

# WORKING AROUND SNAPBACK ZONES PROCEDURE

## 1. Purpose and Scope

The purpose of this procedure is to support Flinders Port Holdings (FPH) commitment of 'safety and health above all else' by outlining the safety standard and industry best practices for the safe operation around mooring lines, to mitigate risk of the **potential to be struck by snapped mooring lines** from a vessel securely moored to a wharf or jetty.

This procedure applies to all FPH workers, contractors, volunteers, port users, lease's and visitors or members of the public to ensure we provide and maintain a safe site and working environment. This standard sets out the processes and "what must go right" for the safe management of snap-back incidents whilst performing operations around a securely moored vessel such as:

- Stevedoring
- Provedore
- Vessel embarkation or debarkation
- Vessel and vessel draft check by surveyors
- Vessel inspections
- Maintenance

## 2. Responsibilities

The following RASCI identifies the responsibilities for each position involved in mooring line snap back risk mitigation.

The acronym RASCI stands for:

<b>R</b>	Responsible	does the work
<b>A</b>	Accountable	has ultimate responsibility, signs off R's work
<b>S</b>	Supportive	provides resources / implementation support
<b>C</b>	Consulted	has information/perspective/capability used to complete the work
<b>I</b>	Informed	should be notified of outcomes but need not be consulted.

Table 1: Operational responsibilities

RESPONSIBILITY	General Manager	Frontline Leader	Workers	Subject Matter Expert
Adhering to Exclusion Zones (active moorings, fleeting vessels, vessel mooring decks)	A	A	R	R
Visual inspection and reporting of loose or frayed mooring lines	A	R	R	R
Identify potential snap back zones	A	R	R	R

### 3. Critical Success Factors

What must go right whilst working around snap back zones.

#### 3.1 Adhere to exclusion zones of an active mooring or fleeting of a vessel

During the mooring or fleeting of a vessel the risk of snap back is at its greatest, therefore workers must keep clear of the mooring area. The Mooring of a vessel is performed by a team of trained and competent marine service team members (linesman), who are well trained in managing the risk of snap back during the mooring process. The Mooring Leader is responsible for ensuring untrained people do not enter an active mooring area.

The fleeting of a vessel can be performed by mooring personnel or by the ship's crew heaving on their lines to change the position of the vessel on the wharf. Fleeting of a vessel without the presence of a mooring team is coordinated between the ship's crew and the Stevedore Leader.

Once a vessel is safely moored and the risk of snap back is considered minimised to as low as reasonably practicable, meaning the risk has been reduced to a level that is both achievable and reasonable, potential snap back zones may be accessed safely after the following has been considered.

#### 3.2 Adhere to On Vessel exclusion zones

When performing operations onboard a vessel, workers must walk on the designated walkways and remain clear of the mooring decks on the vessel. The mooring decks are under the control of the visiting vessel and should be treated as an exclusion zone when onboard a vessel. If a worker is required to cross a snap back zone on board a vessel, they must confirm with the vessels crew that it is safe to do so.

#### 3.3 Visually inspect and report loose or frayed vessel mooring lines

Before approaching a snap back zone, visually inspect the vessels mooring lines to ensure they are all tight to their respective point of restraint and free of any frays. All lines being tight ensures even distribution of the vessels load across all the lines, greatly reducing the likelihood of a snap back occurring. Lines can become slack due to tidal movement during its stay in berth, making the vessel more susceptible to movement from external forces such as vessel interaction and environmental factors. This can lead to uneven distribution of the vessels load on the mooring lines which could lead to a mooring line parting creating a snap back.

Frays reduce the overall strength of a mooring line and therefore its Load carrying capacity, increasing the likelihood of a potential snap back. Both slack mooring lines and or frayed lines can be reported to the Flinders Ports Traffic Management Services (VTS).

### 4. Additional Controls

#### 4.1 Identify potential snap-back zones

Whilst best practice states to stay clear of snap-back zones, it is understood that in some scenarios you may need to enter a snap back zone. Before approaching a vessel, identify any potential snap-back zones either by referring to the definitions section of this document or erected signage. When passing through a snap back zone, do it as fast as safely possible and refrain from loitering within the snap back zone.

