



Sustainability & Environment

Flinders Ports Maritime Environment Guide

2023



Version Control

Version	Date	Change	Issuer
v1	17 Nov 2021	Published version	FPH

Disclaimer

The information in this document is correct at the time of printing. For the latest version please visit flindersports.com.au. Whilst every attempt has been made by FPH to include regulatory obligations and guidance relevant to the scope of stakeholder activities, FPH advises independent legal and specialist technical advice is sought by port users when addressing their specific operational risks and opportunities at FPH's ports.

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1 Introduction

Flinders Port Holdings (FPH) Group is responsible for the management of shipping and navigation in the waters of Port Adelaide and network of regional ports 24 hours a day.

Operational health and safety, environmental protection and risk management are strategic foundations in the **FPH Business Plan (2021-25FY)**.

FPH recognises its duty of care to the marine ecology and coastal habitats in and surrounding its port facilities. The Group also recognizes its critical role as a positive contributor to community life, and the health and wellbeing of all port users.

1.1. Purpose and Scope

The purpose of this Handbook is to provide our port stakeholders with information on the appropriate conduct of marine and industrial activities undertaken at our ports and on FPH owned/leased land.

The Handbook, which should be read in conjunction with Flinders Ports' **Marine Operations Port Adelaide Port Rules, Port Master Rules** and **Notices to Masters**, conforms to the format recommended by the International Harbour Masters' Association and provides general information and guidance for the masters of sea-going vessels, ships' agents and other interested parties on all aspects of port operations and the navigation of commercial vessels in waters of Port Adelaide.

1.2. About Flinders Ports

FPH Group is the leading privately-owned port operator in South Australia, handling the vast majority of the state's imports and exports.

FPH was originally established in 2001, acquiring a 99-year land lease and licence from the Government of South Australia to operate seven ports located at Port Adelaide, Port Lincoln, Port Pirie, Thevenard, Port Giles, Wallaroo and Klein Point (Figure 1).

FPH also operates three other commercial ports in South Australia on behalf of third parties at Whyalla, Port Bonython and Ardrossan.

The Group's ports play an important role in facilitating economic growth in South Australia by providing vital linkages to global export markets for farmers, manufacturers and miners, as well as access to essential imports for consumers and producers.

The Group's **Vision** is:

Connecting South Australia to the world.

The Group's **Mission** is:

To provide port infrastructure, stevedoring and logistics services that exceeds the expectations of our shareholders, customers, people and communities.

