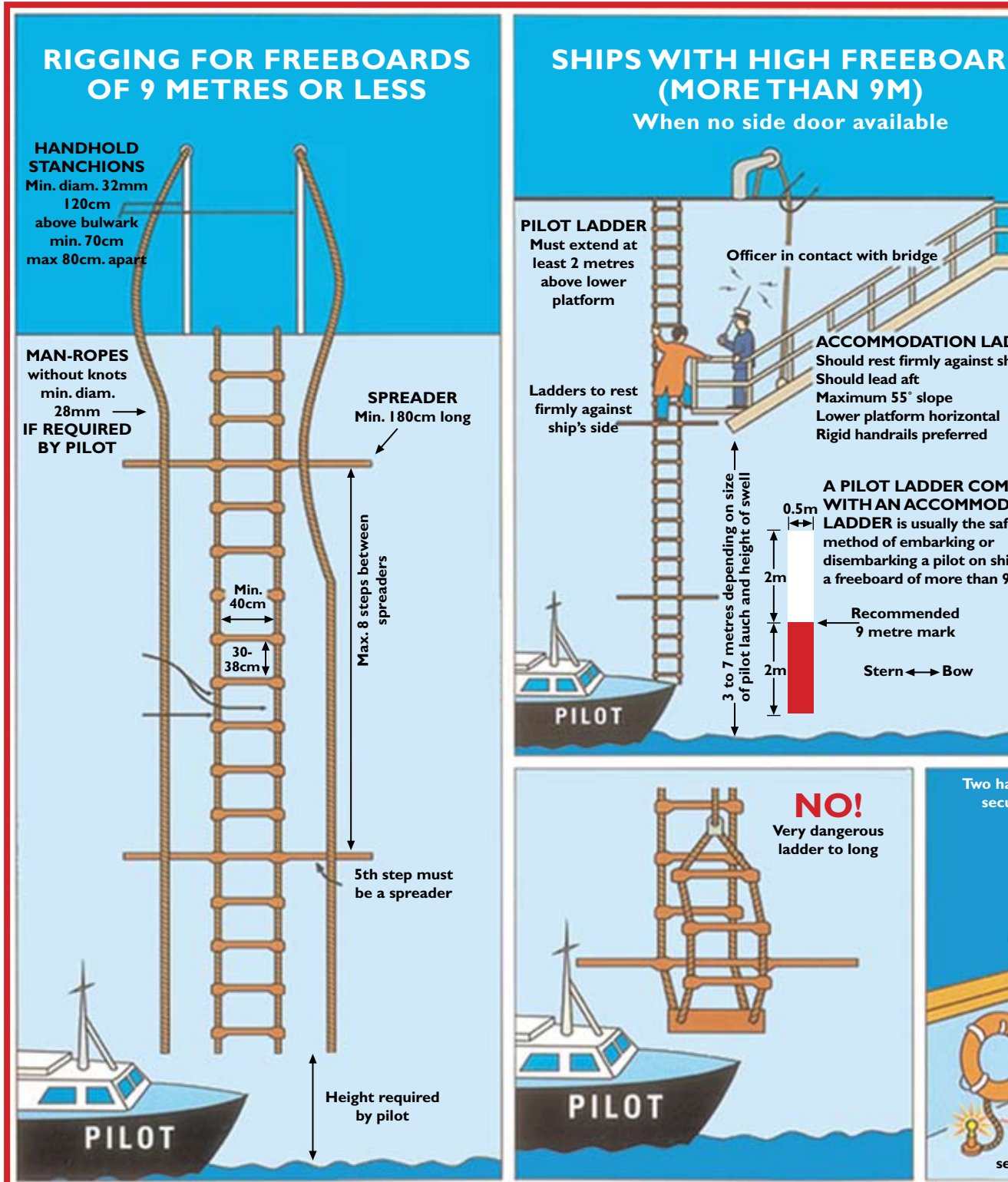
REQUIRED BOARDING ARRANGEMENTS FOR PILOT

