

Safety and Environment Management Plan

This plan should be read in conjunction with the Gippsland Ports Strategic Plan.

SEMP, Revision 11.0

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Endorsement

This Management Plan, prepared under Part 6A of the Port Management Act 1995 (Victoria), provides the basis and direction for Safety and Environmental Management within the ports & waterways under Gippsland Ports management. It should be read in conjunction with the Gippsland Ports Strategic Plan.

The Management Plan promotes improvements in safety and environmental compliance and performance across all aspects of port activities and supports management of related issues arising from port activities and operations for the benefit of employees, port users, neighbours and the wider Victorian community.

During development of the plan, Gippsland Ports has consulted a range of agencies, stakeholder, community groups and individuals. Gippsland Ports will seek to strengthen these relationships and further encourage everyone to participate in improving safety and environmental outcomes.



Chris Waites
CEO
Gippsland Ports

Acknowledgments

We acknowledge the Gunaikurnai and Bunurong people, and all Traditional Owners of Country and their connections to land, sea, and community where Gippsland Ports operates. We pay our respect to Elders past and present and extend that respect to all Aboriginal peoples.

Gippsland Ports also acknowledges the wider community of Gippsland, who share social, recreational and economic attachments to the ports and waterways and who value their future management.

We acknowledge the input provided into the preparation of this plan by all stakeholders.

Document Control

This document is controlled in accordance with the requirements of the Gippsland Ports governance system.

A record of revision is maintained at the end of this document.

Disclaimer

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From:

Contact Name:		Date:
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Contact details:	Address:	
	City:	Post Code:
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Page	Amendments/ Comments *(attach additional pages as required)*

Safety & Environment Management Plan – Summary

1.1 Purpose

The Safety and Environment Management Plan (SEMP) provides strategic guidance to assist with identifying and controlling all significant safety and environment risks across the ports and waterways managed by Gippsland Ports. The systems, processes and actions adopted by Gippsland Ports to achieve outcomes of effective and efficient port and waterway safety and environment management are described in this Plan which should be read in conjunction with the Gippsland Ports Strategic Plan.

Gippsland Ports management systems and operational activities, such as audits, assessments, controls, operating procedures and other safety and environmental management activities are identified within the Plan which:

- Describes the key elements of Gippsland Ports' integrated risk management approach to safety and the environment,
- Identifies strategies for safety and environment management,
- Provides mechanisms for monitoring and improving performance in safety and environment management, and
- Demonstrates compliance with the legislative requirements for Safety and Environment Management Plans.

1.2 Gippsland Ports Role & Context

Gippsland Ports has a major role in supporting the safe, efficient and sustainable use of our local ports and waterways, enjoyed by thousands of people and bringing many benefits to the Gippsland region. We will do what is 'reasonable and practicable', through the implementation of this SEMP, to manage safety and environmental risks.

For an overview of Gippsland Ports, including roles and responsibilities, please refer to the Gippsland Ports Strategic Plan.

1.3 Objectives

In accordance with the objectives listed under Section 91CA of the Port Management Act 1995 Gippsland Ports will:

- Promote improvements in safety and environmental outcomes at Victoria's ports,
- Promote and facilitate the development, maintenance and implementation of systems that enable compliance with the various safety and environmental duties that apply to the operation of the ports, and
- Promote an integrated and systematic approach to risk management in relation to the operation of the port.

1.4 Port & Waterways

Ports managed by Gippsland Ports are:

- **Port of Anderson Inlet**, located in South Gippsland, with significant locations at: Inverloch, Maher's Landing, Venus Bay, Tarwin River.
- **Port of Corner Inlet & Port Albert**, located immediately east of Wilsons Promontory, with significant locations at: Port Welshpool, Port Albert, Port Franklin, Barry Point (Barry Beach Marine Terminal, Port Anthony Marine Terminal).
- Port **of Gippsland Lakes**, stretching from Sale on the Thomson River to Lakes Entrance, with significant locations at: Lakes Entrance, Metung, Paynesville, Loch Sport, Port of Sale.
- Port **of Mallacoota**, covering Mallacoota Inlet to upstream of Gipsy Point near the NSW border, with significant locations at: Mallacoota Inlet and Gipsy Point Bastion Point Ocean Access.
- **Port of Snowy River**, extending upstream from Marlo with significant locations at: Marlo.

Declared waterways under GP management are:

- **Shallow Inlet**, located at Sandy Point immediately west of Wilsons Promontory,
- **Lake Tyers**, located east of Lakes Entrance.
- **Sydenham Inlet,** and
- **Tamboon Inlet.**

1.5 Safety & Environment Management Areas

For the above ports and waterways, Gippsland Ports contributes to the management of safety and environment risks across the following areas:

- Port and waterways activities,
- Aids to Navigation,
- Wharves, jetties and moorings,
- Domestic vessel quarantine,
- Dredging,
- Boatyards and slipways,
- Dangerous Goods and Hazardous Materials storage,
- Port tenants, licensees and service providers,
- Land buildings and structures, and
- Coastal and National Parks and RAMSAR sites.

1.6 Safety & Environment Risk Management

Gippsland Ports manages risk, including safety & environment risk, within a strategic framework linking corporate strategy and planning to operational management. To achieve this a management system integrating risk and safety & environment management, is applied. Specific responsibilities for risk management, including those of the Committee of Management, Audit & Risk Committee and CEO, are defined in the Risk & Compliance Framework.

Within this system, the Gippsland Ports Risk & Compliance Framework provides the basis and direction for risk management within Gippsland Ports. The Framework is based on AS ISO 31000:2018 Risk management – guidelines and promotes best practice risk management across all aspects of port and waterway management.

1.7 Safety & Environment Risks

Contributing factors to the safety risk profile in the Gippsland's ports and waterways include:

- Coastal processes including tidal currents and shoaling – particularly in the Entrance Channel at Lakes Entrance, and including Port Welshpool and other estuary openings,
- Entrances to Bass Strait with changing conditions and potentially dangerous sand bars;
- Maintenance of waterway channels,
- High seasonal visitation and waterway use,
- Increasing size of recreational vessels
- Limited capacity or functionality of boating infrastructure,
- Conflicting uses on waterways and jetties,
- Limited refueling facilities,
- Mix of commercial and recreational boating activity particularly at Lakes Entrance and Corner Inlet,
- Variable vessel operator awareness skill and knowledge of waterways,
- Irresponsible behavior,
- Inappropriate and unsafe work and safety risk management practices associated with activities in ports and waterways e.g. users, contractors and tenants, and
- Gippsland Ports activities.

Contributing factors to the environmental risk profile in the Gippsland's ports and waterways include:

- Increased boating activity and high seasonal use,
- Increasing size of recreational vessels,
- Limited refueling facilities,

- Limited boat sewage and bilgewater pump-out facilities,
- Port/waterway infrastructure including that used for commercial purposes,
- Mix of commercial and recreational boating activity,
- Poorly maintained vessels,
- Fuel and oils spills,
- Inappropriate disposal of bilge water and 'grey' water and sewage,
- Vessel maintenance at boatyards and slipways,
- Inappropriate vessel maintenance activities on port waters and foreshores abutting port waterways,
- Gaps or overlaps in management responsibilities,
- Illegal or irresponsible behavior,
- Inappropriate and poor environmental management practices associated with activities in and abutting or within ports and waterways and their catchments by others e.g. land holders, industry, users, public, contractors and tenants,
- Introduction and translocation of marine pests,
- Livestock and across the wharf activities,
- Climate Change and risks associated with sea level rise, increased flood and storm activity, and
- Gippsland Ports activities.

1.8 Implementation, Monitoring and Review

Overall responsibility for implementation, monitoring and review of the SEMP measures and strategies rests with the Chief Executive Officer, reporting to the Board.

A key monitoring process is the Internal Audit program which is based on risks identified through GP Risk Register (GPRR) review process. Gippsland Ports also arranges a triennial external audit of the SEMP in accordance with the Port Management Act and Ministerial Guidelines.

Progress towards the objectives of this SEMP is reported to the Minister for Ports & Freight and prescribed agencies annually in accordance with Ministerial Guidelines.

Key performance indicators are used to assess the extent to which the implementation of this plan achieves the safety and environmental management planning objectives of the Port Management Act - Section 91CA.

Gippsland Ports will undertake an internal review of this Plan annually using strategic and Risk Management & Compliance Framework guidance. A major review and update will be undertaken on a tri-ennial basis.

1.9 Consultation and Information

During reviews of the SEMP a range of community and stakeholder groups are consulted. This fosters greater awareness of, and effective control of safety and environmental risks in the local ports and waterways of Gippsland.

Gippsland Ports will take reasonable steps to provide licensees, lessees, permit holders, service providers and other port and waterway users with information and advice on safety and environmental requirements to assist Gippsland Ports to safely and efficiently manage the port.

A copy of the full Safety and Environmental Management Plan is available through all Gippsland Port offices and depots.

2.0 Purpose

This Safety and Environment Management Plan (SEMP) has been prepared in accordance with Part 6A of the Port Management Act 1995 (Victoria). It provides strategic guidance to assist with identifying and controlling all significant safety and environment risks across the ports and waterways managed by Gippsland Ports. The systems, processes and actions adopted by Gippsland Ports to achieve outcomes of effective and efficient port and waterway safety and environment management are described in this Plan which should be read in conjunction with the Gippsland Ports Strategic Plan.

Gippsland Ports management systems and operational activities, such as audits, assessments, controls, operating procedures and other safety and environmental management activities are identified within the Plan which:

- Describes the key elements of Gippsland Ports' integrated risk management approach to safety and the environment,
- Identifies strategies for safety and environment management,
- Provides mechanisms for monitoring and improving performance in safety and environment management, and
- Demonstrates compliance with the legislative requirements for Safety and Environment Management Plans.

3.0 Objectives

Gippsland Ports as a Local Port and waterway Manager has a duty to improve safety and environmental outcomes in the local ports. In accordance with the objectives listed under Section 91CA of the Port Management Act 1995 Gippsland Ports will:

- Promote improvements in safety and environmental outcomes at ports and waterways it manages,
- Promote and facilitate the development, maintenance and implementation of systems that enable compliance with the various safety and environmental duties that apply to the operation of the ports and waterways, and
- Promote an integrated and systematic approach to risk management in relation to the operation of the ports and waterways.

To achieve these objectives this SEMP and the GP Management System incorporates a risk based, quality, safety & environment focused approach to managing the delivery of products & services, inclusive of port management.

4.0 Gippsland Ports Role, Context and Values

Gippsland Ports has a major role in supporting the safe, efficient and sustainable use of our waterways, enjoyed by thousands of people and bringing many benefits to the Gippsland region. It will do what is 'reasonable and practicable', through the implementation of this SEMP, to manage safety and environmental risks.

For an overview of Gippsland Ports, including roles and responsibilities, please refer to the Gippsland Ports Strategic Plan which describes:

- The legislation and policy context,
- The regional context,
- Our operating environment,
- Our governance structure, and
- Our planning framework.

As identified within the Gippsland Ports Strategic Plan:

Our values form our governing principles and fundamental beliefs that guide us in our moments of choice and promote consistent daily behaviours to help us achieve our mission and goals.

The following values directly relate to our management of safety and environment:



Healthy People, Healthy Environment

The safety and wellbeing of our people, our community, and our environment is our highest priority.



Collaboration & Communication

We achieve more together by exchanging ideas, working in partnership, and openly communicating.

5.0 PORTS & WATERWAYS

Ports managed by Gippsland Ports are:

- **Port of Anderson Inlet**, located in South Gippsland, with significant locations at: Inverloch, Maher's Landing, Venus Bay, Tarwin River.
- **Port of Corner Inlet & Port Albert**, located immediately east of Wilsons Promontory, with significant locations at: Port Welshpool, Port Albert, Port Franklin, Barry Point (Barry Beach Marine Terminal, Port Anthony Marine Terminal).
- **Port of Gippsland Lakes**, stretching from Sale on the Thomson River to Lakes Entrance, with significant locations at: Lakes Entrance, Metung, Paynesville, Loch Sport, Port of Sale.
- **Port of Mallacoota**, covering Mallacoota Inlet to upstream of Gipsy Point, with significant locations at: Mallacoota, Gipsy Point and Bastion Point Ocean Access.
- **Port of Snowy River**, extending upstream from Marlo with significant locations at: Marlo.

Declared waterways under GP management are:

- **Shallow Inlet**,
- **Lake Tyers**,
- **Sydenham Inlet,** and
- **Tamboon Inlet.**

Refer to the map below.



Port waters include:

- Areas of Reserved Crown Land,
- Seabed areas where Gippsland Ports is appointed as the Committee of Management,
- Fisheries Reserves,
- Marine and National Marine Parks and
- Coastal and National Parks.

These areas, whilst within port waters, are the responsibility, under their respective legislation, of Department of Energy, Environment and Climate Action (DEECA), Department of Transport (DTP), respective Catchment Management Authorities and Parks Victoria.

The Department of Energy, Environment and Climate Action (DEECA) is the underlying Crown Land manager of all Port Waters. Responsibility for management of the port function is vested in port managers, such as Gippsland Ports, under the Port Management Act 1995.

5.1 Ports & Waterways Descriptions

Descriptions of the local ports and waterways under Gippsland Ports' management are provided in this section.

Gippsland Ports Waterways Online can be accessed for further details on Gippsland local ports and waterways including navigational, channel, Aids to Navigation (AtoN) and hydrographic information. Additional information can also be found at GP Harbour Master Directions and Port Handbooks.

The local port and waterways areas of management and waterway boundaries, including relevant surrounding land tenure and key infrastructure and facilities shown on the maps in Appendix 1.

Details of tenancies and storage areas (specifically those which may contain dangerous goods or hazardous materials) are at Appendices 2 and 3.

5.1.1 Port of Anderson Inlet

The Port of Anderson Inlet is a coastal barrier lagoon forming an estuary of the Tarwin River with an entrance to the sea, with strong tidal influences and very high levels of seasonal recreational activity, located at Inverloch. Low dunes separate the inlet from Bass Strait. The port covers all estuarine waters of Anderson Inlet between Inverloch and Tarwin Lower including lower reaches of the Tarwin River and near shore waters of Venus Bay out to Petrel Rock.

The port area of management covers approximately 29 km^2 and overlays or is adjacent to areas of Fisheries Reserve and Reserved Crown land.

The port features an extensive open-water estuarine ecosystem which includes: seagrass meadows, fringing reed beds, wetlands, intertidal rocky shore platforms, rocky marine shorelines, intertidal sandy beaches and spits, abundant species of marine and estuarine fish and an important habitat for migratory bird species.

5.1.2 Port of Corner Inlet & Port Albert

The Port of Corner Inlet and Port Albert is a large shallow coastal embayment comprising marine waters of Corner Inlet and Shoal Inlet. The western half of the port area is sheltered by Wilsons Promontory and sandy barrier islands (including Snake Island and Sunday Island) and numerous sand spits with intervening shallow entrances. The port covers the waters along the South Gippsland coast between Wilson Promontory and McLoughlins Beach including Corner Inlet, Shoal Inlet and inshore waters of Bass Strait.

The port area of management covers approximately 870 km^2 and overlays or is adjacent to significant areas such as Corner Inlet Marine National Park, Corner Inlet Marine and Coastal Park, Nooramunga Marine and Coastal Park, Wilsons Promontory Marine Park, Wilsons Promontory Marine Reserve and Reserved Crown land.

The port features a variety of estuarine and wetland ecosystems which include: internationally significant Ramsar wetlands, seagrass meadows, mangroves, intertidal sandy beaches and spits, subtidal soft sediments, rocky shoreline and island habitats, large and diverse populations of marine and estuarine fish species and an important habitat for migratory bird species.

Port activities and operations are influenced and characterised by commercial and recreational shipping and boating facilities and activities at Port Welshpool, Barry Beach Marine Terminal, Port Anthony, Port Albert and Port Franklin. Current commercial operations are primarily linked to fishing, Bass Strait trade, oil and gas industries and proposed offshore wind farm planning and investigation support.

Management of port operations and related activities within the Port of Corner Inlet and Port Albert are significantly influenced by a number of parks, particularly Corner Inlet and Nooramunga Marine and Coastal Parks, Corner Inlet Marine National Park and the Corner Inlet RAMSAR site.

Protecting the high environmental and ecological values of Corner Inlet is an important aspect of managing the Port of Corner Inlet and Port Albert.

5.1.3 Port of Gippsland Lakes

The Port of Gippsland Lakes is an extensive system of estuarine lakes and wetlands forming a coastal complex separated from Bass Strait by the Ninety Mile Beach barrier dunes. Several large rivers discharge into the system, which has a permanent artificial opening at Lakes Entrance. Much of the Gippsland Lakes are navigable, although shallow near-shore areas often comprise dense sea grass meadows.