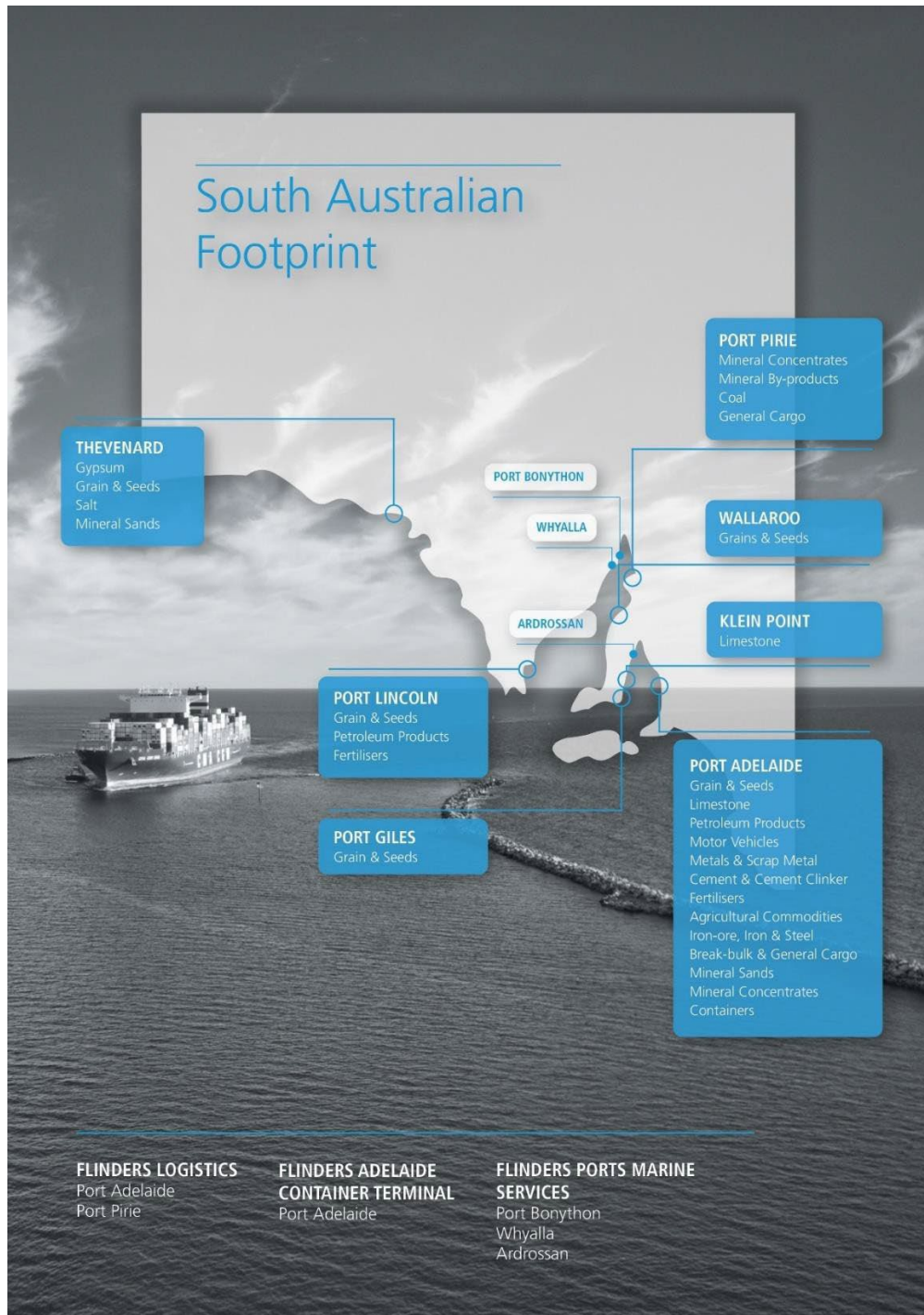


Figure 1: Location of Flinders Ports operations

Flinders Ports requires all port users to exercise diligence and care at all times, and adhere to relevant legislation and Port Rules, including those relating to personnel and public health and safety and environmental protection.

2. Local Environment

2.1. Climate

Port Adelaide's climate ranges from extremely hot and dry during summer (October to March), to mild in winter (April to September). Average monthly daytime maximum temperatures and rainfall are detailed in Figure 2 below.

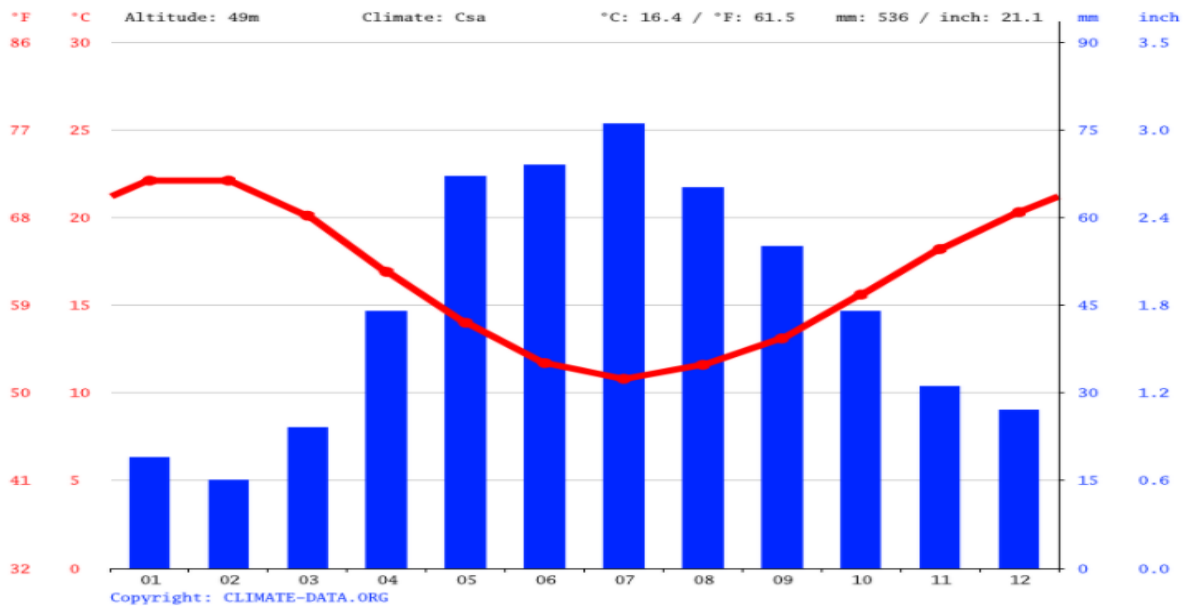


Figure 2: Adelaide average monthly maximum temperature and rainfall
(Climate-Data.org)

2.2. Ecology

The Port River, and adjacent Barker Inlet, provides an important natural environment containing several areas and reserves protected under South Australian legislation, including the [Adelaide Dolphin Sanctuary](#), [Adelaide International Bird Sanctuary](#) and [Torrens Island Conservation Park](#) (see Figure 3).

All aspects of the estuarine environment in around the Port River are interlinked, dependent upon water quality and the vegetation condition in and around it. The Estuary Care Foundation (SA) provides the following overview of the ecological values of the area.

The estuarine waters, intertidal zone, and adjacent lands are part of an integrated natural system important environmentally as a nursery for fish and prawn species, rookery and feeding ground for resident and migratory birds, and sanctuary for dolphins.

