



Maritime Environmental Management Plan

DIN: PLN-GOV-0253



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01 Introduction

1.1 About Flinders Port Holdings

Flinders Port Holdings (FPH) is the leading privately-owned port operator in South Australia, handling most of the state's imports and exports and are the licensed Vessel Traffic Service for South Australia. Below are all Flinders Ports operational locations:

Figure 1: Project Locations



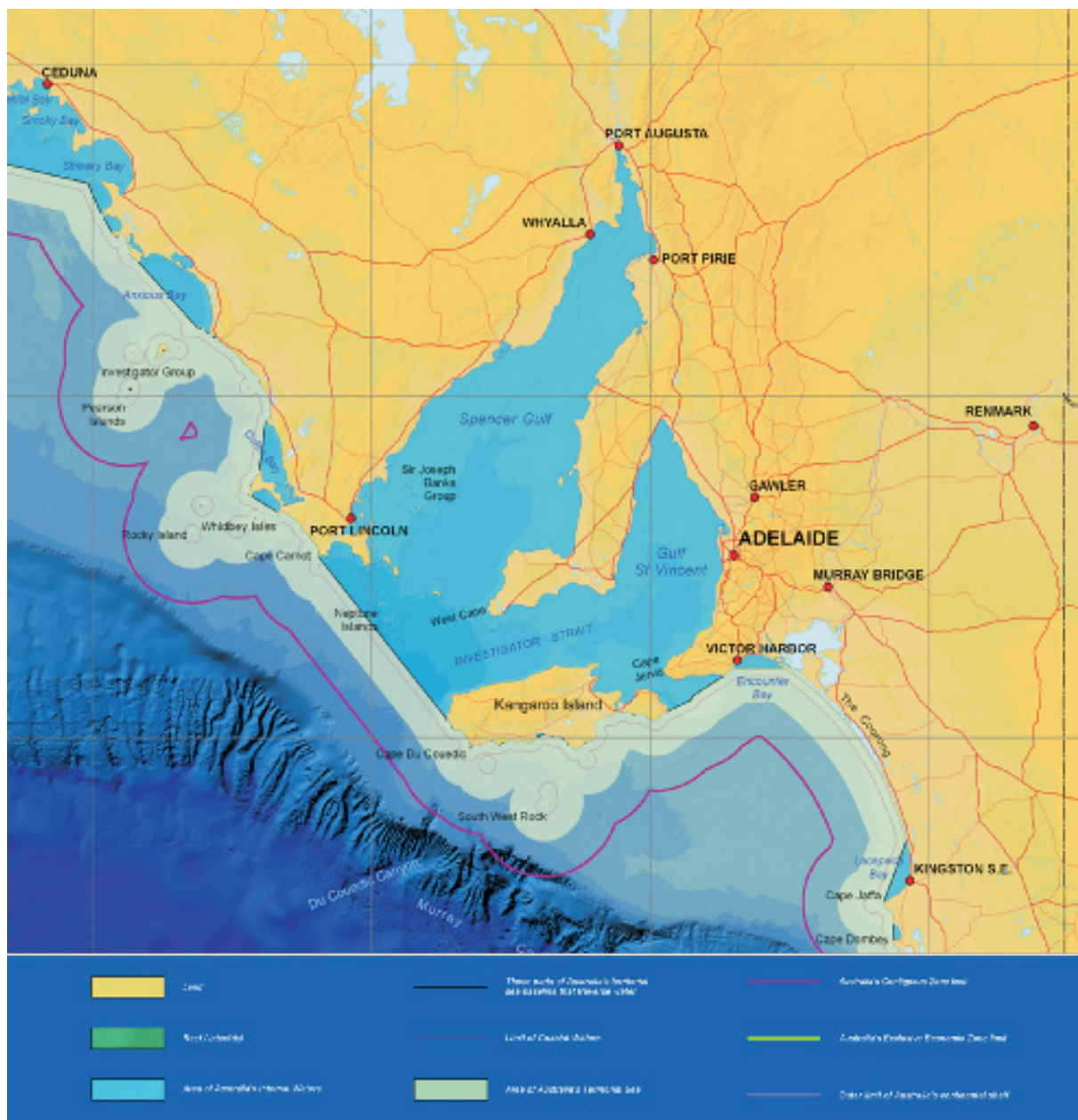
02 Purpose and Scope

The Maritime Environmental Management Plan (MEMP) provides environmental management advice for the masters of sea-going vessels ships' agents and other interested parties undertaking operations with Flinders Ports. This MEMP is to provide guidance on environmental obligations and requirements dependent on jurisdictional waters.

