Fremantle PORTS

Port Information Guide 2025

CM210821

GENERAL INTRODUCTION

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

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

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

LEGAL DISCLAIMER

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

CONTACT PORT

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

CONTACT PERSON FOR PORT INFORMATION

All urgent enquiries should be addressed to the Harbour Master's Office.

Email: harbourmaster@fremantleports.com.au

Port Contact - General Enquiries:

Telephone: +61 8 9430 3555

Email: mail@fremantleports.com.au

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1. Part 1: Introduction, Contacts and Regulations

1.1 Foreword by the Harbour Master

Fremantle Port Authority is a government trading enterprise operating under the *Western Australian Port Authorities Act 1999 / Port Authorities Regulations 2001* and the *Western Australian Government Trading Enterprise Act 2023 / Government Trading Enterprise Regulations 2024*. The Government of Western Australia is its sole shareholder.

The Port of Fremantle is the largest multi-cargo port in Western Australia and is iconic to the people of Western Australia.

Our Purpose: Facilitating trade for a more prosperous Western Australia.

Our vision:

North Quay: Optimisation: A modernised port pursuing continuous improvement and excellence

Kwinana Port: Expansion: A port with significantly increased capacity through multi-billion dollar expansion programs

Victoria Quay: Transformation: A vibrant waterfront destination for tourism and trade

Our values:

Figure 1 - Fremantle Port Authority Values

The Port of Fremantle comprises three distinct precincts - North Quay and Victoria Quay adjacent to the city of Fremantle and Kwinana Port.

The Port of Fremantle North Quay and Victoria Quay precincts provide deep-water facilities for handling container trade, facilitating vehicle imports, cruise ships, non-containerised cargo such as machinery, steel, heavy equipment, livestock and scrap metal, chemical tankers, research, naval and specialist vessels or ships that require a lay-up berth.

The heritage-listed Fremantle Overseas Passenger Terminal (OPT) is owned and operated by Fremantle Port Authority and is one of two cruise terminals in Australia that can accommodate two large passenger ships concurrently.

Kwinana Port at Kwinana is one of Australia's major bulk cargo ports, handling bulk grain (largest grain handling terminal in the Southern Hemisphere), bulk petroleum products, liquefied petroleum gas, alumina, bulk caustic soda, fertilisers, sulphur and other bulk commodities through several common user and privately operated facilities. Fremantle Port Authority owns and operates the Kwinana Bulk Jetty and Kwinana Bulk Terminal. ALCOA, BP and Co-operative Bulk Handling (CBH) manage separate privately operated cargo-handling facilities within Cockburn Sound.

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

Fremantle Port Authority provides and maintains shipping channels in Gage Roads and Cockburn Sound, berths, Aids to Navigation (AToN), seawalls, road and rail infrastructure within the port environs that allow port users to conduct their operations safely and efficiently.

The Port of Fremantle provides 24/7/365 operations to the shipping industry. Under the Port Authorities Act, it contracts safe and reliable pilotage services in addition to being a Vessel Traffic Services (VTS) competent authority under the Instrument of Authority granted by the Australian Maritime Safety Authority (AMSA). Additional services provided by Fremantle Port Authority include security, berth allocation, hazardous cargo services, quarantine waste disposal property management, power distribution, lighting, bulk terminal receival and despatch.

Additionally, non-exclusive licenses are provided to the private sector for the provision of services such as towage, stevedoring, lines boat services, mooring and bunkering.

Fremantle Port Authority engages proactively with all stakeholders to promote the welfare of international seafarers visiting the port including, being the first port in Western Australia to provide COVID-19 vaccines to seafarers and also the first port in Western Australia to advocate for and resume shore leave.

1.2 History of the Port and Indigenous Heritage

Fremantle Port Authority acknowledges the Noongar people as the traditional custodians of port land and waters and pays respect to their Elders, past and present.

Fremantle Ports operates at the entrance of the Derbal Yerrigan (Swan River) in Walyalup (Fremantle) and Derbal Nara (Cockburn Sound) in Kwinana, places that have a deep significance for Noongar peoples who have walked, camped hunted and fished on the land and waters for tens of thousands of years.

Fremantle Ports is committed to building and strengthening respectful relationships with Aboriginal and Torres Strait Islander peoples, stakeholders, and communities across Western Australia — now and into the future.

The Whadjuk people are acknowledged as the traditional custodians of the Walyalup area, and their cultural and heritage beliefs are important.

The Port of Fremantle, North Quay and Victoria Quay precincts located at the mouth of the Swan River are a gateway to Western Australia. The North Quay and Victoria Quay precincts (Inner Harbour) were designed by Western Australia's Engineer-in-Chief CY O'Connor. While works commenced in 1892, the Inner Harbour officially opened on 4 May 1897 and is still operating 128 years later.

Kwinana Port (Outer Harbour) opened on 11 January 1955 with deep-water bulk port facilities developed to service the Kwinana Industrial area which expanded rapidly in the 1960s and 1970s.

1.3 Port Performance

For information on the performance of the Port of Fremantle, please refer to Fremantle Ports website for the latest report.

Figure 2 - Fremantle Port 1981

Figure 3 - North Quay, Fremantle Ports 2025

1.4 Contact Information

1.4.1 General Contact Information

The Harbour Master's Office is responsible for the safe navigation and mooring of all vessels within the port waters of the Port of Fremantle. The Harbour Master Office (HMO) is located in the Fremantle Port Authority Administration Office Building (AOB).

- Visiting address: 1 Cliff Street, Fremantle, WA 6160
- Postal address: PO Box 95, Fremantle, WA 6959

Fremantle Port Authority is accessible to the general public with the reception on the ground floor of the Administration Office Building located at the address above. The reception is open from 08:00 to 16:00 Monday to Friday, with the phone lines open from 08:00 to 17:00 Monday to Friday, excluding Public Holidays (refer 1.4.4). The reception should be the main point of contact for general inquiries:

- Reception contact number: +61 8 9430 3555
- Email: mail@fremantleports.com.au

Refer Full Contact List 8

1.4.2 Time Zone

Standard Time Zone for Fremantle; Western Australian Standard Time = GMT/UTC + 8 hours.

1.4.3 Working Hours

Fremantle Port Authority Administration main office hours are from 08:00 to 16:00 Monday – Friday. Fremantle VTS and Port Security Centre operates continuously 24/7 throughout the year.

1.4.4 Local Holidays

Holiday	2025	2026	2027
New Year's Day	Wednesday 1 January	Thursday 1 January	Friday 1 January
Australia Day	Monday 27 January	Monday 26 January	Tuesday 26 January
Labour Day	Monday 3 March	Monday 2 March	Monday 1 March
Good Friday	Friday 18 April	Friday 3 April	Friday 26 March
Easter Sunday	Sunday 20 April	Sunday 5 April	Sunday 28 March
Easter Monday	Monday 21 April	Monday 6 April	Monday 29 March
Anzac Day	Friday 25 April	Saturday 25 April & Monday 27 April	Sunday 25 April & Monday 26 April
Western Australia Day	Monday 2 June	Monday 1 June	Monday 7 June
King's Birthday	Monday 29 September	Monday 28 September	Monday 27 September
Christmas Day	Thursday 25 December	Friday 25 December	Saturday 25 December & Monday 27 December
Boxing Day	Friday 26 December	Saturday 26 December & Monday 28 December	Sunday 26 December & Tuesday 28 December

Table 1 - Western Australia Public Holidays

1.4.5 Fremantle Vessel Traffic Services (VTS)

Fremantle Vessel Traffic Services (VTS) operate 24 hours per day all year to ensure navigational safety for all commercial vessels operating within the port limits, and schedule movements to ensure safe and efficient management of channels, berths, anchorages and all navigable waters.

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

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

Contact	Number	Email	VHF
VTS Operations	+61 8 9431 6333	vtsoperators@fremantleports.com.au	VHF 16 & 12
VTS Scheduling	+61 8 9431 6303	movements@fremantleports.com.au	

Table 2 - VTS contact details

1.4.6 24-Hour Port Security Duty Officer Contact Numbers

Port security centre operates 24 hours per day all year round, monitoring security within all Fremantle Ports administered areas.

Contact	Number	Email
Fremantle Port Authority 24-hour Emergency Mobile	+61 8 9335 1300 (Diverts to a mobile number)	No email, phone only
Fremantle Port Authority Security Control Room	+61 8 9430 3315 or +61 8 9430 3416	portsecuritycentre@fremantleports.com.au
Port Services Team Leader – Inner Harbour	+61 418 945 209	IHteamleaders@fremantleports.com.au
Port Services Team Leader – Outer Harbour	+61 417 171 419	OHteamleaders@fremantleports.com.au

Table 3 - 24-Hour Port Security Duty Officer Contact

1.5 Rules and Regulations

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

Fremantle Port Authority operates in accordance with the *Western Australia Port Authorities Act 1999* (PAA) / *Western Australia Port Authorities Regulations 2001* and the *WA Government Trading Enterprise Act 2023 / Government Trading Enterprise Regulations 2024*.

Pursuant to Section 30 of the PAA, the functions of Fremantle Port Authority are:

- To facilitate trade within and through the port and plan for future growth and development of the port.
- To undertake or arrange for activities that will encourage and facilitate the development of trade and commerce generally, for the economic benefit of the State using the port and related facilities.
- To control business and other activities in the port or in connection with the operation of the port.
- To be responsible for the safe and efficient operation of the port.
- To be responsible for maintaining port property.
- To be responsible for port security.
- To protect the environment of the port and minimise the impact of port operations on that environment.

Pursuant to Section 103 of the PAA, the functions of the Harbour Master are:

- To control the movement and mooring of vessels in the port; and
- To ensure the port is kept free of obstructions or possible obstructions to vessels using the port; and
- To ensure that the safety of people and property in the port is not endangered by vessels or dangerous things; and
- To ensure that the operations of the port in relation to vessels are conducted safely and efficiently.

The Master of a vessel while in the Port of Fremantle waters must ensure that the vessel:

- Complies with the *International Regulations for Preventing Collisions at Sea* (COLREGS).
- Displays the signals required to be displayed under the *International Code of Signals*.
- Complies with Local Notices to Mariners and Navigation Warnings affecting port waters of the Port of Fremantle.
- Complies with provisions of the *WA Port Authorities Act*, and the regulations that apply to the vessel or master.
- Complies with the Harbour Master's Instructions applicable to the Port of Fremantle.

In addition to all the requirements mentioned in this Port Information Guide, the Harbour Master's Instructions, Shipping Agents Memos and Best Practice and Marine Safety Criteria Bulletins are the local rules governing all shipping movements within port waters and are available on the Fremantle Port Authority website.

Any changes to navigational information are promulgated through Local Navigational warnings and through the Australian Hydrographic office (AHO) via Notices to Mariners (NtM).

1.5.1 Applicable Laws

Applicable laws, regulations, international conventions and industry guidelines include but are not limited to the following:

1.5.1.1 International Conventions and Regulations

- *The International Convention for the Safety of Life at Sea (SOLAS)*
- *International Convention for the Prevention of Pollution from Ships (MARPOL 73/78)*
- *International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW)*
- *Maritime Labour convention (MLC)*
- *International Convention on Civil Liability for Oil Pollution Damage (CLC), 1969*
- *International Regulations for Preventing Collision at Sea*
- *International Convention on Pollution preparedness, Response and Cooperation (OPRC) 1990*
- *International Maritime Dangerous Goods Code (IMDG Code)*
- *International Ships and Ports Security Code (ISPS Code)*
- *International Convention for the Control and Management of Ships' Ballast Water and Sediments*

- *Convention on the Prevention of Marine Pollution by Dumping of Wastes and Other Matter*
- *International Organization for Marine Aids to Navigation (IALA)*

1.5.1.2 Australian (Commonwealth) Legislation

- *Protection of the Sea (Prevention of Pollution from Ships) Act 1983*
- *Environment Protection and Biodiversity Conservation Act 1999*
- *AMSA Marine Orders*
- *Occupational Health & Safety (Maritime Industry) Act 1993*
- *Protection of the Sea (Civil Liability for Bunker Oil Pollution Damage) Act 2008*
- *Maritime Transport and Offshore Facilities Security Act 2003 (MTOFSA)*
- *Navigation Act 2012*
- *Marine (Domestic Commercial Vessel National Law Application) Act 2013*
- *Biosecurity Act 2015*
- *Biosecurity Amendment (Ballast Water and Other Measures) Act 2017*
- *Biosecurity (Ballast Water and Sediments) Determination 2017*

1.5.1.3 Western Australian Legislation

- *Port Authorities Act 1999*
- *Port Authorities Regulations 2001*
- *Government Trading Enterprise Act and Regulations*
- *Environmental Protection Act 1986*
- *Environmental Protection Regulations 1987*
- *Environmental Protection (Noise) Regulations 1997*
- *Pollution of Waters by Oil and Noxious Substances Act 1987*
- *Emergency Management Act 2005*

1.5.1.4 Industry Guidelines

- *International Safety Guide for Oil Tankers and Terminals (ISGOTT)*
- *Liquified Gas Handling Principles on Ships and in Terminals (SIGTTO)*
- *Mooring Equipment Guidelines (Oil Companies International Marine Forum - OCIMF)*
- *Applicable guidelines from (Association of Resource Companies, Ship Operators, Ports and Terminals – ARCSOPT)*
- Applicable guidelines from Ports Australia

2. Part 2: Port Information

2.1 Port of Fremantle Description and Precincts

The Port of Fremantle comprises three distinct precincts - North Quay and Victoria Quay adjacent to the city of Fremantle and Kwinana Port which includes Kwinana Bulk Terminal and Kwinana Bulk Jetty as well as the privately operated CBH grain terminal, BP and ALCOA terminals in Cockburn Sound.

2.1.1 Port Limits

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

The following paper charts cover the Port of Fremantle and Approaches:

- Aus 112 Approaches to Fremantle
- Aus 117 Gage Roads and Cockburn Sound
- Aus 754 Lancelin to Point Peron

2.1.2 Load Lines

Fremantle Port lies within the International Load Line - **Summer Zone**.

2.1.3 Depths

The Harbour Master specifies the declared depths at berths, based on the latest hydrographic survey in accordance with the in-force declaration of depths. These latest declared depths can be found on the Fremantle Port Authority website – Notices to Mariners.

For berths, the declared depth indicates the minimum depth in the berth pocket, commencing 2 meters from the berth face. In the case of channels or restricted areas, the declared depth represents the existing navigational depth within the design parameters of that specific area, which includes tow line limits for channels.

When planning a passage and calculating Under Keel Clearance (UKC) within the waters of the Port of Fremantle, it is important to reference the declared depths as they may vary from the designed depths. Declared depths are the depths that should be considered for all navigational planning purposes.

To ensure accurate and up-to-date information, hydrographic surveys are conducted at least annually for all channels and berths within the port.

2.1.4 Maximum Size of Vessels

The maximum vessel specifications for the port's approaches and channels are:

Approach / Channel	LOA	Beam	Draft
Western Fairway	310 m	48 m	≤ 9 m
Deep Water Channel	350 m	48 m	≥ 11 m
Eastern Fairway **Other than passenger vessels*	310 m	48 m	< 11
Success & Parmelia Channels	275 m	46 m	< 13 m ≥ 13 m DUKC
Success Virtual	120 m	25 m	< 8 m
Stirling and Calista Channels (ALCOA Berth and KBB2)	230 m	32.5 m	< 10.6 m ≥ 10.6 m DUKC
Calista (ALCOA Berth) via Woodman (Night - Wind - 25 Knots Max)	230 m	32.5 m	≤ 8.5 m
Calista, Woodman, Jervoise & Medina Channels	230 m	32.5 m	< 8.5 m
Inner Harbour Entrance Channel	350 m	48 m	≤ 14.7 m ≥ 13.5 m DUKC
Rous Head Harbour Entrance Channel	60 m	10 m	< 6 m

Table 4 - Maximum Size Vessels, Approaches and Channels

2.2 General Port Process

Prior to entering Port of Fremantle waters, the owner of a commercial vessel is required to appoint a shipping agent, unless otherwise agreed upon in writing. The shipping agent will act on behalf of the owner in all matters and must have an account with Fremantle Port Authority and access to the VOYAGER berth booking system. A list of authorised shipping agents can be found on the Fremantle Port Authority website.

Fremantle Port Authority subscribes to TIDALIS (previously SAAB) Port Management Information System (PMIS), referred to locally as VOYAGER. This system facilitates communication and resource management among all stakeholders. For more details, refer 2.2.1.

The shipping agents are responsible for requesting pilots, tugs, line boats, mooring crew as required and other necessary services in accordance with the Fremantle Port requirements. This allocation request must be completed when lodging a berth application at least 7 days prior arrival at the Port. This should apply to all movement that the vessel intends to carry out during its port call. The '*Application for facilities use for the Kwinana Bulk Jetty*' must be submitted at the 7-day pre-arrival berth application stage. Fremantle VTS coordinates these services and makes any adjustments to accommodate schedule changes. The allocation of resources to commercial vessels and service providers is done fairly and impartially, prioritising safe and efficient operations in line with the port parameters.

By submitting any application or information into VOYAGER, it is assumed that the standard terms and conditions of use have been agreed upon and approved.

2.2.1 Port Management Information System (PMIS) - VOYAGER Access and Process

The Port Management Information System (PMIS), known as VOYAGER, plays a crucial role in managing and controlling all vessel movements, port resources, and related activities. To ensure smooth operations and compliance, appointed shipping agents need to follow specific procedures:

2.2.1.1 VOYAGER Account Setup

Agents must have an approved financial account with Fremantle Port Authority and a functional VOYAGER account to make entries. The responsibility lies with shipping agents to maintain both accounts. The VOYAGER '*User Registration Form'* can be found on the Fremantle Port Authority website.

2.2.1.2 Preparation for Vessel Arrival

Shipping agents, appointed by vessels, must enter details into VOYAGER 7 days before the vessel's arrival at Fremantle, covering vessel information, and required services as mentioned in 2.4.1 'Arrival Procedures'.

2.2.1.3 Timely Communication and Amendments

Amendments to entries are allowed but should be made at least 24 hours before the vessel's movement. If any amendments need to be made within a 24-hour period, a formal request must be submitted through Fremantle VTS. Agents are also responsible for promptly informing Fremantle VTS of any likelihood of a vessel not receiving free pratique.

2.2.1.4 VOYAGER Status Updates

Once Fremantle VTS verifies information and confirms resource availability, the movement status progresses from PLANNED (PLN) to SCHEDULED (SCH) and eventually to CONFIRMED (CNF). CANCELLED (CAN) status may apply under specific circumstances.

2.2.1.5 Pilot On Board (POB) and Movement Status

The POB time is subject to satisfactory completion of the Pre-arrival vetting process including verification of the pilot boarding arrangements and adjustment by Fremantle VTS taking into consideration the overall operations of the port. For ARRIVAL (ARR) movements, charges accumulate when the vessel passes the port limits. DEPARTURE (DEP) movements are marked ACTIVE (ACT) until the vessel departs, at which point the status changes to COMPLETED (COM).

2.2.1.6 VOYAGER for Invoicing

VOYAGER assists in compiling invoices after a movement is COMPLETED, signalling Fremantle Ports Trade Information department to initiate the invoicing process.

2.2.1.7 Resource Booking and Activities

Agents use VOYAGER to book necessary resources, ensuring compliance with guidelines and weather conditions. Activities such as bunkering, freshwater supply, biosecurity waste collection etc. are requested through VOYAGER, with charges invoiced upon clearing the port.

2.3 Ship and Cargo Charges

For the latest information on ship and cargo charges, and payment terms refer to the Fremantle Port Authority website.

2.4 Arrival and Departure Procedures

2.4.1 Arrival Procedures

2.4.1.1 7 Days Prior to Arrival

The Pre-arrival information form and accompanying documents are required to be uploaded at the time of lodging the berth application, which is not less than 7 days prior arrival at Fairway Landfall Light Buoy (31° 57'S 115° 39'E). The objective of timely submission of information is to allow Fremantle Ports' Harbour Master's Office to make a full safety appraisal of the vessel prior to permitting the vessel to enter the port and conduct the intended operations.

Where applicable, the *'Application for facilities use for the Kwinana Bulk Jetty'* must also be submitted at the 7-day prior to arrival at Fairway landfall Buoy.

Any delays in receiving the required information could result in delays to the vessel's operations in the port.

Vessel Masters are reminded that information provided in the Pre-Arrival Information and 48 hours' notice forms is considered as a 'true and accurate declaration' of the vessel's operational condition. Any wilful misdeclaration may result in delays or cancellation of the vessel's movement until the issue is dealt with and resolved to the satisfaction of Fremantle Ports.

Shipping forms are available on the Fremantle Port website, and should be completed in conjunction with any Harbour Master Instructions, Shipping Agents Memo's and Best Practice and Marine Safety Criteria Bulletins.

2.4.1.1.1 Pre-Arrival Information

0. Pre-Arrival Information form
    a. For vessels calling at the Kwinana Bulk Jetty – *'Application for facilities use for the Kwinana Bulk Jetty'*

1. Latest Class Survey Status report (not more than 1 week old)
2. Pilot ladder Certificates of Compliance for both Pilot ladders (not more than 30 months from date of manufacture).
3. Certificates for manropes (not more than 12 months from date of manufacture).
4. Mooring winch brake rendering test certificate (not more than 24 months old).
5. Photos of pilot boarding arrangements (via 'Verification of Pilot Boarding Arrangements' (VoPBA)) –
6. Mooring Arrangement and General Arrangement Plans / Diagrams.
7. Mooring ropes inventory showing minimum information - material, diameter (mm), date of installation, Minimum Breaking Load (MBL)

2.4.1.2 48 Hours Notice Form

The 48 hours' notice form is to be filled by vessels and submitted not earlier than 72 hours and no later than 48 hours prior vessel's ETA.

2.4.1.3 Malfunctioning Equipment/Machinery Declaration

For any malfunctioning equipment / machinery declaration that affects the vessel's statutory certificates:

- A Risk Assessment must be provided for manoeuvring and cargo operations along with rectification plans.
- Flag state and Classification society dispensation letters must be submitted.

Vessels with malfunctioning equipment / machinery may be subject to additional assessment and requirements which may include but not be limited to rectification prior to berthing, followed by physical verification of repairs and endorsement by the vessel's Classification Society. A remote Classification Society endorsement report for rectification of defects related to main engine, auxiliary engines and steering gear is not acceptable. For defects to other equipment, this will be decided on a case-to-case basis taking into consideration, the criticality of the equipment and the risk to Fremantle Ports navigable waters and infrastructure.

For vessels calling at Fremantle Ports operated terminal - Kwinana Bulk Jetty and expected to use the ship's cranes / cargo gear, vessel Masters are required to ensure all safety compliance with Marine Order 32 and readiness for commencement of cargo operations. Any delays exceeding 8 hours after berthing may result in the vessel being taken off berth and relocating to an anchorage to complete the rectification and readiness process, at Fremantle Ports' discretion. All costs for unberthing and re-berthing shall be to the vessel's account in such cases.

2.4.1.4 Dynamic Under Keel Clearance (DUKC®) (if applicable)

DUKC application, if applicable. Refer 3.5.6

2.4.1.5 Resource Requests in VOYAGER

Refer Part 5: Nautical Services

2.4.1.6 Arrival Notifications

The vessel vetting process is a vital process for assessing safety of vessels calling at the port of Fremantle. Any delays in submitting the required information may result in delays to the vessels operational schedules.

Time Prior To Arrival	Requirement
7 days	*'Pre-Arrival Information'* form, and supporting documents to be uploaded into VOYAGER
48 hours	*'48 Hour Notice'* form to be uploaded into VOYAGER, 48 hours prior to arrival at Fairway Landfall Light Buoy (31° 57'S 115° 39'E)
24 hours	Master via the Agent to keep Fremantle VTS updated on any changes in ETA
4 hours	A 4-hour minimum is required for the confirmation of resources (by the vessel agent)
2 hours	Master to provide ETA and arrival draft on VHF Ch 12 Master to provide verbal confirmation on Pilot Ladder Arrangement on VHF Ch 12.

Table 5 - Arrival Notification Requirements

Note: The above notifications of ETA are regulatory requirements. Any variance from the latest advised times or drafts must be conveyed to Fremantle VTS as soon as possible.