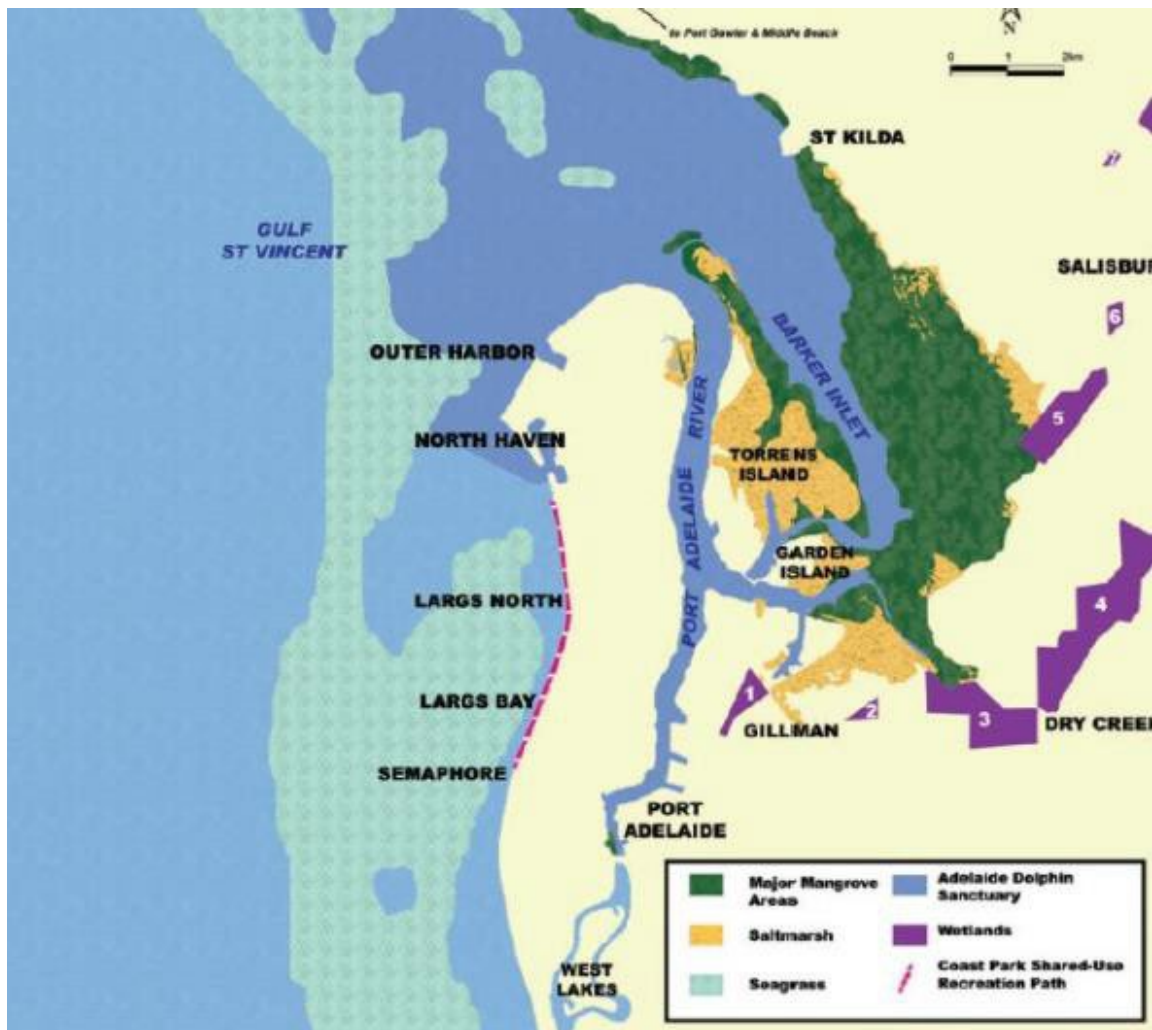


Figure 3: Ecological feature around the Port River
(Department of Environment and Water)

Aquatic Zone

The bed of the Port River and shipping channel consists of sand and soft sediments that are predominantly bare but sometimes have a cover of invertebrates or macro-algae, and some seagrasses. Adjacent Barker Inlet is dominated by a mosaic of different seagrasses.

Intertidal and shallow subtidal seagrass and sand habitats around Torrens Island support a high diversity of fishes and invertebrates, with 56 species identified during a 10-year study of the Port River-Barker Inlet system.

Intertidal Zone

Extensive areas of saltmarshes and mangroves occur in the area, particularly adjacent to North Arm, Angas Inlet and Barker Inlet.

Birds, including Banded Stilts, Australian White Ducks, Sooty Oyster Catchers, Pelicans, Terns, Egrets, Herons and Sandpipers rely on this habitat for feeding and breeding.

The mudflats in the Estuary support molluscs and other invertebrates, which provide food for wading shorebirds, including migratory species that annually travel to and from the northern hemisphere.

The mangroves on Torrens Island provide the Little Egret and Rufous Night Heron one of their few breeding areas in South Australia.

Terrestrial Zone

Samphire saltmarshes throughout the Port River estuary and adjacent Barker Inlet provide critical high-tide feeding and roosting areas for a wide range of birds, including migratory species, and habitat for numerous reptiles, crabs and invertebrates.

2.3. Adelaide Dolphin Sanctuary

The Adelaide Dolphin Sanctuary (ADS) is an area of 118 square kilometres, located along the eastern shore of Gulf St Vincent. It includes the Port Adelaide River and Barker and Outer Harbor and is home to an estimated 30 or more resident Indo-Pacific bottlenose dolphins, with some 300 more dolphins estimated to visit the area.