Extending from Sale to Lakes Entrance, the port covers all waters of the Gippsland Lakes including Lake Wellington, Lake Victoria, Lake King, numerous 'arms' and the lower reaches of the Latrobe River (to the Port of Sale), Avon River, Perry River, Mitchell River (to Lind and Eastwood Bridges), Nicholson River, and Tambo River (to Battens Landing). Waters of Bass Strait up to three nautical miles offshore from Lakes Entrance are included.

The port area of management covers approximately 421 km^2 and overlays or is adjacent to significant areas such as the Gippsland Lakes Coastal Park, Lakes National Park, Wildlife Reserves, Reserved Crown land and Gippsland Lakes Ramsar Site as listed under the International Convention on Wetlands (Iran 1971).

The port features an extensive open-water estuarine ecosystem which includes: seagrass meadows, fringing reed beds, salt marshes, swamp paperback wetlands, intertidal sandy beaches and spits, large and diverse populations of marine and estuarine fish species, approximately 80 species of water birds and waders including breeding colonies of several rare and endangered species and an important habitat for migratory bird species.

5.1.4 Port of Mallacoota

The Port of Mallacoota is an inlet formed by a drowned river valley system fed by the Genoa and Wallagaraugh Rivers. A convoluted shoreline forms two distinct lakes (Top and Bottom) with many sheltered arms. Lower reaches of the inlet are characterised by small islands, shallow sandbars and spits.

Port waters include the entire inlet from just above Gipsy Point at the convergence of the Genoa and Wallagaraugh Rivers down to the entrance and include ocean waters out to Bastion Point.

The port area of management covers approximately 32 km^2 and overlays or is adjacent to significant areas such as Croajingalong National Park, Mallacoota Foreshore Reserve and Reserved Crown land.

5.1.5 Port of Snowy River

The Port of Snowy River is a convoluted river estuary located on the Snowy River and Brodribb River floodplain and includes shallow wetland lagoons trapped behind coastal barrier dunes. Floodwaters and coastal processes shift the entrance considerable distances along the coast.

Port waters comprise the lower Snowy and Brodribb Rivers downstream from Marlo Road, including The Slips, French's Narrows and waters of Bass Strait up to three nautical miles offshore from Marlo.

The port area of management covers approximately 45 km^2 and overlays or is adjacent to significant areas such as Marlo Coastal Reserve, Marlo Foreshore Reserve, Lake Corringle and Lake Wat Wat Wildlife Reserve and Reserved Crown land.

The port features a variety of estuarine and wetland ecosystems which include: fringing reed beds, estuarine saltmarsh, seagrass meadows, swamp paperbark thickets, intertidal sandy beaches and spits, large and diverse populations of marine and estuarine fish species, significant populations of water birds and waders including breeding colonies of several rare and endangered species and an important habitat for migratory bird species.

5.1.6 Shallow Inlet

Shallow Inlet is located on the south coast of Victoria, just west of Wilsons Promontory, approximately 180kms (165 minutes travel time) by road from the Melbourne CBD, accessed via the small South Gippsland town of Sandy Point.

Shallow Inlet is a small tidal waterway located on the eastern side of Waratah Bay. Although much of the inlet dries at low water, and the depth in the entrance varies, it is suitable for small recreational and fishing vessels.

5.1.7 Lake Tyers

Lake Tyers is located on the south coast of Victoria, east of Lakes Entrance, approximately 350 kms (4 hours travel time) by road from the Melbourne CBD, accessed by the Princes Highway via the major tourist town of Lakes Entrance.

Lake Tyers is a small waterway which is generally closed to Bass Strait, although on occasions is opened by prevailing weather and water levels or assisted by man. The lake is a popular tourist destination for holiday makers and anglers alike. Most of the Lakes and extending arms are navigable by recreational vessels through to Nowa Nowa.

5.1.8 Sydenham Inlet

Sydenham Inlet is a large open shallow body of water with a short, narrow channel to the ocean. Once closed, the estuary rarely opens naturally. It is located on the south coast of Victoria, east of Orbost, approximately 416 kms (5 hours travel time) by road from the Melbourne CBD, via the Princes Highway, turning right at the small settlement of Manorina and then travelling approximately 15 kms on the Sydenham Inlet Road to the town of Bemm River. Sydenham Inlet is a small waterway which is generally closed to Bass Strait, although on occasions is opened by prevailing weather and water levels or assisted artificial opening by the Catchment Management Authority to prevent flooding. The Inlet is a popular tourist destination for holiday makers and anglers alike. Most of the Inlet, the Bemm River, Mud Lake and Swan Lake are navigable by small recreational vessels.

5.1.9 Tamboon Inlet

Tamboon Inlet is a small waterway which is generally closed to Bass Strait, although on occasions is opened by prevailing weather and water levels or artificial opening by the Catchment Management Authority to prevent flooding of built assets. Tamboon Inlet is on the south-east coast of Victoria, located south of the township of Cann River, and is approximately 467kms (6 hours travel time) via the Princess Highway from the Melbourne CBD.

The Inlet is a popular tourist destination for holiday makers and anglers alike. Most of the Inlet and extending arms are navigable by small recreational vessels only.

5.2 Safety & Environment – Key Management Areas

Ports and waterways key management areas, along with respective issues managed by Gippsland Ports, are described below.

5.2.1 Port & Waterway Activities

The five local ports and four waterways under Gippsland Ports' management host a wide range of activities that fall both within and outside the management responsibilities of Gippsland Ports.

They include:

- Recreational boating – including power boating, yachting, sailboarding, rowing and paddling,

- Other recreational activities including swimming, diving, fishing, crabbing, and walking along piers and boardwalks,
- Commercial boating – including commercial fishing, Bass Strait commercial shipping, oil and gas industry service vessels, charter boats, tour operators and the Raymond island ferry,
- Provision of public access to waterways, including boat ramps, jetties and boardwalks,
- Development, management and maintenance of coastal and maritime infrastructure, including bridges, beaches Marinas, Boat Harbours, Wharves and Jetties, Aids to Navigation, Land Buildings and Structures including seawalls, groynes and Lakes Entrance ocean access Training Walls,
- Port access and dredging,
- Berthing and mooring, and
- Boat lifting and slipping, servicing and maintenance,
- Private and other agency marinas,
- Private commercial port facilities i.e. Barry's Beach Marine Terminal and Port Anthony, and
- Private Jetties.

In addition, there are a range of activities undertaken by the community, business and public authorities either on or adjacent to, or impacting, the ports and waterways that have the potential to affect safety and the environment, but are not directly managed by Gippsland Ports.

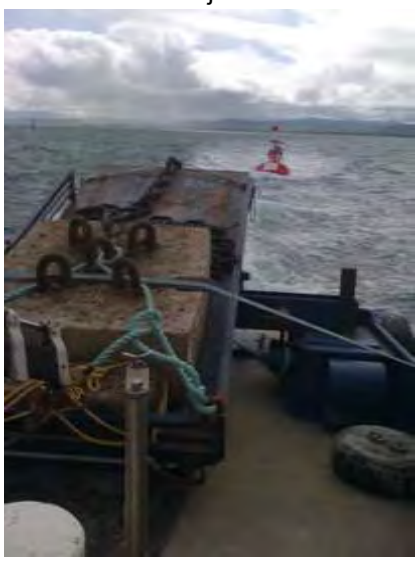
These activities are risk assessed in accordance with the Gippsland Ports Risk & Compliance Framework (as described at Section 6) and recorded in the Ports & Waterways Activity Risk Register at Appendix 4.

5.2.2 Aids to Navigation

Safety of vessels through the provision of waterway information and navigation aids has a very high importance, particularly at Lakes Entrance and Corner Inlet due to the numbers of commercial and recreational vessels that use the ports and the nature of the waterways. There are in excess of 1,000 Aids to Navigation (AtoN) in Gippsland Ports managed port waters .

Access Gippsland Ports Waterways Online for details including: navigational, channel, AtoN and hydrographic information.

AtoN are provided across the Gippsland Lakes including approaches to Lakes Entrance. Lakes Entrance is dominated by a narrow entrance opening, a sand bar that forms just outside the entrance, strong tidal currents in the Entrance Channel and long internal channels with variable channel location and depth.



Corner Inlet is dominated by long channels, a large tidal range and strong tidal flows. The port has a number of buoys classified as IALA Category 1 and all navigation aids are larger than in other ports under Gippsland Ports' management. They require larger vessels and plant to service and are more expensive to build, install, deploy and retrieve and maintain.

'Standards for Aids to Navigation on Victorian State Waters 2012', under directions issued by the Safety Director, requires the process of risk assessment to underpin the management of aids to navigation. Risk assessments of all Gippsland Ports aids continue to be carried out by Gippsland Ports Maritime Services group.

5.2.3 Wharves, Jetties & Moorings

Gippsland Ports along with other agencies manages wharves, marinas, jetties and boardwalks throughout the local ports and waterways, serving several different functions including:

- Provision of vessel berthing, loading and servicing facilities for commercial shipping, commercial fisheries and maritime services including vessel maintenance;
- Permitted ,transient and itinerant recreational vessel berthing;
- Provision of fueling facilities and boat sewage pumpouts;
- Public access to waterways and foreshores;
- Destination jetties for recreational boating;
- Private jetties and private marinas; and
- Public and private mooring buoys.

Asset Plans are developed by Gippsland Ports and provided to the Department of Transport and Planning (DTP). Relevant accessibility standards are addressed during asset upgrades, development and planning. These plans will be complemented by implementing the Sustainable Local Ports Framework through the development of Local Port Area/Precinct Plans.

Audits and inspections of Gippsland Ports managed wharves and jetties inform planning for the upgrading of facilities to improve condition, capacity, accessibility and safety and to:

- Improve and maintain them to acceptable condition having regard to criticality, use and available funding,
- Monitor and maintain the capacity of wharves for vehicles and mobile plant and to support port activity,
- Comply with relevant accessibility standards as they relate to wharves and jetties.
- Control risks from competing uses, (eg. vehicles, mobile plant and pedestrians on working wharves),
- Provide suitable levels of public lighting commensurate with facility use,
- Provide Fire Services in accordance with relevant standards and statutory requirements.
- Provide access to water and power where there is an identified need, and
- Provide waste collection services where there is an identified need.

5.2.4 Domestic vessel quarantine requirements

Vessel owners, Masters and agents must comply with the Environment Protection (Ships' Ballast Water) Regulations 2006 and ensure that there are no discharges of high risk ballast water into Victorian State waters.

Gippsland Ports assists by disseminating information about policy and domestic ballast water management obligations to port users, and incorporating domestic ballast water management arrangements into Harbour Master's Directions.

5.2.5 Dredging

As a Port & waterway manager Gippsland Ports maintains a dredging capability to ensure navigability within the limits of environmental consents which are managed by implementing the Environmental Management Plan for Gippsland Lakes Ocean Access. The dredging capability consists of the:

- TOMMY NORTON trailing suction hopper dredge (TSHD) operating on the Lakes Entrance Bar and inner channels, and
- KALIMNA cutter suction dredge (CSD) and associated Sand Transfer System predominantly in the inner channels of Lakes Entrance.

5.2.6 Gippsland Ports Boatyards and Slipways

The Port of Gippsland Lakes has a 120 tonne slipway, 40 tonne travel lift and boat repair yard located at the Paynesville Boat Yard managed directly by Gippsland Ports which undertakes vessel lifts and slippings. The slipway accepts both commercial and recreational vessels which may have work undertaken directly by Gippsland Ports' staff or by the owner, charterer, contractors and/or support personnel.

Adjacent to the slipway and boat yard are maintenance berths and jetties.

A 100 tonne travel lift is located at Bullock Island Boatyard, Lakes Entrance. Gippsland Ports' personnel undertake travel lift, hydro-blasting operations and some maintenance works, and all other maintenance work is carried out by owner, charterer, contractors and or support personnel.

Mallacoota slipway (16 tonne capacity) is located adjacent to the main boat ramps. Gippsland Ports undertakes slippings and launchings. Once a vessel is slipped, maintenance work is carried out by the owner, contractors and/or support personnel.

The Port Welshpool slipway (current tide limited nett capacity of 70 Tonne) is managed directly by Gippsland Ports. Once a vessel is slipped, maintenance work such as vessel repairs, shipwright work, cleaning, and painting and mechanical work is carried out by the owner, contractors and/or support personnel. The Port Welshpool slipway is an important maintenance and vessel retrieval facility used by both commercial and recreational users in the Port of Corner Inlet and Port Albert.

There is also a slipway (8 tonne capacity) at Port Franklin, South Gippsland where slipping is undertaken through Gippsland Ports. Once a vessel is slipped, maintenance work is carried out by the owner, contractors and or support personnel.

5.2.7 Dangerous Goods and Hazardous Materials Storage

Gippsland Ports has dedicated dangerous goods and hazardous materials storage facilities at its Lakes Entrance Depot, Paynesville Boatyard and Port Welshpool Depot. Bulk fuel storage facilities at the Lakes Entrance Depot and Paynesville support on water fuel facilities at these locations managed by Gippsland Ports. These facilities and those described below and are listed at Appendix 3. These facilities are managed under the requirements of the Gippsland Ports Environment, Health & Safety Management System (EHSMS) – *MAINSTAY* program in compliance with the applicable regulations.

There are bunded chemical storage containers at Paynesville, Port Welshpool and Lakes Entrance. There are quantities of flammable materials such as paints and solvents at Bullock Island and Paynesville Boatyards and Port Welshpool Depot.

Dedicated battery storage and charging facilities are located at the Lakes Entrance Depot, Paynesville Boatyard and Port Welshpool Depot. Batteries for the operation of lit Aids to Navigation include sealed Lithium or Nickel Cadmium Battery types.

Waste oil facilities include:

At Lakes Entrance:

- Eastern Wharf – 4000 litre bulk waste oil storage facility,
- Bullock Island Wharf – 2000 litre bulk waste oil storage facility,
- Bullock Island Boatyard – 2000 litre bulk waste oil storage facility,
- Central Boat Harbour – waste oil cabinet for minor quantities, and

At Port Welshpool:

- Adjacent to the Marginal Wharf and Depot Maintenance Wharf - 2,500 litre bulk waste oil storage facility and a bunded facility for waste oil containers.

At Paynesville

- Paynesville Boatyard 1000l bulk waste storage facility

5.2.8 Port Tenants, Licensees and Service Providers

There are a variety of tenancies and licensees within the ports boundary. Most of these are small commercial, enterprises located close to the water or on jetties. The table in Appendix 2 lists existing leases and licenses.

5.2.9 Land Buildings and Structures

There is a range of land, buildings and structures adjacent to or in port waters which support port operations, activities and waterway integrity. These include depots, boatyards and slips. Structures include towers, seawalls and groynes and significantly the trainings walls which are critical to the navigability and integrity of access between Bass Strait and the Port of Gippsland Lakes at Lakes Entrance.

5.2.10 Coastal & National Parks and RAMSAR Sites

The Ports of Gippsland Lakes, Snowy River and Mallacoota and the waterways at Tamboon and Sydenham inlets abut National and Coastal Parks. Gippsland Ports provides input into the planning and implementation of marine management and risk management within the Coastal and National Parks and Ramsar sites.

The Port of Gippsland Lakes is in a Ramsar site covering an area of approximately 60,000 hectares which includes Lake Wellington, Lake Victoria and Lake King systems. The Lakes National Park is situated 20 kilometres on the western side of Lakes Entrance. The Gippsland Lakes Coastal Park includes the land along the coast immediately to the west of the Entrance. The land to the east of Lakes Entrance, and the islands near the Entrance (namely Rigby, Fraser and Flanagan Islands) are not included in the Gippsland Lakes Coastal Park.

The Port of Snowy River is adjacent to Marlo Coastal Reserve, Marlo Foreshore Reserve, Lake Corringle and Lake Wat Wildlife Reserve. The eastern tip of the port waters is adjacent to Cape Conran Coastal Park.

The Port of Mallacoota is surrounded by Croajingalong National Park and Mallacoota Foreshore Reserve.

Port waters for the Port of Corner Inlet and Port Albert overlay or are adjacent to areas of significant natural values such as Corner Inlet Marine National Park and Ramsar site, Corner Inlet Marine and Coastal Park, Nooramunga Marine and Coastal Park, Wilsons Promontory Marine Park and Wilsons Promontory Marine Reserve. Parks Victoria has responsibility to manage parks, reserves and other public land including areas reserved under the National Parks Act 1975.

Parks Victoria has developed the Wilsons Promontory Marine National Park Management Plan and the Corner Inlet Marine National Park Management Plan. These plans along with further information regarding Coastal and National Parks can be downloaded from the Parks Victoria website www.parkweb.vic.gov.au. Gippsland Ports operations within these areas are conducted in compliance with these plans and the Gippsland Ports Environment Management Framework.

