



**SOUTHERN PORTS**

ALBANY BUNBURY ESPERANCE

**CLEAN-UP PROCEDURE AND  
CHECKLIST  
WOODCHIP OUTLOADING**

## DOCUMENT CONTROL

Version Number	Description	Reviewed by	Approved by	Revision Date	Issue Date
01	New Document	Alex Leonard	Alex Leonard	30/05/2018	30/05/2018
02	Document Review	Alex Leonard	Alex Leonard	08/08/2018	08/08/2018
03	Document Review	Operations	Alex Leonard	14/12/2018	14/08/2018
04	Prohibit air gun use at night for clean up	Alex Leonard	Tye Tyrell	09/05/2019	09/05/2019
05	Blocking outlet of stormwater pit by razertail and only Link conveyors and shiploader to be moved to east end after loading completed	Sacha Zaccaria	Alex Leonard	23/09/2019	09/10/2019
06	Duplicate, no changes	Alex Leonard	Alex Leonard	-	-
07	Additional field to note loading end times and cleaning times	Tom Miller	Alex Leonard	19/12/2019	19/12/2019
08	Document Review	Environment Manager - Esperance	Regional Manager - Esperance	27/01/2023	27/01/2023

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# Clean-Up Procedure and Checklist Woodchip Outloading

## 1. PURPOSE

The purpose of this form is to minimise the movement of woodchips into the environment from exporting operations of Southern Pacific Fibre (SPF).

## 2. BACKGROUND

Woodchips and dust from loading operations should be cleaned-up as soon as practical to minimise delays to loading operations if wind or rain move this material offsite to impact on other users of the environment including:

- Reducing aesthetics for users of Esperance Bay such as swimmers and small boats, note that:
- The Port Beach is the closest beach to the Port and is used frequently by swimmers and is just over 300m from the loading area.
- Other users of Esperance Bay that come within 300m of the loading area include small Yachts and motor boats who regularly use the Bay, particularly on weekends.
- Any dust seen from the Port Beach or woodchips found on the Port Beach may lead to cessation of operations to avoid impacts to other users of the bay, complaints and potential legal action being taken by the regulator.
- The Port also has to adhere to statutory dust limits on respirable and total dust at the Port boundary that are monitored during loading, and exceedance of these limits may also result in suspension of operations.

Spilt chips on roads may present safety risks to traffic, particularly bikes.

Please direct any queries on this checklist to the Environment or Operations Department

**PRIOR, DURING and AFTER woodchip operations, Southern Ports and the Product Owner must complete this checklist for each ship loading of woodchips. Please note the following:**

- 1) If there is unacceptable spillage in the opinion of Southern Ports (SPA), then the cleaning contractor will be contracted for as long as reasonably required.
- 2) Cost of storage and disposal of all excess wash waters or other waste generated during operations must be accepted by exporter.

<b>Vessel Name:</b>	<b>Exporter:</b>
<b>Loading dates:</b>	<b>Loading end time:</b>

## 3. PRE START-UP CHECKS

Task	Confirm Completion (initial)	Responsibility
Ensure all drainage grates D1 to D7 (refer to Attachment 1) <b>have mesh filters installed to keep woodchips and fibres out of the bay</b>		SPF
Block outlet of drainage pit D1 with an inflatable plug to prevent potential release of hydraulic oil into the stormwater system and on into Esperance Bay.		SPF
Check condition of truck routes (Berth 2, and Hughes Road) for visible contamination and if the roads are not clean request Southern Ports to organise the roads to be wet swept to reduce the mobilisation of dust during loading.		SPF/SPA
Check weather forecast to determine if additional controls maybe required during loading		SPF
Check dust containment controls at transfer points are effective and in place including: Sheaths are in place over conveyor transfer points		SPF
Allocate location for stockpiling spilt chips and dust so as not to interfere with Port operations (east end of Black Swan Shed pad) and remove from site ASAP.		SPF

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### 4. DURING OPERATION CHECKS

Task	Confirm Completion (initial)	Responsibility
Have the following checks been conducted to ensure no product is spilt from the contracted trucks exiting the stockpile area? a) trucks use enclosed bins; b) tarps have been rolled back on c) wheel rims, sides of tray or any other dirty surfaces are air brushed; d) drivers are instructed not to use compression brakes on Harbour Road; e) If trucks cannot comply with above, they should not be used.		SPF
Rainy weather? Sweep solids from loading area and road access routes to minimise clogging shade cloth or directly washing into stormwater system		SPF
Consolidate spillage on the berth at each hatch change to reduce dust being mobilized offsite by wind		SPF
When loading completion time is known, SPF is to contact cleaning contractor(s) to begin clean-up immediately after loading has finished		SPF