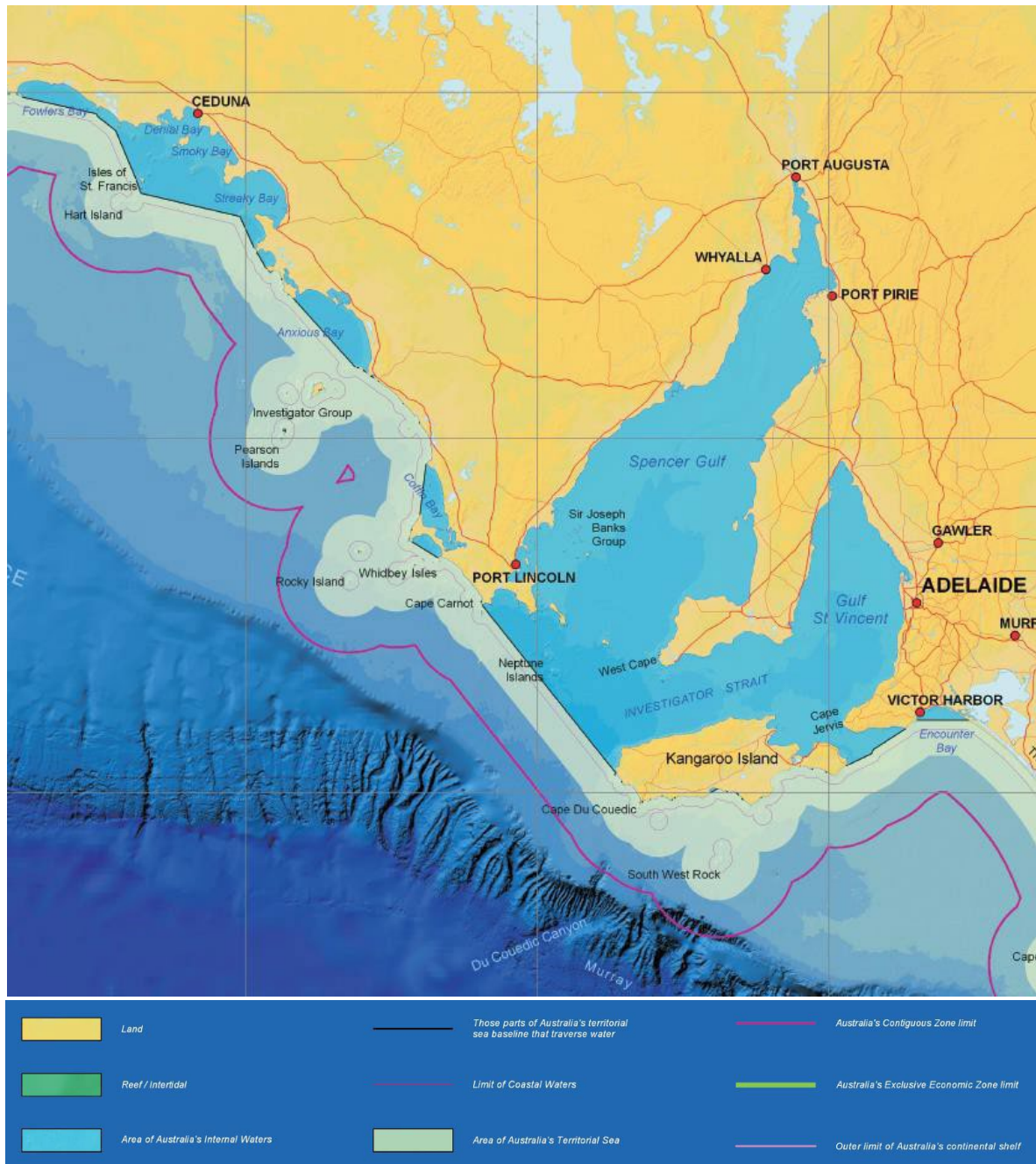
Port users are required to conduct their operations in alignment with the objectives of the Adelaide Dolphin Sanctuary Act 2003, namely to protect the dolphin population, maintain and protect the natural habitat upon which it depends and maintain healthy water quality in the Port River and Barker Inlet.

2.4. Cultural Heritage

The Kaurna people are the traditional custodians of the Port River area. They valued the abundant marine and bird life of the area, trapping and spearing fish, crabs and waterbirds, and gathering bird's eggs, mussels, clams and oysters.

3. Maritime Zones

To assist with interpreting the environmental management requirements set out in Section 4, vessel masters and shipping agents must be aware of Australia's maritime jurisdiction off the South Australian coast (see Figure 4).



**Figure 4: Maritime jurisdiction off South Australia
(GeoScience Australia)**

3.1. Jurisdiction

Protection of the Sea (Prevention from Pollution from Ships) Act 1983 and Protection of the Sea (Harmful Anti-fouling Systems) Act 2006 are Commonwealth legislation administered by the Australian Maritime Safety Authority (AMSA). These Acts implement the International Convention for the Prevention of Pollution from Ships (MARPOL) and International Convention on the Control of Harmful Anti-Fouling Systems on Ships (HAFS) respectively.

Commonwealth jurisdiction extends 3nm (~5.5km) out from Australia's Territorial Sea Baseline to Australia's Exclusive Economic Zone Limit (200nm or ~370km).

