



GEELONGPORT SAFETY & ENVIRONMENTAL MANAGEMENT PLAN

2012 ANNUAL REPORT & COMMUNITY UPDATE

Purpose of the annual report 5.1

The primary purpose of the annual report is to inform the Minister and prescribed bodies – the EPA, TSV and WorkSafe – about relevant matters. It is intended to be a high level, simple report.

Content of the annual report 5.3

The annual report should include an assessment of all KPIs, including any:

- Achievements. **Whole of Ports KPI's developed in 2012, will be assessed in annual report 2013**
- shortfalls, the reason behind any shortfalls and the improvement actions taken or to be taken. **As in dot point one.**
- noteworthy measuring and monitoring methodologies and outcomes. **As in dot point one.**
- changes and the reason behind any changes. **As in dot point one.**

In order to simplify the SEMP audit process and reduce duplication, port managers may include in the annual report:

- the status and level of compliance against any other certified management systems; **noted within body of report under ISO Certification**
- any significant findings and/or outcomes arising from any internal SEMP audits, external safety and environmental audits or audits by relevant regulators. **No significant findings identified**

Other information that should be included in the annual report:

- any major issues with the Management Plans and improvement measures or strategies; **Nil to report**
- any reviews of the Management Plans undertaken during the year and any noteworthy findings or changes; **noted within body of report under Whole of Port development strategy.**
- the number and type of consultation meetings undertaken during the year and any noteworthy outcomes, if any. **noted within body of report under Annual Internal SEMP review**
- any issues with consultation processes and improvement measures and strategies; **Nil to report**
- the total number of significant incidents during the year (see below), if any (details of individual incidents are not required in the report); **No Whole of Port Incidents identified in 2012**
- any major actions taken to mitigate safety and environmental risks, for example, as a result of a significant incident or near miss; **No Whole of Port Incidents identified in 2012**

2012

The GeelongPort Community Consultative Committee (GPCCC) provide the following summary of Port activities, relevant recent & planned operations/events over the previous 12 months:

The GeelongPort SEMP involves 3 organisations –

- **GeelongPort**
- **Victorian Regional Channels Authority and**
- **GrainCorp.**

The material covered in the SEMP is an amalgamation of high level Safety & Environmental Risks identified within the Port. In terms of responsibility, VRCA are responsible from the wharf face outward (seaward into Corio Bay) whilst GeelongPort and GrainCorp are responsible from the wharf face inward (landward). All three organisations along with other agencies such as the Police and CFA are also involved in both the Port Emergency Plan and the Port Security Plan.

GENERAL

GOVERNMENT INTRODUCTION OF A NEW PORT ZONE FOR ALL COMMERCIAL PORTS

Media Release from the Victorian Planning Minister indicated that following the recent release of recommendations of the Ports and Environs Advisory Committee which conducted hearings in 2010 and State Government's response to those recommendations, State Government has now indicated to GeelongPort that they have introduced a Ministerial Direction No 14 and an Environmental Significance Overlay for all commercial ports in Victoria. At the Direction of the Planning Minister they are also implementing a new port zone for all commercial ports as soon as possible.

Having not yet seen the details of the new Port Zone, GeelongPort understand the following:

- A new Port Zone for the commercial ports will replace the current SUZ6 Zone. The new port zone is likely to include a parent Port Zone with various precinct Schedules that apply to particular parts of the port.
- A Ministerial Direction 14 which requires consideration of impacts on the ports for planning scheme amendments that could significantly intensify or introduce sensitive land uses with adverse impacts for the ports.
- Schedule 5 of an Environment Significance Overlay ESO5 Port of Geelong Environs which designates the North Shore Residential Area.
- Strengthening of the State Planning Policy Framework . – Clause 18 Transport - with wording changes to Clause 18.03 Ports and the reference in Policy Guidelines to the Port of Geelong Port Land Use Strategy.
- Greater Geelong Planning Scheme Amendment C263 Explanatory Report.

GeelongPort has been advised that DPCD and the Minister for Planning would be finalising the new Port Zone in coming months following further discussions with DoT, commercial port operators and the Minister for Ports.

VRCA will be the designated strategic planning agency for the Port of Geelong so it is likely they will be involved in finalising the new Port Zone.

UPDATE ON WHOLE OF PORT DEVELOPMENT STRATEGY

VRCA have commenced a process of updating the whole of port strategy. VRCA are currently establishing a baseline for their Port Capacity Model which looked at various port scenarios.

