Victorian Regional Channels Authority

VRCA-Hastings

Safety and Environment Management Plan

July 2017

Executive summary

Background and Purpose of Plan

This document constitutes a Safety and Environment Management Plan (SEMP) as required by Part 6A of the *Port Management Act 1995* (PMA). The purpose of the SEMP is to provide a comprehensive, risk based approach to safety and environment management by port managers. This SEMP is intended to complement existing documentation by bringing a "whole of port" perspective to the management of safety and environment within the port.

This SEMP has been prepared in accordance with the requirements of the Port Management Act (PMA) and the Ministerial Guidelines for Port Safety and Environment Management Plans (November 2012, referred to herein as the 'Ministerial Guidelines') and examines the full range of activities conducted by Victorian Regional Channels Authority (VRCA) Hastings, who is responsible for the management of commercial navigation of the Port of Hastings waters, so that the significant hazards and risks are identified and controlled. The SEMP will assist VRCA Hastings to respond to the significant hazards and risks in a coordinated, effective and practical way.

SEMP Objectives (Whole of Port)

The PMA (Section 91CA) sets out the objectives of safety and environmental management planning that the SEMP should address, which are:

- promoting improvements in safety and environmental outcomes at Victoria's ports

- promoting and facilitating the development, maintenance and implementation of systems that enable compliance with the various safety and environmental duties that apply to the operation of the port

- promoting an integrated and systematic approach to risk management in relation to the operation of the port

Port Management Structure

The Port of Hastings Development Authority (PoHDA) manages the 'land side" activities of the Port including the piers and wharves that make up the Port of Hastings including:

- Long Island Jetty;
- Crib Point Jetty; and
- Stony Point Jetty.

PoHDA operates their own SEMP for management of these activities.

VRCA is responsible for:

- Management of shipping control;
- Provision of navigational aids;
- Channel management;
- Marine environment protection; and
- Safety and security.

The Port handles commercial cargoes including crude oil, LPG, unleaded petrol & automotive diesel.

BlueScope owns operates Steel wharf Numbers 1 & 2, and are subject to their own SEMP.

Stony Point is the access point for the harbour ferry service to French Island and the berth for harbour tugs.

Parks Victoria manages the waters outside VRCA declared "Port Paters" and has a SEMP to cover this area.

Brief Description of Port

The commercial Port of Hastings is situated within the north arm of Western Port, approximately 70 kilometres southeast of Melbourne. Two large islands, French Island in the middle and Phillip Island to seaward, form the two approaches to the bay. This SEMP includes the gazetted "Port Waters of the Port of Hastings". The port facilities include:

- Stony Point Jetty (PoHDA)

- Crib Point Jetty (PoHDA)

- Long Island Point Pier (PoHDA)

- Steel Wharves (BlueScope)

Service Providers and Customers

- Cruise vessels

- Rigs and heavy lift vessels

- LW Marine Services

- Port Phillip Sea Pilots

- Ship agent/owners

- Svitzer Australasia

Safety and environment obligations

All port managers have general duties, supported by specific legislative requirements, to prevent or reduce hazards or risks to safety and the environment so far as is reasonably practicable.

POHDA manages on behalf of Transport Safety Victoria the regional oil pollution response contingency plan for all the waters of Western Port and coastal waters extending three nautical miles from the coastline between Cape Schanck to Wilson Promontory. Any oil pollution to marine waters in the region must be reported to PoHDA and the Harbour Master as well as the EPA, Transport Safety Victoria (TSV) and Australian Maritime Safety Authority (AMSA).

Ship safety in port waters during approach and at berth is the responsibility of the Harbour Master through statutory responsibilities to Transport Safety Victoria. A full description of the Harbour Masters responsibilities and functions are contained in Part 6.4 of the Marine Safety Act 2010 (Vic) as amended. The Harbour Master is also responsible for the VRCA- Hastings Emergency Management Plan, the VRCA - Hastings Operating Handbook including Harbour Master's Directions. VRCA has developed a number of Key Performance Indicators (KPI's) to aid in the monitoring and control of critical aspects of Port operations. These KPI's cover a

range of activities and risks including the management of channels, threats from pollution and from adverse climatic conditions.

Consultation with people affected by the plan

VRCA will:

- Engage and participate in the PoHDA "Whole of Port" SEMP Committee

- Inform, consult, involve and collaborate with stakeholders as relevant

- Facilitate adequate consultation with stakeholders for any new projects or major changes to existing practices that have safety and environment implications