

LEGISLATED PORT SAFETY PLAN



HSE-LEG-03

Senior Manager, Work Health and Safety

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AMENDMENTS

Application for amendments to the Port Safety Plan must be forwarded to the Senior Manager, Work Health and Safety for consultation through the Regional Harbourmaster.

No	Date	Action	Name
0.1	November 2014	Draft Document	WH&SM Katie Brown
0.2	July 2015	Additional Operating Deed requirements added	WH&SM Katie Brown
0.3	August 2015	QA Review	GMCS Melissa Reiter
0.4	August 2015	Consultation on draft	WH&SM, GMCS, RHM
	August 2015	Released to Port Management Group for endorsement	PMG
	September 2015	Amendments	WH&SM
0.5	December 2015	Final Submission	RHM
0.6	February 2016	Approval	RHM
1.0	April 2016	Released for Tenant, Licensee and Service Provider Feedback	CEO
1.1	April 2016	Addition of Marine Safety Management Sections	WH&SM
1.2	April 2016	Released to Stakeholders for review	GMO
1.3	April 2016	Review and feedback meeting with RHM	GMO & WH&SM
1.4	April 2016	Review	CEO
2.0	July 2016	Authorised	CEO
2.1	April 2017	Annual review	WH&SM
2.2	May 2017	PMG review	PMG
3.0	June 2017	Authorised	CEO
3.1	May 2018	Annual Review: Improved definition of operating areas	LHSERM
3.2	May 2018	Further review and update	LHSERM & GML
3.3	May 2018	Released for Key Stakeholders Feedback	LHSERM
4.0	May 2018	Authorised	CEO
4.1	June 2018	Feedback from RHM incorporated (refer section 1.4)	LHSERM
4.2	June 2018	Section 18.3 Updated	LHSERM
4.3	June 2018	Approval	RHM
5.0	June 2018	Authorised	CEO
5.1	May 2019	Annual Review: Minor amendment section 5.1 & minor addition section 6.1	LHSERM
5.2	May 2019	Annual Review: Feedback from RHM incorporated - Amendments to sections: 1.9, 4.5, 5.2, 19.1, 29.2 & identifiers added to images.	LHSERM
5.3	June 2019	Approval	RHM
6.0	June 2019	Authorised	CEO
6.1	October 2019	Amendment to section 1.8 Responsibilities & Authorities	WHSES
7.0	April 2020	Annual Review: Title Change -Work Health & Safety Manager (WH&SM) to Senior Manager Work Health Safety, Environment & Security (SMWHSES) throughout document. Minor amendments to sections: 1.8, 4.3, 4.5, 4.6, 5.2, 6.1, 6.2 & 15.2.	SMWHSES & WHS&PL
7.1	June 2020	Approval	RHM
7.2	August 2020	Authorised	CEO
8.0	May 2021	Annual Review: Title Change – Senior Manager Work Health Safety, Environment & Security (SMWHSES) to Senior Manager Landside Operations & Safety (SMLO&S) throughout document. Insert link Environment Protection Act 2019.	SMLO&S & WHS&PL
8.1	July 2021	Approval	RHM
8.2	August 2021	Authorised	CEO
9.0	April 2022	Annual Review: Title Change – Cargo Operations to Landside Operations throughout document. Minor amendments to 1.1, 4.3,	SMLOS & WHSP&L

		4.4, 4.5, 8.5, 17.2, 20.1 & 25.1. Amendments to 1.8, 5.2, 6.2, 8.2, 9.1, 15.3 & 29.2. Updated maps 1.3. Additional wording 4.1.	
9.1	June 2022	Amendment to signatories to reflect change of CEO	
9.2	June 2022	Approval	RHM
9.3	June 2022	Authorised	A/CEO
9.4	April to July 2023	Annual Review: Minor amendments to 1.2, 2.2, 8.1, 12.1, 15.2, 17.5, 20.1, 21.1, 28.1. Amendment as per Organisational Restructure to 1.8. Additional requirements to 4.5. Additional information to 8.2. Update live links to websites & online documentation throughout.	WHS&PL, SMLOS, SMMO, SMM & SMTP
9.5	July 2023	Approval	RHM
10.0	July 2023	Authorised	CEO
10.1	October 2023	Administrative change to remove reference to shifting ship without a pilot from s 8.1	GMO
10.2	October 2023	Approval	RHM
10.3	October 2023	Authorised	CEO
11.0	April to May 2024	Annual Review: Amendments to include SMWHS and position title changes. Minor amendments to 1.2, 1.5, 1.6, 1.8, 1.9, 5.2, 8.2, 18.3, 18.5, 29, 30.2, 31. 4.5 – revised timeframe for written initial notification and additional investigation requirements. Terminology change – NavAids to Aids to Navigation. Minor grammatical corrections and terminology corrections throughout the document. Update live links.	SMWHS
11.1	July 2024	Approval	RHM
11.2	July 2024	Authorised	CEO
12.0	April to May 2025	Annual Review: Terminology change – seaside to waterside. Minor grammatical corrections and hyperlinks corrections. 6.1 Compliance Auditing date revised 8.2 Pilotage – inclusion of pilot licensing authorised by RHM 8.3 Harbour Control – Terminology change from TOS to traffic service 9 Helicopter Operations – Inclusion of Port Notice 10 Emergency Response – Terminology change to ICIMP and current cyclone plan. 15.1 Dangerous Goods – included process for deviation. Amendment: 22.1 – requirement to de-stack containers for cyclone readiness	SMWHS
12.1	August 2025	Inclusion of Section 10 – Lightering of non-conventional liquefied Hydrocarbon Cargoes Approval	RHM
12.2	August 2025	Authorised	CEO
13.0	May 2026	Annual Review: : Terminology change – ERP to ICIMP. Minor grammatical corrections and hyperlinks corrections. Updates to Figure 1, Figure 2 and Figure 6 8.2 Pilotage -Increased LOA from 35 metres to 50 metres 10 Lightering of non-conventional liquified hydrocarbon cargoes - Added 21 days notification for subsequent operations. 16.2 Emerging Risks – Lithium-Ion Battery Cargo - additional risk based controls or operating to ensure risks are managed to ALARP 19.6 Alternative Fuels - additional risk based controls or operating to ensure risks are managed to ALARP	SMWHS GMO

1 INTRODUCTION

1.1 OUR ORGANISATION

Darwin Port Operations Pty Ltd (**Darwin Port**) was declared Port Operator and Darwin Port Pilotage Pty Ltd was appointed as the pilotage services provider for the pilotage area by the Minister in accordance with the *Ports Management Act 2015*. Darwin Port is responsible for establishing, managing, maintaining, and operating facilities that promote the safe and efficient operation of the port.

Darwin Port's objective is to provide a safe working environment by demonstrating commitment to and upholding our **Work Safe. Live Safe.** philosophy.

This Port Safety Plan (**Plan**) applies to all Darwin Port workplaces and stakeholders of Darwin Port, as detailed below:

Workplaces

- East Arm Wharf (**EAW**) (Figure 1)
- Fort Hill Wharf (**FHW**) (Figure 2)
- Shipping Channels (Figure 5)
- Office Buildings

Stakeholders in reference to this plan, comprise of:

- Tenants
- Licensees
- Service providers
- All other persons using, or operating in the vicinity of, Darwin Port workplaces.

1.2 DESCRIPTION

The Darwin Port facilities serve the following shipping and cargo sectors:

- Cruise and naval vessels
- Livestock exports
- Dry bulk ore imports and exports
- Offshore oil and gas
- Petroleum / Avgas and other bulk liquids
- Container and general cargo
- Car carriers

Darwin Port is responsible for developing and maintaining the core port infrastructure, providing key commercial maritime services such as pilotage and navigation, and the maintenance of the commercial shipping channels. This includes:

- **East Arm Wharf:** Darwin's major commercial multi-user container, bulk, and general cargo wharf;
- **Darwin Marine Supply Base (MSB):** A purpose-built facility providing support vessel (rig tender) services to offshore oil and gas platforms in the North-West Shelf and across Northern Australia (operated by ASCO Australia Pty Ltd (**ASCO**));
- **Fort Hill Wharf:** A city wharf on Darwin's CBD foreshore, catering for cruise shipping, defence vessels and Australian Border Force activities;
- **Access to commercial shipping channels:** Within the Port;

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- **Provision of pilotage services:** Within the pilotage area (as declared by the Minister);
- **Land and waters:** Adjacent to East Arm Wharf current operations and for future development; and
- **Bulk Fuel Terminal:** Operated by Vopak Terminal Darwin Pty Ltd (**Vopak**) and Crowley.

Darwin Port functions include:

- Establishing, managing, maintaining, and operating facilities and services that promote its safe and efficient operation;
- Provision of pilotage services within the designated pilotage area, including responsibility for pilot training and examinations;
- Direction and control of vessel movements and vessel scheduling within the shipping channels and at FHW, EAW and the MSB;
- Maintenance of the commercial shipping channels and Aids to Navigation (AToN);
- Undertaking hydrographic surveys for the commercial shipping channels; and
- Issuing Port Notices to regulate the safe, secure and efficient conduct of port users and activities.

Certain port related functions are regulated by the Northern Territory Government including:

- The role of the Regional Harbourmaster having responsibility for safety regulation for the Port of Darwin;
- Ownership and management of Stokes Hill Wharf and Fisherman's Wharf Precinct; and
- Regulation of dangerous goods on the landside, and enforcement and prosecution powers in relation to dangerous goods on the waterside.

1.3 WORKPLACES

Figures 1 and 2 below set out the facilities at EAW and FHW.

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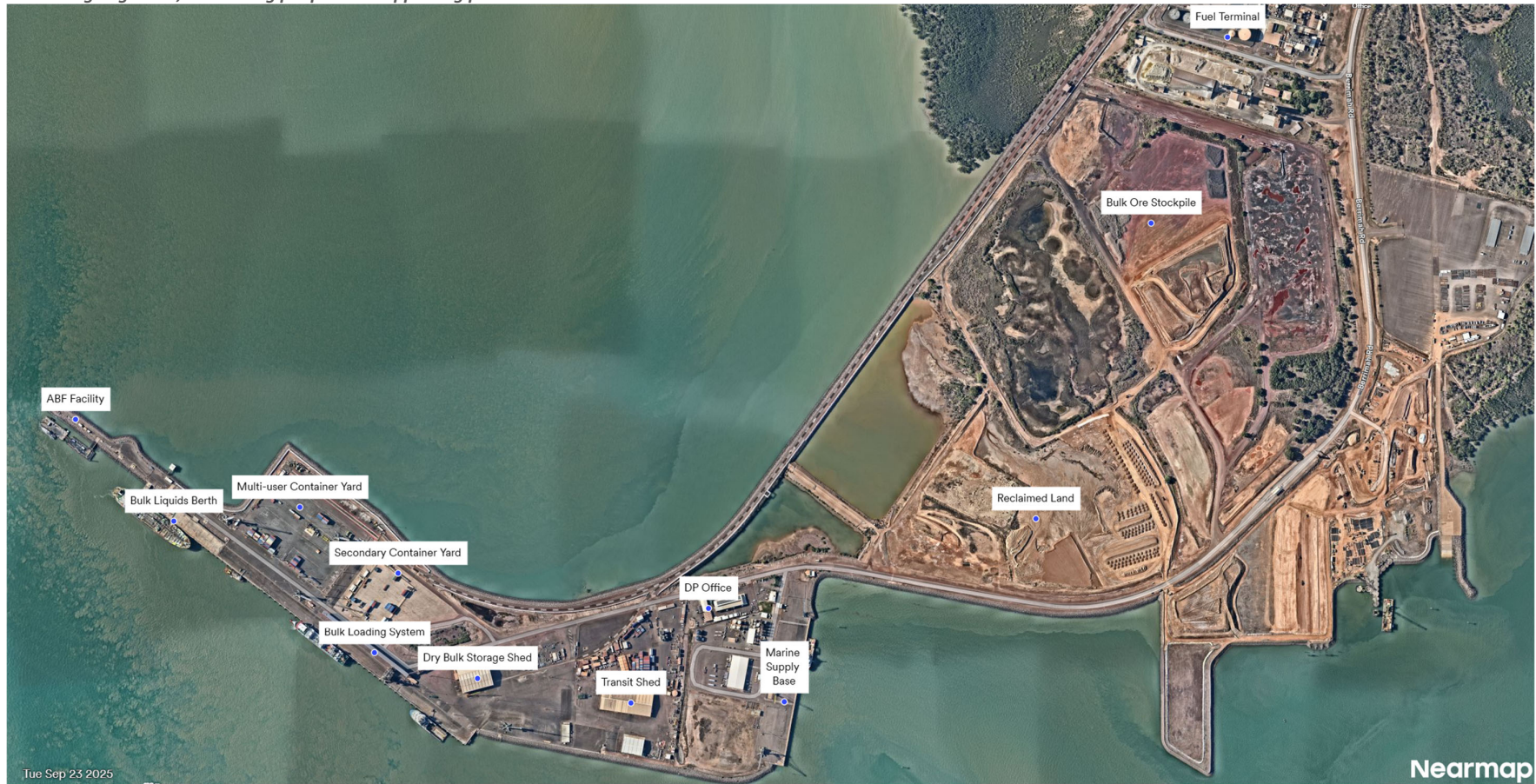