03

This section outlines the relevant laws that apply in and outside of our port limits. To assist with interpreting the environmental requirements set out in this section, vessel masters and shipping agents must be aware of Australia's maritime jurisdiction off the South Australian coast (see figure 2 below).

Figure 2: Maritime Jurisdictions



04 Maritime Environmental Management Plan Distribution

There are no limitations to the distribution of the Maritime Environmental Management Plan. The plan is provided to all relevant stakeholders prior to their arrival to Australian Commonwealth waters through the FPH Vessel Traffic Services team.

4.1 Interested Parties

Table 1: Interested Parties

KEY STAKEHOLDER AND RELATIONSHIP	
KEY STAKEHOLDER	RELATIONSHIP
Environmental Protection Authority	Regulator
Australian Maritime Safety Authority	Regulator
Department of Infrastructure and Transport	Regulator
Coastal Protection Board	Regulator
City of Port Adelaide Enfield	Regulator
Department of Water and Environment	Regulator
Subcontractors	Service Provider
Customers	Clientele
Local Community	Sensitive Receptors
Flinders Port Holding Employees	FPH business conductors



05 Roles and Responsibilities

Table 2 below depicts the roles and responsibilities of the key parties involved in undertaking shipping activities.

Table 2: Roles and Responsibilities

ROLES AND RESPONSIBILITIES	
ROLE	RESPONSIBILITIES
Shipping Agent	• Be aware of all environmental obligations and conditions associated with the shipping activity • Provide relevant documentation for approvals for shipping activities to Shipping Master, the operator (if other than the Master) and to FPH • Responsible for environmental incident remediation
Ship's Master	• Ensuring environmental controls are implemented to mitigate all environmental hazards and risk associated with work scopes • Be aware of all environmental obligations, approvals and conditions the activity must comply with • Encourage reporting of environmental hazards, near misses and incidents • Undertake monitoring or inspections to determine if environmental controls are in place and working effectively • Ensure the supervision team are competent in understanding their environmental obligations • Incident coordinator/controller for all serious environmental incidents
Flinders Ports - Vessel Traffic Services	• Ensure effective implementation and distribution of this plan • Report significant environmental incidents to regulators as per environmental legislative and contractual requirements • Inform and support the shipping master to undertake their respective responsibilities identified within this plan • Monitor environmental performance of the shipping master and their ship • Incident coordinator/controller for all serious environmental incidents

06 Planning

6.1 Environmental Management

Flinders Port Holdings has an accredited ISO 14001 environmental management system that ensures all aspects of the business successfully manage environmental performance. This plan is written in accordance with the ISO 14001 standard.

Under the Environment Protection Act 1993, all port users are required to exercise a general duty of care to minimise the impact of Port activities on the environment.

Any individual or organisation who undertakes an activity that contravenes any environmental law or FPH obligation will be instructed to immediately cease that activity.

6.1.1 Legislation and Approvals

To ensure legal obligations and requirements are achieved this plan has been written in accordance with obligations outlined in the following section.