Once the vessel's visit is confirmed, the appointed agent should contact the respective berthing coordinator to arrange a suitable berth. Factors such as turn of arrival, planned cargo operations, weather conditions, availability of labour and mooring requirements will be taken into consideration during the berth allocation process. For contact information, refer to the following:

Berth Allocation Coordinators Contact	Number	Email
Vessel Planner & Scheduler – Inner Harbour	+61 409 105 346	ihvesselscheduling@fremantleports.com.au
Kwinana Bulk Jetty Coordinator	+61 414 426 043	kbjinformation@fremantleports.com.au
Kwinana Bulk Terminal/Outer Harbour Operations Superintendent	+61 482 132 990	kbtshipping@fremantleports.com.au

Table 6 - Berth Allocation Coordinators

2.4.2 Removal and Departure Procedures

Removal and Departure details are to be entered into VOYAGER in the Berth Application. Any changes to these details must be made at least 24 hours before the anticipated time of movement or departure.

In the event of an adjustment to the Estimated Time of Departure (ETD) (applicable for VQ, NQ and Kwinana Port Berths), it should be updated in the VOYAGER system no later than four (4) hours prior to the scheduled departure. A vessel that fails to meet her departure schedule will result in the vessel being rescheduled for the next available window, losing any priority to depart. This rescheduling may have adverse effects on other vessels in the planned schedule. Cancellation charges for pilotage, towage, lines boats and mooring services will apply for schedule changes requested within 2 hours prior planned departure / removal.

2.5 Request for Activities

There are certain instances when the Master of a vessel, or the ship's agent, is obliged to report an occurrence or request permission before undertaking an activity.

The below table contains guidance on the various reporting requirements for vessels calling at the Port of Fremantle:

Activity	Report To	Reporting Method
Bunkering Operations	Fremantle VTS	Agent to request activity in VOYAGER at least 24 hours prior. Refer 6.3.1
DUKC® (Dynamic Under Keel Clearance)	Fremantle VTS	Vessel agent to upload DUKC® application form into VOYAGER and email form at least 24hrs prior to movements@fremantleports.com.au. Refer 3.5.63.5.6
Fresh Water	IH/OH Team Leaders	Vessel agent to request activity in VOYAGER and by contacting IH/OH Team Leaders Refer 6.3.2
Hot Work	Harbour Master Office Fremantle VTS	Vessel agent to request activity in VOYAGER and email '*Hot Work Request*' form at least 24hrs (except in case of emergencies) prior to works required/requested and email to harbourmaster@fremantleports.com.au and movements@fremantleports.com.au. Refer 6.1.2.2
Lowering and launching survival crafts or rescue boats (in port waters)	Australian Border Force (ABF) Fremantle VTS	Vessel agent to obtain permission from ABF and request activity in VOYAGER. Refer 6.1.1.1
Immobilisation	Fremantle VTS	Vessel agent to request activity in VOYAGER and call VTS. Refer 6.1.2.1
Diving Operations	Fremantle VTS	Vessel agent to request activity in VOYAGER
Shipside Painting	Fremantle VTS	Vessel agent to request activity in VOYAGER and call VTS Refer 6.1.2.3
Garbage Discharge	IH/OH Team Leaders	Vessel agent to request activity for 'biosecurity waste removal' in VOYAGER at least 24 hours prior to requested date. Refer Garbage 6.3.8

Table 7 - Request for Activities

2.6 Australian Border Force and Immigration

The Department of Home Affairs manages Australia's sea border. The Department includes Australian Border Force (ABF), which is a single entity responsible for the protection of Australia's borders, including all operational border control, investigations, compliance and enforcement activities. ABF acts on behalf of government agencies including the Department of Home Affairs, operating an extensive network of staff around the country, which conducts immigration checks on incoming crew of foreign vessels.

Shipping agents will provide the documents required by ABF.

2.7 Biosecurity

Pre-arrival reporting assists the Department of Agriculture, Fisheries and Forestry (DAFF) to assess the condition of a vessel prior to its arrival in Australia. The required information informs the department of any potential biosecurity risks associated with human, animal and plant health, waste and ballast water for each vessel during its voyage in Australia.

Waste from international vessels poses a significant risk to Australia's biodiversity. Strict control measures are imposed on the collection, storage, transportation and treatment of biosecurity waste. Refer to section 6.3.8 for further information.

Shipping agents will provide the documents required by DAFF.

2.7.1 Ship Sanitation Control Exemption Certificate

The DAFF administers Ship Sanitation Certification (SSC) requirements on behalf of the Department of Health. SSC is aimed at controlling the spread of internationally listed human diseases by controlling any vectors of these diseases that could potentially be carried on a vessel.

The SSC are requested through DAFF's online portal for vessel management, the Maritime and Aircraft Reporting System (MARS) (previously Maritime Arrivals Reporting System) via the shipping agent when submitting the Pre-Arrival Report (PAR).

Shipping agents will provide the documents required by DAFF.

2.7.2 Ballast water

The Australian Ballast Water Management Requirements guide how vessel operators should manage ballast water when operating within Australian seas to comply with the Biosecurity Act 2015. They also align to the International Convention for the Control and Management of Ships' Ballast Water and Sediments 2004 (the Ballast Water Management Convention). More information can be found on the DAFF Website.

Shipping Agents will provide the documents required by DAFF.

2.7.3 Biofouling and In-Water Cleaning

Operators of all vessels subject to biosecurity control will be required to provide information on how biofouling has been managed before arriving in Australian territorial seas. This information will need to be reported through the DAFF Maritime and Aircraft Reporting System (MARS).

DAFF will use the information to target vessel interventions. This will allow more efficient use of resources and statutory powers to assess and inspect vessels, and a more effective response to unacceptable biosecurity risks associated with biofouling.

Vessel operators will receive less intervention for biofouling if they comply with one of the following three accepted biofouling management practices:

- Implementation of an effective biofouling management plan; or
- Cleaned all biofouling within 30 days prior to arriving in Australian territory; or
- Implementation of an alternative biofouling management method pre-approved by the department.

A vessel operator that has not applied one of the three accepted biofouling management practices will be subject to further questions and assessment of the biosecurity risk associated with biofouling on the vessel.

In-water hull cleaning is currently prohibited in port waters without the permission of Fremantle Port Authority. 6.1.2.3

Further information for managing biofouling and in-water cleaning can be found on the DAFF website.

2.7.4 Fumigation

If it is intended to conduct in-transit fumigation in the Port of Fremantle it will be necessary to comply with the requirements of AMSA, the Australian Pesticides and Veterinary Medicines Authority and the Western Australian Department of Health. Notifications should be sent to AMSA no less than 72 hours prior to arrival into port.

General recommendations relating to fumigation are included in the supplement to the latest consolidated edition of the International Maritime Solid Bulk Cargoes (IMSBC) Code.

2.8 Dangerous Goods

At least 48 hours advance notification is required for any dangerous cargo intended to be brought into port waters or onto a berth. This is required for all dangerous cargoes intended to be loaded or unloaded as well as transit cargoes. In addition, permission must be obtained for particular high risk dangerous cargoes before they are moved through the port. Submission of dangerous cargo manifests and requests for permission are completed by shipping agents or cargo agents using the VOYAGER Dangerous Cargo (VDC) module provided in Fremantle Port Authority' VOYAGER system.

Note: To ensure berths are adequately prepared shipping agents are requested to advise of bulk tankers carrying flammable liquid dangerous cargoes at least 7 days in advance from arrival in Fremantle Waters.

The master of a vessel with dangerous cargoes onboard must ensure there is a written emergency plan onboard that covers the management of any emergency that might arise from the handling or transporting dangerous goods in the port area.

Confirmation of the '*Dangerous Cargo Emergency Plan Onboard Vessel'* is completed by the ship's agent in the VOYAGER berth application.

The login to Fremantle Port Authority' VOYAGER system is available to registered users from Fremantle Port Authority website.

For detailed information on dangerous cargo requirements please refer to Fremantle Ports Dangerous Cargoes Standard available from Fremantle Port Authority website.

2.9 Drones

No drones shall be operated originating from a vessel.

Operation of drones within Fremantle Port Authority landside and water side restricted zones is prohibited without written permission from Fremantle Port Authority. Drone operation requests in the port area are to be made through the Fremantle Port Authority website.

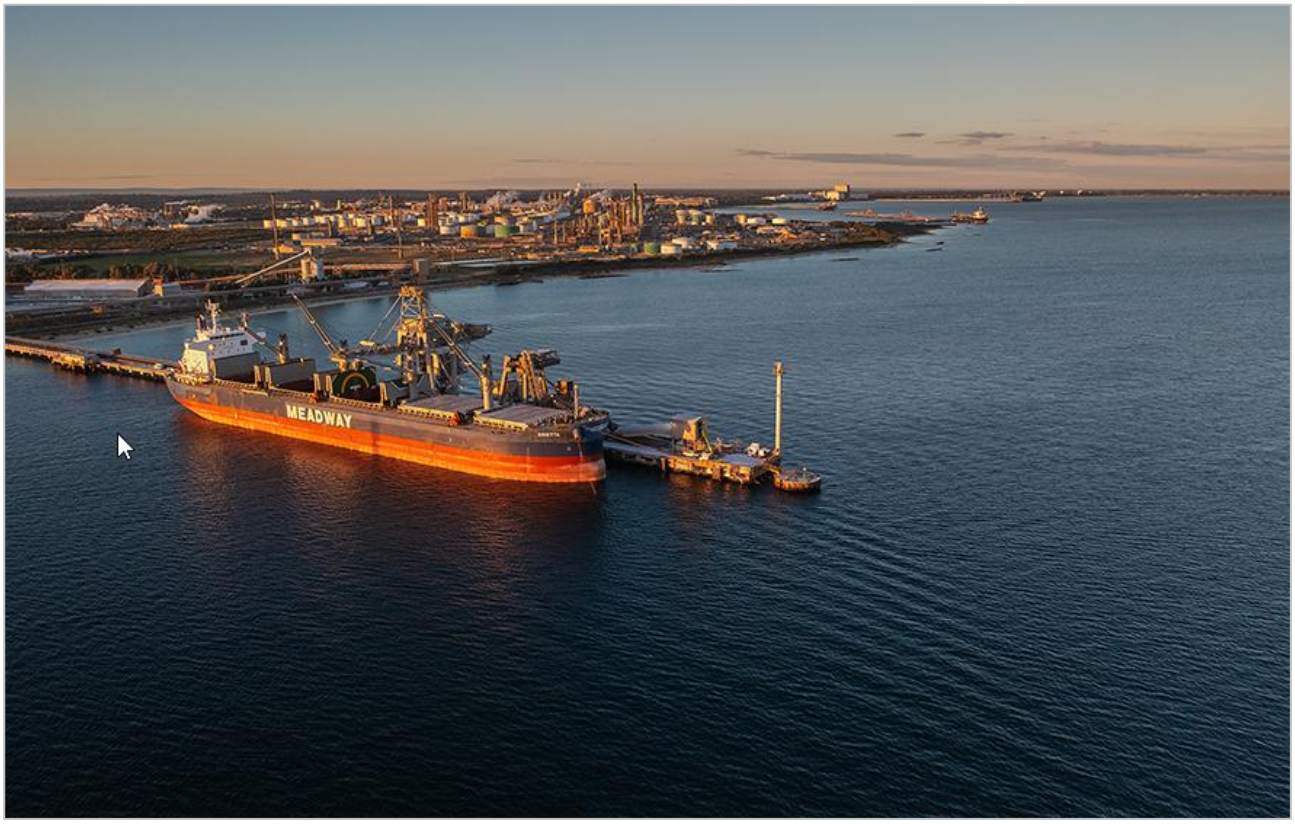


Figure 4 - Kwinana Bulk Terminal

3. Part 3: Port Navigation, Weather and Berth Information

3.1 Charts and Nautical Publications

3.1.1 Charts

The following paper charts cover the Port of Fremantle and Approaches:

- Aus 112 Approaches to Fremantle
- Aus 117 Gage Roads and Cockburn Sound
- Aus 754 Lancelin to Point Peron

All vessels required to carry electronic charts must use official electronic navigation charts on an International Maritime Organization (IMO) compliant Electronic Chart Display and Information System (ECDIS) for primary navigation.

3.1.2 Nautical Publications

- Admiralty Sailing Directions, Australia Pilot Vol 1 NP 13
- Admiralty List of Radio Signals: Volume 6, Part 4 NP286(4)
- Admiralty List of Lights and Fog Signals, Vol Q NP 88
- Admiralty Tide Tables, Vol 4 NP 204
- Australian National Tide Tables AHP 11
- The Australian Seafarers Handbook AHP 20

3.2 Weather and Tidal information

3.2.1 Climate

Fremantle has a Mediterranean climate with hot, dry summers and wet winters. Accurate weather and climate forecast information can be obtained from the Bureau of Meteorology (BoM) website.

3.2.2 Weather Monitoring and Forecasts

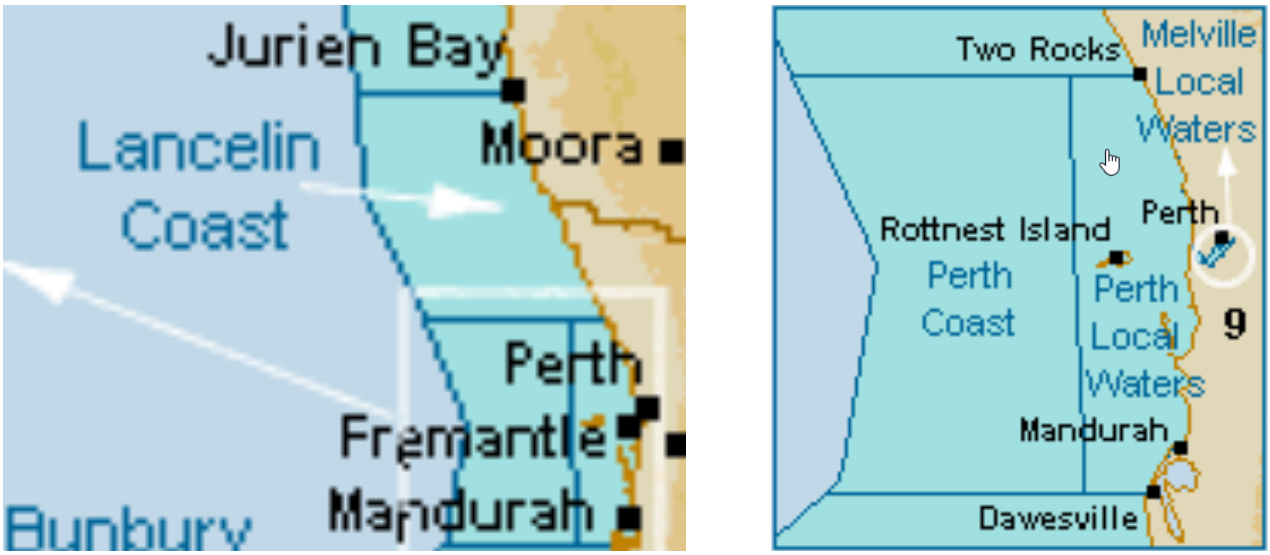
Fremantle Ports' Harbour Master's Office and VTS monitors the following resources of information in order to make an informed decision regarding adverse weather management on a rolling 7-day basis:

- Australian Bureau of Meteorology
- Weatherzone
- Windy

Any developing adverse weather situations are discussed between the HMO and Fremantle VTS as part of daily situational awareness.

3.2.2.1 Sea Areas of Reference

The Fremantle Ports sea areas of reference for Australian Bureau of Meteorology (BoM) forecasts are divided into the following areas, namely Lancelin Coast, Perth Coast and Perth Local Waters (coastal sea area from Jurien Bay to Mandurah).



Source: [Western Australian Forecast Areas Map]

Figure 5 - Sea Areas of Reference – Lancelin Coast and Perth Coast, and inset of Perth Local Waters

3.2.2.2 Bureau of Meteorology Wind Forecast Criteria

3.2.2.2.1 Forecast Criteria

A description of the forecast criteria issued by the Bureau of Meteorology (BoM) is given in the below table:

Average Wind Speed (Knots)	Gust Strength that should be planned for (Knots)	Wind Warning Thresholds
10	14	
15	21	
20	28	
26-33	36-45	Strong wind warning issued
34-47	48-65	Gale force warning issued
48-63	67-88	Storm force warning issued
64 or more	9. or more	Hurricane force warning issued

Source: [Wind - Reference material - Marine Knowledge Centre]

Table 8 - Wind Forecast Criteria

3.2.2.2.2 Beaufort Scale

The corresponding descriptions as per the Beaufort scale are given in the below table:

Beaufort Scale	Description	Units (Knots)	Description on Land	Description at Sea
6	Strong winds	22-27	Large branches in motion; whistling heard in telephone wires; umbrellas used with difficulty.	Large waves begin to form; the white foam crests are more extensive with probably some spray
7	Near gale	28-33	Whole trees in motion; inconvenience felt when walking against wind.	Sea heaps up and white foam from breaking waves begins to be blown in streaks along direction of wind.
8	Gale	34-40	Twigs break off trees; progress generally impeded.	Moderately high waves of greater length; edges of crests begin to break into spindrift; foam is blown in well-marked streaks along the direction of the wind.
9	Strong gale	41-47	Slight structural damage occurs -roofing dislodged; larger branches break off.	High waves; dense streaks of foam; crests of waves begin to topple, tumble and roll over; spray may affect visibility.

Source: Wind - Reference material - Marine Knowledge Centre

Table 9 - Beaufort Scale Criteria

Wind is made up of gusts and lulls. The Bureau of Meteorology's forecasts of wind speed and direction are the **average** of these gusts and lulls, measured over a 10-minute period at a height of 10 metres above sea level. The gusts during any 10-minute period are typically 40% higher than the average wind speed. For example, when the average wind speed is 25 knots, it is normal to experience gusts of 35 knots and lulls of lighter winds. Thunderstorm and squalls may produce even stronger gusts.

Bureau of Meteorology wind warnings are issued as much as 42 hours in advance and are then updated every 6 hours. However, if conditions develop rapidly, warnings can be issued and updated at any time. Each warning indicates the period covered.

3.2.2.3 Strong Wind and Gale Warnings

A **Strong wind warning** is issued by the Bureau of Meteorology when winds averaging from 26 knots and up to 33 knots are forecasted.

A **Gale warning** is issued by the Bureau of Meteorology when winds averaging from 34 knots and up to 47 knots are forecasted.

On receipt of a Strong wind warning, Fremantle VTS shall, on behalf of the Harbour Master, in accordance with regulations 12 and 21 of the Port Authority Regulations, advise all vessel agents operating within Fremantle Ports. This advice is to be forwarded or relayed to the

Masters of all vessels (moored or anchored), who have engaged agency services, within the Fremantle Port Limits or arriving at Port Limits within the warning period.

The **strong wind or gale warning advice** issued by Fremantle VTS will include the following information:

- Marine Wind Warning Summary - as received in the BoM warning, highlighting one or all the sea areas of reference.
- The strong wind warning advice by Fremantle VTS to Masters of vessels is to be issued only when a strong wind warning is issued for Perth Local Waters and / or Perth Coast waters.
- The gale wind warning advice by Fremantle VTS to Masters of vessels is to be issued when a gale wind warning is issued for any one (1) of the three (3) areas of reference.
- Details of the Forecast - including date and time of issue, winds, seas, swell and weather conditions.
- Advice to Masters of vessels in the Port of Fremantle (refer below format)

ADVICE TO MASTERS OF VESSELS IN THE PORT OF FREMANTLE on behalf of the Fremantle Ports Harbour Master

Date and time of advice: XX/XX/XXXX XXXX hours LT.

Warning Type: Strong wind warning with winds from 26 to 33 knots OR Gale wind warning with winds from 34 to 47 knots (delete as appropriate)

To all vessels

- Main engine immobilisation is NOT permitted, and all on-going immobilisations are to be ceased, and engines readied for use.
- Vessel engines are to be kept is a state of readiness to be available for use at short notice.
- Vessels arriving at the port to anchor OR berth are required to monitor weather forecast received on board throughout their stay within Fremantle Port waters.
- All vessels are to maintain a continuous listening watch on VHF channel 12.
- When direction of predicted winds during a gale warning, ranges between an arc from due W (270°T) to NE (045°T), container vessels of >310m will not be permitted to berth.

Vessels alongside at Berth

- Vessels are required to monitor and tend to all mooring lines as required to ensure that the vessel is always maintained safely alongside, with all lines in a taut condition.
- If additional mooring lines are considered as required by the vessel's Master, this must be requested for through the agents. Ship's crews are not permitted to add any mooring lines to shore bollards.
- Fremantle Ports' mooring team will be assigned for additional line deployment. Vessel crews may be permitted to handle mooring lines in an emergency after notifying Fremantle VTS.
- The use of self-tensioning winches in the 'auto-tension' mode is prohibited in the Port of Fremantle.
- The outboard anchor is to be lowered to the seabed.
- In case of a Gale warning, vessels may be required to vacate the berth and either proceed to anchor or sea.
- When direction of predicted winds during a gale warning, ranges between an arc from due W (270°T) to NE (045°T), container vessels of >310m will be required to vacate the berth

Vessels at anchor

- Vessels at anchor are required to closely monitor their positions at anchor and maintain positions using all available means. Fremantle VTS must be informed if required to use main engine to maintain anchor position.
- In case of a Gale warning, vessels may be directed to heave anchor and proceed to sea.
- Vessels scheduled to berth during a Strong winds / Gale winds forecasted period are to contact their respective agents to confirm their berthing schedules.

The above instructions must be strictly complied with at all times during your stay in the port.

Upon receipt of the above advice, Masters of all vessels MUST:

1. Acknowledge receipt by replying to Weather.Warnings.Advice@fremantleports.com.au
2. Inform Fremantle VTS on VHF channel 12 when all tasks above have been completed.

3.2.2.4 Gale Warnings and Management

On receipt of a Gale warning from the Australian Bureau of Meteorology for any one (1) of the three (3) areas for reference, Fremantle VTS will issue the advice to all ships through the vessel agents.

Harbour Master's Office shall conduct a situational awareness exercise as per the adverse weather assessment criteria given in section 3.1. Under the Port Authorities Act, the final decision to evacuate or retain vessels within the port is that of the Harbour Master.

In case of a prolonged gale weather event being predicted, HMO and VTS will discuss and plan a staged anchorage and berth evacuation plan that will include the following stages:

- Evacuation of ORAN and ORA anchorages
- Evacuation of KBB2 and Alcoa berths
- Evacuation of Oil Refinery Berths
- Evacuation of Kwinana Grain Jetty
- Evacuation of Kwinana Bulk Jetty
- Evacuation of Inner Harbour Berths
- Evacuation of Gage Roads anchorage
- Evacuation of Outer anchorage

In case of gale weather event (<12 hours), the berth and anchorage evacuation plan will be dependent on potential impact on the vessels at each berth. Harbour Master Office will contact / communicate with Inner Harbour and Outer Harbour stakeholders along with Port services teams, Fremantle Pilots and Towage services providers to discuss the potential adverse weather impacts, evacuation and return to berth plans.

A Shipping Agents Memo will be issued regarding finalised plans.

Due to unexpected conditions where a vessel is not evacuated, use of additional moorings, tugs attendance, storm moorings etc will be considered.

The timing of anchorage and berth evacuation shall be such as to assist the vessel's master to proceed to sea and take avoiding action from the impending adverse weather conditions.

Additionally, Fremantle VTS, in consultation with the Harbour Master, will place towage providers on gale watch as required.

All costs associated with unberthing due to adverse weather, re-berthing and tug attendance during an adverse weather event shall be to the vessel's account.

3.2.2.5 Swell

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

3.2.2.6 Density of Water

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

3.2.2.7 Meteotsunamis

A Meteotsunami is a tsunami-like wave of meteorological origin. Meteotsunamis are driven by air pressure disturbances often associated with fast-moving weather events, such as severe thunderstorms, squalls, and other storm fronts. The storm generates a wave that moves towards the shore and is amplified by a shallow continental shelf and inlet, bay, or another coastal feature. Meteotsunamis in Fremantle can be up to 1m.

3.2.2.8 Abnormal Water Levels

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

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

3.2.3 Tides

3.2.3.1 Tidal Levels

The mean maximum range for the Port of Fremantle is about 0.7m. Details of tides can be found in the Australian National Tide Tables and Admiralty Tide Tables Volume 4.

- Highest Astronomical Tide 1.40m
- Mean High High Water 1.10m
- Mean Low High Water 1.00m
- Mean Sea Level 0.80m
- Mean High Low Water 0.50m
- Mean Low Low Water 0.40m

3.2.4 Environmental Operational Parameters (movement of vessels)

3.2.4.1 General

Weather and environmental data for the port can be accessed by port stakeholders through the Ports Weather Zone system, which includes mobile remote access.

The Environmental Operational Parameters include:

3.2.4.1.1 Hours of Daylight / Darkness

Daylight is the period from Civil Twilight (AM) to Sunset. Where daylight restrictions are imposed on movements, the parameters will specify which section of the movement the restrictions apply. For Large Container Vessels refer to 3.4.3.2.3.