Legislation has been introduced into parliament to officially give VRCA the role of undertaking the Port Development Strategy.

The recent legislation includes:

- The Minister can release guidelines (and timelines) for the study.
- Allows for VRCA to conduct a whole of port development strategy for both land and water in the Port of Geelong.

A VRCA Steering Committee established to discuss the port capacity model and other requirements for the strategy. A consultant has also been recently appointed to undertake the economic impacts and trade forecasting for the strategy.

VRCA's consultant was well advanced with updating figures for the revised Economic Impact Study. The Study will this time will be broadened to including future trade predictions which will be used in the VRCA's Port Capacity Model to develop "what if" scenarios for 5, 10 and 20 years. The VRCA's Port Development Strategy Steering Committee met in July to progress the study. A Discussion Paper will be produced by the Port Development Steering Committee for consultation with DoT.

- Steering Committee for the Strategy has met twice and good progress was being made.
- They are currently drafting the Strategy Plan outline.
- VRCA still waiting for legislation to be passed giving them the authority to undertake the strategic work for the port.
- Geelong has more than one manager and VRCA was seen as having a broad area of interest which made it suitable to undertake the port strategic planning work.
- VRCA had commissioned a third Economic Study and a computer simulation model that monitored ship/land movements and road and rail volumes entering and leaving the port precinct.
- The computer modelling, which has been used around the world, had the capacity to identify key bottlenecks and allowed some scientific planning to be applied to traffic management problems.
- Modelling also allows port managers to better predict what is going to happen and to plan what capital infrastructure will be required going forward.
- The plan was to update the Development Strategy on a 4 yearly basis.

GOVERNMENT SEMP REVIEW

Changes to the Ministerial Guidelines; Port Safety and Environment Management Plan and the effect on the revised Guidelines for Geelong Port managers in terms of additional requirements.

- The SEMP guidelines were published in the Government Gazette and came into force on 22 November 2012.

A link to the final guidelines is available on the DOT website at:

<http://www.transport.vic.gov.au/freight/ports/ports-safety-and-environment-management-plans>

- The PMA stipulates that management plans are to be audited by approved auditors as complying with the requirements of the PMA and being in accordance with Ministerial Guidelines developed in support of the legislative requirement.

A [panel of auditors](#) has been appointed by the Minister for Ports.

- The new statutory SEMP audit deadline is 31 March 2013. Letters have gone to port managers from the Minister confirming this.

Other changes have also been included such as;

- the addition of SEMP objectives, which focus on integration, outcomes and ongoing improvement;
- key performance indicators and monitoring;

SEMP OBJECTIVES – (WHOLE OF PORT)

Section 91CA of the Port Management Act 1995 (PMA) sets out the objectives of safety and environmental management planning.

The objectives are:

- promoting improvements in safety and environmental outcomes at Victoria's ports;
- promoting and facilitating the development, maintenance and implementation of systems that enable compliance with the various safety and environmental duties that apply to the operation of the port; and
- promoting an integrated and systematic approach to risk management in relation to the operation of the port.

ANNUAL INTERNAL SEMP REVIEW

An internal review of the GeelongPort SEMP document was conducted with meetings held between GeelongPort Management, VRCA and GrainCorp during August and October, resulting in the SEMP document being updated where required.

The review incorporated the new requirements from the revised Government Ministerial Guidelines 2012.

SEMP meetings are held four times a year with the Community Consultative Committee consisting of members from the community and Government agencies.

EXTERNAL AUDIT

ISO CERTIFICATION

DNV (Det Norske Veritas) conducted a re-certification audit over four days in June 2012, achieving no major non-conformances and resulting in GeelongPort & Hastings maintaining certification to AS/NZS4801, ISO AS/NZS9001 and ISO AS/NZS14001 for a further three years, with ongoing annual periodical audits being conducted by DNV every June.

SAFETY

STOP FOR SAFETY DAY – 21ST AUGUST 2012

GeelongPort held a “STOP 4 Safety Day” on 21st August 2012, with delivery to employees of a Safety presentation, roll-out of Take 3 process and OHS refresher training.

A Working at Heights Safety Awareness Campaign was also included as part of this safety day.

As part of our commitment to safety and employees going “Home Safely Everyday”, GeelongPort implemented the “Take 3 “process.