In South Australia, the Territorial Sea Baseline is positioned at the outer limits of both Spencer Gulf and Gulf St Vincent. Therefore, the Port River and gulf waters are classified as Internal Waters and fall under **South Australian jurisdiction**, specifically the *Harbors and Navigation Act 1993*.

Key maritime legislation across these jurisdictions is represented in Figure 5.

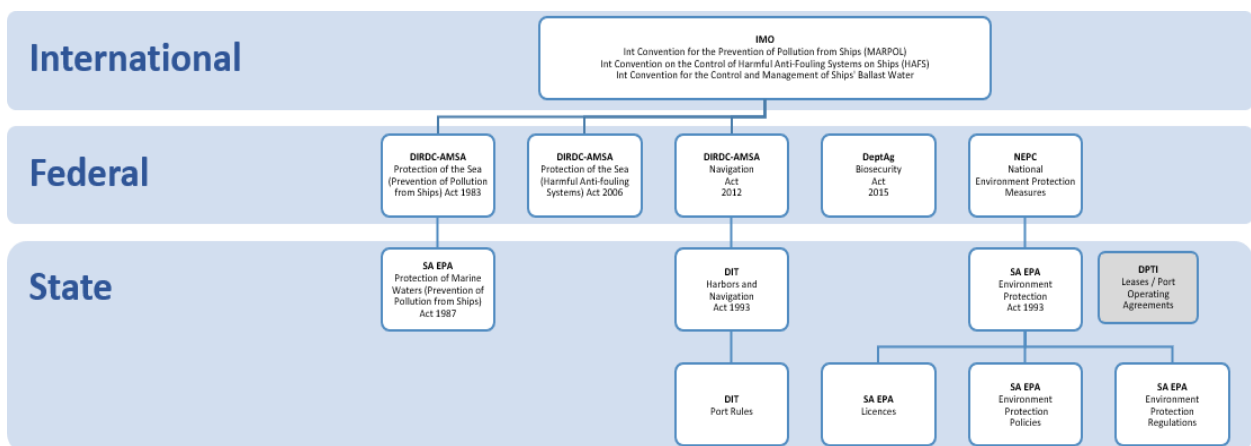


Figure 5: Maritime legislation

3.2. Port Rules

Refer to the [Port Rules](#) for detailed information on pilotage, vessel restrictions, nav aids and berthing.

Port Management Officers (PMO), appointed under Section 29 of the *Harbors and Navigation Act 1993*, are responsible for directing and controlling vessel movements in port waters for the purpose of safe navigation of vessels.

4. Environmental Management

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.

FPH is committed to fulfilling the objectives stated in its Environment Policy, including compliance with South Australian and Commonwealth legislation, international agreements, EPA Licences, and other obligations. Further information on FPH's environment program is available on its website.

It is the responsibility of each individual and organisation who conducts any activities or operations within the Port, whether on leased, licenced or otherwise occupied land or facilities, and waters within Port Limits, to do so in accordance with all relevant environmental legislation and standards.

Any individual or organisation who undertakes an activity that does not adhere to regulatory and any additional FPH requirements may be required to stop that activity until the issues are addressed and any environmental impact mitigated and / or restored at the individual's or organisation's expense.

4.1. Dangerous Goods and Hazardous Chemicals

Vessel pilotage and all stevedoring activities must conform to Australian Standard AS 3846:2005 *The Handling and Transport of Dangerous Cargoes in Port Areas*.

When using and storing dangerous goods and hazardous chemicals all reasonable and practicable steps need to be taken to prevent impacts to human health and the environment. Port users must:

- obtain an updated SDS at least every 5 years;
- maintain a register of all hazardous chemicals and dangerous goods;
- store hazardous chemicals and dangerous goods to minimise risk of leaks, spills and vapours;
- label all containers with the correct IMDG code, ADG and GHS symbols and warnings;
- store and manage hazardous liquid and solid waste in accordance with relevant legislation, and dispose to licenced facilities using licenced waste contractors; and
- develop and train employees in spill response procedures and maintain sufficient spill equipment.

If vessel cargo contains hazardous chemicals and/or dangerous goods then vessel agents must conform to the requirements detailed in the [Port Rules](#) for each port facility:

- a detailed list of hazardous/dangerous cargo, including UN numbers, is to be provided to Flinders Ports by the agent at least 48 hours prior to the vessel's arrival, for action as directed; and
- the list is to include explosive cargo, for Flinders Ports to forward to SafeWork SA.

1.1.1 Vehicle/Equipment Refuelling

FPH requires the following of all users:

- fuel must be stored in purpose-built dual-lined or bunded bulk storage tanks or small labelled containers kept in a flammable storage container/cupboard;
- during fuelling operations, no fuel tank filling points or vent outlets are within 15 metres of any sealed building, unsealed or grassed area, or stormwater drain inlet;
- all fuelling shall occur on hard stand (concrete or asphalt);
- smoking, use of mobile phones and other electronic equipment is prohibited within 25 metres of any fuel storage or refuelling activity;
- bulk and mobile/trailer fuel storage tanks must be accompanied by proper signage, fire extinguisher and sufficient spill equipment to address an uncontrolled release of the entire volume of the tank;
- all spills are to be cleaned up by the responsible company with that company held accountable for any pavement damage repairs.