3.2.4.1.2 Wind Speed and Direction

Average wind speed is the 10-minute average as recorded at the closest port anemometer at an elevation of 10m above sea level, in accordance with Bureau of Meteorology reference

standards. Various locations of wind measuring instruments are at Fremantle Port Authority Office Building, North Mole, Success and Parmelia Channels, Stirling Channel and Fairway Buoy (virtual only).

3.2.4.1.3 Wave Height and Direction (combined sea and swell)

Total wave height is the combined height of sea waves and swell waves. These parameters relate to significant wave height which is the average height of the highest one-third of the waves. Port wave sensors include Wave Rider Buoys (measure wave direction and height) and Digi Quartz Sensors (measure wave height only). These are located at Deepwater Channel, Rottnest, Fairway Buoy, North Mole, Success and Parmelia Channels, and Stirling Channel.

3.2.4.1.4 Current Meters

Current velocity and direction are measured in the Inner Harbour at a current meter located at the Small Craft finger jetty and Corkhill Landing.

3.2.4.1.5 Tide Gauges

Various tide gauges are located within the Inner and Outer Harbours at Corkhill Landing, Fishing Boat Harbour, North Mole, Success and Parmelia Channels and Stirling Channel.

3.2.4.2 Wind Parameters - Approaches and Channels

Location	Wind Parameters	
	Vessel Size	Maximum Mean Wind Speed (10 Min Average)
Deep Water Channel	LOA <310m	34kts
	Beam 48m	
	LOA 310-350m	25kts
	Beam 48m	
Western Fairway	LOA <310m	34kts
	Beam 48m	
Eastern Fairway *(other than passenger vessels)*	LOA <310m	34kts
	Beam 48m	
Success and Parmelia Channels	LOA <230m	34kts
		Max. Beam wind = 30kts
	LOA 230-265m	30kts
		Max. beam wind = 25kts
	LOA 265-275m	25kts
		Max. beam wind = 20kts
Success Virtual Channel	ALL	25kts
Woodman Channel	Draft <8.5m	34kts (Night Restriction: Max 25kts)
Jervoise Channel	ALL	34kts
Medina Channel	ALL	34kts
ALCOA 1 and 2 (via Medina) Channel	ALL	34kts
"Paddock" Channel (virtual)	OSV to anchor OR HM approval required	25Kts
Stirling Channel and Calista Channels	LOA <190m	30kts
		Max. beam = 25kts
	LOA 190m – 230m	25kts
		Max. beam wind speed = 15kts
	Daylight Only: LOA >210m & Beam >32.5m	

Table 10 - Port of Fremantle Approaches and Channels, Environmental Parameters

3.2.4.3 Wind Parameters - Inner Harbour - Common User Berths

The Inner Harbour Common User Berths include berths 1, 2, 11, 12 on North Quay and berths C, D, E, F, G and H on Victoria Quay (southern).

Berth	Vessel Type	Movement	Vessel Size (Loa)	Maximum Wind Speed (10 Min Average)
All (excluding below)	All (excluding below)	ARR & DEP	0 - 275m	34kts
			275 - 310m	30kts
			310 - 350m	25kts
Berth 11 and 12	High-Sided	ARR	> 190m	25kts

Table 11 - Inner Harbour Common User Berths, Environmental Parameters

3.2.4.4 Wind Parameters - Inner Harbour - Container Berths

Refer to 'Container Terminals' 3.4.3.2.3 and 'Container Vessel Berthing Parameters'.

3.2.4.5 Wind Parameters - Outer Harbour - Berths

Location	Wind Parameters	
	Vessel Size	Maximum Mean Wind Speed (10 Min Average)
ORJ (1-3)	LOA <230m	34kts
	LOA 230 - 265m*	30kts
	LOA 265 - 275m	25kts
KBB3/4	ALL	34kts
Grain Jetty	ALL	34kts
		>30kts = Assessment required by Pilot and line boat skipper
Stirling Naval Base	ALL	34kts
JBN Berth	ALL	25kts
	BARGE / ALL BERTHS	20kts
	BARGE / AUSTAL	10kts
BAE Ship Lifter	ALL	Guide - Max. wind speed across ship lifter = 15kts
BAE Wet Berth	ALL	Pilot and Master consultation
AMC Berths 1-4	*LOA > 230m*	Non-Routine process
	BARGES: *LOA ≥80m* *BEAM ≥25m*	≤20kts
	Night Restriction: Vessel >135m	
AMC Berths 1-6	LOA <230m	20 kts (Gusting to 25kts)
KBB2 (Terminal)	As per Stirling Channel	As per Stirling Channel
ALCOA 1 and 2 (via Calista)	As per Stirling Channel	As per Stirling Channel

*Weather forecasting required for entire berth period (arrival to departure) - ship only to proceed from Gage Roads based on favourable information.

Table 12 - Outer Harbour Berths, Environmental Parameters

3.3 Shipping Information for the Port Area

3.3.1 Local Notices to Mariners and Navigation Warnings

All waters of the Port of Fremantle are within the VHF coverage of Coast Radio Perth using Voice over Internet Protocol (VoIP).

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

'Local Notice to Mariners and Navigation Warnings' are promulgated by Fremantle Port Authority for Masters of commercial shipping, pilots, recreational and private operators, and

other port users operating within Fremantle Port's waters. Current and valid broadcasts can be found on the Fremantle Port Authority website.

3.3.2 Harbour Master's Instructions and Shipping Agents Memos

'Harbour Master's Instructions' (HMI's) are maritime instructions applicable to commercial vessels, terminals and port users operating within the Port of Fremantle.

'Shipping Agents Memos' (SAM's) are guidance for shipping agents aimed towards improving maritime safety and efficiency for all vessels calling and operating within Port of Fremantle.

Compliance with the above publications is mandatory by all applicable parties.

Current and valid instructions can be found on the Fremantle Port Authority website here.

3.3.3 Best Practice and Marine Safety Criteria Bulletins

'Best Practice and Marine Safety Criteria Bulletins' (BPMSCB's) provide Vessel Owners / Managers (ISM-Document of Compliance holders) / Vessel Masters and crew, with the necessary guidance and information to enable completion of safe port calls at the Port of Fremantle.

Ship operators and Vessel Masters are required to ensure that their vessels strictly comply with all bulletins, prior to calling at the Port of Fremantle. Failure to do so, may result in delays to the vessel operations or denied port entry.

Current and valid instructions can be found on the Fremantle Port Authority website here.

3.4 Berth Information

3.4.1 Inner Harbour (NQ and VQ) Berth Specifications

Fremantle Port Authority Inner Harbour berths consist of:

Berth Name	Design Displacement (tonnes)	Max LOA (m)	Max Beam (m)	Bollard Capacity (tonnes)	Berth Usage
Berth 1 (NQ1)	50,000 t	1 - 200m 1/2 - 225m	32m	35 t	General cargo (tallow, liquid chemicals, bitumen, steel, livestock and fodder etc.)
Berth 2 (NQ2)	40,000 t	2 - 170m 1/2 - 225m	32m	35 t	General cargo (tallow, liquid chemicals, bitumen, steel, livestock and fodder etc.)
CT1	116,000 t*	350m	48m	100 t **	Container Terminal
CT2	116,000 t *	350m	48m	100 t **	Container Terminal
CT3	116,000 t *	350m	48m	100 t **	Container Terminal
CT4	116,000 t*	350m	48m	100 t **	Container Terminal
Berth 11 (NQ11)	50,000 t	11 - 180m 11/12 - 275m	40m	100 t	General Cargo
Berth 12 (NQ12)	50,000 t	12 - 230m 11/12 275m	40m	100 t	General Cargo
C Berth	30,000 t	C - 95m C/D - 200m	38m	35 t	General lay-up berth (Navy, small cruise vessels & other smaller vessels)
D Berth	30,000 t	D - 170m C/D - 200m D/E - 295m	38m	35 t	General lay-up berth (Navy, small cruise vessels & other smaller vessels)
E Berth	30,000 t	E - 200m D/E - 295m	32m	35/80 t	General lay-up berth (Navy, small cruise vessels & other smaller vessels)
F Berth	40,000 t	F - 200m F/G - 347m	46m	35 t	Cruise vessels, Navy and general cargo
G Berth	40,000 t	G - 200m F/G - 347m	46m	35/80/100 t	Cruise vessels, Navy and general cargo
H Berth	40,000 t	H - 275m	37.5m	35 t	RORO vessels, general cargo

*- Based on previous berth numbering of Berth 4 to Berth 10
** Bollard remediation project currently in progress

Table 13 - Inner Harbour Berth Information

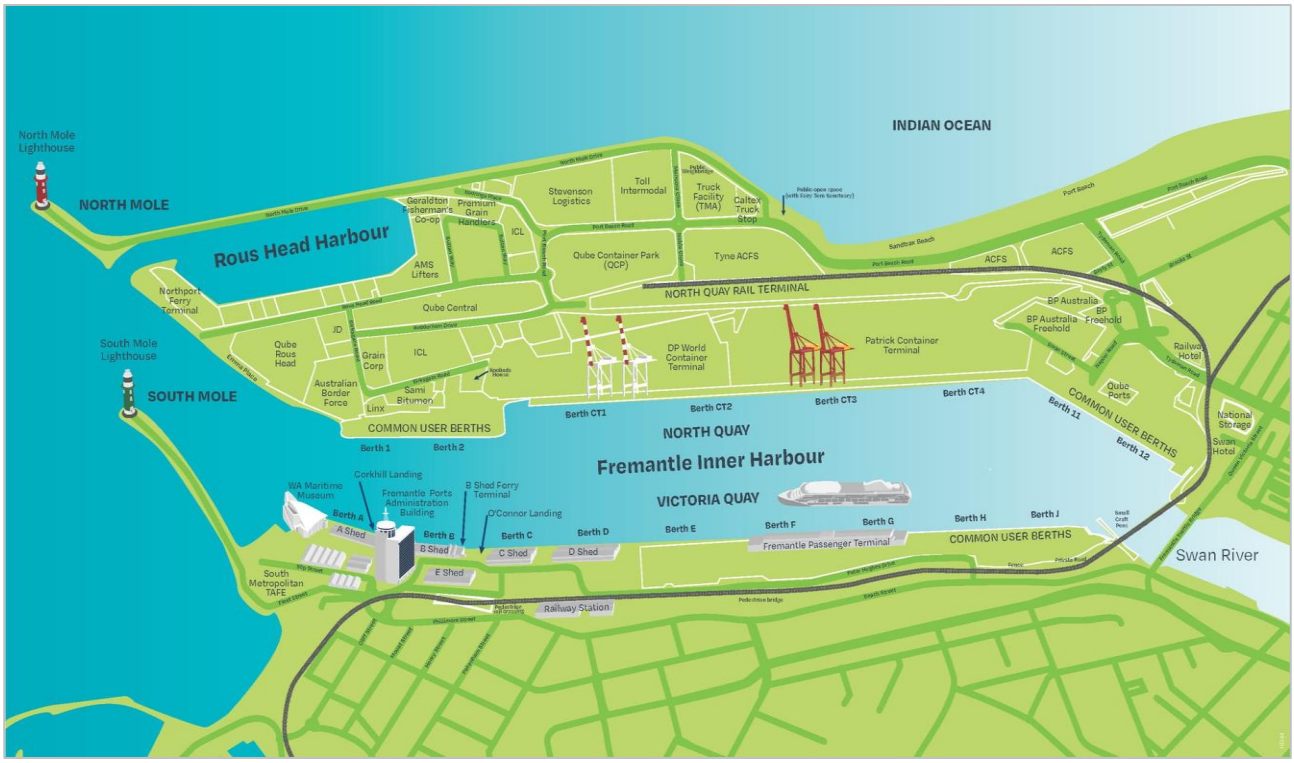


Figure 6 - Inner Harbour - Metro Map

Figure 7 - Inner Harbour - Aerial View – 2025

3.4.2 Outer Harbour (Kwinana Port) Berth Specifications

Berth Name	Design Displacement	Berthing Velocity / Angle	Max. LOA		Max. Beam	Bollard Capacity (tonnes)	Berth Usage
BAE Ship-lifter	8,065t	UNKNOWN	140 m.		24.5m	UNKNOWN	Docking
BAE Wet Berth	6,000t	UNKNOWN	130 m.		UNKNOWN	UNKNOWN	Docking
JBN berths 1 - Austal jetty 2 - SFM 3 - Bhagwan 4 - AME jetty 5 - AME wharf	UNKNOWN	UNKNOWN	Berth Length: 1 - 290m 2 - 30m 3 - 70m 4 - 100m (either side) 5 - 100m (either side)		UNKNOWN	UNKNOWN	1 - Commissioning 2 - Maintenance 3 - General 4 - Maintenance 5 - Heavy load floating wharf
ALCOA Jetty No.1	50,000t	0.500m/sec	200 m.		30 m.	60 t	Bulk caustic soda and loading refined alumina
ALCOA Jetty No.2	50,000t	0.500m/sec	230 m		32.6 m.	60 t	
AMC berths (1-6)	1 - 3000t 2 - Unknown 3 - Unknown 4 - Unknown 5 - 3000t 6 - Unknown	UNKNOWN	1 - 200m 2 - NIL 3 - NIL 4 - 300m 5 - NIL 6 - NIL	Berth Length: 1 - 130m 2 - 48m 3 - 140m 4 - 245m 5 - 160m 6 - 75m	UNKNOWN	UNKNOWN	1 - Load out / Maintenance 2 - Maintenance 3 - Maintenance 4 - Maintenance / Heavy Lift 5 - RoRo / Heavy Lift 6 - Load out
KBB2*	60,000t	0.150m/sec	210 m.		32.5 m.	80 t	LPG, Bulk Products
ORJ No.1	45,000t	0.200m/sec	230 m.		46 m.	Hooks - 70 t Dolphins - 100 t	Hydrocarbons
ORJ No.2	45,000t	0.200m/sec	230 m.		46 m.	Hooks - 70 t	
ORJ No.3	140,000t	0.180m/sec	275 m.		46 m.	Hooks - 70 t Dolphins - 100 t	
KBB3*	85,000t	0.130m/sec < 5°angle	259 m.		30.5 m.	80 t	Bulk Material Ships, Petroleum Tankers & General Cargo (no beam restrictions for tankers)
KBB4*	85,000t	0.130m/sec < 5°angle	221 m.		46 m.	80 t	Bulk Material Ships, Petroleum Tankers & General Cargo
Kwinana Grain Jetty	75,000t (berthing)	0.150m/sec	229 m.		40 m	80 t	Grain
Stirling Naval Base Berths		UNKNOWN					Naval Vessels

* - Management of vessels along the KBJ quay line shall be at the sole discretion of Fremantle Port Authority

Table 14 - Outer Harbour Berth Information

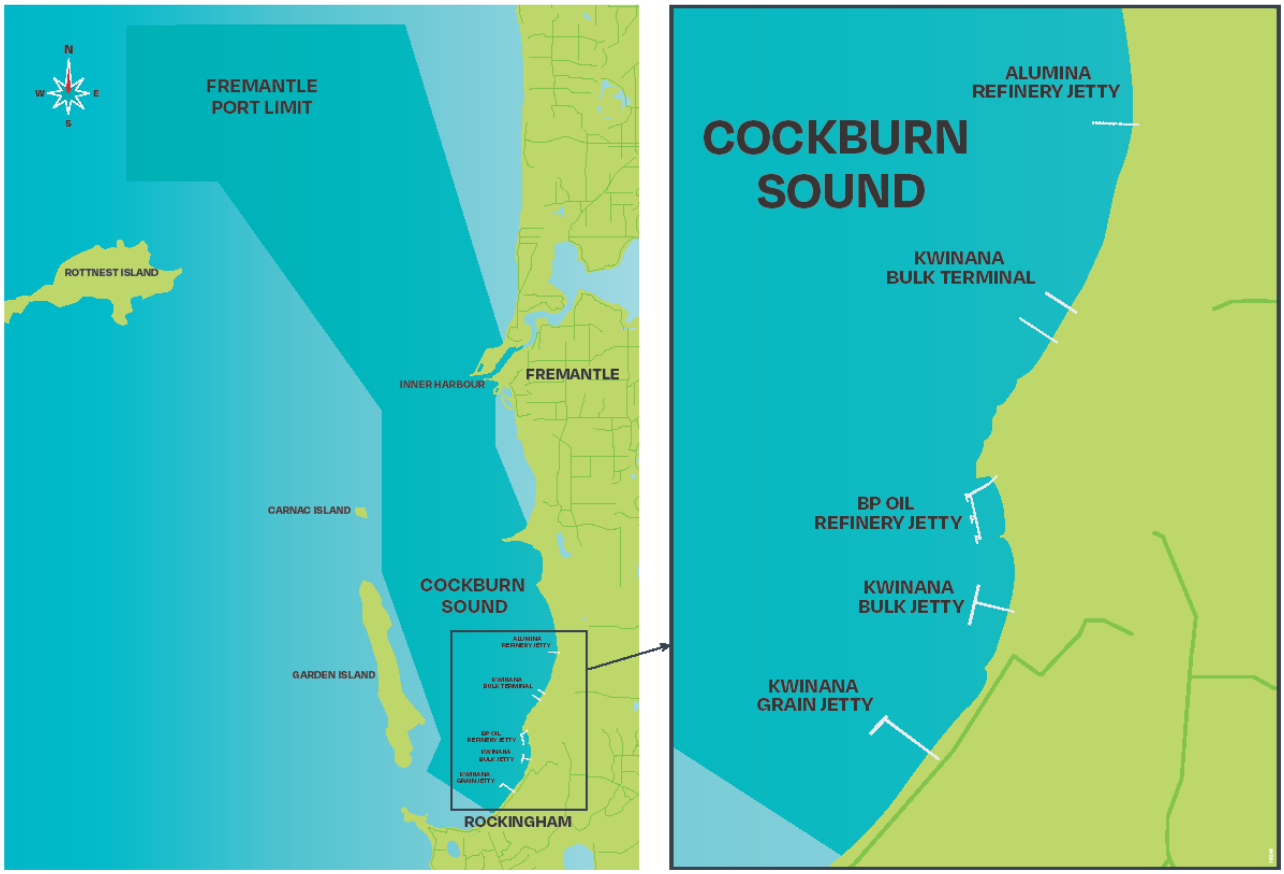


Figure 8 - Fremantle Port Authority port waters and inset Kwinana Port facilities

3.4.3 Berthing Requirements

3.4.3.1 Inner Harbour – Berthing Requirements

3.4.3.1.1 Common User Berths

To ensure safety and facilitate emergency evacuations, all vessels, except in certain operational conditions, are required to berth alongside in a 'head-out' direction in the Inner Harbour. This facilitates safe and efficient emergency evacuation of vessels, if and when required.

There are specific minimum clearance requirements between vessels at Inner Harbour berths. For vessels less than 310 meters in length, the minimum clearance shall be 25 meters. For vessels between 310 and 350 meters in length, the minimum clearance shall be 35 meters.

At North Quay berths 11 and 12, vessels must lower their outboard anchor to the seafloor at all times. For all other vessels, they should lower their outboard anchors to the seabed when a Strong Wind Warning is issued or when necessary to ensure the vessel remains securely alongside the berth.

3.4.3.2 Limitations for North Quay Berth's 1 and 2 for Passing Traffic, and Bunkering Operations

3.4.3.2.1 North Quay Berth 1 (NQ1)

- Vessels with a beam of greater than 25m are not permitted at NQ 1 when a vessel of 275m LOA or greater is passing.
- Vessels are not permitted at NQ 1 when a vessel of 310m LOA or 43m beam or greater is passing.
- Vessels at NQ 1 are only permitted to bunker when there is no inner harbour scheduled shipping movements.
- Vessels berthing at NQ.1 are to be positioned such that the vessel does not overhang the western end of the berth. Deviation from this rule requires Harbour Master approval.

3.4.3.2.2 North Quay Berth 2 (NQ2)

Vessels bunkering at NQ. 2 are to stop and disconnect hoses when a passing vessel meets the following criteria-:

- draft ≥ 11m or, LOA ≥ 310m or, Beam ≥ 43m

Vessels alongside at combined berths NQ1 and NQ2, with one extremity (bow or stern) at meter mark higher than 150 m, and when vessels with LOA > 310m are transiting through Inner Harbour, are required to comply with the following:

- Vessels shall tend all mooring lines including assessing (and providing) the requirement for additional lines on moorings Forward and Aft.
- Fremantle Port Authority mooring team will be assigned for additional line deployment.

All vessels shall lower their outboard anchor to the seabed.

- The use of self-tensioning winches in the 'auto-tension' mode is prohibited in the Port of Fremantle.
- Vessels must also make sure that, so far possible, all lines have equal tension.

	Vessel at Berth Beam	Passing Vessel	Berth Occupied	Bunkers Allowed
Berth 1 (NQ1)	All	Nil	Yes	Yes
	≤25m	≤275m	Yes	No
		>275m	Yes	No
	>25m	≤275m	Yes	No
		>275m	No	No
	All	>310m or 43m Beam	No	No
		≥11m draft	Yes	No
Berth 2 (NQ2)	All	Nil	Yes	Yes
		>310m or 43m Beam	Assess	Stop & Disconnect Hose
		≥11m draft	Assess	Stop & Disconnect Hose

Table 15 - Berths NQ1 and NQ2 – Berth and Bunkering Limitations

3.4.3.2.3 Container Terminals

The berthing requirements for container vessels berthing at berths CT1 to CT4 are stated in the following table. Additional berth clearances are required when swinging vessels on arrival and departure and when swinging off CT 4. The swinging area is located in the Inner Harbour between CT1 and CT4 on the North Quay and Berth D to Berth H on Victoria Quay. Note: Due to the proximity of Wongara Shoal and the associated current effects, additional controls are in place for turning off CT4.

Maximum current (at the swinging area) for vessels over 310m when swinging is 0.3 knots. This is equivalent to 1 knot at the rail bridge current sensor. This parameter also applies to vessels swinging off CT4.

Berthing at all container berths (CT1 - CT4) will be subject to assessment of clearances from other vessels berthed on North Quay and Victoria Quay. If required, vessels on Victoria Quay opposite the container terminals may be required to vacate berth to facilitate turning of large container vessels (LCV).

For vessels >310m, a turning basin clearance of 400m is required for turning on departures (TDD) and 450m is required for turning on arrival (TOA).

Vessels >310m LOA are restricted to turning during daylight hours only. For the purpose of this process, daylight means the following:

- LCV TOA (Arrival)
    - Earliest POB at Outer Pilot Boarding Ground = Sunrise – minus 30 minutes.
    - Latest POB at Outer Pilot Boarding Ground = Sunset minus 2 hours.
- LCV TOD (Departure)
    - Earliest POB = Sunrise time.
    - Latest POB = Sunset minus 1.5 hours.

BERTHS	CT 1-4		CT 1-3		CT 4 (and combined berths)		CT 1-4 (combined berths)		CT 1-4 (combined berths)	
ARR	**135-275m**		**275-310m**		**290-310m**		**310-347m**		**347-350m**	
	PST	**SST / TOA**	**PST**	**SST / TOA**	**PST**	**SST / TOA**	**PST**	**SST / TOA**	**PST**	**SST / TOA**
BERTH	YES	YES	YES	YES	YES	YES	YES	YES	YES	NO
WIND**	34	34	30	25	30	25	20	20	15	N/A
TOWAGE	AA	AA	AA / AAA*	AA / AAA*	AA / AAA*	AA / AAA*	AAA+BT	AAAA+BT	AAA+BT	N/A
NIGHT	YES	YES	YES	YES	YES	YES	YES	NO	YES	N/A
DEP	**135-275m**		**275-310m**		**290-310m**		**310-347m**		**347-350m**	
	PST / TOD	**SST**	**PST / TOD**	**SST**	**PST / TOD**	**SST**	**PST / TOD**	**SST**	**PST / TOD**	**SST**
BERTH	YES	YES	YES	YES	YES	YES	YES	YES	YES	N/A
WIND	34	34	25	30	25	30	20	20	15	N/A
TOWAGE	AA	AA	AA / AAA*	AA / AAA*	AA / AAA*	AA / AAA*	AAA+BT	AAA+BT	AAAA+BT	N/A
NIGHT	YES	YES	YES	YES	YES	YES	NO	YES	NO	N/A
ALL	**135-275m**		**275-310m**		**290-310m**		**310-347m**		**347-350m**	
PILOTS	1		1		1		2		2	
PPU	Independent / RTK		Independent / RTK		Independent / RTK		Independent / RTK		Independent / RTK	
DWC	DUKC dependant		DUKC dependant		DUKC dependant		YES		YES	
SWING CIRCLE	N/A		LOA + 25m + 25m		LOA + 35m + 35m***		400m TOD 450m TOA		450m	
VESSEL CLEARANCE	25m		25m		25m		35m		35m	
CLEARED BERTHS	N/A		N/A		N/A		NQ1		NQ1	
CRANES	Refer HMI 11-2024		Clear of swing basin and berth pocket							
CURRENT	N/A		N/A		0.3kts at swing circle / 1.0kts at Railway bridge					
VISIBILITY	1.0′		1.0′		1.0′		1.0′		1.0′	

*Draft >12.5m OR Displacement >100,000t OR if H and/or CT3 occupied.
**Wind speed is the 10-minute average with maximum gusts not exceeding 5 knots above the 10-minute average parameter stated.
***For LOA = 290 - 310m, Further consultation required if H berth occupied re swing off CT4.

