

**PORT OF HASTINGS
CORPORATION**

Safety and Environment Management Plan

POH-HSE-PLN-002

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1 Executive Summary

1.1 Purpose & objectives

This Safety and Environmental Management Plan (SEMP) has been developed in accordance with the *Port Management Act 1995 (Vic)* part 6A, and the Ministerial Guidelines: Port Safety and Environment Management Plans 2012.

The Port of Hastings Corporation (PoHC) Safety and Environment Management Plan (SEMP) for the Port of Hastings (the Port) adopts a 'whole of port' approach towards the identification and management of significant safety and environmental risks.

The following safety and environmental objectives are outlined within the SEMP:

- Promoting improvements in safety and environmental outcomes within the Port;
- 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;
- Promoting an integrated and systematic approach to risk management in relation to the operation of the Port; and
- Maintaining communication between the Port and community stakeholders.

1.2 Port management structure

1.2.1 Port of Hastings Corporation (PoHC)

PoHC is a state government entity established on 1 January 2012 to safely manage and operate the Port of Hastings, to promote development of the Port of Hastings and to identify and pursue opportunities for increasing bulk trade. PoHC took over direct management responsibility of the Port of Hastings on 1 July 2017, on cessation of the Port Management Agreement with Linx Cargo Care Pty Ltd.

PoHC's functions for the Port of Hastings under the *Transport Integration Act 2010 (Vic)* are primarily to:

- Plan for the development and operation of the Port;
- Provide land, waters and infrastructure necessary for the development and operation of the Port;
- Develop, or enable and control the development of by others, the whole or any part of the Port;
- Manage, or enable and control the management by others, of, the whole or any part of the Port; and
- Provide, or enable and control the provision by others of services for the operation of the Port.

1.2.2 Ports Victoria

Ports Victoria manages Harbour Control and the shipping channels in the Port of Hastings. As defined in the *Transport Integration Act 2010 (Vic)*, Ports Victoria's functions are to:

- Dredge and maintain the Port channels;
- Provide and maintain navigation aids associated with the Port;
- Manage and control of the movement of vessels within the Port and port waters in accordance with the *Marine Safety Act 2010 (Vic)*; and
- Provide technical advice and support to PoHC about the management and operation of the Port and port waters and channels.

1.3 Port safety & environmental duties

1.3.1 PoHC

PoHC has statutory responsibilities described in the *Marine Safety Act 2010 (Vic)* & *Environmental Protection Act 2017*, in relation to the maintenance and provision of port infrastructure.

PoHC is also the Coastal Regional Control Agency for Level 1 Maritime Emergencies (non-search and rescue) on behalf of the Department of Transport and Planning (DTP), in accordance with the *Marine Drug Alcohol Pollution Act 1988*, the *Pollution of Water by Oil and Noxious Substances Act 1986*, and the *Emergency Management Act 2013 (Vic)*, for the waters of Western Port and coastal waters extending three (3) nautical miles from the coastline between Cape Schanck to Wilson Promontory. Refer to Appendix 7.

Any oil pollution to marine waters within the designated waters must be reported to PoHC, who will then verify the spill and report to the Victorian Environment Protection Authority (EPA), Transport Safety Victoria (TSV) and Australian Maritime Safety Authority (AMSA).

1.3.2 Ports Victoria

Ports Victoria manages the Port's shipping channels, anchorage, navigational aids, maintenance and harbour control service.

Ship safety in port waters during approach and at berth is the responsibility of Ports Victoria and the Harbour Master (employed by Ports Victoria) through statutory responsibilities to TSV.

A full description of the Harbour Master's responsibilities and functions are contained in Part 2.2 and Part 6.4 of the *Marine Safety Act 2010 (Vic)*. The Harbour Master, in consultation with PoHC, has developed the Port of Hastings Operating Handbook (POH-OPR-PRO-001).

The gazetted 'port waters' of the Port of Hastings are managed by Ports Victoria, in accordance with its SEMP.

1.3.3 BlueScope

BlueScope Marine Logistics is responsible for preparing and maintaining their SEMP as the port operator of its privately-owned wharf facility and adjacent landside area. The BlueScope Marine Logistics team manages the wharf commercial operations and implementation of the SEMP, while BSLWP Asset Management maintains the wharves and surrounding facilities.

1.3.4 KHI

Kawasaki Heavy Industries Ltd (KHI) and project partners operate a hydrogen liquefaction facility on BlueScope property under the Hydrogen Energy Supply Chain (HESC) project, in order to liquefy hydrogen gas and to load liquefied hydrogen (LH2) from the BlueScope general purpose (GP) wharf to Japan. The licence for the wharf is handed over from BlueScope while the LH2 carrier vessel is alongside the berth. Operation at both the liquefaction site and GP wharf is in compliance with the accredited EPA licence of BlueScope and, in accordance with BlueScope's SEMP.

A subsidiary of KHI, Hydrogen Engineering Australia Pty Ltd (HEA) owns the liquefaction facility, and sub-contracts to Coregas, which oversees the operations.

1.3.5 Parks Victoria

Parks Victoria (PV) manages the local port waters outside the State Government of Victoria-declared 'port waters'. PV is responsible for the management of boating and recreational use of the state's bays, as well as public facilities. Their operations include the management of recreational navigational aids, channel dredging, moorings, piers and jetties, harbours, slipways, breakwaters, sea walls and marinas. In addition, PV manages salvage of vessels as part of its operations.

Parks Victoria has a SEMP to cover this area.

1.4 Brief port description

1.4.1 Location

The Port of Hastings is situated in the north arm of Western Port, approximately 70 kilometres southeast of Melbourne. Two large islands, French Island in the middle and Phillip Island to seaward, form the two approaches to the bay.

1.4.2 Trade

The Port of Hastings is a commercial port that serves international shipping operations including the export of crude oil, LPG and steel products and the import of petroleum products. The Port also imports and exports general cargo, project cargo, oil & gas project operations and the lay-up/repair of oil rigs/floating platforms. Around 100 – 150 vessels, ranging in size up to 150,000 displacement tonnes, enter and leave the Port each year.

The Port's major shipping movements serve the BlueScope manufacturing plant (via the privately-owned BlueScope wharves) and KHI Hydrogen plant and shipping, the Esso-BHP Billiton fractionation plant at Long Island Point, and the United Terminals fuel import facility at Crib Point (Berth 1) in Hastings.

The port is connected to the broader transport network by rail (Stony Point line – broad gauge) and via local and regional road networks.

1.4.3 Port facilities

The Port of Hastings facilities includes jetties and land in three (3) precincts within Western Port – Long Island Point, Crib Point and Stony Point, which are covered in this SEMP. Refer to Appendix 3.

1.5 PoHC key activities

Key port activities for PoHC include:

- Provision, allocation and management of port facilities;
- Infrastructure maintenance and management;
- Port development;
- Incident management and emergency response; and
- Maintenance of navigational aids, on behalf of Ports Victoria.

1.6 Major tenants, licensees & service providers

Major tenants, licensees and other service providers within the Port include:

- Esso Australia Pty Ltd;
- United Petroleum Pty Ltd;
- Viva Energy Australia Pty Ltd;
- Ports Victoria;
- Department of Transport & Planning;
- ORCA;
- Svitzer;
- Western Port Ferries;
- LW Marine Services;
- Port Phillip Sea Pilots;
- Stevedores and provedores;

- Shipping agents and owners;
- Transport companies; and
- Vessel surveyors, contractors and consultants.

The Port also accommodates cruise ships that anchor off Cowes from time to time, as well as various commercial, project cargo, rig and heavy lift vessels that visit periodically.