FIGURE 1 – East Arm Wharf Facilities

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FIGURE 2 – Fort Hill Wharf Facilities

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1.4 PORT OF DARWIN BOUNDARIES

The Port of Darwin boundaries are set at the high tide mark as indicated in the map below. The northern boundary is defined by a line from Charles Point to Lee Point via a point at 12° 18' 11"S, 130° 41' 3.5" E (WGS 84). (Figure 3)

Coastal waters extend three (3) nautical miles beyond this line. This area is within the jurisdiction of the Northern Territory.

FIGURE 3 – Port of Darwin Boundaries



1.5 PURPOSE

This Plan sets out a framework that identifies potential hazards and risks associated with port operations. The Plan describes the methodology of safety management and how communication and consultation between Darwin Port and its stakeholders, is reasonably administered.

To ensure compliance, this Plan is reviewed by the management of Darwin Port. The Plan is issued and authorised by Darwin Port and final approval given by the Regional Harbourmaster.

1.6 OBJECTIVE

The objective of this Plan is:

- to identify workplace hazards and risks associated with port operations and to eliminate the risks, or where that is not practicable, minimize the risks to so far as is reasonably practicable;
- to explain the framework of the Darwin Port Safety Management System (**SMS**) and its application to port operations to reduce risks;
- to describe to stakeholders who are tenants, licensees, or service providers at Darwin Port workplaces how consultation and communication processes will be discharged;
- to set out a procedure for implementing, reviewing, and revising the Plan; and
- to detail the content and frequency of compliance audits against the Plan and the requirement for the compliance audit report to be submitted to the Regional Harbourmaster.

1.7 GOVERNANCE

This Plan is managed by Darwin Port. It is administered and maintained by the Senior Manager Work Health and Safety (**SMWHS**) and can be accessed via the Darwin Port internet page or in hard copy format throughout the workplace.

To prevent duplication of existing systems and confusion for stakeholders, Darwin Port has summarised and referred to existing standards of our Safety Management System to detail our approach and management.

To demonstrate commitment to continual improvement, this Plan will be reviewed at minimum annually and updated except for any changes occurring in relation to the following, which may be updated more frequently:

- Work practices including contractual requirements;
- Legislation and Darwin Port Policies, Plans and Procedures;
- Darwin Port committees' feedback (including external committees); and
- In response to an incident

1.8 RESPONSIBILITIES AND AUTHORITIES

The Plan provides Darwin Port and the Regional Harbourmaster with direction on the Work Health and Safety control and management of the Port of Darwin.

Darwin Port and stakeholders, identify as a Person Conducting a Business and Undertaking (**PCBU**) and are obligated to meet duties imposed by the *Work Health & Safety (National Uniform Legislation) Act 2011* (**WHS Act**).

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Darwin Port, in discharging their duties, will determine the likelihood of a risk and degree of harm that may result from a decision, operation or action. Consideration will be given to what ought to have been known about the risk and any ways of eliminating or minimising the risk.

Darwin Port employs a Work Health, Safety and Environment Team to develop, implement and maintain the SMS. A safety budget is managed by the SMWHS.

The roles and responsibilities for managers are stated below:

Role	Business Unit
Chief Executive Officer	Executive & Finance
Group Company Secretary and Chief Corporate Governance Officer	Legal, Human Resources & Information Technology
General Manager Strategy & Growth	Strategy & Growth, Maintenance & Engineering, Maintenance Services & Wharf Services, Environmental
General Manager Operations	Operations, Harbour Control, Vessel Group, Pilotage, Landside Operations
Senior Manager Work Health and Safety	Work Health and Safety
Financial Controller	Financial Management
Senior Manager Trade & Property	Trade & Property
Senior Manager Landside Operations & Security	Landside Operations and Security
Senior Manager Marine Operations	Harbour Control, Vessel Group
Senior Manager Maintenance	Engineering, Maintenance Services & Wharf Services

1.9 LEGISLATION AND STANDARDS

Darwin Port collects information regarding the applicable legislation, standards and guidance materials that are required for fulfilling its health and safety obligations. This material is accessible to the WH&S Team and referenced as a tool of the SMS.

In preparing this Plan, Darwin Port has referred to:

- *Ports Management Act 2015;*
- *Work Health and Safety (National Uniform Legislation) Act 2011;*
- *Navigation Act 2012;*
- *Marine Pollution Act 1999;*
- *Waste Management and Pollution Control Act 1998;*
- *Port Notices;*
- *Port & Pilotage Standards & Guidelines;*
- *Technical and Safety Standards for Pilotage and the Provision of Pilotage Services; and*
- *National Plan National Maritime Places of Refuge Risk Assessment Guidance*

2 HAZARD AND RISK MANAGEMENT

2.1 MANAGEMENT OF CONTROL

Darwin Port has adopted the principle of identifying hazards in the first instance and then applying a process of managing the likelihood of hazards resulting in an actual incident or event to 'As Low as Reasonably Practicable' (**ALARP**).

Darwin Port's risk management strategies have been developed using the principles set out in the ISO Risk Management Standard 31000 and Safety Management System Standard 45001 Identified in section 2.2

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below are the primary risks identified by Darwin Port in relation to operations and workplace hazards that Darwin Port believes are reasonably likely to cause death or serious injury to a person/s and/or serious property damage if controls are not implemented to mitigate these risks.

2.2 RISK REGISTER

Refer register overleaf.

Operational Activity	Hazard and Risk Areas	Key Harm / Impact	Controls	Management
Commercial vessels piloted port waters	Grounding vessel Collision of vessels Allisions	Loss of life, serious injury Property damage (vessel and other) Financial loss Channel blockage Service delivery impact	Competent and licenced Pilots Competent and licenced Pilot Boat Masters Reviewed Ranked Hazard List Pilot Boat meets AMSA compliance Competent towage service providers engagement Planning activities by Pilots Hydrographic Survey & Dredging process Navigation aids maintained Q88 review – Tankers Vessel Vetting Program available Various Regulatory body requirements Technical and Safety standards for Pilotage and the provision of Pilotage Services – Darwin Harbour Control / Vessel Tracking System (VTS)	Darwin Port
Commercial vessels navigating port waters	Grounding vessel Collisions of vessels Allisions	Loss of life, serious injury Property damage (vessel and other) Financial loss Channel blockage Service delivery impact	Competent and licenced Masters Pilot Exemption Certification (PEC) application and approval process (Harbourmaster authority) Hydrographic Survey & Dredging process Declaration of minimum depths Navigational aids maintained Competent towage service providers engagement Vessel Vetting Program available Regulatory body requirements AToN and NtM Harbour Control / Vessel Tracking System (VTS)	Darwin Port / Regional Harbourmaster
Commercial vessels berthing	Collisions of vessels Infrastructure damage due to allisions	Loss of life, serious injury Property damage (vessel and other) Financial loss	Competent and licenced Masters Competent and licenced Pilots PEC application and approval process (Harbourmaster authority) Stevedoring trained and competent as per advice Stevedoring Operating Licences Competent towage service providers engagement	Darwin Port / Regional Harbourmaster

Operational Activity	Hazard and Risk Areas	Key Harm / Impact	Controls	Management
			Integrated weekly operations and planning meetings	
Berthed vessel parts mooring lines or breaks free from berth	Human interaction Collisions of berthed or approaching vessels Allision with other infrastructure Grounding of vessel	Loss of life, serious injury Property damage, other vessel damage, Financial Loss, Service delivery impact	Rigorous weather forecasting, cyclone tracking and tidal data modelling Stevedores trained and competent as per advice Stevedore Operating Licence in place Dedicated Cargo Operations 24/7 Marine Orders Defined work areas Immobilisation Permit Towage company on standby Wide Stakeholder Communication Procedure Mooring arrangements agreed during passage planning process Tugs to push up if needed.	Darwin Port / Regional Harbourmaster/Stevedores
Berthed tanker parts mooring lines or breaks free of berth while discharging	Human interaction Collisions of berthed or approaching vessels Allision with other infrastructure Grounding of vessel Dangerous Good or other liquid release Fire/Explosion	Loss of life, serious injury Property damage (vessel and other) Financial loss	Rigorous weather forecasting, cyclone tracking and tidal data modelling Ship/shore safety checklists Stevedoring trained and competent as per advice Stevedore Operating Licence in place Dedicated Cargo Operations 24/7 Marine Orders Defined work areas Mooring arrangements agreed during passage planning process Cessation of cargo transfer during high wind events Emergency Breakaway Procedures Dry break couplings on loading arms Controls defined in the latest version of the International Safety Guide for Oil Tankers and Terminals (ISGOTT)	Darwin Port / Regional Harbourmaster/Stevedores

Operational Activity	Hazard and Risk Areas	Key Harm / Impact	Controls	Management
Commercial vessel unload / load Multi User and Multi-Purpose Wharf	Human interaction Infrastructure damage	Loss of life, serious injury Property damage Financial loss	Stevedoring trained and competent as per advice Stevedore Operating Licence in place Defining work areas High risk plant operators licenced and competent Asset Management System in place	Darwin Port/Stevedores
Commercial Vessel - Tanker	Fire/Explosion Infrastructure damage	Loss of life, serious injury Property damage, Service delivery impact Financial loss	Specialised storage and handling importer / supplier ISGOTT & Liquefied Gas Handling Principles (LGHP) compliant Trained and competent Loading Masters	Darwin Port/Terminal Operator
Commercial Vessel – Dangerous Goods	Fire/Explosion Infrastructure damage	Loss of life, serious injury Property damage, Service delivery impact Financial loss	Specialised storage and handling importer / supplier Darwin Port vetted and approved Regional Harbourmaster notification IMDG code Dangerous Goods Port Notice	Darwin Port
Severe Wash	Man overboard, Injury on board, rolling of small vessel	Serious Injuries	Darwin Harbour Control Port Notice Public awareness campaigns about shipping	Darwin Port
Vessel breaks mooring lines	Collision, grounding, sinking	Vessel adrift, Serious injury, vessel damage	Competent vessel masters Tugs 24-hour standby Competent and licenced Pilots Stevedoring trained and competent as per advice Stevedoring Operating Licences in place Optimoor analyses	Darwin Port/Regional Harbourmaster/Stevedores/Vessel owners/Terminal operator
Conflict between vessel and vessel with tow	Collision, grounding, sinking	Loss of life, Serious injury, vessel damage	Competent and licenced masters and crew Competent and licenced Pilots	Darwin Port/Vessel Master