Table 16 - Container Vessel Berthing Parameters

3.4.3.3 Outer Harbour – Berthing Requirements

3.4.3.3.1 KBB2 and ALCOA

Vessels alongside at KBB2 and ALCOA are required to lower their outboard anchor to the seabed. Vessels loading to a departure draft greater than 10.50m at the KBB2 shall not be required to position an anchor on the seabed on arrival. This exemption shall be re-assessed when strong winds are forecast.

3.4.3.3.2 Kwinana Bulk Jetty (KBB3 and KBB4)

The nominal standard for clearance between vessels is 25 metres at KBJ berths. This standard may be varied in recognition of the vessels concerned and specific mooring requirements or facilities and requires Harbour Master and Duty Pilot approval.

3.4.3.3.3 Oil Refinery Jetties (ORJ berths 1, 2 and 3)

The mooring procedures will be confirmed between the Pilot and the Mooring Services provider before the vessel approaches the berth. Positioning information relative to the ship's manifold and shore connections will be provided by the Mooring Services provider. The unmooring procedure will be confirmed between Pilot or exempt Master and the Mooring Services provider before starting to let go lines. Line Boats maybe required for unmooring depending on access to dolphins.

3.4.3.3.4 All other Berths

Additional berthing requirements are managed by Fremantle Port Authority Port Services Officer (PSO) or Bulk Services officer (BSO) or private berth operators who will liaise directly with pilots, vessels and agents as required to ensure safe berthing operations.

3.4.4 Declared Depths

3.4.4.1 Inner Harbour Berths Declared Depths

North Quay			Victoria Quay		
Berth	**Declared Depth (m)**	**Meter Markings (m)**	**Berth**	**Declared Depth (m)**	**Meter Markings (m)**
1	10.4 m	0 – 207 m	A	*not surveyed*	
2	11.0 m	207 – 400 m	B	*not surveyed*	
CT1	14.5 m	0 – 323 m	C	8.5 m	0 – 85 m
CT2	14.5 m	323 – 646 m		9.1 m	86 – 197 m
CT3	14.5 m	646 – 969 m	D	10.2 m	198 – 373 m
CT4	14.5 m	969 – 1270 m	E	10.2 m	374 – 603 m
	13.0 m	1270 – 1292 m	F	10.2 m	604 – 807 m
11	11.0 m	0 – 196 m	G	10.2 m	808 – 1013 m
12	11.0m	196 – 429 m	H	10.2 m	1014 – 1240m

Table 17 - Inner Harbour Depths

Refer to Fremantle Port Authority website for latest declared depths.

3.4.4.2 Outer Harbour Berths Declared Depths

Berth	Declared Depth (m)
BAE North	11.6 m
BAE Ship Lift	11.1 m
BAE South	11.6 m
BAE Heavy Lift Wharf	5.7 m
AMC1	9.9 m
AMC2	10.0m
AMC3	10.0m
AMC Floating Dock	12.6m
AMC4 East	12.4 m
AMC4 Heavy Lift Berth	12.6 m
AMC4 West	12.6 m
AMC5 East	7.7 m
AMC5 West	7.7 m
AMC6	7.7 m
ALCOA 1	11.2 m
ALCOA 2	11.6 m
KBB2	11.7 m
Oil Refinery Jetty 1	14.5 m
Oil Refinery Jetty 2	14.5 m
Oil Refinery Jetty 3	14.5 m
Kwinana Bulk Jetty (KBB3)	14.0 m
Kwinana Bulk Jetty (KBB4)	14.0 m
Kwinana Grain Jetty	16.7m

Table 18 - Outer Harbour Depths

Mariners are advised to navigate with caution. **Refer to Fremantle Port Authority website for latest declared depths.**

3.5 Port Navigation

3.5.1 Passage Plans

All vessels are required to prepare a berth-to-berth Passage Plan in accordance with:

- *Part 2 (Voyage Planning) to Part A-VIII/2 of Chapter VIII of the STCW Code (Part A).*
- *IMO resolution A.893(21).*
- *SOLAS Chapter V (Regulation 34).*

Fremantle Pilots provide recommended Passage Plans, and waypoint lists via their website: https://fremantlepilots.com.au/passage-planning/

The final Passage Plan will be discussed and verified by the Master and Pilot during the Master/Pilot exchange before the pilotage commences.

3.5.2 Anchorages

The anchorages, as shown below and on approved navigational charts, are available for use by vessels as directed by Fremantle VTS.

The following anchorages are available for vessels to use as per instructions from the Fremantle VTS:

- **ORA** - Dedicated anchorage for larger vessels berthing at the BP berths and the Grain Jetty
  ORAN - Dedicated anchorage for vessels doing cargo operations at AMC, ALCOA KBB2, KBB3 and KBB4.
- **OA** - Outer Anchorage
- **GR** - Gage Roads
- **OEN** – Owen Emergency Anchorage - An emergency anchorage is also available between Success and Parmelia Channels

Priority to anchor at any of the above anchorages will be given to vessels calling at the Port of Fremantle. Each situation involving vessels anchored for over seven days without a scheduled port call will be individually assessed.

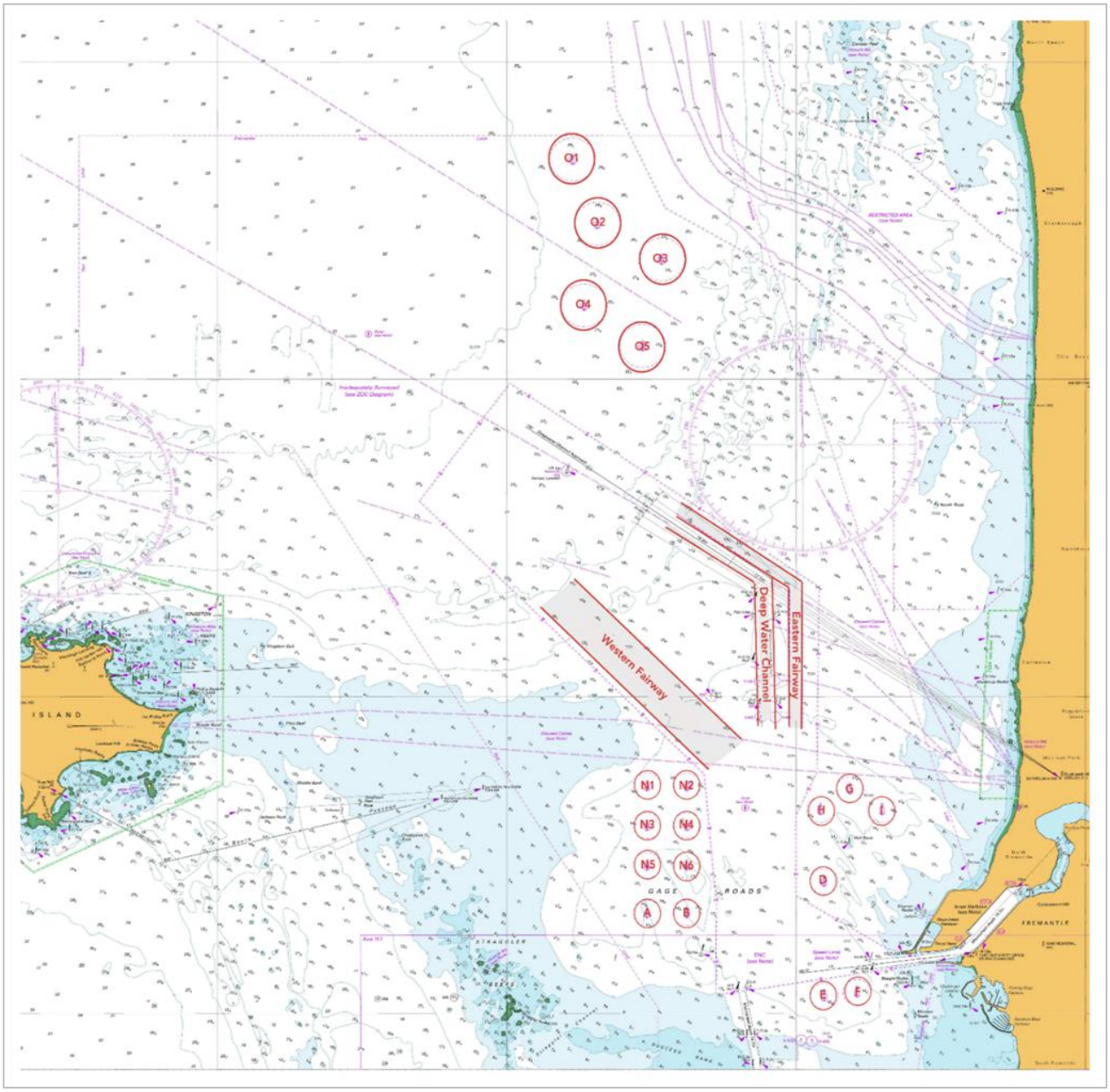


Figure 9 - Gage Roads and Outer Anchorages

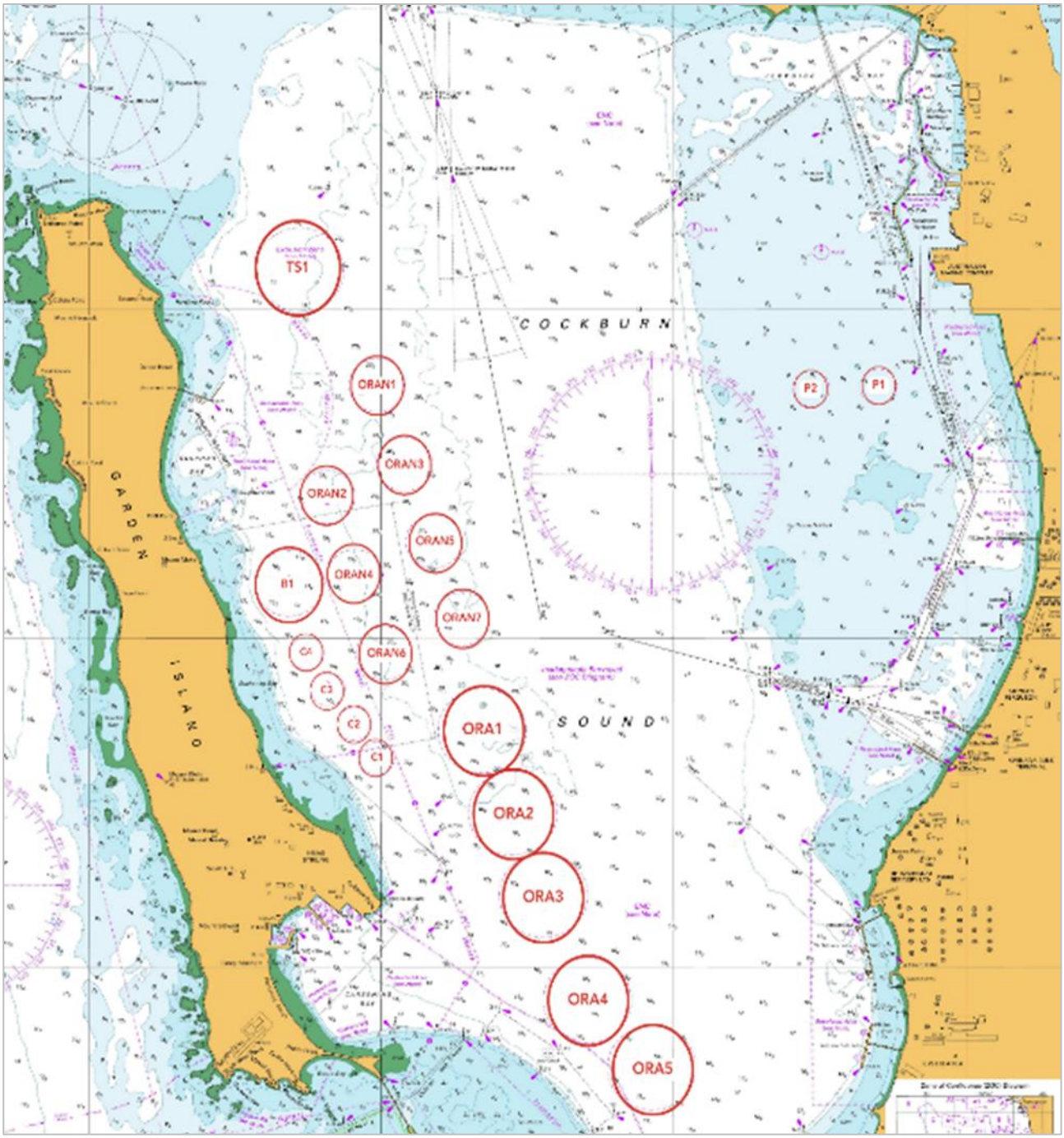


Figure 10 - Cockburn Sound, ORAN and ORA Anchorages

- Vessels of less than 11.0m should anchor in the western area of Gage Roads as directed by the VTS. Holding ground is fine sand and coral.
- Vessels with a draft of 11.0m or greater should anchor at the Outer Port Limits Anchorage as directed by the VTS. Holding ground is fine sand and coral.

3.5.2.1 Prohibited Anchorages

Large-scale charts for Port of Fremantle have prohibited anchorage areas marked on them. Anchoring is also prohibited within Deep Water Channel, Success / Parmelia Channel, Woodman Channel, Jervoise Channel, Stirling Channel, Calista Channel, Woodman Channel and Medina Channel.

3.5.3 Shipping Channels

Fremantle Port waters include the following designated channels and other approaches:

- Deep Water Channel
- Eastern Fairway
- Western Fairway
- Inner Harbour Entrance Channel
- Success Channel and Parmelia Channel
- Success Virtual Channel
- Woodman Channel
- Jervoise Channel
- Medina Channel
- Calista Channel
- Stirling Channel

The remainder of the waters in Gage Roads and Cockburn Sounds are "fairways". The International Rules for the Prevention of Collision at Sea apply to all fairways and channels and are supplemented by the following local channel rules.

The channel rules stated in this section do not apply to tugs attending vessels under pilotage, which are navigating the relevant channels.

"Under Pilotage" is defined as all vessels under navigational conduct of a Pilot, an Exempt Master (PEC) and all vessels under navigational conduct of a Master Holding a Certificate of Local Knowledge (COLK).

3.5.3.1 Deep Water Channel

The Deep-Water Channel is declared a **compulsory pilotage area** and is to be used by vessel draft greater than 11m.

Any other vessel requesting use of the deep-water channel must seek permission from the Fremantle Port Authority VTS prior to use.

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

Vessels are not permitted to transit the channel in opposite directions simultaneously.

3.5.3.2 Inner Harbour Entrance Channel

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

Small vessels, local ferries, local bunker barges, Australian Sail Training Vessels will be permitted to transit the Inner Harbour Entrance channel, provided they keep well clear of vessels under pilotage and keep to their starboard side of the channel.

Vessels entering and leaving Rous Head harbour are to give way to all commercial vessels transiting the Inner Harbour entrance and keep to their starboard side of the channel.

3.5.3.3 Eastern Fairway

Eastern Fairway is to be used by vessels between 9-11m drafts. Vessels are permitted to transit the channel in the same and opposite directions simultaneously, ensuring a safe distance is maintained and in accordance with COLREGS.

Vessels transiting the Eastern Fairway are to keep clear of vessels at the entry and exit points of the Deep-Water Channel.

3.5.3.4 Western Fairway

Western Fairway is to be used by vessels up to 9m drafts. Vessels are permitted to transit the approach in the same and opposite directions simultaneously, ensuring a safe distance is maintained and in accordance with COLREGS.

Vessels transiting the Western Fairway are to keep clear of vessels at the entry and exit points of the Deep-Water Channel.

3.5.3.5 Success and Parmelia Channels

The Success and Parmelia channels are Uni-Directional channels.

Vessels under pilotage transiting these channels shall maintain a separation so that no two vessels will be in Success Channel or Parmelia Channel at the same time.

Small vessels using the combined channels, may do so at any time however when passing a vessel under pilotage, shall keep clear by clearing out the channel to the eastern side such as to remain within 50 metres of the eastern toe line.

3.5.3.6 Woodman, Jervoise and Medina Channels

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

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

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

3.5.3.7 Stirling and Calista Channels

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

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

3.5.4 Speed

3.5.4.1 Safe Speed

A vessel transiting channels within Fremantle Port Authority's waters shall do so at a speed consistent with:

- The safe navigation of such vessel
- *International Regulations for Preventing Collisions at Sea*
- The speed profiles stated on the pilot passage plans
- DUKC® specified speeds where applicable.

3.5.4.2 DUKC® Speed Restrictions

DUKC® vessels shall adhere to the required speed as calculated by the Dynamic Under Keel Clearance System. The Success and Parmelia Channels have a minimum 7-knot DUKC® speed.

3.5.4.3 Speed Recommendations

3.5.4.3.1 Success and Parmelia Channels

Transit speeds of deep draft vessels in Success and Parmelia Channels shall be limited to those listed in the table below notwithstanding the observance of the conditions contained in the above sections.

Vessels Draft (M)	Maximum Speed (Kts)
<10m	13kts
10-12m	11kts
>12m	10kts

Table 19 - Success and Parmelia Channels - Recommended Speeds

3.5.4.3.2 Inner Harbour

The maximum speed for the Inner Harbour is 8 knots as per the Fremantle Port Authority Regulations.

3.5.5 Navigation Marks

3.5.6 Under Keel Clearance (UKC) and Dynamic Under Keel Clearance (DUKC®)

Vessels alongside Inner Harbour berths are required to maintain a static Under Keel Clearance (UKC) of 0.5m. For vessels alongside Outer Harbour berths, the static UKC requirement is 1.0m. The above UKC requirements are applicable at all states of tides. Any relaxation of the UKC requirements is subject to approval from the Harbour Master's Office (HMO) and is contingent upon prevailing weather conditions.

Vessels at anchor within the limits of Fremantle Port must maintain a safe UKC in accordance with the requirements of their respective International Safety Management (ISM) Code – Safety Management Systems.

Fremantle Port Authority operates a Dynamic Under Keel Clearance (DUKC) program, which establishes specific criteria for applicable vessels to ensure adequate under-keel clearance in the Deep Water, Inner Harbour Entrance Channel, Success and Parmelia, Stirling, and Calista Channels.

This program serves two purposes:

- Ensuring that ships arriving, departing, or operating within the port and transiting these channels always maintain sufficient under-keel clearance.
- Assisting the terminals in optimizing cargo lifting and vessel throughput while maintaining safe navigation standards.

For vessels arriving and departing through the channels specified in the table below, with drafts equal to or larger than the stated values, the DUKC® System is utilized to manage the Under Keel Clearance. The DUKC® Passage includes three speed profiles: slow, average, and fast. The average speed profile is employed to determine DUKC® passages.

Channels	Minimum Drafts Requiring DUKC®
Deep Water Channel	13.5m
Inner Harbour Entrance Channel	13.5m
Success & Parmelia Channels	13.0m
(KGJ, ORJ & KBB3/4)	
Calista Channel (ALCOA Berth)	10.6m
Stirling Channel (KBB2 and ALCOA berths)	10.6m

Table 20 - Channels and associated draft thresholds for DUKC® System management

DUKC® requires specific ship information about vessel dimensions and stability for the proposed transit. The DUKC application must be lodged by the Vessels Agent on behalf of the Master into VOYAGER, with all the required information.

Non DUKC® vessels transiting Port waters shall maintain a static UKC equal to or greater than the stipulated minimum Under Keel Clearances in the below table:

Area	Minimum UKC	
Deep Water Channel	10% of vessels draft	
Inner Harbour	1.0m	
Rous Head	Entrance = 1m	
	Harbour = 0.5m	
Success and Parmelia Channels	(a) BEAM <40m	10% of vessel's draft
	(b) BEAM ≥40m	15% of vessel's draft
Success Virtual Channel	1.0m	
Jervoise Bay / AMC	North entry (AMC) = 1.0m	
	South Harbour Channel = 1.0m	
Woodman / Jervoise / Medina Channels	1.0m	
Calista & Stirling Channels	1.0m	
ALCOA Jetty (South Side) Swing Area	0.5m*	
KBB1 Swing Area	0.5m*	
	Westward of a line joining the jetty heads of KBB1& KBB2 = 1.0m	
	Eastward of a line joining the jetty heads of KBB1& KBB2 = 0.5m	

* Vessel stopped or with minimum way through the water and swinging.

Table 21 - Minimum UKC

Minimum UKC alongside all Fremantle Port Inner Harbour berths is 0.5m, extending from the berth to a distance equivalent of the vessel's beam. The minimum UKC alongside all Outer Harbour berths is 1.0m. Tidal conditions must be considered for the vessel's period alongside the berth. Refer to Section 2.3 for UKC information when vessels are underway. Any request for reduced UKC must be submitted to the Harbour Master Office for approval showing calculations.

3.5.6.1 Request for Tidal Window

Where a shipping agent has requested an available window for sailing a vessel, DUKC® will be run on vessel's arrival by Fremantle Port Scheduling team. The shipping agent will be advised through VOYAGER of the window so that they can determine with the terminal and Master, a suitable time for transit. Once a specific transit time has been nominated then the movement will be treated as a specific transit DUKC® calculation.

3.5.7 Maximum Draft Calculation

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

- Optimise draft and transit time for a high water
    - 23 hours before ETD High Water (HW), max drafts should be calculated for sailing time or high water.
- Optimise draft for a fixed transit time
    - 11 hours before the nominated sailing HW, maximum drafts should be calculated, using the draft scheduler for a 2-hour window around the nominated sailing time or high water; DUKC® and static calculation

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

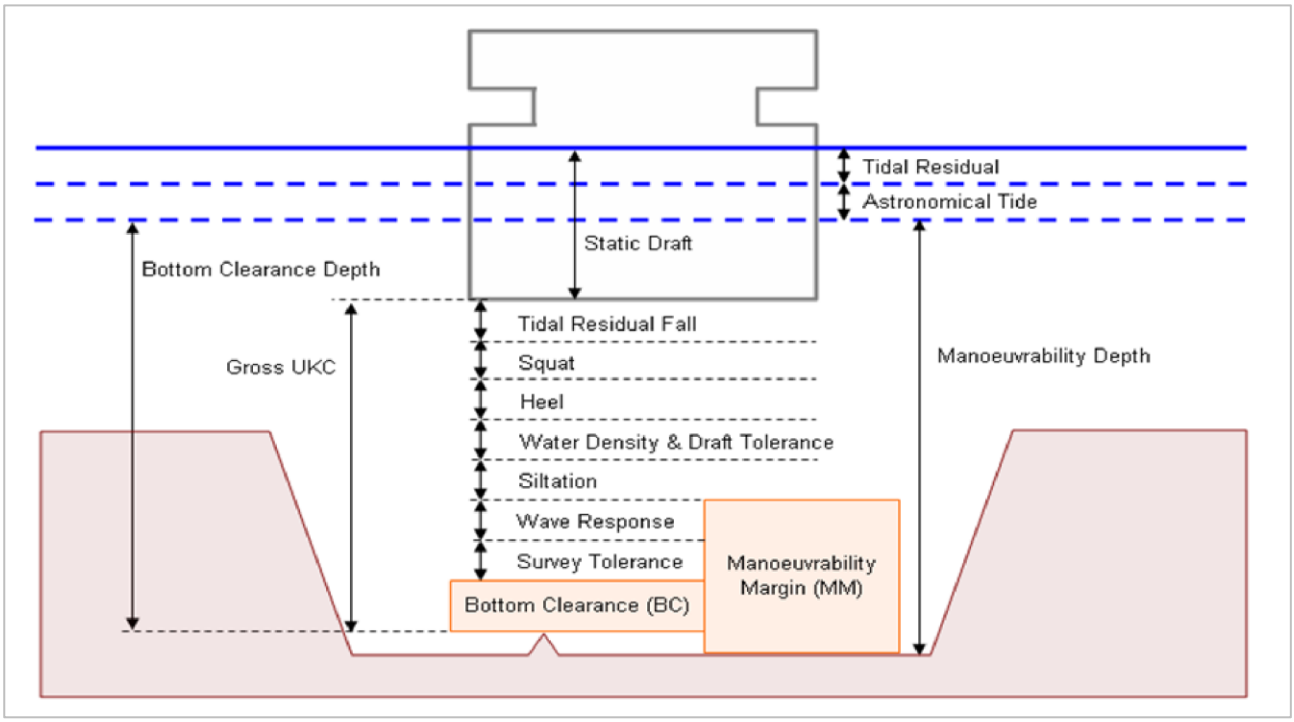


Figure 11 - UKC Calculations

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

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

3.5.8 Trim and Stability

Regarding trim, vessels shall adhere to the following during transit:

- All vessels are required to maintain a trim of no more than 2.5m
- Vessels loaded upright and on an even keel or trimmed by the stern
- Vessel's propellers should be fully immersed, and rudders are sufficiently immersed to ensure adequate steerage and to ensure control of the vessel's motion.
- Adequate visibility provided from the bridge as per *SOLAS Chapter V, Regulation 22*
- Vessels at berth shall maintain a draft, trim and safe stability conditions at all times to be ready to unberth in case of an emergency

3.5.9 Right of Way

All vessels operating in Fremantle Port Authority are subject to the *International Regulations for Preventing Collisions at Sea*.