1.1.2 Hazardous and Controlled Waste

Under the *Environment Protection (Waste to Resources) Policy 2010*, hazardous waste is banned from being disposed to landfill in South Australia.

Types of hazardous waste generated at FPH ports that can be readily reused/recycled include:

- sludge from vessels;
- tyres;
- used oil;
- oily rags;
- batteries;
- aerosol cans;
- empty paint cans.

All hazardous waste, whether reused/recycled or disposed off-site, must:

- be stored on-site in accordance with SA EPA guidelines;
- collected by a licenced waste contractor;
- have relevant Consignment Authorisations and Transport Certificates lodged in the EPA [Online Waste Tracker](#).

4.2. Vessel Discharges

Rules for the management and control of pollution risk from vessel discharges are developed by the IMO and subsequently adopted and regulated by the Australian Maritime Safety Authority (AMSA).

Port reception facilities are made available by FPH to vessel operators and agents to appropriately transfer and disposal of vessel borne wastes. Waste contractors are providers of port reception facilities to vessel operators, as listed in the [Global Integrated Shipping Information System](#) (GISIS).

Waste contractors entering FPH ports to service vessels must be:

- EPA licenced for the wastes being collected and disposed off-site;
- staffed by trained and qualified personnel with a current FPH contractor induction;
- using vehicles and equipment that are regularly maintained; and
- equipped with sufficient and appropriate spill equipment.

1.1.3 Vessel Exhaust

From 1 January 2020, the sulphur content of vessel fuel oil was no longer allowed to exceed 0.50% m/m. The following requirements must be met, as regulated by AMSA in Australian waters:

- an Exhaust Gas Cleaning System (EGCS) must be approved by the vessel's flag State;
- crew are trained on the use of the EGCS and the system is kept in good working order, with maintenance up to date and monitoring devices fully operational;
- approval documents, as well as operational and maintenance records, are maintained on board and made available for inspection by AMSA's Port State Control (PSC) officers;
- system wash water is tested and discharged in accordance with IMO requirements; and
- AMSA is notified when a vessel has an EGCS before first arrival at an Australian port.

EGCS found to be not in compliance with IMO guidelines in any respect (including but not limited to the wash water discharge criteria) may be prohibited from use by AMSA.

1.1.4 Bilge Water

FPH does not permit bilge water to be discharged to marine waters within 12nm of Australia's Territorial Sea Baseline (outside of Australia's Internal Waters, see Section 3).

1.1.5 Ballast Water

Approved methods of ballast water management are:

- use of an approved Ballast Water Management System (BWMS);
- ballast water exchange conducted in an acceptable area;
- use of low risk ballast water (such as fresh potable water, high seas water or fresh water from an on-board fresh water production facility);
- retention of high-risk ballast water on board the vessel; and

- discharge to an approved ballast water reception facility.

All arriving international vessels are required to manage their ballast water in accordance with the [Australian Ballast Water Management](#) requirements, which provide guidance on how vessel operators should manage ballast water when operating within Australian seas in order to comply with the *Biosecurity Act 2015* and consistent with the IMO's [International Convention for the Control and Management of Ship's Ballast Water and Sediments](#), which Australia has signed subject to ratification.

A comprehensive set of domestic ballast water management arrangements are being developed under the National System to complement the existing requirements for international vessels. Once implemented, all vessels whether on domestic or international voyages will be required to manage ballast water consistent with the IMO's [International Convention for the Control and Management of Ship's Ballast Water and Sediments](#), which Australia has signed subject to ratification.

For vessels berthed at FPH ports, PIRSA may order a vessel known to carry exotic species (including noxious species) out of state waters. The state's Chief Veterinary Officer can order a vessel to be cleaned or ordered out of state waters if a notifiable disease is suspected or confirmed.

1.1.6 Hold and Deck Cleaning

The rules for discharge of cargo residues and cleaning agents from hold and cleaning fall under several categories, in relation to the potential for harm.

Cargo residues are considered harmful to the marine environment if they are of solid bulk cargoes which are classified according to the criteria of the GHS.

Cleaning agents or additives in cargo hold, deck and external surfaces wash water are considered harmful to the marine environment if it is a 'harmful substance' in accordance with the criteria in MARPOL Annex III and contains any components known to be carcinogenic, mutagenic or reprotoxic.

1.1.7 Quarantine Waste

The Department for Agriculture, Water and the Environment makes sure that all vessels arriving in Australian territory from overseas comply with International Health Regulations and that all biosecurity risks – associated with vessels, crew, marine pests and ballast water – are properly managed.

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 Arrival 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.

4.3. Biofouling

Marine pests can also be introduced into the environment via biofouling, which is the accumulation of marine organisms (plants or animals) that attach to objects immersed in salt water (such as vessels' hulls, ropes, anchors and other equipment).

The risk of marine pests being spread via biofouling can be reduced by incorporating practices that minimise the build-up of biofouling into routine vessel maintenance programs.