Operational Activity	Hazard and Risk Areas	Key Harm / Impact	Controls	Management
			Harbour Control Collision Regulations	
Pilot vessel movements	Collision, grounding, sinking	Loss of life, Serious injury, vessel damage, financial loss	Competent and licenced masters and crew Vessel in survey Vessel appropriately maintained Restrictions on where the PV can go in the harbour.	Darwin Port
Pilot transfer	Man overboard, fall from height	Loss of life, serious injury, crushing, drowning	Competent and licenced masters and crew Vessel in survey and appropriately maintained Pilot boarding ladders meet requirements of SOLAS and Port Notice Call stop to job if conditions unsafe Appropriate PPE always worn	Darwin Port
Stakeholder Interaction	Human interaction Plant/Equip Interaction Incident Impact Service delivery	Loss of life, serious injury Infrastructure damage, financial loss	Traffic Management Pot Notice Traffic management plans (Daily) Contractor Management Process Operating Licences/Agreements Port Control vessel scheduling Darwin Port Induction System	Darwin Port / Stakeholders
Traffic Management including high risk plant movement and train	Human interaction Infrastructure damage	Loss of life, serious injury Property damage financial loss	NT Traffic Act in force TMP integrated into WH&SMS Enforceable Traffic Management Port Notice	Darwin Port
Bulk Liquids Berth	Fire/Explosion Leak	Loss of life, serious injury Property damage financial loss	ISGOTT requirements Specialised competent operators Commercial License Agreements Pipeline configuration and line-up is checked Appropriate grounding of the transport medium	Darwin Port/ Fuel Terminal Manager

Operational Activity	Hazard and Risk Areas	Key Harm / Impact	Controls	Management
			(vessels/vehicles/pipeline/container etc.) is carried out to always prevent electrostatic discharge	
Risk of Fall	Unsafe system of work	Loss of life, serious injury financial loss	Permit to work system operational PFD when working near wharf edge Darwin Port inductions Maintained Safety Management System Minimum Safety Expectations Work conducted on ground or solid construction	Darwin Port
Emergency Management	Natural Disaster Security Threat Incidents Fire/Explosions	Loss of life, serious injury Infrastructure damage, Financial loss	Integrated Critical Incident Management Plan (ICIMP) Cyclone Management Procedures Maintained Safety Management System Business Continuity Trained personnel	Darwin Port

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3 WORK HEALTH AND SAFETY MANAGEMENT SYSTEM (SMS)

3.1 SAFETY MANAGEMENT SYSTEM

Darwin Port’s SMS (Figure 4) is a systematic approach to the management of safety. The methodology used delivers a simple and effective way of controlling risk and is based on guidance from AS/NZS ISO 45001 Occupational Health and Safety Management Systems—General Guidelines on Principles, Systems and Supporting Techniques. This caters both to the landside and harbour operations of Darwin Port.

The SMS framework involves:

- setting the direction through establishing policies and standards;
- use of procedures and plans to manage the system; and
- applying systems, forms and tools which control and support the activities.

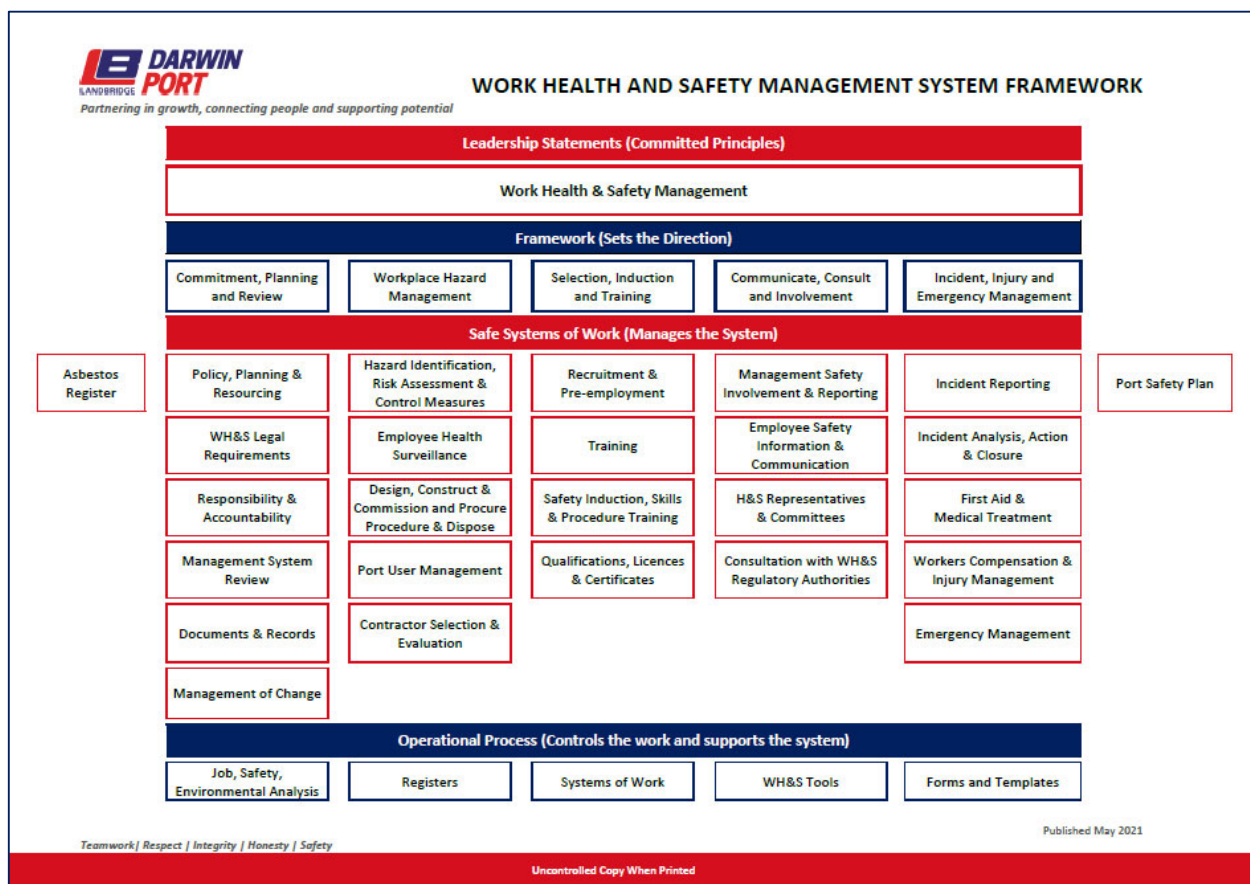


FIGURE 4 – SMS Framework

4 STAKEHOLDER CONSULTATION, COMMUNICATION AND INVOLVEMENT

4.1 GENERAL

There is a diverse range of businesses and operations conducted at Darwin Port. All persons are expected to communicate, consult and respect each other’s activities and work areas.

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Port Users must comply with reasonable directions from or on behalf of Darwin Port in relation to the safe and efficient operation of the Port of Darwin, including directions which may be published on its website from time to time as port notices, safe work instructions, policies and security arrangements.

4.2 EXTERNAL CONSULTATIVE ARRANGEMENTS

Stakeholder involvement in safety management is actively encouraged, as Darwin Port recognises that each stakeholder also has a duty to uphold. Involving stakeholders at the earliest opportunity de-conflicts and minimises management of change concerns, unspecified operational clashes and maximises hazard and risk identification.

4.3 OPPORTUNITIES FOR STAKEHOLDER CONSULTATION

The Port User Group meeting is held bi-annually, a subsidiary group for stakeholders who hold a tenancy or have primary business at a Darwin Port workplace are included in a bi-annual Port User Safety & Environment meeting. The meeting provides a platform for strategic safety discussion with those who operate within the same environment, however, have different core business.

Other informal operational management meetings with stakeholders occur weekly. The near proximity and formerly developed relationships with our stakeholders also allow for meetings to take place on an ad hoc basis where required.

More specific avenues are taken where major disruption may affect operations because of a likely change.

On all matters that require concentrated feedback into the Management of Change process, the Darwin Port Leadership group will reasonably afford:

- adequate time to be given to review the matter;
- that views will be considered, and outcomes will be made available;
- notifications will be electronically disseminated to capture maximum audience and where possible planned meetings;
- where more than one (1) person conducting a business or undertaking has duties on the same matter, Darwin Port will reasonably attempt to involve all PCBU's with that duty; and
- information sharing.

Where written agreements are held between Darwin Port and another, the conditions of the agreement will be inclusive of this Plan and any requirements contained within.

4.4 DARWIN PORT INDUCTION SYSTEM

Darwin Port use an online induction as an introductory tool to inform and educate all stakeholders accessing, conducting work or utilising services and facilities at Darwin Port workplaces of normal, daily operations. A variety of subjects are covered that outline the safety, environmental and security conditions, and hazards. All stakeholders, before entry to EAW or FHW, are required to complete the online induction and are encouraged to communicate concerns to their workplace contact¹.

¹ Land based entry to EAW & FHW only. Ships crews are not required to complete the DP induction.

4.5 STAKEHOLDER INCIDENT REPORTING

Stakeholders are required to verbally report incidents immediately to Darwin Port that directly, indirectly or potentially affect a Darwin Port employee or other port stakeholder and involve a Darwin Port:

- system of work;
- plant and equipment;
- infrastructure;
- common user area;
- roadway;
- wharf deck and hardstand areas;

This provides swift assistance to control the incident scene.

Following an incident, all work must immediately cease until an authorised Darwin Port representative has given permission or delegated permission to recommence work. This will be determined by the type of incident and whether it is reportable to a regulatory authority.

All stakeholders must ensure an initial notification in writing is provided to Darwin Port within 24 hours of the incident occurring or being made aware of the incident occurring. Progressive material updates must be provided in writing to Darwin Port as they occur. Incident close out / investigation reports are required to be provided within 28 days of an incident occurring. If a detailed root cause analysis is being conducted for high potential incidents, the stakeholder must advise SMWHS of an estimated completion date. The investigation shall be submitted as soon as practicable following the completion of the root cause analysis. This is to aid in minimising the risk of such incidents reoccurring and updating the Darwin Port incident register for consistent trend analysis, hazard and risk mitigation and introduction of Port safety initiatives.

Vessel incidents, any incident involving death or personal injury, or environmental incidents must be reported to Darwin Port within one (1) hour of the stakeholder becoming aware of an incident. **Initial reports must detail at minimum the information set out in Table 1.**



INCIDENT / EVENT NOTIFICATION REPORT			
SECTION			
REPORT TITLE			
LOCATION (e.g. EAW, Substation 2)	[vOtherLocation]		
INCIDENT DATE / TIME			
NAME OF PERSON REPORTING		CONTACT NUMBER	
NAME OF PERSON/S INVOLVED (Name/company represented)			
COMPANY OR VESSEL INVOLVED (Name/company represented)			
REPORT SUMMARY (Describe in detail what happened)			
INTERIM CONTROLS (What immediate actions did you take to respond to the incident e.g. make the area safe, barricade, shut down).			