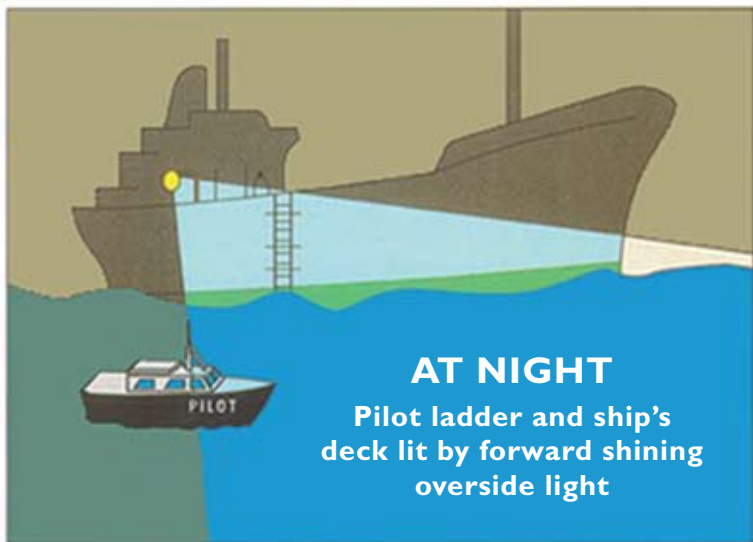
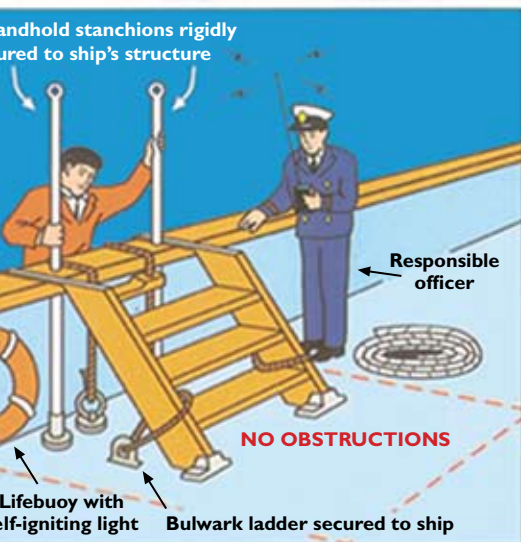
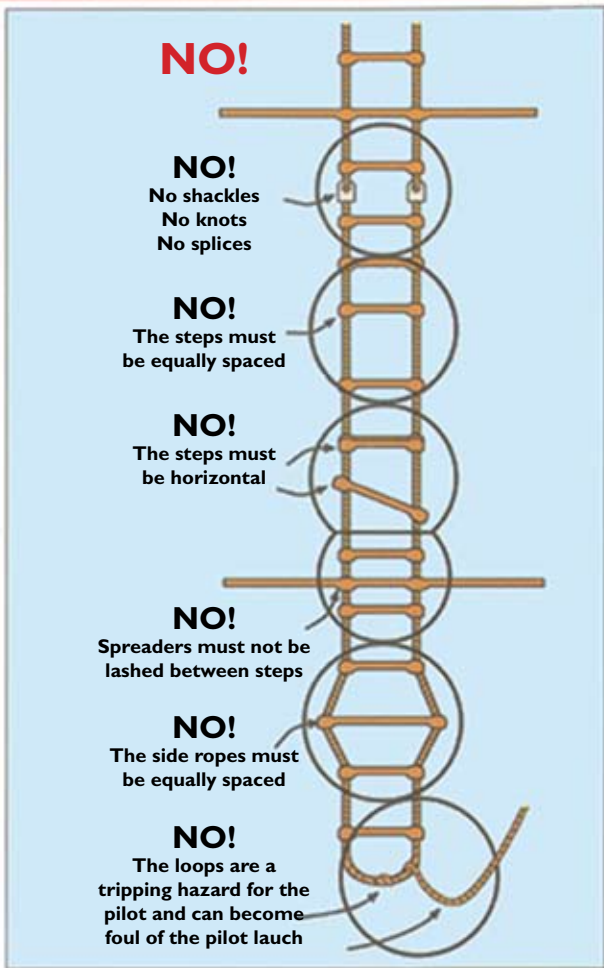
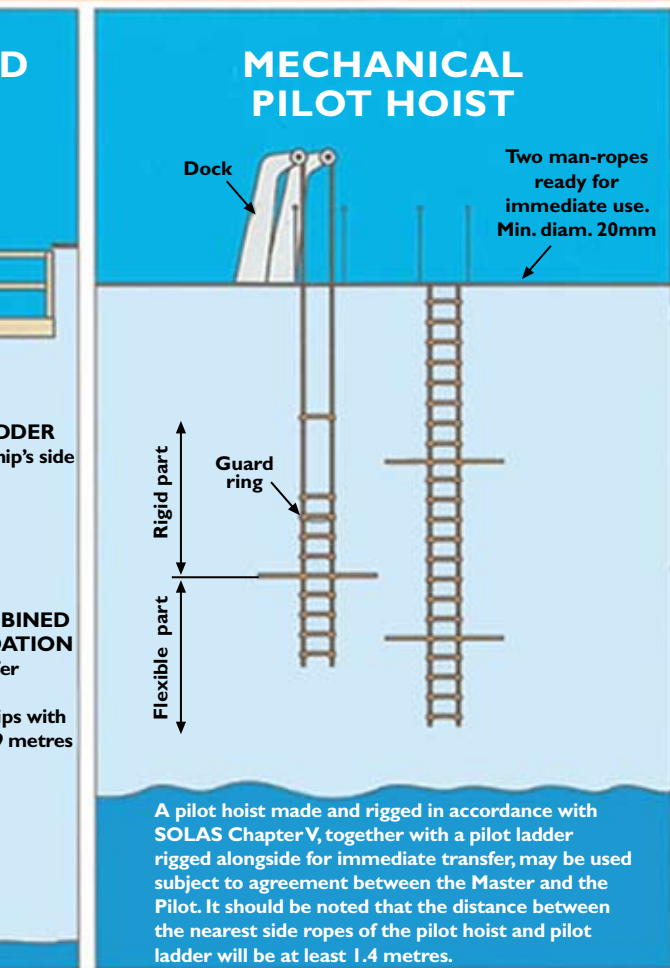
In accordance with I.M.O. requirements and I.M.P.A. recommendations

