# WHYALLA PORT HANDBOOK

**OCTOBER 2026 – VERSION 19**
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## Document Control

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# Table of Amendments

Contact for enquiries and proposed changes. If you have any questions regarding this document or if you have a suggestion for improvements, please contact:

Contact officer: Whyalla Port
Email: Whyallaport@onesteelmanufacturing.com.au

| Revision Date | Page number or section | Summary of Changes | Approved by |
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| 15.10.2021 | All | **Rev 11** | Courtney Price |
| 13.01.2023 | Page 8, Section 2.1<br>Page 36, Section 9.5<br>Page 36, Section 9.5.1<br>Page 37, Section 9.5.2<br>Page 40, Annexure 2 | **Rev 12**<br>• COVID-19 requirements removed<br>• Shore Access requirements updated<br>• Taxi Services suspended<br>• Minimum PPE Requirements<br>• Key Contact Details updated | Courtney Price |
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# Abbreviations

| | |
|---|---|
| ABF | Australian Border Force |
| AMSA | Australian Maritime Safety Authority |
| AQIS | Australian Quarantine Inspection Service |
| DIT | South Australian Department for Infrastructure and Transport |
| DUKC | Dynamical Underkeel Clearance |
| DWT | Deadweight tonnage |
| FOTB | Floating Offshore Transfer Barge |
| FSGMS | Flinders Spencer Gulf Marine Services Pty Ltd |
| GRT / GT | Gross Registered Tonnage |
| HAT | Highest Astronomical Tide |
| IHTB | Inner Harbour Transhipment Berth |
| IMDG | International Maritime Dangerous Goods Code |
| IMO | International Maritime Organisation |
| IMPA | International Marine Purchasing Association |
| LAT | Lowest Astronomical Tide |
| LOA | Length overall |
| MASTREP | Modernised Australian Ship Tracking and Reporting System |
| MSD | Maximum Sailing Draft |
| NM | Nautical Mile |
| OGV | Ocean Going Vessel |
| OHTB | Outer Harbour Transhipment Berth |
| SG | Specific Gravity |
| SOLAS | Safety of Life at Sea Convention |
| SUB | Self Unloading Barge |
| TP | Transhipment Point |
| UKC | Underkeel Clearance |


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# 1 Introduction

## 1.1 General

Welcome to the Whyalla Port.

This Port Handbook has been designed to give you important information relating to the operations and services provided at the Whyalla Port. This information includes:

- General Whyalla Port information and contact details
- Requirements to facilitate the safe operation of shipping and services
- Safety and environment compliance requirements
- Emergency management procedures

Your safety while operating in and around Whyalla Port is a critical concern. It is imperative that all parties at, and visitors to, Whyalla Port do their utmost to ensure the safety of our people and our environment.

This Port Handbook has been designed primarily for the use of Ship's Masters, Ship's Agents, Ship's Owners and other relevant parties.

## 1.2 Port Description

Whyalla Port is a harbour, owned and operated by OneSteel Manufacturing Pty Ltd (trading as SIMEC Mining).

SIMEC Mining maintains a website that has information relating to the company and its operations. The website is:

https://onesteelmanufacturing.com.au/

Cargo handled through the Whyalla Port will vary from OGV to OGV, the typical types of cargo are (but not limited to) or a combination of:

| **Coal** | **Iron Ore (Lump & Fines)** | Copper Concentrate |
|---|---|---|
| Limestone | Magnetite Concentrate | Windfarm Components |
| Dolomite (Lump & Fines) | Slab Steel | Pellets |
| Coke Breeze | Rails | Pellet Chips |
| Ferro Alloys | Mill Scale | Centrix |

Whyalla Port is located at approximately 33 02' S 137 35' E, on the north western side of the Gulf of Spencer, South Australia.

The geographic boundaries of the harbour of Whyalla Port are defined in Schedule 3 of the Harbors and Navigation Regulations 2009 under the Harbors and Navigation Act 1993 (SA).

The geographical boundaries and relevant Navigational Aids for Whyalla Port and its configuration is specified in Navigation Charts Aus 135 and 136.

The IALA Maritime Buoyage System, Region A (red to port), is used in port waters of the Whyalla Port.

Whyalla Port operates on Australian Standard Time and equates to G.M.T. + 9.5 hours. Subjected to DST. All ETA's and other messages should be made in local time.


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Chart Datum used for soundings in port waters of Whyalla is based on the local determination of Lowest Astronomical Tide (LAT). When interpreting soundings and tide data, mariners should refer to the relevant notes printed on the Australian Hydrographic Service charts.

Reference should be made to information contained in the current edition of the following publications:

- Tide Tables, available to download from: Bureau of Meteorology.
- Admiralty Sailing Directions, Australia Pilot Volume 1, NP13
- Admiralty List of Light and Fog Signals Vol K, NP83
- Admiralty List of Radio Signals Volume 6, NP286(4)
- International Code of Signals (IMO)
- International Maritime Solid Bulk Cargo Code (IMSBC)
- International Safety Guide for Oil Tankers and Terminals (ISGOTT)

## 1.3 Permissions

The use of Whyalla Port and/or any of the services provided by SIMEC Mining (including the use of any port facilities, transhipment facilities, berths, storage areas and services) by any vessel (loading or unloading) is subject at all times to permission for such use by the operator, SIMEC Mining, which permission, may be withheld by SIMEC Mining at its sole discretion at any time.

## 1.4 Acceptance of Terms

The ship's agent (or the vessel's charterer, where there is no agent appointed) will and must ensure a current version of this Port Handbook is delivered to the Master of any incoming vessel (either electronically or in person).

Masters of all incoming vessels are to sign and return to Whyalla Port, via the ship's agent where appointed, the **Acknowledgement and Acceptance form provided in Annexure 1**, to confirm that they have received, read and understood the Whyalla Port Handbook, and that they and their crew will abide by it. This can be done in person or electronically.

## 1.5 Document Purpose

This document defines the standard procedures to be followed in the Whyalla Port. It contains information and guidelines to assist ship's masters, owners, and agents of OGVs arriving at and traversing the area and it provides details of the services and the regulations and procedures to be observed.

Nothing in this publication is intended to relieve any vessel, owner, operator, charterer, master, or person directing the movement of a vessel, from the consequences of any failure to comply with any applicable law or regulation or of any neglect of precaution which may be required by the ordinary practice of seamanship, or by the special circumstances of the case.

Information contained in this publication is based on information available as at the latest date indicated on the document control sheet at the start of this publication. Although every care has been taken to ensure that this information is correct, no warranty, expressed or implied, is given in regard to the accuracy of all printed contents. The publisher shall not be responsible for any loss or damage resulting from or caused by any inaccuracy produced herein.

The latest version of this publication is available at

Vendor Documentation | GFG Alliance Whyalla

## 1.6 Primary Contact Information

### 1.6.1 Port Manager, SIMEC Mining

For operational maritime questions, towage requirements, Whyalla Port scheduling incidents, pollution, pilotage, buoy moorings, navigation aids and permit authorisations:

Physical address: Whyalla Steelworks Administration Building, Port Augusta Highway, South Australia 5600

Postal address: PO Box 21, Whyalla, South Australia 5600

Email: Whyallaport@onesteelmanufacturing.com.au

### 1.6.2 Port Superintendent, SIMEC Mining

For operational wharf and berth questions, stevedoring, pollution and permit authorisations:

Physical address: Whyalla Steelworks Administration Building, Port Augusta Highway, South Australia 5600

Postal address: PO Box 21, Whyalla, South Australia 5600

Email: Whyallaport@onesteelmanufacturing.com.au

# 2 Rules & Regulations

## 2.1 General

The rules and regulations in the port contribute to the safe, efficient and environmentally responsible handling of shipping traffic. The international rules of the IMO, such as the SOLAS convention and its amendments (for example the IMDG Code) and state, national and local port authority regulations are in force in the Whyalla Port.

All OGV's entering Whyalla Port waters must comply with current International, Commonwealth and State legislation (including but not limited to the Harbors & Navigational Act 1993 (SA)). The Master of an OGV shall ensure that, while in Whyalla Port waters or at the Transhipment Points:

- The OGV complies with the International Regulations for the Prevention of Collisions at Sea unless indicated otherwise
- Displays the signals prescribed under the International Code of Signals
- The Master of the OGV is responsible to maintain their anchor position
- The Master will ensure that AIS is in operation always and input data is accurate and updated

## 2.2 Exemptions and Permits

Permission is required for special activities such as repairs, hull cleaning and painting, engine immobilisation, diving and so on. Contact the Whyalla Port team for further detail with regards to work permits and minimum expectations.

## 2.3 Government Agencies

### 2.3.1 Australian Border Force, Quarantine and Immigration

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

Immigration clearance procedures for crew members of non-military ships, introduced in July 2007, require all foreign crew to hold a valid Maritime Crew Visa (MCV) and a valid passport in addition to an identity document confirming the

holder to be a seafarer employed on that ship. Inadequately documented crew may be subject to restriction on board their ship.

The Master, Shipping Agent, Ship Owner or Charterer of the vessel may also be subjected to a penalty in respect of any inadequately documented crew members.

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

- Form 3b – Crew Report
- Form 13 – Ship's Pre-arrival Report
- Ports of call list

ABF will check of ship's certificates for accuracy and validity (i.e. International Ship Security Certificate, Load line, Safety Radio, Safety Construction, Safety Equipment, P&I Club and IOPP), on behalf of other government agencies.

The Master of an OGV, and/or Ship's Agent, is responsible for ensuring compliance with Australian Government Department of Agriculture and Water Resources Biosecurity and Australian Border Force (ABF) requirements.

Quarantine information, ballast water management details and vessel clearance forms can be accessed at the AQIS website: http://www.agriculture.gov.au/biosecurity/avm/vessels. Please also consult the ship's agents who are familiar with all local regulations.

Customs information and pre-arrival forms can be accessed at the ABF website:
https://www.homeaffairs.gov.au/about/corporate/information/forms/pdf-numerical

**Note: Whyalla Port will not be held responsible for any delays to arrivals and/or departure of any OGV due to non-compliance with the above.**

### 2.3.2 Biosecurity

Pre-arrival reporting assists the Department of Immigration and Border Protection 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.

Masters of OGV's entering Australian ports and waters must submit a request through MARS (Maritime Arrivals Reporting System) to enter a First Point of Entry (Whyalla is a designated First Point of Entry). The Pre-Arrival Report (PAR) is to be completed by the master of a vessel, or the vessel's agent, to notify the department of a OGV's impending arrival.

All commercial vessels intending to arrive in Australia are required to submit a PAR within 96 to 12 hours of their estimated time of arrival for each voyage in Australia. Any changes in circumstances must be reported to the department as soon as practicable as a revised PAR.

