Submission No. 1.2
(CI Fuel Consolidation)
Date: 15/05/2012

Australian Government
Department of Regional Australia,
Local Government, Arts and Sport

File Reference: DRA11/358-02

Ms Janelle Saffin MP
Chair
Parliamentary Standing Committee on Public Works
Parliament House
CANBERRA ACT 2600

Dear Ms Saffin

Proposed Improvement to Fuel Storage and Supply, Christmas Island

During the public hearing for the proposed improvement to fuel storage and supply on Christmas Island conducted on 3 May 2012 the Parliamentary Standing Committee on Public Works (Committee) requested the Department of Regional Australia, Local Government, Arts and Sport (Department) to provide:

a) The Department's response to the Shire of Christmas Island's submission to the Parliamentary Standing Committee on Public Works;

b) Copy of the Port of Christmas Island Operating Procedures;

c) Fuel discharge procedures at Smith Point/Flying Fish Cove; and

d) Whole of Life costing for the proposed works.

The Department's response to the Shire of Christmas Island's submission based on technical investigations and stakeholder and community consultation is at Attachment A. A copy of the "Port of Christmas Island Operating Handbook including Harbour Master's Directions" is at Enclosure 1.

Copies of the following documents concerning fuel discharge and hose inspections are at Enclosure 2. Please note these documents are confidential and are not for publication:

a) Gaseng Petroleum (Christmas Island) Pty Ltd Work Instruction – Tank Ship Discharge;

b) Gaseng Petroleum (Christmas Island) Pty Ltd Work Instruction – Inspection and Testing Floating Hoses;

c) Gaseng Petroleum (Christmas Island) Pty Ltd Work Instruction – Pressure Testing Petrol Pipeline from FFC to Rocky Point.

Whole of life costing will be reported to the Committee after the design stage has reached a mature stage. However, the Department can report that for the preliminary design work and cost estimate, capital costs have been balanced against anticipated operational and maintenance costs in the selection of building services and equipment. The long term

operation and maintenance liability associated with proposed solution has been and will continue to be considered and evaluated during the detailed design stage.

Yours sincerely

Julian Yates
First Assistant Secretary
Territories and Disaster Reconstruction Division

11 May 2012

Attachment:
A. Port of Christmas Island Operating Handbook including Harbour Master's Directions

Enclosures:
1. Port of Christmas Island Operating Handbook including Harbour Master's Directions
2. Gaseng Petroleum (Christmas Island) Pty Ltd Work Instructions

Proposed Improvement to Fuel Storage and Supply, Christmas Island

Response to Shire of Christmas Island submission to the Parliamentary Standing Committee on Public Works

Resolution1 *– That Council receives and notes Community Bulletin D33/2012 and the Statement of Evidence to the Parliamentary Standing Committee on Public Works on the proposed improvement to fuel storage and supply on Christmas Island.*

No comments from the Department.

Resolution 2 *– That Council commends the Department on the initiative to consolidate and improve fuel supplies on Christmas Island and is encouraged that the Government is committed to the delivery of this vital outcome for the community on Christmas Island.*

The Department appreciates the positive comments and acknowledges the Council's support for the relocation of the petrol tanks and the service station from their current location which aligns with plans for future development of the foreshore area.

Resolution 3 *– That Council nominates Crs Kamar Ismail and Kelvin Lee and requests the Chief Executive officer (or delegate) to attend the public meeting to be held on 26 April 2012 at 7.00pm at the Poon Saan Community Hall and to report back to Council on matters raised by the community at the meeting.*

The Department thanks Crs Kamar Ismail and Kelvin Lee and the Works & Services Manager, Mr David Nielsen, for attending and for their contribution at the public meeting.

The Department will continue to consult with the Council on zoning and local approvals for the proposed works.

Based on feedback from the community, the Department believes there is support for the relocation of the petrol tanks and approximately a 50-50 split on retaining the service station at its current location and relocating it to the proposed bulk fuel installation site.

Resolution 4 *– That Council advises the Department of Regional Australia, Local Government, Arts and Sport that on balance Council considers that the location of the service station at Taman Sweetland (Option 3) is Council's preferred location as it:*

- *Provides the best balance of community amenity;*
- *Provides potential for development of small retail facilities associated with the service station which will assist in servicing adjacent areas planned for future urban development; and*
- *May be able to be integrated with intersection upgrade works designed to provide access to the light industrial area.*

The Taman Sweetland (Option 3) is located in an intermediate area between the Drumsite and Settlement residential areas and has potentially multiple ingress/egress paths, and services (water, communications, sewer, stormwater) exist in the area. However, the location has some key disadvantages, namely:

- Location is relatively close to a childcare centre;
- Diesel and petrol have to be transported by tanker truck on a public road;

- Road intersection near the proposed location may require an enhanced traffic management solution;
- Higher comparable cost of fuel at bowser than the preferred option on Murray Road; and
- This site was identified as the preferred option by only 5% of all responses received in the recent community consultation feedback.

If the service station is co-located with the bulk fuel installation on Murray Road, the new service station will have infrastructure that is at least at a comparable standard to the current service station. There is a possibility that improvements to the new infrastructure will be considered. However, any improvements will only be finalised after completion of site investigations leading to detailed design work.

The Department has in Stage 1 of the project investigated various locations for the service station including retaining the service station in its current site. The final decision on the service station location will be based on information collected in the investigation stage including community feedback, alignment with Project objectives and alignment with Christmas Island Strategic and Master Plans. Although cost is a factor, it is not the driver for deciding the final location of the service station.

Costing for the proposed scope of works for the preferred option on Murray Road (Option 1) has allowances for crab crossings. Crab crossings are expected to be installed in parallel with other scope of works if the preferred option is approved by the Department's Project Steering Committee. The Department will liaise with and seek approval from the Department of Environment and Conservation (WA) in developing the solution during the Detailed Design stage.

The Department agrees that aviation fuel will still be transported by road as it is currently but co-locating the fuel station with the bulk fuel installation reduces the transportation of flammable liquid via road thus minimising risks.

Major works on Murray Road would be expected if the service station is located at Taman Sweetland. Although the site has potential for multiple ingress/egress paths, the primary entry is likely to be from Murray Road. The Silver City Road intersection is in close proximity of the Taman Sweetland location and this intersection may require realignment to ensure safe and effective traffic flow is maintained. Although the Department has not developed cost estimates for these road works, there is a strong belief that the project budget may not be sufficient to complete the works.

Resolution 5 *– Advises the Department* [of] *Regional Australia, Local Government, Arts and Sport that co-locating the service station with the bulk storage at the power station site on Murray Road (Option 1) is not supported by Council as despite this being the option with the least infrastructure costs the option provides:*

- *The least level of amenity to the community;*
- *Increases traffic within the school zone; and*
- *Is the least favourable in terms of potential future service station retail development.*

The service station's primary purpose is to provide retail sale of fuel, diesel, oils and other petroleum products. These services will be maintained if the service station is relocated and the new service station will have infrastructure that is at least at a comparable standard to the current service station. However, there is a possibility that improvements to the new

infrastructure will be considered. Any improvements will only be finalised after completion of site investigations leading to detailed design work. The detailed design may consider future improvements to the infrastructure that may accommodate community needs concerning retail of products other than petroleum, oil and lubricants.

The Department agrees there will be an increase in traffic within the school zone. However, the school zone has a speed limit enforced during school hours and the main entry to the school branches off Murray Road, thus drop off for students on Murray Road can be avoided. There is also a pedestrian crossing on Murray Road for school students.

The preferred co-location of the service station with the petrol tanks at the bulk fuel installation on Murray Road (Option 1) would likely reduce the overall operating cost related to the service station. The expected reduction in overall operating cost would likely result in the lowest cost of fuel at the bowser in comparison with the other site options.

The co-location of the service station with the bulk fuel installation site on Murray Road has clear advantages over the Taman Sweetland option, namely:

- Consolidates fuel storage and retail supply in the same location;
- Consolidates the area for bulk ship unloading into one location (Smith Point). Reduced infrastructure requirement and lower cost, that is, no truck fill stand point would be required;
- No requirement to transport flammable unleaded petrol or diesel via tanker truck on public roads;
- Likely to provide the lowest cost of fuel at the bowser in comparison with other options;
- Services and road infrastructure are already in this area;
- This site was identified as the preferred option of 40% of all responses received in the recent community consultation feedback.
- The Christmas Island Economic Development Consultative Group supports the Murray Road option.

Resolution 6 *– That Council requests the Chief Executive Officer to lodge the submission provided in the Attachment 10.4.3(c) to the Parliamentary Standing Committee on Public Works.*

No comments from the Department.