The Australian Government has developed [National Biofouling Management Guidelines for Commercial Vessels](#) that provide an important reference for owners, operators, docking superintendents and maintenance contract managers, particularly in the following circumstances:

- managing biofouling when operating in Australian waters
- preparing a vessel prior to arrival in Australia (or any other country) to ensure it is free of marine pests on entry
- developing maintenance contracts that will meet best practice in biofouling management and ensure optimal performance
- supervising maintenance contractors

A Biofouling Management Plan and record book should also be consistently maintained as a measure to minimise biofouling. This document should meet all the requirements under Appendix 2 of the international [Guidelines for the Control and Management of Ships' Biofouling to Minimize the Transfer of Invasive Aquatic Species](#).

Refer also to the [Cleaning Marine Equipment](#) fact sheet, published by Primary Industries and Resources South Australia.

1.1.8 In-water Cleaning

In-water cleaning removes biofouling and anti-fouling coating surface deposits and may also treat biofouling for render it non-viable. The types of activities considered under the umbrella of in-water cleaning are:

- Proactive cleaning (e.g. hull grooming, propeller polishing)
- Reactive cleaning

The Australian government's [Anti-Fouling and In-Water Cleaning Guidelines](#) apply to vessels and moveable structures such as pontoons, aquaculture installations and navigational structures. Where practical, vessels should be removed from the water for cleaning. However, the Guidelines recognise in-water cleaning as an option to remove some types of biofouling, providing the risks are appropriately managed.

4.4. Flora and Fauna

The Port Adelaide region supports a rich diversity of flora and fauna. Any individual or organisation that intentionally, negligently or accidentally causes harm to flora or fauna (e.g. dolphins, cetaceans and mangroves) must inform FPH immediately.

Vessels must maintain a minimum distance of 50 metres from dolphins and up to 300 metres from other marine mammals within Internal Waters (see Figure 6).

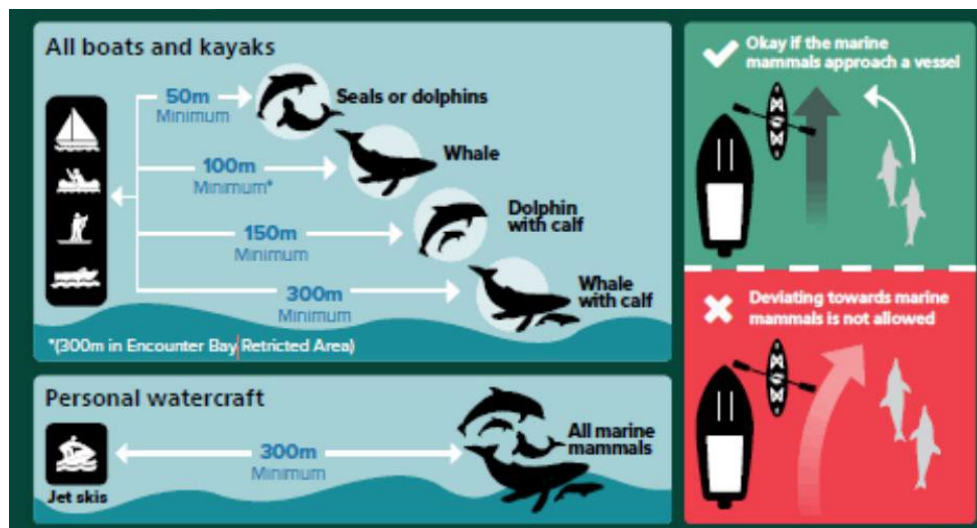


Figure 6: Boating rules and marine mammals
(Department of Environment and Water)

All other wildlife response will be done in consultation with the Department of Environment and Water.

1.1.9 Bivalve shellfish

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 Primary Industries and Resources South Australia (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 area 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)

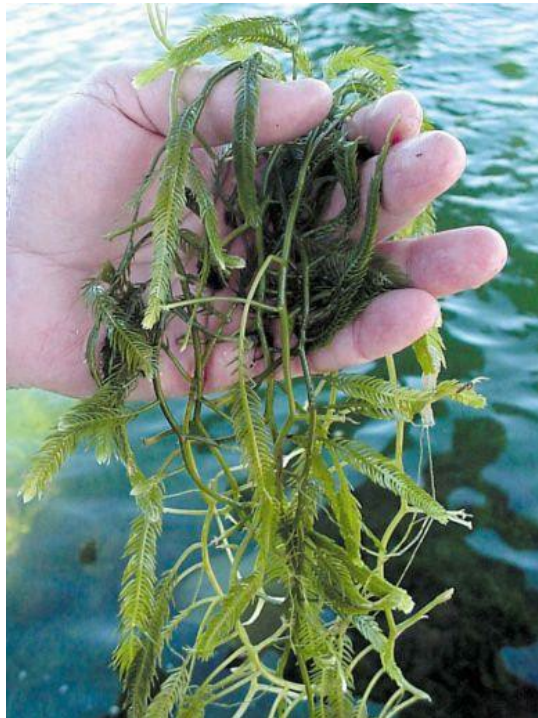
- immediately report suspicion of POMS to Fishwatch on 1800 065 522 (local number).

1.1.10 *Caulerpa taxifolia*

This marine alga has become established in the Port River at Port Adelaide and outcompetes native seaweeds and seagrasses by forming dense mats (see Figure 7).

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).



**Figure 7: *Caulerpa taxifolia*
(Department of Environment and Water)**

1.1.11 *Fishing*

Fishing from all vessels within the Port, or from any wharf, jetty or pier within the Port River is strictly prohibited.

