PILBARA PORTS
AUTHORITY

PPA HANDBOOK

Easy Reference guide for business-critical ports

SYNERGY GROUP

ⓘ Introduction

WELCOME TO PORT HEDLAND

$170Mn	$57.5Bn	513Mn
commodities movement per day	worth of Iron Ore moved annually	tonnes of throughput annually

Synergy is committed towards the safe and smooth operations of vessel's in Port Hedland limits

ONE OF AUSTRALIA'S MOST IMPORTANT PORTS

Work Activities

AUSTRALIAN PERMIT

Always use and comply with Australian Work Permit

Types of work that require Australian Work Permits

- Hot Work
- Abrasive Blasting & Painting
- Working at Heights
- Enclosed Space Entry
- Diving Operations

DISCLAIMER - Synergy PTW also required along with Australian Permit.

PORT APPROVAL

- Crane Operation
- Painting of Loadline
- Lifeboat or Rescue Boat Waterborne Drill

No photography or videography without PPA approval

UKC Restrictions

UKC Depth to be followed :

2.5m	1m	1.2m
At the Eastern Channel	When Alongside Berth	At the Turning Basin

If the vessel is unable to comply with these, please inform the harbour master

If the sailing draft is **greater than 14m** → calculate **DUKC** according to port guidance.

8 KNOTS Speed restriction

On vessels transiting from the Inner Harbour to B15/16

Prior Arrival | Berthing | Departure

Main checks

- Navigation
- Steering
- Generators
- Main engine

- Working in good order
- Machinery to be free of alarms
- Fuel oil leak test alarms for ME & AE tested & operational

Manoeuvering

Adequate manpower
Engine room should be adequately manned during the critical phases of navigation.

Standby Auxiliary Engine on LSMGO
When berthing, departing, manoeuvering, or transiting the channel.

Mooring System Maintenance

PMS

Mooring line inspection and rejection as per company Line Management Plan

Align Mooring Line PMS with Maker's recommendation & Line Management Plan

Mooring System PMS must not be overdue

BRAKE RENDERING TEST

Brake rendering test at **60% of Ship design MBL** shall be tested at following intervals whichever comes first -

- Once annually
- When there is evidence of premature brake slippage or similar malfunctions
- After completion of any major maintenance and/or changing of mooring line having different diameter

After adjustment of brakes **have proper markings** to exhibit the limits for tightening of brakes

Following shall be exhibited on winches
- Brake holding capacity
- Brake rendering load
- Date of testing

Pre Port Discussion

PARTICIPANTS
Vessel - Master & Chief Engineer
Office - TSI, MSI & PPA Cell

Pre arrival ship-shore meeting - 72 hours prior arrival

VESSEL CHECKLIST	OP-18C DECK Checklist	TE-66 ENGINE Checklist

- 72 hours pre arrival check
- 24 hours pre arrival check
- Various stages of port operation

OFFICE CHECKLIST	OF-MA-56 OFFICE STAFF Checklist

- Fixing of voyage
- Prior arrival last discharge port (Port Hedland)
- Departure from last discharge port
- 72 hours pre arrival check
- 24 hours pre arrival check
- Various stages of port operation

Soft Skills

TRANSPARENT COMMUNICATION IS THE KEY

Self declaration
Adopt a general practice to self-declare of compliance. It is essential to have **complete transparency**

Understand consequences
Understand the depth of consequences for you and the stakeholders. The consequence of **non declaration is always more severe**

Early assessment
Think promptly and **assess the problems at an early stage**. There should be no room for unpleasant surprises

Risk Mitigation
Develop risk mitigation techniques that can be **clearly communicated** to all the stakeholders.

Do thorough updates
Regularly update and communicate the Status quo in a **realistic** and **honest** manner

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Charts & Publications

CARRIAGE
Vessels additionally carry these publications and keep them updated.

AUS 53 & 54	AHP 20
Exempted if vessel has Dual ECDIS	Link to the corrected AHP20

https://bit.ly/3l2XkA6

CORRECTIONS
All publication and charts for the voyage must be corrected

Sat C should be configured to Navarea10 and AUSCOAST warnings for MSI area 'G'

Navarea correction link : https://bit.ly/3oZEMmF

Port Hedland does not provide a NAVTEX service

Keep your charts updated
For latest local **Notices to Mariners**, scan the QR code or visit https://www.hydro.gov.au/n2m/notices.htm

Any vessel having problems in downloading, should ask the agent or office for assistance

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At Berth

NO MAINTENANCE WORK WHILE ALONGSIDE BERTH

Propellers
- Do not operate vessels propellers while alongside berth.

Steering Gear
- Steering gear remains operational throughout.

Main Engine
- Test the main engine only when marine pilot is on board
- Immobilization of the main engine is not allowed*

Auxiliary Engine
- AE to remain operational throughout.

Permission from Port is required 24 hours prior work. If the task is utmost necessary. Complete all maintenance 6 hours before sailing.

Port Hedland Requirements

FITTINGS

For vessel having Nominal Deadweight ≥ 120000 T

One set of bitts and Panama lead / roller fairleads on the vessel's aft deck **at or near the centreline**. This bitt and fairlead must have **minimum SWL of 120T.**

Fairleads and bitts used for making fast tugs must have SWL more than 85 T

LINES

Mooring Wire	
Use of mooring wire is prohibited. Get port permission if use of wire rope is utmost necessary	**Mooring Lines shall run from mooring winch drum directly.** Avoid passing soft lines & making fast from bits

Ensure that the mooring lines do not have the following -

- Joints
- Splices
- Knots