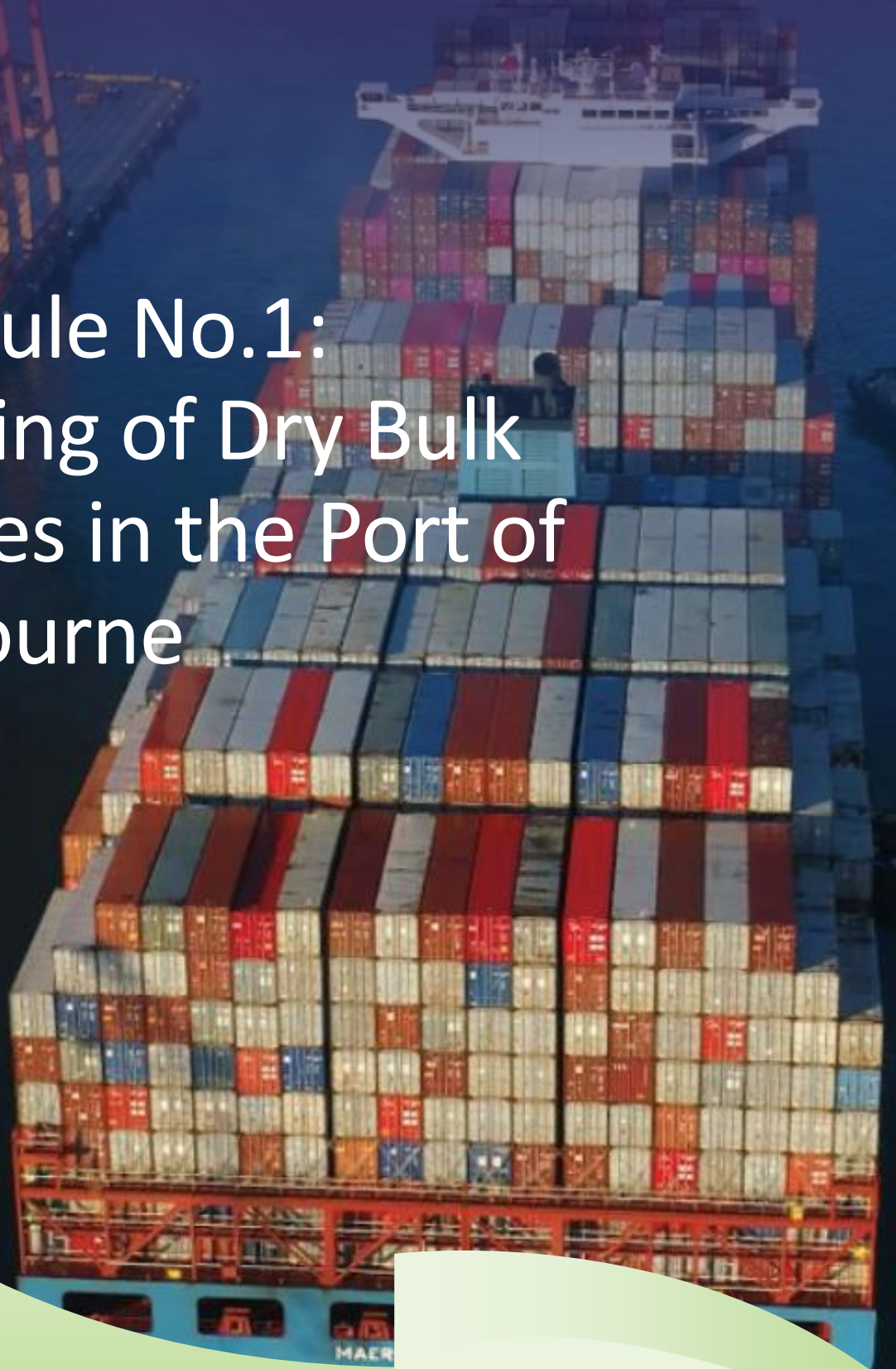


Port Rule No.1: Handling of Dry Bulk Cargoes in the Port of Melbourne



Port of Melbourne



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Approvals

Approved by:	Peter Gibb Head of Environment
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Peter Gibb

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1. Introduction

Port Rule No. 1: Handling of Dry Bulk Cargoes (**Port Rule No.1**) applies to relevant tenants of Port of Melbourne Operations Pty Ltd (**PoM**) and all Hirers and Licensees of Common User Facilities in the port of Melbourne.

The purpose of Port Rule No. 1 is to set standards for the handling of dry bulk cargoes on vessels and on wharves at the Port of Melbourne so that all dry bulk handling operations are conducted in accordance with the *Environment Protection Act 2017* (Vic) which requires all businesses to manage their activities to avoid the risk of environmental damage.

