



# **Patrick Ports, GrainCorp & Victorian Regional Channels Authority**

## **GeelongPort Safety and Environment Management Plan**

**2009 Update**

**April 2009**

## Executive Summary

### **Purpose of plan**

In 2003, The *Port Services Act 1995* (PSA) was amended to include a new Part 6A, which sets out the broad legislative scheme requiring port managers to develop and implement safety and environment management plans (SEMPs) for their ports. The SEMP requires a comprehensive, risk based approach to safety and environment management by port managers and to address overlaps or gaps. The SEMP is intended to complement existing legislation by bringing a “whole of port” perspective to the management of safety and environment within the port.

This SEMP examines the full range of activities by the port managers, GeelongPort, Victorian Regional Channels Authority and GrainCorp, with a view to ensuring that hazards and risk are identified and controlled by the responsible parties.

### **Port Management structure**

In the Port of Geelong, there are two private-sector companies that own and manage the land assets of the port. These are GeelongPort and GrainCorp. There is also a statutory corporation, the Victorian Regional Channel Authority (VRCA), which is the port manager for the port waters of Geelong. Parks Victoria manages the waters outside the Victorian Regional Channels Authority’s defined “port waters” and has prepared a SEMP to cover this area.

### **Statement of port safety and environmental values**

The following outlines the safety and environmental values of each port manager.

#### ***GeelongPort***

- ▶ The prime objective is to achieve the highest possible level of service to our customers;
- ▶ Provide Training and Leadership for employees to maintain the ongoing Safety Culture within the Port Operations Business; and
- ▶ Ensure ongoing compliance and accreditation to ISO 9001, ISO 14001, AS/NZS 4801 and compliance to Victorian WorkSafe Safety Map.

The Quality & Risk Management Systems Manual has been developed by the Patrick Ports business to ensure that all activities, which may have an impact on safety, occupational health, the environment or quality, are carried out in a manner that comply with:

- ▶ Relevant statutory regulations and codes;
- ▶ ISO 14001 Environmental Management Systems;
- ▶ ISO 9001 Quality Management Systems;
- ▶ AS/NZS 4801 OH&S Management Systems (or equivalent e.g. SafetyMAP); and
- ▶ Asciano Corporate Policies and Procedures.

## **Environmental Sustainability & Safety Initiatives for the Port**

### *New Water Plan*

GeelongPort has developed a water management plan as part of a commitment to water conservation.

With the region continuing to bear the brunt of a decade-long drought, a number of water saving initiatives have been introduced in the port precinct. Water tanks are to be installed at Lascelles No. 2 cargo shed and have been installed at new head office at Corio Quay North to capture run off. The tanks have already proven their worth by watering gardens around the office. Lascelles wharf shed #2 re-roofing project continues and will eventually provide a mechanism to capture water which could be used in cleaning operations. In addition, low flow high-pressure cleaning systems are being used on shore-based cranes and hoppers while carwash stations have been decommissioned at Corio Quay and Lascelles Wharf. The cleaning systems alone are expected to save 700 kilolitres of water a year.

Representatives from CoGG had recently visited the Port as part of its Healthy Waters Program. They addressed the Port about their proactive approach to waste water management.

The plan is a responsible and commonsense approach to saving water. As a major operation in the region, the Port believes it is imperative to show leadership on such a crucial issue as water.

### *Corio Quay North No. 4 Berth and Ship Loader*

The purchase of a new woodchip loader for the Corio Quay North No. 4 Berth Loading Facility incorporates environmentally sound cleaning systems which use air instead of water. There is also a vacuum cleaning system integrated into the structure and conveyor systems which are two thirds covered, to reduce dust emissions. Captured product will be returned to the product stockpile. The berth will have drainage pits with filter grates to capture stormwater and prevent it from entering directly into the waterway.

### *Reduction in Greenhouse Gas Emissions*

The following equipment was purchased to reduce the amount of greenhouse gas emissions:

- ▶ A new generation, fuel efficient, Volvo front end loader for operation in Lascelles No. 2 cargo shed; completed
- ▶ An excavator with improved technology to reduce fuel consumption; completed
- ▶ Extra skid steer loader for wharf and ship hatch cleanouts, resulting in a more efficient cleaning process and less energy than that used by a front-end loader. completed
- ▶ We continue to collect data on our total Carbon Footprint to provide a basis of reduction going into the future in accordance with Asciano Sustainability Plan

## **OHS Commitment & Consultation**

Annual External DNV Audit of the Ports certification to Quality 9001, OHS 4801 & Environmental 14001 standards.

The SEMP is reviewed and updated on an annual basis.

Internal auditing process includes a sampling of the GeelongPort SEMP Risk Assessments.

A Safety, Health, Environmental & Quality plan has been rolled out across port operations enabling each of the businesses to develop their own site safety plans.

Introduction of an improved GSP ship management and data flow system for stevedores and Port which will be rolled out to other ports. This will improve the quality and quantity of operational data flows in the ports.