07 Maritime Operations

7.1 Environmental Legislative Obligations

Table 3: Environmental Legislative Obligations

ENVIRONMENTAL LEGISLATIVE OBLIGATIONS

GOVERNMENT	ADMINISTERING AGENCY	LEGISLATION	RELEVANCE TO PORT STAKEHOLDERS
International	International Maritime Organisation	Int Convention for the Prevention of Pollution from Ships (MARPOL)	Includes regulations aimed at preventing and minimizing pollution from ships - both accidental pollution and that from routine operations.
		Int Convention on the Control of Harmful Anti-Fouling Systems on Ships (HAFS)	The Convention prohibits the use of harmful organotins in anti-fouling paints used on ships and establishes a mechanism to prevent the potential future use of other harmful substances in anti-fouling systems.
		Int Convention for the Control and Management of Ships' Ballast Water	Provides guidance on how to manage ships ballast water and sediments to a certain standard, according to a ship-specific ballast water management plan.
Commonwealth	National Environment Protection Council	National Environment Protection Council Act 1994	To make NEPMs and to assess and report on the implementation and effectiveness of NEPMs in participating jurisdictions.
	Department of Agriculture, Fisheries and Forestry	Biosecurity Act 2015	Provides for the management of biosecurity threats to plant, animal and human health.
	Department of Infrastructure, Transport, Regional Development, Communications and the Arts	Protection of the Sea (Prevention of Pollution from Ships) Act 1983	Provides for the regulation and management of environmental health related to shipping.
		Navigation Act 2012	Provides for the regulation and management of environmental health related to shipping.
		Protection of the Sea (Harmful Anti-fouling Systems) Act 2006	Outlines Australia's obligations under the International Convention on the control of harmful anti-fouling systems on ships.

ENVIRONMENTAL LEGISLATIVE OBLIGATIONS

GOVERNMENT	ADMINISTERING AGENCY	LEGISLATION	RELEVANCE TO PORT STAKEHOLDERS
	Department of Climate Change, Energy, and Environment and Water	Environmental Protection Biodiversity Conservation Act 1999	Protects all listed species and communities of flora and fauna.
State	Environment Protection Authority	Protection of Marine Waters (Prevention of Pollution from Ships) Act 1987	Provides for the protection of the sea and certain waters from pollution by oil and other substances.
		Environment Protection Act 1993	Provides for the protection of the environment and to establish the EPA with defined functions and powers.
	Department for Environment and Water	Coast Protection Act 1972	Provides for the protection of the coast and to establish the Coast Protection Board with defined functions and powers.
		Native Vegetation Act 1991	Provides protection for native vegetation in SA and sets out a process for applying to clear vegetation.
		Adelaide Dolphin Sanctuary Act 2005	Protects the Port River dolphin population and their habitat.
		Marine Parks Act 2007	Provides for a system of marine parks for SA, outlining permitted and prohibited activities within various marine park zones.
		Fisheries Management Act 2007	Defines which species are declared marine pests in SA, marine pest control strategies, and regulates fishing activities in some marine habitats.
		Livestock Act 1997	Provides for the management of notifiable diseases, including aquatic diseases.
	Department for Infrastructure and Transport	Harbors and Navigation Act 1993	Provides for the regulation and management of environment and safety of marine mammals related to shipping.

7.2 Vessel Requirements for Waste and Emissions

Table 4: Environmental Legislative Obligations

VESSEL REQUIREMENTS FOR WASTE AND EMISSIONS				
WASTE/EMISSION	PORT LIMIT	INTERNAL WATERS LIMIT	COMMONWEALTH WATERS	REFERENCE
WASTE				
Oil, oily water mixture, sludge (controlled waste)	No discharge permitted. Can be collected by a licensed waste contractor at the berth, in consultation with Ship's Agents.	No discharge permitted.	No discharge permitted (except under special discharge conditions in MARPOL Annex I).	MARPOL (Annex I) Protection of Marine Waters (Prevention of Pollution from Ships) Act 1987 (SA) Environment Protection Act 1993 (SA)
Cargo residues that are harmful to the marine environment	No discharge permitted. Can be collected by a licensed waste contractor at the berth, in consultation with Ship's Agents.	No discharge permitted.	No discharge permitted.	MARPOL (Annex V) Protection of Marine Waters (Prevention of Pollution from Ships) Act 1987 (SA) Environment Protection Act 1993 (SA)
Cargo residues that are not harmful to the marine environment, whether contained in wash water or not	No discharge permitted. Can be collected by a licensed waste contractor at the berth, in consultation with Ship's Agents.	No discharge permitted.	Discharge permitted >12nm from internal waters.	
Cleaning agents in hold wash water	No discharge permitted.	No discharge permitted.	Discharge permitted >12nm from internal waters.	
Cleaning agents, high pressure water blasting waste or paints and paint scrapings in deck wash water'	No discharge permitted.	No discharge permitted.	Discharge permitted >12nm from internal waters.	
Animal carcasses	No discharge permitted.	No discharge permitted.	Discharge permitted >100nm from internal waters.	