TABLE 1 – Incident / Event Notification Report
Example: minimum information required to report an incident.

Incident close out / investigation reports must detail causal factors, root causes, corrective actions to address the causes and implementation dates.

Incidents that require reporting to the Regional Harbourmaster will be initially reported by Darwin Port via the online HSES Incident Reporting App with consequent follow up from General Manager Operations. The incident close out / investigation reports including causal factors, root causes, corrective actions to address the causes and implementation dates are provided to the Regional Harbourmaster in the quarterly reporting. This does not relieve stakeholder duties of their own regulatory reporting obligations.

4.6 REPORTABLE INCIDENTS (DARWIN PORT AND STAKEHOLDER DUTIES)

Darwin Port is obligated by the *Ports Management Act 2015*, *Work Health & Safety Act 2011*, *Marine Pollution Act 1999* and the *Waste Management & Pollution Control Act 1998* to inform each respective regulator where an incident occurs within the Port of Darwin.

Vessel Masters, owners or Agents are required to notify in accordance with *Transport Safety Investigation Act 2003* and *Navigation Act 2012* for marine incidents. In some circumstance a Darwin Port Marine Pilot as a responsible person on-board the vessel, may be required to notify.

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Stakeholders within the designated Port also have their own obligations as a duty holder under some or all those Acts to report safety and/or environment related incidents to the regulators. Stakeholders are solely responsible for ensuring all relevant reporting requirements are understood and discharged.

Notifiable marine incidents that involve a vessel waterside within the Port are specified in the *Transport Safety Investigation Act 2003* (s) 18 and *Navigation Act 2012* (s) 185, 186 & 312 are to be notified to the Australia Maritime Safety Authority (**AMSA**).

Darwin Port will report to the Regional Harbourmaster any reportable incidents, as defined in Regulation 25 of the *Ports Management Regulations* and within the timeframes specified in Regulation 26 of the *Ports Management Regulations*.

Notifiable incidents that occur at EAW or FHW are those specified in the *Work Health & Safety (National Uniform Legislation) Act 2011* (s) 35-38 and must be notified to NT WorkSafe.

Notifiable incidents that have occurred within the Port are specified in the *Marine Pollution Act 1999* (s)50 and *Waste Management & Pollution Control Act 1998* (s)14 and must be notified to Northern Territory Environmental Protection Authority (**NTEPA**).

Incidents that are notifiable to AMSA will be followed up by Darwin Port to ensure the vessel has complied with its reporting obligations.

Incidents that are notifiable to NT WorkSafe, Regional Harbourmaster and NTEPA, Darwin Port will:

- notify only those incidents that involve a person, plant/equipment or infrastructure failure that involves Darwin Port personnel and assets;
- notify incidents that involve any vessel, harbour, or environmental impact within the designated Port;
- request that any stakeholders provide evidence of informing the regulator of any notifiable incidents of their own; and
- determine through consultation, where an incident involves Darwin Port and/or one or more stakeholders, who will notify the regulator. This will be assessed on a case-by-case basis. Where there is a conflict whether to notify or not to notify a regulator, Darwin Port will have final say and may notify on a stakeholder's behalf, even if Darwin Port has not been directly involved in the incident.

All stakeholders are duty-bound to report all incidents that are notifiable under any legislation to Darwin Port immediately. Table 2 below sets out the incident reporting obligations for all stakeholders to Darwin Port.

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LAND OPERATIONS		TIMEFRAMES		VESSEL		TIMEFRAMES	
Notifiable to DP	Type of Incident	Verbal report	Initial written	Type of Incident	Verbal/ Written	Reportable to DP	
<p>Notification to Darwin Port is required after becoming aware that an incident has occurred in the required Timeframes</p> <p>What is required to be reported;</p> <p>All incidents that directly, indirectly or potentially affect; (1) a Darwin Port employee or; other port user and/ or</p> <p>(2) involvement of Darwin Port system, plant&/or equipment, infrastructure, common user zones, roadways, wharf deck and hardstand areas</p>	Serious Personal Injury	The work-related death of any person. Immediate treatment as an in-patient in a hospital or by a registered medical practitioner and within 48 hours of exposure to a substance	Immediately	24 hours	The work-related death of any person conducting work on/near or caused by a vessel.	1 hour	<p>Reporting to the Darwin Port is required within 1 hour of becoming aware that a reportable incident has occurred or within 12 hours under certain circumstances.</p> <p>(Port Management Regulation (s) 25 details the events that are prescribed that are reportable incidents)</p>
	Minor Injury	An incident at the workplace that exposes any person to that incident without causing injury or illness	Immediately	24 hours	Amputation, serious head, eye, laceration or spinal injury, serious burn, separation of persons skin (degloving), loss of bodily function on/near or caused by a vessel.	1 hour	
	First Aid	Treated at site and continued work	Immediately	24 hours	Loss of a vessel or Loss of person from vessel.	1 hour	
	Near Miss	An incident at the workplace that exposes any person to that incident without causing injury or illness	Immediately	24 hours	N/A		
	Property or Equipment Damage	Any damage to plant or equipment and may not have also caused an injury or illness to any person at the workplace	Immediately	24 hours	Actual or potential VESSEL collision with vessel or object; grounding, sinking, flooding or capsizing; fire on board; loss of stability; structural failure, imminent collision with vessel, person, object; requiring assistance or disabled; fouling or damaging pipeline or submarine cable or a n aid where damage is <u>greater</u> than \$20,000	1 hour	
	Fire and Explosions	Any incident of fire and explosion that may not have also caused an injury or illness to any person at the workplace	Immediately	24 hours			
	Traffic Event	An incident that involved a vehicle or a moving plant. A vehicle collision, reckless driving, speeding etc.	Immediately	24 hours	AS ABOVE less than \$20,000 OR unless it involves actual or potential death or injury of a person than 1 hour	12 hours	
<p>Notification to Environmental Protection Authority (EPA) "As soon as practicable" after becoming aware</p> <p>Notification to EPA will be given by the General Manager or Environmental Manager.</p>	Environment		Immediately / Written report within 24 hours			1 hour	<p>Reporting to the Regional Harbourmaster is required within 1 hour of becoming aware of that a reportable incident has occurred.</p> <p>Reporting to Regional Harbourmaster will be from General Manager or Environmental Manager.</p>

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	Type of Incident (involving LANDSIDE OPERATIONS)	Time Frame	Notifiable to Regulatory Authority	Type of Incident (Involving a VESSEL)	Time Frame	Reportable to Regional Harbourmaster by Darwin Port
Fatality	The work-related death of any person conducting work	Verbal Immediately/ Written report within 24 hours	Notification to Work Safe is required immediately after becoming aware that a notifiable incident has occurred.	The work-related death of any person conducting work on/near or caused by a vessel.	1 Hour	Reporting to the Regional Harbourmaster is required within 1 hour of becoming aware of that a reportable incident has occurred or within 12 hours under certain circumstances.
Serious Injury or illness	Amputation, serious head, eye, or spinal injury, serious burn, separation of persons skin (degloving), loss of bodily function, serious laceration medical treatment within 48hrs of exposure	Verbal Immediately/ Written report within 24 hours		Amputation, serious head, eye, laceration or spinal injury, serious burn, separation of person's skin (degloving), loss of bodily function on/near or caused by a vessel.	1 hour	
Dangerous Incident	uncontrolled escape, spillage or leakage of a substance uncontrolled implosion, explosion or fire, uncontrolled escape of gas or steam, uncontrolled escape of a pressurised substance electric shock the fall or release from a height of any plant, substance or thing the collapse, overturning, failure or malfunction or damage to, any plant that is required to be authorised for use in accordance with the Regulations. collapse or partial collapse of a structure collapse or failure of an excavation or of any shoring supporting an excavation the inrush of water, mud or gas in workings, in an underground excavation or tunnel interruption of the main system of ventilation in an underground excavation or tunnel or any other event prescribed by the Regulations	Verbal Immediately/ Written report within 24 hours	Notification to Work Safe will be given by the DP General Manager or DP WH&S Manager for Darwin Port incidents.	Loss of a vessel or Loss of person from vessel.	1 hour	Notification to the Regional Harbourmaster will be from General Manager or SMWHSS (Port Management Regulation (s) 25 details the events that are prescribed that are reportable incidents)
				Actual or potential VESSEL collision with vessel or object; grounding, sinking, flooding or capsizing; fire on board; loss of stability; structural failure, imminent collision with vessel, person, object; requiring assistance or disabled; fouling or damaging pipeline or submarine cable or a n aid where damage is greater than \$20,000	1 hour	
				AS ABOVE less than \$20,000 OR unless it involves actual or potential death or injury of a person than 1 hour	12 hours 1 hour	
Property Equipment damage or Fire/Explosion						
Environment	Any incident that involves any type of environmental event.	Immediately / Written report within 24 hours.	Notification to Environmental Protection Agency (EPA) "As soon as practicable" after becoming aware Notification to EPA will be given by General Manager or Environmental Manager.	Any actual or potential harm to the environment.	1 hour	Reporting to the Regional Harbourmaster is required within 1 hour of becoming aware of that a reportable incident has occurred. Reporting to Regional Harbourmaster will be from General Manager or Environmental Manager.

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5 IMPLEMENTING, REVIEWING AND REVISING PLAN

5.1 IMPLEMENT

Darwin Port is committed to maintaining a robust framework for organisation governance to facilitate the achievement of its strategic and business objectives. The organisational risk management system and the subsidiary SMS underpins this planning.

Types of activities to achieve the objective of this plan are set out below:

- Organisational risk management process carried out;
- Consultative and communicative arrangements;
- Leadership group has direct engagement with employees;
- Allocation of key personnel and subject matter experts to committees and drivers of Management of Change;
- Ensuring compliance with applicable legislative frameworks as it impacts on the operation of the Port;
- Revision of the delivery of services to clients and stakeholders, and meeting community expectations;
- Provide a safe workplace that promotes the health and safety of employees, as defined in the SMS;
- Providing guidance of Darwin Port's work, health and safety expectations to new stakeholders including tenants, licensees, and service providers.

5.2 REVIEWING

The process for reviewing and approving the Port Safety Plan is set out in Flowchart 1 below.

The Regional Harbourmaster may direct by written notice, at any time, Darwin Port to amend the previous Plan or draft a new Plan and submit for approval.

Where the Plan is not immediately approved, Darwin Port must make amendments and resubmit to the Regional Harbourmaster within 30 days of receiving the returned Plan.

The Regional Harbourmaster must, on reviewing of the Plan, provide written notice of the approval or return it for amendment.

Where the Regional Harbourmaster does not provide written approval within 60 days of receiving the Plan, Darwin Port shall take this as it being approved.

Darwin Port



FLOWCHART 1 – Port Safety Plan Revision

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Documents of the SMS are reviewed at a frequency as deemed appropriate by the Leadership Group but not greater than three (3) years. The frequency of review of any Darwin Port SMS element such as a policy, plan, process and procedure are identified during the approval process of each element. All contents of this Port Safety Plan are reviewed for accuracy during each review prepared for approval.

During business review periods, the evaluation of this documentation takes place. Items addressed are:

- Trending hazards and risks and their improvement progress;
- Revision of objectives and ability to meet these against operational requirements and legislative compliance;
- Results from audits undertaken; and
- Review of stakeholder feedback.