1.7 Plan overview, development, implementation & review

The SEMP for the Port of Hastings was first drafted in 2005 by Patrick Ports Hastings and has evolved over time to reflect changes in port operations and management. The current version of the SEMP (this document) reflects the previous versions and has been developed in consultation with key Port stakeholders.

The plan recognises compliance with various jurisdictional legal obligations and regulatory bodies, and has been integrated with PoHC's health, safety, security and environmental management systems. Risk management activities are implemented and documented via PoHC's system, including risk control strategies and tools. It is supported by a SEMP Risk Register, refer to Appendix 9. The register details 'whole of port' high-level risks and control measures.

PoHC's objectives are linked to its Occupational Health & Safety (OHS) Policy (POH-HSE-POL-001), refer to Appendix 1, and Environment Policy (POH-HSE-POL-003), refer to Appendix 2. Targets and key performance indicators (KPI's) have been established to monitor the effectiveness of this plan. These are reviewed periodically, with progress reported to the CEO and Board on a monthly basis.

Each key Port stakeholder operates under its own Health, Safety and Environment (HSE) Management System, which identifies and addresses operational risks associated with their operations.

Consultative forums occur bi-annually to maintain currency of information, and to communicate operational changes or updates with port users, service providers, agencies and community stakeholders.

The plan is reviewed annually by PoHC and subject to external independent audits as directed by the Minister, in accordance with the *Port Management Act 1995 (Vic)*.

1.8 Summary of key performance indicators (KPI's)

The plan incorporates a number of KPI's that have been developed by PoHC to focus on safety and environmental objectives, as outlined earlier in Section 1.1.

Combined safety and environmental KPI's include:

- Zero lost time injuries;
- Zero environmental incidents;
- Internal/external SEMP, HSE Management System audits and ongoing risk reviews;
- Participating and co-ordinating consultative arrangements;
- Conducting regular emergency management and security exercises; and
- Investigation of reported incidents and complaints.

1.9 Summary of significant hazards/risks & prevention/reduction measures

The Port of Hastings has identified 39 overall 'whole port' risks relating to port activities, a number of which are managed in conjunction with other stakeholders.

There are eight (8) key operational activities that create risks and consequences, including:

- Ships transiting port waters;
- Berthing;

- Ships mooring and line boat operations;
- Loading and unloading petroleum products to and from ships (including ship to ship transfers);
- Navigational aids;
- Maintenance and construction of wharves, jetties and buildings;
- Port operations; and
- External activities impacting the Port.

Two of the risks have been assessed as moderate and the remaining 37 are listed as low risks. The consequence of exposure to occupational hazards has the potential to result in an injuries or fatalities, whereas environmental hazards have the potential to contaminate port waters, land, air, flora and fauna, or impact on enjoyment of the natural environment. In addition, incidents may impact port operations, disrupt services and damage critical infrastructure. PoHC has implemented the hierarchy of controls, to eliminate or reduce the likelihood of risks, for activities which it carries out in conjunction with Ports Victoria and other facility operators and contracted service providers. These details are highlighted in the attached SEMP Risk Register (refer to Appendix 9).

1.10 Summary of consultation processes

PoHC's engagement principles are based on inclusivity, transparency, integration and responsiveness with the key objectives of strengthening relationships, building capacity and informing decisions.

Consultative arrangements include:

- Port User Group meetings biannually;
- Community Consultative Committee meetings biannually;
- Emergency Management & Oil Spill Committee meetings biannually;
- Port Security Committee meetings biannually;
- Regular PoHC internal meetings, including employees and Board representatives;
- Induction and training programs with PoHC employees;
- Information on the SEMP available on the PoHC website; and
- Attendance at external meetings such as BlueScope Port Community Liaison Committee, various municipal emergency management planning committees within the Port region and Ports Australia working forums.

1.11 SEMP endorsement

This SEMP has been endorsed by the Chief Executive Officer (CEO) for PoHC.

1.12 Contact details for SEMP comments/inquiries

The HSS & Compliance Manager and the Environment & Sustainability Manager are the contacts for the PoHC SEMP.

Correspondence can be sent to:

HSS & Compliance Manager
1D Stony Point Road
Crib Point VIC 3919
Phone: 03 5979 5503

2 Introduction

2.1 Purpose

This Safety and Environment Management Plan (SEMP) describes the safety and environmental activities and control methodologies associated with Port of Hastings operations. This SEMF has been developed in accordance with the *Port Management Act 1995 (Vic), part 6A* and the *Ministerial Guidelines: Port Safety and Environment Management Plans 2012 (Vic)*.

The Port of Hastings Corporation (PoHC) SEMF for the Port of Hastings adopts a ‘whole of port’ approach towards the identification and management of significant safety and environmental risks.

2.2 Objectives

The following safety and environmental objectives are outlined within the SEMF:

- Promoting improvements in safety and environmental outcomes within Western Port;
- 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;
- Promoting an integrated and systematic approach to risk management in relation to the operation of the Port; and
- Maintaining consultative arrangements between port operators and community stakeholders.

PoHC has developed objectives which are linked to its OHS and Environmental policies. Refer to Appendix 1 & 2.

2.3 Port management structure

2.3.1 Whole of port

PoHC is a state government entity established on 1 January 2012 to safely manage and operate the Port of Hastings, to promote development of the Port of Hastings and to identify and pursue opportunities for increasing bulk trade. PoHC took over direct management responsibility of the Port of Hastings on 1 July 2017, on cessation of the Port Management Agreement with Linx Cargo Care Pty. Ltd.

PoHC’s functions for the Port of Hastings under the *Transport Integration Act 2010 (Vic)* are primarily to:

- Plan for the development and operation of the Port;
- Provide land, waters and infrastructure necessary for the development and operation of the Port;
- Develop, or enable and control the development by others of, the whole or any part of the Port;
- Manage, or enable and control the management by others of, the whole or any part of the Port; and
- Provide, or enable and control the provision by others of services for the operation of the Port.

Except for marine pollution response, this SEMF covers port activities occurring at Port of Hastings facilities. Refer to section 1.3.1 and 2.4.2.

This SEMF excludes the following areas:

- The gazetted port waters that are managed by Ports Victoria, in accordance with its own SEMF;
- BlueScope wharves, which are managed under the BlueScope SEMF; and
- The port waters in Western Port, which are managed by Parks Victoria in accordance with its own SEMF.

2.4 Port safety & environmental duties

2.4.1 Legislative overview

The Port of Hastings operates within a safety and environmental legislative structure that includes the:

- *Dangerous Goods Act 1985 (Vic)*
- *Emergency Management Act 2013 (Vic);*
- *Environment Protection Act 2017 (Vic);*
- *Marine (Drug, Alcohol and Pollution Control) Act 1988 (Vic);*
- *Marine and Coastal Act 2018 (Vic);*
- *Marine Safety Act 2010 (Vic);*
- *Pollution of Waters by Oil and Noxious Substances Act 1986;*
- *Port Management Act 1995 (Vic);*
- *Planning and Development Act 1987;*
- *Transport Integration Act 2010 (Vic); and*
- *Westernport Development Act 1967 (Vic).*

This legislative structure requires PoHC to ensure that port infrastructure is maintained, and the necessary port services are provided to port customers.

2.4.2 Emergency management & oil spill response

PoHC is also the Coastal Regional Control Agency for Level 1 Maritime Emergencies (non-search and rescue), on behalf of DTP, for the waters of Western Port and coastal waters extending three (3) nautical miles from the coastline between Cape Schanck to Wilson Promontory. Refer to map in Appendix 7.