Vessels returning to Australia shortly after departure due to unforeseen circumstances or changes in itinerary may also need to submit a new PAR. The PAR will be assessed by the department's Maritime National Coordination Centre (MNCC). Where there are no identified high-risk factors, master will receive a Biosecurity Status Document (BSD) which communicates the department's biosecurity conditions and expectations. The BSD will be emailed to the agent. The vessel's email address must be included in the Vessel Details section of the PAR for the master to receive a copy of the BSD.

Further information can be obtained on the department's website: www.agriculture.gov.au/biosecurity/avm/vessels. Biosecurity 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. More information can be obtained on the department's website.

### 2.3.3 Australian Maritime Safety Authority (AMSA)

The Australian Maritime Safety Authority (AMSA) is a statutory authority established under the Australian Maritime Safety Authority Act 1990 (the AMSA Act). AMSA's principal functions are:

- Promoting maritime safety and protection of the marine environ
- Preventing and combating ship-sourced pollution in the marine environment.
- Providing infrastructure to support safety of navigation in Australian waters.
- Providing a national search and rescue service to the maritime and aviation sectors.

Website: http://www.amsa.gov.au

For Australia to fulfil its international obligation to carry out Search and Rescue (SAR) activities vessels are required to participate in MASTREP (Modernised Australian Ship Tracking and Reporting System). MASTREP is mandatory for the following types of vessels:

- Foreign vessels from the arrival at its first port in Australia until its departure from its final port in Australia; and
- All regulated Australian vessels whilst in the MASTREP area

## 2.4 Navigation

The Master or operator of an OGV, which can safely operate outside the maintained channel or approach to the wharf, must not allow the OGV to hamper the safe passage of an OGV which can only safely navigate within the confines of the channel or is approaching the Inner or Outer Harbours.

The Master or operator of a vessel engaged in fishing must not impede the passage of any other vessel navigating within the dredged channel or the approach to the Inner or Outer Harbours.

Where the Master of an OGV becomes aware of any condition or circumstance relevant to the seaworthiness of the OGV, that may impact upon the safe navigation of the OGV, or any other OGV in Whyalla Port waters, or which may in any way affect the day to day operations or environment of the Whyalla Port waters, the Master shall immediately notify the Manager Port (see Annex 2) and the Ship's Agent.

To ensure manoeuvrability is maintained, the Master of an OGV shall ensure that:

- The OGV's propeller and rudder are immersed sufficiently to ensure control
- The bow is deep enough to provide adequate vision from the bridge
- The OGV's anchors are clear and ready for letting go when in Whyalla Port waters
- The propellers are completely submerged (100%)
- An appropriate trim by the stern (1% of the vessels LOA)

## 2.5 Vessel Nomination Process

All vessels must be approved by the Whyalla Port

To confirm the nomination process please contact the Senior Master Scheduler – Whyallaport@onesteelmanufacturing.com.au

# 3 Arrival and Departure Procedures

## 3.1 Arrival Checklist

| Sequence | Time | Requirement |
|---|---|---|
| 1 | Prior to arriving | All relevant documentation to be submitted to Ship's Agent |
| 2 | At least 7 days before arrival | Load/unload plan to be provided to Port Scheduler by the Vessel's agent. |
| 3 | At least 24 hours before arrival | Pilotage request to be lodged in accordance with section 2.7. |
| 4 | At least 24 hours before event | Towage request to be lodged in accordance section 2.8. |

## 3.2 Departure Checklist

| Sequence | Time | Requirement |
|---|---|---|
| 1 | 24 hours prior to departure | Pilotage request to be lodged in accordance with section 2.7. |
| 2 | At least 24 hours before event | Towage request to be lodged in accordance section 2.8. |

## 3.3 Port Communications

### 3.3.1 VHF Channels

The following VHF channels are used during vessel operations:

| VHF Channel | Service | Monitored |
|---|---|---|
| 8 | Pilot, Inner Harbour & Outer Harbour Operations | During vessel operations only (contact to be made 1hr prior to POB) |
| 9 | FOTB Operations (barges) | During transhipment operations only |
| 12 | Spencer VTS | Continuously |
| 16 | Emergency/Hailing frequency | Continuously |

### 3.3.2 Ship to Shore communication

A handheld UHF ship-to-shore radio and battery charger is supplied to vessels berthed at the Product Berth and Bulk Berths by Qube Bulk and by Whyalla Ports at the IHTB and OHTB. These radios enable communication between the vessel and the relevant shift team leader.

### 3.3.3 Language

The English language is to be used in all communication.

## 3.4 Order of Priority

SIMEC Mining is responsible for the scheduling of vessel movements.

SIMEC Mining maintains the right to schedule vessel movements at its discretion. As such, turn of arrival may not be the order of priority.

SIMEC Mining will provide daily updates to the ship's agent with regards to the Whyalla Port operations and vessel movements.


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## 3.5 Pilotage

Pilotage at Whyalla Port is compulsory in the following circumstances:

- Vessels that are entering or exiting the Inner Harbour or Outer Harbour
- Southbound vessels after being loaded by the transhipment operation, and having a draft of more than 16m. Pilotage is to continue until the vessel has reached a point at least as far South as Wallaroo (Pilots for Southbound loaded vessels that draw more than 16m draft will board at the transhipment point).

Pilotage is not required in the following circumstances:

- For vessels that are 35m or less in length
- Vessels that hold current pilotage exemption certificates issued by South Australia's DIT for Whyalla Port
- Incoming vessels that are proceeding to one of the recommended anchorages
- Vessels that are proceeding to or between transhipment points prior to commencing loading

All pilots must be licensed by Department for Infrastructure and Transport (DIT).

For vessels entering the Whyalla Port, the pilot boarding ground is located approximately 1.7nm SE from the Whyalla Port entrance beacon. It is recommended that Masters keep to the south of the pilot boarding ground as marked on Navigational Chart AUS 136 when embarking the Pilot. Strong flood tides can quickly set a vessel well to the North making it difficult to line up with the channels.

The Pilot, for loaded cape size vessels requiring a high tide sail, will board one (1) hour prior to high water.

The Pilot, for all other vessels requiring a high tide sail, will board one (1) hour prior to high water.

Shippers agents are to provide most updated vessel and departure readiness to Spencer VTS at the earliest opportunity to ensure safe arrival and departure Pilot on Board times.

### 3.5.1 Pilot ladder requirement

The pilot ladder shall be constructed and rigged in accordance with IMO requirements and IMPA recommendations, (see Chapter V, Regulation 23 of SOLAS for pilot ladders).

The attention of Masters is also drawn to AMSA notices:

- Marine notice 20/2012 Pilot transfer Arrangements
- Marine notice 3/2019 use of Pilot ladders, ensuring compliance with SOLAS

## 3.6 Towage Requirements

### 3.6.1 General

Up to four tugs are available to service the Whyalla Port.

The following table provides a guide only to typical tug usage in Whyalla Port waters and may vary according to the type of vessel and other factors, such as weather and tide conditions.

Tugs will be ordered to Pilot/Master's discretion.

| OGV Length (LOA) | Manoeuvre | Tugs |
|---|---|---|
| < 90m | In/out - not swinging | 0 |
| < 90m | In/out – swinging | 1 |
| 90m - 170m | In/out - not swinging | 2 |
| 90m - 170m | In/out – swinging | 2 |
| 120m - 170m | In/out | 2 |
| <170m and vessel at IHTB | In/out | 2 (1 ASD and 1 other) |
| >170m | In/out | 2 (1 ASD and 1 other) |
| >170m and vessel at IHTB | In/out | 2 ASD |
| Middleback and Barngarla (IH & OH) | In/out – swinging | 2 (1 ASD and 1 other) |
| FOTB Spencer Gulf (IH) | In/Out – swinging | 2 (1 ASD and 1 other) |
| Berthing FOTB to OGV (TP) | In/Out – swinging | 2 (1 ASD and 1 other) |
| Berthing Barge to FOTB at OGV (TP) | In/Out – swinging | 2 (1 ASD and 1 other) |
| Berthing fully loaded barge (IH) | In/Out – swinging | 3 (2 ASD and 1 other) |
| Shuffling barge from Products Berth to IHTB | In/Out – swinging | 1 (1 ASD) |

Details of available tugs can be sourced through the ships agent.

A bow thruster will be considered in lieu of a tug if the power is sufficient for the vessel's size.

Immediately following tugs being released from a task (e.g. harbour towage) operational tug Master's to report immediately on availability to FOTB operations manager

### 3.6.2 Request for Towage Service

Tugs should be ordered by 1500hrs each day for the following day's requirements. Any unexpected changes, which arise, should be notified to ship's agent as soon as possible. Cancellation fees may apply and are assessed on each individual basis.

## 3.7 Linesmen

Linesmen and mooring crew services are arranged through ship's agent and are available around the clock with prior notice. One day's notice is required.

## 3.8 Berthing/Unberthing Information

Prior to arrival at Whyalla Port, vessels and their master's will be advised by their appointed ship's agent, as to their destination berth, anchorage or transhipment point at Whyalla Port.

Berthing's/unberthing's at the berths are carried out at all hours. The only governing factors are the tide heights, rate of flow, adverse weather and Whyalla Port operational requirements. Weather restrictions will be considered in consultation with the OGV's Master and Pilot. It is advisable to contact the Ship's Agent regarding draft restrictions.

Where wind speeds exceed 25 knots vessel movements to the Inner or Outer Harbour shall be at the Master/Pilot discretion.

The following protocols apply throughout Whyalla Port:

- The mooring operations personnel are to establish VHF communications with the pilots prior to the inbound POB time. Communication must be made one (1) hour before berthing.
- No shipping movements to occur within the Whyalla Port where the tide rises/falls over 40cm in the hour. Note this does not apply to the offshore transhipment operations
- Deep draft loaded vessels are only manoeuvred at or around slack water
- It should be noted that under certain climatic conditions it may be possible to berth/unberth one vessel and not another
- OGV's are to ensure that any of the OGV's cranes or discharge booms that are not being used for loading or discharge operations are placed outboard and jibbed down. Unless another OGV is manoeuvring in Port or nearby, when the cranes or discharge booms should be in stowed position inboard. Note this does not apply to Offshore Transhipment Operations Mooring.

### 3.8.1 Inner Harbour Berthing/Unberthing

When there is an OGV berthed at the IHTB and another OGV seeks to enter the Inner Harbour, the following protocols should apply:

- For a vessel 170m or greater in length that is entering the port and there is another vessel alongside occupying the Inner Harbour swing basin this vessel is to be fleeted outside the swing basin. The mooring operations personnel are to contact the pilots and confirm that the fleeting has taken place prior to the inbound POB time.
- Vessel Berthed head in at the Bulk Berth/Products Berth must sail with:
  - Swing basin cleared (this can include fleeting a vessel from the Products Berth into the bulk berth)
  - Transhipment berth clear, including no SUB at the berth
  - Winds must be less than 15knots
  - Movements can occur during night-time hours at the pilot's discretion

- If the OGV entering the Inner Harbour is 170m or greater in length, two Z peller should be used to bring the OGV into berth
- If the OGV entering the Inner Harbour is shorter than 170m in length, two tugs should be used to bring the OGV into berth, one of which should be a Z peller tug
- If the OGV entering the Inner Harbour is 170m or greater in length and there is a vessel in the Inner Harbour Swing Basin, the OGV will not be permitted to enter the Inner Harbour until the Swing Basin is cleared of shipping

OGV's that will be berthing, unberthing or conducting any movement at the Inner Harbour should contact Spencer VTS (VHF 12) one hour before the movement to request permission prior to the movement to ensure that there are no conflicting vessel movements and that the channel will be clear of other vessels during the movement.