Within and abutting the port waters there are various other reserves. including Crown land Foreshores managed under the Crown Lands Reserves Act by municipalities. These are generally at township interfaces and activity nodes managed by municipalities (e.g. marinas).

6.0 SAFETY & ENVIRONMENT RISK MANAGEMENT

Gippsland Ports manages risk, including safety & environment risk, within a strategic framework linking strategy and planning to operational management. To achieve this a management system integrating risk and safety & environment management, is applied. Specific responsibilities for risk management, including those of the Committee of Management, Audit & Risk Committee and CEO, are defined in the Risk & Compliance Framework.

Within this system, the Gippsland Ports Risk & Compliance Framework provides the basis and direction for risk management within Gippsland Ports. The Framework is based on AS ISO 31000:2018 Risk management – guidelines and promotes best practice risk management across all aspects of port and waterway management providing:

> *…….guidelines for managing Gippsland Ports' risks, protecting our employees, assets and the community against potential losses, minimising uncertainty and maximising opportunities when achieving Gippsland Ports' objectives.*
>
> *Source: GIPPSLAND PORTS Risk & Compliance Policy*

The outcomes of the risk management process identify significant risk exposures and establish reasonable and practicable solutions for eliminating, reducing, sharing or accepting these exposures. The AS ISO 31000:2018 Risk management process is applied to the management of port and waterway risks.

6.1 Consultation and Communication

Consultation and communication for this SEMP is achieved using the GP Gippsland Ports Stakeholder Engagement Framework and Local Port Area Planning engagement processes.

6.2 Context

The context within which Gippsland Ports manages safety and environment risks is defined at the Gippsland Ports Strategic Plan.

In support of this SEMP, Gippsland Ports is developing Local Port Area Plans (LPAPs) under the Victorian Government's Sustainable Local Ports Framework to guide investment planning and priorities for local port infrastructure to where it's needed most. They will consider changing local conditions, user needs and stakeholder's preferences for improved local port precincts. These plans aim to inform future sustainability, safe operation and functionality of port areas and it is anticipated they will identify key safety and environment risk controls.

6.3 Identification of risks

Port & waterway risks are identified using:

- The Port & Waterway Activity Risk Register at Appendix 4,
- The Port Emergency Risk Register within the Gippsland Maritime Emergency Plan (GMEP),
- Local Port Area Plans (under development),
- Waterway and navigational aid audits,
- Wharves, jetties and structures inspections and condition assessments
- Feedback from stakeholders and the community,
- Gippsland Ports monitoring of emerging risks, including incidents and events, and
- Recommendations from SEMP audits.

Occurrences, Incidents & Investigations

Occurrences, including positive outcomes, incidents and accidents, are managed through the Gippsland Ports online “Feedback” and Environment, Health & Safety Management System incident reporting systems. These systems record all significant occurrences and incidents reported to Gippsland Ports across ports & waterways and contribute to identifying any emerging trends.

For the purposes of reporting and to assist with categorising and consistently identifying where improvements are required, significant incidents are defined as those incidents reported to GP with a potential impact severity of CATASTROPIC or MAJOR (as defined in the Gippsland Ports Risk & Compliance Framework), and where:

- An independent contractor, customer or public has been injured, or
- A GP employee has incurred a Lost Time Injury (LTI), or
- A GP Contractor has been injured, or
- A major oil spill has occurred.

Reasonable and practicable actions are undertaken to prevent a recurrence of incidents. These actions are reported and monitored through the Incident Register and the Preventative & Corrective Action Register (PCAR) until completed.

Where required, Gippsland Ports also conducts investigations along with de-briefings to review, evaluate and address safety and environmental risks encountered and undertake further risk assessment and action where necessary.

6.4 Analysis and Evaluation

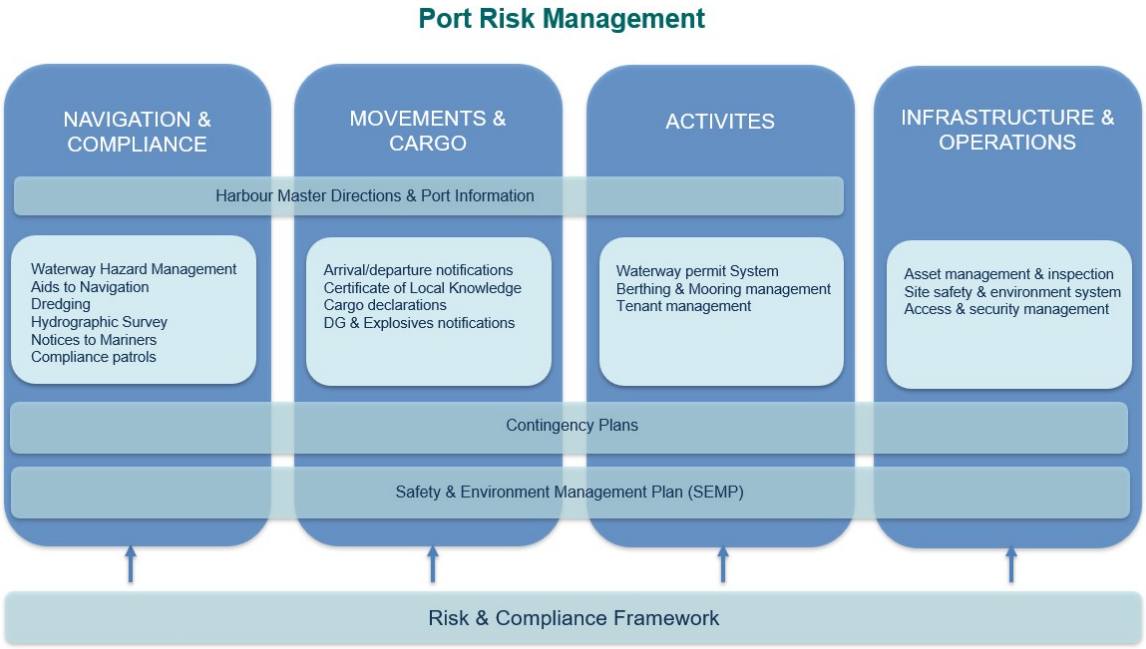
The likelihood and potential consequences of safety and environmental hazards impacting ports and waterways are assessed using qualitative risk consequence and likelihood measures to consistently assess risk. The risk analysis and evaluation process involves a collaborative approach with Gippsland Ports' management, employees and stakeholders.

Assessments incorporate a risk evaluation which compares the level of risk found during the assessment process with risk criteria established within the Risk & Compliance Framework.

6.5 Risk Control

The Gippsland Ports context for the control of risks is summarised in the diagram below. This context informs how risks and controls are categorised and identifies primary, ongoing risk controls in relation to the services Gippsland Ports provides and the support mechanisms for these services.

Gippsland Ports “Safety” and “Environment” policies at Appendices 6 and 7 identify safety and environment controls within this context.



CONTINGENCY CONTROLS

6.5.1 Emergencies and Marine Pollution Response

Gippsland Ports emergency management and planning processes for Port, waterways and sites are developed using Gippsland Ports emergency management procedures. Appropriate and effective Emergency Response and Recovery plans are developed and implemented using Gippsland Ports Risk and Compliance Management Framework principles.

The Port & Waterway Activity Risk Register is used to inform the emergency risk assessment process undertaken to ensure that all risks are identified and contingency plans are in place and exercised. This includes ensuring that Gippsland Maritime Emergency Planning is integrated with respective Municipal Emergency Management Plans (MEMPs) for the Shires in which the Ports & waterways are located. This is achieved primarily through Gippsland Ports consultation with Shire emergency management departments and emergency services (CFA, VICPOL, Ambulance etc.).

Gippsland Ports is the Control Agency for Level 1 (First strike) maritime emergencies (non-search & rescue), from the south-east point of Wilson's Promontory east to the NSW/ VIC border up to 3 nautical miles, covering all enclosed waters including the Port of Anderson Inlet.

6.5.2 Emergency Asset Register

Gippsland Ports maintains assets that could be made available to support emergency response activities. Assets include:

- Emergency harbour towage,
- Vessel/s that can transport and transfer emergency services personnel to ships from shore, and
- Vessel/s suitable for command and control platforms on the water.

Additionally, Gippsland Ports Boatyards and Slipways (listed at Section 5 above) can be used to lift a vessel in the event of an emergency.

6.5.3 Maritime Security

The security regulated area of Corner Inlet serves Offshore Support Vessels (OSV's), Platform Supply Vessels (PSV's) supporting the Offshore industries operating in Bass Strait, and larger Special Project vessels supporting the onshore energy industries. Those operations are carried out from the Barry Beach Marine Terminal (BBMT). Subject to changes in the Maritime Security Level, Gippsland Ports will implement the requirements of the Maritime Security Plan for the security regulated area of Corner Inlet.

6.5.4 Business Continuity

Gippsland Ports Disruption Response & Recovery (Business Continuity) Plan deals with events that disrupt the continuity of Gippsland Ports operations, including port operations. Implementation of this Plan assists Gippsland Ports with recovering from disruptions and minimising the impacts of disruptions on business processes and importantly, people.

7.0 SAFETY & ENVIRONMENT RISKS

7.1 Safety – Risk Factors

Contributing factors to the safety risk profile in the Gippsland's ports and waterways include:

- Coastal processes including tidal currents and shoaling – particularly in the Entrance Channel at Lakes Entrance and other estuary openings,
- Entrances to Bass Strait with changing conditions and potentially dangerous sand bars;
- Maintenance of waterway channels,
- High seasonal visitation and waterway use,
- Increasing size of recreational vessels
- Limited capacity or functionality of boating infrastructure,
- Conflicting uses on waterways and jetties,
- Limited refueling facilities,
- Mix of commercial and recreational boating activity particularly at Lakes Entrance and Corner Inlet,
- Variable vessel operator awareness skill and knowledge of waterways,
- Irresponsible behavior,
- Inappropriate and unsafe work and safety risk management practices associated with activities in ports and waterways e.g. users, contractors and tenants, and
- Gippsland Ports activities.

Note: Workplace safety and environment is managed under the processes established within the Gippsland Ports' Environment, Health & Safety Management System.

7.2 Environmental – Risk Factors

Contributing factors to the environmental risk profile in the Gippsland's ports and waterways include:

- Increased boating activity and high seasonal use,
- Increasing size of recreational vessels,
- Limited refueling facilities,
- Limited sewage pump-out facilities,
- Port/waterway infrastructure including that used for commercial purposes,
- Mix of commercial and recreational boating activity,
- Poorly maintained vessels,
- Fuel and oils spills,
- Inappropriate disposal of bilge and 'grey' water and sewage,
- Vessel maintenance at boatyards and slipways,
- Inappropriate vessel maintenance activities on port waters and foreshores abutting port waterways,
- Gaps or overlaps in management responsibilities,

- Illegal or irresponsible behavior,
- Inappropriate and poor environmental management practices associated with activities in and abutting or within ports and waterways and their catchments by others e.g. land holders, industry, users, public, contractors and tenants,
- Introduction and translocation of marine pests,
- Livestock and across the wharf activities,
- Climate Change and risk associated with sea level rise, increased flood and storm activity, and
- Gippsland Ports activities.

Note: Workplace safety and environment is managed under the processes established within the Gippsland Ports' Environment, Health & Safety Management System.

Environmental impacts may occur as a result of public recreational, commercial and Gippsland Ports activities. The majority of significant environmental impacts relate to wastes or contaminants entering the environment. A number of measures have been identified to control wastes and contaminants in Gippsland Ports' activities including developing specific Local Port Area Plans and where required, associated waste management plans, education strategies, a permit and monitoring regime, along with environmental assessments and inspections.



7.3 Issues & Challenges

The table below summarises significant inherent safety and environmental risk related issues identified through risk review and stakeholder input. These issues have been used to inform the identification and monitoring of risk within the GP Risk Register (GPRR) and the Port & Waterway Activity Risk Register (Appendix 4). Any emerging issues are identified using the processes described at Section 6.

Port & Waterway Management
• Congestion on waterways and at boat ramps (which may be outside port boundaries) and jetties due to increasing and more diverse boating and potentially competing waterway activities, particularly seasonally. • Changing boating demographic • Waterway awareness. • Vessel grounding or collision due to lack of local knowledge or adequate information to inform vessel navigation. • Increase in reliance on electronic navigation devices which rely on electronic chart updates • Increase in use of human powered craft (including paddlers) with lack of awareness of safety requirements amongst the inexperienced. • Refueling, waste, bilgewater and sewerage discharge. • Increased demand for berths and moorings and conflict with jetty set aside overstays. • Capacity for larger commercial and recreational vessels and increasing size of recreational vessels. • Increased expectation for services & security at berths. • Funding renewals and compliance upgrades of existing facilities. • Boat ramp accessibility and functionality. • Aged and compromised critical infrastructure including Lakes Entrance Training Walls, LEFL and Marginal Wharf along with other wharves and jetties. • Unseaworthy and derelict vessels. • Competition for use of commercial vessel berths and moorings. • Control of public access to commercial wharves and jetties. • Commercial vessel safety, environmental and maritime security hazards.

Port Safety & Environment Management
• Vessel operations in ports and waterways and port users have the potential to pollute water bodies through fuel and oil leaks, sewage and bilge-water discharge and inappropriate waste management. • Hazards are presented by poorly maintained or derelict vessels and the risk of vessel collision and/or fire. • Gippsland Ports has limited resources in place for pollution response. • Dangerous Goods & Hazardous Materials use & storage. • Conflict between jetty anglers and vessels. • Use of facilities by land based recreational anglers. • Conflicting use between recreational and commercial vessels. • Activities at private jetties. • Port and waterway access provides the opportunity for vessel-borne pests and diseases to enter local ports and waterways, with significant potential damage to the natural environment, fisheries, and agriculture. • The transportation of livestock presents animal welfare risks in the event of rough seas and other potential hazards. • Coastal hazard and asset management -Predicted sea level rise and more frequent and severe storm events pose a hazard for maritime infrastructure and activities. • Unauthorised and inappropriate on water vessel maintenance. • Unauthorised works in ports and waterways.
Slipways & Boatyards
• Maintenance operations at boat yards and slipways involve the potential discharge of pollutants to waterways and the atmosphere.

7.3.1 Consolidated Management

Many agencies have management responsibilities and accountabilities for waterways and adjacent lands and these are sometimes complex, overlapping and unclear.

In particular, there are shared and overlapping responsibilities for marine infrastructure, boat launching and retrieval, Local provision and licensing of berths and moorings, incident response, maritime safety, and other areas of shared Gippsland Ports responsibility.

There are many opportunities to improve the effective and efficient management of waterways, and address safety and environmental risks through improvements to inter-agency waterway management and coordination arrangements.

Gippsland Ports has a role and interest in brokering more effective waterway management, where this can contribute to clearer accountabilities leading to improved safety and environmental outcomes.

7.3.2 Protection of Coastal Assets

Ports and Waterways under the management of Gippsland Ports will experience increasing inundation and erosion impacts as a result of climate change.

Risks associated with coastal hazards, such as inundation and erosion influenced by rising sea levels and increased occurrence and severity of storm events, are considered in the planning for all project works. The design of new infrastructure aims to be resilient to the anticipated impacts of climate change, taking into account the useful life of the asset.

In addition, Gippsland Ports will contribute to interagency climate change planning and adaptation at the broader level, through participation in initiatives and the sharing of data and information.

Gippsland Ports has had high level Coastal Hazard Vulnerability Assessment carried out on its wharves and Jetties, and Lakes Entrance Training walls. These assessments are critical to informing facility planning and redevelopment particularly where assets are vulnerable to extreme climate events. Generally, all major projects will necessitate the development of an updated Coastal Hazard Vulnerability Assessment.

7.3.3 Vessels & Competing Activities

In general, user demands on waterways are increasing. This includes an increase in the size and number of vessels with a particular challenge being presented by boat wake creating additional safety and environment hazards. In turn, this places pressure on Gippsland Ports' limited resources in relation to: sustaining and developing maritime infrastructure and providing public safety education. Additionally, the number, size and complexity of events e.g. power boat races is increasing.

Swimmers jumping from jetties, bridges and other structures continue to be a challenge. This matter was discussed with stakeholders including Victoria Police (VICPOL), Maritime Safety Victoria (MSV) and Charter operators. Gippsland Ports will continue to enforce compliance to the extent possible with available resources.

Stand Up Paddleboards (SUP) and kayaks. Inexperienced SUP and kayak hirers use general areas and can venture into the speed restricted zones. Risks of the use of SUP and kayaks has been discussed with the hire business operator and MSV. Increased patrolling by Gippsland Ports has been established.