Any oil pollution to marine waters in these regions must be reported to PoHC, who will then verify the spill and report to DTP, EPA, TSV and AMSA. In the event of a Level 2 or Level 3 response, this will be managed by DTP and/or AMSA.

Parks Victoria is the control agency for maritime casualties in the designated local port waters in Western Port.

2.4.3 Health, safety & environmental management

Western Port is a Ramsar-listed wetland (a convention on wetlands of international importance). It is also a part of the Mornington Peninsula and Western Port Biosphere Reserve and contains three Marine National Parks and five Special Management Areas. It covers an area of approximately 680 square kilometres.

There is a wide variety of habitat types in Western Port, ranging from deep channels and seagrass flats to extensive mangroves and saltmarsh vegetation. Western Port, especially in the northern and western parts, experiences high levels of turbidity due to significant inputs of sediment from waterways which drain into Western Port, eroding cliffs and banks as well as from strong currents and winds. Western Port is a popular place for recreational boating activities, including several yacht clubs and recreational fishing.

All port managers have general duties, supported by specific legislative requirements, to prevent or reduce hazards or risks to the environment and health & safety 'so far as is reasonably practicable' as well as to reduce the risk of harm to human health & the environment from pollution and waste. PoHC has implemented a Health, Safety and Environment Management System (HSEMS) which is consistent with the following requirements:

- ISO 45001:2018 Occupational Health and Safety Management Systems;
- ISO 14001:2015 Environmental Management Systems; and
- ISO 31000:2018 Risk management – Guidelines.

The system requirements are reflected in PoHC's Health, Safety & Environment Management System Manual (POH-HSE-MNL-001) and associated procedures and management tools. The system has been developed so that all activities that may have an HSE impact are carried out in a manner that minimises risk and complies with legislative requirements.

PoHC maintains a corporate Legal Register (POH-CMG-REG-007) which provides a comprehensive list of PoHC's legislative requirements, including safety and environmental management. This register is reviewed on a regular basis (at least annually) to ensure that PoHC stays abreast of all of its legal obligations.

PoHC, when notified of incidents from its port stakeholders, will follow up incident investigation findings and where appropriate, assist in the identification of corrective and preventative actions to prevent recurrence. Key learnings shall be identified and any required improvements reflected in PoHC's HSEMS and SEMP. In addition, all tenants must have a management system in place to effectively manage their safety and environmental risks.

PoHC also maintains and coordinates a 'whole of port' Emergency Management Plan (EMP) (POH-HSE-PLN-001) and as well as a Maritime Security Plan (MSP) (POH-SEC-PLN-001).

2.4.4 Port managers

In the Port of Hastings, there are three entities that manage respective port areas. These entities are PoHC, Ports Victoria and BlueScope.

PoHC is land manager for all Port-owned land, which includes responsibility for the maintenance activities associated with the Port's berths.

Ports Victoria manages the shipping channels, navigational safety and harbour control service.

BlueScope manages landside operations for its land and wharves.

2.4.5 Ports Victoria & Harbour Control

Ports Victoria is responsible for managing the Port's shipping channels, anchorage and vessel navigation. This includes maintenance of navigational aids, which has been contracted to PoHC.

Ship safety in port waters during approach and at berth is the responsibility of the Harbour Master (employed by Ports Victoria) through statutory responsibilities to Transport Safety Victoria (TSV).

A full description of the Harbour Master's responsibilities and functions are contained in Part 2.2 and Part 6.4 of the *Marine Safety Act 2010 (Vic)*. The Harbour Master, in consultation with PoHC, has developed the Port of Hastings Operating Handbook (POH-OPR-PRO-001).

A licenced Harbour Master has been appointed for the Port of Hastings under the provisions of the *Marine Safety Act 2010 (Vic)* and Marine Determination No. 7.2 2005, sections 4.1, 4.2 and 4.3. The Harbour Master monitors and coordinates the essential services to shipping as well as developing and implementing strategies to ensure the efficient and reliable provision of essential services to the Port. The Harbour Master's requirements are reflected in the Harbour Masters Directions.

The Harbour Master has control of the emergency response to shipping incidents in port waters. A Harbour Master has all the powers that are necessary and convenient to enable them to carry out the functions given to the Harbour Master under the *Marine Safety Act 2010 (Vic)*. The Harbour Master's responsibilities are exercised independently of PoHC in the overall interests of, and in compliance with, specific responsibilities under the *Marine Safety Act 2010 (Vic)* and other legislation. In some instances, the Harbour Master is directly responsible to the regulatory authority – the Director of Maritime Safety, TSV.

2.4.6 Parks Victoria

Parks Victoria (PV) manages the local port waters, outside the State Government of Victoria-declared 'port waters'. PV is responsible for the management of boating and recreational use of the state's bays as well as public facilities. Their operations include the management of recreational navigational aids, channel dredging, moorings, piers and jetties, harbours, slipways, breakwaters, sea walls and marinas. In addition, PV manages salvage of vessels as part of their operations.

Parks Victoria has a SEMP to cover this area.

2.4.7 BlueScope

BlueScope Marine Logistics is responsible for preparing and maintaining their SEMP as the port operator of its privately-owned wharf facility and adjacent landside area. The BlueScope Marine Logistics team manages the wharf commercial operations and implementation of the SEMP, while BSLWP Asset Management maintains the wharves and surrounding facilities.

Kawasaki Heavy Industries Ltd (KHI) and project partners operate a hydrogen liquefaction facility on BlueScope property under the Hydrogen Energy Supply Chain (HESC) project, in order to liquefy hydrogen gas and to load liquefied hydrogen (LH2) from the BlueScope general purpose (GP) wharf to Japan. The licence for the wharf is handed over from BlueScope while the LH2 carrier vessel is alongside the berth. Operation at both the liquefaction site and GP wharf is in compliance with the accredited EPA licence of BlueScope and, in accordance with BlueScope's SEMP.

2.4.8 Shipping lines & agents

It is the responsibility of shipping lines and agents to ensure that they comply with the safety and environmental requirements for Western Port, as well as relevant international, federal, state and local regulations. This also includes protocols under the Harbor Masters Directions and the Port of Hastings Operating Handbook (POH-OPR-PRO-001). Additional obligations include compliance with the *Occupational Health and Safety (OHS) Act 2004 (Vic)* and the *Environment Protection Act 2017*, as well as Marine Orders issued by AMSA. A range of international conventions also apply to shipping including the:

- International Convention on Civil Liability for Oil Pollution Damage 1992;
- International Maritime Organization (IMO);
- Basel Convention on the Control of Transboundary Movements of Hazardous Waste and Their Disposal 1989; and
- MARPOL – International Convention for the Prevention of Pollution from Ships, 73/78. ANNEX 1: Regulations for the Prevention of Pollution.

2.4.9 Tenants & service providers

It is the responsibility of tenants and service providers to ensure that they are operating within the conditions of their lease or licence and to ensure that their activities comply with all relevant laws, including conformance with planning approvals, the *OHS Act 2004 (Vic)*, *Dangerous Goods Act 1985 (Vic)*, and *Environment Protection Act 2017*, as well as subordinate legislation.

2.4.10 Government agencies

Key government agencies, including DTP, TSV, EPA and WorkSafe Victoria have various roles in administering safety and environmental legislation of specific relevance to the Port of Hastings. These agencies were engaged in the original development of the SEMP and will be involved in the ongoing maintenance of the plan.

3 Description of Port Areas

3.1 Overview

The Port of Hastings is situated in the north arm of Western Port, approximately 70 kilometres southeast of Melbourne. Two large islands, French Island in the middle and Phillip Island to seaward, form the two approaches to the bay. The port is comprised of jetties and land within Western Port situated along a shoreline of approximately 8 km. Maps of the Port are located in Appendices 3-6.