INTERNATIONAL MARITIME PILOTS' ASSOCIATION

H.Q.S "Wellington", Temple Stairs, Victoria Embankment, London WC2R 2PN

Tel: +44 20 7240 3973 Fax: +44 20 7240 3518





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:

- 1 - North Quay 1 or 2
- 2 - Victoria Quay E
- 3 - Victoria Quay H
- 4 - North Quay 11
- 5 - 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.

Sulphur Dioxide

Annex VI of MARPOL requires that the sulphur content of any fuel combusted on board a ship does not to exceed 4.5%/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 biphenols, 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.

8.3 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:

- 1 - North Quay 1 or 2
- 2 - Victoria Quay E
- 3 - Victoria Quay H
- 4 - North Quay 11
- 5 - North Quay 12

A register is maintained recording the SWL of vessels already surveyed. The ship's owner may request a re-assessment if it can be 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 the Fremantle Port Authority.

8.4 BALLAST WATER MANAGEMENT

Ballast water must be managed to minimise the risk of marine pest introductions.

International Vessels visiting Fremantle Port

The Australian Quarantine Inspection Service (AQIS) Mandatory Ballast Water

Management Guidelines apply for all international vessels arriving at Fremantle Port as of 1st July 2001. Vessels are required to manage their ballast water in accordance with AQIS requirements. Refer to Customs and Quarantine Information for Ships Masters section in this document (Section 4).

AQIS Contacts

Shipping desk Phone	9430 2312
Email	aqis.shippingdesk@aqis.gov.au
Internet	http://www.aqis.gov.au/shipping

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 will regulate domestic ballast water management. The regulations are expected to come into effect in 2009. Further information is available from the Department of Fisheries (Fish and Fish Habitat Protection Program) on 9482 7333.

8.5 HULL CLEANING

The ANZECC Code of Practice for Antifouling and In-water Hull Cleaning and Maintenance and the Fremantle Port Authority Hull Cleaning Guidelines (TRIMVSL082) 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 & Conservation shall apply.

8.6 SHIPSIDE PAINTING

Painting of ships has the potential to result in water pollution through spills and also damage to property through overspray. Under the Western Australian Environmental Protection (Unauthorised Discharges) Regulation 2004 it is an offence to allow paint to be discharged into the environment. A penalty of \$5000 may apply.

Approval from the Harbour Master is required before undertaking any shipside painting. Approval may be granted if it can be demonstrated that there will be no discharge of paint to the marine environment. Conditions of approval may include:

- (a) All painting work to occur above the high water mark
- (b) No chipping or abrasive blasting
- (c) Painting to be done by hand using brush or roller
- (d) Spray painting is not permitted
- (e) Paint and debris must be prevented from entering the harbour, including debris from water jet cleaning
- (f) All waste material must be disposed in an appropriate manner

8.7 WASTE MANAGEMENT

Solid Waste and Quarantine Waste

It is a breach of the Australian Quarantine Act 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 Australian Quarantine Act 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 the Fremantle Port Authority (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 required.

Recycling

The Australian Quarantine Act requires that all ships waste be managed as quarantine waste unless it is sterilised by way of heat treatment or similar. There are currently no sterilisation facilities available within Fremantle Ports and as such recyclable materials that are separated on board a vessel must be disposed as for quarantine waste.

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.

8.8 FISHING / REMOVAL OF MARINE LIFE

The Port Authorities Regulations 2001 prohibits the removal of marine life from the port. This includes marine life (both animals and plants) from a wharf, jetty, buoy or beacon.

Fishing is also prohibited in areas designated by notices or signs as an area where fishing is not permitted.

8.9 CETACEANS

The following is an outline of the types of cetaceans likely to be encountered and their migration periods:

- Humpback whales
 - northern migration, April - August
 - southern migration, September - November
- Southern right whales
 - northern migration, May - August
 - southern migration, September - November
- Blue whales (pygmy and 'true')
 - northern migration, March - April
 - southern migration, September - November
- Bottlenose dolphins - prevalent all year round, but mainly in sheltered areas such as Cockburn Sound or Own Anchorage.

