PORT OF PORTLAND

MARINE SAFETY PLAN
2024-2026

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GLOSSARY OF TERMS

Term	Meaning
AIS	Automatic Identification System
AtoN	Aid to Navigation
FRMS	Fatigue Risk Management System
HMD	Harbour Masters Directions
HMN	Harbour Masters Notice
LED	Light Emitting Diode
LPS	Local Port Service
NSC	Navigation Safety Committee
NtM	Notice to Mariners
PEL	Port Entry Light
PIG	Port Information Guide
POPL	Port of Portland Proprietary Limited
PSP	Pilotage Service Provider
PV	Ports Victoria
SMS	Safety Management System
SOP	Standard Operating Procedure
VRCA	Victorian Regional Channels Authority
VTS	Vessel Traffic Services

AIM OF THIS PLAN

Navigation safety is a critical element of the success of the port, the Port of Portland (POPL) has safety duties and a social license to ensure that the risks of port operations are effectively managed regarding navigational safety.

The aim of this plan is to detail what has been done and what is being done to improve navigational safety in the period of 2024 to 2026.

PORT OF PORTLAND CONTEXT

The port is located in the southwest of Victoria and consists of 6 berths. It is predominantly a bulk commodity port focusing on sustainable agriculture. The primary commodities handled at the port are woodchips, grains, logs, and smelter products. The port services approximately 250 ship visits per annum. The Port of Porland (POPL) owns and operates the port including the provision of pilotage, towage, pilot launch, lines boat and mooring services for the port.

POPL is also licensed by Ports Victoria (PV) as a Pilotage Service Provider (PSP). PV is also undertaking a review of the provision of towage services across the state and considering the implementation of licensing service providers.

The Port of Portland is unique in the Australian context, as the first privatised port in 1995, POPL manages the channel, under deed of agreement with the state government and Victorian Regional Channels Authority (Ports Victoria). POPL is a port management body under the port management act and employs the licensed Harbour Master. The Harbour Master has safety duties and statutory responsibilities to the state for risk management and navigation safety.

Adjacent on the shoreward side of the commercial port, within the breakwater is the Local Port of Portland Bay. This is managed by the Glenelg Shore Council and consists of facilities for commercial fishing vessels and recreational vessels including the Trawler Wharf, Portland Bay Marina and 2 boat ramp facilities. The commercial fishing fleet and recreational vessels transit port waters of the commercial port and use the common entrance channel.

Map: Port of Portland Declared Depths
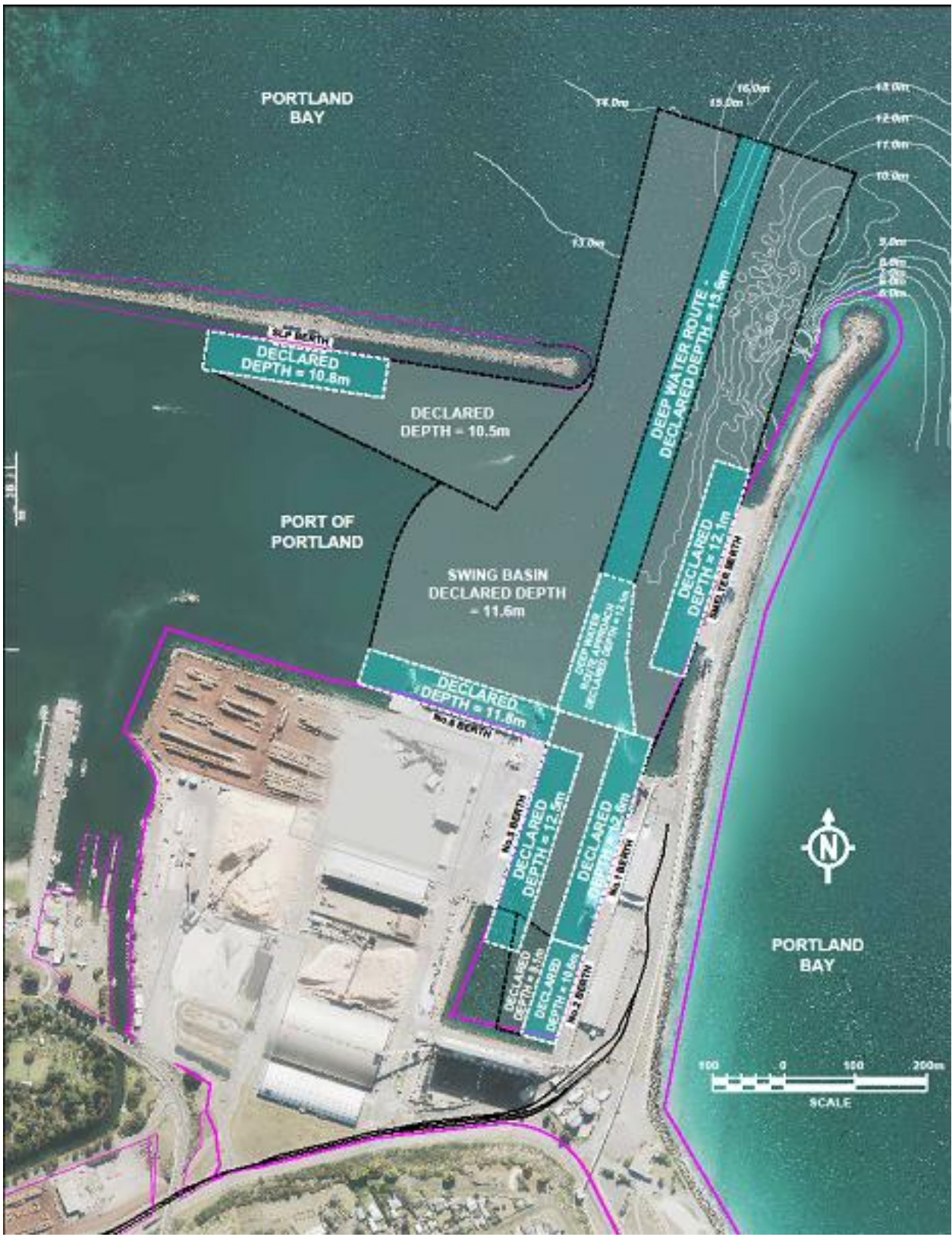
LEGISLATIVE FRAMEWORK