In complying with Port Rule No.1, Users are to referred to other existing guidelines in relation to the handling of dry bulk cargoes which include:

- Ports Victoria ‘Bulk Dry Cargo Management Guideline - Port waters of the Port of Melbourne; and
- The International Maritime Solid Bulk Cargoes (IMBSC) Code.

Hirers, Licensees and tenants must comply with all applicable legislation, guidelines and other requirements to ensure that all operations are managed to reduce the risk of harm to human health and the environment from pollution and/or waste.

2. PoM and Ports Victoria Responsibilities

Under a long-term concession arrangement from the Victorian Government (which commenced 31 October 2016), PoM is the privately-owned operator of the Port responsible for maintaining and developing certain Port land, waters, facilities and associated infrastructure. Under the concession arrangement, the Victorian State retained certain responsibilities regarding the Port (initially via Victorian Ports Corporation (Melbourne) (**VPCM**) and now Ports Victoria which has subsequently assumed VPCM’s functions).

Table 1 summarises the allocation of responsibilities between PoM and Ports Victoria regarding the Port.

PoM	Ports Victoria
<ul style="list-style-type: none"> ▪ provision of shipping channels for commercial operations; ▪ channel maintenance and dredging; ▪ hydrographic survey; ▪ provision of Emergency Management response and support in accordance with Clause 8 – Emergency Management of the Port Concession Deed; ▪ provision and maintenance of navigation aids; ▪ maintenance of berths and related structures; ▪ leasing of land to tenants; and ▪ the maintenance of non-tenanted land, including port roads, port rail infrastructure and shared pathways. 	<ul style="list-style-type: none"> ▪ the management of vessel traffic in Port waters; ▪ the provision and maintenance of a Vessel Traffic Service (VTS) for the safe and efficient movement of vessels in Port waters; ▪ the maintenance of land and water assets under its areas of management control (e.g., Station Pier, Port Operations Control Centre and Lonsdale VTS); ▪ the provision of emergency management and Tier 1 marine pollution response capability in accordance with VICPLAN; and ▪ enabling the management and provision of essential port services by other parties in the Port e.g., tugs and lines boats.

Table 1: Allocation of responsibilities between PoM and Ports Victoria regarding the Port

3. Mandatory Advance Notification to Ports Victoria

The *Port Management Act 1995* (Vic) and the Port Management (Port of Melbourne Safety and Property) Regulations 2010 make the transfer of dry cargo in bulk a “Hazardous Port Activity”. This requires a mandatory application to Ports Victoria for authorisation and notification of a proposal to carry out any bulk dry cargo transfer as follows:

- Bulk dry good notifications will only be accepted by Ports Victoria by manual entry through DG Hub interface via www.dghub.com.au at least 24 hours prior to arrival in the port;
- further information can be obtained by contacting Ports Victoria via email to PortSafety@vicports.vic.gov.au; and
- all activities must comply with Ports Victoria ‘Bulk Dry Cargo Management Guideline - Port waters of the Port of Melbourne via www.vicports.vic.gov.au.

4. Scope of Activities

General Environmental Duty (GED)

Under Victorian environmental legislation, businesses are responsible for protecting the environment and human health. The general environmental duty (GED) is the cornerstone of the *Environment Protection Act 2017* (Vic) and states that all activities must be managed to reduce the risk of harm:

- to human health and the environment
- from pollution or waste.

(Refer to www.epa.vic.gov.au for further information on the GED).

Environmental Management Plan

PoM may require an Environmental Management Plan (EMP) to be issued to PoM prior to the arrival of a particular vessel and/or a particular cargo:

- the EMP must be lodged by email to PoM at environment@portofmelbourne.com;
- the EMP must incorporate all risk-based controls that will be adopted when handling bulk dry cargoes to minimise impacts to human health and the environment from pollution and waste.
- PoM may require amendments to an EMP to ensure all such controls have been adopted; and
- the EMP may be incorporated into a single document that also specifies safe work methods.

In order to ensure that Users are complying with this Port Rule and/or the EMP, PoM may carry out random inspections of operations at the Terminal.

