12. Port safety

The aim of this section is to provide guidance to the port community and Maritime Safety Queensland's personnel in the initial response procedures in the event of dangerous incidents, emergencies and disasters.

12.1 Emergency contact numbers

Organisation	Telephone
Police (Gladstone)	000 or +61 7 49713222
Police (Rockhampton)	000 or +61 4932 3500
Ambulance (Gladstone)	000
Fire	000
Gladstone VTS	**+61 7 4839 0208 (24 hours)**
Gladstone Ports Corporation (Port Alma office)	+61 7 4934 6931 or 0418 799 386
Pollution reports Gladstone VTS	+61 7 4839 0208
Hospital (Gladstone General)	+61 7 4976 3200
Regional Harbour Master	+61 7 4971 5200
Manager Pilotage Services	+61 7 4976 8201
Australian Quarantine Service (Canberra)	1800 020504
Australian Quarantine Service (Gladstone)	+61 7 4972 0038
Australian Border Force (customs) (Gladstone)	+61 7 4976 3600 or 0417 767 105
Maritime Safety Queensland (Gladstone)	+61 7 4971 5200
Volunteer Marine Rescue (VMR)	+61 7 4972 3333 or VHF 16 and 82
Australian Maritime Safety Authority	+61 7 4972 9045

Table 14 – Emergency contact numbers

12.2 Authorities

Maritime Safety Queensland's emergency procedures are prepared under the provisions of the *Transport Operations (Marine Safety) Act 1994* and the Transport Operations (Marine Pollution) Act 1995. Gladstone Ports Corporation has published an emergency response plan for the port of Port Alma which details the required response to an emergency within the port. All emergencies should be reported to Gladstone VTS on VHF channel 13, who will activate the emergency response plan and call the appropriate emergency response service

Fire/Police/Ambulance: 000

12.3 Fire

The GPC maintains a 24 hour security and fire watch when vessels carrying ammonium nitrate or explosives are in port. Initial reports should be made either to the security officer or by calling the Queensland Fire Department (QFD phone 000) and notify Gladstone VTS on VHF channel 16 or 13. QFRS is the lead agency when the ship is at the berth and Maritime Safety Queensland when the ship is off the berth. The Regional Harbour Master (Gladstone), in consultation with the facility operator and the Gladstone Ports Corporation, will make the decision if the vessel is to be removed from the berth.

Detailed emergency procedures are in place at Port Alma. The procedures outlined below are supplied courtesy of Gladstone Ports Corporation.

12.4 Emergency procedures for vessels carrying explosives and ammonium nitrate

Incidents involving Ammonium Nitrate include, but are not restricted to:

- fire (either directly or in the area)

- broken packaging

- ammonium nitrate and explosives in poor condition

- ammonium nitrate mixing with fuel source (for example, fuel oil from ship)

- explosives subjected to mechanical impact (for example, dropped or penetrated by forklift)

- evidence of missing explosives (for example, open packaging)

- poor stowage in ship's hold

- hot work or ignition sources operating in vicinity.

A person detecting any incident should:

- notify the emergency coordinator

- not handle or move explosives suspected to be damaged or old

- remove ignition sources if safe to do so

- in the event of fire, extinguish fire if feasible and trained to do so

- not repack in the event of missing ammonium nitrate and explosives.

The emergency coordinator should, in the event of a fire:

- oversee fire fighting

- call for emergency services

- evaluate need to evacuate port and if required, implement port evacuation

- alert the explosives inspector.

For other incidents:

- Assess risk and evaluate need to evacuate part or total port.

- Contact and confer with explosives inspector.

- Prevent handling of damaged explosives.

- Ensure contaminated ammonium nitrate and explosives are collected and removed to a safe location if safe to do so.

- Ensure evidence of missing explosives or ammonium nitrate is preserved until otherwise advised by explosives inspector or police.

- Call for emergency services if required.

12.5   Port evacuation

The emergency coordinator should:

- determine whether to evacuate to local or remote assembly area

- sound emergency siren and leave it running

- call Emergency Services by phoning 000

- advise safety watch if operational

- notify all port users of the evacuation and relevant assembly area, in person or by phone.

The road-watch/gatekeeper, on being advised that the port is being evacuated should:

- leave gate open

- collect log sheets, ship evacuation forms and emergency manual

- evacuate in accordance with evacuation procedures

- assist emergency coordinator at assembly area with roll call of persons.

Persons being evacuated (local personnel, ship's crew and so on) should:

- recognise that the alert for port evacuation will be by siren or advice from the emergency coordinator or their delegate.

Evacuating by land:

- Proceed to local assembly area but be prepared to travel to remote assembly area (5 kilometres along Port Alma Road at Cheetham Salt fields).

Evacuating by water:

- Proceed along Raglan Creek which meets Port Alma Road at the remote assembly area or by Casuarina Creek to reach Port Alma Road four kilometres beyond the remote assembly area and flag passing traffic.

- Large shipping is to proceed along shipping channel to Sea Hill anchorage.

General requirements:

- Alert other persons of evacuation.

- Not shelter in building if ammonium nitrate and explosives hazard is involved.

- Not smoke at any time until the all clear is given.

- Not delay by attending other areas but proceed immediately to assembly area/s.