While ensuring the safety of navigation for all vessels in the port remains the highest priority for Fremantle Port Authority, the Fremantle VTS aims to optimize vessel movements efficiently, taking commercial considerations into account. The VTS has the authority to exercise discretion in these matters, especially in emergencies or abnormal circumstances. In such cases, consultation with affected parties will be maintained to the extent possible.

The following standard shipping priority guidelines are applied for scheduling vessel movements within the port waters of the Port of Fremantle:

1. Ships in emergency situations.
2. Cruise ships (inbound and outbound).
3. Ships participating in the Dynamic Under Keel Clearance (DUKC) program and operating within a designated tidal window.
4. Livestock carriers.
5. Container vessels.
6. Car carriers
7. Turn of Arrival at Port Limits
8. Vessels with terminal requirements (vessels with labour waiting will have priority over vessels without labour).

Out of turn berthing may be permitted by the Harbour Master to facilitate berth and port efficiency

3.5.10 Warping of Vessels - Inner Harbour and Outer Harbour (including AMC)

The vessel's main engine is to be available for all removals and warping activity. Where a vessel is "dead ship" the non-routine process applies.

Removal from one berth to a different berth requires towage allocation as per the Towage Tables for the Inner and Outer Harbour (refer Table 25 - Towage tables for all berths).

Warping requirements are as follows:

- Any warping of vessels in the Inner Harbour and AMC is to be carried out only after approval from HMO
- All warping operations are to be conducted by Fremantle Ports mooring teams. Vessel crew is not permitted to handle mooring lines on berths
- The maximum distance that a vessel can be warped whilst alongside an Inner Harbour or AMC berth with only mooring crew in attendance is 30 metres
- Warping along a wharf for a distance greater than 30 metres will require attendance by a pilot and tugs, in accordance with Table below (this does not include swinging a vessel)
- Additionally, where a vessel must be warped along a continuous quay length by one third of the ship's LOA or a greater distance, lines boats may be required.

Vessel LOA	With Main Engine	Without Main Engine
<135m	C	C
135-160m	A	AA
160-310m	AA	AA
310-350m	AA*	AA*

*Pilot may request third A-Class tug where weather concerns prevail.

Table 22 - Removal and Warping towage, Inner Harbour

3.5.11 Warping of Vessels KBT and ALCOA

No warping operations are to be conducted when winds >20 kts are experienced from a direction **'westward' from South-South-East (SSE) to West (W).** The vessel's Master is responsible for the safe mooring / warping of the vessel and must comply with the weather restriction.

The vessel is to contact Fremantle VTS on VHF Channel 12 prior to commencement of and on completion of each warp. VHF contact is to be available with VTS throughout the warping operation. Fremantle VTS will advise the vessel and KBT Stevedore Foreman regarding any adverse weather / squalls that may impact the vessel during warping operations.

The vessel's main engine is to be kept on stand-by but is not to be used during warping operations. If the engine is deemed necessary, a pilot and tugs will be required for the warp.

However, this decision must be made by the vessel in advance of the warp considering the 2-hour notice required for tugs and pilots.

3.5.12 Display of Signals and Sights

All vessels are to display lights and shapes in accordance with *the International Regulations for Preventing Collision at Sea*.

All vessels should ensure that AIS equipment is always in operation and that the input data is accurate and updated.

3.5.12.1 Vessels Signalling for Hazardous Cargo Onboard

- By Day: International Code Flag B

- By Night: An all-round red light showing an unbroken light over an arc of the horizon of 360 degrees.

3.5.13 Tugs and Barges

Towage requirements for tugs and barges will be assessed on a case-by-case basis. The general guidelines are:

- Risk assessment to be completed and submitted to the Harbour Master for approval prior to transit in port waters.
- Transit through Success & Parmelia Channels in daylight hours only unless prior approval from the Harbour Master is obtained.
- All tows to be shortened before seeking clearance to enter any port channel.
- No channel transit if beam wind is greater than 20 knots (10-minute average)
- 2 x C class tug to escort tow through Success and Parmelia Channels. Where beam > 30m then 1 x A Class tug.
- 3 x C class tugs are generally required for berthing, unberthing and moving barges in Cockburn Sound (reduced to 2 x C class tugs for berthing if the Pilot considers the towing vessel adequate to perform the required berthing manoeuvre).
- A primary and secondary tug to be used for all towage of barges such as to provide redundancy to the primary tow. The secondary tow must be capable of taking over the tow in this circumstance. PEC and CoLK are not applicable for barge towing operations.

3.5.14 Recreational Vessels

Recreational vessels must exercise caution within port waters. When transiting the harbour or any channel, they must ensure they do not impede the passage of commercial vessels.

A vessel at anchor or berthed at a terminal may move without warning and a safe distance should be maintained.

Recreational vessels must keep a distance of at least 50m from commercial vessels at berth and at anchor. Non-compliance is considered a breach of Maritime Security Zone.

Refer to DOT website for guidance regarding recreational vessels.

4. Part 4: Communication

4.1 Vessel Traffic Services (VTS)

Under the directions of Harbour Master and pursuant to Marine Order 64 (Vessel Traffic Services Authority) 2013, issued by the Australian Maritime Safety Authority (AMSA), Fremantle Port Authority is also the Vessel Traffic Services (VTS) Authority under the Instrument of Authority issued by AMSA. Fremantle VTS provides vessel traffic management as well as scheduling and allocation of resources to vessels calling at the port.

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

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

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

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

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

Contact	Number	Email	VHF
VTS Operations	+61 8 9431 6333	vtsoperators@fremantleports.com.au	VHF 16 & 12
VTS Scheduling	+61 89431 6303	movements@fremantleports.com.au	

Table 23 - VTS Contact Details

4.1.1 Vessel Compliance in VTS Coverage Area

It is mandatory for all vessels with LOA greater than over 35m, and all commercial vessels regardless of LOA operating within the VTS coverage area to comply with the Fremantle VTS reporting requirements.

4.1.1.1 Masters Responsibilities

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

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

4.1.2 VTS Reporting

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

Vessels are to ensure their arrival is in the VOYAGER system no less than seven (7) days prior to ETA or as early as possible.

- Vessel Masters via agents, to submit the 7-day Pre-arrival form.
- Vessels Master, via agents, to submit the 48 hours' notice into VOYAGER.
- Vessels to report to Fremantle VTS when crossing the Inwards Reporting Line and the below way points:
    - Before entering S&P Channel
    - Before entering Stirling Channel
    - Clearance for entering Inner Harbour
    - When anchored or arrived
    - If disabled, leaking, on fire or has been on fire
    - If involved in collision, grounding, close quarters situation
    - When commencing and completing bunker operations
    - When directed by Fremantle VTS or Harbour Master area
    - Please also see 'Request for Activities' 2.5

5. Part 5: Nautical Services

5.1 Pilotage

Fremantle Port Authority contracts all pilot services to Fremantle Pilots. All communication to Fremantle Pilots is through Fremantle Port Authority only.

All commercial vessels over 24 m Length Over All (LOA) require either a Pilot or a Certificate of Local Knowledge (CoLK) or Pilot Exemption Certificate (PEC) to operate in the Port of Fremantle (Fremantle Port Waters are defined in the *Western Australian Port Authorities Act 1999*). Vessels less than 24m may be required to have a CoLK based on operational requirements on a case-by-case basis. Refer 5.1.5 and 5.1.6

More information on Fremantle Pilots can be found on their website www.fremantlepilots.com.au.

5.1.1 Pilot Boarding Grounds

Pilots board in the following positions:

- Outer Pilot Boarding Ground (31° 55.5′S 115° 36.0′E) for vessels of 11.0 m draft and more.
- Inner Pilot Boarding Ground (32° 01.4′S 115° 41.3′E) for vessels of less than 11.0 m draft.

Vessels are not to proceed south of the nominated pilot boarding grounds for pilot embarkation.

5.1.2 Outer Pilot Boarding Ground

Pilotage from and to the Outer Pilotage Boarding Ground (OPBG) is referred to as a "Full Pilotage". The approach passage into Gage Roads is via the Fairway Buoy, and Deep-Water Channel.

A "Full Pilotage" is required for the following vessels:

- Vessels LOA ≥310m (excluding Cruise Ships)
- Vessels with drafts ≥11.0m.
- Loaded (including partly loaded) petroleum and chemical tankers with LOA ≥ 160 m (including CABU vessels).
- All gas tankers
- Vessels that do not have updated ENC's on dual ECDIS systems or do not have paper chart AUS 112.
- Vessels who intend to use the Compulsory Pilotage Areas.
- Any other vessel as determined by the Harbour Master based on a vessel's existing condition.

5.1.3 Inner Pilot Boarding Ground

Vessels with drafts less than 11.0m commence their pilotage from the Inner Pilot Boarding Ground (IPBG). Passage to the Inner Pilot Boarding Ground is via:

- Eastern Fairway - vessel draft < 11.0m.
- Western Fairway - vessel draft < 9.0m.

Vessels embarking a Pilot at the IPBG are not to proceed south of the Inner Pilot Boarding Ground.

5.1.4 Pilot Boarding Arrangements

Marine pilot transfers in the Port of Fremantle are carried out exclusively by dedicated pilot vessels. It is the responsibility of vessel operators to provide specific instructions to their crews regarding the rigging, testing, and inspection of pilot ladders, manropes, securing strops, deck fittings, stanchions, combination ladders, and related equipment. The guidance outlined in ISO 799-1:2019, ISO 799-2:2021 and ISO 799-3:2022 is to be strictly complied with during these procedures. It is crucial for shipowners, operators, masters, and crews to understand that pilot transfer arrangements, including pilot ladders, must comply with the safety regulations outlined in Chapter V Regulation 23 of the *International Convention for the Safety of Life at Sea* (SOLAS).

Fremantle Port Authority implements a strict compliance process for vetting the Pilot boarding arrangement for every vessel calling at the Port. No dispensations are given for non-compliances. For detailed information and requirements specific to "*Safety of Marine Pilot Transfer Arrangements*" for the Port of Fremantle, refer to - BPMSCB 02-2022 and BPMSCB 01-2023, Supplement 1, on Fremantle Port Authority website. It is essential for vessels to strictly adhere to the guidelines and ensure compliance with safe marine pilot transfer arrangements. Failure to comply may result in restrictions being imposed, including the refusal of vessels to call at the port of Fremantle.

- **Guidance** – Vessel operators are to provide ship specific guidance to vessel's crews with regards to rigging, testing and inspection of pilot ladders, manropes, deck fittings, stanchions, combination ladders and associated equipment. The guidance outlined in ISO 799-1:2019, ISO 799-2:2021 and ISO 799-3:2022 is to be strictly complied with **Instructions** - Vessel operators are to assess and provide ship specific instructions to vessel's crews regarding storage and care of pilot ladders and man ropes. Industry guidance regarding care of manila ropes / manufacturer's instructions must be referred to when preparing the above instructions. Dedicated and protected spaces on board must be identified.
- All Pilot ladders, manropes and associated equipment are to be used only for marine transfers (pilots and other personnel) and must not be used for any other operations onboard the vessel such as for draft readings or any maintenance work. All equipment is to be clearly marked as **"For Marine Transfers only".**
- **Maximum age of pilot ladders** is 30 months from date of manufacture unless the ladder has been subjected to the ladder and step attachment strength test (as prescribed in ISO 799-1:2019) at not more than 30-month intervals. Evidence of this test, where conducted, must be retained on board for verification purposes.

- **Maximum age of manropes** used with pilot ladders is 12 months from date of manufacture. A new manrope must not be cut out from an existing coil onboard that is more than 12 months old.
- **Maximum age of securing strops** used with Pilot Ladders is 12 months from date of Manufacture.
- **Certification** - Pilot ladders **MUST** be certified by the manufacturer / Classification Society as complying with requirements as mentioned under International Standard ISO 799-1:2019. Proof of certification **MUST** be kept on board and submitted during the Pre-Arrival process.
- Manropes and securing strops **MUST** be certified by the manufacturer.
- **Manropes** - Two good manropes of not less than 28 mm and not more than 32 mm in diameter shall be fixed at the rope end to the ring plate fixed on deck and shall be ready for use when the pilot disembarks, or upon request from a pilot approaching to board. Manropes shall be made of grade 1 manila rope.
- **Use of shackles for securing** - The use of shackles to secure / choke pilot ladder side ropes when securing on deck is **PROHIBITED**. Using shackles to shorten / secure ladders cause the weight of the ladder to be taken up by the shackles impacting directly against the mechanical securing clamps (widgets) which secure the ladders treads in place, including the seizing twine and will eventually damage them.
- **Attention to end points (Thimbles)** - Corroded end point thimbles can damage the side ropes, thereby leading to the failure of the side ropes. The rope portion around the thimble must be inspected as part of the inspection routine. Heat shrunk plastic covering for end points must not be used as it prevents detailed inspection of the rope area.
- **Combination Ladder** - When a combination ladder is used, the lower platform of the accommodation ladder should be in a horizontal position and secured to the ship's side. If a trapdoor is fitted in the lower platform to allow access from and to the pilot ladder, the trapdoor should open upwards and be secured either flat on the embarkation platform or against the rails at the aft end or outboard side of the platform and should not form part of the handholds. Each step of the pilot ladder MUST rest firmly against the ship's side. The pilot ladder **MUST** be secured to ship's side using eye pad or handhold or by a mechanical device such as magnetic clamps or a pneumatic suction pad.
- **Winch reels -** Where the pilot ladder is stowed on a pilot ladder winch reel which is located either within the ship's side opening or on the upper deck:
    - The winch reel should not take the weight of the ladder.
    - The pilot ladder should be secured to a strong point at deck level inside the ship side opening and independent of the pilot ladder winch reel.
    - As an additional safety measure the winch reel should be secured by a mechanical fastening or via a dedicated reel bolt or the hoist controls be locked to prevent accidental use.
    - If no lock is present, the air supply should be isolated from the reel.
- **Access** - Safe, convenient, and unobstructed passage to be provided from the pilot boarding area to and from the vessel's navigation bridge.
- **Rigging and supervision** - The rigging of the pilot transfer arrangements and the embarkation of a pilot **MUST** be supervised by a responsible officer having means of

communication with the navigation bridge and who shall also arrange for the escort of the pilot by a safe route to and from the navigation bridge.

- **Securing** - The pilot ladder should be secured at the designated pilot boarding area to the approved deck strong points. These rope strops should be constructed from manila rope, or equivalent non-slip artificial fibre rope, with a breaking strength of not less than 4.8 metric tonnes/48 Kilo Newtons (typically ≥18mm diameter). The strops should be secured to the deck strong points and then secured around the side ropes of the ladder between the steps by means of a rolling hitch as per the diagrams below. The strops should be clearly identified and only used for securing the pilot ladder. When not in use the strops should be stowed inside away from paints, chemicals or any other substance that could damage them.
- **Heaving Lines** – Refer to BPMSCB 01-2024. The heaving lines provided by vessels are required to be 9-12mm in diameter, with monkey fist and with a loop / eye at the end lowered to the pilot vessel. Use of weighted heaving lines have the potential to injure both the pilot vessel crew and the marine pilot, are strictly prohibited and strict action will be taken against non-compliant vessels.
- Pilot ladders with side-ropes constructed of 'sisal' are not acceptable.
- Third party representatives such as Marine Surveyors, Class representatives, or any other personnel boarding the vessel for non-pilotage related duties, are to ensure that the Pilot transfer arrangements presented at the time of boarding, comply with the above requirements.

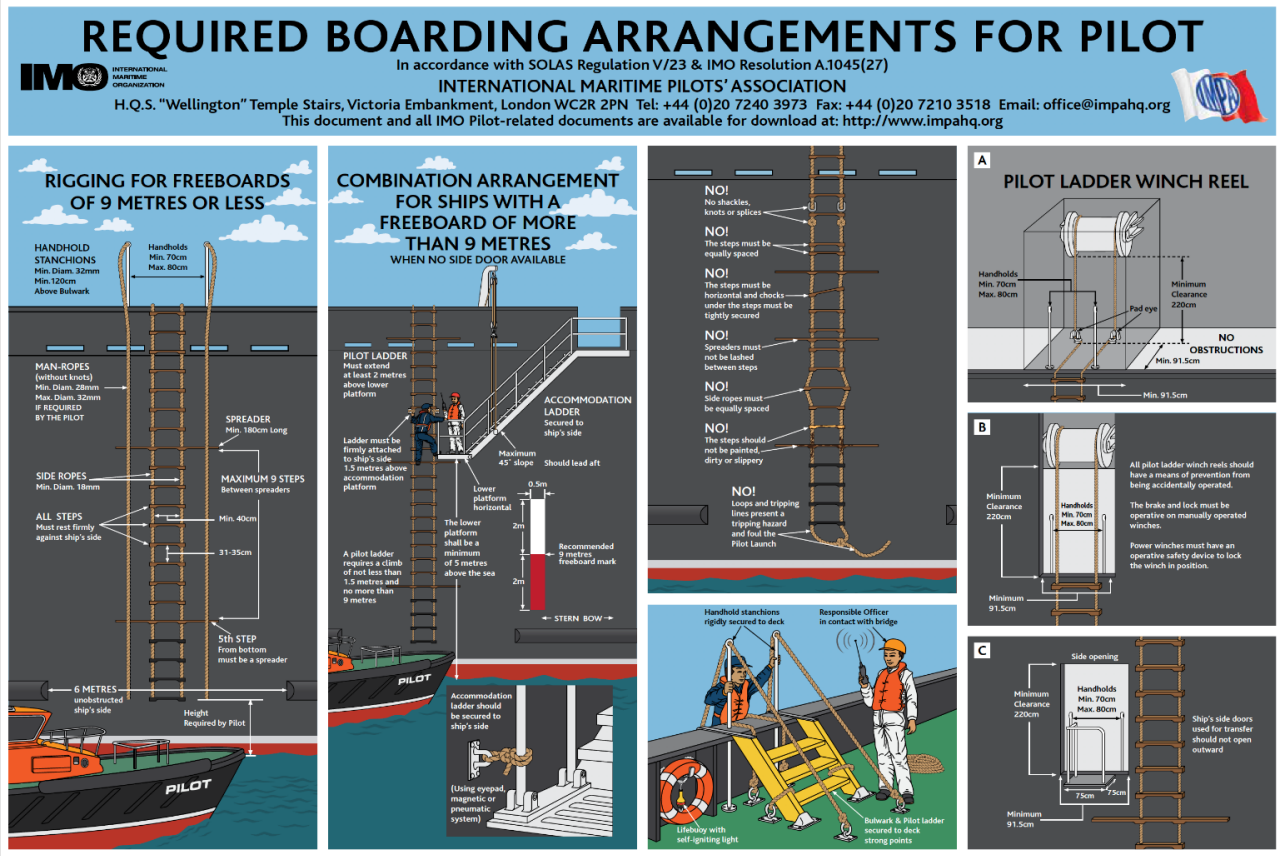


Figure 12 - Pilot Boarding Arrangements Poster

5.1.5 Certificate of Local Knowledge

The Fremantle Port Authority Certificate of Local Knowledge (CoLK) permits the holder to operate a commercial vessel less than 35 meters during arrival / departure and within the defined port limit waters, without the services of a Fremantle Port Authority marine pilot under the following conditions:

- The holder is to be recorded as the Master of the vessel in the vessel's register for the entire duration of the operation.
- The CoLK is area specific to the Port of Fremantle.

The assessment / issue of a CoLK is at the discretion of the Harbour Master's office. The CoLK is not applicable to barge and Tow movements.

For further information refer to Fremantle Port Authority website here.

5.1.6 Pilot Exemption Certificate

The Fremantle Port Authority Pilot Exemption Certificate (PEC) permits the holder to operate a commercial vessel equal or greater than 35 meters during arrival / departure and within the defined port limit waters, without the services of a Fremantle Port Authority marine pilot under the following conditions:

- The holder is to be recorded as the Master of the vessel in the vessel's register for the entire duration of the operation.
- The holder may be permitted to work as a Master on a specific category of vessels.

The Pilot Exemption Certificates are area specific to the Port of Fremantle and have effect only during daylight hours (sunrise to sunset), unless otherwise endorsed.

The assessment / issue of a PEC is at the discretion of the Harbour Master's office.

For further information refer to Fremantle Port Authority website here.

5.2 Tugs

All tugs in the Port of Fremantle are privately owned and operated. Tugs are available 24 hours. The following classes of tugs operate in the port:

Tug Class	Tug Type	Towage Service Provider	MCR	Minimum Bollard Pull	Tow Over Bow Or Stern
A	ASD	SVITZER	85%	65t/80t	Bow
C	Twin Screw	JETWAVE	100%	10t	Both
E / Escort	ASD (Redhead)	SVITZER	100%	80t ahead / 75t astern	Both

Table 24 - Tug Classes

5.2.1 Towage

Shipping Agents are responsible for the ordering of tugs required for vessel movements directly with the applicable towage service provider. Fremantle VTS will review VOYAGER to ensure minimal tug requirements have been ordered.

The allocation of tugs shall be in accordance with the Towage Tables for the Inner and Outer Harbour. The tables outline the minimum number of power units required for vessels depending on whether they have a right-hand fixed propeller or a left-hand variable propeller. If circumstances dictate that an A Class tug may be unsuitable, (example low freeboard or constrained swinging area), 1 x A Class tug may be replaced by 2 x C Class tugs by HMO/Duty Pilot consultation.

LOA	Towage	Parameters
≤135m	CC	When maximum wind ≤ 25 Kts (10 min average)
	AA (if vessel design permits)	When maximum wind > 25 Kts ≤ 34 Kts (10 min average)
135 - 275m	AA	
≥240m	AAA	Vessel at ORJ 3
275-350m	Refer to Table 16 - Container Vessel Berthing Parameters	

Table 25 - Towage tables for all berths

5.2.2 Tankers Transiting through Success / Parmelia Channels

Any tanker - Oil / Chemical / Gas tanker, in loaded or partially loaded condition will require to comply with below requirements when intending to transit through Success Parmelia Channels.

Any deviations from above requirements will require Harbour Masters Office approval.

