



GEELONGPORT SAFETY & ENVIRONMENTAL MANAGEMENT PLAN

2011 ANNUAL COMMUNITY UPDATE

The GeelongPort Community Consultative Committee (GPCCC) provide the following summary of Port activities, relevant recent & planned operations/events over the previous 12 months:

The GeelongPort SEMP involves 3 organisations –

- **GeelongPort**
- **Victorian Regional Channels Authority and**
- **GrainCorp.**

The material covered in the SEMP is an amalgamation of high level Safety & Environmental Risks identified within the Port. In terms of responsibility, VRCA are responsible from the wharf face outward (seaward into Corio Bay) whilst GeelongPort and GrainCorp are responsible from the wharf face inward (landward). All three organisations along with other agencies such as the Police and CFA are also involved in both the Port Emergency Plan and the Port Security Plan.

General

Minister for Ports announcement re Feasibility Study for Car Imports & Exports from Geelong.

The new Minister for Ports recently announced a \$2 million Feasibility Study would be conducted on behalf of Government into the possible relocation of the vehicle trade from the Port of Melbourne to the Port of Geelong. The Feasibility Study will be conducted during 2011 and will involve all stakeholders in the industry.

Geelong Car Carrier Study – Report on Overseas Tug Investigations

VRCA indicated that car carriers were high sided vessels and therefore were difficult to navigate in Geelong's shipping channels. VRCA had a look around at various technologies including a new type of ROTOR tug to address the problem. The new ROTOR tugs allow greater manoeuvrability in all directions, can be used as an escort for vessels and to assist them to berth safely in all conditions. Recently VRCA and some Port Phillip Sea Pilots returned to Copenhagen to view the tugs in action. They are currently waiting on a report on simulations that were undertaken using the tugs.

Whole of Port Development Strategy

VRCA indicated that 2010 had been a busy year in terms of legislation which included the passing of the Transport Integration Act. The intention of the Act was to have a single legislative framework for all forms of transport and the process also requires consideration of economic, social and environmental impacts having regard to local issues.

Annual Internal SEMP Review

A review of the GeelongPort SEMP document was conducted in June resulting in the SEMP document being updated.

In accordance with the consultation process with principle port stakeholder's formal interviews are required to be conducted by an external consultant every five years. The purpose of the interviews is to identify changes to risks and hazards. The interviews were conducted in August 2010 by GHD.

Government SEMP Review

GHD were commissioned by Government to identify if the SEMP remained a practical working document. The GeelongPort had recently received from DoT a report entitled Review of SEMP Arrangements prepared by consultants GHD. This lengthy report contained 10 recommendations and 15 findings. The report follows a series of stakeholder interviews conducted by GHD with commercial and local port operators earlier in the year. GeelongPort, VRCA and GrainCorp prepared a joint response to the 10 recommendations contained in the report.

Proposed Legislative Amendments for Port Safety and Environmental Management Plans

The Minister for Ports, The Hon Dr Denis Napthine MP states-

"The Port Safety and Environment Management Plans (SEMPs) required under Part 6A of the Port Management Act 1995 (PMA), were due to be audited at the Port of Geelong by 15 July 2011.

The response to the Review of Port Safety and Environment Management Plan Arrangements 2010 proposed a number of legislative amendments to be considered.

The Minister for Ports now declares that the port managers of the Victorian commercial trading ports – Port of Portland, Port of Geelong, Port of Melbourne, Port of Hastings, must have each of their safety management plans and environmental management plans audited in accordance with section 91F of the PMA by newly fixed date of 1 July 2012.

One of the Government Proposed Legislative Amendments for the Audit & Certification process is to "consolidate auditing and certification requirements into a single audit process to take place once every three years", opposed to auditing every 2 years and certification every 4 years.

ISO Certification

GeelongPort has maintained certification to AS/NZS4801, ISO AS/NZS9001 and ISO AS/NZS14001 for 2010, achieving no major non-conformances after the annual external audit by DNV. A second periodical audit is due in July 2011.

