

## Dry Bulk Cargo Handling

This Environmental Standard replaces the Dry Bulk Cargo Handling Guidelines 2020.

### 1 PURPOSE

The purpose of this Environmental Standard is to define the minimum operating standard accepted by GeelongPort to prevent harm to human health or the environment arising from dry bulk cargo handling activities undertaken at any of GeelongPort's owned, operated or managed land and/or berths and water ("GeelongPort Facilities").

### 2 SCOPE

This Environmental Standard applies to all of GeelongPort's employees, contractors, customers, licensees, tenants and port users planning to undertake, or undertaking, activities that have the potential to generate harm to human health or the environment at GeelongPort Facilities. Such activities include, but are not limited to:

- Discharge of dry bulk cargo from a vessel;
- Loading of dry bulk cargo into trucks;
- Wharf and equipment cleaning activities;
- Equipment fuelling activities

### 3 OBJECTIVES

The objectives of this Environmental Standard are to ensure that dry bulk cargo handling activities, undertaken on GeelongPort facilities, are planned and conducted in a manner that:

- Prevents harm to human health or the environment, including but not limited to:
  - Preventing and minimising employee and Port User exposure to dust;
  - Avoiding dust related environmental harm including contaminating surrounding land, waters and port sediments
- Does not adversely impact the visual amenity of third parties;
- Does not contaminate the products or operational areas of other Port Users;
- Does not reduce the useful life of buildings, structures, property and materials;
- Complies with all applicable legal and other requirements; and
- Promotes the use of best available technology.

The 20-year GeelongPort Environment Strategy seeks to achieve the regional environmental outcomes of:

- Corio Bay ecosystems are thriving;
- Regional waterway ecosystems are thriving;
- Biodiversity and cultural heritage values are acknowledged and respected; and
- Corio Bay residents and visitors enjoy waterfront spaces for passive and active recreation.

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To contribute to these regional environmental outcomes, GeelongPort has set the following long-term (20-year) objectives for our operations which relate to dry bulk cargo handling:

- No potable water used for non-potable purposes;
- No untreated stormwater discharges to Corio Bay;
- All energy drawn from renewable sources;
- No noise generated above regulatory limits as a result of port operations;
- No dust released from port land assets;
- Minimise use of materials so that waste generation is avoided wherever possible and no waste is directed to landfill;
- No spills to the environment; and
- Beneficial uses of GeelongPort land are protected.

### 4 DRY BULK CARGO HANDLING

The dry bulk cargo typically handled on GeelongPort facilities includes:

- Calcite
- Clinker
- Grain
- Gypsum
- Finished fertilisers
- Phosphate Rock
- Soda Ash
- Soy Bean Meal
- Urea
- Woodchips

### 5 LEGAL AND OTHER REQUIREMENTS

The laws and other requirements that may be applicable to the management of dry bulk cargo at GeelongPort facilities, include but are not limited to:

- Environment Protection Act 2017
- Water Act 1989
- Pollution of Waters by Oils and Noxious Substances Act 1986
- Environment Protection Regulations 2021
- Barwon Water Permanent Water Saving Rules

Additional environmental requirements may also be included in leases, licences and other agreements.

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### 6 REQUIREMENTS OF THIS STANDARD

#### 6.1 ENVIRONMENTAL MANAGEMENT PLAN (EMP)

Any GeelongPort employee or Port User performing dry bulk cargo handling must do so under an Environmental Management Plan (EMP).

The EMP must include the requirements documented in the *GeelongPort Environmental Standard – Environmental Management Plans*.

The EMP must be submitted to GeelongPort for review at least seven (7) days prior to the commencement of any dry bulk cargo handling.

Work must not commence until GeelongPort has accepted the EMP.

For the avoidance of doubt, notwithstanding any review, assessment, or acceptance by GeelongPort of the EMP, GeelongPort will not be taken to have approved of, endorsed or be responsible or liable for the EMP (or any of its contents) and the EMP is not deemed to have complied with any applicable laws.