VESSEL REQUIREMENTS FOR WASTE AND EMISSIONS

WASTE/EMISSION	PORT LIMIT	INTERNAL WATERS LIMIT	COMMONWEALTH WATERS	REFERENCE
Garbage - food waste (ground to <25mm particle size)	No discharge permitted. Can be collected by a licensed waste contractor at the berth, in consultation with Ship's Agent.	No discharge permitted.	Discharge permitted >3nm from internal waters	
Garbage - food waste (not ground)	No discharge permitted. Can be collected by a licensed waste contractor at the berth, in consultation with Ship's Agent.	No discharge permitted.	Discharge permitted >12nm from internal waters	
Garbage – plastics, ropes, fishing gear, incinerator ashes, clinkers, cooking oil, floating dunnage, lining and packaging material, paper, rags, glass, metal, bottles, crockery and similar refuse	No discharge permitted. Can be collected by a licensed waste contractor at the berth, in consultation with Ship's Agent.	No discharge permitted.	No discharge permitted.	
Other controlled waste	No discharge permitted. Can be collected by a licensed waste contractor at the berth, in consultation with Ship's Agent.	No discharge permitted.	No discharge permitted.	MARPOL (VI) Harbors and Navigation Regulations 2009 (SA)
AIR EMISSIONS				
Incinerator emissions	No discharge permitted.	Not permitted within 12nm of port limits. Certain substances are prohibited for incineration (Reg 16 MARPOL Annex V1) Shipboard incinerators installed after 1 January 2000 must be type approved and certified	Permitted. Certain substances are prohibited for incineration (Reg 16 MARPOL Annex V1) Shipboard incinerators installed after 1 January 2000 must be type approved and certified	MARPOL (VI) Harbors and Navigation Regulations 2009 (SA)
Shipboard emissions - IMO 2020 Compliance	All shipboard emission to comply with latest revised MARPOL Annex VI. Maximum fuel sulphur content 0.5% m/m. Note: if vessel at risk of emitting black smoke for more than four minutes in an hour, notify Adelaide Outer Harbour prior to discharge.			MARPOL (VI) Protection of the Sea (Prevention of Pollution from Ships) Act 1983 AMSA Marine Notice 5/2019

VESSEL REQUIREMENTS FOR WASTE AND EMISSIONS

WASTE/EMISSION	PORT LIMIT	INTERNAL WATERS LIMIT	COMMONWEALTH WATERS	REFERENCE
Shipboard emissions - open and closed loop scrubbers	Permitted (if compliant with IMO guidelines.)	Permitted (if compliant with IMO guidelines.)	Permitted (if compliant with IMO guidelines.)	MARPOL (VI) Protection of the Sea (Prevention of Pollution from Ships) Act 1983 Please ensure the exhaust gas cleaning systems is operated in line with the latest MARPOL (VI) and AMSA Marine notice
WASTEWATER				
Ballast water	Discharge permitted only if carried out in accordance with: - Australian Ballast Water Management Requirements	Discharge permitted only if carried out in accordance with: - Australian Ballast Water Management Requirements	Discharge permitted.	IMO Ballast Water Convention Biosecurity Act 2015 Environment Protection (Water Quality) Policy 2015 (SA)
Bilge water	Not permitted.	Not permitted within 12nm of port limits.	Discharge permitted.	MARPOL (Annex IV) Harbors and Navigation Act 1993 (SA) Environment Protection Act 1993 (SA)
Black water - sewage	Not permitted.	Not permitted within 12nm of port limits.	Discharge permitted.	
Grey water - wastewater (other than sewage) from sinks, showers, galleys, laundry	Not permitted.	Not permitted within 12nm of port limits.	Discharge permitted.	
OTHER				
Biofouling / In water hull cleaning / cleaning of seawater systems / propeller polishing / any hull scraping and chipping	Not permitted without permit from Department of Primary Industries and Regions (PIRSA)	Not permitted without permit from Department of Primary Industries and Regions (PIRSA)	Australian Biofouling Management Requirements apply	Biosecurity Act 2015 Protection of the Sea (Harmful Anti-fouling Systems) Act 2006 Environment Protection Act 1993 (SA)