The Port of Hastings is a commercial port that serves international shipping operations, including the export of crude oil, LPG and steel products and the import of petroleum products. The Port also imports and exports general cargo,

project cargo, oil & gas project operations and facilitates the lay-up/repair of oil rigs/floating platforms. Around 100-200 vessels, ranging in size up to 150,000 displacement tonnes, enter and leave the Port each year.

The Port's major shipping movements serve the BlueScope manufacturing plant (via the privately-owned BlueScope wharves), the ESSO-BHP Billiton fractionation plant at Long Island Point and the United Terminals fuel import facility in Hastings.

The waters of Western Port are protected from the open ocean by Phillip Island, and shipping travels to the Port via the bay's Western Passage and North Arm, which extends from Flinders in the south to the BlueScope wharves (approximately 2 km north-east of the township of Hastings).

The entrance to the Port is through relatively deep water, and the Port has natural deep-water channels that allow for the passage of large ships. Minimal maintenance dredging is required. The declared channel depth at Crib Point and Long Island Point is 14.2m with a tidal range up to 3.5m.

The Port is connected to the broader transport network by rail (Stony Point line – broad gauge) and via local and regional road networks.

3.2 Port of Hastings facilities

3.2.1 Stony Point jetty & depot

The facilities at Stony Point are owned by PoHC and used by harbour service craft, harbour tugs, passenger ferries, the fishing industry, oil exploration vessels and small commercial vessels. The depot contains state-owned equipment stored for Level 1 marine pollution coastal response, in the event of an oil spill. Refer to Appendix 4.

3.2.2 Crib Point liquid berths

Crib Point (Berth 1) is owned by PoHC and utilised by United Petroleum, for the discharge of motor spirit and automotive diesel to their terminal in Hastings.

Crib Point (Berth 2) is decommissioned awaiting development opportunities. Refer to Appendix 5.

3.2.3 Long Island Point liquid berth

The berth is owned by PoHC and utilised by Esso Australia Ltd for export of Gippsland Crude Oil and LPG on tankers of up to 125,000 displacement tonnes. Refer to Appendix 6.

3.2.4 BlueScope wharves

The berths are owned by BlueScope. Vessels wanting to berth at the BlueScope wharves must get permission from BlueScope Steel to use these wharves, in addition to all other Port entry requirements.

The Kawasaki Heavy Industries (KHI) project is designed to test the hydrogen supply chain, including production, transportation and storage. The facility located at Hastings is a liquefaction and loading terminal. Once converted, liquid hydrogen will be shipped to Japan via the BlueScope GP wharf.

3.3 Tenants, licensees & service providers

Tenants, licensees and service providers at the Port include:

Esso Australia Pty Ltd - The Long Island Point processing facility was developed to process and store oil and gas received via pipeline from Longford. This landside facility is a joint venture partnership between Esso Australia and BHP Billiton, which leases the port infrastructure from PoHC.

United Petroleum Pty Ltd - Lease the Crib Point Jetty (Berth 1) and adjacent landside area from PoHC and discharge refined petroleum products to its Hastings tank farm. United Terminals Pty Ltd owns the discharge hoses, valves, pipelines, booster pump and firefighting equipment.

Viva Energy Refining Pty Ltd - Leases the Crib Point Jetty (Berth 1) from PoHC and discharges crude oil cargo via ship-to-ship (STS) transfer from mothership to daughtership for further discharge by daughtership at Geelong. United Terminals owns the discharge hoses, valves, pipelines, booster pump and firefighting equipment.

Ports Victoria - Leases office space at Stony Point for Harbour Control.

Western Port Ferries - Is licenced to use two berthing areas at Stony Point Jetty. One berthing area is for overnight use and the other berthing area is for passenger loading use. The passenger loading area is for regular commuters to and from Phillip Island and French Island, and for charter tours.

LW Marine Services Pty Ltd - Is licenced to use berths at Stony Point Jetty for floating craft. They provide services to shipping, such as lines boats and shore tie up crews, waste removal, stores provisions, floating craft for water security, personnel transfers to vessels, spill response personnel and floating craft, and stevedoring.

Svitzer Australia Pty Ltd - Is licenced to provide towage services to the Port, including the use of the Stony Point Jetty for berthing of towage vessels.

Service providers - Include Port Phillip Sea Pilots, stevedores and provedores, shipping agents and owners, transport companies and vessel surveyors, contractors and consultants.

Other users - The Port also accommodates cruise ships that anchor off Cowes from time to time, as well as various commercial, project cargo, rig and heavy lift vessels that visit periodically.

3.4 Key performance indicators (KPI's)

3.4.1 Performance measurement

PoHC's SEMP objectives, targets and KPI's are outlined in Table 1 below.

Table 1 – SEMP objectives, targets and KPI's:

Objective 1. Promoting improvements in safety and environmental outcomes at Victoria's ports		
No.	Performance Indicator	Target
1.1	Maintain a safe environment for PoHC employees, contractors, visitors and members of the public	Zero harm
1.2	Minimise environmental impact within the Port	Zero incidents
1.3	Consider environmental impacts prior to maintenance of port infrastructure and port upgrades or new development	Zero incidents
1.4	Tenant, licensee and service provider agreements will include HSE compliance requirements	Every agreement/contract
Objective 2. 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		
2.1	Internal SEMP & HSE Management System audits	In accordance with annual audit program
2.2	HSS & Compliance monthly report to the CEO/Board	Monthly
2.3	External SEMP audit	Every 3 years

Objective 3. Promoting an integrated and systematic approach to risk management in relation to the operation of the Port

3.1	Maintain SEMP Risk Register and Project Risk Register (as applicable)	Review registers annually
3.2	Conduct security, emergency and oil spill response exercises, involving key Port stakeholders and agencies	2 exercises per year
3.3	Investigate reported incidents and undertake corrective actions in a timely manner	Respond within 24 hours

Objective 4. Maintain communication between Port and community stakeholders

4.1	Conduct regular forums to engage with community stakeholders	Community Consultation Committee meetings conducted biannually
4.2	Conduct regular forums with 'whole of port' stakeholders	Emergency Management & Oil Spill Committee meetings conducted biannually Port User Group meetings conducted biannually Port Security Committee meetings conducted biannually
4.3	Participate in external consultative forums with relevant port stakeholders and agencies	Attend up to 4 per year

3.5 Port Activity Map

Table 2 below describes the port activities (both landside and waterside) for the Port of Hastings, its tenants, licensees, service providers, customers and members of the public. Each stakeholder holds the detailed information regarding the specific task risk assessments and controls for their respective operation.