7.3.4 Cargo Movements at the Port of Corner Inlet & Port Albert

There is the potential for increased cargo and cattle operations through Corner Inlet including Port Welshpool. There are implications for the Roll-on Roll-off (RORO) facility for cargo movements with its limited storage area for general cargo and machinery. Gippsland Ports has imposed operational and traffic management controls and is monitoring and refining these.

Port Welshpool has seen a steady flow of livestock and farming equipment being shipped to and from the mainland to Tasmania's Bass Strait Islands, highlighting the contribution made by Gippsland Ports in providing important port access to industry.

Local Port Area Plans and the South Gippsland Shire Port Welshpool Marine Precinct Plan are key planning documents related to addressing the challenges at Port Welshpool.

7.3.5 Tenants, Licencees & Service Providers

Engagement of tenants and service providers not under the direct control of Gippsland Ports, is primarily through permits and leases. Safety and environmental assurance across the ports is achieved by reviewing compliance with permit and lease conditions to assure that all tenants, licensees, commercial businesses and service providers are operating within SEMP requirements.

7.3.6 Marine Pests

Marine pests can seriously affect waterway habitats, food chains, the ecosystem and general enjoyment of the marine environment. Some marine pest species are found in the Gippsland Lakes, including the European Shore Crab which arrived in dry ballast in the early 20th Century. Northern Pacific Sea Stars have been known at Wilson's Promontory, and were identified for the first time in the Gippsland Lakes in 2015 then again in 2019. Japanese seaweed or Wakame (*Undaria pinnatifida*) was identified for first time in 2018 at Port Welshpool. In 2026 Carpet Sea Squirt (*Didemnum vexillum*) was identified for the first time at Barry Beach Marine Terminal.

Gippsland Ports plays an important role in supporting marine pest research, investigations and prevention as part of a multi-agency effort which includes:

- Provision of passive surveillance during operational activities (where resources permit), including the monitoring of maritime infrastructure for marine pests.

- Recording commercial vessel movements.
- Training Gippsland Ports employees in the recognition of marine pests.
- Raising awareness amongst boaters for the need to clean equipment and avoid transport of bilge water from other waterways.
- Providing agency information to users and customers on marine pest recognition, biofouling and prevention measures through Gippsland Ports stakeholder engagement channels and induction programs.
- Participation in active surveillance programs (where resources permit) which may include taking bilge and hull samples from vessels at Gippsland Ports boatyards during periodic slipping.
- Development and implementation of marine pest action plans within the Port Management System.
- Oversight of periodic slipping of vessels berthed at the ports.
- Management of longer stays to mitigate marine pest translocation.

7.3.7 Animal Welfare

The shipping of livestock through Port Welshpool presents various hazards potentially affecting environmental, animal and human health.

The primary identified hazards are unintentional transfer of cattle with infectious diseases, or livestock injury/sickness during shipping, particularly in rough conditions.

Gippsland Ports liaises with other agencies to ensure that risk assessment tools, when developed, are applied to the risk associated with ports in Gippsland.

This is likely to include risk mitigation for livestock injury, animal welfare hazards and ‘çhain of responsibilities’ for livestock.

7.3.8 Maritime Emergency Response (non-search & rescue)

There is the potential for response effectiveness to be compromised due to lack of clear responsibilities and processes in relation to prevention of pollution events. For example, proactive management of derelict vessels is likely to prevent a pollution event, however, Gippsland Ports is not funded for derelict vessel management but can seek cost recovery for responding to a marine pollution or marine casualty event following the sinking of a derelict vessel.

8.0 IMPLEMENTATION, MONITORING AND REVIEW

8.1 Implementation

Overall responsibility for implementation, monitoring and review of the SEMP measures and strategies rests with the Chief Executive Officer, reporting to the Board. Specific measures and strategies are implemented by Action Officers identified at the GP Risk Register (GPRR) and the Preventative & Corrective Action Register (PCAR).

The Risk & Compliance Manager has day-to-day responsibility for preparation and review of the SEMP, and the monitoring and reporting of risk management performance.

8.2 SEMP Performance Monitoring

Systems and processes within Gippsland Ports are reviewed in accordance with GP governance processes, including the Risk & Compliance Framework and the Environment, Health & Safety Management System, which are reviewed annually for their effectiveness.

8.2.1 Internal Audit

A key process is the Internal Audit program which is based on risks identified through the GP Risk Register review processes. This program includes safety & environment related risk areas as dictated by the respective risk rating in the register.

8.2.2 External Audit

Gippsland Ports arranges a triennial external audit of the SEMP in accordance with the Port Management Act and Ministerial Guidelines.

The audit scope and criteria is established by the auditor in accordance with the guidelines'. The audit determines whether:

- The SEMP meets the requirements of section 91 of the Port Management Act
- The SEMP has been prepared in accordance with the Ministerial Guidelines and the Port Management Act.
- Gippsland Ports is applying a strategic and systematic approach to safety and environmental management.

Agreed recommendations from triennial SEMP audits and internal audits and reviews of safety & environment related processes, are recorded in the Preventative & Corrective Action Register (PCAR) for tracking.

8.2.3 Risk review

Risks are regularly reviewed using the processes at the Risk & Compliance Framework. Additional reviews occur if there is a major change in the nature of an activity conducted at the port and/ or significant new hazards or impacts are identified or introduced. The development and implementation risk controls is monitored and reported through the Gippsland Ports Committee of Management and supporting Committees using the GP Risk Register (GPRR) and the Preventative & Corrective Action Register (PCAR) in accordance with Gippsland Ports governance processes.

8.2.4 Reporting

Progress towards the objectives of this SEMP is reported to the Minister for Ports & Freight and prescribed agencies annually in accordance with Ministerial Guidelines.

The following safety and environment related matters are also reported to the Department at least annually under the requirements of the Operational Services Agreement:

- Significant (known or anticipated) events that may adversely impact on Gippsland Ports ability to perform its task.
- A summary of each maritime incident reported or recorded in the ports.

8.2.5 Key Performance Indicators

Key performance indicators are used to assess the extent to which the implementation of this plan achieves the safety and environmental management planning ***objectives*** from the Port Management Act - Section 91CA (listed below) are:

1. ***Promote improvements in safety and environmental outcomes at ports and waterways managed by Gippsland Ports:***

Port Safety & Environment Management - Indicators

1.1 Annual review of the Port & Waterway Activity Risk Register is completed.
1.2 Workplace injuries/hours worked is trending down.
1.3 Planned Maintenance and inspection schedules are implemented.
1.4 Annual review of Gippsland Ports controlled site environment assessments and plans completed.

Port Access - Indicators

1.5 All Aids to Navigation management by Gippsland Ports meet target availabilities.

- Safety and environment related indicators at the Operational Services Agreement and Annual Project Plan with the Department including:

1.6 Monthly GLOA dredging target volumes are achieved – constituting an estimate of the amount of dredging performed as required by the Agreement.
1.7 Whether access to the ports has been restricted by a failure/inability to dredge.

- Safety and environment related indicators at the Gippsland Lakes Ocean Access Funding Agreement with the Department including:

1.8 Channel depth meets standards 12 months of the year.
1.9 Zero major or critical non-compliances and 92% fully compliant against the Environmental Management Plan standards.
1.10 No loss of economic activity attributable to port closure.
1.11 Commercial users can operate out of the Gippsland Lakes 12 months of the year.

2. ***Promote and facilitate the development, maintenance and implementation of systems that enable compliance with the various safety and environmental duties that apply to the operation of the ports and waterways.***

Indicators for safety and environment management system performance are the completion of:

2.1 The Internal audit program (where safety and environment related reviews have been programmed),
2.2 The annual management review of safety and environment management system performance, and

2.3 Safety and environment performance reporting to the Audit & Risk Committee.

3. ***Promote an integrated and systematic approach to risk management in relation to the operation of the ports and waterways.***

Indicators for an effective Gippsland Ports integrated risk management system are the completion of:

3.1 Annual Management review of Risk and Compliance Framework performance,

3.2 Annual Board review of the Strategic Risk Profile (inclusive of the Risk Appetite Statement).

8.3 Plan Review

Gippsland Ports will undertake an internal review of this Plan annually using strategic and Risk Management & Compliance Framework guidance. A major review and update will be undertaken on a tri-ennial basis.

The internal review will address the following:

- Gippsland Ports strategic objectives,
- Currency of the Port & Waterway Activity Risk register,
- Progress in implementation of risk reduction measures,
- Adequacy and performance of current controls, and
- The need to update any or all sections of the plan.

Additional reviews will be considered whenever any of the following occur:

- Incidents and near miss incidents;
- Changes to key legislation or regulations; and
- Changes in the nature, scale or extent of port activities.

Lessees, licensees and service providers and agency stakeholders will be encouraged to participate in the triennial review process and may provide comment on the SEMP as required.

9.0 CONSULTATION & INFORMATION

9.1 Stakeholder Engagement

A range of community and stakeholder groups are consulted using the GP Stakeholder Engagement Strategy. This engagement fosters greater awareness of and more effective control of risks in the local ports and waterways of Gippsland. Safety and environment issues raised during the stakeholder engagement process are considered during review of the SEMP.

Specific consultation objectives in relation to the SEMP are:

- Increase stakeholder awareness of safety and environmental issues and the existence and value of the SEMP.
- Build stakeholder and community support for the outcomes of the SEMP.
- Ensure that stakeholders are provided with a range of opportunities and mechanisms to provide input and have their views heard on the SEMP.
- Foster better access to information about safety and environmental management.
- Build community capacity to understand risks and help manage them.
- Increase support for, and confidence in the future management of safety and environmental risks.

Stakeholders are engaged:

- Directly by phone or email to GP,
- By email – GP website, ‘Feedback’ or the ‘semp@gippslandports.vic.gov.au’ email address.
- Using the Amendment & Comment form at the SEMP.
- During informal one-on-one meetings or arranged drop-in sessions.

- At formal meetings such as the Gippsland Lakes Ocean Access (GLOA) TACC meetings and Local Area Port planning meetings under the Sustainable Local Ports Framework, or
- Through GP employees.

9.2 Licensees, lessees and service providers

Gippsland Ports will take reasonable steps to provide licensees, lessees, permit holders, service providers with information and advice on safety and environmental requirements to assist Gippsland Ports to safely and efficiently manage the port. This may include but is not limited to:

- Changes to permit, license, lease terms and conditions enacted for reasons of safety and environmental protection,
- Assistance to proponents of port development/infrastructure/events in meeting their permit obligations to Gippsland Ports, and
- Providing the opportunity and encouraging participation for agency and stakeholder involvement in forums for specific risk mitigation activities (e.g. Technical Advisory Consultative Committee (TACC) meetings prior to dredging campaigns).

9.3 Port & Waterway Users

Gippsland Ports maintains a proactive approach to keeping waterway users informed on matters relating to boating safety and local conditions via Notices to Mariners (NtMs), Media Releases, Gippsland Ports' Website and Facebook, via the recently released App, as well as via local patrols; on-site Notice Boards and by direct engagement. General advice is also provided e.g. refueling requirements, location of sewerage pump out points, fuel availability, etc. along with educational programs on safety and environmental protection as they relate to the functions of Gippsland Ports.

Gippsland Ports Waterways Online can be accessed for details on Gippsland local ports and waterways including navigational, channel, Aids to Navigation (AtoN) and hydrographic information. Further information on ports and waterways can also be found at GP Harbour Master Directions and Port Handbooks.

10.0 SEMP AVAILABILITY

A copy of the Safety and Environmental Management Plan will be available through all Gippsland Port offices and depots:

Gippsland Ports Head Office
97 Main Street
(PO Box 388)
Bairnsdale Victoria 3875
Telephone: (03) 5150 0500

Lakes Entrance Depot
Bullock Island
Lakes Entrance Victoria 3909
Telephone: (03) 5155 6900

Paynesville Boatyard
Slip Road
Paynesville Victoria 3880
Telephone: (03) 5156 6352

Port Welshpool Depot
84 Lewis Street
Port Welshpool Victoria 3965
Telephone: (03) 5150 0500; and

The Plan is also available to download on the Gippsland Ports website – www.gippslandports.vic.gov.au

Contact: David Rose, Risk and Compliance Manager
davidr@gippslandports.vic.gov.au Tel: (03) 5150 0500

REFERENCES

Ministerial Guidelines: Port Safety and Environment Management Plans

Risk & Compliance Framework, Gippsland Ports

Environment, Health & Safety Management System, Gippsland Ports

APPENDICES

1. Maps of Port and Waterway Boundaries, Infrastructure and Management
2. Port Tenants, Licensees and Service Providers
3. Dangerous Goods or Hazardous Materials Storage Facilities
4. Port & Waterway Activity Risk Register
5. Gippsland Ports Safety Policy
6. Gippsland Ports Environment Policy

RECORD OF REVISION

Rev	Change	Author	Review & Consultation	Authorisation	Date
11.0	Annual review	D.Rose	Management Team Licencees & key external stakeholders	CEO	Aug 2026
10.0	Triennial review. 2025 SEMP audit recommendations incorporated.	D.Rose	Management Team	CEO	Aug 2025
9.0	Aligned with current Strategic Plan, risk register, annual review of Activity Risk Register and Local Port Area Plan requirements. Waterway descriptions updated.	D.Rose	Management Team	CEO	Oct 2023
8.0	Triennial review. Updated references and legislation. Included reference to Sustainable Local Ports Framework and the Gippsland Regional Climate Change Adaptation Strategy. Emergency asset register detailed.	D.Rose	Management Team External Agencies & Auditor	CEO	31 March 2022
7.0	Aligned with current Strategic Plan, risk register and annual review of Activity Risk Register.	D.Rose	Management Team	Board	28 Jan 2021
6.0	Risk & Compliance Framework processes integrated. Marine pollution responsibility incorporated.	D.Rose	GP Board, Management, Public	CEO	23 May 2019
5.0	East & South Gippsland Plans combined providing an improved strategic focus.	M.Richardson	Board, GP Management, Public	CEO	17 Apr 2016
4th ed	East & South Gippsland SEMPs	D.Holding	-	CEO	2012
3rd ed	East & South Gippsland SEMPs	G.Creedon	Greg Hatt	-	19 Sep 2007
2nd ed	East & South Gippsland SEMPs	N.Antonopoulos	-	G.Creedon	24 Jul 2006
1st ed	East & South Gippsland SEMPs	N.Antonopoulos	-	CEO	01 Aug 2005

Safety and Environment Management Plan

APPENDICES

CONTENTS

APPENDIX 1. MAPS OF PORT & WATERWAY BOUNDARIES, INFRASTRUCTURE & MANAGEMENT

APPENDIX 2. PORT TENANTS, LICENSEES AND SERVICE PROVIDERS

APPENDIX 3. DANGEROUS GOODS OR HAZARDOUS MATERIALS STORAGE FACILITIES

APPENDIX 4. GIPPSLAND PORTS & WATERWAYS - ACTIVITY RISK REGISTER

APPENDIX 5. SAFETY POLICY

APPENDIX 6. ENVIRONMENT POLICY

APPENDIX 1. Maps of Port & Waterway Boundaries, Infrastructure & Management

1A. Port and Waterway Boundaries and Tenure

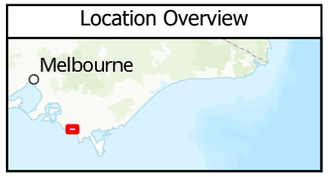
Bass Highway
C441
B460
Inverloch
Surf Parade
Inverloch-Venus Bay Road
Pound Creek
C442
Koonwarra-Pound Creek Road
Anderson Inlet Coastal Reserve
Inverloch-Venus Bay Road
Point Smythe Coastal Reserve
Tarwin Lower Cemetery
T P Taylor Reserve
Venus Bay
Inverloch-Venus Bay Road
C442
Tarwin Lower

Legend

- Port Waters/Waterway
- State Park, Reserve or Forest
- Other Public Land
- Marine National Park
- National Park