PATRICK PORTS – CHRSTMAS ISLAND

Port of Christmas Island Operating Handbook including
Harbour Master's Directions

AMENDMENT NOTIFICATION FORM

Suggested amendments:

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Forward by mail to:

David Robertson
Harbour Master
Port of Christmas Island
PO Box 445 Christmas Island WA 6798
E-mail. westernci@pulau.cx

ADDRESS
21 Jalan Pantai
Christmas Island WA 6798
Tel: +61 (08) 9164 8434
Fax: +61 (08) 9164 8435

1.0 PORT OF CHRISTMAS ISLAND OVERVIEW

1.1 PREAMBLE

1.1.1 General Description

The Commercial Port of Christmas Island is situated in Flying Fish Cove on the northern side of the Island between North West Point and North East Point. An alternative Port is located at Norris Point on the eastern side of North East Point.

The port facilities namely:-

Flying Fish Cove Mooring System, Flying Fish Cove Jetty, Flying Fish Cove Main Wharf, Smith Point Refuelling Facility, Smith Point Mooring System and the alternative Port at Norris Point are all owned by the Australian Government and are operated under contract by Patrick Ports Pty Ltd.

The Phosphate Loading Cantilevers in Flying Fish Cove are owned and operated by Christmas Island Phosphates.

The lands adjoining the Government owned facilities are Crown land vested in the Attorney-General's Department.

1.1.2 About this Handbook

This Handbook is intended to provide information and guidance to Ships' Masters, Agents and Owners to facilitate the safe and efficient operation of shipping within the port waters of the Port of Christmas Island. The details are correct at the time of publication but may be subject to variation, it has been compiled as a guide only and should not be regarded as a comprehensive coverage of or a substitute for appropriate Acts and Regulations

It provides Port Information on anchorages, channels and berths, tidal information as well as port services details and contacts for the Port of Christmas Island.

It also provides Harbourmaster's Directions for the navigation and operation of vessels in port waters, a section on Safety and Environmental Requirements to be complied with by vessels in port waters, emergency management procedures are also covered.

1.1.3 Revisions & Updates

Any significant change occurring between revisions, which materially affects the use of this Handbook will be disseminated as a Public Notice or in the case of Harbourmaster Directions by Notice to Mariners, published in daily newspapers.

It is the responsibility of persons using this Handbook to ensure they are referring to the latest edition and any relevant Notices. A hardcopy copy of the latest edition of the Handbook and relevant notices as referred to above can be obtained from the Harbourmaster's office in the Marine Building or by email request to westernci@pulau.cx

1.1.4 Disclaimer

Patrick Ports shall not in any way be or become responsible in law or otherwise to any third party whomsoever for any consequences of any errors in or omissions from this Handbook of whatsoever nature and howsoever occurring nor shall Patrick Ports be liable or responsible

for any third parties reliance upon any information compiled by Patrick Ports and contained in this Handbook.

The information provided in no way whatsoever supersedes or detracts from that available in Admiralty Charts or publications, RAN Hydrographic Charts, Commonwealth or State Acts, ordinances, rules or regulations, or from publications of other relevant organisations, both public and private, and should thus be read not only in conjunction with but also subject to such material, documents and publications.

1.1.5 Abbreviations

AMSA:	Australian Maritime Safety Authority
AQIS:	Australian Quarantine & Inspection Service
COLREGS:	Convention on the International Regulations for Preventing Collisions at Sea 1972.
MARPOL:	The International Convention for the Prevention of Pollution from Ships
SEPP:	State Environment Protection Policy
UKC:	Under Keel Clearance

1.2 AUTHORITY

1.2.3 Role & Responsibility

Patrick Ports Pty Ltd operates under the Indian Territories Port Facilities Management Contract with the Attorney-General's Department to manage the Port of Christmas Island. Its

main objective is to ensure that port waters and fairways in port waters are managed for use on a fair and reasonable basis.

It is responsible for the commercial mooring systems and navigation aids in the channels in the port waters of Christmas Island.

Its primary functions are:

- Shipping Control
- Provision of Navigation Aids
- Marine Environment Protection and Safety.

1.2.4 Jurisdiction

This Handbook applies to the Port Waters of the Port of Christmas Island as shown on page 58

1.2.5 Mission Statement

The Mission of Patrick Ports is to manage shipping channels and their use in a safe, fair, reasonable and commercial basis.

In pursuit of its mission, Patrick Ports will:

- *Operate a safe and efficient shipping channels operations business*
- *Provide a quality service to its customers at a reasonable charge;*
- *Manage all assets and liabilities under its control on a prudent basis.*
- *Fulfil its obligations under the Indian Ocean Territories Port Facilities Management Contract to manage the Port, provide port services, maintain the Oil Spill Response equipment and provide an Oil Spill response as directed by the Australian Safety Maritime Authority.*

1.3 THE HARBOUR MASTER

1.3.1 Appointment

The Harbour Master is appointed under the Shipping & Pilotage Act1967 (WA) (CI).

1.3.2 Powers to Direct

The general powers of a Harbourmaster are provided under the Shipping & Pilotage Act1967 (WA) (CI). In summary, a Harbourmaster may give directions in respect of:

- The time and manner in which a vessel may enter or leave port waters
- The navigation and movement within those waters
- The position and manner of anchoring or securing
- The time and manner of taking or discharging cargo, stores, fuel, fresh water or ballast
- The securing or removing of a vessel within those waters
- Requiring a pilot to remain on board an moored vessel
- The prohibition from entry into or the removal from port waters of a vessel in imminent danger of sinking.

Harbourmaster's Directions given in respect of the Port Waters of Christmas Island are contained in Section 3 of this Handbook, but may be revised, amended or altered from time to time at the sole discretion of the Harbourmaster.

1.3.3 Other Powers

In addition to giving Directions a Harbourmaster may:-

- Board and cause a vessel to be dealt with as required by the Harbourmaster
- It is an offence to fail to comply with a direction of or to obstruct a Harbourmaster.

1.4 SHIPPING CONTROL & COMMUNICATIONS

1.4.1 Communication & Control

The Harbourmaster is authorised to exercise the functions of the Harbourmaster is in charge of all of Harbour Control functions.

The prime function of the Harbour Master is to facilitate the safe, efficient movement of shipping within port waters, including all necessary coordination of port services, dissemination of relevant information, to ensure that a continual program of shipping movements can be affected to the advantage of all commercial shipping in an impartial manner.

VHF Channel 16 is normally monitored by the Harbour Control hours a day.

Harbour Control at Christmas will be manned at the discretion of the Harbourmaster. This would be in cases of inclement weather, i.e. fog or high winds; or when critical tidal information is required by a vessel; or when there are movements of more than one vessel at the same time or during an emergency.

Nb. The Harbour Master must be contacted by mobile telephone (0439 215 225) for all shipping orders and any changes to shipping services requirements.

The Harbour Master is contactable 24 hours a day by mobile phone.

1.4.2 Communication Frequencies

Radio Telephone VHF (International Channels).

(a) Channel 16 International Distress Safety & Calling

(b) Channel 08 Australian Customs Service

(c) Channel 12 Port Control

1.5 VESSEL OPERATIONS GENERALLY

1.5.1 General Requirements for Vessels

All vessels entering the port waters must comply with relevant international, national and State legislation and regulations and the practices of good seamanship.

1.5.2 Compliance with Provision of Handbook

The Master and the Owner of the vessel, and where applicable the ship's agent, are jointly and severally responsible for the due performance of and compliance with the requirements set out in this Handbook and compliance with relevant laws, regulations, rules and directions.

When a vessel is under the direction of a pilot, the pilot is responsible for the due performance of and compliance with the provisions of this Handbook, however neither the engagement of a pilot or the responsibilities of the pilot relieve the Master and the Owner of the vessel of their responsibilities.

1.5.3 Order of Priority

It is the ultimate responsibility of the Harbourmaster to optimise the programming of all movements and available services, to the best advantage of commercial shipping. The Pilot has the authority to exercise discretion on these matters particularly in an emergency or in abnormal circumstances, as far as is possible in such circumstances consultation will be maintained with affected parties.

(a) Any ship which is in an emergency situation shall have priority of movement and services over all others.

(b) In general, a ship ready to move will take priority over a ship which is not ready.

1.5.4 Pilotage

The Master of a vessel that is liable for pilotage on entering or leaving port waters must not cause or permit the vessel to be navigated within port waters unless the vessel is under the direction of a duly appointed pilot. Pilotage is mandatory for all commercial vessels in the Port of Christmas Island.