Table 2 – Port Activity Map

Stakeholder	Description of activity	Location	Frequency	Key stakeholders	Responsible person	Reference
Cruise Ships	Transport of passengers to and from anchorage	Cowes anchorage (Rhyll)	Infrequent Up to 20 ships per annum from Melbourne Cup Day to Easter	Ports Victoria Ships Masters/Shipping Agents Parks Victoria Port Phillip Sea Pilots (PPSP)	Harbour Master (Statutory authority)	SEMP - Ports Victoria SEMP - Parks Victoria



Stakeholder	Description of activity	Location	Frequency	Key stakeholders	Responsible person	Reference
Rigs and heavy lift vessels	Transport of equipment to rig at anchorage and maintenance on rig	Cowes anchorage	Infrequent	Ports Victoria Svitzer Ships Master Parks Victoria LW Marine Services PPSP	Harbour Master	SEMP - Ports Victoria SEMP - Parks Victoria
BlueScope Steel	Owner and operator of conventional and Roll on/Roll off wharves Maintenance of berths at Steel Wharves KHI liquefaction facility located on the land at BlueScope, with vessels operating from the Steel Wharf	Steel Works Conventional and 'Roll on/Roll Off' Wharves	Regular Up to 30 ships per annum	Ports Victoria BlueScope Parks Victoria Linx Stevedores LW Marine Svitzer Ships Masters/Shipping Agents Port Phillip Sea Pilots KHI	BlueScope Harbour Master	SEMP - Ports Victoria SEMP - BlueScope SEMP - Parks Victoria
Esso Australia	Major user of Long Island Pier and exports crude oil and LPG Owns, operates and maintains all the liquid and gas handling equipment and pipes on the jetty Major Hazard Facility	Long Island Point Jetty	Regular Up to 75 crude oil and gas tankers per annum	Esso Australia Ports Victoria Port Phillip Sea Pilots Svitzer Ships Masters/Shipping Agents LW Marine Services	Esso Australia Harbour Master	Esso HSE Plans SEMP - Ports Victoria
Western Port Ferries	Berthing and operation of passenger ferries to French Island and Phillip Island	Stony Point Jetty	Regular 365 days/year	Western Port Ferries TSV	Western Port Ferries	Customer Management Plan
LW Marine Services	Provider of land and water-based lines services for ships (Hired by Shipping Agents) Provides waste removal upon request and water-based security services	All wharves, piers, jetties and port waters	Regular	LW Marine Services Ships Masters/Shipping Agents Ports Victoria Esso Australia United Terminals BlueScope	LW Marine Services Ships Masters/Shipping Agents Harbour Master	SEMP - Ports Victoria



Stakeholder	Description of activity	Location	Frequency	Key stakeholders	Responsible person	Reference
Parks Victoria	Manager of local port waters including waters of all marinas within Western Port	All waters except for declared port waters	Continuous	Parks Victoria	Parks Victoria	SEMP - Parks Victoria
Ports Victoria	Provision of harbour control services for the safe berthing of ships Ensure the provision and maintenance of water and land based navigational aids Manage dredging of channels and berths for safe navigation of ships	Ports channels, anchorage and vessel navigation	Continuous	Ports Victoria Stevedores Port Phillip Sea Pilots LW Marine Services Ships Masters/Shipping Agents Svitzer	Ports Victoria	SEMP - Ports Victoria
Port of Hastings Corporation	Port Management body and operator of the port Maintenance of marine structures for berthing of ships Oil spill response, emergency management and port security Facilitation of development of the port Old Tyabb Reclamation Area (OTRA) – Vacant land zoned for port use	Port of Hastings managed land	Ongoing	PoHC Selected Consultants/ Contractors State Government PoHC/Committee of Management	PoHC	SEMP - PoHC PoHC HSEMS PoHC EMP and Guidelines PoHC Port Development Strategy
Port Phillip Sea Pilots	Piloting of ships in Port of Hastings and berths Directs tugs during berthing and un-berthing operations	Channels and berths within port waters	Regular	Port Phillip Sea Pilots Ships Masters/Shipping Agents Ports Victoria Svitzer	Port Phillip Sea Pilots Harbour Master	SEMP - Ports Victoria
Stevedores	Provides vessel loading and unloading services	On board vessels and on jetties	Regular	Port Facility Operators Stevedores	Individual Facility	Port Facility Operator HSE documents, as applicable
Provedores	Provide ship's supplies	Stony Point Jetty Crib Point Jetty Long Island Point	Regular	Port Facility Operators Provedores	Individual Facility	Port Facility Operator HSE documents, as applicable



Stakeholder	Description of activity	Location	Frequency	Key stakeholders	Responsible person	Reference
Recreational activities	Boating Jet skis Fishing Swimming Users of ferry services	All waters	Regular	Public Parks Victoria Ports Victoria DoT Western Port Ferries Water Police	Parks Victoria Ports Victoria Public and Government agencies Western Port Ferries	SEMP - Parks Victoria SEMP - Ports Victoria
Shipping Agent/Owners	Safe transit of channels Berthing and unberthing of ships Ships at anchorage Cargo transfer and waste management water	Channels and berths within port waters	Regular	Ports Victoria Ships Masters/Shipping Agents Port Phillip Sea Pilots	Ports Victoria Ships Masters/Shipping Agents	SEMP - Ports Victoria
Towage	Provision of towage services and berthing assistance by tugs under the direction of Sea Pilots and on contract to ship agents Provision of fire-fighting tugs Holds licence for berths at Stony Point Jetty for two tugs Manages and controls own operations, including safety and environment	Channels and berths within port waters	Regular	Svitzer Ports Victoria Port Phillip Sea Pilots LW Marine Services	Svitzer Harbour Master Ships Masters/Shipping Agents	SEMP - Ports Victoria
United Petroleum	Major user of Crib Point Jetty for the import of petroleum products Major Hazard Facility Licenced pipeline	Crib Point Jetty	Regular Up to 20 product tankers per annum	United Petroleum Port Phillip Sea Pilots Svitzer Ships Masters/Shipping Agents LW Marine Services ORCA Selected Contractors	United Petroleum	See United EMP, Safety Case SMS and SOPs

Stakeholder	Description of activity	Location	Frequency	Key stakeholders	Responsible person	Reference
Viva Energy	Major user of Crib Point Jetty for the ship-to-ship transfer of petroleum products	Crib Point Jetty	Regular Potential for up to 24 crude oil tankers per annum	Viva Energy United Petroleum Port Phillip Sea Pilots Svitzer Ships Masters/Shipping Agents LW Marine Services ORCA Selected Contractors	Viva Energy	See Viva SEMP and SOPs

3.6 Risk management

PoHC has implemented a risk management framework to systematically manage its health, safety and environmental risks. This framework is based on the principles defined within the International Standard ISO 31000:2018 Risk Management – Guidelines.

PoHC’s systems for the management of risk are highlighted in Table 3 below.

Table 3 – Risk Management Framework

Document reference	Document name	Description
POH-EAM-MNL-001	Asset Management Manual	The manual describes the systematic and coordinated approach that PoHC takes to managing its assets and the associated activities and decisions.
POH-CMG-POL-003	Risk Management Framework (RMF)	The RMF outlines the strategy employed by PoHC to ensure that all relevant risks and opportunities are identified, analysed, evaluated, mitigated and monitored throughout the life of PoHC.
POH-CMG-POL-004	Risk Management Policy	The objective of PoHC’s Risk Management Policy is to provide guidance regarding the management of risk to support the achievement of corporate objectives, staff safety, business assets and ensure financial sustainability.
POH-CMG-REG-003	Risk Register	The PoHC Risk Register is a record of ‘whole of port’ risks including health and safety, environmental, security, operational and strategic risks.
POH-HSE-MNL-001	Health, Safety & Environmental Management System (HSEMS) Manual	The HSEMS Manual outlines PoHC’s systems and processes for effectively managing HSE risks, which may arise as a result of undertaking operational activities. The manual refers to other management plans and associated procedures and supporting documents and describes the inter-relationships between these.

POH-HSE-PRO-001	Risk Management Procedure	<p>The purpose of the Risk Management Procedure is to provide guidance and a methodical approach to identifying, assessing and controlling health, safety and environmental hazards at PoHC.</p> <p>Various protocols for hazard identification, risk assessment, control and monitoring are associated with this procedure.</p>
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3.6.1 Risk assessment

PoHC has implemented a 5 x 5 Risk assessment model which includes descriptors for likelihood and consequence (refer to Appendix 8).