N

Location Overview

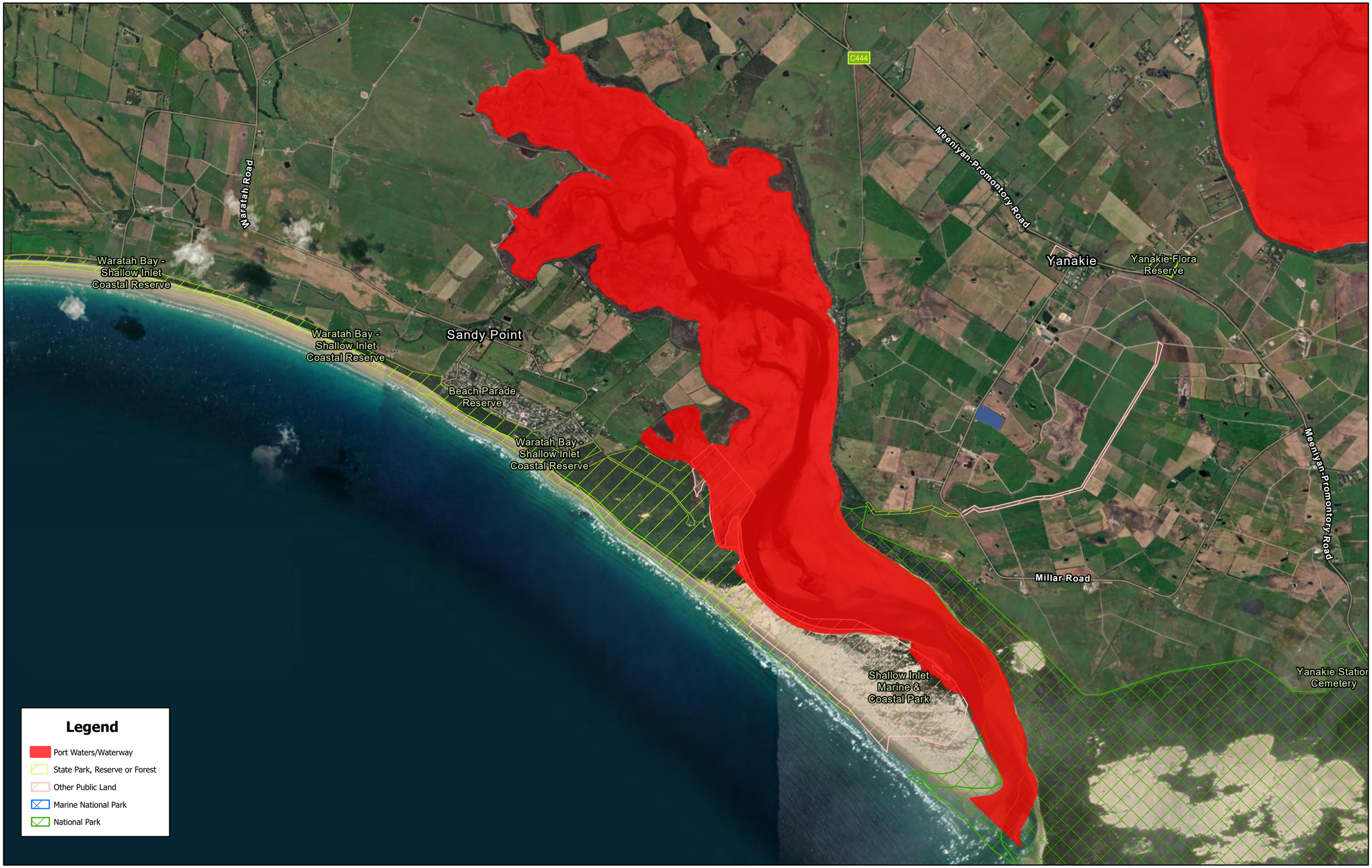


Port of Anderson Inlet (31 Sq. km)

0 1 2 3 4 5 km

GIPPSLAND PORTS

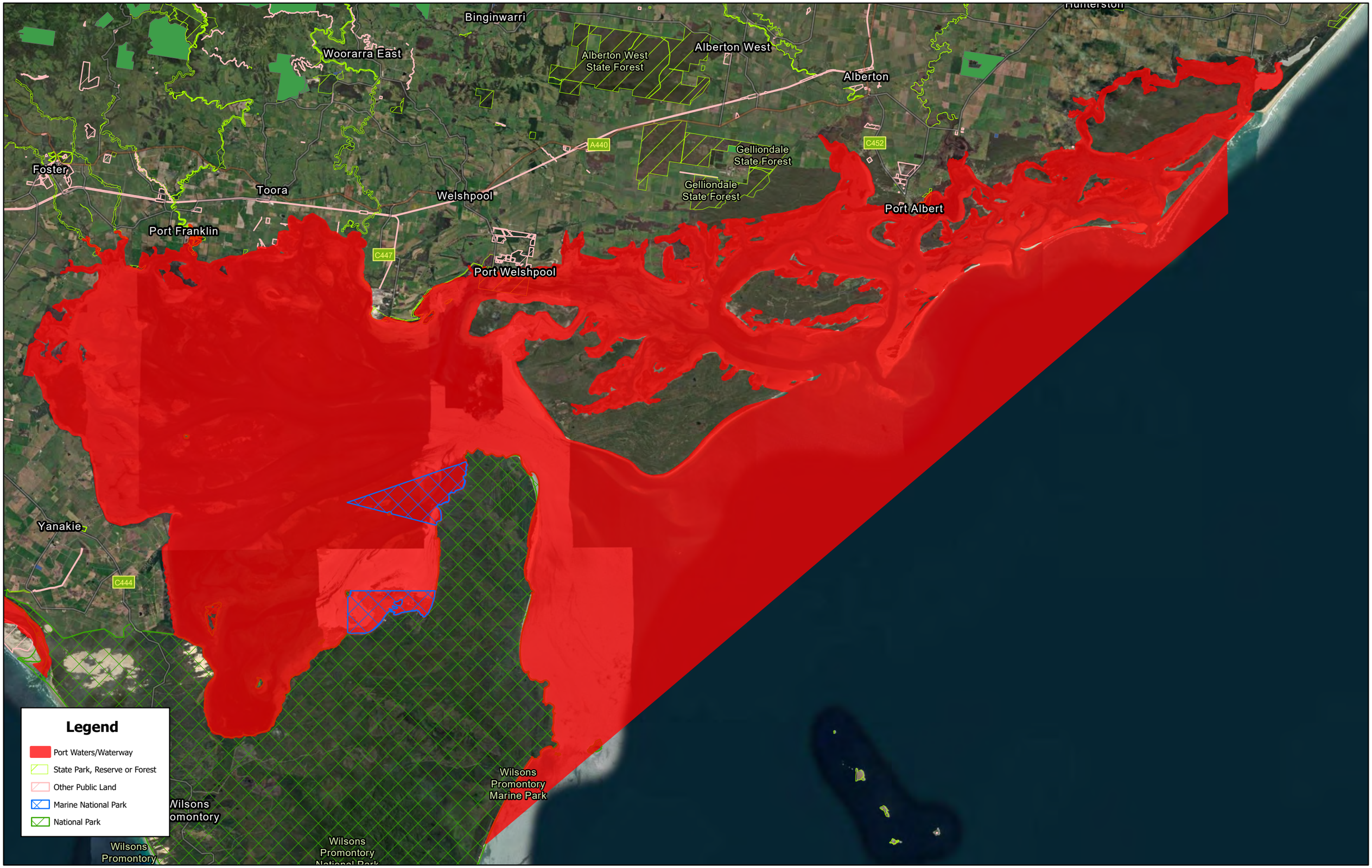
Prepared by: M.Spykers 12/06/2026



Waterway of Shallow Inlet (17 Sq. km)

0 1 2 3 4 5 km

Prepared by: M.Spykers 12/06/2026



N

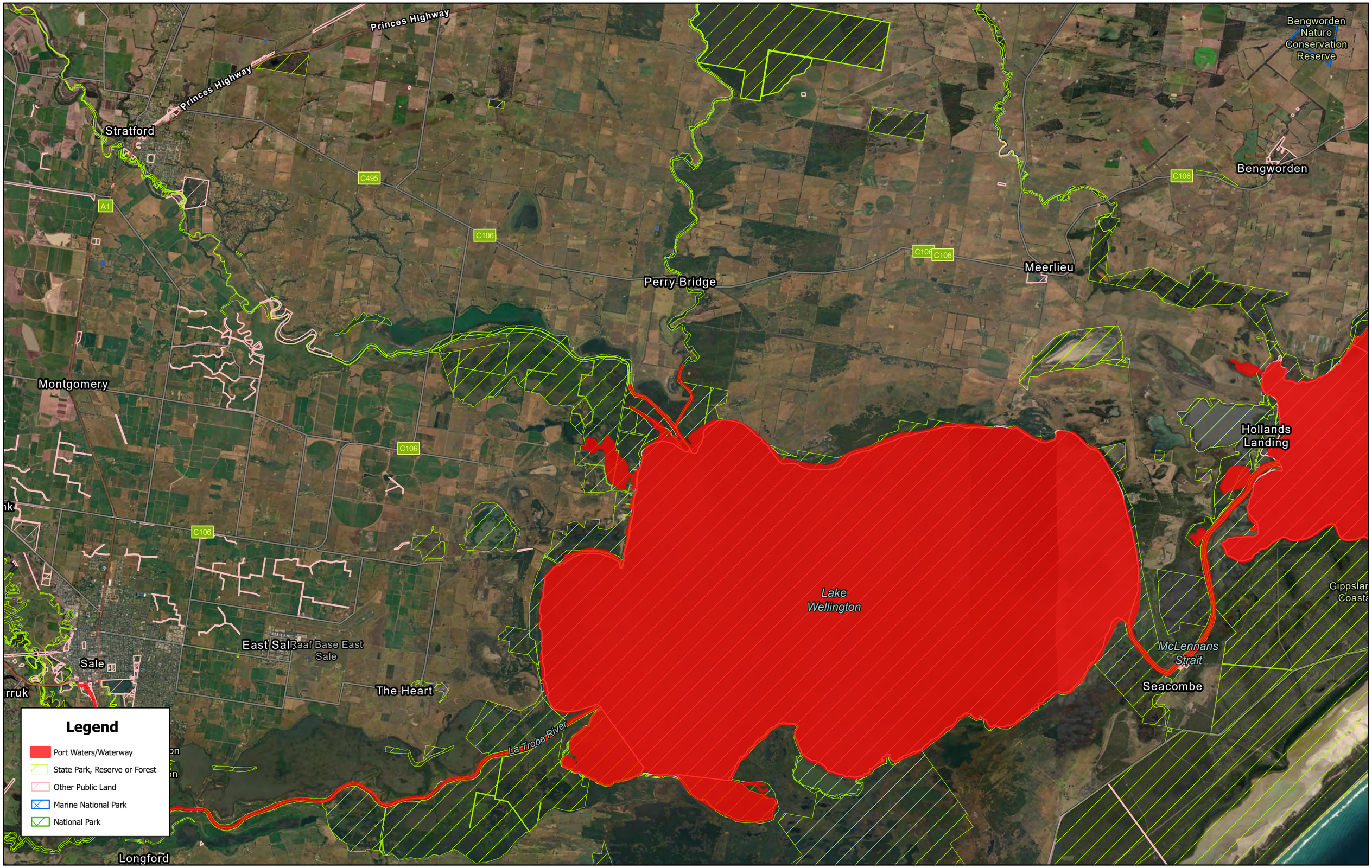
Location Overview



Port of Corner Inlet and Port Albert (833 Sq. km)

0 1 2 3 4 5 km

Prepared by: M.Spykers 12/06/2026



Port of Gippsland Lakes - West (428 Sq. km)

Prepared by: M.Spykers 12/06/2026

Bengworden Nature Conservation Reserve
C106
Bengworden
C106
C106
C106
Meerlieu
Rotomah Island
The Lakes National Park
The Lakes National Park
Gippsland L
Coastal Pa
Hollands Landing
Loch Sport
Gippsland Lakes Coastal Park
McLennans Strait
Seacombe

Legend

- Port Waters/Waterway
- State Park, Reserve or Forest
- Other Public Land
- Marine National Park
- National Park

N

Location Overview



Port of Gippsland Lakes - Central (428 Sq. km)

0 1 2 3 4 5 km

Prepared by: M.Spykers 12/06/2026

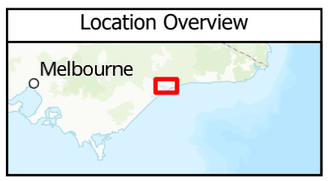
Mount Taylor
Granite Rock
Garfield
C605
Tambo Upper
Colquhoun
Colquhoun / Boyanga Gidi State Forest
Bumberrah
C603
Colquhoun Regional Park
Eastwood
Claybank
Nicholson
A1
Johnsonville
Swan Reach
Princes Highway
Bairnsdale
C605
C606
C604
Broadlands
Kalimna West
Lake Bur
Lakes Entrance
Lake Tyers Coastal Reserve
Flannagan Island
Rigby Island
Metung
Forge Creek
Eagle Point
Raymond Island
Paynesville
Gippsland Lakes Coastal Park
Rotomah Island

Legend

- Port Waters/Waterway
- State Park, Reserve or Forest
- Other Public Land
- Marine National Park
- National Park

N

Location Overview



Port of Gippsland Lakes - East (428 Sq. km)

0 1 2 3 4 5 km

Prepared by: M.Spykers 12/06/2026



Waterway of Lake Tyers (13 Sq. km)

0 1 2 3 4 5 km

Prepared by: M.Spykers 12/06/2026

rtland State Forest

Corringle

Marlo Road

Brodribb River Flora and Fauna Reserve

Marlo Coastal Reserve

First and Second Islands Flora Reserve

Jorgensen Street Reserve

William Hunter Flora Reserve

Marlo Coastal Reserve

Marlo-Conran Road

Cape Conran Coastal Park

Legend

- Port Waters/Waterway
- State Park, Reserve or Forest
- Other Public Land
- Marine National Park
- National Park

N

Location Overview



Port of Snowy River (48 Sq. km)

0 1 2 3 4 5 km

Prepared by: M.Spykers 12/06/2026

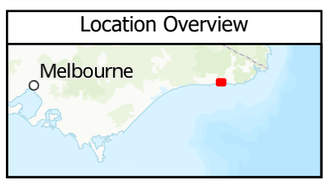
Old Coast Road
Sydenham Inlet Road
C615
Cimatis Road
Cimatis Road
Cimatis Road
Cimatis Road
Bemm State Forest
C615
Swan Lake Track
Swan Lake
Alans Track
Bemm River
Hekarwe Track
Mud Lake
Point Track

Legend

- Port Waters/Waterway
- State Park, Reserve or Forest
- Other Public Land
- Marine National Park
- National Park

N

Location Overview



Waterway of Sydenham Inlet (10 Sq. km)

0 1 2 3 4 5 km

Prepared by: M.Spykers 12/06/2026

Firetrail

61 Firetrail

Firetrail

Point Hicks Road

Tamboon State Forest

Flanders Track

Flanders Track

Fishermans Track

Clinton Rocks Track

Tamboon

Legend

- Port Waters/Waterway
- State Park, Reserve or Forest
- Other Public Land
- Marine National Park
- National Park

N

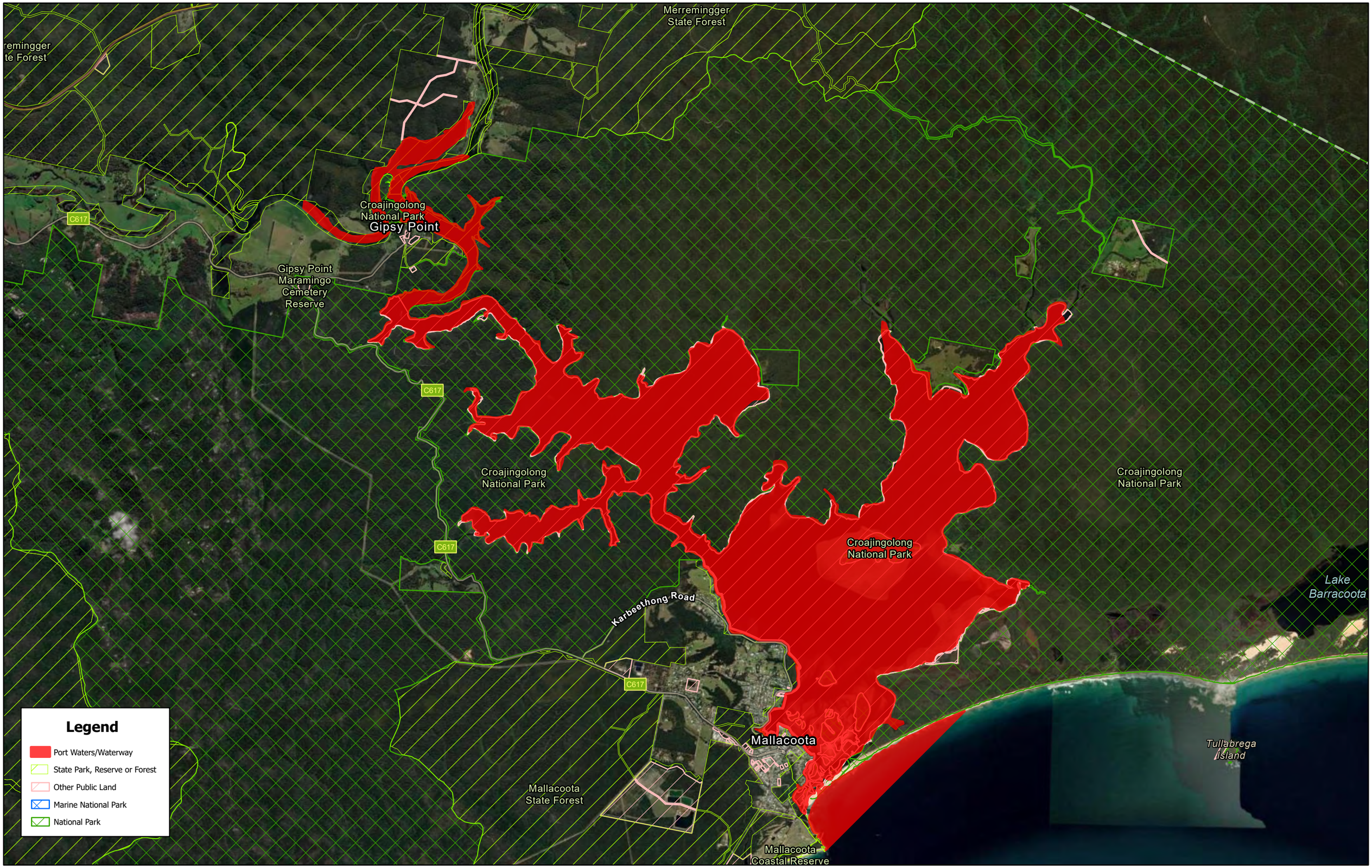
Location Overview

Melbourne

Waterway of Tamboon Inlet (7 Sq. km)