1.5.4 Use of Tugs & Line Launches

In most circumstances Patrick Ports does not have criteria or requirements for the use of the pilot vessel or the cargo barges in port waters. It is the responsibility of Owners, Masters and Pilot to ensure that vessels under their direction are manoeuvred safely and to avail themselves of towage and launch services of sufficient capacity to manoeuvre the vessel under prevailing conditions. Any concern or question relating to the use of pilot vessels or cargo barges must be referred to the Harbour Master for direction.

1.5.5 Assistance to be given to the Harbour Master

The Master of a vessel which is within port waters must by every means consistent with the safety of the vessel, assist the Harbour Master and Pilot in boarding or leaving the vessel in the execution of his or her duties including the supply of information and documents regarding the status of the vessel.

No person on board the vessel may interfere with or obstruct the Harbour Master or Pilot whilst carrying out his or her duties.

1.5.6 Quarantine Report

Vessels arriving from overseas must submit a Quarantine Declaration for Vessels form to the Australian Quarantine and Inspection Service (AQIS) no more than 96 hours and no less than 12 hours prior to the vessels arrival in port waters. The declaration forms are available from AQIS and may be submitted by facsimile, telex or radio, or via the ships agent. The website address to access the form is www.affa.gov.au

Vessels must declare if they intend to discharge ballast water into Australian waters. Written permission must be granted by AQIS before discharge may commence. All vessels discharging ballast will be subject to a ballast water verification audit and must produce logbooks on request to an Authorised Quarantine Officer. For further details on ballast water management requirements refer to Section 4.7.

If a Certificate of Vessel Quarantine Clearance is issued by AQIS the vessel may proceed direct to berth.

If there is a death or illness on board of an unknown or which requires the vessel to be quarantined, then a Non-granting of Vessel Quarantine Clearance is issued, the vessel will proceed to quarantine anchorage and await inspection before establishing other communication and will fly the appropriate flag signal until Vessel Quarantine Clearance is obtained.

Contact AQIS **Tel: (08) 9164 7465**
Fax: (08) 9164 7468
Mob. 0439 215 456

1.5.8 Australian Customs Service

(1) Masters are reminded that all crew leaving the vessel in Australia must carry valid personal identification.

(2) Documents required to be produced to Customs at first port are:

Form 5 - Parts 1, 2 & 4 relating to the Ships reports, crew effects & stores

Forms 2a & 2b - Ships Passenger report

Forms 3a & 2b - Crew report.

(3) The Australian Customs Service will check a number of your certificates for currency on behalf of other government agencies.

(4) The removal of any goods from vessels including alcohol and tobacco is prohibited unless the goods have Customs clearance(s). This also applies to ships equipment and fittings going for “repair and return” in Australia, these also require prior Customs clearance(s). “Per favour” parcels will be treated on a case by case basis.

(5) The Customs National Communications Centre (Melbourne) can be contacted 24 hours a day with any Customs queries.

Contact Customs Enquires

1300 363 263

Contact Customs Locally

Tel: (08) 9164 7228
Fax: (08) 9164 7205

1.6 PORT ADMINISTRATION PROCEDURES

1.6.1 Appointment of Ship's Agent

Prior to entering port waters, the owner of a vessel must, unless Patrick Ports otherwise agrees in writing, appoint an agent for the vessel who may be the Master. The agent must be authorised to act on behalf of the owner in all matters relating to the vessel while it is in port waters.

1.6.2 Flying National Colours

The Master of a vessel of 200 gross tons or more must ensure the vessel flies its national colours between sunrise and sunset whilst within port waters.

1.6.3 Port Documentation Requirements

The following Port of Christmas Island documentation is required to be used in the appropriate circumstances:-

- **Berth Application**
- **Dangerous Goods Permit**
- **Notification to Convey or Handle Liquid or Gaseous Bulk Dangerous Cargos**
- **Notification to Convey or Handle Dangerous Substances**
- **Repair Permit Application (which includes immobilisation requests, hull cleaning, etc.)**
- **Tanker Declaration**

All Berth Applications should be lodged with the Harbour Master via facsimile;

Fax No: (08) 9164 8435

or

by email to: **westernci@pulau.cx**

2.0 PORT INFORMATION

2.1 Port Management

The Port of Christmas Island Waters the commercial mooring systems in Flying Fish Cove and at Smith Point, the Flying Fish Cove Jetty, the Smith Point Refuelling Facility, the main wharf in Flying Fish Cove and the Alternative Port at Norris Point are managed by Patrick Ports Christmas Island..

The phosphate loading cantilevers are owned and operated by Christmas Island Phosphates

ADDRESS

Patrick Ports
PO Box 445

Christmas Island WA 6798

Harbour Master	0439 215 225 (24 hours)
Telephone	(08) 9164 8434 (Business Hours)
	(08) 9164 7227 (After Hours)
Fax	(08) 9164 8435
Email:	westernci@pulau.cx

2.2 Tides and Tidal Information

The height of tide within the commercial port varies from 0.5m at neap tides to 1.5m at springs. Tidal currents of 2 knots may be experienced at the berths and up to 4 knots in the fairways, the ebb usually being stronger than the flood

Chart Datum

Chart datum is the datum for soundings on the latest edition of the largest scale Australian or Admiralty Chart of a locality. This is generally based on a local determination of lowest predicted tide. There is often a different Chart Datum for each port. Chart Datum used in Victoria is at or near the Lowest Astronomical Tide (LAT). Extremes in meteorological conditions influence tidal levels and on some occasions the tide level falls below LAT, though this is infrequent.

Chart Datums are referenced to local benchmarks and they can be related to the Australian Height Datum (AHD). AHD is based on a determination of mean sea level at a number of tide gauge stations around the coast of the Australian continent.

Weather Effects

The water level and hence tidal streams is much affected by the barometric pressure and by the direction and duration of the winds in the Indian Ocean.

2.3 Harbour Control

Port of Hastings Harbour Control is located in the 1st floor office of the Marine Building at 21 Jalan Pantai Christmas Island. As required radio watch is kept on VHF Channels 16 All port operations are directed through Harbour Control. Vessels underway or berthed within the port should maintain a continuous listening watch on VHF Channel 16. The Harbour Master is contactable on mobile telephone **0439 215 225** at all times.

Inward Shipping

Radio Communications will be provided as required by the Harbour Master and the Pilot.

Outward Shipping

Radio Communications will be provided as required by the Harbour Master and the Pilot.

Shifting Vessels

Radio Communications will be provided as required by the Harbour Master and the Pilot.

2.4 Pilotage

Pilots are licensed by Marine Safety Victoria (MSV). Pilotage is compulsory for all commercial ships exceeding 30m length except those whose master is specifically exempt from pilotage. Pilots for Christmas Island are generally only available during daylight hours but are available on a 24 hour basis. ETA must be given not less than 24 hours prior to ship's arrival and again at 1 hour before arrival to Port of Christmas Island.

Pilot Boarding Ground

Ships will normally embark their Pilot at the Pilot boarding ground, approximately one mile west of Smith Point from a barge. Pilotage is generally during day time only but the Pilot is available 24 hours a day.

2.5 BERTH PARTICULARS

2.5.1 Flying Fish Cove General Cargo Berth

Normally berthed Port side to; minimum lines required 3 lines forward and 5 lines aft.

2.5.2 Rock Phosphate Berth

Normally berthed Starboard side to; minimum lines required 3 lines forward and three lines aft.

2.5.3 Smith Point Berth

Normally berthed Starboard side to; minimum lines required 3 lines forward and three lines aft.

3.0 HARBOUR MASTER'S DIRECTIONS

"These directions were made on the 21st of January 2009 by David Wayne Robertson being the Harbour Master for Port Waters of the Port of Christmas Island, pursuant to the *Shipping & Pilotage Act 1967 (WA) (CI).*"

As these directions may have been amended or varied from time to time or further directions made, set out below are the Harbour Master's Directions as in force as at the date of publication of this Handbook. Users or intended users of port waters should make their own enquires as to any further amended or varied directions in force from time to time.