The risk matrix is used to determine the level of risk for each identified hazard. For this SEMP, the risk assessment process is documented in the following way:

- Communication & consultation;
- Establish the scope, context and criteria;
- Risk assessment;
- Risk identification;
- Risk analysis;
- Risk evaluation;
- Risk treatment;
- Monitoring & review; and
- Recording & reporting.

3.6.2 SEMP Risk Register

The SEMP Risk Register was developed by PoHC in April 2017, in conjunction with VRCA (now Ports Victoria). The document is reviewed internally on an annual basis. The risk register is also reviewed bi-annually in consultation with key port stakeholders, via the various Committee and Port User Group meetings, to ensure its application reflects hazards and risks for 'whole port'. The register outlines high level, significant 'whole of port' risks and does not include the risk assessments for the individual activities of the port managers, tenants, licensees, customers and service providers.

3.6.3 Management of risk

Each risk identified in the SEMP Risk Register has identified controls to minimise the risk level to as low as reasonably practicable. Residual risks are managed through the Port's EMP.

Risks which are associated with the activities of port customers and service providers are managed through their own management systems, controls and compliance obligations, as outlined in Table 4 below.

Table 4 – Key Port stakeholders risk control measures

Tenant, licensee, service provider or customer	Safety & environment management systems
BlueScope	ISO 9001:2015 certified ISO 14001:2015 certified EPA accredited licence held by BlueScope in Victoria under the Victorian Work Cover Safety Map self-insurance scheme, administered by the Victorian Workcover Authority (VWA) BlueScope SEMP BlueScope Steel Wharf Emergency Management Plan Participates in Community/Port stakeholder consultation process
KHI	KHI EMP BlueScope SEMP BlueScope Steel Wharf Emergency Management Plan Participates in Community/Port stakeholder consultation process
Esso Australia	Esso OIMS (Operational Integrity Management System) for safety and environment management MHF certification Esso Environment Management Manual Long Island Point Emergency Management Plan Esso corporate audit every four years Storage of oil spill response equipment Participates in Community/Port stakeholder consultation process
United Petroleum	MHF certification Health, Safety & Environment (HSE) manual for Hastings' operations United Environmental Management Plan Terminal Operating Plan Crib Point Jetty Environment Management Plan Emergency Procedures and Plan Participates in Community/Port stakeholder consultation process
Viva Energy	MHF certification Safety, Health and Environment (HSE) manual for Hastings' operations Viva Environmental Management Plan Terminal Operating Plan Crib Point Jetty Environment Management Plan Emergency Procedures and Plan Participates in Community/Port stakeholder consultation process
LW Marine Services	JSA/SWMS developed for all activities Participates in community/port stakeholder consultation process
Parks Victoria	SEMP for port assets and waters, under Parks Victoria responsibility Participates in community/port stakeholder consultation process

Tenant, licensee, service provider or customer	Safety & environment management systems
Port Phillip Sea Pilots	ISO 9001:2015 certified ISO 14001:2015 certified OHSAS 18001 certified Participates in community/port stakeholder consultation process
Svitzer	ISO 9001:2015 & 14001:2015 certified Safety management system in place Emergency response management plans in place Operates under guidelines set out by TSV Participates in community/port stakeholder consultation process
Various transport companies	Trucks carrying dangerous goods are registered for such purpose EPA Waste Tracker Certificates when transporting waste Spill response kits are present on trucks and telephone support available for dangerous goods

4 Emergency Management

The SEMP Risk Register (refer to Appendix 9) includes an assessment of operations that may result in potential emergency incidents within the port, which may include, but are not limited to:

- Maintenance and construction of wharves, jetties & buildings;
- Daily port operations; and
- External activities that may impact the port eg, security threats, recreational vessels and weather conditions.

PoHC's EMP POH-HSE-PLN-001 considers risks associated with landside operations to address the residual risks identified in the SEMP Risk Register. Note: It is the responsibility of each port facility operator to manage the initial response and activation of their own EMP arrangements.

For any oil spill, PoHC will follow the State's Emergency Management Plan for Maritime Emergencies – Non-Search and Rescue. Ports Victoria is responsible for other emergencies occurring in the marine environment, for which the responsible person is the Harbour Master.

PoHC's EMP covers:

- Emergency management planning;
- Emergency response;
- Business continuity and recovery process;
- Training and testing;
- Guidelines for emergency management planning for port tenants;
- Standard operating procedures;
- Tenant contact lists; and
- Resources lists.

The overarching port plan for security, the MSP, details:

- Administrative details;
- Scope;
- Consultation, communication & coordination;

- Operation of the plan;
- Security measures and procedures;
- Maps;
- Contact details; and
- Risk assessment.

This SEMP references these plans within the SEMP Risk Register, as appropriate. Note: BlueScope operates under its own MSP.

5 Consultation

PoHC recognises that community and stakeholder engagement is a critical component to mitigating or minimising risk within the Port. PoHC's engagement principles are based on inclusivity, transparency, integration and responsiveness with the key objectives of strengthening relationships, building capacity and informed decisions.

To ensure that PoHC's engagement activities align closely with the requirements of each target audience, PoHC has identified and implemented processes for consultation and communication for the following stakeholders:

- Government;
- Port users & service providers; and
- Community members & associations.

5.1 Government

Purpose: To ensure all tiers of government have the necessary information and opportunities to perform their legislative functions and operate in the best interests of the populations and assets they represent.

Activities:

- Meetings with TSV, DTP, Ports Victoria and EMV;
- Liaison and dialogue between PoHC, Ports Victoria and government agencies such as DELWP, EPA, DTP and WorkSafe as required, or when changes in the legislative environment are proposed;
- PoHC attendance at relevant State Maritime Emergencies Working Group meetings, as appropriate;
- PoHC attendance at Municipal Emergency Management Committee Meetings, as applicable; and
- Delivery of an annual report to the Minister and prescribed bodies (EPA, DTP and WorkSafe) about relevant matters pertaining to the SEMP.

5.2 Port users & service providers

Purpose: To create a shared understanding of 'whole of port' operational hazards and collaborative approach to port risk minimisation, HSE objective setting and performance monitoring.

Activities:

- Biannual Port User Group meetings (tenants, licensees) and service providers to discuss 'whole of port' issues, incidents, safety statistics, operations needs and review of the SEMP Risk Register; and
- Reporting of significant audit findings to Port stakeholders.

5.3 Community

Purpose: To ensure interested/potentially affected community members have the chance to participate in meaningful engagement with the port.

Activities:

- Biannual Community Consultation Committee meetings, which operate in accordance with the committee's terms of reference;
- PoHC's website which provides information pertaining to the port and its operations, including a summary version of this SEMP; and
- Targeted stakeholder engagement programs when port development projects are underway.

6 Monitoring & Measurement

PoHC has developed KPI's to monitor the effectiveness of this plan in meeting the objectives of the SEMP. These are reflected in section 3.4 of this document.

7 Annual Report

The primary purpose of the Annual Report is to inform the Minister and prescribed bodies (EPA, DTP and WorkSafe) about relevant matters. It is intended to be a high level, simple report which outlines:

- Assessment against all KPI's, highlighting achievements and reasons behind any shortfalls;
- Reports on any major issues of the SEMP as well as reviews & audits;
- Identification of any plans for performance improvements;
- Any significant safety and environmental incidents within the reporting period;
- Any major actions taken to mitigate safety and environmental risks, for example as a result of a significant incident or near miss;
- The number and type of consultation meetings undertaken during the year and any noteworthy outcomes, if any; and
- Any proposed changes to the SEMP.