Ships masters should report any vessel strikes to the Port of Fremantle on VHF Channel 12 and the Department of Environment and Conservation on 9474 9055.

Entanglements should also be reported to the Department of Environment and Conservation.

9 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 (FrmV12) 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:

- (a) An experienced engineer is overseeing the entire bunkering or oil transfer operation;
- (b) All scuppers are adequately blocked;
- (c) The offside bunkering connection blank is secure and the inlet valve is firmly closed;
- (d) Drip trays are positioned under hose connections;
- (e) All hose and flange connections are bolted or wired correctly to prevent disconnection;
- (f) The areas adjacent to all outlets, where it is possible for oil to escape, are patrolled throughout the operation;
- (g) 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;
- (h) No smoking, hot work or other ignition sources occur within the vicinity of the bunkering operation and the vessel's fuel tank vent pipe; and
- (i) 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.

10 OIL SPILLAGE

COMMUNICATIONS VHF CHANNEL 12 OR 9335 1300

Notification of an oil spill should be made via the VTS, either by VHF radio or telephone.

Fremantle Ports takes a very serious view of any oil spillage which may occur. Legal proceedings are normally instituted against the Master and Owners of an offending ship under the provisions of the Prevention of Pollution of Waters by Oil Act, 1960, which currently provides for a maximum of \$50,000 for each offence.

Under this Act, it is also an offence, carrying a maximum penalty of up to \$10,000 for the Master or Owner not to inform the FPA of all material details relating to a spillage in Port waters.

Regardless of whether or not legal proceedings are taken against the Master or Owner of an offending ship, the FPA is authorised under the Act to take such action as it deems necessary to remove such oil or oil mixture from the waters affected and to recover from the Owner or Master of the vessel all costs and expenses involved.

No discharge onto wharf of any material, water, filth, excreta, etc from any part of a vessel onto the wharf, and all pipes including steam pipes shall be effectively screened to the satisfaction of the Harbour Master.

Portable oil barriers and associated recovery units are available for use to contain and recover any oil which may be spilled in the Inner or Outer Harbours.

II DRAFT AND BERTH INFORMATION

11.1 CHANNEL			
	DESIGN. DEPTH	MIN. WIDTH	STATIC UKC
Inner Harbour	13.0	174.3	1.0m
Deep Water	15.2	464	15%
Success / Parmelia	14.7	152.4	*13-14%
Woodmans / Jervoise / Medina	8.5	122-152	10%
Stirling	11.7	122.0	1.0m
Calista	11.6	152.4	1.0m

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

Deep draft vessels may transit at a reduced UKC under a controlled program based on wave and tide analysis.

11.2 INNER HARBOUR					
	WHARF HEIGHT	BERTH LENGTH	DESIGN DEPTH	MIN. UKC*	DESIGN DISPLACEMENT
C – H	4.0	1289	11.0	.05	15,000 (C, D)
					30,000 (E)
					40,000 (F, G, H)
1 – 2**	4.0	385	11.0	0.5	30,000 (1)
					40,000 (2)
4 – 6	4.0	564	13.0	0.5	
7 – 9	4.0	539	13.0	0.5	50,000 (7, 8)
					70,000 (9)
10	4.0	187	11.0	0.5	
11 – 12	4.3	429	11.0	0.5	

Note: Refer to latest Notice to Mariners for current declared depths for channels and berths.

Due to siltation and meteorological effects, actual depths may be less than the designed depth. Refer to latest Notice to Mariners for current declared depths.

*May be reduced to 0.3m subject to Harbour Master approval.

** Maximum beam at Berth 1 is 25.0m

11.3 OUTER HARBOUR							
	WHARF HEIGHT	BERTH LENGTH	DESIGN DEPTH	MIN. UKC	MAX. LENGTH	MAX. BEAM	DESIGN DISPLACEMENT
Alcoa 1	4.8	326	11.6	0.5	200	30.0	50000
Alcoa 2	4.8	326	11.6	0.5	210	32.2	50000
KBB 2	-	268	12.2	0.5	244.0	32.2	50000
KBB 3	4.9	259	13.4	0.5	245.0	32.2	85000
KBB 4	4.9	221	13.4	0.5	245.0	32.2	85000
ORJ 1	-	73	14.7	0.5	228.6	46.0	45000
ORJ 2	-	73	14.7	0.5	288.6	46.0	45000
ORJ 3	-	101	14.7	0.5	274.0	46.0	130000
Kwinana Grain Jetty	4.4	292	16.8	0.5	265.0	39.36	75000
Stirling Sub	4.6	213	10.8	0.5	-	-	-
Stirling Ro Ro	4.6	214	9.1	0.5	-	-	-
Stirling Escort	4.6	306	9.7	0.5	-	-	-
Armament Jetty	-	150	10.5	0.5	-	-	-
AMCE	3.5	210	11.0	0.5	-	-	-
AMCS	4.5	370	12.7	0.5	-	-	-

Due to siltation and meteorological effects, actual depths may be less than the designed depth. Refer to latest Notice to Mariners for current declared depths.