Supplementary reviews may take place in-between to accommodate legislative reforms, change to work practices, changes in key personnel, amendments in policy, results of incident/investigations, results of systems and/or operational audits and significant changes to the work environment (new operations being introduced).

5.3 REVISING PLAN

Any modifications incurred because of the review process, will be recorded.

Amendments will be identified on the Plan itself detailing the version number, the date, the action taken and name of author making the change. The approved PSP will be maintained in the Darwin Port Records Management System. The superseded plan will be catalogued and retained for system and legal compliance purposes.

6 AUDITING AND REPORTING

6.1 COMPLIANCE AUDITING

To ensure performance, effectiveness, compliance and WH&S objectives being met, the PSP is measured, evaluated, reviewed and audited as per the schedule. The process for reviewing the PSP is set out in Flowchart 2 below.

By submission from Darwin Port, the Regional Harbourmaster will approve a person that is deemed competent to conduct a compliance audit. The Regional Harbourmaster must be satisfied that such person has proven knowledge of WH&S and is adequately trained to conduct an audit of this Plan.

Darwin Port will provide evidence to demonstrate that a systematic approach to safety is conducted. Darwin Port will determine the level of risk of the operations to decide the frequency of a compliance audit of this Plan. This audit frequency will at a minimum, be conducted every three (3) years.

A compliance audit was conducted, in alignment with the requirements stated above, in Q4 2024, as such the next audit is scheduled to be conducted no later than Q4 2027.

6.2 COMPLIANCE REPORTING

The auditor shall report on the outcome to the Regional Harbourmaster within the specified timeframe. The auditor is to provide a copy of the audit report to Darwin Port with recommendations.

A quarterly report is prepared by Darwin Port, included in this will identify non-compliance occurrences, the report will be extended to the Regional Harbourmaster for review.

Darwin Port

AUDITING & REPORTING

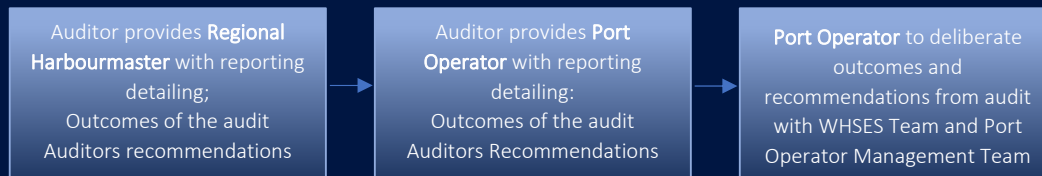
AUDITING OF THE PORT SAFETY PLAN



Note: Where a **Regional Harbourmaster** does not provide written notice for an audit to be conducted. An audit must be conducted by the **Port Operator** no more than every 3 years.

Port Operator to determine frequency of compliance audit through risk analysis of:
the operations and;
the type of facilities.
But not must be more than 3 years

REPORTING ON THE AUDIT OF THE PORT SAFETY PLAN



GENERAL REPORTING OF THE PORT SAFETY PLAN

Port Operator is to prepare a quarterly report for the **Regional Harbourmaster** detailing any material instance of non-compliance

FLOWCHART 2 – Port Safety Plan Auditing & Reporting

7 PUBLICATION

7.1 GAZETTE

The Regional Harbourmaster issued guidelines 1 July 2015 in relation to this Plan are published in the Gazette and are available for inspection free of charge from the Regional Harbourmaster's office.

8 VESSEL MOVEMENT

8.1 MOVEMENT OF VESSELS

As of 2 January 2026, the Northern Territory Government increased the compulsory pilotage requirements in Darwin Harbour from 35 metres to 50 metres length overall (LOA), exempting vessels under 50 metres LOA from mandatory pilotage unless otherwise directed by the Regional Harbourmaster, or a Pilotage Exemption Certificate is granted to the ship's Master for the designated pilotage area. Vessels between 35 and 50 metres will need to provide Certificate's of Insurance for Hull and Machinery and Protection and Indemnity Certificate of Entry if seeking access to EAW or FHW. Additionally, Darwin Port's duty of care includes monitoring the safety of a vessel on its passage from the Harbour Limit to the berth and vice versa through a dedicated Harbour Control System.

All vessels of 20m or greater in length, vessels of any length carrying more than 12 passengers or vessels towing or pushing a tow, where the combined length of the tug and tow is equal to or greater than 35m must participate in the TOS.

All vessels must comply with the speed limits set out in the Port Notice *Vessel Speed Limits in Port of Darwin*.

8.2 PILOTAGE

All vessels of 50 metres LOA or greater south of 12° 25'S must either carry a licenced pilot or be under the lawful command of a master who holds a pilotage exemption certificate endorsed for the appropriate zones of the Port and for the vessel being navigated within those zones.

Vessels greater than 200m or with a maximum draught of 10.7m or greater are required to board the Pilot at the Outer Pilot Boarding Ground 1.4nm to the northwest of Number 1 buoy.

Pilot Exemption Certificates are issued by the Regional Harbourmaster and are granted to eligible master's for vessels up to 100 metres LOA.

In conducting piloted movements, safety is of paramount importance. A risk assessment that underpins the Pilotage SMS is used to manage the risks to vessel movement within the Port of Darwin.

Standards for pilotage are set by the Pilotage Authority (Regional Harbourmaster) in the *Port & Pilotage Standards & Guidelines* (the Pilotage Standards). These standards are applied by the Pilotage Services Provider for consistent approach to all acts of pilotage. The Pilotage Authority will be notified of identified gaps in the standards applicable to the pilotage area, outlining possible corrective recommendations.

Darwin Port Pilots operate under a Marine Safety Management System utilising the Marine Pilots Operational Management Manual (ISPO accredited Manual), which is audited annually. The manual documents and refers to all processes involved in the provision of pilotage for the Port of Darwin. It also lists the various related documents that contribute to the safe operation of the pilotage service.

The Port Management Information System (Port Control™) includes the ability to effectively manage Pilots current licensing for shipping allocation and Pilot fatigue. The system keeps detailed records and produces a range of reports regarding pilotage activity.

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A structured pilotage training, examination and competence assurance system is implemented to meet the standards required by the Pilotage Authority. Marine Pilots training to acquire and maintain unrestricted licensing is achieved through on the job and simulation training and assessment and specialised theoretical marine courses.

To assist in fulfilling this function, the General Manager Operations will monitor the pilotage training and currency standards at the Port.

A vessel must submit an initial notice of time of arrival and time of departure, and request a Pilot, to the Darwin Port Shipping Scheduler not less than 24 hours before estimated time of arrival (**ETA**) at Channel Rock Buoy (No.6) in accordance with notice requirements set out in the Port of Darwin [Standard Services Terms and Conditions](#).

Confirmation of ETA is required two (2) hours before arrival at Channel Rock Buoy (No.6). VHF Channels 16 and 10 are continually monitored by Darwin Port Harbour Control and ETA may be confirmed or adjusted on Channel 10, the Port's working frequency.

The usual pilot transfer point is one (1) nautical mile (**nm**) north-west of Channel Rock Buoy (No.6). In the case of bad weather, the Pilot may disembark an outbound vessel before the transfer position and then lead ahead until the vessel clears the pilot transfer position using VHF radio for communication.

In the outbound pilotage operation during bad weather, the Pilot may lead the vessel out from the Pilot vessel in accordance with section 4.6.3 of the *Pilotage Standard – Port of Darwin*.

Pilot boarding arrangements MUST be accordance with SOLAS and Port Notice PN/008 *Safe Pilot Transfer Arrangements*. Vessels awaiting a Pilot may anchor in a designated anchorage northwest of Channel Rock.

Port Notice Pilot Boarding Ground Criteria

Port Notice Safe Pilot Transfer Arrangements

8.3 HARBOUR CONTROL

Darwin Port Harbour Control provides 24-hour operational support through a Traffic Organisational Service (TOS) that monitors the movement of participating vessels within the Port of Darwin. The TOS uses information from radar, close circuit television, Automatic Identification Systems (**AIS**) and VHF radio. All information sources and communications are recorded and are in accordance with International Association of Lighthouse Authorities (**IALA**) Guidelines and Recommendations.

Where temporary reduction in service is experienced, vessels shall be immediately notified through VHF radio.

Harbour Control is operated under the authority of the Senior Manager of Marine Operations and Port Management Officer to the standards set by the IALA.

The Darwin Port Harbour Control website (refer to link provided below) contains all relevant information regarding contacting Harbour Control and VHF communications protocols and channels:

Harbour Control

Additionally, the Participation in Port of Darwin Port Notice PN007 Participation in Port of Darwin Traffic Organisation Service should also be referred to:

Port Notice Participation in Port of Darwin Traffic Organisation Service

8.4 ACCESS POLICY

Access to services and use of facilities at the Port are governed by the Darwin Port *Access Policy* published on the Darwin Port website.

As required by the Access Policy and Port of Darwin Standard Services Terms and Conditions, prior to entry into the Port of Darwin, all vessel masters or shipping Agents on behalf of the vessel, are to complete a Notice of Arrival (**NOA**) for berthing at EAW or FHW either by application online through Port Control™ or by the NOA form published on the Darwin Port website.

Shipping agents must ensure that any changes to arrival or departure must be notified immediately to Darwin Port and understand that alterations to berthing schedule may occur due to this.

8.5 VESSEL IMMOBILISATION

Due to the variety of Port operations and sometimes fast-moving adverse weather, vessels are required to complete a request to immobilise. This information is assessed, and immobilisation will only be authorised by Darwin Port where no risk to the vessel, other vessels, people, or infrastructure is recognised.

Application to Immobilise

8.6 RECREATIONAL VESSELS

Recreational vessels are regulated by the Northern Territory Government Marine Safety NT.

Notwithstanding that there is no compulsory licensing of recreational vessels, owners, or operators in the Northern Territory of recreational vessels are obliged to comply with basic safety and collision avoidance standards. Large ships generally move in and out of Darwin Harbour in the commercial shipping channels (Figure 5 sets out the commercial shipping channels). Interactions between recreational vessels and ships can pose risks for all parties.

Recreational vessel operators may be unaware that:

- a blind spot can extend for many hundreds of metres in front of large ships (even up to one kilometre for some vessels);
- large ships cannot alter course or stop quickly without placing themselves at risk;
- that a ship issuing five (5) long blasts with the ship's whistle is signalling to a vessel to move out of the shipping channel immediately;
- small sailing craft should keep clear of these large vessels and take early action so that it is clear to the approaching ship;
- some vessels have a Maritime Security Zone around them, and it can be a federal offence to enter this zone; and
- they should not enter "closed waters".

It is the responsibility of recreational vessel operators in Darwin Harbour to:

- always keep well clear of ships in the shipping channels;
- promptly move out of the shipping channel when directed;
- never anchor in shipping channels or in a way that obstructs others;
- never obstruct the path of ships or assume a ship can see you;
- never tie up to navigation aids such as buoys or beacons; and
- To not enter "closed waters".