The Ministerial Guidelines states that the annual report for the SEMP may be a stand-alone report or integrated into an existing annual reporting system.

8 Implementation, Monitoring & Review

The implementation of this SEMP is by a process of review, revision and refinement of existing procedures for effectiveness and applicability and by a progressive gap analysis by stakeholders that will identify any new procedures or extension of existing procedures that might be required.

HSE performance monitoring will occur via:

- Management system audits in accordance with PoHC's auditing program;
- 3-yearly SEMP certification audits (copy of audit report to be forwarded to State Government within 21 days of the audit);
- Workplace inspection programs, performed by all Port stakeholders;
- Management reviews, which look at HSE performance across all areas and operations within the port as well as opportunities for improved performance; and
- SEMP Risk Register reviews in conjunction with key port stakeholders.

The HSS & Compliance Manager is the owner of this document and will be responsible, with input from the Environment & Sustainability Manager, for the maintenance, review and revision of this SEMP. A review of the SEMP will occur at least annually and will be amended as required.

The HSS & Compliance Manager is responsible for distributing any updates to the SEMP.

The annual review of the SEMP will address the following:

- The SEMP's currency;
- Progress in implementation of risk reduction measures and stated KPI's;
- Review of the SEMP Risk Register for its completeness and effectiveness in mitigating against risk; and
- Whether any changes are required in the content of the SEMP.

Additional reviews of the SEMP will be undertaken if any of the following occurs:

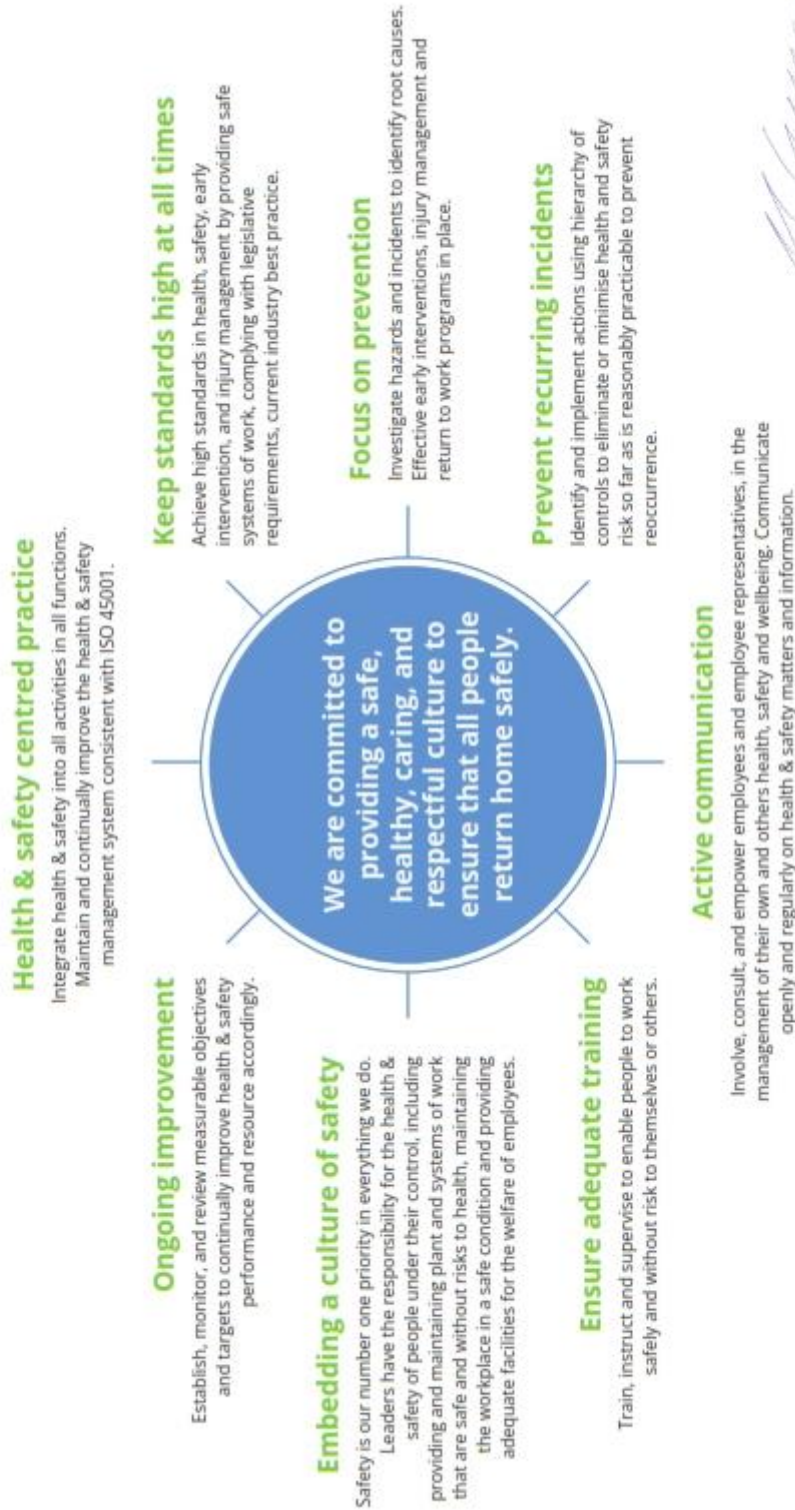
- Incidents and 'near miss' incidents;
- Changes to relevant legislation;
- New information about hazards and risks;
- Changes in the nature, scale or extent of port activities; and
- Any significant audit findings that impact the SEMP.



Appendix 1 – Occupational Health & Safety Policy

**PORT OF
HASTINGS
CORPORATION**

Occupational Health & Safety Policy



Current as at May 2023.
Next review May 2024.
POH-HSE-POL-003_4

Malcolm Geier
Chief Executive Officer



Appendix 2 - Environment Policy

Environment Policy



Maintaining a strong system

We seek opportunities to innovate and be leaders in environmental management through continual improvement of our environmental management system, enhancing our environmental performance, services and activities.

Being proactive and accountable

We proactively review our performance in meeting environmental and social objectives and targets and openly communicate our progress to stakeholders.

Avoiding waste

We prevent pollution and reduce waste by embedding a circular economy, committing to waste reduction targets and introducing sustainable procurement guidelines.

Empowering people

We empower our employees, stakeholders and contractors to speak up if something could be improved and support our people to fulfil their environmental responsibilities.

We endeavour to go beyond compliance and conservation by leading changes in our business and behaviours that will protect and restore the environment

Managing risks

We understand and manage our social and environmental risks with the goal of eliminating or minimising those risks, doing our part to adapt to climate change and building resilience.

Ensuring a healthy Western Port

We have a collaborative and holistic approach to how we manage aquatic, land and cultural heritage aspects across Western Port while adapting to the impacts caused by climate change.

Going beyond compliance

We fulfil our environmental legislative and regulatory obligations and place great value in meeting a range of voluntary environmental and social commitments.