7.3 Spill Management, Response and Reporting

The Flinders Port Holdings Oil Spill Contingency Plan (PLN-GOV-0259)(OSCP) outlines the arrangements for FPH in responding to marine oil pollution incidents designated Port Waters as defined by the SA Harbors and Navigation Act 1993.

Operators are required to have their own spill management kits. Spill incidents resulting in material or serious environmental harm are to be reported as per section 10 (below). Flinders Ports provide emergency spill kits for contingency purposes.

7.4 Marine Megafauna

Vessels are to slow down when in proximity to marine megafauna. Vessels are not to change suddenly in direction when in proximity to marine megafauna. All whales in proximity to vessel are to be reported to VTS.

08 Landside Operations

8.1 Vehicle/Equipment/Vessel Refuelling

FPH requires the following of all users:

- All spills are to be cleaned up by the responsible company with that company held accountable for any pavement damage repairs and reported to FPH via the Third Party Incident Notification
- Refuelling should be undertaken in accordance with the Liquid Transfer Notification submitted to FPH (VTS), Shipping Agent and relevant contractor undertaking works
- All non-cargo liquid transfer must be undertaken in accordance with the 'Non-Cargo Liquid Transfer Practices In Australian Ports' Ports Australia 2008 guideline
- The onsite operator must retain an approved Liquid Transfer Notification during transfer operations

For more information on Australia's biofouling policies refer to the *Australian Government - Department of Agriculture, Fisheries and Forestry – Australian anti-fouling and in-water cleaning guidelines*



8.2 Stevedoring

Stevedoring operations involving the transfer of dry bulk (including sulphur, grains, mineral sands, etc) as a rate exceeding 100 tonnes per day is a prescribed activity of environmental significance under the Environment Protection Act 1993 and must be licenced by the SA EPA.

Any stevedore undertaking dry bulk loading/unloading more than 100 tonnes must be appropriately authorised and compliant with licence conditions. Flinders Port Holdings can request an EPA SA license relevant to their stevedoring activity of any wharf user at any time.

All stevedoring activities must be undertaken in accordance mitigation measures listed in table 6 below where practicable:

Table 5: Stevedoring Mitigation Measures

STEVEDORING MITIGATION MEASURES		
ASPECT	MITIGATION MEASURE	RESPONSIBLE PERSON
Air Quality	• Transfer to cease in high winds • Transport vehicles to cover loads • Bulk to be stored in enclosed areas • Appropriately enclosed loading packaging used • Dust suppressing hoppers utilised	Stevedore
Water Quality	• No cargo/product to be stockpiled outside of designated areas • Street sweeper to clean residual bulk on wharf • No cargo/bulk to enter stormwater/ waterbody • Spill kits stocked and readily available	Stevedore
Noise	• Excessively noisy equipment to be repaired or swapped • Minimise idling of equipment/vehicles	Stevedore

09 Biosecurity Requirements

To meet quarantine obligations under the Biosecurity Act 2015, vessel operators and/or shipping agents must:

- Accurately report vessel pre-arrival information in the Marine and Aircraft Reporting System (MARS)
- Lodge report in MARS no later than 12 hours prior to arrival and
- Report any changes in circumstances during the voyage in Australian waters as soon as practicable.

9.1 Biofouling

- Proactive management of biofouling is required by implementing one of the three acceptable management options:
- Implementation of an effective biofouling management plan and record book
- Cleaned all biofouling within 30 days prior to arriving in Australian territory or
- Alternative biofouling management method pre-approved by the

9.2 In-water Hull Cleaning

Vessel operators must contact the department of Primary Industry Regions South Australia to obtain the relevant permit for your proposed in-water cleaning activity in internal waters.