W.A.H. SAFETY CAMPAIGN

A Working at Heights Safety Awareness campaign was held in conjunction with the GeelongPort STOP 4 Safety Day in August. The campaign included an electronic message board located at both Corio Quay & Lascelles facilities and review of the port procedures and legislative requirements.

TAKE 3 PROCESS

There was a port wide roll out of the “Take 3” safety program for employees to help them identify hazards before starting a job.

OHS COMMITMENT & CONSULTATION

GeelongPort OHS representatives attended the annual Victorian WorkSafe, "Safety in Action Week" held in Melbourne in April and delivered a presentation to the OHS Committee on the events of the day.

HEALTH SURVEILLANCE

As part of our Ports Health Surveillance Program for employees, Dermoscopy (skin cancer checks) were undertaken in April, Flu vaccinations, Bowel scans, and Health checks were given to employees.

ASBESTOS MANAGEMENT

Over the Christmas/New Year period 2011/12, GeelongPort commenced a process to seal the asbestos roofing on the inside of several Corio Quay cargo sheds. This process included the removal of cargo and equipment currently in storage, having specialist contractors seal the roof and then moving the cargo and equipment back into the sheds.

The sealing of cargo shed roofs at Corio Quay has been completed and that the roofs of the Corio Quay North office complex and sub stations were currently being replaced.

Port continues to plan the removal of asbestos from the port over a period of time.

Port have spent about \$1.7 million to date, this could rise to \$5 million by the time the entire removal project is completed.

Geelong Port has undertaken a new Asbestos Audit completed in June 2012. A new asbestos management plan will be developed from this audit to manage all associated risks.

Asbestos awareness and asbestos access training has been undertaken by all operational and maintenance personnel. This training will assist in developing procedures to safely work around asbestos.

Since January 2012 all four main storage sheds at Corio Quay has undergone complete internal cleans and encapsulation on the underside of their asbestos roof sheeting. Corio Quay North store rooms, old office block and workshop have been reroofed removing old asbestos roof sheeting. At Lascelles, substation #3 has been reroofed removing old asbestos roof sheeting.

SAFE WORK PRACTICES

GeelongPort was recently chosen by port owner Asciano as an example of a site with good safety practices.

PORT REPAIR AND MAINTENANCE PROGRAM

Extensive repairs and maintenance have been undertaken at Lascelles Wharf and Refinery Pier and concrete repair work has also being conducted on the wharf at Corio Quay South.

Ongoing repairs and maintenance of the port's piers and wharves continues as part of its improvement program.

UPDATE ON INFRASTRUCTURE IMPROVEMENTS IN THE GEELONG REGION

GeelongPort are still awaiting further information on the proposed pier renewal at Point Wilson and that the Master Plan for Avalon Airport is nearing completion.

OWNERSHIP CHANGES AT GEELONGPORT AND THE PORT OF PORTLAND

Hastings Fund Management has sold its 35% ownership stake in Port to the two remaining stakeholders (REEF and Asciano) who now control 50% each.

Hastings Fund Management has also sold 50% of their ownership in the Port of Portland to another investment company.

GEELONGPORT ENVIRONMENTAL UPDATE

GeelongPort had no reportable Environmental Infringements in 2012. The Port continues monitoring the environment through an auditing process and safety observations which are conducted on a regular basis by management and employees.

GeelongPort had recently revised their Environmental Aspects and Impacts Register which is a requirement of our environmental management system.

REDUCTION IN WATER USAGE AT LASCELLES

The Port aims to reduce the amount of water used at Lascelles wharf and through a monitoring programme which has been established for this purpose.

Continual monitoring of port infrastructure is conducted to identify any leaks that may occur from pipes therefore minimising the amount of water which potentially could be wasted.

The water usage is tracked on a monthly basis and compared with previous year's usage.

REDUCTION IN GREENHOUSE GAS EMISSIONS

GeelongPort continue to collect data on our total Carbon Footprint to provide a basis for energy reduction going into the future in accordance with Asciano Sustainability Plan.

GEELONGPORT DRY BULK CARGO HANDLING PROTOCOL

The purpose of this protocol is to set standards for the handling of dry bulk cargoes on vessels and on wharves at the Port of Geelong.

In complying with this protocol, users are also requested to refer to other existing guidelines in relation to the handling of dry bulk cargoes, including "The loading and

Unloading of Solid Bulk Cargoes” published by ICHCA, “Code of Practice for the Safe Loading and Unloading of Bulk Carriers” published by AMSA and “The Handling and Transport of Dangerous Cargoes in Port Areas (Section 9) under the Australian Standard AS 3846 2005.