OGV's, or their Pilot, should then contact the Inner Harbour Operations (VHF 8) one hour prior to berthing/unberthing to ensure that the boom of the IHTB shiploader has been raised and is in a safe position.

If there is a situation where the IHTB shiploader cannot be raised the movement is to be collaboratively risk assessed by the Port, Towage provider and Flinders Ports and approved by the Port, Tug Master's and Pilot conducting the movement.

Vessels berthed at the Inner Harbour wharf must move either East of the 625m mark or West of the 500m mark when a vessel is turning in the Swing Basin.

OGV's, or their Pilot, that will be berthing West of the 500m mark at the Inner Harbour wharf (Products or Bulk Berths) should also contact, one hour prior to berthing/unberthing, Inner Harbour Operations (VHF 8) to ensure that the shoreside crane's boom has been raised and is in a safe position.

Communication should then be maintained by the vessel via the appropriate operating VHF channel(s) as indicated above in Section 3.3.1.

Masters of OGV's required to shift from the Products Berth or IHTB to facilitate another OGV berthing in the Inner Harbour or to swing in the Swing Basin, shall ensure that their main engines are on standby and ready for immediate use.

It is important that OGV's loading/unloading with ship's gear have their cranes, ropes, wires and lifting equipment in good condition prior to arrival at Whyalla Port. It is standard practice that stevedores will arrange for an inspection of the ship's crane, ropes, wires and lifting equipment. Please refer to ships agent for more details about crane inspection check list and vessel inspection safety check lists.

### 3.8.2 Outer Harbour Berthing/Unberthing

Vessels, or their Pilot, should contact the operations (using VHF 8) one hour prior to berthing/unberthing to ensure that the boom of the shiploader is in a safe position. Pilots and Master's are advised that the shiploader cannot be withdrawn completely; it has a 0.5m overhang from the wharf.

At the OHTB vessels greater than 185m in length are not usually berthed/unberthed on the ebb tide but such a decision will be left to the ship's Master/Pilot discretion.

Vessels that will be berthing, unberthing or conducting any movement are to contact the Spencer VTS (VHF 12) one hour before the movement to request permission prior to the movement to ensure that there are no conflicting vessel movements and that the channel will be clear of other vessels during the movement.

A Vessel's arrival condition for commencement of loading:

- Minimum draft aft to be not less than 6.5m and full propeller immersion required
- Trim to be not greater than 1% of LOA
- Maximum permissible air draft on the parallel mid-body shall not exceed 12.37m at ships side including any side railing or bulwark.

### 3.8.3 Offshore Transhipment Operation

Prior to arrival at Whyalla Port ship's agent will provide detailed instructions regarding the Whyalla Port transhipment operations and where the vessel is to anchor (either at an anchorage or at a transhipment point).

On approaching the transhipment point, the Master must ensure that the anchors are cleared and ready for use.

Whilst anchored at the transhipment point the Master must ensure that:

- The anchors are well secured prior to any other vessel operating in the vicinity of its bow
- The vessel is not immobilized at any time during transhipment operations. Should the vessel, at any time, become unable to depart the transhipment point, the CSL Transhipment Manager (see Annex 2) is to be notified immediately

- The vessel's position is continually monitored to ensure the anchor is not dragging. Should the anchor be found to be dragging the FOTB Operations Manager (via VHF 9) is to be notified immediately
- The crews monitor the condition of the FOTB mooring lines and immediately notify the FOTB Control Room (VHF 9) if there is any deterioration of their condition

**Masters are to observe the exclusion zones at Transhipment Points as depicted in section 5.4.1.**

## 3.9 Mooring

The Master of an OGV berthed at either the Inner or Outer Harbour shall ensure that the following requirements are observed with respect to mooring:

- The vessel must be adequately secured alongside at all times and that all lines to be kept tight taking into account the considerable tidal ranges that are experienced in the port.
- When moored, all mooring lines and equipment used to moor the OGV must be:
  - suitable for securing the OGV;
  - in a good and safe condition with no joints, splices, shackles or knots (or bends) in them;
  - not used if they are frayed, suspect or faulty; and
  - adjusted appropriately and when necessary to accommodate changes in the tide and other conditions in the Port.
- At all times a competent person must be in attendance of the mooring lines
- The use of wire mooring lines is prohibited on all berths
- The minimum mooring requirement for OGV's over 180m in length is generally 4 headlines, 4 stern lines, and 2 springs at each end. Head and stern lines can include breast lines where required. The final line configuration will be decided between the Master and Pilot
- When a OGV is alongside and another OGV is moving in the Inner Harbour, a bight or good quality breast line shall be run at each end of the OGV in addition to normal headlines, stern lines and springs
- Hold access and cranes on OGV's must conform to Marine Order 32 (Cargo handling equipment).

The Master and Owner of a vessel in the Port are responsible for ensuring safe access to and from the Vessel at all time.

The Master and Owner of a Vessel making use of any gangway while moored in the Port must ensure that the gangway is:

- kept clear of any bollards or securing places on the Berth;
- suitable for use and is in a good and safe condition;
- well-lit at night;
- adjusted appropriately and when necessary to accommodate changes in the tide and other conditions in the Port; and
- continuously watched by at least one person on the Vessel at all times.


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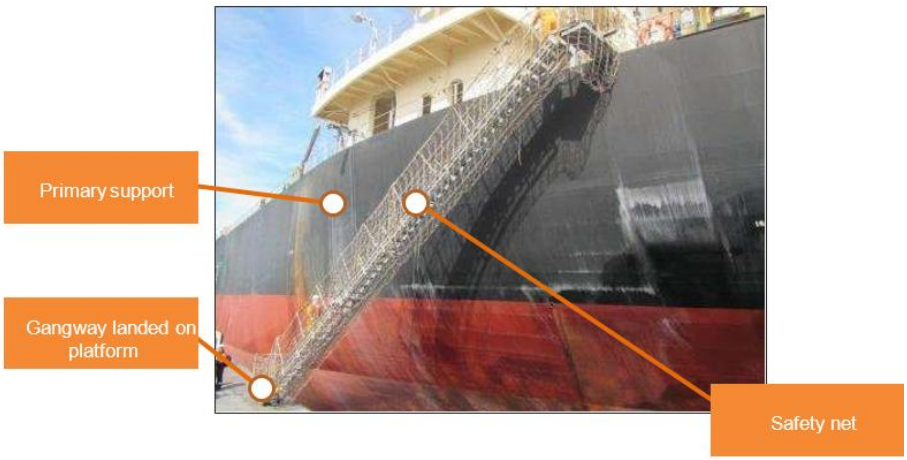



**Figure 1 Example of Gangway**


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# 4 Whyalla Port Information

## 4.1 Time Zone

Australian Standard Time and equates to G.M.T. + 9.5 hours. Subjected to DST. All ETA and other messages should be made in local time.

## 4.2 Working hours

Port service providers are available 24 hours a day, seven days a week. Normal business hours are Monday to Friday 0800 to 1700.

## 4.3 Navigational Charts

The geographical boundaries and relevant Navigational Aids for Whyalla Port and its configuration is specified in Navigation Charts Aus 135 and 136.

### 4.3.1 Navigation Marks

The IALA Maritime Buoyage System, Region A (red to port), is used in port waters of the Whyalla Port (as it is throughout Australia).

### 4.3.2 Chart Datum

Chart Datum used for soundings in port waters of Whyalla is based on the local determination of Lowest Astronomical Tide (LAT). When interpreting soundings and tide data, mariners should refer to the relevant notes printed on the Australian Hydrographic Service charts.

### 4.3.3 Nautical publications

Reference should be made to information contained in the current edition of the following publications:

- Tide Tables, available to download from: Bureau of Meteorology.
- Admiralty Sailing Directions, Australia Pilot Volume 1, NP13
- Admiralty List of Light and Fog Signals Vol K, NP83
- Admiralty List of Radio Signals Volume 6, NP286(4)
- International Code of Signals (IMO)
- International Maritime Solid Bulk Cargo Code (IMSBC)
- International Safety Guide for Oil Tankers and Terminals (ISGOTT)

## 4.4 Fishing

Fishing anywhere either off the wharf or from a vessel within the Inner or Outer Harbour is strictly prohibited.

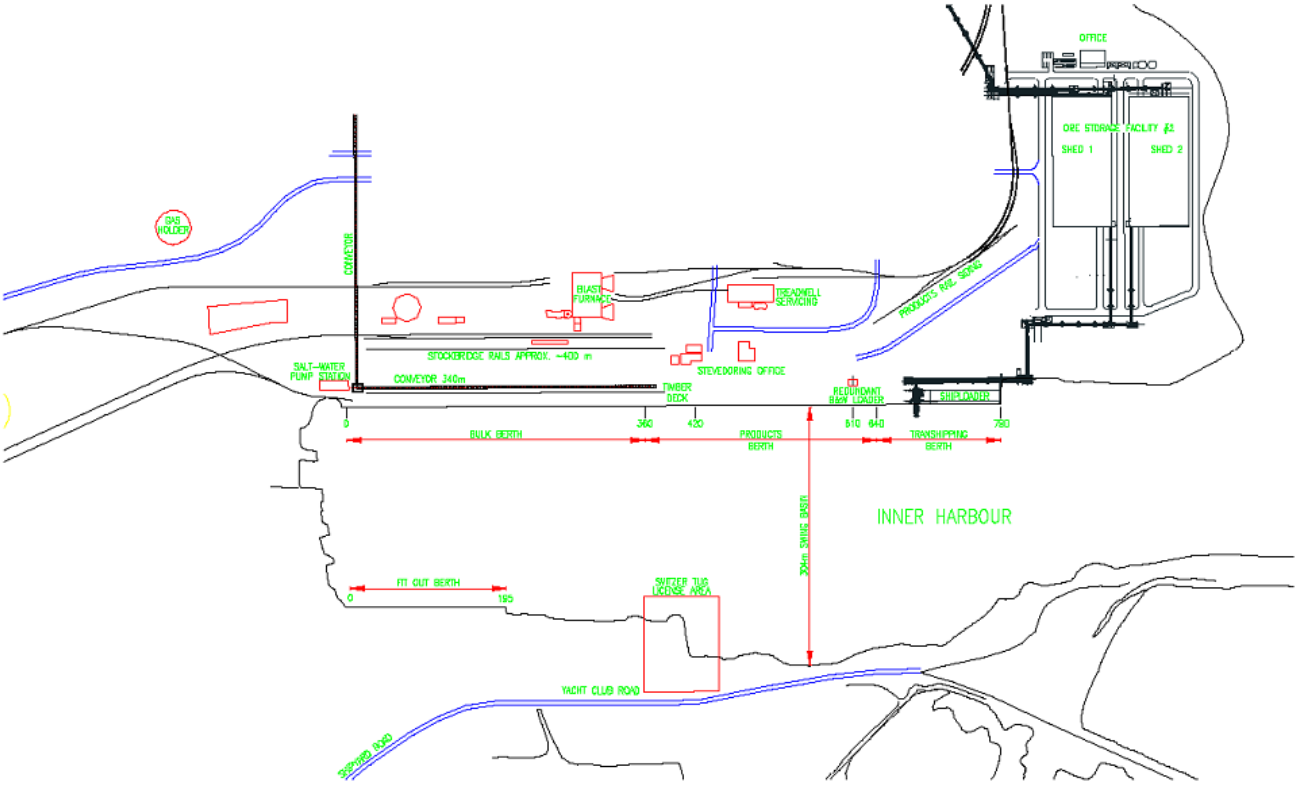

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# 5 Berths, Anchorages & Loading Facilities