Channel Transits	Vessel		Towage	Criteria
Stirling Channel	All		AA	
Success / Parmelia Channel	Tankers (Oil, Chemical, Gas - loaded or partially loaded)	LOA >190m <260m. OR DWT > 55,000T OR DUKC	A	• Vessel should be able to maintain 8 kts during transit. • Max beam wind < 25 kts (10-minute average). • Significant wave height at the time of transit to be less than 1.5 meters. • Draft more than 13.00 meters requires DUKC program.
		LOA ≥ 260m	AA	• Daylight restrictions on transit in all conditions (loaded and ballast). • Vessel should be able to maintain 8 knots during transit. • Maximum beam wind speed should be less than 15 knots (10 minutes average gusting to 20kts) (Loaded and Ballast). • Significant wave height at the time of transit to be less than 1.5 meters. • Draft more than 13.00 meters requires DUKC program.
When any of the criteria cannot be met then passive escort will apply. Refer Figure 13 - Escort Towage Table				

Table 26 - Towage tables for channel transit

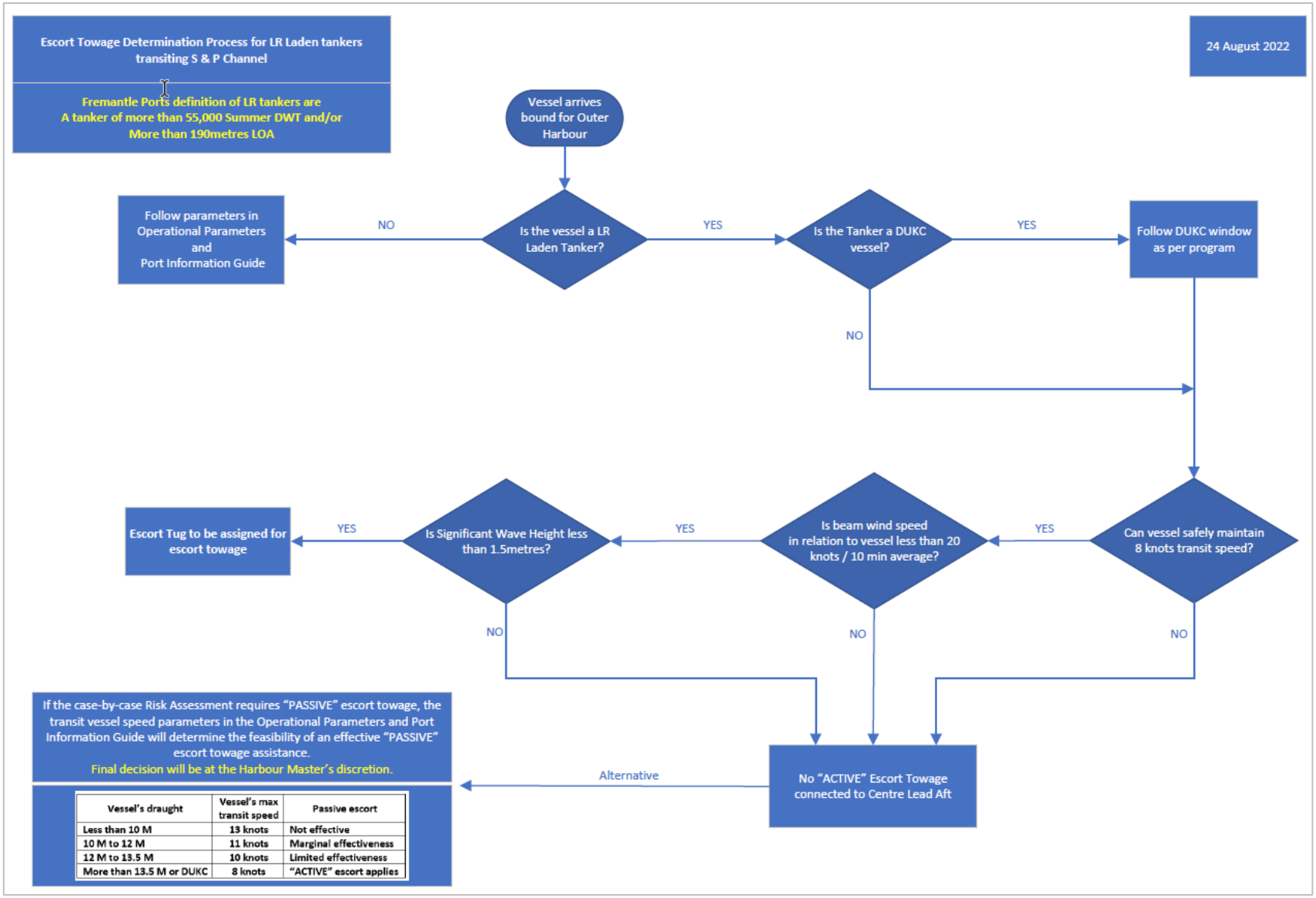


Figure 13 - Escort Towage Table

5.3 Mooring

Mooring operations are considered as high-risk routine operations with the potential to cause serious harm to personnel and equipment if conducted in an unsafe manner without situational awareness and training. The vessel's Master is responsible to ensure that the vessel is safely alongside a berth under all conditions of wind and tide.

Fremantle Port Authority mooring teams provide mooring services to the following locations:

- All berths within the Inner Harbour - North Quay and Victoria Quay
- All berths within the Australian Marine Complex (AMC)
- CBH operated Kwinana Grain Jetty (KGJ)
- Kwinana Bulk Terminal
- Kwinana Bulk Jetty

The following third-party service providers conduct mooring services to the following private terminals within the Port of Fremantle:

- Harbour Services Australia - For Oil Refinery Jetties
- Alcoa mooring Teams - For Alcoa Terminal berths

Vessel crews are not permitted to handle mooring lines on berths except in an emergency after initial notification has been made to the Port mooring teams via Fremantle VTS / Agents.

Use of wire mooring lines is **not permitted** at the following berths

- All Inner Harbour (NQ and VQ) berths
- Kwinana Bulk Jetty
- Kwinana Bulk Terminal
- Kwinana Grain Jetty
- Alcoa Terminal
- AMC berths (use of wires will only be permitted on a case-by-case basis)
- Oil Refinery Jetty 1 & 2

Use of wire mooring lines is only permitted at the ORJ 3 berth.

5.3.1 Requirements for all vessels calling at the Port of Fremantle

- All vessel owners are required to implement Mooring ropes and Mooring system management plans as part of Planned Maintenance Systems (PMS). The checks must include as a minimum, inspections and maintenance of mooring ropes, winch brakes and liners, paying close attention to condition of brake band and contact surfaces. Clear and unambiguous guidance must be provided to the vessel's crew for conducting effective planned maintenance routines, as listed above.
- Mooring lines must be deployed using leads as approved by vessel's mooring and towing arrangement plan. Any alternate lead must be used with due caution noting that the equipment may not be designed to bear geometrical loading of the mooring lead.
- Special consideration must be given to fittings to be used with tugs. Only leads strengthened and designed for tug use should be used and when possible closed

fairleads must be offered. The Safe Working Load (SWL) for all mooring fittings - fairleads, capstans, bollards must be clearly stencilled (bead welding) as per the vessel's mooring plans.

- Vessels must be fitted with fairleads and bollards of appropriate Safe Working Load (SWL).

The use of self-tensioning winches in the 'auto-tension' mode is prohibited in the Port of Fremantle.

Minimum Marine Safety Criteria effective from 01.02.2023:

- Mooring winch brake rendering test for all mooring winches should be carried out at intervals not exceeding 24 months, and:
    - after completion of any modifications or major maintenance such as but not limited to, brake liner renewal, brake band adjustments etc
    - where there is evidence of premature brake slippage or related malfunctions
    - when new mooring lines are installed on mooring winches
- Mooring winch brake rendering tests must be conducted as per guidance given in the ISO Standard 3730:2012 and the latest edition of the Oil Companies International Marine Forum (OCIMF) - Mooring Equipment Guidelines.
- Vessel operators are required to consult with the Mooring Equipment manufacturers (OEMs) / shipyards to obtain certified winch brake test equipment to conduct onboard winch brake tests. For onboard testing, the performing crew are to be provided suitable training to safely conduct the procedure with the applicable Risk Assessment. In lieu of onboard testing, the winch brake rendering tests may be conducted by a shore service provider. In either case, photographic evidence of all testing and crew training must be retained on board as objective evidence.
- Vessel operators are to note that the use of made-on-board winch brake test equipment is dangerous and hence is prohibited from use. Results obtained from such equipment will not be accepted.
- Mooring winches should be equipped with a brake setting indicator to provide an easy visual check of the correct adjustment of the brake setting.
- Vessels failing to comply with the above Minimum Safety Criteria may have additional restrictions imposed that may include but not be limited to - weather related restrictions, additional towage attendance while alongside a berth, evacuation from berth due to adverse weather conditions, delays in berthing or being deemed unacceptable to call at the Port of Fremantle.
- No vessel is to be cast off from a berth without permission of Fremantle Port Authority.

5.3.2 Lines boats

Shipping agents are responsible for the ordering of lines boats as per below and must arrange with the line boat company well in advance of the movement. Failure to do so or failure of the lines boats to attend may result in the delayed berthing of the vessel. All delays / cancellation costs will be to the vessel's account.

Lines boat services are provided by licensed service providers namely:

- Harbour Services Australia (HSA)
- All Boats WA (ABWA)
- Jet Wave Marine Services (JWMS)

Location / LOA	Mooring / ARR		Unmooring / DEP	
	Ropes	Wires	Ropes	Wires
Inner and Outer Harbour <160m	1	2	0	2
Inner and Outer Harbour ≥160m	2	N/A	0	N/A
ORJ	2	2	As required	

Table 27 - Line Boat Table

5.3.3 ShoreTension®

Fremantle Port Authority utilizes the ShoreTension® - Dynamic Mooring System as a safety measure to prevent vessels in the Inner Harbour from breaking away from the berth during adverse weather conditions. While these units can be deployed during gales or severe weather warnings throughout the year, their primary use is intended during the period between May 15 and October 15.

The ShoreTension® system serves as both a safety-enhancing equipment and a means to reduce the movement of vessels caused by severe winds, currents, and swell while berthed alongside. Fremantle Port Authority will communicate the specific requirements for ShoreTension® to the vessel through the shipping agents.

Further information on the use and deployment of these units can be found in the Harbour Master's Instructions, which are available on the Fremantle Port Authority website.

5.4 Communications Frequencies

Communication with Fremantle VTS is conducted as follows:

5.4.1 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.

Outbound vessels are to revert to Channel 16 after passing the Fairway Buoy.

5.4.2 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 tugs vessels also keep watch on this channel.

5.4.3 Port User Channels (VHF)

VHF Channel	Use
VHF Channel 8	Line boats, Mooring teams, Tug Operations, Pilots - Inner Harbour
VHF Channel 6	Back Up Channel - Inner and Outer Harbour
VHF Channel 11	Mooring team and VTS - Working Channel
VHF Channel 68	Alternate Tug Operations - Outer Harbour
VHF Channel 13	Line boats, Mooring teams, Tug Operations, Pilots - Outer Harbour
VHF Channel 69	HMAS Stirling
VHF Channel 14	HMAS STIRLING - working channel
VHF Channel 67	Coast radio – Marine Safety information
VHF Channel 12 and 16	Fremantle VTS

Table 28 - Port User Channels

Note: VHF Channel 6 is the Emergency SHIP to AIR radio channel. In the event that this channel is required by Sea Rescue or Water Police, Fremantle Port Authority may be requested to not use this channel for operations.

5.4.4 Coast Radio Station

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

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.**

5.4.5 Weather Broadcasts

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

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

6. Part 6: Port Operations and Facilities

6.1 Vessel Operations

6.1.1 Testing of Main Engines

Testing of main engines is to be carried out only with pilot onboard and when tugs have been made fast.

The *Port Authorities Regulations 2001*, Part 2, Division 2, Regulation 9, states the following.

"Propellers of moored vessel not to be operated. Unless authorised by the Harbour Master, the master of a vessel that has a propeller must not cause or permit the propeller to be operated while the vessel is moored to a wharf in a port."

The activity of trying out engines without the appropriate controls in place - attending marine pilot and tugs, carries undue risk that may result in breakaway from berth causing damage to the vessel, other vessels along the same quay line and port infrastructure.

Vessel masters are notified that any testing of the vessel's engines is to be carried out only when a marine pilot is in attendance and with tugs made fast.

As detailed in the regulations, non-compliance with the above requirement will result in a penalty of $5000 to the vessel's account. Lowering/launching of survival craft and rescue boats

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

6.1.1.1 Approval from Australian Border Force (ABF)

Obtain approval from Australian Border Force (ABF) before lowering any lifeboat or raft into the waters of the Port of Fremantle.

6.1.1.2 Notification to Fremantle VTS

Once approval is obtained from the ABF, the vessel is to contact Fremantle VTS to confirm the approval and convey their intention to lower/launch the lifeboats/rafts. If alternative times are required, Fremantle VTS will discuss with HMO, and coordinate, as required.

These steps ensure compliance with international lifesaving drill requirements and facilitate overboard inspections in a coordinated manner.

6.1.2 Maintenance and Repair

Vessels shall not immobilise without the express permission of the Fremantle Port Authority. Permission for maintenance and repairs requiring engine immobilisation will be issued by the Harbour Master on request, provided that conditions are suitable, and safety criteria met.

6.1.2.1 Vessel Immobilisation

The *'Request to immobilise main engine'* form applies to all vessels requesting for immobilization of the main engine while within limits of the Port of Fremantle waters, Anchorages and berths. The form can be obtained from the Fremantle Port's website, and follow these steps:

6.1.2.1.1 Requesting Main Engine Immobilisation:

- Agents to upload the form into VOYAGER at least 24 hours prior to planned immobilisation and Approval Process:
- Approval or denial for immobilisation will be noted in VOYAGER.
- Vessel to contact Fremantle VTS on radio Channel 12 for final approval before starting immobilisation.
- Vessel to contact Fremantle VTS and report when the work is completed.

6.1.2.1.2 Restrictions:

- Main Engine Immobilisation is not allowed during strong winds or gale warning periods.

6.1.2.1.3 Approval Duration:

- Approvals will be granted for a maximum of 12 hours for each request.

6.1.2.1.4 Additional Requirements:

- Additional mooring ropes may be required to be deployed.
- The vessel's outboard anchor to be lowered to the seabed if at berth

6.1.2.2 Hot Work

6.1.2.2.1 Requesting Hot Work

The *'Vessel Request for Hot Work'* applies to all vessels seeking to perform hot work (such as welding or cutting) while within limits of the Port of Fremantle waters - Anchorages and berths. If a main engine immobilisation is required along with the *'Vessel Request for Hot Work'*, the existing *'Request to Immobilise Main Engine'* form continues to apply, in addition to the *'Vessel Request for Hot Work'* request.

The *'Vessel Request for Hot Work'* form provides for an enhanced risk management and decision-making process for Fremantle Ports. Instructions regarding the use of the form are mentioned in the form and applicable requirements are mentioned in the 'notes' section of the form. The form can be obtained from the Fremantle Port's website and follow these steps.

- Vessel to complete the form and submit the request, and associated documents, through Agents to the Harbour Master's Office harbourmaster@fremantleports.com.au and movements@fremantleports.com.au *at least 24 hours before* planned work.
- Harbour Master's Office will approve or deny the request via email to Agents, and include movements@fremantleports.com.au

- If approved, vessel to notify Fremantle VTS on VHF channel 12 when hot work begins, and when hot works are completed.

6.1.2.2.2 Required Information:

Ensure your request includes:

- Hot work procedure and risk assessment aligned with your company's Safety Management System.
- Photographs of gas equipment (if used) and intended worksite (if available).

6.1.2.2.3 Approval Conditions:

Approval for Hot Work will be granted only when operationally necessary during the vessel's stay in the Port of Fremantle. However, approval won't be granted under the following conditions:

- During 'Total Fire Bans' issued by the WA Department of Fire and Emergency Services (DFES), except for emergencies.
- When a vessel is carrying dangerous goods.
- At Kwinana Bulk Jetty (KBJ) when a vessel with Ammonium Nitrate is at berth.
- At Kwinana Bulk Terminal (KBT) when an LPG tanker is alongside.

6.1.2.2.4 Duration of Approval

Hot work approval will be granted for a maximum of 24 hours per approval.

6.1.2.2.5 Special Cases – Non-Fremantle Port Authority Operated Sites

Hot work at Non-Fremantle Port Authority operated sites - Kwinana Grain Jetty, BP Refinery, and ALCOA, will be permitted only after prior consultation with the terminals

6.1.2.3 Hull Maintenance

6.1.2.3.1 Below the Load Line

Cleaning, painting and/or maintenance of any part of the hull below the load line is strictly **prohibited** within port waters. Consent to undertake these works may only be granted in an **emergency situation** at the discretion of the Harbour Master's Office. All requests for emergency works shall be directed to the Harbour Master's Office via Fremantle VTS.

6.1.2.3.2 Above the Load Line

All painting, cleaning and/or maintenance of any part of the hull above the load line are only allowed with the prior consent of Fremantle Port Authority. Above the load line painting includes painting of vessel draft marks. These activities are permitted only at the berths and **not at the anchorages.**

The Master, through agents, must request permission from the Harbour Master Office prior to the commencement of any maintenance and call the Fremantle VTS on VHF Ch 12. The following rules apply to all vessels:

- All precautions must be taken to prevent paint, solvents or any other deleterious substances from entering the waters of Fremantle Port Authority and must be disposed of in accordance with all regulations.
- Painting, chipping and cleaning must be completed in daylight hours only.
- The Master is responsible for ensuring that there are no spills, including waste and paint chips, into the marine environment.
- All appropriate PPE must be donned by ship-staff whilst carrying out work, such as lifejacket, harness, etc.

6.2 Seafarer Welfare Facilities

6.2.1 Shore Leave for International Vessel Crews Safety and Security matters

Shore Leave for International vessel crews is permitted at all Fremantle Ports operated Terminals. Shore leave from non- Fremantle Port Authority terminals is subject to the safety and security procedures at each terminal.

To facilitate shore leave, shipping agents will liaise with the respective terminal.

Vessel crews are not permitted to walk unescorted on berths or other unauthorised areas of the terminals. Crew are required to wear PPE in mandated areas and where heavy trucking traffic activity presents safety related hazards to port operations and the crew themselves.

Shore leave requirements are indicted below. All vessel Masters are to be duly informed of these requirements, and strict compliance is to be observed at all times:

As a Security requirement at the terminals, the IMO crew list for each vessel must be uploaded into VOYAGER to be accessed by Fremantle Ports' security personnel. The IMO crew list is to be uploaded irrespective of vessel crews availing of shore leave or otherwise

- All shore leave for crews must be arranged through the shipping agents. Shipping agents may arrange the same either through the Flying Angels Seafarer Centre, Stella Maris, or through private transportation services, complying with MSIC / Fremantle Ports' access requirements
- Vessel crews are not permitted to walk unescorted within any terminal and jetty areas, except for operational reasons - draught readings etc. All PPE requirements are to be strictly complied with during these times
- Any distance from the ship's gangway to the transport, if required, must be covered under escort by an approved MSIC / Fremantle Ports' authorised access holder and with the required PPE applicable at the site

- For Inner Harbour berths 'C','D' and 'E' access through the turnstile gate may be permitted on request to and approval by Fremantle Ports'

Fremantle Port Authority Escort application process can be found on the website.

6.2.2 Shore Leave -Transport

Fremantle Port Authority, through Flying Angel Club and Stella Maris, provide free transportation service to and from vessels berthed.

6.2.2.1 Flying Angel

The Flying Angel Club provides transport services to all jetties within the Inner Harbour and Outer Harbour North Quay berths 1, 2, 11 and 12, Victoria Quay, Kwinana Bulk Terminal and Kwinana Bulk Jetty, CT1-4, KGJ, Oil refinery, ALCOA and AMC. Call/email Flying Angel for the latest bus timetable, and call/email one to two hours before the bus pick up time – staff@flyingangel.org.au or +61 8 9335 5000.

Photo identification is required for a crew member to access the Flying Angel Club transport service.

6.2.2.2 Stella Maris

Call 0417 182 497 or 0418 589 567 for pick up from the ship and drop off anytime during opening times to Fremantle Inner Harbour – Victoria Quay – Berth C, D E F G and H and North Quay - Berth 1, 2 ,11 and 12, Patrick's container terminal and DP world container terminal.

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

Prior notification of shore leave must be communicated to the respective terminal and a crew list supplied to security.

6.2.2.3 Seafarers' Missions

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

6.2.2.3.1 Flying Angel Club

76 Queen Victoria Street, Fremantle WA 6160

Phone: +61 8 9335 5000

Email: staff@flyingangel.org.au

6.2.2.3.2 Stella Maris

16 Queen Victoria St, Fremantle, WA 6160

Phone: +61 417 182 497 or +61 418 589 567

Opening times: Monday to Friday 12:00 to 20:30

Stella.maris@perthcatholic.org.au

www.Stellamaris.perthcatholic.org.au

6.2.3 Medical Facilities

Fiona Stanley Hospital is a 30-minute drive from the both the Inner and Outer Harbours.

6.2.4 Nearest airports

Perth International and Domestic Airport Perth WA 6105.

6.2.5 Nearest railway stations

Fremantle Train Station, Phillimore Street, Fremantle WA 6160.

6.3 Port Facilities

6.3.1 Bunkering and Oil Transfers

In accordance with the requirements with the Port Authority Regulations, bunker supplies must be licenced by Fremantle Port Authority, to conduct the service A Licence for land or Marine bunkering operations, must be made through Fremantle Port Authority, Customer and Commercial division, and approved by the HMO. application can be made by completing form the available on the Fremantle Port Authority Website. The following providers are licenced to provide bunkers:

- BP Marine provide bunkers by barge (Ship-to-Ship (STS)) or road (landside - Direct to Ship (DTS)).
- Australian Fuel Supplies supply fuel by road tanker only.

It is important to note that not all berths can support shoreside truck to ship bunkering.

All requests for Bunkers are to be made via Agents through VOYAGER. Application must be made at least 24 hours prior to transfer. Any subsequent alteration to the commencement time of bunkers or oil transfers must be notified to the Port Services Team Leader.

Contact	Number	Email
Port Services Team Leader – Inner Harbour	+61 418 945 209	IHteamleaders@fremantleports.com.au
Port Services Team Leader – Outer Harbour	+61 417 171 419	OHteamleaders@fremantleports.com.au

Table 29 - Bunkering and Oil Transfer Contacts

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.

Bunkering is a critical operation and requires care to ensure safety and to reduce the risk of pollution. The penalties for discharge of oil into the waters of the Port are severe. To assist prevention of discharge into the waters of the Port area, the following controls must be observed:

- The transfer operation should not start until the conditions of the *International Safety Guide for Oil Tankers and Terminals' 'Bunkering Safety Checklist'* have been complied with and jointly endorsed by representatives of the ship and supplier to indicate understanding of, and agreement with, the terms and conditions of the check list. Any changes to the agreed transfer process must be jointly agreed.
- The bunkering area on the ship and berth is a restricted area during bunkering operations within which only bunkering activities and person authorised or directly involved in the bunkering operation are allowed in this area during bunkering. There should be adequate means of designating the restricted area such as barriers, barricades, signage.
- The bunker supplier should have access to an emergency spillage kit with spill pads, absorbent material and clean up equipment to deal with any accidental spillage. Spill booms to contain and limit the area of the spill. Ensure oil spill equipment is ready and available on both the delivering and receiving ship.
- No smoking, hot work or other ignition sources are permitted within 30 metres of the bunkering or oil transfer operation or the vessels fuel tank pipe or any vent pipes associated with the transfer operation

All incidents and emergencies must be reported to the reported to Fremantle Port Authority 24-hour Emergency number+61 8 9335 1300.

6.3.1.1 Bunkering by Barge

All requirements and checklists as per the *'International Safety Guide for Oil Tankers and Terminals'* are to be strictly complied with, to ensure that operations are conducted safely without risk to personnel and the marine environment.

The "B" flag (day) or red light (night) is displayed on the masthead during bunkering operations.

6.3.1.2 Bunkering by Road Tanker

Bunkering by Road Tanker must adhere to the following:

- Road tanker must be parked in a designated or allocated area
- The road tanker may have a barricaded area around it.
- The road tanker shall have its battery system isolated.
- The road tanker may have its emergency indicators or a flashing light on.
- The road tanker shall not impede other cargo operations in progress.
- The road tanker should limit its close proximity to drains and ensure measures are in place to prevent egression into drains.
- A drip tray is in place under hose connection points when required

- The road tanker should limit its close proximity to drains and ensure measures are in place to prevent egression into drains.

6.3.1.3 Ancillary Substances

From time to time, tankers may load substances other than fuel. These include:

- Lubrication oil
- Hydraulic Oil
- Caustic Soda
- Magnesium oxide.

They may be loaded and stored packaged i.e. in drums or other containers, or in bulk in dedicated tanks. If an ancillary substance is to be loaded in a way that presents similar hazards as bulk bunker fuel, the requirements for conventional bunkering shall apply. Permission is required from Fremantle Port Authority before any transfers of non-cargo liquid substances are carried out.

6.3.1.4 Alternate Fuels

There is no provision for the supply of alternate fuels in the Port of Fremantle.

6.3.2 Fresh Water

Fresh water for domestic purposes is available at all Berths – Inner harbour and Outer Harbour – KBT, KBJ, ALCOA, BP, KGJ and AMC. The shipping agent should make the necessary request for services through VOYAGER.

6.3.3 Shore Based Electricity

No shoreside electrical facilities are available to vessels.

6.3.4 Stores

Ship's stores can be ordered through local provedores. Numerous companies are active in this field and the shipping agent will be able to advise on this matter.

6.3.5 Crane Clearances for Berthing

As berth operators, terminals are responsible for the correct positioning (Positioning Plan) of, gantries, etc. prior to the berthing and unberthing of vessels. Berth operators are to adhere to the requirements contained below.