The Person in Charge (PIC) of the dry bulk cargo handling operation must:

- Comply with the accepted EMP at all times; and
- Ensure that each of their personnel comply with the accepted EMP at all times.

#### 6.2 EQUIPMENT

In order to comply with the General Environmental Duty under the Environment Protection Act 2017, the PIC must “use and maintain plant, equipment and processes in a manner that minimizes risk”.

The PIC must select, operate and maintain appropriate loading and unloading plant and equipment to prevent the spillage of cargo and the generation of dust.

#### 6.3 LOADING AND UNLOADING

1. Prior to the commencement of loading/unloading dry bulk cargo from a vessel, sufficient deflectors (or equivalent) shall be positioned to prevent accidental spillage of any product from entering Corio Bay. As a minimum, deflectors (or equivalent) must be placed between the hopper and the vessel and at the point where the grab crosses the vessel’s rail.
2. No cargo may be stored on the wharf deck unless its properties are such that windblown dust emissions can be managed and any residues can be cleaned off the wharf deck. An EMP must be submitted to, and accepted by, GeelongPort before storing cargo on the wharf deck.
3. All cargo handling must be carried out at all times in a manner that minimises the spillage of cargo and the generation of dust.
4. Any spilled product must be cleaned up in a timely manner.
5. Before opening a grab to discharge product into a hopper, the crane driver must ensure the grab is as close as possible to the hopper grating. When opening the grab, it should be done so to allow product to be released gradually.
6. Product level within hoppers is to be kept as close to grid level as possible to minimise billowing when the grab is discharged.

7. Product must not extend above grid level, and hopper must not be peaked. This is to avoid windblown product and minimise the chance of spillage over the sides of the hopper.
8. Weather data must be used to predict adverse weather conditions to allow proactive dust mitigation measures.
9. Operations must cease if windblown product is detected beyond the area of operational control.

### 6.4 WHARF SWEEPING

1. A vacuum street sweeper must be available at the facility at all times.
2. Any spilt cargo must be swept up in a timely manner to eliminate cargo build up on the wharf and to ensure no offsite emission of particulates occurs during the loading or unloading of dry bulk cargo as well as at the end of the cargo transfer.
3. During operations, vacuum sweeping operations must be undertaken to control any spillage, including the truck tarping area, designated roadways and surrounding areas.
4. Further, product spilt on to fenders, around bollards, nib wall and base of hopper (outside reach of sweeper) shall be manually cleaned. This is to prevent product extending outside of the discharge area or into Corio Bay.
5. The provision of alternative equipment for cleaning up cargo residues in areas difficult to access must also be available where necessary.

### 6.5 TRUCKS AND TRANSPORT

1. One designated roadway is to be established for trucks to enter and exit the berth. A Traffic Management Plan (TMP) will be provided by the Port User to GeelongPort prior to each vessel arrival. This plan must be adhered to at all times during the course of the discharge with any and all variations notified to all parties.
2. The levelling of cargo in loaded trucks, shall be done adjacent to the ship's side within the operational area, to ensure that any product spilt is able to be cleaned up.
3. Trucks shall pull their covers within the operational area and keep clear of adjacent general cargo areas.
4. Trucks must be covered at all times, both full and empty, when travelling to and from the vessel. Dusty trucks must be cleaned prior to departing the bulk cargo handler's working area to prevent product contaminating areas outside the bulk cargo handler's working area.
5. Wheel tracked product must not leave the operational area. This may be achieved using a wheel wash, wheel shaker, street sweeper or similar.

### 6.6 SELF DISCHARGING VESSELS

Cargo discharge from a self discharging vessel must be managed in such a way to minimise dust generation. The discharge chute must be lowered as far as reasonably practicable to allow product discharge to occur as close to the hopper grating as possible.

### 6.7 EQUIPMENT REFUELLING

1. Mobile refueling shall be minimised and be carried out away from storm water entry points and the wharf edge.
2. Any mobile fueling equipment shall be in good working order, banded and nozzles shall be equipped with automatic shut-off to prevent overfill.
3. Spill-kits shall be provided by the PIC and available to attend any spills from equipment being used.
4. Sufficient resources shall be available to deal with hydraulic fluid spills from machines as well as fuel spills.
5. Operators must be trained in refueling operations and spill-kit use.
6. Provision of spill kits/spill resources are at Port User expense.