Port Activities.

Port Repair and Maintenance Program

GeelongPort has an ongoing repair and maintenance program to ensure that the structural integrity of its wharves and piers are maintained into the future. The Port is currently undertaking repair and maintenance work at Refinery Pier and Lascelles Wharf No 2 berth. This program includes some pile replacement work where required.

Potential Heavy Lift Shipments including Wind Turbines and Generators for Power Plants through Lascelles wharf

GeelongPort has been approached by a heavy haul transport company about using Lascelles Wharf for a number of upcoming heavy lift shipments. These projects potentially include equipment for a number of planned new power stations, wind farms and gas expansion projects in Victoria and southern New South Wales. Discussions have taken place with VicRoads about suitable transport routes from the wharf once the equipment arrives by ship.

Proposed Special Building Overlay for Part of Oyster Cove

The port has been notified by the City of Greater Geelong that some low lying parts of Oyster Cove, especially land in and around Cuthbertson Creek, are likely to be subject to a proposed new Special Building Overlay (SBO) which will be incorporated into the Geelong Planning Scheme. At this stage it would appear that the SBO will mean any future buildings would have to be built to a height that covers a one in a hundred year flood level. The SBO will also cover large urban areas located upstream of port land.

Port Emergency Management Plan

The Port Emergency Plan is due for review later in the year. The revised plan will be placed on the GeelongPort website at www.geelongport.com.au.

Joint Security and Emergency Exercise

GeelongPort hope to have a joint security and safety exercise later in the year. The exercise will include the CFA and a more active role for the port's marine controllers.

GeelongPort Safety Update LTI Free Days as at 30/06/2011

By continual effort and involvement from all employees with reporting of Near Miss incidents and conducting Safety Observations GeelongPort has been Lost Time Injury free for over 6 years. (LTI free days of = 2,124)

Port Stop for Safety Exercise – Health Expo for GeelongPort employees

GeelongPort held a Health Expo on 23rd March with Expo stalls on - Exercise Planning, Alcohol Awareness, Inner Body Scan, Iridology, Antioxidant stall and an Education stand.

National Safety Campaigns

In March the team had a presentation on the new National Safety Campaign for “Prevention of POTENTIAL Injuries / Damage” (Near Miss) emphasising the importance of preventing any fatality from occurring in the workplace. The presentation was followed with a safety video - Too close for Comfort

GeelongPort implemented the “Home Safely Everyday” campaign which is also implemented across all Patrick sites.

OHS Commitment & Consultation

GeelongPort OHS representatives attended the Victorian WorkSafe, “Safety in Action Week” held in Melbourne in April and delivered a presentation to the OHS Committee on the events of the day.

As part of the ongoing improvement to Safety at Geelong the OHS Committee will be visiting other worksites at Portland, Melbourne Stevedoring and GrainCorp in Geelong to determine what safety initiatives other sites have in place and any learning's we can gain from the visits.

Health Surveillance

As part of our Ports Health Surveillance Program for employees, Dermoscopy (skin cancer checks) were undertaken in April, Flu vaccinations, Bowel scans, and Health checks were given to employees.

Safety and Operating Improvements – New Workboat for the Port

GeelongPort has recently acquired a new workboat to assist with survey and barge work. The new boat will provide a safe platform for port employees to work from and will be used to manoeuvre the port's barge when maintenance work is undertaken.

Safety Improvements - Corio Quay South Cargo Shed

GeelongPort has recently undertaken re-asphalting and underpinning work on the floor of the Corio Quay South cargo shed to counter some subsidence which had made forklift operations dangerous. The cargo shed is currently used for the storage and importation of steel coils from Japan.

GeelongPort Environmental Update

GeelongPort had no reportable Environmental Infringements in 2011. The Port continues monitoring the environment through an auditing process and safety observations which are conducted on a regular basis by management and employees.