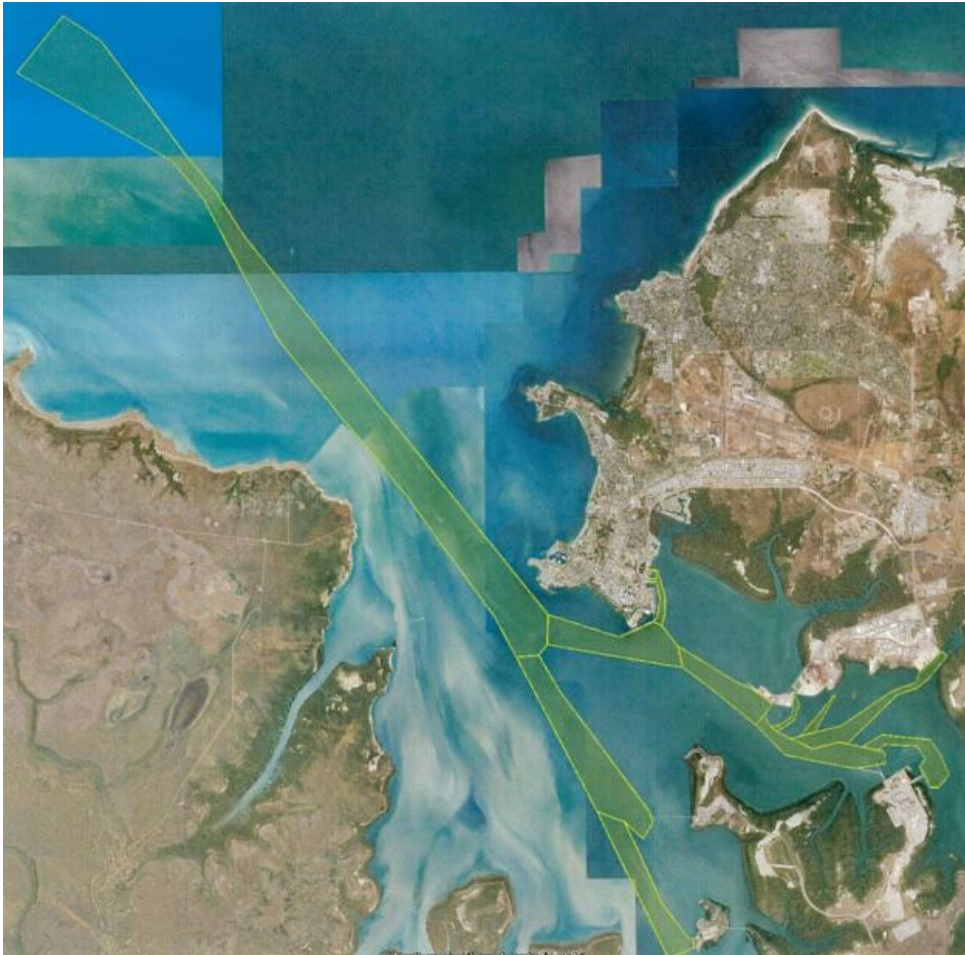


FIGURE 5 – Port of Darwin Shipping Channels

9 HELICOPTER OPERATIONS

All vessels seeking to conduct helicopter operations within the Port of Darwin are required to submit the request in writing. The Darwin Port General Manager Operations and the Regional Harbourmaster will assess each application and provide a written response directly to the applicant. The applicant shall provide evidence demonstrating compliance to the *Marine Order 57 (MO57)*, the *International Chamber of Shipping Guide to Helicopter/Ship Operations* and other relevant legislations relating to aviation and helicopter operations, including Civil Aviation Safety Authority (CASA). The request will only be authorised where the risk to the vessel, other vessels, personnel or infrastructure is eliminated, or minimised as low as is reasonably practicable (ALARP). Helicopter operations include the following:

- The transfer of a good or person between a vessel and a helicopter
- The landing of a helicopter on a vessel or the taking off of a helicopter from a vessel

The vessel shall apply in writing to Darwin Port a minimum of 48 hours prior to the refuelling of the helicopter on a vessel within the harbour limits.

Port Notice Helicopter Operations at Fort Hill Wharf

10 LIGHTERING OF NON-CONVENTIONAL LIQUEFIED HYDROCARBON CARGOS

10.1 GENERAL

The Port of Darwin does not permit the lightering transfers of conventional liquefied cargos in bulk, other than for bunkering. *Port Notice PN002 Bunkering and Non-Cargo Liquid Transfers* documents the specific requirements.

Port Users seeking access to the Port of Darwin for the purposes of non-conventional products lightering or side to side (STS) operations must apply to Darwin Port not less than sixty (60) days in advance, for their first application. Written notification for subsequent operations is required no less than twenty one (21) days. This notification will require a completed Access Application for Standard Service. Information on the Access Policy and Standard Services Terms and Conditions can be downloaded from the Darwin Port website or at the following link: <https://darwinport.com.au/trade/access-policy-tariffs>. Non-conventional products are defined as those that are not regular pollution causing hydrocarbons, like crude oils, condensates and refined petroleum products etc. The products that may be considered unconventional include alternative fuels, like methanol, ammonia and liquefied natural gas (LNG). These products are not yet covered in the *Australian National Pollution Response Plan* and will require a comprehensive qualitative risk assessment to be submitted for review by Darwin Port and the NT Regional Harbourmaster.

10.2 RISK MANAGEMENT

The application will require the following supporting documentation for the assessment:

- Qualitative Risk Assessment (Bowties, HAZIDs or similar)
- Lightering Plan – The overall description of the proposed operation with the volumes.
- Safety Data Sheet (SDS) of the product(s) to be transferred
- Vessel Particulars – of both the mothership and shuttle ship
- Mooring plan
- Vessel Emergency Response Plans for both vessels
- Vessel Pollution Response Plan specific for the product(s) being transferred.

Applicants need to be aware that the QRA may document the requirement for additional safety measures that will have a cost impediment to the operation. These may include the requirement for a FIFI- class tug on standby and a guard vessel with Port Enforcement Officer on location.

10.3 SHIP TO SHIP INTERFACE

New applicants will be required to meet with Darwin Port to jointly review the documents and perform a Gap Assessment to bridge any variances between the vessel's safety management systems, recognised industry recommended practises and Darwin Port's safety management system. The results of this assessment will be used to generate the Bridging Document and jointly prepared Communications Plan. Applicants will need to prepare the following industry established recognised administration:

- Ship to Ship Transfer Safety Checklist
- Pre-Transfer Meeting Agenda documenting the control measures appropriate for the product(s) being transferred. Reference to the *International Safety Guide for Oil Tankers and Terminals (ISGOTT), Part 4 Ship/Shore (Tanker/Terminal) Interface*
- Post Loading After Action review.

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Darwin Port does have Yokohama fenders available for lease to support the STS mooring configuration. The cost information can be found in the Darwin Port Tariff Schedule of Rates.

Any subsequent applications will require the above documentation listed in 10.2 Risk Management and 10.3 Ship to Ship Interface to be reviewed jointly with the applicant, Darwin Port and the Regional Harbourmaster prior to the operation occurring.

10.4 DESKTOP EXERCISE

Prior to the first planned lightering operation, applicants will be required to perform a walk-through desktop exercise with Darwin Port and NT Regional Harbourmaster. The exercise will consider credible scenarios based on the Qualitative Risk Assessment outcomes and the response efforts employed. Additional regulators and/or NT Emergency Services may also wish to participate in the exercise and be aware of any potential moderate to high risk level events. Any lessons learnt or after-action reviews of the exercise will be required to be implemented in the Bridging Documents and Safety Management System.

11 EMERGENCY RESPONSE

11.1 LANDSIDE AND MARINE

Suitable emergency plans, procedures, practices, and capability are in place to enable Darwin Port to be adequately prepared for and to immediately respond to and manage emergency situations to contain the situation and to minimise adverse effects on people, property, and the business.

In accordance with the *Work Health and Safety (National Uniform Legislation) Regulations* an Emergency Response Plan has been prepared and implemented. Desktop and scenario drills are exercised to ensure that staff with specific roles are aware of their duties. Darwin Port carries out an emergency evacuation exercise annually and participates in other stakeholder exercises.

Darwin Port will sound a siren for emergency events that have potential for wide-ranging consequences. If such a siren sounds all persons working at the workplace and not directly involved in the management of the emergency must immediately attend the closest muster point where safe to do so. Muster points are equipped with communication devices and instructions.

Alarms are tested at 10.30am every Thursday. If the siren goes off any other time or it continues to sound after the test go straight to the closest muster point.

Integrated Critical Incident Management Plan (ICIMP)

In the event of a cyclone the Darwin Port cyclone procedure must be followed:

Cyclone Plan 2025 - 2026

12 EMERGENCY POLLUTION RESPONSE

12.1 MARINE POLLUTION

“Pollution” refers to a contaminant or waste that has been released to the environment. Though the marine sector often associates pollution with oil spills, it can result from any solid, liquid or gas that is released to the environment.

Oil and noxious substance spills to the marine environment from vessels are subject to the *Marine Pollution Act 1999*. Planning, preparedness and response to these incidents are managed in accordance with the following plans and authorities:

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Darwin Port Oil Spill Contingency Plan (OSCP)

National Plan for Maritime Environmental Emergencies (Australian Maritime Safety Authority - AMSA)

NT Oil Spill Contingency Plan (NT Department of Environment, Parks, and Water Security)

The NTEPA is the lead agency to respond to marine oil spills in accordance with the *Marine Pollution Act 1999*. Darwin Port will assist in accordance with the above plans. Darwin Port has employees trained for oil spill response and clean-up. The AMSA National Plan for Maritime Environmental Emergencies applies to all such emergencies, not just oil spills.

12.2 LANDSIDE POLLUTION

Landside pollution is subject to the *Waste Management & Pollution Control Act 1998* and the *Water Act 1992 and Environment Protection Act 2019*. Pollution emergency response will be managed in accordance with the following Darwin Port plans:

Integrated Critical Incident Management Plan (ICIMP) *Environmental Management Plan*

Darwin Port has an incident notification system to initiate a response to landside pollution emergencies. Such incidents are then managed in accordance with the above plans and relevant guidelines. In certain pollution events the NTEPA is required to be notified at which time they direct certain actions to be taken. Darwin Port retains spill and clean up resources on site at East Arm Wharf and Fort Hill Wharf to provide a first response to such incidents.

13 DREDGING

13.1 OPERATION

Should dredging be required within the designated dredging areas or around the berth pockets, Darwin Port will commission a project conducted by professional dredging contractors. Darwin Port will seek assurance through the planning process, to ensure that all authorisations required by any law of the Territory, or the Commonwealth will be applied for and approved before commencing operation in consultation with the Regional Harbourmaster and stakeholders.

14 HYDROGRAPHIC SURVEY

14.1 OPERATION

A hydrographic survey measures and describes the seabed features which affect maritime navigation.

Darwin Port has developed a rolling five (5) year hydrographic survey schedule and uses professional contractors to carry out an annual hydrographic survey and will manage this through project its planning process.

The hydrographic survey considers factors such as:

- vessel types, operations and current and future activities occurring within the Harbour Limits;
- an assessment of the quality and reliability of existing hydrographic information;
- potential environmental impact of a hydrographic related event i.e., cyclone;
- complexity of area and stability of the seabed;
- depth and width of navigable water in relation to the limiting draught for vessels;
- regional development, i.e., construction of new berths or dredging operations; and
- investigation of a grounding or reported depth discrepancy.

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- Unusual shoaling associated with propellor was in and around berthing pockets.

Darwin Port will provide the survey to the Regional Harbourmaster to publish information advising depths and configurations of, and the under-keel clearance required to be maintained by vessels in channels, berthing pockets and other areas within the Port of Darwin.

The Regional Harbourmaster will provide Darwin Port with written notice of any information published.

15 WRECKS AND OTHER OBSTRUCTIONS

15.1 REMOVAL

Darwin Port has powers to deal with commercial vessels, including the hull of a vessel or a hull that was a commercial vessel under the *Ports Management Act 2015*. These powers also extend to dealing with non-commercial vessels that pose a threat or danger to persons, to vessels or to other property connected with commercial shipping in the Port.