### 5. POST VESSEL LOADING CHECKS

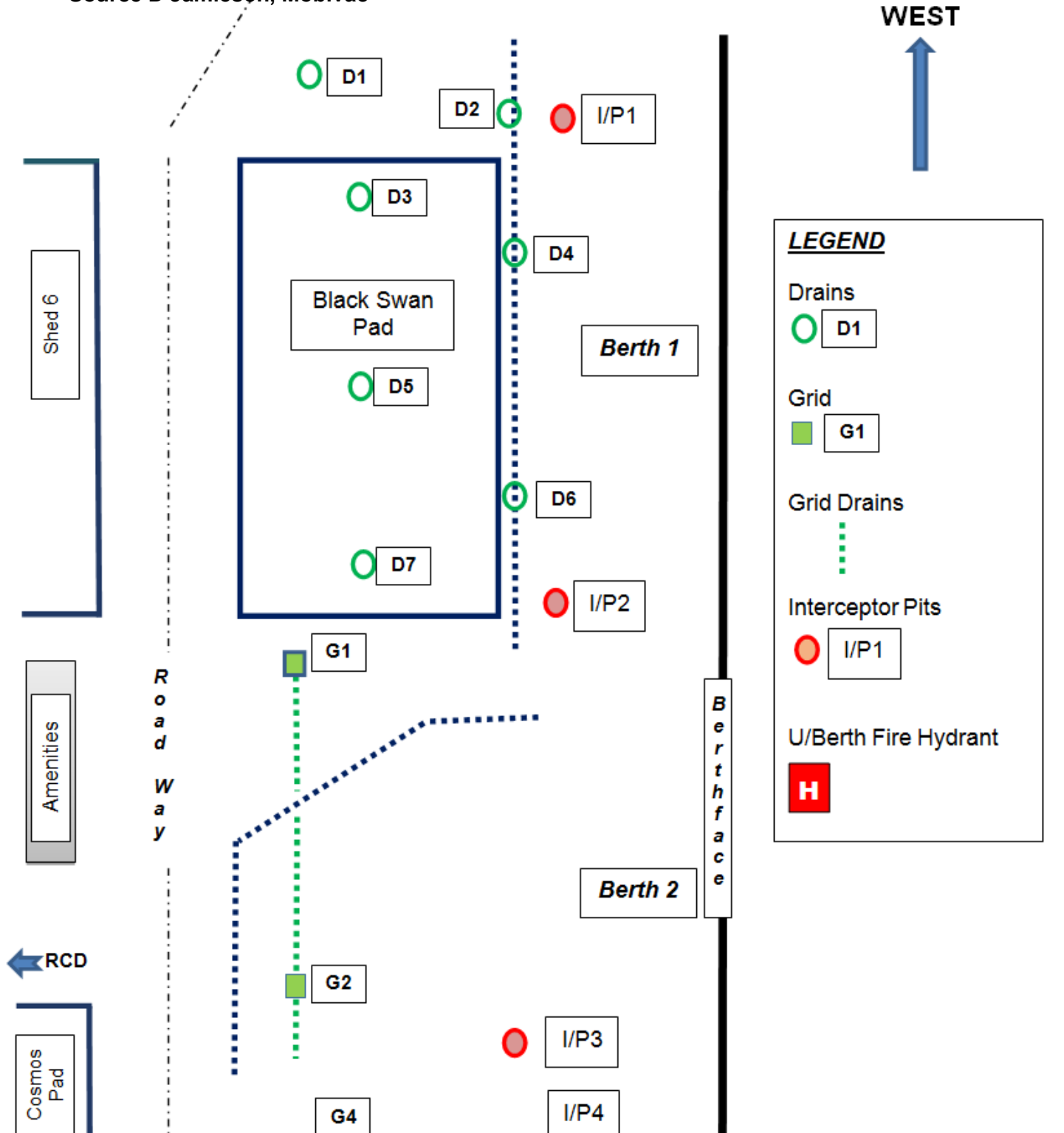
Task	Confirm Completion (initial)	Responsibility
After loading is completed, cleanup works must commence as soon as practical but use of the air gun for clean-up is prohibited between 2200 and 0700 hours.		SPF
<b>SPF must be present until clean-up of the berth face is completed within 60 hours of the ships departure.</b>		SPF
Clean-up to include wet sweep of access roads along Hughes Road to Smith Street junction (exit and entry routes) until there is no visible woodchips;		SPF
Sweep and wet sweep eastern side of loading area		SPF
All loading equipment to be cleaned and the Link Conveyors and Shiploader moved to the cleaned east-side of loading area		SPF
Sweep and wet sweep western side of loading area		SPF
Clean woodchip material from mesh filters over grates of drainage pits		SPF
Clean up of parking areas at Berth 2 and RCD		SPF

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Clean woodchip material from any infrastructure whose function maybe impacted including: under-berth fire hydrants, under the foot control of the safety shower / eye wash.			SPF
Recovered woodchip spillage removed from Port			SPF
File completed form as evidence that SP has signed off on clean-up as acceptable			SPF
<b>Berth Clean Date:</b>		<b>Berth Clean End Time:</b>	
<b>Southern Ports Name:</b>		<b>Signature:</b>	
<b>SPF Name:</b>		<b>Signature:</b>	

## ATTACHMENT 1: INTERCEPTOR PIT MAP

Source D Jamieson, Mobivac







**Figure 2.** Route (orange line) to be swept by SPF commissioning a cleaning contractor on truck routes to and from Berth 1 loading areas (in yellow).

**Note:** wet sweeping is only required on sealed roads at the end of the ship unloading and unsealed areas require only dry sweeping. Additional sweeping may be required at discretion of SPF or the Terminal Supervisor if loose chips and dust present risks to safety, health or the environment.