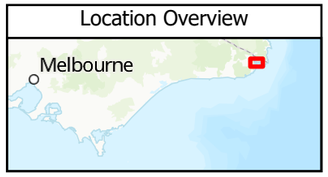
0 1 2 3 4 5 km

Prepared by: M.Spykers 12/06/2026



N

Location Overview



Port of Mallacoota (31 Sq. km)

0 1 2 3 4 5 km

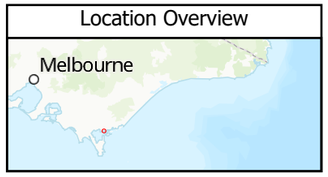
Prepared by: M.Spykers 12/06/2026

1B. Port Infrastructure



N

Location Overview



Port Infrastructure - Port Welshpool

Prepared by: M.Spykers 12/06/2026



N

Location Overview



Port Infrastructure - Port Albert

GIPPSLAND PORTS

Prepared by: M.Spykers 12/06/2026



N

Location Overview



Port Infrastructure - Paynesville

Prepared by: M.Spykers 12/06/2026



N

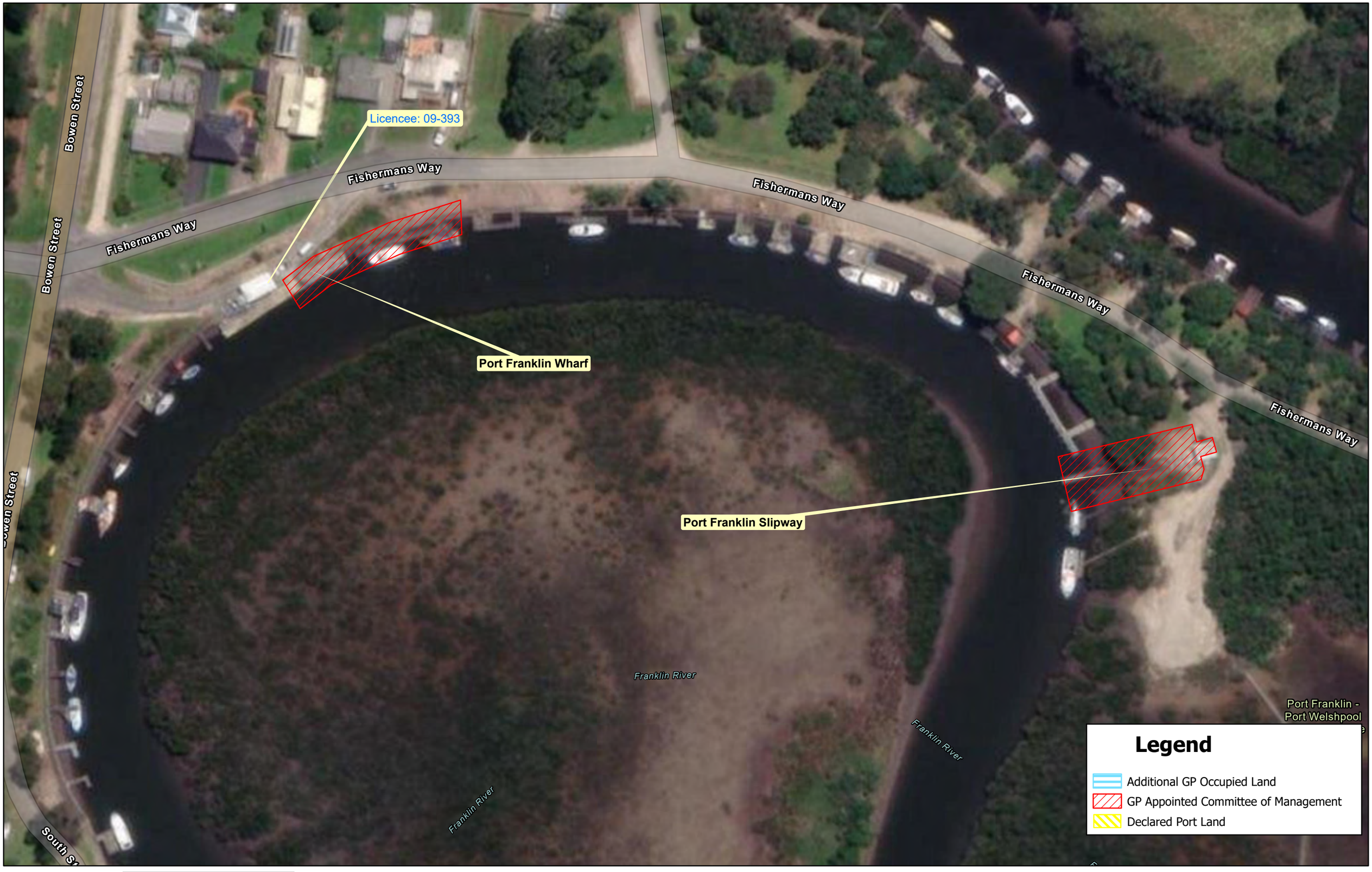
Location Overview



Port Infrastructure - Lakes Entrance

Prepared by: M.Spykers 12/06/2026

1C. Gippsland Ports Managed Sites



N

Location Overview



Port Land - Port Franklin

Prepared by: M.Spykers 12/06/2026

Main Access Road

Main Access Road

Barry Beach

Barry Road

Barry Road

Barry Road

Toora Lighthouse Reserve

Port Franklin -
Port Welshpool
Coastal Reserve

Legend

- Additional GP Occupied Land
- GP Appointed Committee of Management
- Declared Port Land

N

Location Overview



Port Land - Toora Lighthouse Reserve

Prepared by: M.Spykers 12/06/2026

Port Welshpool Western Yard
Heathlands Drive
Albert Road
Janet Street
Stratton Street
Ross Street
Turnbull Street
Robertson Street
Stewart Street
Stewart Street
Lewis Street
Lewis Street
Bowling Club Road
Port Welshpool Public Purposes Reserve
Foreshore Reserve
Port Welshpool Depot
Port Welshpool

Legend

- Additional GP Occupied Land
- GP Appointed Committee of Management
- Declared Port Land

N

Location Overview



Port Land - Port Welshpool

GIPPSLAND PORTS

Prepared by: M.Spykers 12/06/2026

Gibson Street
Brisbane Street
Willis Street
South Street
Port Albert Public Purposes Reserve
Tarraville Tarraville Road
Queen Street
Napier Street
Russell Street
West Boundary Road
King Street
West Boundary Road
WillWilliam Street
Tarraville Road
Bay Street
Port Albert Cricket And Recreation Reserve
Raglan Street
Albert Street
Spring Street
Albert Street
Memorial Park
Port Albert Harbour
Port Albert
Duke Street
Wharf Street

Legend

- Additional GP Occupied Land
- GP Appointed Committee of Management
- Declared Port Land

N

Location Overview



Port Land - Port Albert

Prepared by: M.Spykers 12/06/2026

Port Land - Paynesville



N

Location Overview



Prepared by: M.Spykers 12/06/2026



N

Location Overview



Port Land - Nicholson River

GIPPSLAND PORTS

Prepared by: M.Spykers 12/06/2026

Hazel Road
Seaview Parade
Princes Highway
A1
Marine Parade Reserve
Lakes Entrance - Lake Tyers Coastal Reserve
Laura Street
Marine Parade
Barkes Avenue
Orme Street
Bulmer Street
Church Street
Centrepoint Coach Stop
Cunninghame Arm - Eastern Harbours
Cunninghame Arm - Western Harbours
Bullock Island Central Yard
Bullock Island Depot
Bullock Island
Bullock Island Boat Yard
Bullock Island Wharf
Sand Transfer Station - Eastern Discharge Site
New Works Area

Legend

- Additional GP Occupied Land
- GP Appointed Committee of Management
- Declared Port Land

N

Location Overview

Melbourne

Port Land - Lakes Entrance

GIPPSLAND PORTS

Prepared by: M.Spykers 12/06/2026

Lakeside Drive

Lakeside Drive

Mallacoota Wharf and Slipway

Licencee: 09-1116

Crayfish Crescent

Crayfish Crescent

Panoramic Drive

Panoramic Drive

Buckland Drive

Lakeside Drive

Mallacoota

Legend

- Additional GP Occupied Land
- GP Appointed Committee of Management
- Declared Port Land

N

Location Overview

Melbourne

Port Land - Mallacoota Inlet

GIPPSLAND PORTS

Prepared by: M.Spykers 12/06/2026

APPENDIX 2. Port Tenants, Licensees and Service Providers

Name At June 2026	Facility/ Area	Licensees
Port of Corner Inlet & Port Albert		
Para Park Co-Operative Game Reserve	Swing moorings -Para Park appointed CoM	09-824
Port Franklin Fishermans Association	Port Franklin Wharf - shed	09-393
Victorian Fisheries Authority	Port Welshpool Depot - shed	09-1151
Parks Victoria	Port Welshpool Depot - shed	09-1151b
Port of Gippsland Lakes		
Ferry Café Site - Goldie Enterprises	Lakes Entrance (near) Eastern Wharf - berthing area.	09-1216
Floating Accommodation - Stubbs, Wallace, Watts & Watts	Lakes Entrance Western Boat Harbour – waterway area.	09-347b
Peels Tourist & Ferry Service	Lakes Entrance Post Office Jetty – section & booking office.	09-392
Lonsdale Cruises	Lakes Entrance, Cunninghame Quay	09-998
RJW Friend Fishing Pty Ltd	Lakes Entrance – wharf section	09-1236
Leftrade	Lakes Entrance, Fuel jetty & Fuel jetty licence.	09-346
LEFCOL	Lakes Entrance, Unloading jetties 1 & 2.	09-346
State Oil Pollution Response	Lakes Entrance, Bullock Island Dredge Facility – shed.	09-1187
Victoria Police Facilities	Paynesville Boatyard – office, shedding & berthing.	09-390
Quaintmere Contracting - Advance Marine Diesel Services	Paynesville Boatyard - shed	09-1131
Gary Smith's Shipwright Services	Paynesville Boatyard - shed	09-1228
Bulls Marine Industries	Paynesville - Services Jetty	09-1045
Port of Mallacoota Inlet		
East Gippsland Shire	Mallacoota Wharf Shed	09-1116

APPENDIX 3. Dangerous Goods or Hazardous Materials Storage Facilities

As the manager of ports and waterways in Gippsland, Gippsland Ports has an obligation to assure safe and suitable chemical storage and handling facilities.

An overview of storage facilities across Gippsland Ports and waterways is provided in the table below.

Location	Description	Type	Use
EAST GIPPSLAND			
Paynesville	25,000 litre above ground 'Convault' storage tank	12,500L ULP 12,500L diesel	Supplies the public on water fuel.
Paynesville Boatyard	Storage tank on a trailer	1000L Diesel	Fuel for Travel Lift, mobile plant.
Paynesville Boatyard	Flammable Liquid container	~2,500L paints and thinners	Boatyard supplies.
Metung, On water fuel facility	Two underground Storage tanks	~2,500L ULP ~2,500L diesel	Supplies the public on water fuel dispensing facility operated by a commercial operator.
Bullock Island Dredge Facility	Flammable Liquid Container	~1,000L various flammable and combustible liquids	Support dredger.
Bullock Island (LEFCOL)	Above ground storage tank	Diesel	Supplies fishing vessels and the public at the LEFCOL operated fuel jetty.
Bullock Island Fuel Jetty, Lakes Entrance Depot	25,000 litre above ground 'Convault' storage tank located at Lakes Entrance Depot	12,500L ULP 12.500L diesel	Supplies the public on water fuel dispensing facility operated by Gippsland Ports.

Location	Description	Type	Use
Lakes Entrance Depot	Flammable liquid container	~2,300L various flammable and combustible liquids	ULP, Diesel fuel for vessels and plant; paint and thinners.
Lakes Entrance Depot	Oil container	2,200L various oils	Dredger, vessels and mobile plant.
Lakes Entrance Depot	Fuel Barge	8,000L diesel	Fuel for dredger and booster pump.
Bullock Island Boatyard	Flammable Liquid container	~2,500L paints and thinners	Boatyard supplies.
Bullock Island Boatyard	Tank on skids	500L Diesel	Fuel for Travel Lift, mobile plant.
Bullock Island Boatyard	2,200L storage tank	Waste oil	Waste oil collection from Lakes Entrance Depot, Bullock Island Boatyard and collection points provided at a number of Lakes Entrance wharves & jetties
SOUTH GIPPSLAND			
Port Welshpool Depot	4000 litre capacity above ground “Convault” self- contained & bunded and fire rated fuel tank	2000L ULP 2000L diesel	Fuelling
Port Welshpool Depot wharf	Above ground storage tank	Waste oil	Waste oil collection.
Port Welshpool Depot (Victorian Fisheries Authority)	2000L above ground “Convault” self- contained & bunded and fire rated fuel tank	2000L ULP	Supplies Victorian Fisheries Authority.
Entrance to the Eastern Harbour, Port Welshpool	Underground storage tank	30,000L diesel	Operated under arrangement with Evans Petroleum.
Barrys Beach Marine Terminal (BBMT)	Above ground storage	Diesel Methanol	Support offshore oil & gas industry -‘Qube’.

Gippsland Ports & Waterways - Activity Risk Register

CONTEXT:	Gippsland Ports (GP) is a Committee of Management under the Crown Lands Act overseen by a Board responsible to the Minister for Ports and Freight under the Port Management Act 1995 and the Marine Safety Act 2010. The organisation has responsibilities for emergency management under Victorian State emergency management plans and for maritime security under the Maritime Transport and Offshore Facilities Security Act, along with responsibilities for: navigation, port operations, regulation, security and compliance, boating safety, incident management, emergency response, dredging and sand management activities. Gippsland Ports is a significant provider of public marine infrastructure and services, with oversight of 1400 sq. km. of waterways from Anderson Inlet to Mallacoota, including 800+ navigation aids, 100 wharves and jetties and approx. 900 berths and moorings. Gippsland Ports has a major role in supporting the safe, efficient and sustainable use of our waterways, enjoyed by thousands of people and bringing many benefits to the Gippsland region. *Adapted from: Gippsland Ports, Safety & Environment Management Plan* The following activity categories are taken into account when assessing risk: • In – in water activities e.g. swimming, • On – on waterway e.g. boating, • Over – over water e.g. fishing from jetty, and • Near – adjacent to waterway.
General Controls: *To be applied across all activities*	Regular review of Vessel Operating and Zoning Rules (VOZR). General controls e.g. emergency response, inspections etc are detailed at GP Management Plans including the Gippsland Maritime Emergency Plan and the Maritime Security Plan for the Port of Corner Inlet and Port Albert. Unless identified otherwise below - controls are currently effective to the extent of GP knowledge. Risk ratings are for GP controlled areas only not privately/commercially controlled activities. Monitor within available resources.

Refer to RECORD OF REVISION at end of register

Updated – June 2026 - changes highlighted in blue.

Locations: GL = Gippsland Lakes, CI = Corner Inlet, AI = Anderson Inlet, SR = Snowy River, MA = Mallacoota.
Risk Ratings (refer to Risk Management Framework): H = High, M = Medium, L = Low

Risk Type: **In** – in water activities e.g. swimming, **On** – on waterway e.g. boating, **Over** – over water e.g. fishing from jetty, **Near** – adjacent to waterway

THIS RISK ASSESSMENT IS NOT EXHAUSTIVE AND WILL BE REVIEWED ON A PERIODIC BASIS.