Whyalla Port is composed of three main geographic areas and each of these areas has its own related shipping operations. These are:

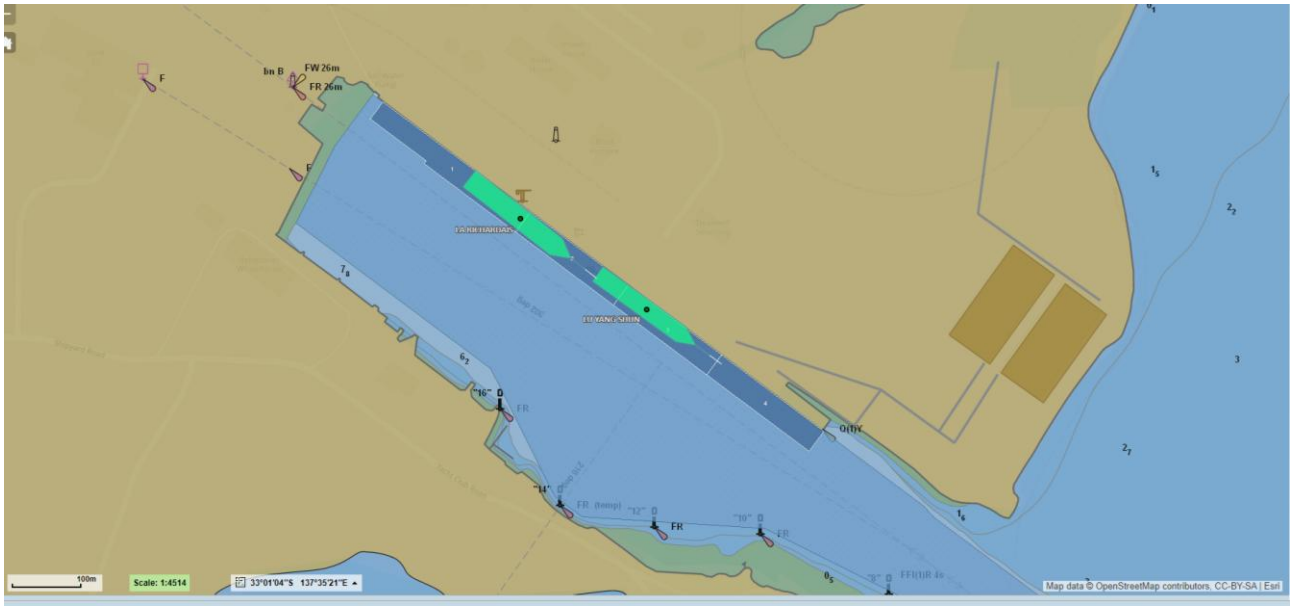
- The Inner Harbour
- The Outer Harbour
- The Offshore Transhipment Points

## 5.1 The Inner Harbour





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The Inner Harbour has:

- a continuous land-backed wharf on the Northern side of the basin (the "Northern wharf", which consists of four separate berths being the Tar Berth, Bulk Berth, Products Berth and the Transhipment Berth;
- a Swing Basin, used to turn OGV's;
- a channel;
- two berths on the Southern side of the basin which are the Tug berth, and the Transhipment Maintenance Facility

| | |
|---|---|
| Length | 1789m (running West to East) |
| Width | 30.5m – 35.0m (refer to berth information below) |
| Channel Depth | 10.0m |
| Berth Depth | 8.6 – 10.7m (refer to berth information below) |

### 5.1.1 Bulk Berth

The Bulk Berth is serviced by a Liebherr 550 Mobile Harbour Cranes which can be used to load and discharge vessels.

The Bulk Berth is primarily used for the loading and unloading of steelmaking bulk materials. These include: coal, dolomite, limestone and coke by products.

The Bulk Berth at its Western extremity, at the 50m mark on the berth, includes a berth for the loading of tar.

| | |
|---|---|
| Length | 350m (indicated on the berth as between 0m and at the Western end 350m) |
| Width 0m to 100m | 30.5m |
| Width 100m to 350m | 35.0m |
| Depth | 10.7m |
| Maximum arrival draft | 10.0m plus the tide (at HAT) divided by 1.1 to accommodate 10% underkeel clearance |

**During operations at this berth the following must be complied to:**

- No entry to the ships cranes whilst being operated by stevedores without permission received from the Stevedoring Supervisor
- No entry to the ships hatches that are being loaded/unloaded without permission received from the Stevedoring Supervisor

- Before accessing berth to inspect and check draft marks or other vessel inspections from shoreside, the Vessel must establish contact with Qube Supervisor via ship to shore radio or Supervisor phone to request and confirm all loading has ceased and area made safe for foot access

Contact details for the Stevedoring Supervisor can be found in Annexure 2 of this document

### 5.1.2 Products Berth

The Products Berth is serviced by a Liebherr 550 Mobile Harbour Cranes which can be used to load and discharge vessels.

At the Products Berth cargos can be loaded and unloaded by the use of ships gear.

The Products Berth is used primarily for loading and unloading of bulk and finished products. These include finished steel products, some bulk iron ore products, coke by-products and third-party cargo.

| | |
|---|---|
| Length | 275m (indicated as 350m to 625m on the Northern wharf) |
| Width | 35.0m |
| Depth | 10.7m |
| Maximum arrival draft | 10.0m plus the tide (at HAT) divided by 1.1 to accommodate 10% underkeel clearance |

**During operations at this berth the following must be complied to:**

- No entry to the ships cranes whilst being operated by stevedores without permission received from the Stevedoring Supervisor
- No entry to the ships hatches that are being loaded/unloaded without permission received from the Stevedoring Supervisor
- Before accessing berth to inspect and check draft marks or other vessel inspections from shoreside, the Vessel must establish contact with Qube Supervisor via ship to shore radio or Supervisor phone to request and confirm all loading has ceased and area made safe for foot access

Contact details for the Stevedoring Supervisor can be found in Annexure 2 of this document

### 5.1.3 Inner Harbour Transhipment Berth (IHTB)

The IHTB is serviced by a travelling shiploader with a maximum load rate of 4,200 tonnes per hour. The shiploader has a boom which can be raised and lowered to accommodate vessels' movements.

The IHTB is predominately used for the loading of bulk iron ore products for transhipment operations.

| | |
|---|---|
| Length | 164m (indicated as 625m to 789m on the Northern wharf) |
| Width | 35.0m |
| Depth | 8.6m |
| Shiploader Air draft | 14.47m (at HAT) |

### 5.1.4 Swing Basin

The Swing Basin has the following characteristics:

| | |
|---|---|
| Diameter | minimum 304m |
| Depth | 10.0m |

Swing leads are situated at the Western end of the Inner Harbour bearing 301.3 degrees true. These leads indicate a distance of 100m off the wharf when in the centre of the Swing Basin.

### 5.1.5 Ship Channel Information

The approach to the Inner Harbour is from the SSE.


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| | |
|---|---|
| Length | 2nm |
| Width | 120.0m |
| Depth | 10.0m |
| Direction | Main leads in line 306.6 degrees true |

### 5.1.6 Permitted Vessels

The maximum length (LOA) of vessels permitted in the Inner Harbour is 204m.

### 5.1.7 Underkeel Clearance

For arrivals and departures, an Underkeel clearance of 10% of maximum draft is required. While alongside a wharf, vessels must maintain an Underkeel clearance of 30cm.

## 5.2 The Outer Harbour




The Outer Harbour consists of a channel, an Ore Jetty known as the Outer Harbour Transhipment Berth (OHTB) and a Swing Basin.

### 5.2.1 Outer Harbour Transhipment Berth (OHTB)

The OHTB is serviced by a travelling shiploader with a maximum load rate of 3,300 tonnes per hour and is used predominately for the loading of bulk iron ore products.

| | |
|---|---|
| Length | 274m |
| Width | 45.7m |
| Depth | 11.0m (TWD as per Notice to Mariners) |
| Maximum departure draft | 10.7m plus the tide (at HAT) divided by 1.1 to accommodate 10% underkeel clearance |


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| | |
|---|---|
| Shiploader Airdraft | 15.5m - tide (at HAT) |

### 5.2.2 Swing Basin

The Outer Harbour Swing Basin has the following characteristics:

| | |
|---|---|
| Diameter | minimum 270m |
| Depth | 10.7m |

The 10.7m depth contour extends approximately 100m to the South of the round dolphin and 260m to the North.

### 5.2.3 Ship Channel Information

The approach to the Outer Harbour is from the ESE.

| | |
|---|---|
| Length | 1.5nm |
| Width | 122.0m |
| Depth | 10.7m |
| Direction | Leading lights 280 True |

### 5.2.4 Permitted Vessels

The maximum length (LOA) of vessel permitted at the Outer Harbour is 202m.

For a copy of the Vessel Suitability Checklist please contact the Senior Master Scheduler.

### 5.2.5 Underkeel Clearance

For arrivals and departures at the OHTB an UKC of 10% of maximum draft is required and while loading alongside the wharf, vessels must maintain a UKC of 60cm (not including any tidal variance between predicted and actual tides). This is required as a safety margin in case of swell surge.

A visual tide gauge located on the OHTB mooring dolphin can be used to monitor actual tide heights.

Atmospheric conditions have been known to have a depressive impact on tides of up to 60cm.

## 5.3 The “Paddock” Ship Channel

The “Paddock” Channel is a shallow water approach channel that joins the Inner Harbour channel to the Outer Harbour Swing Basin. This channel has no lateral markers, but is a transit channel with the following characteristics:

| | |
|---|---|
| Length | 1.1nm |
| Width | 100.0m |
| Depth | 7.6m |
| Direction | Leading lights 251 True |

This channel is only to be used by Pilots and Exempt Masters in Whyalla Port.

## 5.4 The Offshore Transhipment Points

There are four prescribed Transhipment Points located Southeast of Whyalla.