- Take vehicles to local assembly area and assist other persons without vehicles to evacuate to the remote assembly area.

- Remain at the remote assembly area until the emergency coordinator/emergency services give approval; this allows for all personnel to be accounted for.

- Not return to the port area until the all clear is given by the emergency coordinator/emergency services.

12.6   Marine pollution

The *Transport Operations (Marine Pollution) Act 1995* is designed to protect Queensland's marine and coastal environment by minimising deliberate and negligent discharges of ship-sourced pollution. Discharges of oil, noxious liquid substances, packaged harmful substances,

sewage and garbage (MARPOL Annexes I, II, III, IV and V) from ships are prohibited in Queensland coastal waters and pilotage areas.

Maritime Safety Queensland has the authority to detain any vessel suspected of causing marine pollution and to intervene where there is imminent danger to the coastline.

There is a limited service available at Port Alma for the collection of tank washing slops, oily bilge water, and oily mixtures containing chemicals, oil sludge, and sewage. The service is provided by Nationwide Oil Pty Ltd.

Phone: +61 7 4922 8299

Fax: +61 7 4922 5799

or Cleanaway   +61 7 4927 6899

There is no service for the collection of garbage and/or quarantine waste – this should be retained on board in covered receptacles.

12.6.1 Reporting

Section 67 of the *Transport Operations (Marine Pollution) Act 1995* requires the master of a ship to report a discharge or probable discharge without delay to the Regional Harbour Master.

The report should be made via Gladstone VTS (24 hours) on:

VHF radio: VHF 13 and 16

Phone: +61 7 4839 0208

Email: VTSGladstone@msq.qld.gov.au

The marine unit coordinator for the Gladstone Ports Corporation can be contacted on:

Phone: +61 7 4976 1333 (24 hours)

The following details should be provided in a report of marine pollution:

- date/time of incident
- location (latitude, longitude and physical site)
- report source and contact number
- nature, extent and estimated quantity of spill
- type of oil or description
- spill source and point of discharge from source
- identity and position of nearby ships or name of alleged polluter
- nature and extent of spill and movement and speed of spill
- local weather/tide/sea conditions
- whether a sample of the substance spilled has been collected

and any additional information that relates to the spill.

12.7 Marine incidents

A marine incident is an event causing or involving:

- the loss of a person from a ship;
- the death of, or grievous bodily harm to, a person caused by a ship's operations;

- the loss presumed loss or abandonment of a ship;

- a collision with a ship;

- the stranding of a ship;

- material damage to a ship;

- material damage caused by a ship's operations;

- danger to a person caused by a ship's operations;

- danger or serious damage to a ship;

- danger or serious damage to a structure caused by a ship's operations; or

- another event prescribed by regulation.

Section 124 of the *Transport Operations (Marine Safety) Act 1994* requires ships masters to assist if a marine incident involves two or more ships. The master of each ship involved in the marine incident must, to the extent that he can do so without danger to his ship or persons on board his ship:

- give the other ship involved in the incident, its master and persons onboard the ship the help necessary to save them from danger caused by the marine incident;

- stay by the other ship until no further assistance is required; and

- give the master of the other ship reasonable particulars adequate to identify the ship and its owner.

12.7.1   Reporting

Section 125 of the *Transport Operations (Marine Safety) Act 1994* requires the master of a ship involved in, or believed to be involved in a marine incident to report the situation to the Regional Harbour Master immediately. For category 1 incidents the Regional Harbour Master will complete a Marine Incident – Preliminary Advice Form.

A Written report on a marine incident is to be submitted on Marine Incident Report (form 3071) within 48 hours of the incident occurring.

Section 129 of the *Transport Operations (Marine Safety) Act 1994* requires the master of a ship to promptly report dangers to navigation including, an abandoned ship, a damaged aid to navigation, severe weather conditions and so on.

A marine incident report may also to be submitted to the Australian Maritime Safety Authority – refer to website for details.

12.7.2   Procedures subsequent to serious marine incidents

In the case of a vessel grounding or if structural damage has occurred, the vessel is to be removed to a position of safety.

Immediate advice from the Regional Harbour Master should be sought in this instance and the vessel surveyed by the appropriate authority (Australian Maritime Safety Authority and/or classification society) to ensure the seaworthiness of the vessel before it leaves port limits.

12.7.3   Port community responsibilities

As a responsible member of the maritime community, any person witnessing an incident which was/or is capable of becoming an emergency is obliged to report the matter to the Regional Harbour Master's office (VTS) and/or Emergency Services (Police, Fire or Ambulance).

Australian Maritime Safety Authority requests pilots, stevedores, port authority officers and others to notify them of suspected deficiencies on ships.

12.7.4 Environmental incident reporting

Incidents with potential to cause or which have caused environmental harm as defined in the *Environmental Protection Act 1994* within the port including land and facilities under the control of the Port Authority must be reported to the Authority as soon as reasonably practicable. Failure to report an incident that impacts adversely on the environment is an offence.

Port users, owners, masters and organisations are reminded it is their responsibility to notify the Department of Environment and Heritage Protection and/or Rockhampton City Council where the incident is of the nature that requires notification under the *Environmental Protection Act 1994* and environmental protection policies.