The legislative framework in Australia is complex due to the division of powers between the Commonwealth and State Government. The POPL operates under the following legislation and agreements that relate to navigation safety:

Commonwealth Legislation	Victorian Legislation	Agreements and Plans
Navigation Safety Act 2012	*Port Management Act 1995*	Channel Operating Agreement
Marine Safety (Domestic Commercial Vessel) National Law Act 2012	*Marine Safety Act 2010* *Marine Safety Regulations 2023*	Sand By-passing and Smelter Agreement
National Standards for Commercial Vessels	*Occupational Health and Safety Act 2004*	POPL Safety and Environment Management Plan

MANAGING NAVIGATION SAFETY

Navigation safety in the Port of Portland is underpinned by the following documents:

- Navigation Safety Policy
- Marine Safety Management System (SMS)
- Harbour Masters Directions (HMD) and Harbour Master Notices (HMN)
- Notice to Mariners (NtM)
- Port Information Guide (PIG)
- Pilotage, Towage, Pilot Launch and Lines Boat SMS's
- Fatigue Management Policy and Fatigue Risk Management System

These documents provide the risk-based framework for ensuring navigation safety. The Marine SMS details how POPL conducts is marine operations and manages navigation safety.

COMPONENTS OF NAVIGATION SAFETY

Navigation safety is composed of the following components:

- Effective risk management for marine operations
- The implementation of pilotage and towage based on the local conditions
- Managing port conservancy
- Provision of reliable and effective Aids to Navigation (AtoN's)
- Ensuring safe and efficient management of vessel traffic
- Providing accurate and reliable nautical information
- Ensuring that Emergency Response arrangements are fit for purpose and consistent with the risks

NAVIGATION SAFETY POLICY

The Navigation Safety Policy details the organisations commitment to navigation safety and sets out the policy level the framework for the organisation to work within. Developed in 2021 with the input of the Navigation Safety Committee (NSC), the policy is reviewed on a biennial basis and will be reviewed within the period of the plan.

HARBOUR MASTERS DIRECTIONS AND HARBOUR MASTERS NOTICES

Harbour Master Direction (HMD) underwent a major review in 2021 and Edition 2 entered into effect in August 2021. The document has gone through several minor reviews to address emerging issues. HMD is reviewed on a biennial basis and will be reviewed within the period of the plan.

PORT INFORMATION GUIDE

The Port Information Guide (PIG) has been developed in line with the recommendations based on the international port call optimisation taskforce to communicate accurate nautical information to port users. The document aims to assist vessel operators and crews to plan for a port call and will be reviewed within the period of the plan.

NOTICE TO MARINERS

Notice to Mariners (NtM) communicate critical safety information to mariners and port users. These are issued on an as needs basis. NtM will continue to be issued to ensure safety information is communicated in a timely manner in line with international best practice.