3.1 DEFINITIONS

- "Berthed Vessel" means a vessel secured to a mooring system.
- "Fairway" means that part of the body of water within the port waters of Christmas Island of sufficient depth to be used by vessels of commerce for navigation that is either marked with Navigation aids or an open water area.
- "Gas Free"; a tank, compartment or container is gas free when sufficient fresh air has been introduced into it to lower the level of any flammable, toxic, or inert gas to that required for a specific purpose, eg: hot work, entry, etc. Gas freeing will be carried out to AS 3846/or international standard i.e. ISGOTT specification and certified by a competent person.
- "Gross Underkeel Clearance" means the difference between the static draught of a vessel and the declared depth of the seabed it is traversing.
- "Hampered Vessel" means a vessel restricted in her ability to manoeuvre and has the same meaning as Rule 3 (g) of the *International Regulations for Preventing Collisions at Sea 1972(Col.Regs.).*
- "Harbour Master" includes a person appointed under the *Shipping & Pilotage Act 1967*.
- "Master" means a person having command or charge of a vessel.
- "Port Waters" means the waters proclaimed under the *Shipping & Pilotage Act 1967.* "Ship" where appearing in these directions or in referenced publications shall where the context permits have the same meaning as vessel.
- "Tanker" means a vessel constructed or adapted for the carriage of liquid cargos or gas in bulk (including oil, chemicals or liquefied gas) and is listed in Column 6 (Ship type) of Lloyds Register of Ships as a tanker.
- "Vessel" means any kind of vessel that is used, or capable of being used, in navigation by water, however propelled or moved, and includes:-
  (1). A barge, lighter, floating restaurant or other floating vessel; and
  (2). An air-cushion vehicle or similar craft that is used for navigation by water.
  (3). An aircraft capable of manoeuvring on the water, for as long as that aircraft is on the water.

3.2 GENERAL REQUIREMENTS

3.2.1 Applications

These directions apply to all vessels in the Port Waters of the Christmas Island, other than as provided in Section 3.7.

3.2.2 Compliance with other Acts, Regulations and Provisions

The Master of a vessel shall ensure that the vessel, while in port waters,

(1) Complies, insofar as they are not inconsistent with these specific directions, with the *International Regulations for Preventing Collisions at Sea 1972 (Col.Regs)* and and associated regulations;

(2) Displays the signals prescribed under the International Code of Signals;

(3) Carries copies of and complies with:

(i) Commonwealth Notices to Mariners (or their equivalent) affecting port waters

(ii) Corrected to date charts Aus 151, Aus 152 ,

(iii) Australian National Tide tables (AHP 11) or Victorian Tide Tables; and

(iv) The Australian. Pilot Vol. II (NP 14)

(v) Have access to AMSA Marine Orders

3.2.3 Seaworthiness

(1) Where the master of a vessel becomes aware of any condition or circumstance relevant to the seaworthiness of the vessel that may impact upon the safe navigation of the vessel, or any other vessel in port waters, or which may in any way affect the day to day operations or environment of the port waters; the master shall immediately notify the Harbour Master.

(2) The master of a vessel seeking permission to enter port waters under the circumstances described in (1) above shall (when possible) provide at least 24 hours notice to the Harbour Master prior to entering port waters.

(3) To ensure manoeuvrability is maintained, the master of a vessel shall ensure that:

(a) The vessel's propellers & rudder are immersed sufficiently to ensure control

(b) The bow is deep enough to provide adequate vision from the bridge.

(c) The vessel's anchors are unlashed and ready for letting go when in port waters.

NB Notifying the Harbourmaster does not relieve the Master of his obligation under applicable State and Commonwealth legislation.

3.2.4 VHF Listening Watch

The Master of a vessel shall ensure that at all times that a vessel is underway or at moored in port waters; a listening watch is maintained on Channel 16.

NB. Masters should keep a sharp lookout for recreational vessels and give the appropriate warning in plenty of time

3.2.5 Incidents on Port Waters

The following requirements relate to masters, owners or agents of vessels that have sunk, stranded or collided within port waters and owners of objects that obstruct port waters.

(a) If a vessel sinks or strands within port waters or if any object impedes the navigation or use of port waters, the master, owner or agent of the vessel and the owner of the object by which the obstruction is caused, shall immediately:

(i) Notify the Harbourmaster of the position of the obstruction, and
(ii) Unless directed otherwise by the Harbourmaster, take the necessary steps for removal of the obstruction.

(a) If a collision takes place causing damage to any vessel, wharf or property within port waters, or if a vessel strands or sinks within port waters, the master of every vessel involved shall immediately:

(i) Report the circumstances to the Harbourmaster, and
(ii) As soon as possible, confirm the report in writing to the Harbourmaster.

NB: For information regarding reporting of incidents in port waters refer to the Emergency Management Procedures section of this Handbook.

3.3 MOORING

3.3.1 Vessels to be properly moored

(1) The master of a vessel at anchor shall ensure that at all times the vessel is properly and effectively moored.

(2) The master of a vessel at anchor in port waters shall not cause or permit the vessel to change its position without permission from the Harbour Master.

(3) The master of a vessel at anchor in port waters shall not permit the immobilisation of main engines without prior permission of the Harbour Master.

3.3.2 Vessels not to Anchor

(1) Anchoring is not permitted in the Port of Christmas Island.

3.3.3 Watch to be on Deck

The Master, owner or agent of a vessel shall ensure that at least one competent person is at watch on deck at all times, unless suitable alternative arrangements to ensure security and safety are in place, while the vessel is moored.

3.3.4 Crewing of Vessels

The Master of the vessel at anchor shall ensure that there is sufficient crew available to shift the vessel.

3.3.5 Avoid Obstruction of Fairways

(1) Unless compelled by unavoidable circumstances, the master of a vessel shall not, without the permission in writing of the Harbour Master.

(a) Cause or permit the vessel to anchor or lie in any fairway

(b) Cause or permit any cable, chain, hawser, rope or other obstruction across, (Through or above) any fairway

(2) Where unavoidable circumstances have compelled a vessel to lie in any fairway, the Master of the vessel shall:

(a) Immediately notify the Harbour Master of the position of the vessel, and

(b) As soon as possible, move the vessel to a place where it does not interrupt or interfere with the passage of other vessels.

(c) The master of a vessel shall notify the Harbour Master immediately the vessel has cleared the fairway.

3.3.6 Vessels to be Properly Moored

. The master of a vessel berthed at a mooring system shall ensure that:-

(a) The vessel is adequately secured alongside with a mooring plan to the satisfaction of the Harbour Master;

(b) a strict watch is kept on their moorings and that they are tended as required to keep the lines tight, and the vessel alongside the berth, with an even strain to prevent undue movement of the vessel;

(c) Mooring wires or ropes are fastened only to the proper fixtures provided for this purpose;

(d) Self tensioning winches are not used in automatic mode unless specific permission is granted by the Harbour Master and that winch brakes are kept hardened up except when moorings are being adjusted.

3.3.7 Removal of Vessels

If directed by the Harbour Master, the master of a vessel shall cause the vessel to be removed from the berth allocated to it in accordance with the directions of the Harbour Master.

3.3.8 Use of Propellers at Mooring Systems

The Master of a berthed vessel shall not cause or permit a propeller to be worked without the prior permission of the Harbour Master or Pilot and if permission is granted, the master shall notify the masters of vessels at adjacent berths of the intention to work the propeller

3.3.9 Watch to be on Deck

The Master, owner or agent of a vessel shall ensure that at least one competent person is at watch on deck at all times, unless suitable alternative arrangements to ensure security and safety are in place, while the vessel is alongside a mooring system.

3.4 NAVIGATION WITHIN PORT WATERS

3.4.1 Traffic Control

The Master of a vessel shall not enter inwards, or depart from a berth or anchorage without prior permission from the Harbour Master or the Pilot.

3.4.2 Maximum Allowable Draught

The Master of a vessel shall observe the following requirements with respect to maximum allowable draught:-

Consultation with the Harbour Master and Pilot is required if the Master of a vessel is in doubt as to her maximum allowable draught.

(a) Crane Berth at Flying Fish Cove (and alternative Port at Norris Point)

(i) Maximum draft - 5.2m south end of berth
(ii) Maximum draft - 6.0m north end of berth
(iii) A gross under keel clearance of 1.5 metres is required

(b) Rock Berth at Flying Fish Cove

(i) Maximum draft - 10.0m
(ii) A gross under keel clearance of 1.5metres is required

(c) Fuel Berth at Smith Point

(i) Maximum Draft 6.0m
(ii) A gross under keel clearance of 1.5 metres is required.

3.4.3 Vessels over prescribed limits

Vessels with draughts and lengths exceeding the prescribed limits may not operate in port waters except with permission of, and subject to any direction of the Harbour Master.

3.4.4 Speed of Vessels in Port Waters

The Master of the vessel shall ensure that a safe speed is maintained at all times, taking into consideration prevailing conditions, squat, traffic, vessels alongside (in particular at the oil berths), at anchor, engaged in diving operations etc.