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### 6.8 CLEAN UP AND WASTE DISPOSAL

1. The final disposal of all waste cargo and wharf sweepings is the responsibility of the product owner.
2. The management and disposal of any wastes generated during cargo handling are the responsibility of the PIC.
3. A thorough clean of the operational area must be conducted at the completion of operations. This includes, wharf apron, fenders, bollards, designated roadway and any other areas that have been contaminated.
4. Hoppers must be completely emptied, once this is confirmed, gates are to be left closed while in transit. Any product dropped during transit must be cleaned immediately.
5. All spilt product is to be swept and captured by vacuum truck or equivalent.
6. The sweeping of product into stormwater systems or Corio Bay is strictly prohibited.
7. All cleaning of equipment must be carried out in the operational area, a designated area as advised by GeelongPort or within a mobile bunded area approved by GeelongPort.

### 6.9 MONITORING AND EVALUATION

1. The effectiveness of implemented mitigation measures and controls must be monitored through documented audits and inspections.
2. Monitoring programs must be considered if the dry bulk cargo handling activity is considered to have a high risk of causing harm to human health or the environment.

### 6.10 INCIDENT MANAGEMENT

All environmental hazards or incidents arising from dry bulk cargo handling activities must be reported and associated corrective actions identified and implemented. Such hazards or incidents may include:

- i. Non-conformance with EMP
- ii. Non-conformance with TMP;
- iii. All instances of uncontrolled product release from grabs, hoppers or trucks,
- iv. Traffic near misses and incidents, or operations outside of designated traffic routes
- v. Contamination outside the operational area and
- vi. Contamination of adjacent vessels, cargo or worksites.
- vii. Community Complaints

### 6.11 EXEMPTIONS

Exemptions can be granted from the requirements of this Environmental Standard. These exemptions are to cover the cargos and situations that have in the past not caused dust nuisances. Exemptions will only remain valid when there is no dust nuisance and each discharge must be monitored to ensure that it complies. If conditions change, discharge must immediately revert to comply with the Standard. GeelongPort reserves the right to over-rule exemptions for cargo types and situations, if it is the opinion of GeelongPort that dust nuisances have in the past resulted from that, or similar, cargo types or situations. If this is to occur, GeelongPort will notify the operator either verbally and/or in writing.

If a Port User considers a product can be safely worked outside the conditions of this Standard, an application in writing may be made to GeelongPort. This application must clearly state which requirements are requested to be exempt from, an explanation as to why an exemption is justified and what mitigation, control, monitoring and verification systems will be employed to manage the risk. GeelongPort will consider such requests and respond in writing with a decision, clearly stating any conditions. No exemption shall be granted without written authorisation from GeelongPort.

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### 7 DEFINITIONS AND ABBREVIATIONS

<b>Deflector</b>	Also known as a saveall. A device used during dry bulk cargo handling activities to prevent spilled cargo from entering Corio Bay.
<b>Dust</b>	Dust is an aerosol formed by mechanical subdivision of bulk material into airborne fines having the same chemical composition. Dust particles are generally solid and irregular in shape and have diameters greater than one micrometre. The generic term used to describe solid airborne particles generated and dispersed into the air by processes such as handling, crushing and grinding of organic or inorganic materials such as rock, ore, metal, coal, wood or grain and stockpiling of materials and windblown dust.
<b>EMP</b>	Environmental Management Plan
<b>Handling</b>	Handling includes, but is not limited to, the movement, transfer, packing, storage, disposal or transport of dry bulk cargo
<b>PIC</b>	Person in Charge

### 8 REFERENCES

- GeelongPort Environmental Standard – Environmental Management Plans
- Environment Protection Act 2017
- Water Act 1989
- Pollution of Waters by Oils and Noxious Substances Act 1986
- Environment Protection Regulations 2021
- Barwon Water Permanent Water Saving Rules