	Activity	Context *Summary of significant locations, known issues & incidents.*	Control Summary & References *"Measures & Strategies"*	Potential Key Impact Events	*Abbreviations:* *GL – Gippsland Lakes,* *CI – Corner Inlet & Port Albert,* *AI – Anderson Inlet,* *SR- Snowy River, MA- Mallacoota,* *Ww – all other GP managed waterways* Specific Key Controls *For additional details refer to Local Area Port Plans (under development).*	Inherent Risk Ratings						
						Risk Type	GL	CI	AI	SR	MA	Ww
1.0	**Commercial Operations**											
1.1.	Fueling – mobile	Bulk diesel (bunkering) of vessels by road tanker occurs at GL and CI. ULP fueling limited to 25lt containers. Small scale mobile diesel permits granted to Commercial vessel operators at Port Albert. (up to 1000l).	Security cameras available in some locations. GP Marine Compliance Handbook controls: GP is notified by operator if over 10,000L. GP Fuel barge is used to fuel KALIMNA dredge and BOOSTER BARGE. Fueling not permitted at Eastern Wharf, Lakes Entrance.	√ Fire/ Explosion √ Pollution √ Vessel/ Plant impact O Public safety O Other (refer to Context)	√ Permit/ Licence system √ Notification to GP O Public notice/ information √ Operator/ Licencee Plans √ Control access	Over	**H**	**H**	**L**	**L**	**L**	**L**
1.2.	Fueling – fixed facility	Fixed fueling facilities are located at Barry's Beach Marine Terminal (BBMT) Diesel, Port Welshpool Diesel, Port Antony Marine Terminal (PAMT) Diesel Paynesville Diesel and ULP, Metung Diesel and ULP, & Bullock Island Diesel and ULP.	GP improving compliance assurance processes in relation to fixed fueling facilities– refer to Port Management System. BBMT and PAMT Bulk Transfer of diesel notified via Qube. Security cameras available in some locations. GP Marine Compliance Handbook controls:	√ Fire/ Explosion √ Pollution √ Vessel/ Plant impact O Public safety O Other (refer to Context)	√ Permit/ Licence system O Notification to GP O Public notice/ information √ Operator/ Licencee Plans √ Control access	Over	**H**	**H**	N/A	N/A	N/A	N/A
1.3.	Dangerous Goods handling	Barry's Beach Marine Terminal (BBMT) - transfer of explosives, glycol and methanol occurs. Potential for increased DG handling at Port Anthony Marine Terminal (PAMT), CI in relation to H2 production. Lakes Entrance – transfer of flares for commercial vessels. Compressed gases are transferred at BBMT, Marginal Wharf. LPG bottled gas and minor quantities of ULP across berths/ marinas. LPG cylinders are being transferred from Paynesville to Ocean Grange.	GP improving compliance assurance processes in relation to DG – refer to Port Management System. **Port Master Planning** - GP to monitor for any increases in DG handling at PAMT. Commercial operators are required to provide DG Manifests in accordance with HM Directions. Explosives Notification Check list in place. Security cameras available in some locations. GP Marine Compliance Handbook controls:	√ Fire/ Explosion √ Pollution √ Vessel/ Plant impact √ Public safety O Other (refer to Context)	√ Permit/ Licence system √ Notification to GP √ Public notice/ information O Operator/ Licencee Plans √ Control access	Over	**M**	**H**	**L**	**L**	**L**	**L**

Locations: GL = Gippsland Lakes, CI = Corner Inlet, AI = Anderson Inlet, SR = Snowy River, MA = Mallacoota.
Risk Ratings (refer to Risk Management Framework): H = High, M = Medium, L = Low

Risk Type: **In** – in water activities e.g. swimming, **On** – on waterway e.g. boating, **Over** – over water e.g. fishing from jetty, **Near** – adjacent to waterway

	Activity	Context *Summary of significant locations, known issues & incidents.*	Control Summary & References *"Measures & Strategies"*	Potential Key Impact Events	*Abbreviations:* *GL – Gippsland Lakes,* *CI – Corner Inlet & Port Albert,* *AI – Anderson Inlet,* *SR- Snowy River, MA- Mallacoota,* *Ww – all other GP managed waterways* Specific Key Controls *For additional details refer to Local Area Port Plans (under development).*	Risk Type	GL	CI	AI	SR	MA	Ww
1.4.	Cargo handling (general)	Significant cargo handling areas are located in CI- Port Welshpool (Roll-on-roll off) servicing Flinders and King Islands, Marginal Wharf at Port . Welshpool Fish product, Port Anthony Marine Terminal and Barry's Beach Marine Terminal servicing off shore Oil, gas and energy industry. Also Gippsland lakes – Lakes Entrance Eastern & Bullock Island wharves primarily servicing commercial fishing and Offshore Oil, Gas and energy industry. Significant oil and gas decommissioning works planned with oversize cargo and ship operators currently assessing best practice methods of entering port. Domestic barge work – load/ unload.	Notification of Arrival Departure and application for berth Form submitted each vesel movement and including the Declaration for Dangerous Goods. Security cameras available in some locations. Agreement in place with Qube at Barry's Beach Marine Terminal CI to provide GP with access to CCTV records – refer to Maritime Security Plan. Monitor Corner Inlet RO-RO staging management Harbour Master risk assessment, simulated port calls, stakeholder engagement GP Marine Compliance Handbook controls:	√ Fire/ Explosion √ Pollution √ Vessel/ Plant impact √ Public safety O Other (refer to Context)	O Permit/ Licence system √ Notification to GP O Public notice/ information √ Operator/ Licencee Plans √ Control access	Over	**M**	**M**	N/A	N/A	N/A	N/A
1.5.	Cargo handling (livestock)	Livestock are loaded/ unloaded at CI – Port Welshpool Roll-on- Roll -off facility. There have been incidents involving livestock. Livestock numbers increasing. Livestock loaded and discharged in stock trailers.	Security cameras available in some locations. Livestock fencing improved at Port Welshpool (Roll-on-roll off). **Port Master Planning** - GP to continue monitor public risk associated with moving livestock through public areas including boat ramp access points. GP Marine Compliance Handbook controls:	O Fire/ Explosion O Pollution √ Vessel/ Plant impact √ Public safety √ Other (refer to Context)	O Permit/ Licence system √ Notification to GP O Public notice/ information √ Operator/ Licencee Plans √ Control access √ Traffic Management controls	Over	N/A	**L**	N/A	N/A	N/A	N/A
1.6.	Operate DCV Class 3 - Fishing vessel.	Fishing fleets located at GL- Lakes Entrance and CI - Port Welshpool, Port Franklin & Port Albert. 2013 MASSBANKER trawler incident was notifiable resulting in serious injury. Previous incidents where vessels have grounded and stranded on the 90 mile Beach. Marine pests can be transferred by vessels.	Security cameras available in some locations. Vessel maintenance over water permit system. Mariner information. Liaise with DELWP/PV regarding GP assistance for marine pest controls. GP Marine Compliance Handbook controls:	√ Fire/ Explosion √ Pollution √ Vessel/ Plant impact √ Public safety √ Other (refer to Context)	√ Permit/ Licence system O Notification to GP √ Public notice/ information O Operator/ Licencee Plans O Control access	On	**M**	**M**	N/A	N/A	N/A	N/A

Locations: GL = Gippsland Lakes, CI = Corner Inlet, AI = Anderson Inlet, SR = Snowy River, MA = Mallacoota.
Risk Ratings (refer to Risk Management Framework): H = High, M = Medium, L = Low

Risk Type: In – in water activities e.g. swimming, **On** – on waterway e.g. boating,
Over – over water e.g. fishing from jetty, **Near** – adjacent to waterway

	Activity	Context *Summary of significant locations, known issues & incidents.*	Control Summary & References *"Measures & Strategies"*	Potential Key Impact Events	*Abbreviations:* *GL – Gippsland Lakes,* *CI – Corner Inlet & Port Albert,* *AI – Anderson Inlet,* *SR- Snowy River, MA- Mallacoota,* *Ww – all other GP managed waterways* Specific Key Controls *For additional details refer to Local Area Port Plans (under development).*	Risk Type	GL	CI	AI	SR	MA	Ww
		Development of GLAWAC aquaculture precinct in Gippsland Lakes	Leases marked with navigation aids Aquaculture areas outside of main navigation channels									
1.7.	Operate DCV Class 1 & 2 - other commercial or passenger vessel	Charter/ hire operations are conducted from Lakes Entrance, Sale, Metung, Lake Tyers, Port Albert, Corner Inlet, Anderson Inlet, and Mallacoota. Large trailerable charter vessels also operate within Ports & Waterways and are not required to have Local Knowledge Certificate (LKC).	Security cameras available in some locations. GP HM has advised MSV of risk associated with large trailerable charter vessels operating without LKC. GP Marine Compliance Handbook controls:	√ Fire/ Explosion √ Pollution √ Vessel/ Plant impact √ Public safety √ Other (refer to Context)	√ Permit/ Licence system √ Notification to GP √ Public notice/ information √ Operator/ Licencee Plans O Control access	On	M	M	M	N/A	M	M
1.8.	Operate Hire & Drive vessels (powered DCV Class 4 & human powered).	For example, hire boats operated from North Arm. Cunninghame Arm (Lakes Entrance), includes paddle boats, kayaks, standup paddleboards. In general, those hiring are inexperienced and a potential significant impact is drowning. There have been hire boat incidents involving injury. Hire boats have been observed operating outside of their designated areas.	Controls are currently effective to the extent of GP knowledge. Monitor within available resources. Security cameras available in some locations. GP Marine Compliance Handbook controls:	√ Fire/ Explosion √ Pollution √ Vessel/ Plant impact √ Public safety √ Other (refer to Context)	√ Permit/ Licence system √ Notification to GP √ Public notice/ information √ Operator/ Licencee Plans O Control access		H	M	M	N/A	M	L
1.9.	Berthing & mooring (including marinas)	Some areas are access controlled. There was a significant fire at Progress Jetty Paynesville (2015). Derelict & abandoned vessels. Uncooperative/Aggressive persons. – there have been a number of incidents during 2019-2020 involving Uncooperative/Aggressive persons (customers and berth holders.)	Controls are currently effective to the extent of GP knowledge. Monitor within available resources. Security cameras available in some locations. Improvements to swing mooring management and CCTV system being implemented. Berth holder anti-social behaviour management is an issue. People living onboard introduces risk factors. Enforcement of berthing and mooring terms and conditions requires review. GP Marine Compliance Handbook controls:	√ Fire/ Explosion √ Pollution √ Vessel/ Plant impact √ Public safety O Other (refer to Context)	√ Permit/ Licence system O Notification to GP √ Public notice/ information O Operator/ Licencee Plans O Control access	On	H	H	M	M	M	M

Locations: GL = Gippsland Lakes, CI = Corner Inlet, AI = Anderson Inlet, SR = Snowy River, MA = Mallacoota.
Risk Ratings (refer to Risk Management Framework): H = High, M = Medium, L = Low

Risk Type: **In** – in water activities e.g. swimming, **On** – on waterway e.g. boating, **Over** – over water e.g. fishing from jetty, **Near** – adjacent to waterway

	Activity	Context *Summary of significant locations, known issues & incidents.*	Control Summary & References *"Measures & Strategies"*	Potential Key Impact Events	*Abbreviations:* *GL – Gippsland Lakes,* *CI – Corner Inlet & Port Albert,* *AI – Anderson Inlet,* *SR- Snowy River, MA- Mallacoota,* *Ww – all other GP managed waterways* Specific Key Controls *For additional details refer to Local Area Port Plans (under development).*	Risk Type	GL	CI	AI	SR	MA	Ww
1.10.	Vessel maintenance (on hardstand)	Activity conducted at Paynesville Boatyard, Bullock Island Boatyard, Slip Road Paynesville, Buckley's – Anderson Inlet, & Sale. **Port Master Planning** – Paynesville Slip road commercial operations present risk to public during vessel transfer operations.	Controls are currently effective to the extent of GP knowledge. Monitor within available resources. There is no monitoring of private / commercial sites by GP. GP Marine Compliance Handbook controls: EGS Slip Rd development project – there are implications for management of competing commercial and recreational activities into the future inclusive of a public maintenance jetty. Bullock Island vessel maintenance master planning required.	√ Fire/ Explosion O Pollution O Vessel/ Plant impact O Public safety O Other (refer to Context)	√ Permit/ Licence system √ Notification to GP O Public notice/ information O Operator/ Licencee Plans O Control access	Near	**M**	N/A	**M**		N/A	N/A
1.11.	Vessel maintenance (on water)	Across all areas. Refer to significant incident involving MAASBANKER (2013), Lakes Entrance. Working aloft and pollution issues.	Controls are currently effective to the extent of GP knowledge. Monitor within available resources. There is no monitoring of private / commercial sites by GP. GP Marine Compliance Handbook controls:	√ Fire/ Explosion √ Pollution O Vessel/ Plant impact O Public safety O Other (refer to Context)	√ Permit/ Licence system √ Notification to GP O Public notice/ information O Operator/ Licencee Plans O Control access	On	**H**	**H**	**L**	**L**	**M**	**L**
1.12.	Slipways Vessel maintenance	Slipways are located at Corner Inlet – Port Franklin & Port Welshpool, Paynesville Boatyard, Bury's Slipway and Mallacoota	Controls are currently effective to the extent of GP knowledge. Monitor within available resources. There is no monitoring of private / commercial sites by GP. GP Marine Compliance Handbook controls:	√ Fire/ Explosion √ Pollution O Vessel/ Plant impact O Public safety O Other (refer to Context)	√ Permit/ Licence system √ Notification to GP O Public notice/ information O Operator/ Licencee Plans O Control access	Over	**H**	**H**	N/A	N/A	**M**	N/A

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Risk Ratings (refer to Risk Management Framework): H = High, M = Medium, L = Low

Risk Type: In – in water activities e.g. swimming, **On** – on waterway e.g. boating,
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	Activity	Context *Summary of significant locations, known issues & incidents.*	Control Summary & References *"Measures & Strategies"*	Potential Key Impact Events	*Abbreviations:* *GL – Gippsland Lakes,* *CI – Corner Inlet & Port Albert,* *AI – Anderson Inlet,* *SR- Snowy River, MA- Mallacoota,* *Ww – all other GP managed waterways* Specific Key Controls *For additional details refer to Local Area Port Plans (under development).*	Risk Type	GL	CI	AI	SR	MA	Ww
1.13.	Construction & maintenance– maritime structures	Across all areas. Water activities causing boat wake around construction & maintenance sites is a significant hazard to workers. Public safety must also be taken into account in relation to access and lighting of structures. **Port Master Planning** – work barges in Squatters Row at Slip Rd, Paynesville – lack of available berthing.	Controls are currently effective to the extent of GP knowledge. Monitor within available resources. There is no monitoring of private / commercial sites by GP. GP Marine Compliance Handbook controls:	O Fire/ Explosion √ Pollution √ Vessel/ Plant impact √ Public safety √ Other (refer to Context)	√ Permit/ Licence system √ Notification to GP O Public notice/ information O Operator/ Licencee Plans O Control access	On	**H**	**M**	**L**	**L**	**L**	**L**
1.14.	Commercial fishing	This activity includes netting & prawning. Activity occurs in Gippsland Lakes, Corner Inlet, Mallacoota. Activity has increased in Corner Inlet. Overall commercial fishing decreased in the Gippsland Lakes and limited to commercial bait collection. There is a significant risk of entanglement due to low visibility of nets, crab pots and their associated tackle.	Controls are currently effective to the extent of GP knowledge. Monitor within available resources. Security cameras available in some locations. Commercial Fishing Code of Practice in place. GP Marine Compliance Handbook controls:	√ Fire/ Explosion √ Pollution √ Vessel/ Plant impact √ Public safety O Other (refer to Context)	√ Permit/ Licence system O Notification to GP O Public notice/ information √ Operator/ Licencee Plans O Control access	On	**L ↓**	**M**	**L**	**L**	**M**	L
1.15.	Government activities	GL – Paynesville VICPOL – Water Police operating vessel e.g. helimed exercises. Using CI – accessing Port Welshpool Depot facilities Fisheries, Parks Victoria. Also Catchment Management Authorities, Coastguard and SES operate within port waters.	Controls are currently effective to the extent of GP knowledge. Monitor within available resources. Security cameras available in some locations. GP Marine Compliance Handbook controls:	√ Fire/ Explosion √ Pollution √ Vessel/ Plant impact √ Public safety √ Other (refer to Context)	√ Permit/ Licence system √ Notification to GP O Public notice/ information √ Operator/ Licencee Plans √ Control access	Over	**M**	**M**	**L**	**L**	**L**	**L**