An offshore transhipment operation takes place at the Transhipment Points for large, deep drafted OGV’s.

The vessels used for the transhipment operations include a fleet of three vessels; the, FOTB Spencer Gulf and two towed barges, Middleback and Barngarla.

### 5.4.1 Transhipment Point Locations

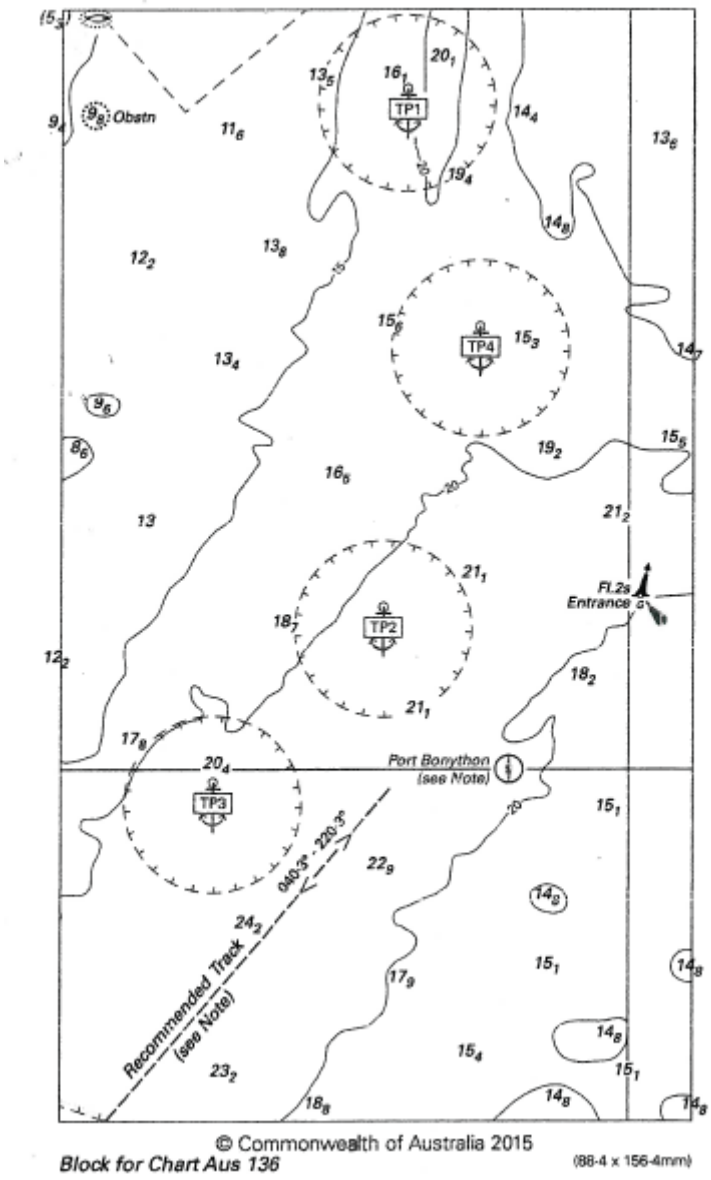

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Transhipment Point means any of the four fixed anchorages which have been designated for the location of the offshore transhipment operation in the Spencer Gulf.

These transhipment points are located as follows:

| | |
|---|---|
| TP1 | 33 06.12’ S 137 38.30’ E (approximately 5.0nm from Whyalla Port) |
| TP2 | 33 09.12’ S 137 38.21’ E (approximately 7.5nm from Whyalla Port) |
| TP3 | 33 10.12’ S 137 37.12’ E (approximately 9.0nm from Whyalla Port) |
| TP4 | 33 07.36’ S 137 39.00’ E (approximately 5.0nm from Whyalla Port) |


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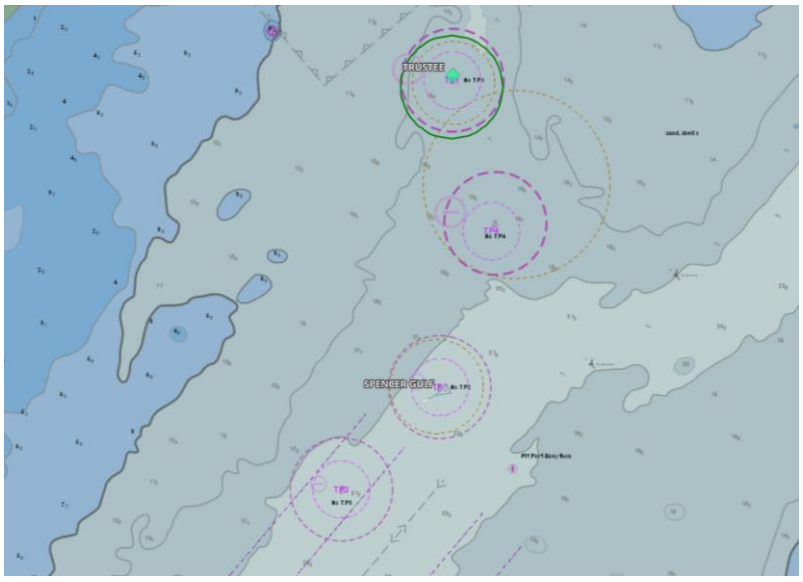




**Figure 2 Chartlet of Offshore Transhipping Locations**


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### 5.4.2 Transhipment Point Exclusion Zones

These Transhipment Points have a gazetted Exclusion Zone of 0.5nm in radius centered about each of them.

Vessels not involved in the transhipment operation must not enter this Exclusion Zone while an OGV is anchored there.

Masters should anchor in such a way as to ensure that their swing circle is contained within the relevant transhipment point.

## 5.5 Day Mooring's

Two day mooring's are located in the Upper Spencer Gulf as part of SIMEC's transhipping operations. The moorings have been installed for the use of SIMEC's transhipment assets. Each mooring is fitted with a lit orange and yellow buoy. The mooring's consist of three ground legs that extend on shackles to anchors that have been embedded and load tested.

Mariners are advised to take care within 0.5NM of the coordinates shown below, to avoid collision with the buoys.

Any vessels moored at the buoys must show appropriate lights and day shapes. Any vessels moored as part of the transhipping operations could have a swing radius of up to 250m in severe weather.

For clarity the day mooring's may also be referred to as cyclone mooring's, or storm mooring's.

Coordinates for each buoy and ground leg anchor are as follows:

| | |
|---|---|
| Cyclone Mooring 1 | 33°01'13.66 S 137°38'36.27 E |
| Ground Leg Anchor - M1-A | 33°01'12.77 S 137°38'37.89 E |
| Ground Leg Anchor - M1-B | 33°01'15.30 S 137°38'36.31 E |
| Ground Leg Anchor - M1-C | 33°01'12.87 S 137°38'34.54 E |
| Cyclone Mooring 2 | 33°07'00.42 S 137°36'00.71 E |
| Ground Leg Anchor - M2-A | 33°06'59.02 S 137°35'59.68 E |
| Ground Leg Anchor - M2-B | 33°07'00.40 S 137°36'02.68 E |
| Ground Leg Anchor - M2-C | 33°07'01.90 S 137°35'59.77 E |


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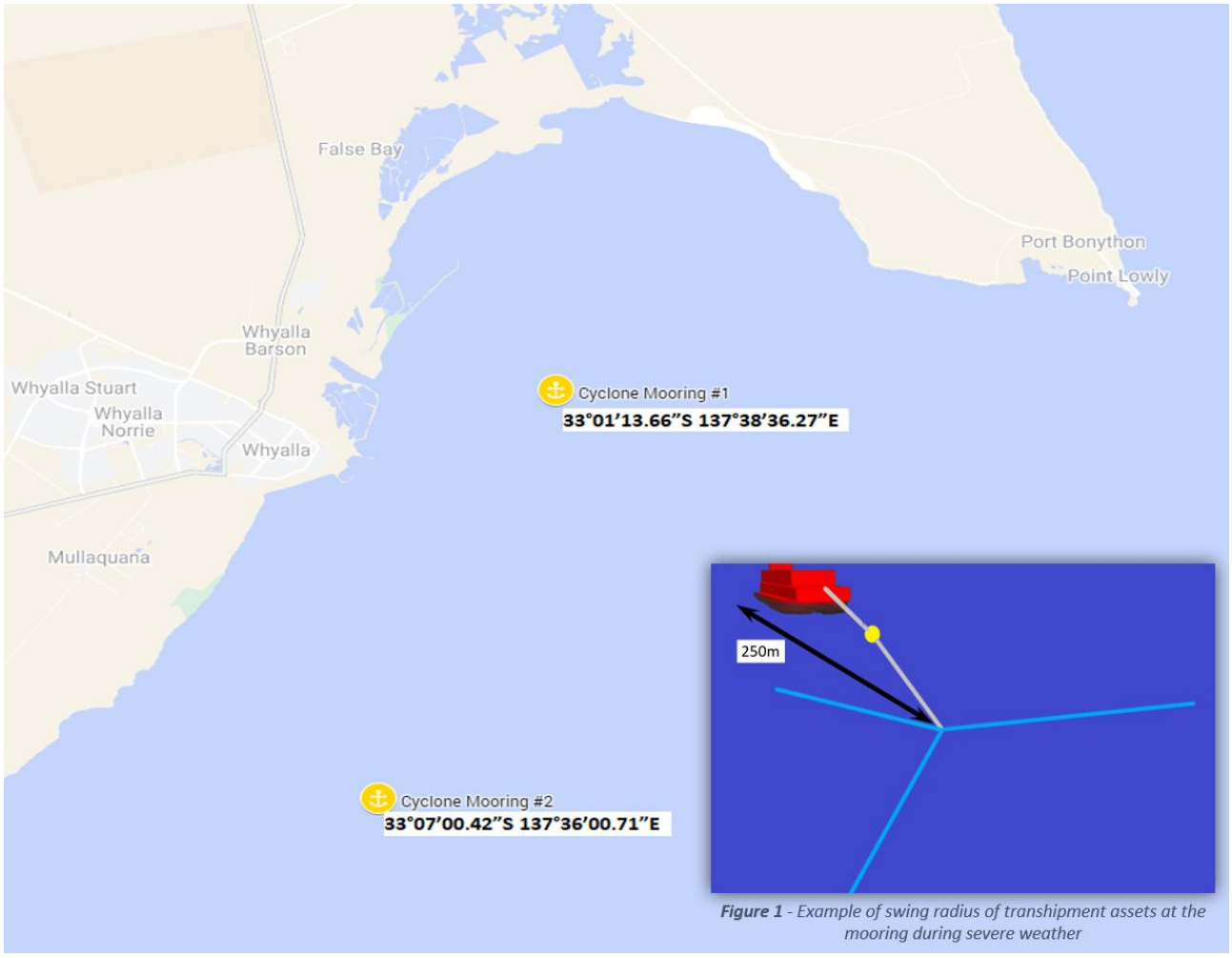



***Figure 1*** *- Example of swing radius of transhipment assets at the mooring during severe weather*

## 5.6 Anchorages

It is recommended that OGV's, with a LOA exceeding 280m, anchor in a position bounded by the following coordinates:

| |
|---|
| 33 18.9' S 137 33.0' E |
| 33 20.1' S 137 37.4' E |
| 33 25.5' S 137 35.4' E |
| 33 24.3' S 137 31.0' E |

Loaded OGV's, with a LOA exceeding 280m, which are waiting to sail from Whyalla Port and are requested to leave a transhipment point, are recommended to anchor at the following coordinates until ready to depart:

| |
|---|
| 33 12' S 137 35.4' E |

It is recommended that OGV's, with a lesser LOA, anchor in a position bounded by the following co-ordinates:

| |
|---|
| 33 03.3' S 137 39.0' E |
| 33 03.0' S 137 40.5' E |
| 33 05.0' S 137 39.0' E |
| 33 05.0' S 137 40.5' E |

## 5.7 Sailing Drafts for Loaded OGV's Departing Whyalla Port

Whyalla is a tidal port and hence the draft by which ships can depart from the port is determined by the tidal conditions at the time. Laden ships will generally be required to depart from the berth at the inner and outer Harbor, about 1 hour prior to the relevant High Water for that sailing.