4.5. Vehicle and Equipment Washing

Water used to wash land vehicles and equipment contain detergents and traces of oils, solvents and other hazardous residues. These substances are pollutants and must not be allowed to enter stormwater drains.

Washing activities must be undertaken:

- in a dedicated wash bay (where polluted wash water can be directed straight to sewer or captured for on-site treatment and/or off-site disposal), or
- using a process and specialised equipment that enables immediate wash water capture using a wet vacuum or similar.

4.6. Dry Bulk Loading/Unloading

Stevedoring operations involving the transfer of dry bulk (including sulphur, grains, mineral sands, etc) is a prescribed activity under the *Environment Protection Act 1993* and must be licenced by the SA EPA.

Any stevedore undertaking dry bulk handling must:

- develop a Dust Management Plan and related work instructions;
- implement all reasonable and practicable measures to prevent dust leaving the berth / premises, including the use of misting equipment;
- train employees in dust management equipment and procedures;
- conduct environmental monitoring; and
- conduct regular self-audits.

4.7. Littering

Littering by any individual at FPH ports is prohibited.

4.8. 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 to Port Adelaide VTS on (08) 8440 9008 or VHF Ch12 immediately upon discovery. Examples of incidents include discharges into the harbour, interactions with fauna, damage or loss of flora, dangerous goods spills, and excessive dust, light and noise.

All environmental incidents should be reported verbally to Port Adelaide VTS or FPH representative and electronically using the online Hazard and Incident Report form available on FPH's website.

5. Vessel Discharge Requirements

In most cases, discharge of waste to the marine environment or certain air and wastewater emissions are either prohibited or require written permission from FPH.

Disposal of waste ashore is subject to strict quarantine requirements as determined by the Commonwealth Department of Agriculture and is only permitted by a waste contractor licensed by the South Australian Environment Protection Authority (SA EPA).

The following table details waste and emissions discharge requirements for (a) Commonwealth waters, (b) internal waters (including Gulf St Vincent and Spencer Gulf) and (c) Port Limits for the following ports:

- Ardrossan
- Klein Point
- Port Adelaide
- Port Bonython
- Port Lincoln
- Port Giles
- Port Pirie
- Thevenard
- Wallaroo
- Whyalla

Table 1: Summary of Vessel Requirements for Wastes and Emissions

Waste / Emission	Vessel Requirement (by Maritime Zone)			Reference
	Port Limit	Internal Waters Limit	Commonwealth Waters	
Waste				
Oil, oily water mixtures, 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.	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 <u>not</u> 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 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	
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	No discharge permitted.	Discharge permitted >12nm from internal waters	

Waste / Emission	Vessel Requirement (by Maritime Zone)			Reference
	Port Limit	Internal Waters Limit	Commonwealth Waters	
	contractor at the berth, in consultation with Ship's Agent.			
Garbage - plastics, synthetic ropes, fishing gear, plastic garbage bags, incinerator ashes, clinkers, cooking oil, floating dunnage, lining and packing materials, 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 (Annex II) MARPOL (Annex III) Environment Protection Act 1993 (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 VI) Shipboard Incinerators installed after 1 January 2000 must be type approved and certified.	Permitted. Certain substances are prohibited for incineration (Reg 16 MARPOL Annex VI) 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
Shipboard emissions - open and closed loop scrubbers	Permitted.	Permitted within 12nm of port limits.	Permitted.	MARPOL (VI)

Waste / Emission	Vessel Requirement (by Maritime Zone)			Reference
	Port Limit	Internal Waters Limit	Commonwealth Waters	
				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)
Black water - sewage				Harbors and Navigation Act 1993 (SA)
Grey water - wastewater (other than sewage) from sinks, showers, galleys, laundry				Environment Protection Act 1993 (SA)
Other				
Biofouling - In-water hull cleaning - Cleaning of internal seawater systems (including sea-chests & engine cooling pipes) - Propeller polishing (cleaning)	Not permitted.	Any activity that has the potential to disturb or dislodge biofouling on a ship and / or the ships antifoul coating is not permitted within 12nm of port limits.	Permitted.	Biosecurity Act 2015 Protection of the Sea (Harmful Anti-fouling Systems) Act 2006 Environment Protection Act 1993 (SA)
Hull scraping / painting	Not permitted.	Not permitted.	Not permitted.	Protection of the Sea (Harmful Anti-fouling Systems) Act 2006 Environment Protection Act 1993 (SA)

6. Government Services

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

Australian Maritime Safety Authority

Helpline:

- Within Australia 1800 641 792
- Outside Australia +61 2 6230 6811

Web: amsa.gov.au

Australian Border Force

Helpline:

- Within Australia 131 881
- Outside Australia +61 2 6196 0196

Web: abf.gov.au

Biosecurity (Department of Agriculture)

Helpline:

- Within Australia 1800 798 636

Web: agriculture.gov.au

South Australia Environment Protection Authority (SA EPA)

Helpline:

- Within Australia 1800 623 445

Web: epa.sa.gov.au

Primary Industries and Resources South Australia (PIRSA)

Helpline:

- Within Australia 1800 065 522

Web: pir.sa.gov.au