Handling of Cargoes

All activities carried out at the Terminal must be carried out in accordance with the following:

- Grabs must be of a fully closing type to minimise spillage.
- while handling dry bulk cargo from a vessel, sufficient deflectors must be positioned to prevent particulates dropping/spilling directly into Port waters. As a minimum, deflectors must be placed between the hopper and vessel and at the point where the grab crosses the vessel’s rail;
- subject to the cargo level in the vessel’s hold, grabs must be lowered fully into the vessel’s hold, and also fully lowered into the hoppers or down to the wharf deck (as the case may be), before releasing

cargoes. At all times, cargoes must be released from a grab at a height and a speed that minimises dust emissions from the hopper;

- no bulk dry cargo may be placed on the wharf deck unless its properties are such that windblown dust emissions can be reduced to the extent practicable and any residues can be cleaned off the wharf deck without staining. Written approval must be obtained from PoM before storing bulk dry cargo on the wharf deck;
- at all times all cargo handling must be carried out in a manner that minimises emission of particulates and spillage of cargo; and
- the loading/unloading of light cargoes subject to wind-blown dust emission must cease in the event of winds causing particulates to disperse past the Terminal boundary.

Terminal cleaning

All spillage arising from dry bulk cargo handling activities must be cleaned up promptly and, where necessary, disposed of at a Victorian Environment Protection Authority (EPA) licensed waste disposal facility and, if applicable, in accordance with Australian Biosecurity requirements.

In addition:

- all spilt cargo must be continually swept up to minimise cargo build up on the wharf and to ensure no offsite emission of particulates occurs during the loading or unloading of dry bulk cargo as well as at the end of the cargo transfer. A vacuum street sweeper must be available at the Terminal at all times to sweep up cargo as it is spilt. Also, the provision of alternative equipment for cleaning up cargo residues in areas difficult to access must also be available where necessary;
- clean up following completion of cargo handling must be undertaken within two hours subject to reasonable delays caused by wet weather. Clean up includes manual sweeping and collection of cargo residues around wharf capping, bollards and other wharf features, and the removal of cargo residues from stormwater pits;
- where a washdown area is available, all cleaning of equipment must be carried out within the washdown area. High pressure equipment must be used for any washdown activities. Water must not be used to wash down the wharf surface or equipment outside washdown areas or in contravention of any water restrictions imposed by PoM without prior approval;
- at no time shall cargo residues be swept or disposed of into Port waters or a Terminal's stormwater system unless approved by PoM; and
- any cleaning operations which themselves generate windblown emissions of particulates must cease in the event of winds causing residue dispersment past the Terminal boundary.

Vessel cleaning

All spillage on a vessel arising from dry bulk cargo handling must be cleaned up and disposed of in an appropriate manner before the vessel departs as follows:

- all split cargo on a vessel must be continually swept up to minimise cargo build up on the vessel deck and to ensure that no offsite emission of particulates occurs during loading or unloading of dry bulk cargo as well as at the end of the cargo transfer;
- at no time shall cargo residue be swept or disposed of into Port waters;
- the vessel deck and/or equipment must not be washed down whilst the vessel is within Port waters; and
- the ballast water intake must not overflow onto the vessel deck resulting in cargo residues being washed into Port waters.

Remedial Actions

In the event that PoM identifies a breach of this Port Rule and advises the User's contact person of the breach, the User must remedy the breach within a reasonable period specified by PoM:

- if the breach is not properly remedied PoM may order that cargo handling operations cease immediately and not re-commence until PoM is satisfied the breach has been remedied; and
- if the reasonable opinion of PoM is that the obligations for cleaning will not be properly completed, PoM may make arrangements for the works necessary to satisfy this Port Rule to be undertaken by PoM contractors and will seek to recover its costs from the relevant User.

5. Definitions

Term	Definition
Cargo	Has the meaning given in section 3 of the <i>Port Management Act 1995</i> (Vic).
Common User Facility	A PoM Terminal that is not leased but is managed by PoM
Dry Bulk Cargo	Unpackaged non-liquid Cargo handled by grab, conveyor system or pipeline
Hirer	Person granted access to a Common User Facility in response to an application.
Licensees	Persons who hold PoM licences to perform certain functions in the Port of Melbourne.
Port of Melbourne (PoM)	PoM is a business entity established under the <i>Delivering Victorian Infrastructure (Port of Melbourne Lease Transaction) Act 2016</i>
Port Rule	PoM rule or guideline published from time to time in relation to the use of facilities in the Port of Melbourne.
Terminal	A facility at the port of Melbourne used for commercial shipping and includes a wharf and adjacent area used for berthing of vessels and storage of cargo, including both leased and unleased premises.
Users	Means Hirers, shipping agents, stevedores, tenants, vessel owners, and wharfingers as the case may be, involved in the handling of cargo.
General Environmental Duty (GED)	Under the <i>Environment Protection Act 2017</i> (Vic), the GED applies to all businesses operating in Victoria to reduce the risk of harm to human health and the environment from pollution and waste