3.5 VESSEL ENGAGED IN DIVING ACTIVITIES

The Master of a vessel underway or at anchor in the Port Waters must not without the prior permission of the Harbourmaster allow any professional, commercial or recreational diving activities to be conducted.

3.6 SMALL VESSELS

3.6.1 Navigation of small vessels

(1) The Master of a vessel less than 50 metres in length (other than a port working vessel) shall ensure that the vessel keeps out of the way of:-

(a) Vessels more than 50 metres in length

(b) A tug or lineboat assisting the movement, berthing or unberthing of another vessel.

Nb. If in doubt the master should assume the other vessel's length is more than 50 metres and keep out of the way

(2) The Master of a vessel less than 50 metres in length (other than a port working vessel) must not:-

(a) Anchor in a channel.

(b) Approach within 100 metres of a fuel facility and/ or tankers berthed at the fuel mooring system in compliance with the waterside restricted zones declared under the Maritime Transport and Offshore Facilities Security Act.

(c) Navigate port waters while taking part in any regatta, contest or race or other event unless the Harbourmaster has been advised of the event taking place.

NB. The Harbour Master requires notification of aquatic events which take place in the port waters. The notification of an event to the Harbour Master must be in the form prescribed in Section 4.11 Aquatic Events (see Appendix 3)

(3) The Harbour Master may at any time suspend or cancel any aquatic event in port waters in the interest of safety or efficient commercial operations.

4 SAFETY AND ENVIRONMENTAL REQUIREMENTS

4.1 ENVIRONMENTAL PROTECTION

4.1.1 Statutory Provisions and conventions

The Environment Protection Authority (EPA) is the statutory body having primary responsibility for environmental protection in port waters. It derives its authority from the Environment Protection Act 1970, the Pollution of Waters by Oil and Noxious Substances Act 1986 (POWBONS), the State Environment Protection Policies (SEPP), and a number of national and international conventions including The International Convention for the Prevention of Pollution from Ships (MARPOL 73/78).

4.2 BALLAST WATER

4.2.1 Vessels wanting to discharge ballast require AQIS approval prior to arrival in the port. Only clean ballast from segregated ballast tanks is permitted to be discharged into The Port of Christmas Island, i.e. no ballast water from any tank capable of carrying oil is permitted to be discharged into Western Port Bay notwithstanding the cleanliness of the tank or the previous cargoes carried in the tank.

4.2.2 Port of Christmas Island Requirements

Patrick Ports Christmas Island is strongly committed to the protection of the marine environment and to cooperation with the EPA. Without limiting or detracting from any wider environmental provisions or requirements, Patrick Ports Christmas Island requires the Master of a vessel using port waters to:-

(a) Comply with the requirements of POWBONS, MARPOL, and Australian Standard 3846.

(b) Comply with the requirements of the Port of Christmas Island Environmental Management Plan (EMP).

(c) Not cause or permit refuse of any kind to be discharged from the vessel or its scuppers into port waters.

(d) Not cause or permit a person to pump or discharge any oil, oily water, spirit or any flammable liquid into port waters or to release by venting into the atmosphere above port waters any noxious or hazardous fumes or gas.

4.3 DANGEROUS GOODS

4.3.1 Containerised Dangerous Cargoes

Except for routine consignments of Jet A-1 Aviation Fuel containerised dangerous goods are not handled through the Port of Christmas Island on a regular basis; Masters, Owners and Agents should contact the Harbour Master for current requirements as shipments are handled on a case by case basis.

4.3.2 Bulk Liquid Dangerous Cargoes

Vessels loading or unloading bulk liquid dangerous cargoes are to comply with the procedures and requirements of the Australian Standard AUS 3846 and ISGOTT

Patrick Ports requires notification of the intention to load or discharge dangerous cargos including manifest details which must be lodged with the Harbour Master at least 48 hours prior to ship's arrival. (see section 1.6.3)

4.3.3 Gas Freeing and/or Tank Washing

(a) Vessels engaged in gas freeing or tank washing whilst at berth are to comply with the requirements of the Port of Christmas Island and the terminal.

(b) Generally, the planning for gas freeing and or tank washing is discussed on arrival at the berth whilst undertaking the Ship/Shore Check List and Exchange of Information briefing. The timing and process of these operations are agreed with the Harbour Master and Loading Master

4.3.4 Additional requirements for ships conveying dangerous substances or oil in bulk.

(1) ***Declaration prior to arrival***

The Master of a ship capable of carrying liquid Bulk Dangerous Substances or Oil in bulk, other than oil fuel used for the propulsion or operation of the ship, shall ensure that Harbour Control is advised, in writing, with answers to the Tanker Declaration in Section 1.6.3 at least 48 Hours prior to arrival in port.

(2) ***Ship/Shore Checklist***

A ship/shore safety checklist (as per ISGOTT Edition 5 as amended) is to be completed prior to commencement of operations by a representative of the Ship and Terminal.

(3) ***Emergency documents***

The Master of the ship having on board or intending to load liquid bulk dangerous substances shall prepare the following documents and deliver them to the terminal operator.

(a) Material Safety Data sheet for the cargoes on board or to be loaded;

(b) A current crew list

(c) General arrangement plan of the ship, and

(d) A cargo plan and transfer arrangements.

(4) ***Alternative access to ship***

The Master shall ensure that:-

(a) The outboard accommodation ladder is turned out and rigged ready for immediate lowering;
(b) The outboard lifeboat is swung out and lowered to the embarkation deck and kept ready for immediate lowering.

Nb. Where it is not possible to turn out the outboard accommodation ladder a pilot ladder shall be rigged overside in its place.

(5) ***Fire precautions***

(a) Ship's fire fighting appliances, including main & emergency fire pump shall be ready for immediate use as required by ISGOTT and the vessel's management procedures, pressure shall be maintained on the fire main whilst alongside.

(b) A fire hose supplied by the ship is connected between the fire hydrant nearest the gangway of the ship and a fire hydrant on the berth

Nb. Where the ship & berth connections are incompatible, an International Fire Connection supplied by the ship is connected to the shore hydrant.

(c) No person shall, except in an approved location:-

(i) Smoke or have in his possession or under his control any matches, fire or other means of ignition or any light other than an approved safety lamp;

(ii) Create any spark, fire or flame or use any telephone, tool, electrical apparatus or other equipment capable of creating any spark, fire or flame

(d) The Master is responsible for ensuring that shore fire fighting arrangements are understood on board.

(6) ***Weather precautions***

Operations shall be stopped during severe electrical storms, periods of high wind or, at the discretion or either the responsible Ship's Officer, Berth Operator or Port Operator Representative, during still air conditions. When operations are stopped all tank openings and cargo valves shall be closed.

(7) ***State of readiness***

Whilst a ship is berthed at a tanker terminal, its boilers, main engines, steering machinery and other equipment essential for manoeuvring shall be maintained in a state of readiness so as to permit the ship to move from the berth at short notice.

(8) ***Receipt and display of port information***

Transfer operations shall not begin until:-

(a) The Master has signed a letter which acknowledges possession of safety requirements and of pertinent terminal and port information;

(b) Notices in the appropriate language bearing the words:

NO ADMITTANCE EXCEPT ON BUSINESS

SMOKING AND NAKED LIGHTS STRICTLY PROHIBITED

have been displayed in prominent positions on board, including access to the ship;

(c) The Master or his representative has signed the Safety Check Lists with the Berth Representative certifying that all necessary valves ashore and on board are properly set; that the agreed signals and procedures are understood and that all other matters relating to safe operations are being carried out.

(9) ***Ships visitors***

Persons other than the ship's crew and persons actually engaged in the work of loading or unloading Dangerous Goods or Oil in Bulk shall not be allowed on any ships without the written permission of the berth operator and the consent of the Master of such ship

4.3.5 Bunkering

The following requirements apply prior to and during bunkering operations

(1) The Master or agent of a vessel intending to take bunkers while in port waters shall notify Harbour Control in writing or by facsimile.

The notification shall include:

- Name of vessel
- Name of berth bunkering will take place
- Quantity and type of bunkers
- Anticipated start date and time
- Anticipated finish date and time.

- The Master of a vessel must not carry out bunkering if weather conditions are not suitable:
- That here has been an exchange of all relevant information between the vessel and the bunkering barge/truck.
- The bunker hose(s) are of sufficient length and are in good condition and in test in accordance with the appropriate Australian standard and the test certificate(s) are available on request.
- The bunker hose connections (vessel and barge/truck) have a good seal and a tightened bolt is used in every bolt hole of the bunker hose connection flanges.
- Effective communications are established between vessel and barge/truck.
- There is safe access between the barge/truck and the vessel.
- An effective deck watch is maintained.
- The pumping rate has been agreed.
- An emergency shut-down procedure has been agreed.
- Fire fighting equipment on board & ready for immediate use.
- Scuppers on barge/jetty and vessel are closed off or sealed.
- Unused cargo connections are blanked.
- Unused valves are closed.
- Compliance with naked light requirements.
- Provision for emergency escape.
- Emergency pump stops are operational.