11.4 USE OF ANCHORS AT SPECIFIC BERTHS

ALCOA: 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.

Kwinana Bulk Berth 2 (KBB2):

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

Vessels arriving at a draft of greater than 10.50m may be required to berth starboard side alongside.

Vessels which berth starboard side alongside are required to swing to become port side alongside at the earliest opportunity after the draft is reduced below 10.50m. Vessels may be required to set-up mooring lines to enable warping of the vessel during cargo operations.

11.5 REGULATIONS TO BE OBSERVED AT ALL BERTHS

Propellers Stationary on Moored Vessels

Propellers must not be worked without permission from the Harbour Master.

Naked Lights Prohibited

Use of naked lights of any sort or design whatsoever for any purpose, is prohibited unless authorised by the Harbour Master.

Repairs, Welding, Cutting, etc.

Repairs of any kind are prohibited unless authorised by the Harbour Master. All of the above regulations are vigorously enforced and any person committing a breach of these regulations shall be liable to a penalty.

Safe Means of Access

Regulations for boarding vessels must comply with Marine Orders issued by AMSA.

Permission to Immobilise

All vessels must adhere to the determination of Permission to Immobilise applications. (Please see our website www.fremantleports.com.au/Shipping/Business/BusinessForms for application for permission to immobilise form).

Strong Wind and Gale Warnings

Masters are to observe correct procedures when Strong Wind or Gale Warnings have been issued to vessels by Port Services Officers.

11.6 COCKBURN SOUND ANCHORAGES

Sulphur Bay area is used for vessels bunkering & surveys. Holding ground is sand.

Cockburn Sound Anchorage is used by vessels awaiting survey inspection and berths in Cockburn Sound. Holding ground is sand and clay.

All anchored vessels should keep a listening watch on Channel 12 for movement information and have a pilot ladder ready for pilots. Surveyors, Customs and Agents may require a gangway.

12. TIDAL INFORMATION

- Highest Astronomical Tide 1.400m
- Mean High Water Springs 1.130m
- Mean High Water 0.972m
- AHD 0.756m
- Mean Sea Level 0.728m
- Mean Low Water 0.503m
- Indian Spring Low Water 0.396m
- Lowest Astronomical Tide 0.200m
- Fremantle Datum 0.000m

Fremantle Tidal movements are mainly diurnal with a small semi diurnal effect evident during neap tides.

An increase in barometric pressure tends to lower the sea level approximately 0.1m for a difference in pressure of 10 mbs and vice versa. However, the effects of pressure are not evident immediately and rarely exceed 0.25m. The effect of wind depends on the direction and duration.

WATER DENSITY:

1025g/cm³ or more throughout the year except in the Inner Harbour during Winter and Spring when fresh water enters from the Swan River.

12.1 TOWAGE, LINE LAUNCHES AND MOORING SERVICES

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 unless tugs are moored on the Storm Moorings in Cockburn Sound when 3 hours notice is required. 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.

12.2 TOWAGE INNER HARBOUR

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.

TUG DESIGNATION

- A Z Peller with a bollard pull of >44T @ 85% MCR over the bow
- B Z Peller 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

12.3 TOWAGE ASSISTANCE (POWER UNITS) – INNER HARBOUR

V/L LENGTH (LOA) UP TO AND INCLUDING		110-120 METERS		135 METERS		160 METERS		210 METERS		245 METERS	275 METERS	>275 METERS
V/L	SIDETO	P	S	P	S	P	S	P	S			
1 & 2	In	1	1	1	1	2	2	2	2			
	Out			1	1	1	1	2	2			
4+	In	2	1	2	1	2	2	2	2	Head In	Head In	Head In
	Out	1	2	1	2	1	2	2	2			
5	In	1	1	1	1	2	2	2	2	In 3**	In 4**	***
	Out			1	1	1	1	2	2	Out 3**	Out 4**	
6 to 7	In	1	1	1	1	2	2	2	2			
	Out			1	1	1	1	2	2			
8 to 10	In	1	1	1	2	2	2	2	2	In 3**	In 4**	***
	Out			2	1	2	1	2	2	Out 2	Out 3**	
11 & 12	In	1	1	1	2	2	2	2	2			
	Out			2	2	2	2	2	2			
A & B	In	1	1	1	1	2	2	2	2			
	Out			1	1	1	1	2	2			
C & H	In	1	1	1	1	2	2	2	2			
	Out			1	1	1	1	2	2			

* The power unit may be replaced by a small tug with a bollard pull of at least 10 tonnes in mean wind speeds of up to 15 knots.