9.3 Pests and Disease in the Port River

9.3.1 Bivalve Shellfish - Pacific Oyster Mortality

In 2018, an outbreak of Pacific Oyster Mortality Syndrome (POMS) virus was uncovered in the Port River and is now endemic.

The Port Adelaide area is managed by PIRSA as a POMS containment zone. This has involved destroying oysters at key locations, imposing a ban on taking bivalve shellfish, and providing advice to vessel owners, masters and dredging contractors.

POMS is a notifiable disease which can spread rapidly. To reduce the risk of spread:

- it is unlawful to take bivalve shellfish (including oysters, mussels, cockles and razorfish) from the Port River system for any purpose, including bait or berley
- ensure vessel hulls, fishing and boating equipment, and clothing are clean prior to leaving Port Adelaide
- regularly inspect for biofouling and remove any plants and animals (in particular bivalves) and
- immediately report suspicion of POMS to Fishwatch on 1800 065 522 (local number).

9.3.2 Beehives

All beehives discovered in port areas are to not be disturbed and are to be reported to Flinders Port Holdings environmental team immediately. FPH environmental team will provide a method of effective management for the beehive.

9.3.3 Caulerpa Taxifolia

This marine alga has become established in the Port River – Barker Inlet system and outcompetes native seaweeds and seagrasses by forming dense mats.

PIRSA has declared it noxious weed in South Australia. Therefore, it is strictly prohibited to hold or trade this species or return it to water if caught.

If *Caulerpa taxifolia* is found elsewhere in South Australian waters, report to Fishwatch on 1800 065 522 (local number).

10 Incident Reporting

Any incident that has the potential to cause, is causing, or has caused environmental harm within the Port environs and Port limits must be reported by the operator to Port Adelaide VTS on (08) 8447 0902 or VHF Ch12 immediately upon discovery. For examples of environmental incidents see Appendix A.

All environmental incidents should be reported verbally to Port Adelaide VTS or FPH representative and electronically via the [Third Party Incident Notification](#) on FPH's website by operators.

10.1 External Reporting

Any major environmental incidents requiring emergency response and radiation incidents must be reported to the EPA SA Pollution Hotline (24/7) on (08) 8204 2004.

Contact local emergency services (000) in the event of an emergency.

10.2 Government Services

For further information, support and to report issues refer to the following government maritime agencies.



Appendix A

Reporting Environmental Events in CAMMS - Implementation Guidance Note

Why do we report environmental events in CAMMS?

It is important that the business identifies and reports environmental events effectively to help make our places of work safer for the environment.

By reporting environmental events effectively into CAMMS the business can also better understand the environmental risks of business operations.

This document provides guidance on the reporting of environment hazards, incidents and near misses as part of Flinders Port Holdings Incident Management and Investigation Procedure (PRO-INT-0105).

How do we effectively report environmental events in CAMMS?

CAMMS allows users to report an environmental event as an:

- Environmental hazard,
- Environmental near miss, or
- Environmental incident.

It can be difficult to classify what an event is, so below is a list of examples of each to help guide users.

There are five consequences that help classify reporting an environmental event and they are: negligible, minimal, moderate, severe and catastrophic.

When reporting environmental events in CAMMS always include the environmental category and impact of the event. For example, a noise complaint would include both the complaint and environmental categories.

Reporting an environmental hazard

Below is a non-exhaustive list of examples of environmental hazards:

1. Spill of chemicals less than 5L to a hardstand or impervious surface
2. Waste or rubbish enters waterway/stormwater
3. Dust is blowing beyond the boundary of the site
4. Chemicals are stored close to waterways/chemicals are not bunded
5. Machinery/equipment is not sufficiently bunded
6. Sediment enters marine waterbody or stormwater system
7. Invasive/noxious weeds are observed on site
8. An animal requires relocation off site
9. Excessive noise is generated from operations

Environmental hazards are classified when there is a risk of negligible or minimal environmental impact that has happened or could happen if not addressed.



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Flinders Port Holdings acknowledges the Traditional Owners of the land and waterways on which we operate, and pays respect to Elders past, present and emerging.