The objective of this protocol to ensure that all dry bulk handling operations at the Port of Geelong are conducted in accordance with the GeelongPort Standards and Procedures. Operations are required to be conducted in a manner that will appropriately manage waste and pollution, promote efficient use of resources and manage environmental impacts.

Hirers, Licensees and Tenants must comply with all applicable environmental legislation and other requirements, and ensure that they manage their environmental impacts.

This protocol is subject to regular review to ensure that dry bulk cargo handling operations at GeelongPort are continually improved.

In order to ensure that users are complying with this protocol, GeelongPort carry out random inspections of operations at their facilities. These inspections are carried out by a GeelongPort Environmental Controller.

PORT EMERGENCY MANAGEMENT PLAN UPDATE

In March a meeting of the Port’s EMP Executive Committee was held at VRCA’s Office which was well attended by all the various emergency response agencies and key port users.

The agenda included:

- A discussion about the recent review and changes to the EMP.
- A discussion about the possible future refurbishment of Point Wilson Explosives Pier which has not be used by naval ships since 2008.
- Update on the cruise ship visits to Geelong.
- New events in the port including new cargoes and construction of new tanks for bitumen and avgas at Refinery Pier.
- Discussion of the recent coal tar pitch incident at the Port of Portland which closed the port for a number of days.
- Desk top exercise that focussed on response agencies listed in the EMP including a discussion about who the correct lead agencies were in various marine related incidents.

The 2012 EMP Review has now been finalised and copies distributed to various emergency response agencies and tenants. The entire document has been posted on the GeelongPort website. www.geelongport.com.au

PORT SECURITY PLAN

GeelongPort is currently reviewing its Port Security Plan. A consultant who undertook the original 2003 assessment has been reengaged to undertake a risk review to determine if the level of threat to various port installations has changed.

The port in conjunction with the CFA and other agencies are still planning an active security exercise sometime during 2012.

PORT TRADE FIGURES – 2002/03 to 2011/12

A copy of port trade figures demonstrated that with the exception of drought years trade flows through the port remained fairly constant. Of special note during 2011/12 period was the amount of grain (2.6 million tonnes) exported through the port despite flood damage to up country road and rail infrastructure during the period.

PORT TRADE OPPORTUNITIES

GeelongPort had picked up some new business which included a new fertiliser operator importing 20,000 tonnes and some 60,000 tonnes of new steel cargo (AAL).

From October 2011 to September 2012 Graincorp handled over 3 million tonnes of cargo which included the following:

- 2.7 million tonnes of grain (export)
- 200,000 tonnes of grain in containers (export)
- 150,000 tonnes of fertiliser (import)
- 300,000 tonnes of woodchips (export)

In 2012 Graincorp expected volumes of between 2.4 to 2.5 million tonnes.

OTHER PORT OPPORTUNITIES

- GeelongPort have an additional 2 shipments of mineral sands (illminite) of 20,000 tonnes at Lascelles wharf and is exploring further shipments of mineral sands from Geelong.
- GeelongPort has been approached by a fishing company wanting to use the port for unloading operations. The large deep sea trawler would unload every 4 to 5 weeks and export their catch overseas.
- The Port was experiencing increased revenues from crude oil imports and anticipated increases in the importation of bitumen when Terminals completed construction of additional heated bitumen tanks at Refinery Pier.

GEELONG TENDER FOR A LARGE DRY BULK PROJECT

GeelongPort recently tendered for a large dry bulk project and one of the key factors was the ability to move large tonnages to GeelongPort by rail. The following findings are listed below:

- There were problems with Geelong rail freight sidings which were not able to cope with 1.1 kilometre trains which meant that trains would need to be split 2 or 3 times, which in turn meant significant shunting and time delays.
- There were a number of old broad and standard gauge sidings in North Geelong and beyond however they were not long enough and they would need significant upgrading.
- Rail practices which required the uncoupling and coupling of trains when unloading containers.
- Recent tendering exercise had highlighted how important good rail sidings were to bulk operations in GeelongPort.
- GeelongPort had been approached by exporters about a number of potential large scale projects, however without a suitable port rail connection and a long term commitment from the shippers it would make it difficult to handle very large volumes efficiently.
- GeelongPort planned to meet with DoT and V/line to discuss these issues.