Meetings are held on a bi-monthly basis with the Community Consultative Committee consisting of members from the community and Government agencies.

A review of the GeelongPort Emergency Management Plan is being conducted and is reviewed on a regular basis.

### ***Victorian Regional Channels Authority***

The mission of the VRCA is to provide safe marine services, for the betterment of Victoria, by meeting our customers' and stakeholders' current and future needs in harmony with the environment.

In pursuit of its mission, the VRCA will:

- ▶ Operate a safe and efficient channel operations business;
- ▶ Exhibit a culture of social and environmental responsibility;
- ▶ Provide the State with a reasonable return;
- ▶ Provide quality service to its customers at a reasonable charge;
- ▶ Manage all assets and liabilities on a prudent basis; and
- ▶ Be a good employer by adopting and applying personnel policies aimed at maintaining good relations with employees.

### ***GrainCorp***

GrainCorp's corporate objectives are to:

- ▶ Provide sustainable and improving returns to shareholders;
- ▶ Maximise value from the agri-food value chain;
- ▶ Reduce income volatility through diversification;
- ▶ Grow core business to maximise economies of scale and scope;
- ▶ Assist our employees to develop their potential in a rewarding, safe and enjoyable workplace; and
- ▶ Give back to the communities we live and work in.

### **Brief description of port**

The Port of Geelong is the largest regional port in Victoria. It handles 25 percent of Victoria's export including petroleum products, bulk and bagged grain and woodchips. Imported materials include crude oil, petroleum products, hazardous materials and fertiliser raw material. The port facilities include:

- ▶ Refinery Pier;
- ▶ Lascelles Wharf;
- ▶ Corio Quay Wharves;
- ▶ GrainCorp piers;
- ▶ Point Henry Pier; and
- ▶ Point Wilson Pier.



Operations and activities at Cunningham Pier, which provides berthing for cruise ships and navy ships, and which is privately owned and operated, is not included in this SEMP.

### **Brief description of key activities**

GeelongPort is the principal organisation responsible for the management of piers and wharves in the Port of Geelong. It manages fourteen berths in the port and approximately 90 hectares of port-zoned land. The port was privatised in July 1996, when GeelongPort assumed the port operating rights under an agreement with the asset owners, Ports Pty. Ltd. GeelongPort leases and controls all the land-based assets.

Established by the *Port Services Act 1995*, the Victorian Regional Channels Authority (VRCA), a Victorian Government Statutory Authority, commenced operations on 1 April 2004. The VRCA is responsible for regional shipping channels and manages the commercial navigation channels in the port waters of Geelong, Portland and Hastings. All commercial vessels entering or leaving the Port of Geelong are required to use the defined shipping channels managed by VRCA.

GrainCorp's core business is to provide storage, logistics and marketing of grain, seeds, meal and other free flowing bulk commodities such as woodchips, minerals, fertiliser and stock feed pellets.

### List of major tenants, licensees, service providers and customers

A list of tenants, licensees, service providers and customers that interact with GeelongPort, GrainCorp or VRCA is provided below:

- ▶ ABB Fertilisers
- ▶ Alcoa
- ▶ AMOSC
- ▶ AQIS
- ▶ Australian Customs Service
- ▶ Australian Drilling Associates
- ▶ Barrett Burston
- ▶ Blue Circle Southern Cement
- ▶ Bruce Stevens Bulk Commodities
- ▶ Corio Waste Management
- ▶ Eastside Cranes
- ▶ Gearbulk
- ▶ Hi-Fert
- ▶ Hunter Grain
- ▶ Impact Fertilizer
- ▶ Incitec Pivot Limited
- ▶ Interfert
- ▶ K & S Transport
- ▶ Kalari Transport
- ▶ Linke Transport
- ▶ LW Marine Services
- ▶ Midway
- ▶ MSS Security
- ▶ NYK Logistics
- ▶ Offshore Oil Exploring companies
- ▶ Omya Australia
- ▶ P & O Ports
- ▶ Patrick Stevedoring
- ▶ Port Phillip Sea Pilots
- ▶ Quinlan Cranes
- ▶ Selected commercial diving companies
- ▶ Selected consultants
- ▶ Selected contractors
- ▶ Shell Australia
- ▶ Ship Agents/Owners
- ▶ Smorgons
- ▶ Softwood Plantation Exporters
- ▶ Svitzer Australasia
- ▶ Terminals
- ▶ Toll Logistics
- ▶ Various Provedores
- ▶ Volclay
- ▶ Williamstown Cranes

### Overview of the plan development, implementation and review process

In 2005, twenty-one interviews were conducted with port managers and key port stakeholders within the Port of Geelong, either on an individual basis or with a small group from the same company. The “one-on-one” interview process allowed each participant a degree of confidentiality without the presence of its customers or competitors. All participants were encouraged to raise significant “whole of port” safety and environment hazards or risks, particularly those that affected other parties or where other parties affected them.