Vessel departure time will be confirmed by discussion between the Pilot, Master and Port Operations, will be subject to tidal, weather and visibility conditions. All sailing times will be conveyed to vessels via their Agent.

When computing cargo-to-load it is advisable to allow for a 30cm depression of the tide and continuously monitor conditions while loading is in progress. Masters are advised to adhere to this caution and are responsible for monitoring the quantity of cargo loaded on board their vessel and their trim.

There are two methods by which the "maximum sailing draft" (MSD) is determined:

1. Static calculation method – Static sailing draft
2. Dynamic Under-Keel Clearance (DUKC) method

The Static calculation method is being phased out and replaced by the DUKC method, which has been extended for use with departures from the Inner & Outer Harbor berths. The DUKC system is a "state of the art" computerized system, which is being used by many bulk ports around the world. It has been shown to be more accurate and hence, safer for reference and use by Ship masters.

### 5.7.1 Static calculation

The maximum sailing draft (MSD) under this method is the determined by adding to the maintained depth of the berth and channels, the predicted height of the tide for the sailing time and deducting the under-keel clearance (UKC) which is 10% of the ship's sailing draft.

Maintained depth + height of tide – UKC

On some occasions, a correction is applied to the above static sailing draft to allow for weather conditions at time of departure. This is based on the experience and advice of the pilotage service provider at the port.

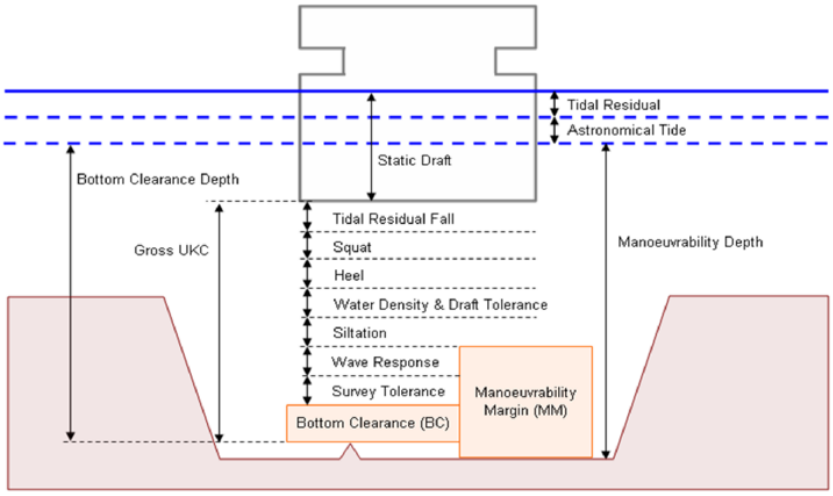



**Figure 3 Maximum sailing draft - static calculation method**

### 5.7.2 DUKC System

This system uses advanced software together with real-time tide gauge data to calculate and advise the maximum (optimum) sailing draft (MSD) for the vessel. This system incorporates and allows for under keel clearance, prevailing weather conditions, the speed of the vessel, its squat effect and other factors. The DUKC system will also advise a time of sailing from berth (departure window) that is applicable to the recommended sailing draft.

The ship's agents have access to the information provided under both the above methods of determining the sailing draft. They will advise the master of the same who will advise and confirm the sailing draft and time by which the ships intends to depart the berth.

Whyalla Port provides the DUKC system for deeper drafted vessels, transiting the Spencer Gulf waters, as part of its offshore transhipment operations.

Shippers and charterers encourage the use of the DUKC system for all OGV's loading, as experience has shown that this system is more accurate and hence contributes to the safety of departures from the berth.


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# 6 Weather Information

## 6.1 General

Latest local weather information is available as follows:

- The Bureau of Meteorology
  - at www.bom.gov.au/australia/tides/
  - For fax weather services set fax in "Poll Receive" mode and dial 1902 935 200 for the Main Directory. This system can also be accessed through a personal computer using a modem. Access is also available via Inmarsat satellite
  - Dial 1900 926 113 for voice recorded forecasts. Follow prompts to "South Australia" then "Marine Weather" then "Gulf Waters"
- Fishing boat information and relayed weather information may also be available from Wallaroo on VHF Channel 71

## 6.2 Tides

Mean minimum and maximum tidal range is between 0.6m and 2.3m.

General direction of tidal flow is Northerly and Southerly in Whyalla Port. The flood sets in a Northerly direction and the ebb sets in a Southerly direction. Tidal set is strongest between No. 3 and No. 5 beacons for the Inner Harbour and between the end of the OHTB and No. 4 beacon in the Outer Harbour.

Atmospheric conditions can depress the tide. Variance of 30cm to 60cm from the predicted tidal heights has been experienced.

Tide information for Whyalla Port and the Spencer Gulf is available as follows:

- The Bureau of Meteorology at www.bom.gov.au/australia/tides/
- A visual tide gauge is located in the Inner Harbour

The Whyalla Port is a tidal port. Please see Section 5 for information regarding sailing drafts for loaded vessels.

## 6.3 Water Density

Water density (SG) for Whyalla Port and Transhipment Points typically varies between 1.026 to 1.028 g/cu.cm.

## 6.4 Lightning

Whyalla Port is within the Summer Zone of International load line regulations.

- The weather forecast shall be monitored daily for any predicted adverse weather that may affect ship loader activity such as wind speed and lighting. Preparations shall be made, and workers shall be informed if any interruption is likely.
- The ship loader will alarm if the wind speed is greater than 20m/s, which will in turn shutdown the machine if this occurs for an extended period. An assessment is to then be made on recommencing and notification made to the SIMEC Mining Superintendent Rail & Export Facilities if operations are to cease.
- If lightning is within a 50KM radius operations may cease, and notification made to the SIMEC Mining Superintendent Rail & Export Facilities.


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# 7 Safety and Environmental Expectations

Your safety and respect of our Port environment are of paramount importance.

We expect that all parties that are working at or around the Whyalla Port will conduct themselves safely at all times.

If any operations at the Whyalla Port are observed to be conducted with unsafe behaviours, that behaviour will be raised with the responsible party. This might result in the stopping of that operation or activity until it can be made safe. All safety concerns from Masters, crew, owners, shoreside personnel and all other operating parties should be raised immediately with the Whyalla Port.

If there are any questions or concerns regarding the safety requirements at the Whyalla Port, please contact SIMEC Mining for additional information.

## 7.1 Emergency contact numbers

| Organisation | Name / Position | Phone Number |
|---|---|---|
| Police | | 000 or +61 8 8648 8020 |
| Ambulance | | 000 or 13 29 62 |
| Fire | | 000 or +61 8 8645 7473 |
| Whyalla Hospital | | +61 8 8648 8300 |
| Whyalla Sea Rescue | | +61 8 8644 0414 |
| Whyalla Port | Port Manager | +61 459 925 187 |
| AMSA | | +61 8 8407 3910 or 1800 641 792 or +61 2 6230 6811 |
| Australian Border Force | | 13 18 81 |
| DIT (Harbour Master) | Gordon Panton | +61 488 105 230 |
| Spencer VTS | | +61 8 8447 0902<br>+61 8 8447 0903 |
| State Marine Pollution Controller | David Rogers | +61 8 8260 0247 or +61 418 806 054 |

*See Annexure 2 for full list of contact details.*

## 7.2 Work Permits and Restrictions

### 7.2.1 Permits

In order to be able to perform certain work on ships in the Whyalla port masters, owners or their agents must first apply for and obtain the necessary permits before that work can proceed.

Applications must be submitted by email to the relevant party.

Works requiring permits include:

| Event requiring permit | To | When | Comments |
|---|---|---|---|
| Immobilisation of main engine | Whyalla Port | Prior to event | |
| Main engine trials | Whyalla Port | Prior to event | |


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| Event requiring permit | To | When | Comments |
|---|---|---|---|
| Hot Work and Vessel Repairs | Whyalla Port | 48 hours prior to arrival | |
| Diving or underwater works | Whyalla Port | 48 hours prior to arrival | Diving is to be conducted in accordance with WI29.250 – Safe System for Diving |
| Life boat drills | Customs and Whyalla Port | Prior to event | |
| Overside work | Whyalla Port | 48 hours prior to arrival | |
| Fumigation | Whyalla Port | | |
| Heavy lifts | Whyalla Port | | |
| Hull cleaning | Whyalla Port | | |
| Bunkering | Whyalla Port | 24 hours prior to event | |

### 7.2.2 Immobilisation of Main Engine

The Master of an OGV that is within Whyalla Port waters must not cause or permit any repairs that immobilise the OGV's engine(s) without the prior permission via the Ship's Agent, from the Maritime Operations Manager.

The Master of an OGV engaged in Offshore Transhipment Operations must not cause or permit any repairs that immobilise the engine(s) and should contact CSL Australia on VHF 9 (or see Annex 2) to advise of any engine immobilisation.

The engine of a vessel that is more than 35m in length and is moored at a wharf in Whyalla Port must not, without the approval via the Ship's Agent, from Maritime Operations Manager be interfered with in such a manner than immobilizes the OGV to the extent that the OGV cannot be:

- Made ready to be underway within two hours

Or

- Operated so as to turn a propeller or propellers

### 7.2.3 Main Engine Trials

If the Vessel's engines or propellers are requested to be operated, the Master and Owner of the Vessel must ensure that:

• Prior to turning the propellers tugs must be on standby and approval must be given by the Port

• Generally, requests to test propellers at the berth will be declined unless a Pilot is onboard

- All necessary precautions are taken to avoid damage or injury to any Vessel, Berth, people or property in the Port
- Prior to turning the propellers, it must be ensured that no person is in the vicinity of the propellers

### 7.2.4 Hot Work and Vessel Repairs

Minor repairs can be undertaken by OGV's. However, prior to any maintenance or repair work on OGV's at Whyalla Port, including any hot work, the OGV must seek permission via the Ship's Agent, from the Port Logistics Manager.