Investing sustainably

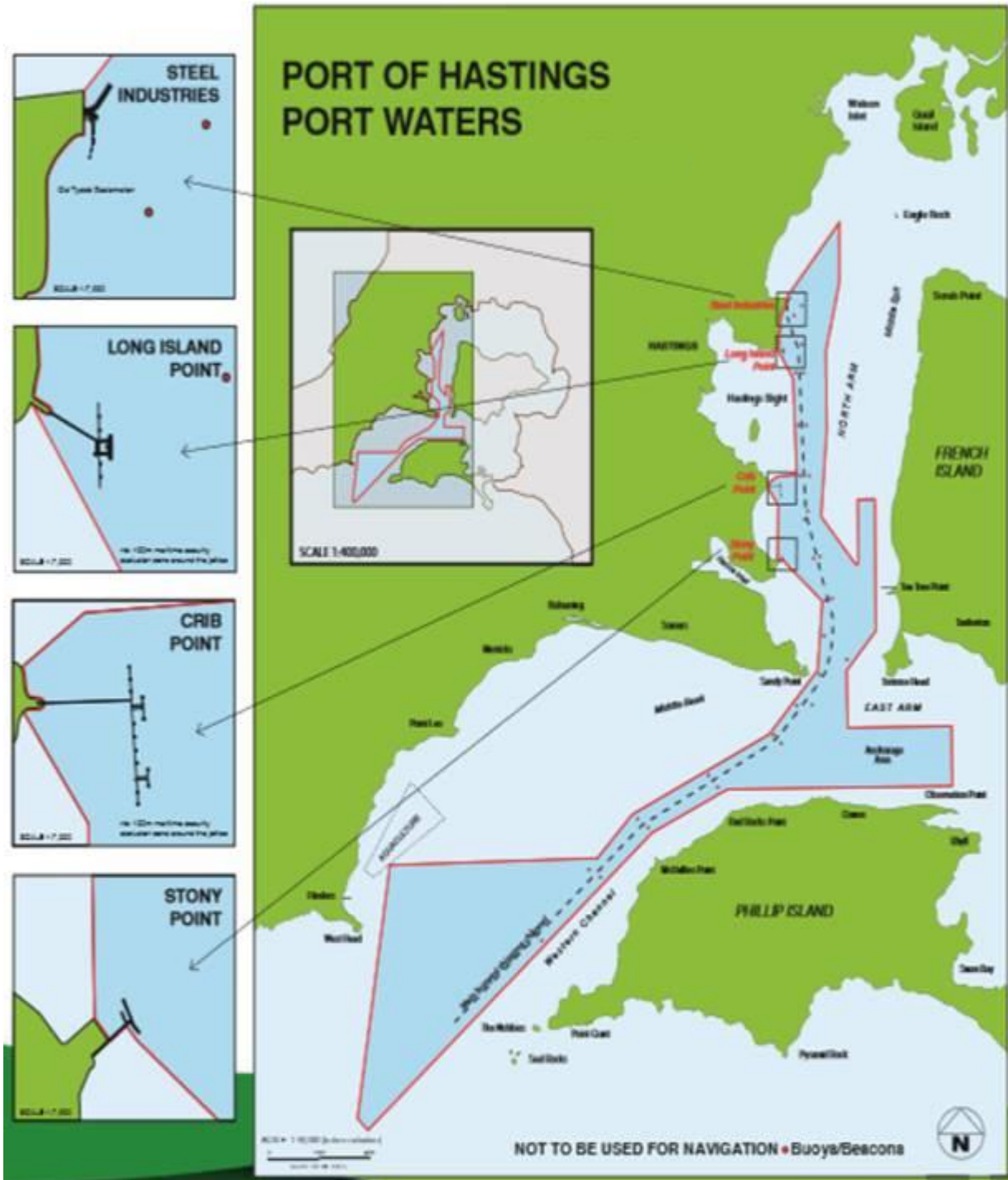
We effectively engage with our traditional custodians and other stakeholders, ensuring our communities and the environment are considered in our investment and corporate strategies, new projects, procurement and services we provide.

Current as at May 2023.
Next review May 2024.

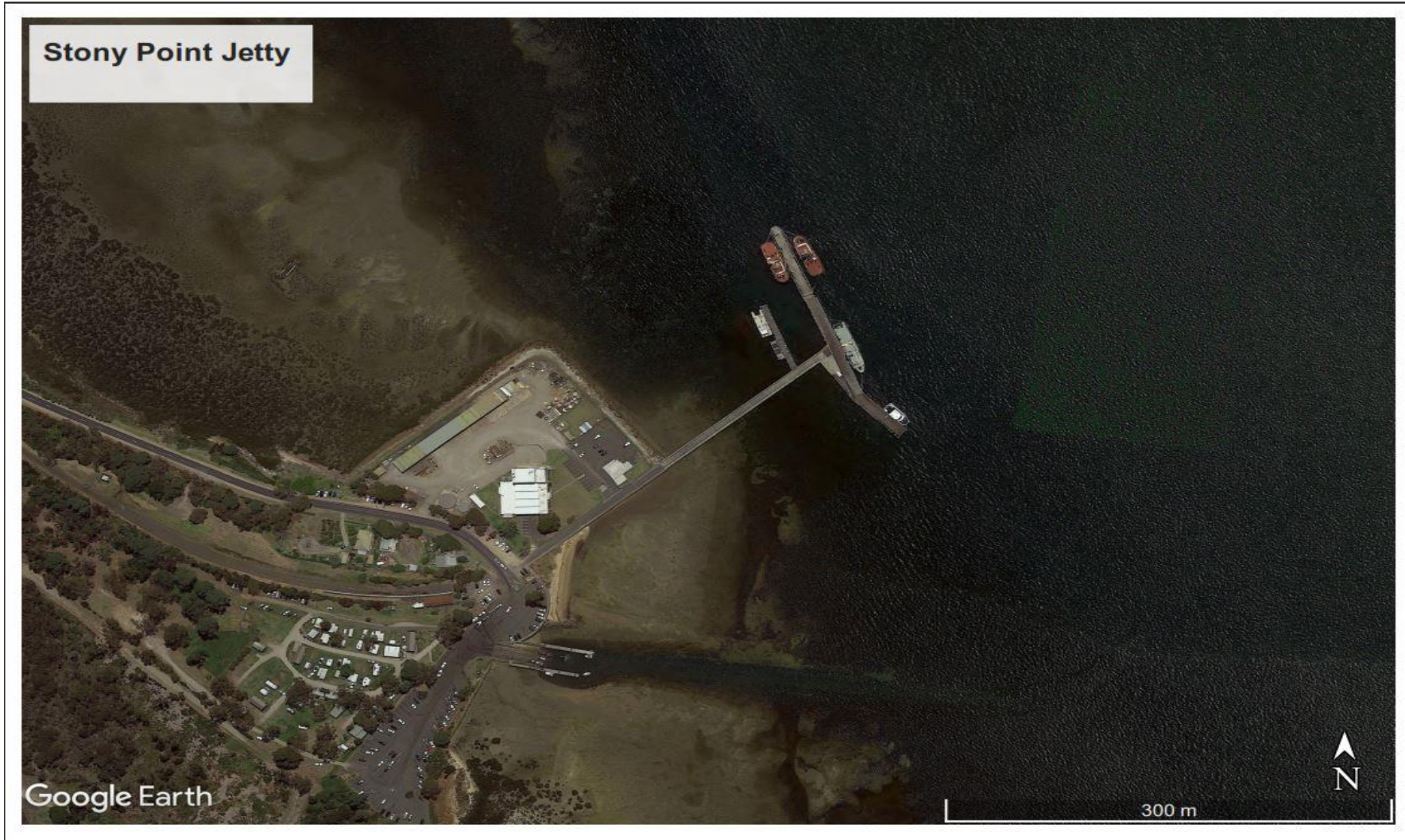
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Malcolm Geier
Chief Executive Officer

Appendix 3 - Port Facilities & Waters



Appendix 4 - Stony Point Jetty



Appendix 5 - Crib Point Jetty



Appendix 6 - Long Island Point Jetty



Appendix 7 - PoHC's Level 1 Marine Oil Pollution Response