Key port stakeholders also shared their risk registers and safety and environmental management plans and system documentation, so that duplication would not occur in the preparation of the SEMP.

Some of the information supplied by key port stakeholders was verified by observing some of their daily port activities.

The information obtained from interviews with key port stakeholders, including individual stakeholder management plans, and the observation of key port stakeholders' activities, was reviewed in conjunction with the existing safety and environment management procedures in place at GeelongPort, VRCA and GrainCorp. The combined data were assessed against the *Ministerial Guidelines: Port Safety and Environment Management Plans*, to enable preparation of a "whole of port" SEMP. This SEMP addresses the *Ministerial Guidelines: Port Safety and Environment Management Plans* and encompasses the pre-existing risk assessments, which are already in place.

This SEMP is a high level document and is integrated into the existing safety and environment management system by each port manager. Port managers are responsible for implementation of their own parts of the SEMP. For example, GeelongPort has an "OHS, Environmental, Quality and Training Plan" which includes the implementation of the SEMP in its objectives and targets, and similarly for GrainCorp. VRCA has incorporated the risks and actions plans identified in the SEMP into their overall risk register and included the action plans as part of their business action plan.

VRCA also has, as a condition of their contracts with service providers, a requirement that VRCA must be notified of all incidents that occur during the contract, so that investigations and reviews may be undertaken and corrective and preventative actions determined to prevent reoccurrence. VRCA's overall risk register and business plan, which includes actions and targets, is then updated. This information will also be included in the SEMP as appropriate.

During the process of obtaining information, it became clear that many of the processes that underpin safety and environmental management are already in place at the Port of Geelong, and are contained within the documentation and procedures implemented by key stakeholders.

The implementation of this management plan will be by a process of review, revision and refinement of existing procedures for effectiveness and applicability, and by a progressive gap analysis by stakeholders that will identify any new procedures or extension of existing procedures that might be required. In 2006, the SEMP was reviewed internally by all the port managers and updated. In 2007, an EPA appointed auditor conducted an external audit of the SEMP and no non-conformances were found.

When tenant agreements, leases, licences or any other form of agreements to operate in or gain access to areas of the port are entered into, negotiated or reviewed, GeelongPort, GrainCorp and VRCA, with the consent of the tenant, licensee, customer or service provider, will endeavour to incorporate the appropriate safety and environmental management planning requirements. Only in extreme cases, which posed unacceptable risks, would GeelongPort, GrainCorp or VRCA seek assistance from the relevant agency.

### **Summary of the significant hazards/risks and additional control measures**

The port managers and many of the key port stakeholders have safety and environment management plans or systems in place for the control of hazards and risks.

Additional proposed control measures under the responsibility of GeelongPort are to:

- ▶ Ensure a baseline environment site assessment is completed prior to construction activities on reclaimed land at Oyster Cove;
- ▶ Risks associated with the use of the new berth, ship loader and conveyors at Corio Quay are available for review in a separate document.
- ▶ Ongoing replacement program of Grabs

Additional proposed control measures, under the responsibility of VRCA, are:

- ▶ Development of Vessel Traffic System (VTS).
- ▶ Completion of Safety Management Plan.
- ▶ Develop a sea based fire fighting response plan with identified actions and responsibilities.

Under the responsibility of GrainCorp, there are no additional proposed control measures.

Proposed additional action items identified in the risk registers, which are the responsibility of other parties within the port, are not included in the above lists and should appear under the individual party's safety and environment management plan.

### **Summary of process for consultation with people affected by the plan**

The aim of this consultation strategy is to provide a cohesive strategy for the SEMP consultation process for the Ports. The consultation effort will be directed to achieving formalised objectives. Specific objectives of the consultative process are to:

- ▶ Identify all relevant stakeholders and interest groups who have, or may have, a legitimate interest in the safety and environmental performance of the port;
- ▶ Inform, consult, involve and collaborate with stakeholders as relevant;
- ▶ Engage with the "SEMP Consultative Committee" for the SEMP;
- ▶ Ensure adequate consultation with stakeholders is undertaken for any new projects or major changes to existing practices that have safety and environment implications; and
- ▶ Monitor, evaluate and update the consultation strategy so it remains relevant and of value to the implementation of the SEMP.
- ▶ Formal interviews of principle port stakeholders will be conducted by an external consultant every five years. The purpose of the interviews will be to identify changes to risks and hazards.
- ▶ The next interviews by an external consultant are due in August 2010.

**Plan endorsement by port management**

**For GeelongPort:**

Signed: .....

**Business Manager, Port Management**

**Patrick Ports**

**For Victorian Regional Channels Authority:**

Signed: .....

**Chief Executive Officer**

**Victorian Regional Channels Authority**

**For GrainCorp:**

Signed: .....

**Geelong Terminal Manager**

**GrainCorp**

**Contact details for comments/inquiries**

Contact details for comments and inquiries regarding this SEMP are detailed below:

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