** The number of power units may be reduced by one provided that at least two tugs are of Z-Peller type each with a bollard pull of at least 40 tonnes.

*** Towage for vessels over 275 metres LOA shall be assessed individually.

+ Where 1 power unit is allocated, an additional unit may be required if the ship overhangs western end of No. 4 Berth.

1.2.4 TOWAGE ASSISTANCE (POWER UNITS) – OUTER HARBOUR

VESSEL LENGTH (LOA)	NUMBER OF POWER UNITS REQUIRED
110 m	0 *
120 m	1 **
135 m	1
200 m	2
250 m	2 ***
275 m	2 ****
>275 m	3 *****

- * Small tankers less than 110m LOA shall use the assistance of one B tug for berthing and unberthing. Consideration may be given for the use of a C tug or two launches with a combined bollard pull of at least 10 tonnes.
- ** The tug may be replaced by a C tug in max wind speeds up to and including 15 knots.
- *** If circumstances dictate that a large tug may be unsuitable (e.g. low freeboard; constrained swinging area), one large tug may be replaced by two C tugs.
- **** Tankers in light load or ballast condition, of 250m to 275m LOA and greater than 40m beam, require a third tug for berthing or departure when the max, wind speed is in excess of 25 knots.

12.5 DETAILS OF TUGS

TUGS	CATEGORY	PROPULSION	LENGTH	BHP	BOLLARD PULL
INNER HARBOUR					
Burra	Harbour / Coastal	ASD Z-Peller	31.9m	4825	60T
Wambiri	Harbour / Coastal / Ocean	ASD Z-Peller	33.9m	4730	62T
Wyong	Harbour / Coastal	ASD Z-Peller	32m	3550	48T
OUTER HARBOUR					
Bunbury	Harbour / Coastal	ASD Z-Peller	31.9m	4825	55T
Champion	Harbour / Coastal	ASD Z-Peller	34.1m	4200	53T
NAVAL					
Tammar	Harbour – Large	Twin Screw	26.7m	2560	37T
Chuditch	Harbour – Medium	Twin Screw	23.5m	720	16T
Parma	Harbour – Small	Twin Screw	15m	400	12T
ALL AREAS					
Biggada	Harbour	Twin Screw & Nozzle	16.7m	900	10T
Blue Bulla	Harbour	Twin Screw & Nozzle	16.1m	1100	10T
Stirling Skate	Harbour	Twin Screw & Nozzle	21.2m	900	14T
Esperance Bay	Utility Workboat	Single Screw	16.6m	480	6T
Karlee	Utility Workboat	Single Screw	12.8m	300	4T
Sacramento	Harbour	Twin Screw	15.8m	350	10T
Total Spirit	Harbour	Twin Screw	17.1m	480	10T
Total Docker	Utility Workboat	Single Screw	16.6m	480	6T

12.6 LINES LAUNCHES/WORK BOATS

Launches are required to be used to run lines from all vessels at all berths.

Some vessels of less than 110m LOA and not normally allocated a tug may be provided with an additional launch for mooring purposes.

MOORING SERVICE

Fremantle Ports provides a mooring service to all Berths except Alcoa, BP (ORJ 1, 2, 3) and Fleet Base West, which are private berths. At private wharves, additional lines may be run by the vessel in cases of emergency, otherwise all requirements must be notified to the Harbour Master through the VTS via VHF Channel 12.

When winching on Mooring Lines, the Crew MUST pay attention to the Mooring Hands to avoid an accident.

The Australian Maritime Safety Authority (AMSA) has included mooring lines as part of its Marine Orders relating to sub-standard ships. This means that if a vessel has defective lines, AMSA now has the power to declare the vessel sub-standard and direct the lines to be replaced.

There are several Mooring and Unmooring Vessel Service Providers in the Port.

12.7 Mooring and Unmooring

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 will result in the delayed berthing of the vessel.

Sufficient trained personnel shall be provided at each end of the vessel to moor or unmoor safely and efficiently.

The running of mooring lines from vessel to shore shall be by line-running boats.

Specific procedures may be required for mooring and unmooring vessels at particular berths.

Berths where Fremantle Ports provides mooring service (Inner Harbour - All Berths, KBT, KBJ, KGJ, AMC).

Mooring

Two line-running boats shall be used to assist the mooring of vessels of length greater than 180m LOA and for vessels using heavy mooring wires.

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.

Private Berths where Fremantle Ports does not provide mooring service (Outer Harbour – BP Oil Refinery Jetties (Nos. 1, 2 and 3), Alcoa, Fleet Base West).