- Window type air conditioners disconnected.
- Drip trays are in place
- Absorbent material is on site.
- A fire hose is connected to the shore using an international shore connection.

If any of the above requirements cannot be complied with, bunkering operations must not commence or, if during the course of bunkering cease to be complied with, then bunkering must stop immediately.

(2) If a bunker spillage occurs the following actions are to be implemented immediately:

(a) Cease bunkering operations
(b) Take measures to stop or limit the spillage
(c) Notify Harbour Control
(d) Provide formal notification of a pollution incident

(3) On completion of bunkering equipment is to be disconnected and care is taken to avoid spillage.

(4) Harbour Control is to be advised promptly of completion time.

Not withstanding the above provisions, the Harbour Master may monitor safety and pollution prevention requirements at any time.

4.4 Entry into confined spaces/cargo tanks

When personnel are required to enter a cargo tank or other confined space that has previously held a bulk dangerous cargo or where the condition of the atmosphere is not known, the following procedures shall apply: -

(1) Where a member of the ship's crew is required to enter a cargo tank or confined space, the entry procedure must be fully documented and in accordance with well-established guidelines such as ISGOTT and ship's own operating procedures.

(2) Where a person other than a member of the ship's crew is required to enter a cargo tank or confined space, an independent chemist must issue a gas free certificate for the particular cargo tank or confined space, approving it Safe for Entry.

4.5 Hot work on ships

Hot work in the Port of Christmas Island requires a permit to be issued by the Harbour Master.

4.5.1 At Berth

(1) Hot work on board that involves ship's crew only must be fully documented and conducted in accordance with well established guidelines such as ISGOTT and the ship's own operating procedures.

(2) Where a person other than a member of the ship's crew is required to be involved in any way with the hot work, an independent chemist must issue a gas free certificate approving the area Safe for Hot Work.

(3) If the work is to be carried out in a confined space the requirements for entry into a confined space or cargo tank also apply.

Hot work must not take place on board a vessel at a berth without the permission of the berth operator and the Harbour Master and a Permit issued

4.6 HULL CLEANING

4.6.1 Background

In recent years much attention had been focused on the introduction of exotic marine organisms via ship's ballast. Another way of transporting exotic marine organisms is via a ship's hull.

To minimise the risk of further exotic organisms establishing in the Port of Christmas Island the following *Code of Practice for Hull Cleaning* has been established.

Application

(1) These requirements shall apply in the port waters the Port of Christmas Island.

(2) These requirements are to be used in conjunction with any relevant EPA requirements

4.6.2 Procedures

(1) No part of a vessels hull is to be cleaned in port waters without the written permission of the Harbour Master.

(2) In-water hull cleaning is prohibited, except under extra ordinary circumstances and permission will not normally be granted.

(3) The cleaning of sea chests, sea suction grids and other hull apertures may be permitted provided that any debris removed (including encrustation, barnacles, and weeds) is not allowed to pass into the water column or fall to the sea bed and subject to any other conditions attached to the permit. An application seeking permission to carry out this work must be lodged with the Harbour Master at least five (5) working days prior to commencement of the anticipated start date. Such application will detail how encrustations, barnacles and other debris will be contained and or collected for disposal as well as the method of disposal.

(4) The polishing of ship's propellers may be permitted subject to any conditions attached to the permit. An application seeking permission to carry out 'propeller polishing' must be lodged with the Harbour Master at least five (5) working days prior to commencement of the work

4.7 WASTE DISCHARGES & GARBAGE

4.7.1 General Prohibition

(1) Discharge into port waters or upon any wharf pier or jetty of ships refuse, rubbish, offensive liquid or other waste matter is prohibited**.**

(2) Sewage must be retained on board unless disposed of in compliance with EPA requirements. Sewage collection is not available at Christmas Island.

(3) Garbage collection is available, arranged through agent

(4) Prescribed wastes may only be disposed of in accordance with EPA Regulations

4.7.2 Collection Procedures

(1) Containers used for the collection of ship's garbage and discharge ashore must be in sound condition, i.e., containers must not be perforated to allow drainage of liquids onto either the wharf or spring-fendering.

(2) Tail ropes when in use should be affixed in a manner, which does not require perforation of the drum type container.

(3) In order to avoid inadvertent contamination of the wharves or port waters the garbage containers should be placed inboard and in a position on deck where facilities are available for discharge from the ship to the refuse removal vehicle.

(4) It is the responsibility of the ship to deliver garbage to the refuse removal vehicle.

(5) Garbage containers must be discharged only at the time when a refuse removal vehicle is in attendance.

(6) Attention is drawn to the Quarantine requirement that all ship's garbage containers are to be covered with a well fitting lid.

4.8 Immobilisation of main engines

The Master of a vessel which is within port waters must not cause or permit any immobilisation or repairs to engines or other repairs that immobilise the vessel to be carried out without the prior permission of the Harbourmaster. When the vessel is berthed at any mooring, the permission of the Port Facility Operator must also be obtained.

4.9 Discharging flares, rockets or explosives

A person must not, whilst on board any vessel within port waters, discharge or use any gun, firearm, flares, rockets or other explosive without the prior written permission of the Harbour Master unless the person requires urgent assistance.

4.10 Vessels engaged in diving operations

The Master of a vessel underway or at anchor in the port waters must not without the prior permission of the Harbour Master allow any professional, commercial or recreational diving activities to be conducted.

4.11 Application for regattas, boat races etc.

Notice pursuant to paragraph 3.7.1must be lodged with the Harbour Master not less than 5 working days before the event. *(see Appendix 3)*

The notice must contain:-

(1) Name, telephone contact and facsimile number of the organisation or person organising the event.

(2) The course and waypoints for the event.

(3) The proposed start and finish dates and times of the event.

(4) The approximate number of boats expected to take part.

(5) The size and type of boats expected to take part.

(6) Details of any waivers sought in relation to the provisions of this Handbook for vessels participating in the event.

(7) Communication

5.0 EMERGENCY MANAGEMENT PROCEDURES

5.1 Marine Incidents

Powers of the Harbour Master

The Harbour Master may give directions prohibiting the entry into or requiring the removal from port waters of any vessel that the Harbourmaster has reasonable cause to believe is unseaworthy, or in danger of sinking and causing an obstruction to navigation in those waters, or is in imminent danger of causing serious damage to the marine environment or property.

5.2 Christmas Island Emergency Management Plan

(1) The Christmas Island Emergency Management Plan details agreed arrangements for the prevention of, response to and recovery from emergencies that could occur within the Port of Christmas Island. The Plan is underpinned by local Emergency Management arrangements. This will ensure the response to an emergency with the Port of Christmas Island is a cooperative one and conducted with a coordinated approach from the Port community and outside agencies.

(2) The plan may be activated at any time by an officer authorised by the Harbour Master.

(3) Management and combat of the emergency may involve relevant authorities such as the Australian Federal Police, Volunteer Fire Brigade, Volunteer Marine Rescue Service, State Emergency Service, the Australian Maritime Safety Authority, the Environment Protection Authority and the Master of the vessel involved. Organisations such Christmas Island Phosphates, Gaseng Petroleum, other Maritime Industry Participants and Local Government Authorities, and ship's agents may be affected and called on for assistance.

(4) The Master of a vessel in respect of which the emergency plan may be invoked, or who observes any incident which may call for combat action, should communicate by telephone or radio with the Harbour Master. The Harbour Master will take appropriate action as detailed in relevant plans. The cooperation of masters is requested to stabilise and contain emergencies at the earliest possible moment.

(5) Masters of vessels carrying commodities which present particular hazards should determine with the Harbour Master, or his representative, on arrival, the action to be taken in the event of an emergency arising during the vessel's stay in port and this information will then be recorded and available for the use of combat authorities.

5.3 Reporting of Incident in Port Waters (other than pollution)

In the event of the occurrence of any incident other than pollution, that is likely to affect navigation in port waters, any person causing or observing such incident should as soon as possible provide as much of the following information as is available and applicable to the Harbour Master:-

To: Harbour Master - Patrick Ports

Name of Vessel……	Port of Registry……
Official No. ……...	Gross Tonnage…….
Type of Vessel……..	Name of Master……...
Name, address and contact number of Owner……..	
Name, address and contact number of Agent……	
Classification Society……	
Nature of Cargo……..	
Number of Crew…… ……	

Number of Passengers……

Date & Time of Incident…….