Reduction in Water Usage at Lascelles

The Port aims to reduce the amount of water used at Lascelles wharf and through a monitoring programme which has been established for this purpose.

Continual monitoring of port infrastructure is conducted to identify any leaks that may occur from pipes therefore minimising the amount of water which potentially could be wasted.

The water usage is tracked on a monthly basis and compared with previous years usage.

Reduction in Greenhouse Gas Emissions

GeelongPort continue to collect data on our total Carbon Footprint to provide a basis for energy reduction going into the future in accordance with Asciano Sustainability Plan.

GeelongPort Dry Bulk Cargo Handling Protocol

The purpose of this protocol is to set standards for the handling of dry bulk cargoes on vessels and on wharves at the Port of Geelong.

In complying with this protocol, users are also requested to refer to other existing guidelines in relation to the handling of dry bulk cargoes, including "The loading and Unloading of Solid Bulk Cargoes" published by ICHCA, "Code of Practice for the Safe Loading and Unloading of Bulk Carriers" published by AMSA and "The Handling and Transport of Dangerous Cargoes in Port Areas (Section 9) under the Australian Standard AS 3846 2005.

The objective of this protocol to ensure that all dry bulk handling operations at the Port of Geelong are conducted in accordance with the GeelongPort Standards and Procedures. Operations are required to be conducted in a manner that will appropriately manage waste and pollution, promote efficient use of resources and manage environmental impacts.

Hirers, Licensees and Tenants must comply with all applicable environmental legislation and other requirements, and ensure that they manage their environmental impacts.

This protocol is subject to regular review to ensure that dry bulk cargo handling operations at GeelongPort are continually improved.

In order to ensure that users are complying with this protocol, GeelongPort carry out random inspections of operations at their facilities. These inspections are carried out by a GeelongPort Environmental Controller.

Figee Crane Grabs – Lascelles wharf

The figee crane grabs are continually monitored for leakage through the GeelongPort preventative maintenance programme.

Trade 2011

Update on Fertiliser Cargoes at Lascelles wharf

The Port had some 100,000 tonnes of fertiliser imports during February including imports for a new fertiliser company that has recently commenced operations in Geelong. The Port also handled 50,000 tonnes of gypsum and calcite for the month.

240,000 tonnes of fertiliser imports in March. IPL are planning an export shipment of 11,000 tonnes to New Zealand and 25,000 tonnes of Chinese fertiliser will also be exported overseas.

Shipments of Timber to the Middle East from Lascelles wharf

A shipment of 6000 cubic metres of timber will be sent to the Middle East every 2-3 months to make timber pellets.

Steel Cargoes

Steel coil imports had dropped off during April however, due to industrial problems in Melbourne, 5 Squire ships have recently docked and unloaded in Geelong.

Log Trade

The export of logs from AMS through Corio Quay South ceased due mainly to AMS having trouble sourcing logs from the Geelong region .

Update on Cargoes at Corio Quay and Lascelles wharf

A newly constructed Toll barge has recently been laid up at Corio Quay for repairs. The barge has since been relocated to Bulk Grain Pier for an extended lay-up period. The barge will be used to transport prefabricated warship modules from Williamstown to South Australia for final assembly.

GeelongPort are expecting a naval warship visit at Corio Quay in August.

Export Grain Shipments from Geelong

The Geelong Grain Terminal Manager had recently indicated that he expected some 2 million tonnes of grain to be exported through Geelong this year.

Other Trade Opportunities

GeelongPort has had some enquires about additional volumes of cement related products and an incoming shipment of rail line in 27 metre lengths.

The Port is also hopeful of attracting additional imports of bitumen at Refinery Pier some time in the future.

GeelongPort is also interested in attracting mineral sands to Geelong.

Construction of liquid fertiliser tanks at Terminals is well advanced and planning approval is currently being sought for an avgas (aviation fuel) tank and bitumen tanks at Oyster Cove.