Mooring

The mooring procedures will be confirmed between the Pilot or exempt Master and the Berthing Coordinator before the vessel approaches the berth.

Two line-running boats, one forward and one aft, shall be available to run mooring lines. Positioning information relative to the ship's manifold and shore connections will be provided by the Berthing Coordinator.

Unmooring

The unmooring procedure will be confirmed between Pilot or exempt Master and the Berthing Coordinator before starting to let go lines. It may be necessary to use line-running boats to let go vessel's head, stern and breast lines.

13. PORT FACILITIES

13.1 INNER HARBOUR - NORTH QUAY (NQ)

- Bunkers available at all berths 200/500 tph heavy oil. Gas and diesel also available.
- Fresh water is available at all berths:
- Delivery rate at wharf level is 45 tph per hose up to a maximum of six hoses.
- Delivery rate will reduce with height as hoses rise to input point on the vessel.
- A 5 metre rise will reduce the rate to 40 tph, and a 10 metre rise will reduce the rate to 36 tph.
- Electricity supply is available at berths 1, 2, 11 and 12, as below:
 - 240 volt AC single phase (50 hz)
 - 415 volt AC 3 phase plus earth (50hz)
- Telephones can be provided at all berths through Telstra.

13.2 INNER HARBOUR - VICTORIA QUAY (VQ)

- Services available as North Quay with the exception that heavy bunker fuel is not available.
- Electricity supply is available at all berths.

13.3 ALCOA

- Bunkering – Only available by barge.
- Fresh water – Available at 50 tph. Equipment provided with hose.
- Shore gangway only on North Side.
- No hold cleaning alongside.
- No repair facilities due low wharf loadings.
- Telephone available on jetty, free local calls.
- Stores by arrangement with Agent and Alcoa.
- Repairs by arrangement with Alcoa.

13.4 OIL REFINERY JETTIES (ORJ) 1, 2, 3

- Bunkers available at all jetties.
- Fresh water available at all jetties at 50 tph.
- Shore gangways at all berths.
- Repairs by arrangement with BP.
- Telephone for local calls is placed on board.
- Stores by arrangement with Agent and BP, loaded by boat.

13.5 KWINANA BULK BERTH (KBB) 2

- Bunkers - Available by barge
- Fresh water - Available at 50 tph, 1 hose.

13.6 KWINANA BULK BERTH (KBB) 3 & 4

- Bunkers - Available at 140 tph.
- Fresh water - Available at 50 tph, 1 hose.

13.7 KWINANA GRAIN JETTY (KGJ)

- Bunkers - Available by barge.
- Fresh water - Available at 50 tph.

13.8 BUNKER BARGE

A bunker barge is available able to supply fuel at a rate of 200 tph and can be used at jetties not serviced by pipeline as well as vessels anchored at Sulphur Bay in Cockburn Sound and Gage Roads. Barge capacity is 800 tonne.

13.9 SERVICES WITHIN THE PORT

Garbage removal

It is a breach of the Quarantine Act and FPA regulations to discharge garbage, etc into FPA waters. To comply with the Quarantine 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.

Fresh water

Available at anchorage through tug services with max. 200t per trip.

Launch service

There are 3 companies that provide the following launch services:

- Launch with 34 passenger capacity or 5t stores.
- Launch with 13 passenger capacity or limited stores capacity.
- Launch with 6 passenger capacity used as a lines boat.

Please liaise with your agent to arrange any of these required services.

Oily water & sludge disposal

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.

Repair facilities

australian marine complex (amc)

The Marine Support Facility 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
	Maximum Draft 5.0m
	Vessels up to 92m length
	Side Slip up to 1200 tonnes

Wet Berth 1	Vessels up to 120m length
	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

Other repair facilities

Welding, grit blasting, painting, tank cleaning, gas freeing and all types of repair.

Engine overhauls and hull repairs.

Other facilities

- Hospital, Medical, Dental
All medical facilities are available at the Fremantle Hospital. Good dental services are available.
- Fumigation and Hold Cleaning
- Providores
- Surveyors / Compass Adjusters
- Divers
- Radio, Radar and Gyro Repairs
- DF Swings
- Life Raft Supplies and Survey
- Laundry and Carpet Cleaners
- Charts and Chart Agents
- Mission to Seamen (Flying Angel Club) / Stella Maris
- Various Consuls

14 WHARF LABOUR AND CARGO HANDLING

14.1 LABOUR

Private Stevedores provide labour to the Inner Harbour, Kwinana Grain Jetty and Kwinana Bulk Jetty (KBB3 & 4) and can work:

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	Breaks	
Midnight	2300 - 0700	Breaks	

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.