SAFETY MANAGEMENT SYSTEMS

The Port of Portland operates under the following safety management systems:
- Marine SMS
- Pilotage SMS
- Towage SMS
- Pilot Launch and Lines Boat SMS

These documents detail the ports risk-based approach to managing its marine operations. The Marine SMS was implemented in 2023. In 2024 the Pilotage, towage and Pilot Launch and Lines Boat SMS's transitioned from Standard Operating Procedures to SMS's. These documents provide an integrated risk-based approach to the ports marine operations and navigation safety.

MANAGEMENT OF VESSEL TRAFFIC

POPL provides a Local Port Service (LPS) to vessels that call at the port. POPL has assessed the need for Vessel Traffic Services (VTS) through risk assessment and has determine that at this point in time VTS is not required. POPL will continue to monitor this to ensure the safe and efficient movement of vessel traffic.

PORT CONSERVANCY

POPL undertakes annual bathymetric surveys and promulgates the declared depths. The surveys have been aligned with sand by-passing to ensure the efficacy of the works. Shoaling does exist within port waters. POPL is monitoring the implications of the shoaling on navigation safety and POPL will develop a maintenance and capital dredging plan to manage port conservancy.

CURRENT AND STATE

POPL has undertaken a number of projects to improve navigational safety. The improvements are across the following areas:

Focus	Improvement	Implemented
AtoN's	Beacons marking the breakwaters upgraded to Light Emitting Diode (LED) light sources, installation of fixed strip lights visible to seaward and the flash patterned synchronised and altered to ensure greater conspicuity against the background lights ashore.	June 2021
AtoN's	Whalers Point Bluff Lighthouse has been upgraded to a modern conforming LED light source, whilst maintaining the historical optics.	June 2021
Nautical Information	Port Information Guide promulgated in line with the International Port Call Optimisation Taskforce's recommended format.	Aug 2021
Risk Management	Promulgation of Edition 2 of HMD.	Aug 2021
Port Conservancy	Aligned bathymetric surveys with sand by-passing and introduced an in and out survey for the works.	Dec 2021
Safety Management System	Development and implementation of Marine SMS.	July 2023
Risk Management	Upgraded the Cape Nelson and Cape Grant azimuth thrusters to ensure their availability.	Dec 2023
Risk Management	Upgrade of real time weather information with the installation of 2 weather stations, tide gauge to measure infragravity waves and access to VICWAVES date from Portland Bay.	Jan 2024
Risk Management	Upgrade of legacy Automatic Identification System (AIS) viewer to Kongsberg's C-View with an AIS Base station to improve situational awareness.	Underway

DEVELOPMENT OF THE PLAN

This plan has been developed in conjunction with the annual safety plan and focuses on improving navigation safety for the POPL and fostering a culture of continuous improvement in relation to navigation safety.

The plan has been reviewed and endorsed by the NSC and has undergone consultation with the port users.

PERFORMANCE OF THE PLAN

The performance of the plan will be monitored by the Marine Team and reported internally through the navigation safety committee. At the end of the plan period the performance will be reported in the next rolling 2-year plan and published on POPL's website.

MARINE SAFETY PLAN 2024 TO 2026

During the period of the plan the current risk controls will continue to be implemented by POPL. This includes:

- Promulgating accurate nautical information
- Ensuring that risk controls are effective and reviewed regularly
- Work with regulators to ensure that the regulatory environment is fit for purpose and assists with ensuring navigation safety
- Work collaboratively with stakeholders to address issues that relate to navigation safety
- Ensure that the POPL meets its obligations to provide a safe port

The improvements that will be implemented in the period of the plan are:

Focus	Improvement
Culture	Foster a risk-based approach to marine operations
Culture	Foster a culture of continuous improvement towards navigational safety
Risk Management	Ensure the SMS are fit for purpose and are effective risk controls
AtoN's	Upgrade Grain Silo Port Entry Lights (PEL) to modern LED light sources
Safety	Focus on mooring safety and a data driven approach to reducing mooring line failures
Training, skills and competence	Rolling out Seaways training on the Pilot Launches and Lines Boat masters
Port Conservancy	Develop a maintenance and capital dredging plan
Risk Management	Develop a fleet replacement strategy
Management of Vessel Traffic	Consider the options available in the market to upgrade the Port Management Information System (PMIS)
Emergency Preparedness	Review and improve the emergency response arrangements for the port
Emergency Preparedness	Test emergency preparedness with an exercise within the period of the plan
Risk Management	Improve safety information provided to recreational vessel operators
Nautical Information	Improve how navigation safety and marine information is communicated via POPL's website