Location of Incident……..... ……..

Arriving or Departing ……

Draught (Fore & Aft)……..

Details of Incident …….

……

[Note: Masters should note that Patrick Ports will conduct a prompt investigation following a grounding, collision or close quarters incident. The occurrence of any such incident should be immediately notified to Harbour for ongoing transmittal to an Australian Maritime Safety Authority officer.]

5.4 MARINE POLLUTION

5.4.1 Christmas Island Marine Pollution Contingency Plan

(1) Marine Pollution is controlled under the authority of the Administrative Arrangements of the National Plan to Combat Pollution of the Sea by Oil. (National Plan).

(2) Patrick Ports Christmas Island has been designated the Lead Agency for the Marine Pollution, with operational responsibility to take action to respond to an oil spill.

5.4.2 Mandatory Notification (Pollution)

(1) In the event of a discharge or probable discharge from a vessel the Master must:-

(2) Make an immediate report to the local harbour control or Harbour Master by telephone or VHF radio on the numbers or frequencies listed in *Appendix 1*

Nb: The Harbour Master should be advised in all instances of oil pollution so that a POLREP can be initiated.

(3) Take steps to prevent further discharge of the pollutant and to contain it within the vicinity of the ship.

(4) The report should contain the following information as relevant.

(a) Name, radio call-sign and flag of ship.

(b) Frequency or frequencies of radio channel or channels monitored.

(c) Name of owner and address, telex, facsimile and telephone number of principal place of business of owner.

(d) Name, address, telex, facsimile and telephone number of principal place of business of:

- The charterer, manager or operator of the ship or
- The agent in Australia of the charterer, manager or operator of the vessel

(e) Type of ship (eg oil tanker, chemical tanker, dry cargo ship) and gross tonnage.

(f) Date and time (state whether UTC, EST or Daylight Saving EST) of the occurrence of the incident.

(g) Brief description of the incident including any damage sustained.

(h) The position, course and speed of the ship at the time of the incident.

(i) The technical name (or, where the technical name is not known, the trade name) UN number, Classification in the International Maritime Dangerous Goods (IMDG) Code (where applicable), name of the manufacturer, quantity, concentration, of the oil or oily mixture discharged or likely to be discharged into the sea.

(j) Type & quantity of cargo carried, including details of harmful substances carried.

(k) Ability to transfer cargo and ballast.

(l) Assistance which has been requested from or which has been provided by others.

(m) Cause of the discharge.

(n) Whether the discharge is continuing and the approximate quantity discharged.

(o) Weather, sea and current conditions in the vicinity of the discharge.

(p) Where applicable, an estimate of the discharge movement and the surface area of the discharge.

(q) Actions being taken with regard to the discharge and the movement of the ship.

5.5 Emergency Contact Numbers

Police/Fire brigade/Ambulance	**000**

Port Emergency (Harbour Control)

Business Hours	**(08) 9164 8434**
After Hours	**(08) 9164 7227**
24 Hours	**0439 215 225**

6.0 PORT SECURITY

6.1 Information and obligations

Introduction

The Port of Christmas Island is a security regulated port as set out in the *Maritime Transport and Offshore Facilities Security Act 2003* and its associated regulations.

Operators or other stakeholders in the Port of Christmas Island as well as operators of Australian or foreign registered ships who are unsure of their obligations under the Maritime Transport and Offshore Facilities Security Act should seek advice from the Department of Infrastructure at:-

Mailing Address	Office of Transport Security Department of Infrastructure GPO Box 594 Canberra ACT 2601	
Office Address	Office of Transport Security Department of Infrastructure 111 Alinga Street Canberra ACT 2601	
Operations Centre	**Tel:** **Email**	**1300 307 288** **Transport.Security@infrastructure.gov.au**

Website www.infrastructure.gov.au

6.2 Port Security Officer

A Port Security Officer (PSO) has been appointed for the Port of Christmas Island. Contact details for the PSO are set out below:-

Address	21 Jalan Pantai Christmas Island WA 6798
Mailing Address	PO Box 445 Christmas Island WA 6798
Telephone Business Hours **Mobile 24H**	08 9164 8434 0439 215 222
Facsimile	08 9164 8435

6.3 Harbour Master

The Harbour Master may, at any time and for any period of time restrict entry to the port for all or any vessels in the interests of port security. Such restriction will include any vessel which does not meet the requirements of the International Ship and Port Facility Security (ISPS) Code.

6.4 Port Security Committee

A Port Security Committee has been established in the Port of Christmas Island.

All enquires to the Port Security Committee should be directed to the Port Security Officer

6.5 Responsibilities

It is the responsibility of the Port Facility Operators and Port Service Providers within the security regulated Port of Christmas Island to submit to the Australian Department of Infrastructure maritime security plans in accordance with the Maritime Transport and Offshore Facilities Act 2003 and its associated regulations.

A Port Facility is described as an area of land or water within a security regulated port (including buildings, installations or equipment in or on the area) used either wholly or partly in connection with the loading or unloading of ships.

A Port Service Provider is one of the following:-

- A tug/towage operator.

- Bunker barge operator.
- Lighter operator.
- Pilot boat operator.
- Line Handling operator.

Self identification forms to enable entities to identify whether they are required to submit Maritime Security Plans to the Department of Infrastructure for approval can be obtained from the Department's internet site at:-

http://www.infrastructure.gov.au/transport/security/maritime/security_plans/marsec.aspx

Operators of Australian or foreign registered ships should contact the Department of Infrastructure.

6.6 Levels of Security Alert

In line with the International Ship and Port Facility Security (ISPS) Code December 2002, the following three security levels have been adopted by the maritime industry:-

(a) **Security Level 1 –Normal.** The level for which standard security measures shall be maintained at all times.

(b) **Security Level 2 - Heightened** The level for which appropriate additional security measures shall be maintained for a period of time as a result of heightened risk of a security incident.

(c) **Security Level 3 – Exceptional**. The level for which further additional security measures shall be maintained for a limited period of time when a security incident is probable or imminent, although it may not be possible to identify the specific target.

In addition to these the Australian Government has four (4) security levels of alert. The following table shows the correlation between the Government and ISPS Code levels of alert.

Government Levels of Alert	ISPS Code Levels of Alert
Low	**Security Level 1**
Medium	**Security Level 1**
High	**Security Level 2**

Extreme	Security Level 3

Nb. The Port of Christmas Island always refers to the ISPS Code levels of Alert.

6.7 Notification of Security Alert Level

The Security Level for the Port of Christmas Island will be notified via the Harbour Master.

6.8 Declarations of Security

Ship Security Officers seeking a Declaration of Security (DOS) need to contact either the Port Security Officer, Port Facility Security Officer for their berth or the Port Service Provider servicing their ship depending on the circumstances. Contact details for the relevant security officer can be obtained from the Port of Christmas Island.

Nb. Passenger ships requiring to berth will exchange a DOS with the Port Security Officer prior to the vessels arrival.

6.9 Ship Security Certificates

Vessels entering the port waters of the Port of Christmas Island are required to provide the Harbourmaster, on request, one of the following:-

(a) A valid International Ship Security Certificate or an interim certificate issued under Part A of the ISPS Code, or
(b) A statement of compliance with the ISPS Code, or
(c) A Declaration of Security when required.

This information is expected to be provided through the ship's agent in advance of arrival of the vessel in port. Failure to provide the information on request may result in the vessel being denied entry to the port by the Harbourmaster or any entry being delayed.

The information will be required from all vessels at Security Levels 2 & 3. The frequency of such requests at Security Level 1 shall be based on risk and shall be at a frequency recommended by the Port of Christmas Island Port Security Committee.

The Harbour Master can restrict entry to the port for any or all vessels based on security or safety grounds. Such restrictions will be communicated to the ship's Master or agent either verbally or in writing or to all vessels by a Notice to Mariners.

6.10 Restricted Zones

In accordance with the Maritime Transport and Offshore Facilities Security (MTOFS) Act 2003 and its associated regulations, a number of land-side and water-side restricted zones exist within the Port of Christmas Island.

Land-side restricted zones are in place:-

(a) At all times at the main wharf in Flying Fish Cove;
(b) At all times at the Smith Point Refuelling Facility;
(c) At all times at the alternative Port at Norris Point:

Water-side restricted zones are in place all the times when vessels are berthed at the mooring systems. All port waters at Security Level 3

NB. Unauthorised access to a land-side or water-side restricted zone is an offence under the Maritime Transport and Offshore Facilities Act and severe penalties apply.