The purpose of this instruction is to provide safe parameters for vessel manoeuvring and container crane safety and safety of personnel working at the terminals during vessel movements at the Inner Harbour container terminals and guidelines to achieve the same. The guidelines also provide for safe and efficient use of turning basins within the Inner Harbour.

The width of the Inner Harbour between North Quay and Victoria Quay is 425m, however the available swing diameter is 395m. To consistently achieve a safe outcome, this requires both container terminal operators to comply with these guidelines for crane positioning.

Container terminal operators will receive the following sheets every 6 hours daily - 0500 hours / 1100 hours / 1700 hours and 2300 hours.

- **Crane Positions Report** - This report provides container crane exclusion zones during berthing and unberthing of vessels at the container terminals
- **Berth Positions Report** - This report provides berth positions for all vessels scheduled to berth in the Inner Harbour during the next 48 hours.

Container Terminal operators are then responsible for the correct positioning of their container cranes prior to all vessel's berthing or unberthing based on the guidelines below. Terminal operators are required to provide to Fremantle Ports - VTS and Port services teams, a daily 24-hour contact number and operator name for any enquiries about crane positioning.

6.3.5.1 General Requirements

Positioning of container cranes in the shared zone during berthing and unberthing may be required by the Harbour Master's Office on a case-by-case basis. During such and rare occasions, the terminals are required to plan their cargo operations to avoid / minimise impact during vessel berthing / unberthing. Both terminal operators are therefore required to be fully familiar with the '*Crane Positions Report*' and '*Berth Positions Report*'.

Container Terminal operators must position container cranes accordingly regardless of the terminal at which a vessel is berthing or unberthing (i.e., A vessel swinging off CT2 at DP world inbound for CT3 at Patricks).

6.3.5.2 Safety Requirements During Vessel Berthing and Unberthing.

- Container cranes **MUST NOT** be traversed along the nominated berth until the vessel is fully secured or clear of the berth. If cranes must be moved to allow access to mooring bollards, this should not occur until the vessel is in position alongside the nominated berth.
- Container cranes booms are to be maintained in the maximum raised position. This applies also to cranes at vacant adjacent container berths.
- Container cranes for the nominated berths must be unmanned during berthing or unberthing operations.
- During berthing, the container cranes must be in their nominated positions prior to a vessel passing the Inner Pilot Boarding ground for an inbound vessel, failing which the move will be cancelled, and all cancellation / delay charges shall be to the vessel / terminal account.

6.3.5.3 The Crane Positions Report is automatically generated based on the below safety parameters.

6.3.5.3.1 All vessels <310m (LOA) (arriving and departing) + vessels >310m (LOA) that are not turning.

The following rules apply for positioning container cranes outside the vessel footprint alongside.

- Container cranes are to be positioned no less than 20 metres clear of a vessel's bow and stern during
- berthing and unberthing.
- Container cranes are to be positioned clear of the allocated head and stern line bollards as per the '*Berth positions report*' during berthing and unberthing.

The following rules apply for positioning container cranes inside the vessel footprint alongside.

- Container cranes are to be positioned no less than 20 metres clear of the bridge (accommodation block).
- Container cranes must be positioned no less than 30% of the vessel's LOA from the bow and stern position during berthing and unberthing.

6.3.5.3.2 All vessels > 310m (LOA) turning on arrival or during departure

- For vessels **>310m** (LOA), the swing basin is **450m** for turning on arrival and **400m** for turning during departure.

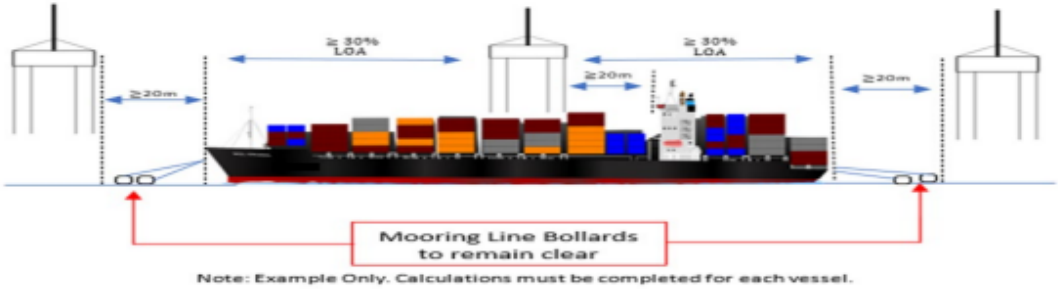
Note: On the rare occasion, a vessel swing basin footprint may be different to the vessel footprint alongside the allocated berth (i.e., A vessel swinging off CT2 inbound for CT3). When this is the case, the cranes may be positioned within the vessel footprint alongside the allocated berth with the following requirements:

- The '*Berth positions report*' will provide this swing basin information in the remark's sections of the sheet.
- Container cranes are to be clear of the **vessel swing basin footprint** as per requirements above.

For positioning cranes within **vessel footprint alongside** the allocated berth refer to; Requirements for vessels≤ 310m (loa) + vessels >310m that are not turning on arrival or departure.

For vessels with a length of 180m or less must not have more than one crane midships and the closest crane leg must be:

- no less than 30% of the vessel's LOA from the bow and stern positions
- no less than 20m clear of the bow, stern and bridge
- clear of the allocated head and stern line bollards



Note: Example Only. Calculations must be completed for each vessel.

< 180m LOA

For vessels with a length of 180m and less than 280m must not have more than two cranes midships and the closest crane leg must be:

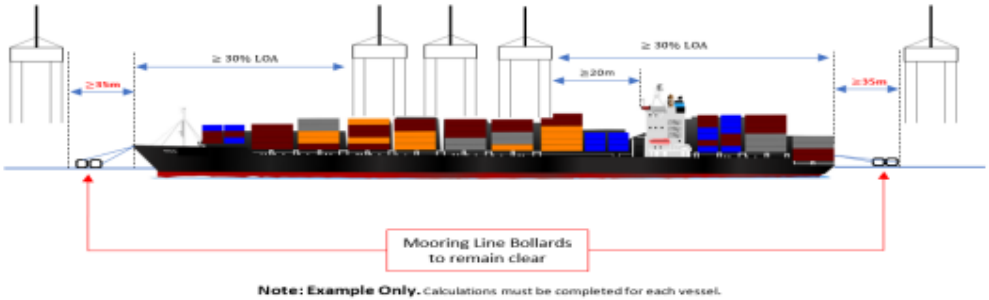
- no less than 30% of the vessel's LOA from the bow and stern positions
- no less than 20m clear of the bow, stern and bridge
- clear of the allocated head and stern line bollards

Note: Example Only. Calculations must be completed for each vessel.

> 180m < 280 LOA

For vessels with a length of 280m and less than 350m less must not have more than three crane midships and the closest crane leg must be:

- no less than 30% of the vessel's LOA from the bow and stern positions
- no less than 20m clear of the vessel's bridge
- no less than 35m clear of bow and stern positions for vessels more than >310m
- clear of the allocated head and stern line bollards



Note: Example Only. Calculations must be completed for each vessel.

> 280m < 350 LOA

> 310m < 350 LOA - NOT SWINGING

For vessels with a length of 310m or more and swinging must have no cranes in the the vessel swing basin footprint and the closest crane leg must be:

- no less than 20m clear of the vessel's bridge
- no less than 450m clearance for vessels turning on arrival.
- no less than 400m clearance for vessels turning on departure.
- clear of the allocated head and stern line bollards

Note: Example Only. Calculations must be completed for each vessel.

> 310m < 350 LOA - SWINGING

Figure 14 - Container crane positioning during berthing and unberthing of vessel

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

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

Berth	Location of Crane or Gantry
KBB2	Adjacent the mid-length position of the vessel when alongside
KBB4	Either in the storm lock position at the southern end of the berth, adjacent to the mid length position of the vessel when alongside.
Kwinana Grain Jetty* <120m LOA	Two gantries positioned at the northern extremity and one gantry positioned at the southern extremity of the jetty.
Kwinana Grain Jetty* 120-190m LOA**	Two gantries at the mid-length position of the vessel when alongside and one gantry at both the north and south extremities of the jetty
Kwinana Grain Jetty* Vessels more than **190 m length	Three gantries positioned together adjacent to the mid-length length of the vessel when alongside

** For vessels departing from the KGJ, the loaders may be positioned such that they are in the position as described above for the next oncoming vessel.*
*** These criteria temporarily amended to suit loader manoeuvring constraints.*

Table 30 - Shore Crane and Gantry Positions

Calculations to determine the positioning of Unloader 3 at KBB3 and KBB4 will not include the unloader's horizontal arm as part of the relevant length of the unloader.

6.3.6 Stevedoring

Under the Port Authority regulations, stevedoring at Fremantle Port Authority operated Common User Berths is licenced to the following 4 private operators

- Linx
- Qube
- 3 Ocean Maritime
- Lofte

Container terminals are operated by Patrick Terminals and DP World.

Stevedoring at Kwinana Bulk Terminal is provided by Fremantle Port Authority.

6.3.7 Repairs

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

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

AMC Common User Facility offers a 100m floating dock with lifting capacity of 12,000t. Able to transfer 4,600t load to land. More information can be found on their website.

BAE Systems' 8,000 tonne ship lift can accommodate vessels that are up to 150 metres in length and 24.5 metres beam. More information can be found on their website.

6.3.8 Garbage

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

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

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

It is a breach of the *Biosecurity Act 2015* and Port Authorities Regulations to discharge garbage and other waste matter (solid or liquid) into Port of Fremantle waters or any wharf, pier or jetty. The discharge of any substances onto the wharf or into port waters may lead to a maximum penalty of $5,000.

The Biosecurity Act 2015 requires that all food refuse and food packaging on board ship must be placed in vermin proof receptacles until disposed of, either by placing in the 240L capacity biosecurity bins provided by Fremantle Port Authority, (transported and disposed of in accordance with DAFF Approved Arrangements), 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 through shipping agents.

6.3.8.1 Biosecurity Waste

6.3.8.1.1 International Vessel Waste (other than Cruise Ships)

A request for biosecurity waste removal must be requested by the agent in VOYAGER under 'Request for Activity' (Refer 2.5) at least 24 hours prior to requested date.

Landing waste onto the wharf is not permitted, vessels must wait until the Fremantle Ports biosecurity waste collection truck is in attendance until waste can be discharged.

Offloading waste into biosecurity bins is permitted at BP only.

6.3.8.1.2 Schedule of Fremantle Port Authority biosecurity waste collection

Area	Availability	Landing facility
Inner Harbour	7 days a week	Direct to biosecurity waste collection truck
Australian Marine Complex (AMC)	7 days a week	Direct to biosecurity waste collection truck
Kwinana Bulk Terminal	7 days a week	Direct to biosecurity waste collection truck
Kwinana Bulk Jetty	7 days a week	Direct to biosecurity waste collection truck
Kwinana Grain Jetty	7 days a week	Direct to biosecurity waste collection truck
ALCOA	7 days a week	Direct to biosecurity waste collection truck
BP	Tuesdays, Thursdays, Saturdays	On jetty waste receptacles/skip bins

Table 31 -Biosecurity waste collection schedules

To dispose of bio-security waste (quarantine rubbish), you must:

1. Notify Fremantle Ports by entering biosecurity waste request through ship's agent into VOYAGER.
2. Notify the Fremantle Ports biosecurity waste operator of the total amount of garbage in cubic metres e.g. "One of our waste bins = 240 litres"
3. Check your biosecurity waste is permitted. If it is not, contact the ships agent for removal by other agencies

What biosecurity waste IS permitted?	**Permitted items** include: • Dry waste • Galley waste • Incinerated ash older than 72 hours • Cardboard • Crushed glass
	Permitted with restriction (1m lengths) • Wood • Rubber mats • Hydraulic lines • Hatch covering plastic or tarps (1m x1m) • Scrap steel • Flexible steel wire rope • Mooring rope • Load restraint strapping
What biosecurity waste is NOT permitted?	**Not Permitted** - **You must not dispose of items** listed below with Fremantle Port Authority Biosecurity Waste • Heavily soaked oily rags • Engine oil • Hydraulic oil • Machine oil • Acid filled batteries • Pyrotechnics • LPG gas cylinders • Light bulbs • Kitchen appliances e.g.: Ovens, Dishwashers, Fridges • Pressurised cylinders • Expired medicines • Hot incinerator ash (<72 hours)) • 44-gallon drums • Asbestos • Self-inflating life rafts • Oxy and acetylene bottles • Electronic waste • Paints and chemicals (empty dry containers are OK)

Figure 15 - Biosecurity Waste Reference

6.3.8.1.3 International Cruise Ship Waste and Recycling

The Fremantle Port Authority biosecurity truck does not service visiting cruise ships. Third party waste service providers need to be directly contracted or arranged through the vessel agent for required biosecurity waste skip bins, recycling and hazardous waste disposal. Refer *Figure 15 - Biosecurity Waste Reference*.

Fremantle Port Authority has been leading the recycling of materials from cruise ships in a manner that meets DAFF biosecurity requirements. Cruise ships may discharge materials such as clean aluminium cans, crushed glass, non-dairy plastic beverage containers and cardboard by registering via conveyance.maritime@aff.gov.au in accordance with DAFF requirements available here - https://www.agriculture.gov.au/biosecurity-trade/aircraft-vessels-military/vessels/waste-recycling.

6.3.8.2 Domestic Waste

Local skip bins can be arranged via the vessel agent for all domestic waste.

The recycling of segregated domestic materials is encouraged, and separate recycling bins can be arranged via the vessel agent. Specialised waste service providers for items in *Figure 15 - Biosecurity Waste Reference* not permitted in general waste can also be arranged via the vessel agent.

6.4 Port Inspections

6.4.1 Inspections from Port State Control

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

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

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

More information on Port State Control Inspection Regime by Australian Maritime Safety Authority is available at: AMSA Port State control (AMSA.gov.au)

6.4.2 Vessel Inspections by Fremantle Port Authority Harbour Master's Office

Fremantle Port Authority Harbour Master's Office member or representative, may bord a vessel to conduct a safety inspection, as a verification process for the pre- arrival declaration.

6.4.3 Inspections by Department of Agriculture, Fisheries and Forestry

All vessels entering Australian territory from international waters pose a potential biosecurity risk. Routine Vessel Inspections (RVI) are undertaken by a DAFF biosecurity officer to ensure that biosecurity risks are identified and treated accordingly.

Some of the risks associated with international vessels include:

- deaths or illness of passengers or crew occurring in transit
- disembarking crew or passengers
- animals on board (ships pets or hitchhiking animals)
- plants on board
- ballast water management
- biosecurity risk material
- the presence of rodents or insects like the Asian gypsy moth or khapra beetle
- waste management.

A vessel's risk level is determined by an assessment of the vessel's past inspection history and the information provided to the department in pre-arrival reporting by the vessel's master or agent.

An RVI includes the inspection of all galleys, pantries, provision stores, management of the vessel's waste facilities, ballast water verification, cabins and inspection of any other areas of the vessel as required, or as deemed appropriate by the biosecurity officer.

Vessels that have a history of poor sanitation are deemed high risk and as such require an increased level of inspection, including areas such as the incinerator, workshops, upper deck storerooms and steerage areas. Some vessels have additional reporting requirements.

6.4.4 Inspections from other Parties

Random inspections may be carried out by, the Office of Transport Security, Australian Border Force and Home Affairs, Quarantine, International Transport Federation (ITF) representatives and other bodies authorised to do so.

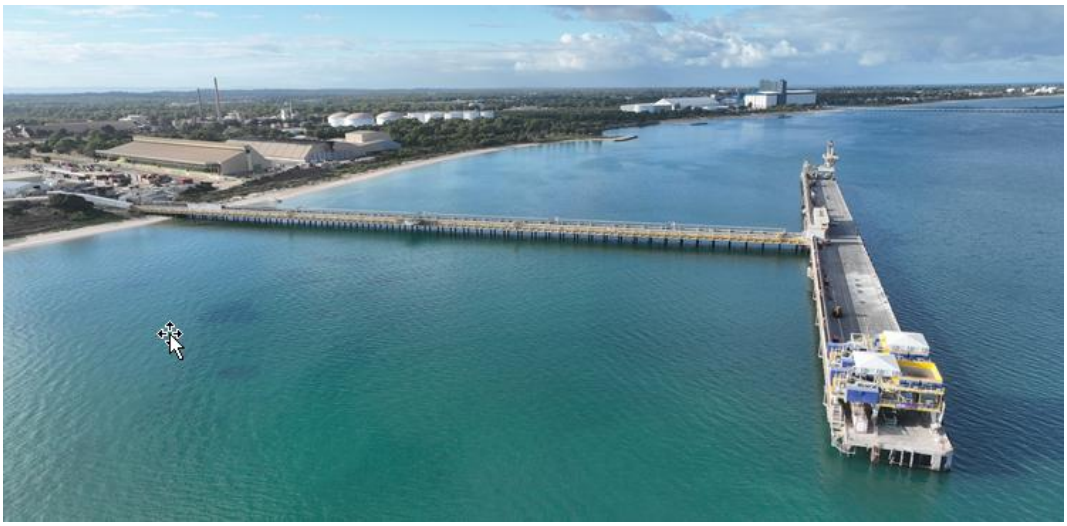


Figure 16 - Kwinana Bulk Jetty

7. Part 7: Port Safety, Environment and Security

7.1 Workplace Safety

7.1.1 Personal Protective Equipment (PPE)

While Fremantle Port Authority is committed to identifying and reducing hazards, sometimes it is not practical to avoid the presence of hazards at the workplace. In these cases, appropriate Personal Protective Equipment (PPE) is to be worn to protect against these hazards. PPE Requirements are as follows:

PPE Required	Inner Harbour Operational Areas	Kwinana Bulk Terminal & Kwinana Bulk Jetty
High visibility clothing (AS/NZS 4602)	Yes	Yes
Long sleeved shirt and long trousers or overalls	Yes	Yes
Safety footwear (AS/NZS 2210)	Yes	Yes
Safety glasses with side shields (AS/NZS 1337 & 1338)	Per risk assessment	Yes
Safety helmet (AS 1801)	Yes	Yes
Personal Flotation Device (PFD)	When within 1.5m from the water's edge	When within 1.5m from the water's edge

Table 32- Personal Protective Equipment Requirements

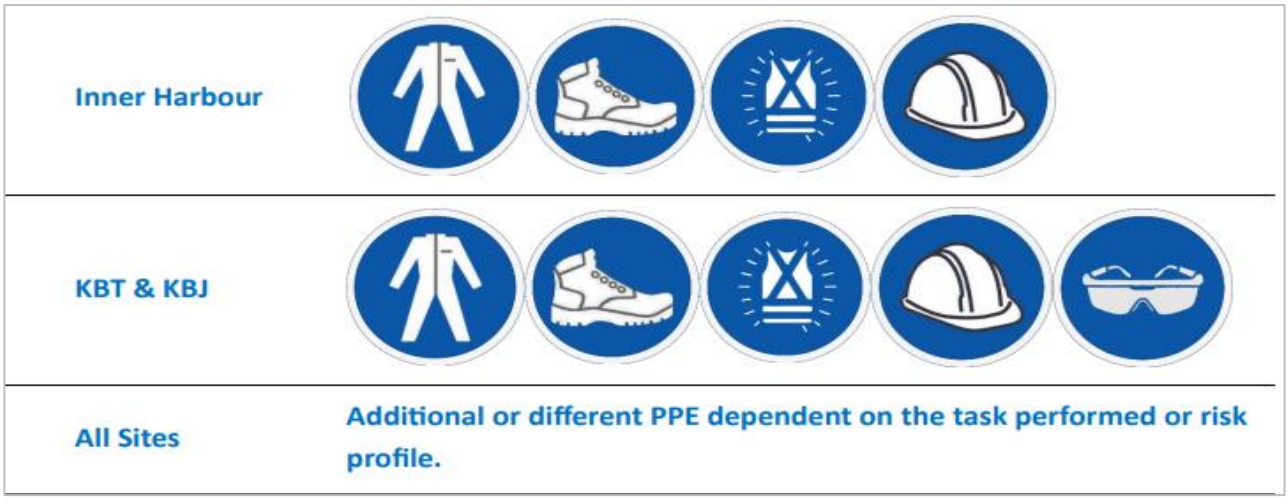


Figure 17 - Personal Protective Equipment Requirements

7.2 Environment

We are committed to protecting the environment and ensuring that all operations are undertaken in an environmentally acceptable manner so that shipping operations, maintenance activities, developments, tenant operations and other port activities do not adversely impact on

the environment. Opportunities to improve the environment are identified and considered when planning for projects and port operations. Sound environmental performance is essential for long-term sustainability and Fremantle Port Authority's continuing business success.

7.2.1 State Legislation

Environmental matters at Fremantle Port Authority are administered principally by the following State legislation (can be downloaded free of charge from Western Australian Legislation):

- *Port Authorities Act 1999 and Regulations (2001)*
- *Environmental Protection Act 1986 and Regulations (1987)*
- *Pollution of Waters by Oil and Noxious Substances Act 1987 and Regulations (1993)*

The *Department of Water and Environmental Regulation* (DWER) (which incorporates the Environmental Protection Authority) is the key agency responsible for protection and conservation of Western Australia's environment.

7.2.2 Wastewater Discharges

In accordance with *Port Authorities Regulations 2001*, Regulation 17:

"Unless authorised by a member of staff of the port authority, the master of a vessel must not cause or permit any wastewater 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 Port Authority applies this regulation to the following forms of wastewater:

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

7.2.2.1 Dry Bulk Cargo Residues, Hold Cleaning and Deck Washings

For cargo residues that are not harmful to the marine environment that cannot be recovered using commonly available methods for unloading, discharge is permitted, while enroute, as far as practicable from the nearest land, but in any case, greater than or equal to 12 nautical miles from the nearest land.

Discharge of cargo residues that are harmful to the marine environment is prohibited.

7.2.2.2 Sewage

All vessels of 400 gross tonnage and above or all vessels that are certified to carry more than 15 persons shall comply with below requirements for discharge of sewage within Port of Fremantle in accordance with MARPOL, Annex IV.

- **Comminuted and disinfected sewage**: Permitted to discharge at a distance of more than 3 nautical miles from the nearest land using a sewage comminuting and disinfecting system approved by the vessel's flag state.
- **Untreated sewage:** Discharge of sewage which is not comminuted and disinfected is prohibited within Port of Fremantle port limits.
- **Treated sewage:** Permitted to discharge within port limits, provided the vessel has in operation an approved sewage treatment plant which has been certified by the vessel's flag state in accordance with MARPOL, and the effluent shall not produce visible floating solids nor cause discoloration of the surrounding water.

7.2.2.3 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 Port of Fremantle 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.

7.2.2.4 Sediment

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

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

7.2.2.5 Grey Water

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.

The disposal of untreated grey water within port limits is prohibited.

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

7.2.2.6 Other Waste Water

The Department of Water and Environmental Regulation enforces the *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 of 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 another hydrocarbon
- Pesticide
- Vegetable oil, fat, or grease

7.2.3 Air Emissions

7.2.3.1 Smoke

The Department of Water and Environmental Regulation enforces the *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 Port Authority applies this regulation to engine maintenance and testing activities that lead to excessive smoke and fumes.

7.2.3.2 Dust

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

It should also be noted that the Kwinana Bulk Terminal has dust monitoring equipment installed that measures dust levels during cargo transfer. Where specified levels are exceeded, cargo transfer may be halted until such time as the amount of airborne dust has decreased to an acceptable level. Both the Kwinana Bulk Terminal and Kwinana Bulk Jetty sites are subject to

dust emission levels set by the Department of Water and Environmental Regulation, so due care should be taken by all vessels to ensure that dust emissions are kept to a minimum.

7.2.3.3 Odour

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

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

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

7.2.3.4 Sulphur Dioxide

Annex VI of MARPOL requires that the sulphur content of any fuel combusted on board a vessel does not to exceed 0.50% m/m.

7.2.3.5 Exhaust Gas Cleaning Systems (EGCS)

AMSA is the regulatory body assigned to oversee the IMO conventions in Australia, and the use of ECGS for vessel in Australian waters. Accordingly, AMSA permits the use of ECGS in accordance with stipulated IMO requirements.

Fremantle Port Authority permits the use of EGCS to comply with the low sulphur fuel oil limit, provided the:

- system is approved by the ship's flag State, or a recognised organisation appointed by the flag State in accordance with IMO requirements
- system is operated in accordance with IMO requirements, including the IMO Guidelines for Exhaust Gas Cleaning Systems (EGCS Guidelines)
- crew are trained on the use of the system, and the system is kept in good working order, with maintenance up to date and monitoring devices fully operational
- EGCS approval documents, as well as operational and maintenance records for the EGCS are maintained on board the ship

EGCS wash water must comply with discharge water quality criteria set out in the EGCS Guidelines. While there are no prohibitions on the discharge of wash water from EGCS in Australian waters, Fremantle Port Authority encourages vessels to avoid discharging wash water within port limits.