The Regional Harbourmaster has similar powers for non-commercial vessels that are likely to cause damage to endanger or obstruct the passage of navigation of any other vessel. The powers also extend to a vessel which because of its condition is a threat or danger to persons, to vessels or to other property not connected with non-commercial shipping in the Port.

Darwin Port and Regional Harbourmaster's powers are described in the *Ports Management Act 2015*.

16 DANGEROUS GOODS (DG)

16.1 LANDSIDE AND WATERSIDE

Dangerous goods are goods listed as dangerous goods in the International Maritime Dangerous Goods Code, published by the International Maritime Organisation, as amended from time to time.

Dangerous goods and cargoes are managed through a robust Port Notice that prescribes the transit, loading, unloading, storage, transferring of packaged and bulk dangerous goods with special considerations applicable to Class 1, 6 and 7. Emergency planning is covered in this notice. In accordance with the *Ports Management Act 2015*, the Regional Harbourmaster must be informed by Darwin Port of any advance dangerous goods notifications received by Darwin Port in relation to dangerous goods entering the port area. To ensure adequate planning for storage or transit of dangerous goods is risk assessed and carried out in accordance with the Port Notice, all persons moving dangerous goods through the Port either by land or sea must:

- hold appropriate dangerous goods handling training certificate;
- notify Darwin Port at least 48 hours prior to the goods entering the Port of Darwin;
- strictly adhere to the time limits for loading, unloading and storage;
- understand that failure to notify may result in refusal of entry;
- declare, by providing a manifest to the stevedore's receivables and deliverables yard, if entering via land; and
- provide a manifest of dangerous goods to the shipping agent if entering via sea.

Shipping Agents must provide copy of manifest to the stevedore's receivables and deliverables yard and Darwin Port.

To comply with restricted classification of the Maritime Port Security Plan, Dangerous Goods storage locations are not disclosed.

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Any deviation to the requirements listed in the Port Notice and relevant codes and standards, shall be assessed and approved by the General Manager Operations in consultation with the Regional Harbourmaster.

16.2 Emerging Risk – Lithium-Ion Battery Cargo

Lithium-ion batteries are currently classified as Class 9 Dangerous Goods under applicable international and domestic regulatory frameworks. Notwithstanding this classification, there are presently limited specific and prescriptive regulatory controls addressing the handling, storage and emergency response for lithium-ion battery cargo within port environments, and guidance in this area continues to evolve.

Lithium-ion batteries present inherent and distinct hazards, including thermal runaway, intense and sustained fire events, toxic and flammable gas emissions, and a propensity for delayed or recurrent ignition, particularly where batteries are damaged, defective, improperly declared or exposed to adverse conditions.

In recognition of these risks, and in the absence of comprehensive legislated controls, Darwin Port may, where reasonably necessary, impose additional risk-based conditions, controls or operating requirements in relation to lithium-ion battery cargo to ensure risks are eliminated or minimised so far as is reasonably practicable (ALARP). Such requirements may be informed by site-specific risk assessments, incident history, regulatory and industry guidance, consultation with relevant authorities, emergency management considerations, and operational or environmental factors specific to the Port of Darwin.

The applicable Port Notices and forms are set out below:

Port Notice Dangerous Goods

Dangerous Goods Notification Form (Packaged Goods)

Dangerous Goods Application (Bulk)

17 PERMIT TO WORK

17.1 GENERAL

The Permit to Work process creates a systematic framework to manage potential hazards, implement control mechanisms and to support safe systems of work for specific high-risk activities. The Facilities Work Management Process is an orderly approach to preventative maintenance and during the ‘work planning’ phase it will be determined where a permit is required. Permits must be completed before commencing the ‘work execution’ phase.

17.2 LANDSIDE OPERATIONS PERMIT

To carry out high risk work at Darwin Port, a permit must be issued by the relevant Senior Manager and be reviewed by the Landside Operations Group before work commences. Depending on the work to be performed other specialised permits may be required. Specific Darwin Port High Risk work standards are applicable for the following tasks and provide information on the minimum requirements to undertake works on Darwin port premises.

- Working at Heights and Over Water
- Isolation of hazardous Energies (Complex & Group Isolations)
- Crane Operations and Lifting
- Confined Space Entry and Excavation
- Working Around Mobile Plant & Traffic

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The Permit to Work System focuses on providing relevant tools and procedures to enable personal to identify, Assess and control all elements of High-Risk Construction work as defined by NT WHS Regulations (s) – 291 to 303. Relevant High Risk work activities include but are not limited to:

- Excavations 150mm or Deeper
- Penetrations into Buildings, Structures and Blind surfaces
- Work in any Confined Space
- Grid Mesh/Floor Plate removal (Above Grade)
- Diving
- Crane Hoisted Work Box (Man Cage)
- Critical Crane Lifts (i.e., Dual Lifts, Lifting over Live services)
- Non prescribed lifting plant (i.e. external cranes)
- Work at Heights
- Electrical or Mechanical Isolations (excluding Single Point isolations)
- HV Switching
- Fire Protection Impairment
- Disabling of Emergency Alarms / Sirens
- HV Vicinity/Access
- Work Over Water
- Hot Works

Port Notice Permit to Work System

17.3 VESSEL HOT WORK PERMIT

Hot works are the use of open fires or flames, power tools, hot rivets, grinding, soldering, burning, cutting, welding or any other work involving the heat or creating of sparks.

Darwin Port has a Hot Work Permit system that includes vessels berthed at EAW, FHW and all Anchorages. All stakeholders must comply with the applicable Port Notice. This notice outlines the process for applying for a Vessel Hot Work Permit, authorisation and relevant control measures and precautions to be considered for hot work.

Port Notice Vessel Hot Work

18 TRAFFIC MANAGEMENT

18.1 PLAN

The Traffic Management Port Notice provides senior management with assurance that each Darwin Port workplace has clearly conveyed the safe movement of vehicles throughout each workplace protecting the safety of people, plant and cargo. Additionally, its purpose is to ensure that communication and proper planning for operations, parking and storage is carried out, so usage of hardstand areas are maximised and disruption to business is minimised.

Port Notice Vehicle Traffic Management

18.2 CONTROL

Darwin Port manages and controls vehicle, plant and pedestrian activity in accordance with the Traffic Management Port Notice. As EAW is a multi-user multi-purpose wharf, traffic direction is controlled through regularly updated operational traffic management plans (Figure 6).



FIGURE 6 – Indicative EAW Operational Traffic Management Plan

18.3 ENFORCEMENT

The Traffic Management Port Notice identifies offences that can be committed through the negligent operation of vehicles and plant/equipment. Penalties do apply and a Port Enforcement Officer is given the power to act on any breach.

Speed limits are declared on all roads and hardstand areas throughout the workplace to support the frequent movement of heavy plant and vehicles around Darwin Port. Speed limit signage, cameras and variable speed check signs are mounted around the Port to promote those declared speed limits.

19 BUNKERING

19.1 GENERAL

Bunkering is a term used for shipping referencing 'refuelling' of a vessel. Bunkering of vessels by wharf equipment or road train are carried out, managed and controlled by service providers to the vessel. Recommendations provided in ISGOTT, the IMDG Code governs their operations. Darwin Ports Permit to Work System ensures communication and consultation is achieved by including maintenance, cargo operations, the contractor and any other stakeholder that will likely be affected. Darwin Port Landside Operations Group receive a weekly forecast for all bunkering events, this assists Darwin Port in planning maintenance activities.

Port Notice Bunkering & Non-Cargo Liquid Transfer

19.2 EAST ARM WHARF

Bunkering of vessels berthed at EAW can be carried out along the entire length of the wharf. Bunkering can occur via road train where necessary.

19.3 FORT HILL WHARF

Bunkering of vessels at FHW is conducted via road train.

Bunkering at Fort Hill Wharf is only permitted during daylight hours. Exceptions may be granted by the Regional Harbourmaster to extend to 21:00.

19.4 BUNKER BARGE

Bunkering is also conducted through bunker barges in Darwin Harbour. These services are regulated by AMSA.

19.5 BULK LIQUIDS BERTH

The Bulk Liquids Berth (**BLB**) is located at the western end of the wharf. The discharging operation is managed and controlled by Vopak. Pipelines extend 3km between EAW and the Vopak terminal.

A second fuel facility, operated by Crowley, is further to the east of the Vopak terminal. An additional pipeline and new loading arm have been installed as part of the current infrastructure at the BLB.

19.6 ALTERNATIVE FUELS

The use, storage, transfer and carriage of alternative fuels within the port environment is an emerging area of risk as the maritime and logistics sectors transition toward lower-emission energy sources. Alternative fuels may include, but are not limited to, ammonia, methanol, hydrogen, liquefied natural gas (LNG) and other novel or transitional fuels, whether carried as cargo, fuel, or for ancillary operational purposes. While regulatory frameworks, standards and industry guidance exist for some alternative fuels, these are not uniformly mature or consistently applied across all operational contexts, and continue to evolve.

Alternative fuels may present hazards that differ materially from conventional fuels, including flammability, toxicity, cryogenic exposure, explosion risk, corrosion, asphyxiation potential and complex emergency response requirements. In recognition of these factors, and where legislative or code-based controls do not fully address port-specific risks, Darwin Port may, where reasonably necessary, require additional risk-based conditions, controls or operational requirements to ensure risks associated with alternative fuels are eliminated or minimised so far as is reasonably practicable (ALARP). Such requirements may be informed by site-specific risk assessments, proposed operational activities, fuel properties, incident history, regulatory guidance, consultation with relevant authorities and emergency services, and the suitability of existing port infrastructure and response capability.

20 MOORINGS

20.1 GENERAL

The Regional Harbourmaster is responsible for approving all moorings installed within the Port of Darwin, written approval must be sought from the Regional Harbourmaster before erecting any temporary or permanent mooring or structure. Darwin Port is not responsible for maintaining nor owns all moorings in the harbour, therefore information provided in this Plan is only applicable to Darwin Port owned and maintained moorings.

Darwin Buoy Mooring Standards

20.2 DESIGN, INSTALLATION AND MAINTENANCE

Darwin Port's Maintenance Management System (**MEX**) schedules preventative maintenance initiatives through annual inspections and provides a repository for identified defects to undertake reactive maintenance as necessary. The moorings are not certified and are not cyclone rated.

20.3 MOORING OF VESSELS

Enquiries relating to the mooring of vessels can be made via the Darwin Port Senior Manager Marine Operations via email darwinport@darwinport.com.au

21 VESSEL REFUGE

21.1 ASSESSING THE PORT RISK

A place of refuge is a place where a ship in need of assistance can take action to enable it to stabilise its condition, repair the vessel and reduce hazards to navigation, and to protect human life and the environment.

While Australia has a right to regulate entry and to protect its coastline and marine resources, there is established humanitarian rights and an obligation to render assistance to a ship in distress.

The developed *National Maritime Place of Refuge Risk Assessment Guidelines* assists the Commonwealth, State and Territory governments in deciding the ability to provide a place of refuge. The assessment ensures hazards and risks are balanced between national and territory interest, the needs to the vessel and any persons in distress. The national guideline will be used to assist Darwin Port and the Regional Harbourmaster's decision-making process in consultation with Maritime Emergency Response Commander (MERCOT) & Australian Maritime Safety Authority (AMSA), for such an event.