Appropriate environmental controls to prevent debris from impacting the marine environment must be in place before any job can start.

Any permission granted will ordinarily be on the basis that Whyalla Port standards for those works, safety in particular, are followed.

### 7.2.5 Diving or Underwater Works

The Master of an OGV in Whyalla Port, requiring diving for any purpose on their vessel, must obtain proper permission via the Ship's Agent from the Maritime Operations Manager at Whyalla Port before undertaking this work. The process for this is as follows:

- The Master will contact the Ship's Agent at least 48 hours prior to request the use of divers. The Master will advise of the expected start and finish times and the company that will be used.
- The Ship's Agent will contact the Maritime Operations Manager to notify of the intent for the diving work to be undertaken.
- The Maritime Operations Manager will then provide, to the Master, a Plant Hazard Assessment, which outlines the hazards in the relevant Whyalla Port area.
- The Master or Diving Contractor will then provide, to the Maritime Operations Manager, a Job Safety Assessment and Dive Plan, outlining the measures that will be taken to address all the hazards relating to the diving work.
- Once all of the above is competed and the Maritime Operations Manager is satisfied that the work will be completed safely, the Maritime Operations Manager will approve the diving by issuing the Master a written Permit to Dive.

Diving cannot take place without a signed Permit to Dive by the Port Manager.

Diving is to be conducted in accordance with WI29.250 – Safe System for Diving. The Ship's Agent should be contacted for a copy of this document.

### 7.2.6 Life Boat Drills

The Master and Owner of a Vessel must not conduct any manned lifeboat drills without the permission of the Maritime Operations Manager via the Ship's Agent, and the Master and Owner of a Vessel must ensure that:

- Both marine operation manager and Australian boarder force are notified via the ship agent, when launching of the lifeboats is to commence;
- There are no other Vessels or Port Users within the immediate vicinity of the area where the lifeboat drill is being conducted; and
- manned lifeboat drills are conducted in manner that is not likely to endanger the safety of the Vessel's crew or members of the public.
- The Master and Owner of a Vessel must ensure that lifeboats are maintained in accordance with IMO standards while the Vessel is in the Port.

### 7.2.7 Hold Cleaning

The procedures for hold cleaning is aimed to ensure that commercial shipping has a minimal impact on the port waters of the Whyalla Port's eco system. The following procedures for hold cleaning apply to all commercial ships when intending to clean dry cargo holds while in the port waters of the Whyalla Port. This procedure is not applicable to tankers following transport of bulk liquid cargoes.

Before the start of hold cleaning, the Master or Shipping Agent must inform SIMEC's Maritime Operations Manager of the following:

- Name of vessel
- Details of last cargo
- Date and time of commencing hold cleaning
- Estimated duration of hold cleaning

- Location of vessel during hold cleaning.

Cargo, including any clinnage, is to be removed as far as possible and holds thoroughly swept while dry. Cargo residues collected during cleaning and sweeping operations must not be dumped over the side into port waters of the Whyalla Port. Residues must be kept on board or landed ashore for disposal in accordance with relevant regulations.

Cargo holds which have been cleaned in accordance with the point above, may be hosed down and wash water retained on board.

Clean rainwater may be pumped from cargo hold bilges provided there is no risk of pollution.

### 7.2.8 Stowage of Anchors

The Master and Owner of a Vessel that is moored at a Berth must ensure that the Vessel's anchors are properly and safely stowed in the hawse pipe.

### 7.2.9 Funnel Smoke

The Master and Owner of a vessel in the Port must ensure that soot or excess smoke is not emitted from the vessel's funnel and that immediate steps are taken to eliminate any sparking from the Vessel's funnel.

### 7.2.10 Heaving Lines

Masters of vessels visiting the Whyalla Port and other users of heaving lines are to ensure the practice of adding additional weight to the end of heaving lines, i.e. with nuts, bolts or other heavy material/objects does not take place.

This practice may have the potential of exposing personnel such as mooring gangs and tug crews to personal injury should they be struck by the heavy end of the heaving line.

Refer AMSA marine notice 18/2016.

### 7.2.11 Whistles, Bells or Sirens

The Master and Owner of a vessel that is moored in the Port must ensure that no bells, whistles, horns, sirens or other sound devices are sounded from the vessel, except when required to for safety reasons or when the Vessel is in distress.

## 7.3 Incidents

**All incidents occurring at the Whyalla Port regardless of the regulatory agency must be reported to Whyalla Port via the ship's agent.**

### 7.3.1 Marine Incidents

Any marine incident involving a ship in Australian waters must be reported to the Australian Maritime Safety Authority (AMSA) using form 18 incident alert within four hours of the incident occurring. A detailed incident report must be submitted to AMSA Canberra on AMSA form 19 within 72 hours of the incident occurring.

Reports are to be submitted by:

Fax: +61 2 6230 6868 or 1800 622 153

Email: Reports@amsa.gov.au

Complete details of these requirements are available on the AMSA web site. Visit: www.amsa.gov.au

### 7.3.2 Inner and Outer Harbour Incidents

For all emergencies use ship-to-shore radios. In the event of radio failure vessels can also contact Whyalla Port and SIMEC Mining's emergency services and security contractor on 08 8640 4000.

For all emergencies and incidents, vessels should use ship-to-shore radios to contact the relevant shift team leader. In the event of radio failure vessels can also contact Whyalla Port and SIMEC Mining's emergency services and security contractor on 08 8640 4000.

There is a fully equipped emergency and security service at Whyalla Port that will respond immediately.

#### Evacuation

In the event that evacuation of vessels at the Inner or Outer Harbour is required (e.g. gas leak ashore, etc.) the following protocols will occur.

- The Port Security Officer, Whyalla Port representative (or Stevedores) will notify the Master of the relevant ship(s) of the issue and advise that evacuation of all personnel from the ship is required.
- The Master will then take measures to make their ship safe for evacuation without putting their crew or themselves at risk.
- A Whyalla Port representative (or Stevedores) will then direct the ships' crew to a safe muster point ashore.
- The Port Security Officer will then notify the Master(s) of the relevant ships when it is safe to return to the vessel.

### 7.3.3 Offshore Transhipment Operations

For emergencies during Transhipment Operations the FOTB is to be notified immediately on VHF 9 in the event of any actual or perceived emergency.

## 7.4 Alcohol and Drugs

#### On-board

The Transport Operations (Road Use Management) Act 1995 section 79 requires that persons in charge of ships have a zero blood alcohol reading.

#### Onsite

Any person, including crew members, working within or travelling through the Whyalla Port, or OneSteel plant area must comply with the SIMEC Mining Drugs and Alcohol Policy. Whyalla Port and SIMEC Mining policy has a zero tolerance for alcohol or drugs anywhere on site. This policy includes a requirement for a 0.00 blood alcohol level while on our site.

There is an alcohol and drug testing program on site.

## 7.5 Environmental requirements

**All incidents occurring at the Whyalla Port regardless of the regulatory agency must be reported to Whyalla Port via the ship's agent.**

The Master must comply with MARPOL regulation and protection of marine waters (prevention of pollution from ships) Act 1987. No oil, garbage, or other pollutant is to be discharged or jettisoned from a vessel at any location in the Whyalla Port and adequate precautions are to be taken against the escape of oil, garbage or other pollutants.

Pollutants include dirt, dust, fines and spillages from loading or discharging.

No material is to be cleaned from the vessel's deck into the water whilst at any location in the Whyalla Port.

Specific environmental requirements, as defined in the Ship-Shore Safety Checklist, must be met when maintenance is performed on the vessel. This includes, but is not limited to, grit blasting and painting.

In so far as practicable, the Vessel's Master is to co-operate in the minimisation of dust levels by:

- Reducing the hatch openings as much as possible around the boom rubber chute
- Allowing the boom water sprays to be on wherever possible, while taking precautions to prevent waste water running off the decks into the sea
- Recommending, where appropriate, adjustments to the stowage sequence to minimise cargo drops and associated dust generation
- In the case of self-dischargers, minimising the boom drop height to prevent dust generation whilst building stockpiles

If an oil spill is reported by a vessel in the Harbour, which is alongside the berth or at anchor, the incident must also be reported immediately to Spencer VTS, the State Marine Pollution Controller (SMPC) and ships agent.

### 7.5.1 Ballast

OGV's must adhere to all Australian Government Department of Agriculture, Water and Environment, Australian Ballast Water Management Requirements before commencing de-ballasting operations.

The Department of Agriculture, Water and Environment provides a Ballast Water Management summary sheet for use by Masters/Agents which can be found at the following link:
http://www.agriculture.gov.au/biosecurity/avm/vessels/ballast/australian-ballast-water-management-requirements

### 7.5.2 Grey water

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

Grey water can be discharged through the IMO Sewage Treatment Plant if the vessel can confirm, that the Grey Water can be directed through the unit prior to discharge and all the requirements as stated below,

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

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

### 7.5.3 Incinerators

Incinerators are not to be operated in the Whyalla Port.

# 8 Security

Whyalla Port is a security regulated port as set out in the Maritime Transport and Offshore Facilities Security Act 2003 (MTOFSA) and its associated Regulations (MTOFSR). Overall port security is the responsibility of Whyalla Ports.

## 8.1 General

The International Ship and Port Facility Security Code (ISPS) is administered in Australia by the Department of Infrastructure, Transport, Regional Development and Local Government (DITRDLG). Whyalla Ports has an approved Maritime Security Plan as required under the Maritime Transport and Offshore Facilities Security Act 2003.

A ship's master, prior to entering the Whyalla Port, must report through their respective ship agency the following:

- ISPS compliance number
- Current ship security level or any change to the ship security level whilst in port
    a. A ship's current security level needs to be reported to Whyalla Ports in writing before a ship reaches the berth or the designated transhipment point for loading
    b. A change in a ship's current security level when it is at the berth must be reported to the PSO immediately, and be reported in writing to Whyalla Ports
- Ship security officer contact details
- List of expected visitors/contractors
- Nominated provedore
- Crew list and identification
- Any security incident (as defined under the ISPS code or maritime transport security legislation) whilst in port

## 8.2 Levels of security alert

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

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

In addition to the ISPS Code (MARSEC) security levels, the Commonwealth of Australia's National Terrorism Advisory Threat System is a scale of five, colour coded levels the purpose of which is to provide public advice about the likelihood of an act of terrorism occurring in Australia.




**Figure 4 The five tiers of the National Terrorism Threat Advisory System**

The National Terrorism threat level is regularly reviewed in line with the security environment and intelligence information.

The below table shows the generally accepted correlation that exists between the Commonwealth's National Terrorism Threat Advisory System and ISPS Code levels of alert.