### 5. Training and Competency

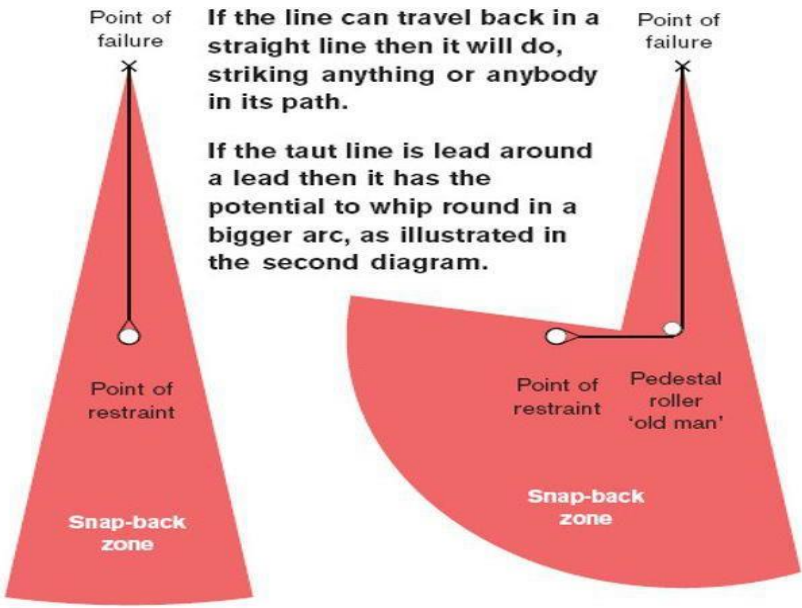
Self-enrolment online training on mooring safety and understanding the risks of snapback via Flinders Ports eLearning.

## 6. Monitoring

This procedure will be reviewed at least once every two years or in accordance with any legislative, business, or following a significant event.

## 7. Definitions

Term / Acronym	Definition
FPH	Flinders Port Holdings Pty Ltd
RASCI	Method for identifying job titles and RASCI role (i.e. Responsibilities, Accountabilities, Support, Consulted, and Informed) relevant for the operational activity.
Worker	<p>a person who carries out work in any capacity for a person conducting a business or undertaking, including any of the following:</p> <ul style="list-style-type: none"> <li>• an employee</li> <li>• a contractor or subcontractor</li> <li>• an employee of a contractor or subcontractor</li> <li>• an employee of a labour hire company who has been assigned to work in the person's business or undertaking</li> <li>• an outworker</li> <li>• an apprentice or trainee</li> <li>• a student gaining work experience</li> <li>• a volunteer</li> </ul>
Mooring	A system or ropes or other lines that secure a vessel to a fixed object such as a wharf or jetty.
Mooring Leader	Person in a FPH with line responsibility for the people, environment or community directly placed at risk or harm by a hazard, near miss or incident when performing mooring operations.
Stevedore Leader	Person with line responsibility for the people, environment or community directly placed at risk or harm by a hazard, near miss or incident when performing stevedoring operations.
VTS	<p>Vessel Traffic Services is responsible for the coordination and monitoring of vessel traffic with VTS areas throughout the state's commercial ports.</p> <p>Phone: (08) 8447 0902</p>
Vessel interaction	A dynamic relationship between two vessels, where a moving vessel can cause a stationary vessel to move via water pressure.

Term / Acronym	Definition
Snap-Back	<p>Snap back is defined as the sudden release of static energy stored in the taught line when it breaks. This release of the kinetic energy causes the mooring line to “snap back” and travel in a path from the point of failure to the point of restraint. As a general rule, any point within about a 10-degree cone around the line from any point at which the line may break is in danger. A broken line will snap-back beyond the point at which it is secured, possibly to a distance almost as far as its own length.</p> 

## 8. Records

All hazards, incidents and near misses in relation to snapped mooring lines must be reported to the Leader and entered in the FPH incident reporting system, CAMMS as per the 'FPH Incident Management and Investigation Procedure'

## 9. References

Document Name	Reference Number
Health and Safety Management Plan	
Mooring Procedure	
Snap Back guidance note	

## 10. Document Control

Storage and maintenance of this procedure should be in accordance with the FPH Document Control Procedure. The WHS team is responsible for updating and authorising changes to this procedure.

## 11. Revision History

Version	Brief Description of Change	Reviewed By	Authorised By	Authorised Date
1	Initial issue	Matthew Pellizzari	Layla Pagac	08/09/2023
2	Changes to template and Critical Risk heading	WHS Business Partner	GM – Health, Safety and Systems	25/11/2024