22 CYCLONE PLANNING AND CONTINUITY

22.1 GENERAL, PREPARING AND RESPONDING

The Cyclone Procedure sets out authorities and responsibilities for the preparing and responding to the management of the harbour infrastructure, vessels in the harbour, tenants and staff in the event of a cyclone. The plan is reviewed, updated, and exercised annually and can be found on the Darwin Port website or from the link *Cyclone Plan 2025 - 2026*

The Cyclone Plan should be read in conjunction with the *Northern Territory Emergency Services, Territory Emergency Plan (TEP)*

22.2 RECOVERY

In conjunction with the Cyclone Plan, Darwin Port has an established Business Continuity Plan that shall be implemented as required in the event of a cyclone.

23 CARGO STORAGE

23.1 GENERAL

Darwin Port Landside Operations Group determine allocation and availability of hardstand space for storage through advanced planning with stevedores, considering the scheduling of vessels and other operational and maintenance activities.

Dangerous Goods storage is managed through the *Port Notice PN003 Dangerous Goods*

Applications for hardstand space should be made using the *Access Application & Acknowledgement - Non-Standard Services Form* available on the Darwin Port webpage.

During pre-season cyclone readiness, there is a requirement to de-stack containers stored within East Arm Wharf to no more than 3 high. Once Stage One – Cyclone Advice is declared, the containers shall be de-stacked to no more than 2 high.

23.2 OTHER

Other cargo storage space is permanently leased to stakeholders that have management and control of a leased area and/or operate under a licence or lease agreement.

24 LINE HANDLING SERVICES

24.1 GENERAL

Darwin Port provides line handling services for small ships berthing at FHW and occasionally EAW.

Line handling services are provided by a stevedore company (mooring gang provider) engaged directly by the shipping agents and specifically follow their own procedures.

Vessel line handling services are carried out by specialised service providers engaged directly by the shipping agents or mooring gang provider.

Line handling service vessel requirements are specifically dealt with through the Line Handling Vessels Port Notice to ensure there is safe guidelines and minimum expectation to carry out operational activities within the Port of Darwin.

Port Notice Line Handling Vessels

Port Notice Mooring Gangs

25 TOWAGE SERVICES

25.1 GENERAL

Towage services are carried out by specialised service providers engaged directly by the shipping Agents or vessels themselves. Darwin Port does not provide this service, nor do they directly engage this service.

Towage services requirements are specifically dealt with through the Harbour Towage Port Notice to ensure there is safe guidelines for harbour towage operations in the Port of Darwin.

All tugs underway must operate an AIS transponder.

Port Notice Harbour Towage

26 PILOTAGE HAZARDS

26.1 GENERAL

A marine navigational risk assessment and hazard management tool have been developed to manage risks during Pilotage activities within the Port of Darwin. The tool uses historical data to determine existing risk profiles, and these are modified by the inclusion of data from new risk events and/or the implementation of new risk mitigation procedures.

27 AIDS TO NAVIGATION (AToN)

27.1 GENERAL

Aids to navigation are a lighthouse, beacon, buoy, structure, marker, device, or apparatus that is an aid to marine navigation. Aids to navigation are used for marking safe navigational channels, hazards, and foul ground in a systematic manner to mitigate risk. Darwin Port has an established network of AToNs marking shipping channels and known hazards. Darwin Port ensures that:

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- a review of the adequacy of the AToNs network is undertaken annually;
- a risk-based approach in the identification and establishment of new AToNs is used;
- annual planned maintenance is carried out on all AToNs;
- the Ports Management Act AToNs approval process is complied with; and
- regular visual inspections for defective or damaged AToNs take place during pilotage operations.

AToNs have been characterised into categories that prioritise response time in the repair of defective or damaged aids.

- Category 1 – 6 hours
- Category 2 – 24 hours
- Category 3 – Next working day

Where a safety risk is foreseen due to tides or weather conditions the AToN will be repaired at the most reasonably practicable time thereafter.

AToNs are inspected and maintained by the Darwin Port Maintenance Group.

AToN management, including the maintenance scheduling and record keeping extend between the programmed MEX and a locally managed AToN Register. The inspection and maintenance schedule are available to the Regional Harbourmaster.

Information in the AToN register available to the Regional Harbourmaster is gathered as in Table 4 below.

NAME	Generally named after the mapped area that its located
POSITION	Coordinates
NUMBER	Numeric or alpha/numeric dependent on the positioning area
CATEGORY	Priority of response to initiate permanent or temporary repair
RESPONSIBILITY	Which PCBU has ownership of AToN
DESCRIPTION	Details exactly what the AToN looks like
CHARACTERISTIC	Details sequence/synchronisation of light
TYPE OF LIGHT	Model of light
DEPTH	Lowest Astronomical Tide (LAT)
RISER	Details of chains & connections to secure AToN
CLUMP	Detail on concrete weight and connections to secure AToN
DATE OF INSPECTION	Most recent inspections
COMMENTS	History and Records of AToN
NEXT INSPECTION DATE	Date of next inspection

TABLE 4 – AToNs Information Register

27.2 DARWIN PORT – AIDS TO NAVIGATION

Darwin Port will provide the Regional Harbourmaster with a written request to establish, alter or remove an AToN where safety or convenience of marine navigation is affected within the Port. Darwin Port will not act on a request until written approval of the Regional Harbourmaster is received.

27.3 PERSON/PRIVATE OPERATOR – AIDS TO NAVIGATION

No person will establish, maintain, operate, alter or remove an AToN without prior written approval of Darwin Port.

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Darwin Port will not allow a person to establish, maintain, operate, alter or remove an AToN without prior written approval of the Regional Harbourmaster.

Darwin Port and the Regional Harbourmaster may, by written notice, tell the owner of an AToN:

- to remove it entirely;
- to reposition it;
- to modify or alter its character or mode of exhibition;
- to cease using it;
- to only use at times specified in the notice given; and
- that they may take possession of it if they fail to comply;

if they believe it is undesirable to the safety or convenience of marine navigation.

Darwin Port may take possession where there is no known owner of it.

27.4 REGIONAL HARBOURMASTER – AIDS TO NAVIGATION

The Regional Harbourmaster or their authority have power to enter any land, including Aboriginal land (without a permit) and transport goods through or over it to erect, inspect or maintain an AToN that may be affecting safety or convenience of marine navigation within the Port of Darwin.

27.5 MOORING AT AIDS TO NAVIGATION

A person must not moor, make fast or attach a vessel to an aid in the Port of Darwin.

28 PORT NOTICES

28.1 GENERAL

Port Notices are issued by Darwin Port under section 57 of the *Ports Management Act*. Port Notices control activities and conduct within the Port for the purpose of maintaining or improving its safe, secure, and efficient operation.

28.2 PORT MANAGEMENT OFFICER

Port Management Officers are suitably skilled and knowledgeable Darwin Port employees appointed under section 22 of the *Ports Management Act*. They have the power to direct vessel activities and movements including pilotage, cargo handling, ballast, water and fuel transfers, and passenger embarkation and disembarkation.

28.3 PORT ENFORCEMENT OFFICER

Port Enforcement Officers are suitably skilled and knowledgeable Darwin Port employees appointed under section 24 of the *Ports Management Act*. They have direction, removal and entry powers for the enforcement of Port Notices.

28.4 PENALTIES

Port Notices must be complied with and penalties, that include removal from a workplace, apply to persons who do not follow Port Notice requirements.

28.5 REPORTING

A register of Port Notice breaches is maintained by the General Manager Operations who reports bi-annually to the Regional Harbourmaster of any contraventions of a Port Notice. Darwin Port may enter a premise or take any actions to enforce compliance with a Port Notice.

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A list of Port Enforcement Officers is maintained by the Darwin Port. The Port Notices are available on the Darwin Port webpage.

29 HOUSEKEEPING

29.1 GENERAL

All stakeholders must keep the Darwin Port workplaces clean, orderly and rubbish free. This is an important activity that must be carried out continually. Regardless of weather conditions, unexpected wind gust or in preparation for the cyclone season, it is good workplace practice.

All stakeholders are to take all waste, rubbish, unused materials, and other debris with them on departure from the Port except for some contractors which have established written agreements with Darwin Port.

All vessels are to ensure that items removed from vessels have waste collection arrangements in place by an approved waste disposal organisation (quarantine waste is excluded from this approval).

Failure to remove items or storing without approval will incur a charge which will be applied at a rate equivalent to 'Storage Charges' in accordance with the Port Tariffs published on the Darwin Port website.

30 SAFETY MANAGEMENT PLAN

30.1 TENANTS, LICENSEES, SERVICE PROVIDERS AND OTHER STAKEHOLDERS

A Safety Management Plan is a form of evidence that demonstrates to Darwin Port that other organisation's standard in the management of safety is aligned to legislative and good practice methodology. All Darwin Port stakeholders shall have a safety management plan in place.

Darwin Port can, in writing, request from any stakeholder operating at a Darwin Port workplace for a copy of their safety management plan to monitor, maintain or improve the safe, secure, and efficient operation of the Port and to ensure compliance with this Port Safety Plan.

Minimum criteria of a Safety Management Plan must include internal and other stakeholder engagement/interaction process's with:

- Commitment, planning and review
- Workplace hazard management
- Selection, Induction, Training
- Communication, consultation & involvement
- Incident and injury management
- Emergency management

Additionally, plans must incorporate obligations set out in this Port Safety Plan. All tenants and licenses must also comply with Terms and Conditions as stated in the Lease or Licence agreement.

Please note that providing evidence of certification against Australian Standards management systems, while cooperating is only demonstrating that a system is in place and does not demonstrate best practice, obligations and duties contained in legislation, or compliance with this Plan.

From time to time, Darwin Port may request further information to demonstrate compliance.

Darwin Port continues in its desire to work closely with stakeholders. Darwin Port's requirements are to ensure that the safety management and operations across all organisations have a common ground. This will ensure that separate stakeholder plans do not confuse, clash or create any additional hazards.

31 WORKPLACE INSPECTIONS

31.1 DARWIN PORT EMPLOYEES

An authorised Darwin Port employee is approved to inspect a workplace at any stage on notification to the stakeholder and is obligated to stop operations where an imminent safety, environmental or security concern is noted, or if they consider inadequate control measures are in place.

31.2 STAKEHOLDERS

All stakeholders operating in a Darwin Port workplace may be asked to provide assurance of their safety, environmental and security duties. Darwin Port may ask to sight copies of job, safety, environmental analysis / safe work method statements, work instructions or similar, issued Permit to Work form or view licences or competencies.

Key stakeholders, those entities that have operations located within the Darwin Port operational locations currently include ABF, Toll, ASCO, Baker Hughes, CTB, LINX, Monson Offshore, QUBE, Svitzer, Vopak and Crowley are engaged on a regular basis regarding safety management matters within Darwin Port. All other Port Users are able to raise safety management matters directly with Darwin Port personnel and/or through the Darwin Port *Hazard Report* located on the Darwin Port website.



All stakeholders are similarly obligated to stop work that has imminent risk to the safety of a person, plant or infrastructure, damage to the environment or suspicious security activity and report it immediately to Darwin Port.

31.3 ALL PERSONS

It is very important that everyone understands the nature of the working environment at all Darwin Port facilities. It is expected that on entry you will contribute towards maintaining a safe and healthy workplace, be environmentally responsive, and security conscious always.

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32 AUTHORISATION AND APPROVAL

<p>AUTHORISED BY:</p>  <p>Peter Dummett Chief Executive Officer Darwin Port</p> <p>Dated 4 June 2026</p>	<p>APPROVED BY:</p>  <p>Jon Abbey Acting Regional Harbour Master Department of Logistics and Infrastructure</p> <p>Dated 4 June 2026</p>
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