6.11 Reporting of Security Breaches or Suspicious Behaviour

Ship's Masters, all operators and other stakeholders in the Port of Christmas Island must report all breaches of security, criminal activity or suspicious behaviour. Immediate reports of security breaches, criminal activity or suspicious behaviour should be made to:-

Police emergency number **000**

Alternatively reports can be made to:-

Harbourmaster **0439 215 225 (24 Hours)**
Port Security Officer **0439 215 222 (24 Hours)**

7.0 APPENDICES

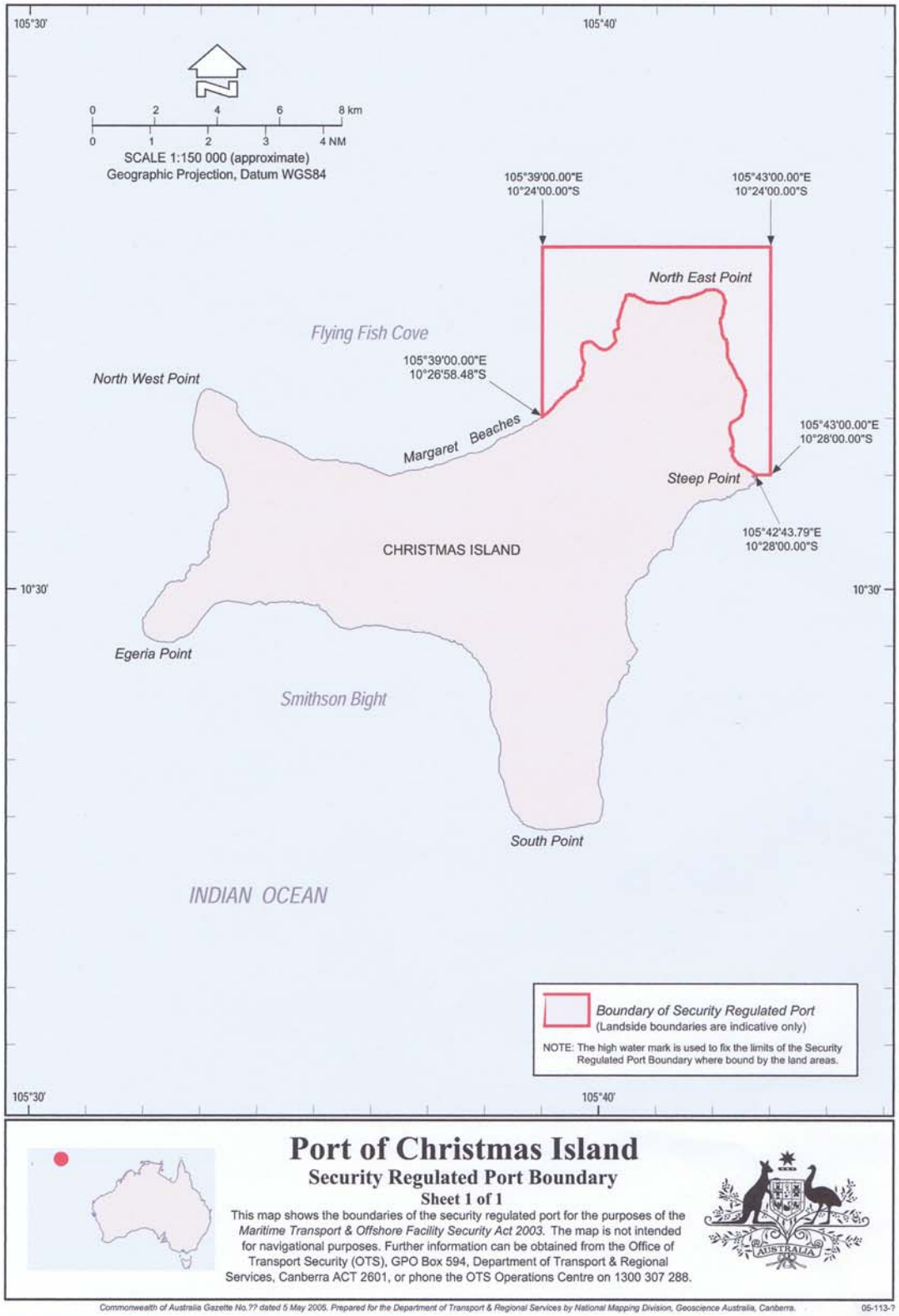
APPENDIX 1 - CONTACT NUMBERS

TELEPHONE NUMBERS

Harbour Control	**(08) 9164 8434 (Business Hours)** **(08) 9164 7227 (After Hours)** **0439 215 225 (24 Hours)** **0439 215 222 (24 Hours)**
Marine Pilot	**(08) 9164 7770 (Business Hours)** **0488 297 618**
ALL Emergencies	**000**
Hospital Christmas Island	**(08) 9164 8333**
Police Christmas Island	**(08) 9164 8444 (Business Hours)** **(08) 9164 8442 (After Hours)**

APPENDIX 2 - CHARTLETS – Not to be used for navigational purposes

Port of Christmas Island


105°30'
105°40'
0 2 4 6 8 km
0 1 2 3 4 NM
SCALE 1:150 000 (approximate)
Geographic Projection, Datum WGS84
105°39'00.00"E
10°24'00.00"S
105°43'00.00"E
10°24'00.00"S
North East Point
Flying Fish Cove
105°39'00.00"E
10°26'58.48"S
North West Point
Margaret Beaches
105°43'00.00"E
10°28'00.00"S
Steep Point
105°42'43.79"E
10°28'00.00"S
CHRISTMAS ISLAND
10°30'
10°30'
Egeria Point
Smithson Bight
South Point
INDIAN OCEAN
Boundary of Security Regulated Port
(Landside boundaries are indicative only)
NOTE: The high water mark is used to fix the limits of the Security Regulated Port Boundary where bound by the land areas.
105°30'
105°40'
Port of Christmas Island
Security Regulated Port Boundary
Sheet 1 of 1
This map shows the boundaries of the security regulated port for the purposes of the Maritime Transport & Offshore Facility Security Act 2003. The map is not intended for navigational purposes. Further information can be obtained from the Office of Transport Security (OTS), GPO Box 594, Department of Transport & Regional Services, Canberra ACT 2601, or phone the OTS Operations Centre on 1300 307 288.
AUSTRALIA
Commonwealth of Australia Gazette No.?? dated 5 May 2005. Prepared for the Department of Transport & Regional Services by National Mapping Division, Geoscience Australia, Canberra.
05-113-?

SECURITY REGULATION PORT DESCRIPTION

Description of Port of Christmas Island
State: Western Australia
Map Number; 54

The Security Regulation Port of Christmas Island is the area inside a line commencing at a point on the high water mark of the coastline of Christmas Island at a point of latitude 10º 26' 58.48" south, longitude 105º 39' 00.00" east, thence north to a point of latitude 10º 24' 00.00" south, longitude 105º 39' 00.00" east, thence east to a point of latitude 10º 24' 00.00" south, longitude 105º 43' 00.00" east, thence south to a point of latitude 10º 28' 00.00" south, longitude 105º 43' 00.00" east, thence west to a point on the high water mark of the coastline of Christmas Island at latitude 10º 28' 00.00" south, longitude 105º 42' 43.79" east, thence generally northerly and westerly along the high water mark of the coastline of Christmas Island to the point of commencement.

Notes:

1. The high water mark referred to in the Port Descriptions and associated maps refers to line of Highest Astronomical Tide.
2. In the event that a point of latitude and longitude which is stated to lie on the high water mark is found to lie on the landward or seaward side of the high water mark the point is to be regarded as being the point on the high water mark closest to that point of latitude and longitude.
3. Unless stated otherwise, the Security Regulation Ports described above include all water and land inside the area.
4. Unless otherwise stated the lines between coordinates are rhumb lines (loxodromes).

Aquatic Events Notice

Patrick Ports
21 Jalan Pantai
Christmas Island
WA 6798

PO Box 445
Christmas Island
WA 6798

Tel: 08 – 9164 8434
Fax: 08 – 9164 8435

Event Type		
Start Time, Date & Location		
Finish Time, Date & Location		
Organisation & Event Organiser		Tel:
Number and type of vessels involved		
Emergency contact (including VHF Ch)		
Other relevant information, (i.e. courses, routes, special requirements)		
Organisation Postal & Email Address', Contact numbers		