**Table 1 Correlation between security levels**

| Commonwealth of Australia levels of alert | IPS Code levels of alert |
|---|---|
| Not expected | MARSEC Level 1 |
| Possible | |
| Probable | |
| Expected | MARSEC Level 2 |
| Certain | MARSEC Level 3 |

## 8.3 Declaration of security

Ship Security Officers seeking a Declaration of Security, need to contact either the Ship's Agent or Port Security Officer.

## 8.4 Maritime Security Identification Card

A maritime industry participant (MIP) other than an 'exempt' person under the regulations, who has an operational reason to enter and remain in a maritime security zone must display a valid Maritime Security Identification Card (MSIC) or be escorted by another person who is displaying a valid MSIC.


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# 9 Port services

## 9.1 Bunkering

Bunkers are only via road tanker or Bulker Bin at the Products Berth. Bunkering must be arranged via Ship's Agent. 24 hours' notice must be provided to the Whyalla Ports Terminal Facilities Superintendent, who can then approve the operation before commencement of bunkering.

Appropriate permit, checklists and an Emergency Action Plan must be approved by the Whyalla Port and documented prior to the transfer of liquids and fuels.

The OGV's Master must contact the Ship's Agents who should be kept advised when this operation is carried out.

Marine Gas Oil (MGO) is allowed, however Heavy Fuel Oil (HFO) is not available from Whyalla Port.

## 9.2 Water

Freshwater is available at the Bulk Berth and IHTB only.

Freshwater is generally not available at the OHTB, other than in exceptional circumstances. In both circumstances some notice may be required and charges are applicable. Please contact the Port Logistics Manager to arrange.

Freshwater is not available for OGV's engaged in the Offshore Transhipment Operations.

## 9.3 Waste

Normal refuse services by a licensed waste transportation contractor may be available on request. If required, this should be arranged through the ship's agent.

This service is not available for OGV's engaged in the Offshore Transhipment Operations.

Garbage disposal services are not available to ships arriving from outside of Australia.

## 9.4 Provision

Please contact your preferred providore/chandler. The Ship's Agent may be able to assist. The loading of stores onto the vessel is the responsibility of the providore and must not interfere with the unloading or loading of cargo.

Providoring must be scheduled with the Stevedores in advance of the arrival of goods.

The OGV's crew can only assist with the loading of stores once the stores are on board the OGV.

## 9.5 Going Ashore

For safety reasons, crew members wishing to come ashore from OGV's berthed at the Inner or Outer Harbour must have prior approval from the Whyalla Port.

Crew going ashore must be escorted from the bottom of the ships gangway until they have exited site. Crew must not proceed ashore at any time without an escort.

For OGV's at the recommended Anchorages or at one of the transhipment points, leave must be arranged through the nominated ship's agent.

The ship's agent will then arrange for a launch to collect crew from the vessel at anchor and transfer them to/from the Whyalla Marina (which is not part of Whyalla Port).

### 9.5.1 Taxi Service

All Taxi services on site have been suspended.


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Escorted access to or from the bottom of the ship's gangway and through site will need to be arranged via the Ship's Agent.

### 9.5.2 Personal Protective Equipment (PPE)

All members of the crew when working or walking in designated work areas on the Whyalla Port are to wear the appropriate PPE.

That is to include:

- Hard Hat
- Steel Cap Boots
- Safety Glasses
- Gloves
- High Visibility Long Sleeve Shirt & Trousers

If required, please contact the Whyalla Port Terminal Facilities Superintendent to arrange.

It is the responsibility of the vessel to return any PPE that has been provided by Whyalla Port.

**Figure 5 Minimum Site PPE Requirements**





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# 10 Whyalla Port Tariffs

**Charges levied on the Vessel for Port Infrastructure and relevant Port Costs.**

Effective 1 February 2019

| | | |
|---|---|---|
| Port Harbour Service Charge | Fixed Fee | $6,765.00 per Vessel |
| | Port Safety Charge | $250.00 per Vessel |
| | Variable Fee | $0.0058 per GRT per hour at berth |

The Harbour Service Charge includes mooring, unmooring and one (1) Vessel walk along the berth to allow for any swing basin congestion.

If tugs are required to facilitate a walk along the berth additional charges will apply to the Vessel.

In the event additional mooring services are required, or a mooring service is cancelled within 4 hours of its allocated time, additional charges may be passed through to the Vessel.

Time at berth shall be taken from first line on to the berth, to the last line off the berth. If a Vessel is within its Laycan and requested to vacate the berth on request from Whyalla Ports, time will not count for the period in which it has left the berth.

| | | |
|---|---|---|
| Transhipping Harbour Service Charge | Fixed Fee | $1,300.00 per Vessel |
| | Variable Fee | $0.94 per GRT |

| | |
|---|---|
| Whyalla Navigation Service Charge | as per the South Australian Government Gazette |

Includes costs in association with providing tide gauge maintenance and reporting, hydro surveys, marine traffic communication and beacon maintenance at the Whyalla Port.

| | | |
|---|---|---|
| Miscellaneous Charges | Water per kilolitre | Price on request |
| | DUKC Survey | Price on request |
| | Garbage Collection | Price on request |

Water supplied is potable, however SIMEC does not guarantee the quality of water provided.

DUKC Survey charges will only be levied if requested by the Vessel.

| Services available via third parties at the Whyalla Port | Provider |
|---|---|
| Survey | Flinders Ports |
| Pilotage | Flinders Ports |
| Pilot Launch | Flinders Ports |
| Towage Services | CSL Whyalla |

***Notes applicable to all charges:***

*All pricing is in Australian dollars and excludes GST.*

*All pricing is indicative only, and is subject to confirmation following review of customer's requirements and the agreed logistics model.*

*SIMEC Mining reserves the right to review and publish updated rates from time to time.*


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# Annexure 1 – Acknowledgment and Acceptance Form

Please email a copy of this acceptance to: Whyallaport@onesteelmanufacturing.com.au

I confirm that I have received the Bulk Cargoes Declaration by Shipper (and related Material Safety Data Sheets) for each cargo, which is the subject of my vessel's visit.

I confirm that I have been given a copy of the Whyalla Port Handbook, which contains information, safety and operational instructions for my vessel and safety, regulatory and environmental requirements for Whyalla Port.

I confirm that I understand the information in the Port Handbook (including the annexures) and that my crew and I will abide by its contents.

Signed by the Master in confirmation of all of the above:

---------- ----------

Master Signature Date

---

Vessel

# Annexure 2 – Key Contact Details

| Whyalla Port Authority | | | |
|---|---|---|---|
| **Title** | **Name** | **Phone Number** | **Email** |
| Port Manager | Courtney Price | +61 418 627 374 | courtney.price@onesteelmanufacturing.com.au |
| Terminal Facilities Superintendent | Tyrone Harris | +61 414 275 279 | tyrone.harris@onesteelmanufacturing.com.au |
| Port Security Officer | Tyrone Harris | +61 414 275 279 | tyrone.harris@onesteelmanufacturing.com.au |
| Deputy Port Security Officer | Courtney Price | +61 418 627 374 | courtney.price@onesteelmanufacturing.com.au |
| **24 Hour Emergency Contact** | **Duty Officer** | +61 **8 8640 4000** | |

| Inner Harbour Contacts | | | | |
|---|---|---|---|---|
| **Service** | **Company** | **Name** | **Phone Number** | **Email** |
| Stevedores Manager | Qube Bulk | Brad Green | +61 408 518 362 | brad.green@qube.com.au |
| Stevedores Supervisor | Qube Bulk | Shift Manager | +61 439 494 193 | supervisor.whyalla@qube.com.au |
| IHTB Loading Operations | Whyalla Port | Control Room | +61 428 784 102 | exportfacility@onesteelmanufacturing.com.au |
| IHTB Mooring / Unmooring | FSGMS | Bipinjot Singh | +61 477 486 818 | Bipinjot.singh@fphgroup.com.au |
| IHTB Transhipment Operations | CSL Australia | Aaron Thiele | +61 438 605 762 | Aaron.Thiele@cslships.com |
| Towage | CSL Australia | Aaron Thiele | +61 438 605 762 | Aaron.Thiele@cslships.com |
| Beacon Issues | Whyalla Port | | | Whyallaport@onesteelmanufacturing.com.au |

| Outer Harbour Contacts | | | | |
|---|---|---|---|---|
| **Service** | **Company** | **Name** | **Phone Number** | **Email** |
| OHTB Loading Operations | Whyalla Port | Control Room | +61 439 884 890 | exportfacility@onesteelmanufacturing.com.au |
| OHTB Mooring / Unmooring | FSGMS | Bipinjot Singh | +61 477 486 818 | Bipinjot.singh@fphgroup.com.au |
| OHTB Transhipment Operations | CSL Australia | Aaron Thiele | +61 438 605 762 | Aaron.Thiele@cslships.com |
| Towage | CSL Australia | Aaron Thiele | +61 438 605 762 | Aaron.Thiele@cslships.com |


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Continued:

| Offshore Transhipment Contacts | | | | |
|---|---|---|---|---|
| **Service** | **Company** | **Name** | **Phone Number** | **Email** |
| Transhipment Manager | CSL Australia | Aaron Thiele<br>Tanya Felice | +61 438 605 762<br>+61 407 011 542 | Aaron.Thiele@cslships.com<br>Tanya.felice@cslships.com |
| Spencer Gulf (FOTB) | CSL Australia | Leader | +61 448 044 650 | |
| Towage | CSL Australia | Aaron Thiele | +61 438 605 762 | Aaron.Thiele@cslships.com |

| Port Service Providers | | | | |
|---|---|---|---|---|
| **Service** | **Company** | **Name** | **Phone Number** | **Email** |
| Shipping Agent | Monson Agencies Australia | Emma Best | +61 437 071 704 | whyallal@monson.com.au |
| Master Mariner | Monson Agencies Australia | Vishwa Bogahapitiya | +61 409 506 899 | vishwab@monson.com.au |
| Launch Service | SA Launch | Duty Master | +61 499 996 551 | operations@salaunch.com.au |
| Pilotage | Flinders Ports | Leon Strydon | +61 427 531 989 | whyallaops@flindersports.com.au |
| Draft Survey | FSGMS | FSGMS | Bipinjot Singh | +61 477 486 818 |
| Towage | CSL Australia | Aaron Thiele | +61 438 605 762 | Aaron.Thiele@cslships.com |

| Organisation | Name | Phone Number |
|---|---|---|
| Police | | 000 (emergency) or +61 8 8648 8020 |
| Ambulance | | 000 (emergency) or 13 29 62 |
| Fire | | 000 (emergency) +61 8 8645 7473 |
| Whyalla Hospital | | +61 8 8648 8300 |
| AMSA | | +61 8 8407 3910 |
| AMSA | | +61 2 6230 6811 |
| AMSA | | 1800 641 792 |
| DIT | Gordon Panton | +61 488 105 230 |
| Spencer VTS | | +61 8 8248 3505 |
| State Marine Pollution Controller | David Rogers | +61 8 8260 0247 or +61 418 806 054 |


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