Any EGCS found to be non-compliant with IMO guidelines in any respect (including but not limited to the wash water discharge criteria) may be prohibited from use in port waters.

7.2.3.6 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 biphenyls, garbage containing more than traces of heavy metals, refined petroleum products containing halogen compounds, sewage sludge and exhaust gas cleaning system residues is prohibited. Fremantle Port Authority applies this requirement within port waters.

7.2.3.7 Ozone Depleting Substances

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

7.2.3.8 Noise Emissions

Shipboard and cargo transfer activities must be undertaken in a manner that minimises the amount of noise generated in the port. Excessive noise is not permitted. Excessive noise includes:

- external non-safety announcements or music played on-deck; and
- any noise including but not limited to engine, generator or ventilation noise which is considered by FPA to be excessive compared to normal shipping operations and/or has resulted in one or more community complaints.

If noise is considered by FPA to be excessive, actions taken by the Harbour Master, Authorized Officer or their agent may include:

- Providing direction to the Master of the vessel to confirm the source of the noise and to report actions undertaken to reduce the noise to reasonable levels
- Undertaking noise measurements alongside and aboard the vessel to quantify and validate if the noise is excessive
  Issuing of a warning letter to the vessel master, copied to the relevant shipping company requesting implementation of an adequate procedural or physical change to reduce the noise to acceptable levels.

7.3 Emergency

To ensure the safe handling of dangerous cargoes and effective emergency response, all berth operators, usually stevedoring companies, are required to have a safety management system and an emergency response plan. These plans are designed to address planning, preparedness, response, and recovery for any emergencies related to dangerous cargoes. It is crucial that these plans integrate with the overall emergency management arrangements for the port.

The purpose of the Incident Management Plan (IMP) is to equip Fremantle Port Authority with a structured framework and high-level process es to identify, respond to, and manage any incident affecting operations. The plan aids in in incident management by:

- Establishing notification and assessment thresholds for the early identification of an escalating incident
- Offering a structure capable of addressing issues arising from major emergency incidents or other circumstances that may escalate
- Providing a systematic approach to support and enhance incident and first strike response and recover management activities at affected locations
- Outlining the relationships and interfaces between the incident and first strike response teams with external individuals, organisation and agencies, identifying key contacts and stakeholders and supplying support checklist and guidelines.

The IMP is based on the following 4 phases of incident management with objectives to minimise impact, ensure operational continuity and expedite operational recovery.

- **Plan** - Establish plans and protocols for incident management in line with the organisation's capabilities and structure.
- **Preparation -** The training and resourcing of the Incident Management Team (IMT) members to competently respond in their designated role in an incident.
- **Incident Response -** The initial response in supporting the First Strike Response Team and associated Emergency Services, tenants and neighbours, with the objectives of containing the incident and protecting people, property and the environment. The aim will be to allow for quick transition to the other phases.
- **Recovery Phase** - Following an incident, FPA's processes, resources and capabilities must be re-established to meet ongoing operational requirements. The priority at this stage is to resume critical operations and manage the return to business as normal.

These phases are not independent and must be managed concurrently.

The IMP ensures a coordinated approach to incident management within the port, aiming to minimize the consequences of incidents and reduce disruptions to port operations. The plan covers a range of incidents, including fire, explosion, chemical release, oil spill, and personnel rescue. These incidents may occur on land, such as at the berths, within terminal premises, or on nearby roads and railways, as well as at sea within the vicinity of Port waters.

By implementing the IMP and ensuring the integration of safety management systems and emergency response plans of berth operators, Fremantle Port Authority strives to enhance the overall safety and security of the port, protecting people, property, and the environment.

7.3.1 Emergency Contacts

Contact	Number	Email	VHF
Fremantle Port Authority			16 & 12
Fremantle Port Authority 24-hour Emergency Mobile	+61 8 9335 1300 (Diverts to a mobile number)	No email, phone only	
Fremantle Port Authority Security Control Room	+61 8 9430 3315 or +61 8 9430 3416	portsecuritycentre@fremantleports.com.au	
Fremantle Port Authority Security Admin Support	No phone, email only	security@fremantleports.com.au	
Kwinana Bulk Jetty Coordinator	+61 414 426 043	kbjinformation@fremantleports.com.au	
Kwinana Bulk Terminal/Outer Harbour Operations Superintendent	+61 482 132 990	kbtshipping@fremantleports.com.au	
Vessel Planner & Scheduler – Inner Harbour	+61 409 105 346	ihvesselscheduling@fremantleports.com.au	
Port Services Team Leader – Inner Harbour	+61 418 945 209	portsecuritycentre@fremantleports.com.au	
Port Services Team Leader – Outer Harbour	+61 417 171 419	OHteamleaders@fremantleports.com.au	
VTS Operations	+61 8 9431 6333	vtsoperators@fremantleports.com.au	16 & 12
VTS Scheduling	+61 8 9431 6303	movements@fremantleports.com.au	
Emergency (Police, Fire, Ambulance)	000 (emergency) There are also two secondary emergency call service numbers– 112and 106. • 112 is available from most mobile phones. • 106 connects to the text-based relay service for people who have a hearing or speech impairment.	No email, phone only	
Police	000 (emergency) or +61 8 9222 1111 (main #)	No email, phone only	

Contact	Number	Email	VHF
Fire	000 (emergency) or +61 8 9323 9333 (main #)	No email, phone only	
Ambulance	000 (emergency) or +61 8 9324 1234 (main #)	No email, phone only	
AUSREP (AMSA – Australian Ship Reporting System)	+61 2 6230 6880		

Table 33 - Emergency Contacts

Also refer to Full Contact List 8.

7.4 Response Equipment

Fremantle Port Authority, in line with government agreements, has taken measures to be prepared for oil spills and other pollution incidents. They have a first-strike capacity, which includes equipment and resources to respond to smaller spills up to 10 tonnes. Additionally, they have gone beyond the minimum requirements by acquiring extra equipment and an emergency response vessel specifically designed for handling emergencies within the port waters. Fremantle Port Authority also plays a role in storing a significant amount of Tier 2 and Tier 3 oil pollution equipment on behalf of the Federal Government. This equipment is readily available to the port in case of an emergency.

These measures ensure that Fremantle Port Authority is well-equipped to respond to oil spills and protect the environment quickly and effectively. Their commitment to preparedness and prompt action helps minimize the impact on marine ecosystems and the surrounding communities.

7.5 Emergency Scenarios

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

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

Incident scenarios:

- Oil spill
- Medical emergency
- Building fire
- Landside fire
- Electric vehicle fire landside
- Fire/explosion on board a vessel at berth

- Fire/explosion on board a vessel at anchor
- Armed offender/security breach
- Bomb threat
- Civil disturbance - unplanned
- Medivac of personnel from a vessel
- Vessel grounding/stranding/collision/allision
- Vehicle accident - Inner Harbour
- Marine adverse weather
- Dangerous goods/hazardous material release
- Cyber security incident

7.5.1 State Maritime Emergencies Plan (non-search and rescue)

In Western Australia, the State Hazard Plans (SHP) have been established to help the government prevent, prepare for, respond to, and recover from various types of emergencies. These plans specifically address different defined hazards.

The State Emergency Management Committee (SEMC) has the overall responsibility for emergency planning in the state. They review and endorse the State Hazard Plan for Maritime Environmental Emergencies, which is developed and implemented by the Department of Transport (DoT) as the designated Hazard Management Agency (HMA).

The State Hazard Plan for Maritime Environmental Emergencies provides a comprehensive overview of the management arrangements for marine oil pollution and marine transport emergencies in Western Australia. It covers aspects such as prevention, preparedness, response, and recovery to ensure effective handling of such incidents.

<table>
<tr><th>Fremantle Port Authority Hazard Response*</th><th>State Hazard Plan (Westplan)</th><th>Hazard Management Agency</th><th>Fremantle Port Authority Role</th></tr>
<tr><td>Hazardous materials (HAZMAT emergency)</td><td>HAZMAT</td><td rowspan="5">Fire and Emergency Services (FES) Commissioner</td><td>Combat Agency or Support Organisation role</td></tr>
<tr><td>• Fire on a vessel at berth
• Fire on a vessel not at berth
• Shore based fire</td><td>Fire</td><td>Control Agency potentially for fires on vessels not at berth otherwise Combat Agency and Support Organisation role</td></tr>
<tr><td rowspan="3">Severe weather</td><td>Storm</td><td rowspan="3">Combat Agency or Support Organisation within port waters</td></tr>
<tr><td>Tsunami</td></tr>
<tr><td>Cyclone</td></tr>
<tr><td>Marine search</td><td>Marine Search and Rescue</td><td>WA Commissioner of Police</td><td>Control Agency and Combat Agency within port waters</td></tr>
</table>

Fremantle Port Authority Hazard Response*	State Hazard Plan (Westplan)	Hazard Management Agency	Fremantle Port Authority Role
Crash emergencies (air, truck, rail crash)	Crash Emergency	• WA Commissioner of Police (road crash and air crash) • Arc Infrastructure (rail crash) • Public Transport Authority (rail crash)	Support Organisation role
Maritime environmental emergencies	Maritime environmental emergencies	Department of Transport - Chief Executive Officer	Control Agency and Combat Agency role
* Checklists generated through the Risk Assessment Study			

Table 34 - Hazard Management Reference

7.5.2 Reporting Incidents within the Port Precinct

Under the *Port Authorities Act 1999*, Fremantle Port Authority has the responsibility to ensure the safe and efficient operation of the port, protect property, and safeguard the environment. Therefore, any incidents, accidents, hazardous situations, near misses, or pollution incidents that occur, whether on a ship or onshore, must be reported to Fremantle Port Authority.

It is expected that the operator involved in any incident will conduct a thorough investigation and take appropriate corrective measures. If Fremantle Port Authority determines that a report or investigation has not been carried out, or if the remedial action taken is inadequate, they have the authority under the Act to take necessary steps to address the situation. Fremantle Port Authority also reserves the right to request the reporting of all incidents, regardless of their perceived severity.

For incidents or near misses that occur on land within the Port of Fremantle, individuals should contact the port security centre. Incidents or near misses that occur on board a vessel should be immediately reported to Fremantle VTS (Vessel Traffic Services). If an incident or near miss is reportable to a regulatory body or WA Police, the scene should not be disturbed until explicit authorisation is obtained from the relevant authority, except in cases where it is necessary to prevent further harm, minimise environmental impact, or ensure safety in the area.

Incident refers to an unplanned event that has resulted in, or has the potential to cause, injury, illness, damage, or other forms of loss. A near miss, on the other hand, is an unplanned event or loss of control that does not result in injury, illness, damage, or any immediate impact, but has the potential to do so.

7.5.3 Mandatory Notification of Pollution

It is illegal for vessels to discharge pollutants into the sea, with the exception of certain waste types, in very limited quantities and under very strict rules.

All marine pollution incidents and sightings should be reported to authorities as soon as possible. Early reporting of marine pollution helps response and enforcement agencies minimise environmental effects and improves investigation and prosecution success.

In the event of a spill or probable spill of a polluting substance from a vessel, the Master must:

- Report immediately to VTS by VHF Channel 12 or by phoning the Port Security Centre on +91 8 9335 1300.
- Take steps to prevent further spilling of the pollutant and to contain the spill within the vicinity of the vessel.
- Forward without delay, a Pollution Report (POLREP) notification in writing to AMSA and the Department of Transport with copy to the Harbour Masters Office.

7.5.4 Reporting Marine Incidents (other than Pollution)

It is a requirement that the operator responsible for any incident or near miss shall prepare a report and send to Fremantle Port Authority within 48 hours – for all marine related reports send to harbourmaster@fremantleports.com.au. The report must include an investigation into the incident or near miss, an identification of the root cause(s) and any corrective and preventative actions undertaken / proposed.

Depending on the nature of the incident or near miss it may require reporting to AMSA, these shall be reported by the master's on board the vessel. Agents shall ensure AMSA Forms 18 and 19 are promulgated and that the local AMSA surveyor is advised. Email: reports@amsa.gov.au.

The following is a non-exhaustive list of incidents/events that are required to be report to FPA HMO when enroute to the Port of Fremantle, or within Fremantle port limits (alongside berths or at anchorage). All reports from vessels are expected to be submitted using the AMSA forms 18 and 19, and sent to the HMO (harbourmaster@fremantleports.com.au). If the following events occur within Fremantle Port waters, the reports must be sent within 4 hours of occurrence.

- Steering failures
- Electrical failures or total blackouts
- Main engine failures or malfunctions
- Fire on vessel
- Collision, allision or grounding
- Close quarters navigational near misses
- Parting of mooring ropes/loss of anchors
- Navigation equipment failure
- Boarding arrangement failure (pilot transfers or gangway)

7.6 Port Security and Incident Reporting

Security is everyone's responsibility. It's important that we all work together to ensure a safe and secure environment throughout the Port.

Fremantle Port Authority has a dedicated security management team, trained security guards and a 24/7 Security Control Room along with a comprehensive network of cameras, detection equipment, and a sophisticated access control system.

If there is an urgent threat to life or property, request police by dialling 000 then report the incident to the Fremantle Port Authority Security Control Room.

For all other security responses, including the reporting of suspicious or unlawful behaviour can be reported to the Fremantle Port Authority Security Control Room or via the Fremantle Port Authority online Incident Reporting System: Incident and Hazard Report Form

The Security Control Room contact number is + 61 8 9335 1300.

For non-urgent security enquiries, you can email security@fremantleports.com.au

7.6.1 Maritime Security Zones and Identification Cards

A Maritime Security Zone (MSZ) is a designated area within a port and around ships, where additional security measures are applied to ensure the safety and security of maritime operations.

Fremantle Port has MSZs in both the inner harbour at Fremantle and the outer harbour at Kwinana. These zones are established under the Maritime Transport and Offshore Facilities Security Act 2003 and are crucial for protecting our critical infrastructure and assets.

To access a MSZ you must have a valid Maritime Security Identification Card (MSIC).

An MSIC is a nationally recognized security identification card for the maritime industry in Australia. It indicates that the holder has passed a background check conducted by AusCheck, which is necessary for individuals who need unsupervised access to maritime security zones.

An MSIC alone does not grant access to secure areas. It indicates that the holder has passed the necessary background checks only. Access to a MSZ is controlled by the facility owner or operator.

To enter a MSZ the MSIC must be presented at the access gate and must be visibly always displayed above the waist when you are in an MSZ.

If you have an operational need to enter a MSZ you can apply for an MSIC by contacting the Fremantle Port Authority Security Service Centre. Email: SSC@fremantleports.com.au. Phone: +61 8 430 3417. Online Bookings: MSIC Online Booking Service

Upon application, visitors who do not have an MSIC may be permitted access into a MSZ provided they meet Fremantle Port Authority conditions of entry. In all circumstances visitors must be continually escorted by a person who holds and displays a valid MSIC. Visitor escort

applications must be approved by the Fremantle Port Authority Appointed Port Security Officer. Applications can be made via the Fremantle Port Authority website: Escort Application

7.6.2 Port Access

All Fremantle Port Authority access is managed using a sophisticated access control system. Persons wanting to enter a restricted non-public site of the port will require a Fremantle Port Authority Access Card or be escorted.

Access cards are personal issue and are not to be shared.

Application for an access card can be made by contacting the Fremantle Port Authority Security Service Centre Email: SSC@fremantleports.com.au. Phone: +61 8 430 3417

When entering and exiting a Fremantle Port Authority site, all persons are required to swipe their access card on the associated access point card reader. If there is more than one person in a vehicle, all persons in the vehicle must swipe their individual access card.

If the access point is a MSZ you will be required to also present your MSIC for verification. If a visitor escort is being performed the escorting person is to notify the security person at the access control point. All visitors to a MSZ are required to provide photographic proof of identity at the access point prior to entry.

Upon swipe of an access card at an access point, access will be granted or manually activated by security personnel when access is approved.

Tailgating of persons and vehicles through access points is not permitted. It is a breach of Fremantle Port Authority procedures to tailgate; offending persons may have future access denied and can be subject to disciplinary action.

7.6.3 Levels of Security Alert

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

- **MARSEC 1** - Normal business operations
    - Minimum protective security measures should be maintained at all times.
- **MARSEC 2** - Heightened risk of a security incident
    - Targeted measures implemented during period of heightened risk.
- **MARSEC 3** - A security incident is probable or imminent
    - Although a specific target may not be known, further security measures must be maintained while the security incident is probable or imminent.

7.6.4 Notification of Port Security Alert Level

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

7.6.5 Port Security Officer

A Port Security Officer (PSO) has been appointed in the Port of Fremantle. For more information on security matters, contact the Chief Security Officer security@fremantleports.com.au.

7.6.6 Security Responsibilities

It is the responsibility of port facility operators within the security regulated Port of Fremantle to submit to the Department of Home Affairs, Cyber and Infrastructure Security Centre (CISC), Maritime Security Plans in accordance with MTOFSA and its associated regulations.

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

Maritime Industry Participants (MIP) are required to comply with the requirements set within Maritime Security Plans and report all suspicious and unlawful activity. MIPs include port service providers such as:

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

7.6.7 Declaration of Security

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

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

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

Any vessel, which does not have an approved security plan will be instructed to proceed to anchor to await direction from the office of CISC.

7.6.8 Ship Requirements

Unless otherwise advised, Fremantle Port Authority will operate at MARSEC 1. Ships arriving at Port of Fremantle do not need to request a Declaration of Security (DOS) unless the ship is operating at a different level of security to the port.

All passenger vessels are required to enter 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 CISC.

Any questions in relation to security can be directed to the Chief Security Officer.

7.6.8.1 Ship's Crew

Shore leave for International Ships Crew is permitted at all berths within the Port of Fremantle. However, compliance with individual terminal safety requirements is mandatory. Safety. Walking unescorted within terminals is not permitted.

A crew member without a valid MSIC and Fremantle Port Authority Access card is not permitted to enter or remain in a Maritime Security Zone without an escort (usually Ships Agent or Transport Driver).

For crew changes and shore leave a crew list is to be provided to the ships agent to forward to the appropriate gatehouse.

To facilitate shore leave, Fremantle Port Authority / Flying Angel Club and Stella Maris provide transportation to and from vessels berthed at North Quay Berths 1, 2, 11 and 12, Victoria Quay, Kwinana Bulk Terminal and Bulk Jetty. Photographic identification is required for a crew member to access the Flying Angel Club or Stella Maris transport service. Refer 6.2.2

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

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

8. Full Contact List

Contact	Number	Email	VHF
Fremantle Port Authority Reception	+61 8 9430 3555	mail@fremantleports.com.au	
Fremantle Port Authority 24-hour Emergency Mobile	+61 8 9335 1300 (Diverts to a mobile number)	No email, phone only	
Fremantle Port Authority Security Control Room	+61 8 9430 3315 or +61 8 9430 3416	portsecuritycentre@fremantleports.com.au	
Fremantle Port Authority Security Admin Support	No phone, email only	security@fremantleports.com.au	
Fremantle Port Authority Security Service Centre	+61 8 9430 3417	SSC@fremantleports.com.au	
Kwinana Bulk Jetty Coordinator/ Outer Harbour Operations Superintendent	+61 414 426 043	kbjinformation@fremantleports.com.au	
Kwinana Bulk Terminal/Outer Harbour Operations Superintendent	+61 482 132 990	kbtshipping@fremantleports.com.au	
Vessel Planner & Scheduler – Inner Harbour	+61 409 105 346	ihvesselscheduling@fremantleports.com.au	
Port Services Team Leader – Inner Harbour	+61 418 945 209	IHteamleaders@fremantleports.com.au	
Port Services Team Leader – Outer Harbour	+61 417 171 419	OHteamleaders@fremantleports.com.au	
VTS Operations	+61 8 9431 6333	vtsoperators@fremantleports.com.au	VHF 16 & 12
VTS Scheduling	+61 8 9431 6303	movements@fremantleports.com.au	
Emergency (Police, Fire, Ambulance)	000 (emergency) There are also two secondary	No email, phone only	

Contact	Number	Email	VHF
	emergency call service numbers– 112and 106. • 112 is available from most mobile phones. • 106 connects to the text-based relay service for people who have a hearing or speech impairment.		
Police	000 (emergency) or +61 8 9222 1111 (main #)	No email, phone only	
Fire	000 (emergency) or +61 8 9323 9333 (main #)	No email, phone only	
Ambulance	000 (emergency) or +61 8 9324 1234 (main #)	No email, phone only	
AUSREP (AMSA – Australian Ship Reporting System)	+61 2 6230 6880		

9. Abbreviations

Abbreviation	Name
ABF	Australian Border Force
AHO	Australian Hydrographic Office
AMSA	Australian Maritime Safety Authority
AMSF	Australian Marine Support Facility
ARCSOPT	Association of Resource Companies, Ship Operators, Ports & Terminals
AToN	Aids to Navigation
BC	Bottom Clearance
BoM	Bureau of Meteorology
BPMSCB	Best Practice Marine Safety Criteria Bulletins
BSO	Bulk Services Officer
BWM	International Convention for the Control and Management of Ships' Ballast Water and Sediments
CISC	Department of Home Affairs, Cyber and Infrastructure Security Centre
CLC	International Convention on Civil Liability for Oil Pollution Damage (CLC), 1969
CoLK	Certificate of Local Knowledge
COLREGS	International Regulations for Preventing Collision at Sea
DAFF	Department of Agriculture, Fisheries and Forestry
DFES	Department of Fire and Emergency Services
DHA	Department of Home Affairs
DOS	Declaration of Security
DoT	Department of Transport
DUKC®	Dynamic Under Keel Clearance
DWER	Department of Water and Environmental Regulation
ECDIS	Electronic Chart Display and Information System
EGCS	Exhaust Gas Cleaning Systems
ENC	Electronic Navigation Chart
ETD	Estimated Time of Departure
GR	GR - Gage Roads
HMA	Hazard Management Agency

Abbreviation	Name
HMI	Harbour Master's Instructions
HW	High Water
IALA	International Organization for Marine Aids to Navigation
IMDG	International Maritime Dangerous Goods Code
IMO	International Maritime Organization
IMSBC	International Maritime Solid Bulk Cargoes Code
IMT	Incident Management Team
IPBG	Inner Pilot Boarding Ground
ISGOTT	International Safety Guide for Oil Tankers and Terminals
ITF	International Transport Federation
KBJ	Kwinana Bulk Jetty
KBT	Kwinana Bulk Terminal
LC 72	Convention on the Prevention of Marine Pollution by Dumping of Wastes and Other Matter
LCV	Large Container Vessels
LOA	Length Over All
MARPOL	International Convention for the Prevention of Pollution from Ships (MARPOL 73/78)
MARSEC	Maritime Security Levels
MATS	Maritime and Aircraft Reporting System
MIP	Maritime Industry Participants
MM	Manoeuvring Margin
MSIC	Maritime Security identification Card
MSZ	Maritime Security Zone
MTOFSA	Maritime Transport and Offshore Facilities Security Act
NMLC	Maritime Labour convention
NQ	North Quay
NtM	Notices to Mariners
OA	Outer Anchorage
OCIMF	Mooring Equipment Guidelines
OEN	Owen Emergency Anchorage

Abbreviation	Name
OISPS	International Ships and Ports Security Code
OPBG	Outer Pilotage Boarding Ground
OPRC	International Convention on Pollution preparedness, Response and Cooperation 1990
ORA	Dedicated anchorage for larger vessels berthing at the BP berths and the Grain Jetty
ORAN	Dedicated anchorage for vessels doing cargo operations at AMC, ALCOA KBB2, KBB3 and KBB4.
PAR	Pre-Arrival Report
PEC	Pilot Exemption Certificate
PMIS	Port Management Information System
PoB	Pilot on Board
POLREP	Pollution Report
PPE	Personal Protective Equipment
PSO	Port Services Officer
RVI	Routine Vessel Inspections
SAM	Shipping Agents Memos
SEMC	State Emergency Management Committee
SIGTTO	Liquified Gas Handling Principles on Ships and in Terminals
SOLAS	The International Convention for the Safety of Life at Sea
SSC	Ship Sanitation Certification
STCW	International Convention on Standards of Training, Certification and Watchkeeping for Seafarers
TDD	Turning on departures
TOA	Turning on arrival
VDC	VOYAGER Dangerous Cargo
VoIP	Voice over Internet Protocol
VoPBA	Verification of Pilot Boarding Arrangements'
VQ	Victoria Quay
VTS	Vessel Traffic Services

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