Extraordinary Holidays

- Labour Day (first Monday in March)
- Good Friday
- ANZAC Day (25th April)
- Union Picnic Day (first Tuesday in November)
- Christmas Day (25th December)

Ordinary Holidays

- New Years Day (1st January)
- Australia Day (last Monday in January)
- Easter Monday
- State Foundation Day (first Monday in June)
- Boxing Day (26th December)

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.

14.2 CARGO HANDLING AVERAGES

Sulphur discharge	1200t per hour
Caustic soda discharge	250t per hour
KBT ore loading	1500-2000t per hour
Silica sands loading	700t per hour
Dolomite / Limestone grab discharge	700t per hour
Cement Clinker grab discharge	650t per hour
LPG loading	850t per hour
Nut Coke grab discharge	500t per hour
Coal loading	450t per hour
Coal grab discharge	400t per hour
Slag grab discharge	400t per hour
Pig iron loading	900t per hour
Iron ore discharge	750t per hour
Phosphate rock discharge	300t per grab per hour
Bunkering by barge	200t per hour
Alumina loading	1000t per hour
Bulk grain loading hour	1000t per spout per hour

15 FIRE AND COUNTER-DISASTER PLAN

Fremantle Ports has a contingency plan covering initial response to emergencies which may involve actual or possible damage to property, injury or loss of life in the Port and adjacent areas. Management and combat of the emergency may involve other authorities such as Police, Water Police, Fire Brigade, State Emergency Service, Pilots and the Master of the vessel. Organisations such as BP, Westfarmers and other industries, local municipal authorities, the Environment Protection Authority and Shipping Agents may be affected and called upon for assistance.

The Master of a vessel in respect of which the emergency plan may be invoked, or who observe any incidents which may call for combat action, should communicate by telephone or radio with the Fremantle Ports' VTS. The Officer on duty will summon the Combat Authority, notify the Port Operations Manager and the Harbour Master, who will take appropriate action as detailed in the Port Incident Management Plan. The Master of the vessel reporting may expect to have early contact with an Officer of the Port Authority and attendance of the appropriate Combat Authority, with response times dependent upon the location of the incident. The cooperation of Masters is requested to stabilise and contain emergencies at the earliest possible moment.

Possible emergencies considered by the plan include Fire, Escape of Gas, Marine Casualty, Crash of Aircraft, Pollution of the sea by Oil or other substances, Natural Disasters and Special Emergencies such as Terrorism.

Masters of vessels carrying commodities which present particular hazards should determine with the Port Operations Manager, on arrival, the action to be taken in the event of an Emergency arising during the vessel's stay in Port, and this information will then be available for the use of combat authorities. All vessels should post an emergency satchel near the top of the gangway which should include at least; General arrangement drawings, Hazardous cargo list and crew list.

Where an emergency involves the property or interests of more than one party, the Harbour Master retains the authority to determine the paramount interest, and if necessary, fire combat will be stopped and the vessel towed off the berth, beached or sunk.

15.1 ACTION REQUIRED IN THE EVENT OF AN INCIDENT

- 1 Advise the VTS on VHF Channel 12 or by telephone on 9335 1300, who will immediately advise the Harbour Master, Manager Port Safety, Police, Fire Brigade, etc.
- 2 Masters of vessels navigating within the Port at the time of an incident will be given their directions by the Harbour Master, through the VTS or by the Officer in charge at the scene.
- 3 In the event of an incident at private facilities Masters are to contact the private facility operator.

THESE ORDERS MUST BE OBEYED IMMEDIATELY

15.2 TELEPHONE DIRECTORY

EMERGENCY (POLICE, FIRE, AMBULANCE)	000
PORT EMERGENCY NUMBER (24 HOURS)	9335 1300
FREMANTLE PORT AUTHORITY	9430 3555
HARBOUR MASTER / PORT SECURITY OFFICER	9430 3325
MANAGER, MARINE & PORT OPERATIONS	9430 3305
VESSEL TRAFFIC SERVICE OFFICER	9430 3303
PORT SERVICES TEAM LEADER – Inner Harbour	0418 945 209
PORT SERVICES TEAM LEADER – Outer Harbour	0417 171 419
POLICE	9222 1111 or 000
FIRE	9323 9333 or 000
AMBULANCE	9324 1234 or 000
FREMANTLE HOSPITAL	9431 3333
AUSREP	02 6230 6880

Fremantle Port Authority

WARNING

**THE MAXIMUM PENALTY IN
THE PORT OF FREMANTLE FOR
OIL POLLUTION IS \$50,000**

**Any escape of oil into Port waters must be
immediately reported to the Port Authority**

FAILURE TO DO SO IS AN OFFENCE AT LAW

**EMERGENCY (POLICE, FIRE, AMBULANCE) TELEPHONE 000
PORT EMERGENCY NUMBER 9335 1300**





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