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	Activity	Context *Summary of significant locations, known issues & incidents.*	Control Summary & References *"Measures & Strategies"*	Potential Key Impact Events	*Abbreviations:* *GL – Gippsland Lakes,* *CI – Corner Inlet & Port Albert,* *AI – Anderson Inlet,* *SR- Snowy River, MA- Mallacoota,* *Ww – all other GP managed waterways* Specific Key Controls *For additional details refer to Local Area Port Plans (under development).*	Risk Type	GL	CI	AI	SR	MA	Ww
1.16.	Dredging	Ongoing GP dredging at GL – Lakes Entrance. EGS Dredging – Mallacoota. Intermittent dredging at various locations.	Controls are currently effective to the extent of GP knowledge. Monitor within available resources. Security cameras available in some locations. GLOA 10yr Dredging permits and consents renewals received GP Marine Compliance Handbook controls:	O Fire/ Explosion √ Pollution O Vessel/ Plant impact O Public safety O Other (refer to Context)	√ Permit/ Licence system O Notification to GP √ Public notice/ information √ Operator/ Licencee Plans √ Control access	On	M	N/A	N/A	N/A	L	N/A
1.17.	Surveys & research	This includes hydrographic & marine survey/ testing. May also include surveys using divers & dolphin research. Other agency surveys and studies in progress and planned ~~at~~ in GL and Corner Inlet at time of review. Various surveys and studies are completed as required to underpin permits and consent applications.	Controls are currently effective to the extent of GP knowledge. Monitor within available resources. Security cameras available in some locations. GP Marine Compliance Handbook controls:	O Fire/ Explosion O Pollution √ Vessel/ Plant impact √ Public safety O Other (refer to Context)	√ Permit/ Licence system √ Notification to GP O Public notice/ information O Operator/ Licencee Plans O Control access	In	L	L	L	L	L	L
1.18.	Retail activity	Includes: booking offices, cafes, restaurants, waterparks etc. Also sales from fishing vessels alongside.	Controls are currently effective to the extent of GP knowledge. Monitor within available resources. Security cameras available in some locations. GP Marine Compliance Handbook controls:	√ Fire/ Explosion √ Pollution O Vessel/ Plant impact O Public safety O Other (refer to Context)	√ Permit/ Licence system √ Notification to GP O Public notice/ information O Operator/ Licencee Plans O Control access	Over	L	N/A	N/A	N/A	N/A	N/A
1.19.	Commercial activities adjacent to port waters.	Includes: operation of marine terminals eg. Barry's Beach and Port Antony at Corner Inlet and Bury's Slipway, Paynesville – Slip Rd and Tambo Marine in Gippsland Lakes.	Controls are currently effective to the extent of GP knowledge. Monitor within available resources. Security cameras available in some locations. GP Marine Compliance Handbook controls:	√ Fire/ Explosion √ Pollution √ Vessel/ Plant impact √ Public safety O Other (refer to Context)	√ Permit/ Licence system √ Notification to GP √ Public notice/ information √ Operator/ Licencee Plans √ Control access	Near	M	H	N/A	N/A	N/A	N/A

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	Activity	Context *Summary of significant locations, known issues & incidents.*	Control Summary & References *"Measures & Strategies"*	Potential Key Impact Events	*Abbreviations:* *GL – Gippsland Lakes,* *CI – Corner Inlet & Port Albert,* *AI – Anderson Inlet,* *SR- Snowy River, MA- Mallacoota,* *Ww – all other GP managed waterways* Specific Key Controls *For additional details refer to Local Area Port Plans (under development).*	Risk Type	GL	CI	AI	SR	MA	Ww
1.20.	Events	Includes: Power boat races, sailing, paddling, pyrotechnic displays, Adventure races. Event size, complexity, & numbers increasing GL - Annual powerboat race, Paynesville Boat rally, Mitchell River rowing regatta.	Controls are currently effective to the extent of GP knowledge. Monitor within available resources. Note: Coastguard no longer provide event support. Security cameras available in some locations. GP Marine Compliance Handbook controls:	√ Fire/ Explosion √ Pollution √ Vessel/ Plant impact √ Public safety O Other (refer to Context)	√ Permit/ Licence system √ Notification to GP √ Public notice/ information √ Operator/ Licencee Plans √ Control access	On	H	L	L	H	L	L
1.21.	Autonomous Vessels	Includes: Remotely Operated Vessels and unmanned offshore vessels transiting through Port Waters. SG – Windfarm survey operations	GP Harbour Masters Directions provide specific risk controls including escort by DCV through Port Waters and Arrival/Departure notification. Vessels fitted with AIS.	O Fire/ Explosion √ Pollution √ Vessel/ Plant impact √ Public safety O Other (refer to Context) √ Navigation	√ Permit/ Licence system √ Notification to GP √ Public notice/ information √ Operator/ Licencee Plans √ Control access	On	L	M	N/A	N/A	N/A	N/A
2.0	**Public - Recreational**											
2.1	Fueling recreational vessels	These activities occur across GP Ports & waterways. Risk increases seasonally – high tempo during summer. At the time of review there have been recent pollution events as a result of this activity.	Controls are currently effective to the extent of GP knowledge. Monitor within available resources. Security cameras available in some locations. **Port Master Planning –** investigate additional on water fueling facilities. GP Marine Compliance Handbook controls:	√ Fire/ Explosion √ Pollution O Vessel/ Plant impact O Public safety O Other (refer to Context)	O Permit/ Licence system O Notification to GP √ Public notice/ information O Operator/ Licencee Plans O Control access	On	H	H	H	H	H	H
2.2	Operate powered vessels	These activities occur across GP Ports & waterways. Potentially inexperienced people operating high powered vessels in "holiday mode". All Gippsland Ports are bar ports making them hazardous to navigate. Fatalities have occurred during bar crossings. A significant number of	Controls are currently effective to the extent of GP knowledge. Monitor within available resources. Security cameras available in some locations. Liaise with Department regarding GP assistance	√ Fire/ Explosion √ Pollution √ Vessel/ Plant impact √ Public safety	√ Permit/ Licence system O Notification to GP √ Public notice/ information O Operator/ Licencee Plans	On	H	H	H	H	H	H

Locations: GL = Gippsland Lakes, CI = Corner Inlet, AI = Anderson Inlet, SR = Snowy River, MA = Mallacoota.
Risk Ratings (refer to Risk Management Framework): H = High, M = Medium, L = Low

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	Activity	Context *Summary of significant locations, known issues & incidents.*	Control Summary & References *"Measures & Strategies"*	Potential Key Impact Events	*Abbreviations:* *GL – Gippsland Lakes,* *CI – Corner Inlet & Port Albert,* *AI – Anderson Inlet,* *SR- Snowy River, MA- Mallacoota,* *Ww – all other GP managed waterways* Specific Key Controls *For additional details refer to Local Area Port Plans (under development).*	Risk Type	GL	CI	AI	SR	MA	Ww
		breakdowns and low scale SAR occurs. Moored vessel movement and river bank erosion due to boat wakes. Marine pests can be transferred by vessels. Sewage disposal for vessels are required.	for marine pest controls. **Port Master Planning -** limited sewage pump out stations. GP Marine Compliance Handbook controls:	O Other (refer to Context)	O Control access							
2.3	Operate PWC	These activities occur across GP Ports & waterways.	Controls are currently effective to the extent of GP knowledge. Monitor within available resources. Security cameras available in some locations. Variable messaging boards. GP Marine Compliance Handbook controls:	√ Fire/ Explosion √ Pollution √ Vessel/ Plant impact √ Public safety O Other (refer to Context)	√ Permit/ Licence system O Notification to GP √ Public notice/ information O Operator/ Licencee Plans O Control access	On	**H**	**H**	**H**	**H**	**H**	**H**
2.4	Operate human-powered vessels	These activities occur across GP Ports & waterways and include paddle craft, sail & surfboards. Drowning is a significant potential impact.	Controls are currently effective to the extent of GP knowledge. Monitor within available resources. Security cameras available in some locations. Variable messaging boards. GP Marine Compliance Handbook controls:	O Fire/ Explosion O Pollution √ Vessel/ Plant impact √ Public safety O Other (refer to Context)	O Permit/ Licence system O Notification to GP √ Public notice/ information O Operator/ Licencee Plans O Control access	On	**H**	**H**	**H**	**H**	**H**	**L**
2.5	Outdoor education	Includes school camps and all types of vessels. High level of activity around Banksia Peninsula location. GP provides school education programs ~~annually~~ usually during term 4 ~~Nov- Dec~~. Drowning is a significant potential impact.	Controls are currently effective to the extent of GP knowledge. Monitor within available resources. Security cameras available in some locations. GP Marine Compliance Handbook controls:	O Fire/ Explosion O Pollution √ Vessel/ Plant impact √ Public safety O Other (refer to Context)	O Permit/ Licence system O Notification to GP √ Public notice/ information O Operator/ Licencee Plans O Control access	On In	**H**	**H**	**H**	**H**	**H**	**H**

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2.6	Recreational Vessel maintenance (on water)	Across all areas. Working aloft and pollution issues. Public exposure can be greater due to less site access control at public wharves & jetties.	Controls are currently effective to the extent of GP knowledge. Monitor within available resources. Security cameras available in some locations. GP Marine Compliance Handbook controls:	√ Fire/ Explosion √ Pollution O Vessel/ Plant impact √ Public safety O Other (refer to Context)	O Permit/ Licence system O Notification to GP √ Public notice/ information O Operator/ Licencee Plans O Control access	On	H	H	M	M	M	L
2.7	Berthing & mooring	These activities occur across GP Ports & waterways. Access is controlled at some berths. Derelict & abandoned vessels. Uncooperative/Aggressive persons. – there have been a number of incidents during 2019-2020 involving uncooperative/aggressive persons (customers and berth holders.)	Controls are currently effective to the extent of GP knowledge. Monitor within available resources. Security cameras available in some locations – upgrades in progress. GP Marine Compliance Handbook controls:	√ Fire/ Explosion √ Pollution √ Vessel/ Plant impact √ Public safety O Other (refer to Context)	√ Permit/ Licence system O Notification to GP √ Public notice/ information O Operator/ Licencee Plans √ Control access	On	H	H	M	M	M	L
2.8	Recreational activities from maritime structures and/or foreshore	Diving/ swimming from structures is <u>not permitted</u>, however, this still occurs but appears to be decreasing. Known areas of risk include AI- Inverloch boat ramp-jetty where there have been near misses between swimmers & vessels. Also: Cunninghame Quay and Progress jetty. Other risk areas - Bullock Island - fishing & crabbing Reeves Landing, Marlo Jetty – fishing. CI - hunting at Snake Island. Drowning is a significant potential impact.	Advocate for improved infrastructure which separates swimmers & vessels. Monitor within available resources. Security cameras available in some locations. GP Marine Compliance Handbook controls:	O Fire/ Explosion O Pollution O Vessel/ Plant impact √ Public safety √ Other (refer to Context)	O Permit/ Licence system O Notification to GP √ Public notice/ information O Operator/ Licencee Plans O Control access	Near	H	M	H	L	L	L
2.9	Recreational activities from vessels e.g. fishing, towed water sports etc	These activities occur across GP Ports & waterways. Known hot spots are: North Arm, Cunninghame Arm, The Barrier, Eagle Bay, Dawsons Cove, Bunga Arm, Lake Tyers and Snowy River. Drowning is a significant potential impact. Potential for rock fishing drownings. Steady incremental increase in towed water sports noted.	Controls are currently effective to the extent of GP knowledge. Monitor within available resources. Security cameras available in some locations. GP Marine Compliance Handbook controls:	O Fire/ Explosion O Pollution √ Vessel/ Plant impact √ Public safety √ Other (refer to Context)	O Permit/ Licence system O Notification to GP √ Public notice/ information O Operator/ Licencee Plans O Control access	On	H	H	H	H	H	H

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Risk Type: **In** – in water activities e.g. swimming, **On** – on waterway e.g. boating, **Over** – over water e.g. fishing from jetty, **Near** – adjacent to waterway

	Activity	Context *Summary of significant locations, known issues & incidents.*	Control Summary & References *"Measures & Strategies"*	Potential Key Impact Events	*Abbreviations:* *GL – Gippsland Lakes,* *CI – Corner Inlet & Port Albert,* *AI – Anderson Inlet,* *SR- Snowy River, MA- Mallacoota,* *Ww – all other GP managed waterways* Specific Key Controls *For additional details refer to Local Area Port Plans (under development).*	Risk Type	GL	CI	AI	SR	MA	Ww
2.10	Swimming, diving, snorkeling – in water activities.	These activities occur across GP Ports & waterways. Drowning is a significant potential impact.	Controls are currently effective to the extent of GP knowledge. Monitor within available resources. Security cameras available in some locations. GP Marine Compliance Handbook controls:	O Fire/ Explosion O Pollution √ Vessel/ Plant impact √ Public safety √ Other (refer to Context)	O Permit/ Licence system O Notification to GP √ Public notice/ information O Operator/ Licencee Plans O Control access	In	M	M	M	M	M	M
2.11	Air activities	Includes: flyovers by Airforce, para gliding, hang gliding, drone operations etc Lakes Entrance airfield in close proximity to Gippsland Lakes. GP HM authorisation required for seaplane operations. RAAF – Dutson Bombing Range extends into Lake Wellington, Gippsland Lakes.	Controls are currently effective to the extent of GP knowledge. Monitor within available resources. Security cameras available in some locations. GP Marine Compliance Handbook controls:	√ Fire/ Explosion √ Pollution √ Vessel/ Plant impact √ Public safety O Other (refer to Context)	O Permit/ Licence system √ Notification to GP O Public notice/ information √ Operator/ Licencee Plans O Control access	Over	H	L	L	L	L	L
3.0	**GP Operations**	Refer to: SEMP and GP Environment, Health & Safety Management System, Gippsland Maritime Emergency Plan and the Maritime Security Plan for the Port of Corner Inlet and Port Albert.	Controls are currently effective. Ongoing improvements made to Site Safety & Environment Management. Maritime Security Plan updated and approved– valid for 5 years.	√ Fire/ Explosion √ Pollution √ Vessel/ Plant impact √ Public safety √ Other (refer to Context)	Refer to SEMP and GP Environment, Health & Safety Management System.	In On Over Near	M	M	L	L	L	L

Locations: GL = Gippsland Lakes, CI = Corner Inlet, AI = Anderson Inlet, SR = Snowy River, MA = Mallacoota.
Risk Ratings (refer to Risk Management Framework): H = High, M = Medium, L = Low

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Policy Number: **3.2**
Date of Current Issue: **26/08/2025**
Date of Next Review: **2028**

3.2 SAFETY POLICY

1. INTRODUCTION

Gippsland Ports policies establish organisational standards and provide a reference guide for Board members and Gippsland Ports officers to make reasoned, consistent and lawful decisions in managing Gippsland Ports operations and activities.

Gippsland Ports policies guide the development of processes, procedures, and practices which indicate how policy will be implemented.

2. PURPOSE

The policy informs and guides Gippsland Ports in providing a work environment which provides a safe workplace for employees, contractors, customers and visitors.

It supports an effective safety culture within Gippsland Ports and a safety-first approach to all operations.

3. SCOPE

This policy applies to all Gippsland Ports employees, contractors, customers and visitors. It applies to all activities in Gippsland Ports workplaces including facilities, vessels, plant and locations where Gippsland Ports' employees are working.

This policy is a statement of Gippsland Ports intentions and principles in relation to its overall health and safety performance and provides the direction for action and for setting safety objectives and targets.

4. POLICY STATEMENT

Gippsland Ports will provide and maintain a safe workplace, including ensuring health is not adversely affected by activities undertaken in Gippsland Ports workplaces and work sites, for employees, contractors, customers, visitors and members of the public. This commitment is supported by applying the following principles:

- Work is never so urgent or important that time cannot be taken to complete it safely.
- Everyone is obligated, and has the courage, to raise concerns about physical and psychological hazards and unsafe work.
- All injuries are preventable.
- All employees are accountable and responsible for safety.
- Employee and contractor commitment and cooperation is essential for safety.
- Excellence in safety leads to excellence in providing services.

This policy will be implemented by:

- Facilitating co-operation on Environment, Health & safety (EHS) matters at the EHS Committee to assist with:
    - Instigating, developing and carrying out measures designed to ensure the health and safety, and
    - Formulating, reviewing and disseminating (in other languages if appropriate) the standards, rules and procedures relating to health and safety.
- Applying a safety-first approach in all areas of our operations.
- Monitoring Gippsland Ports systems and operations by establishing targets to drive progress towards best practice safety across the organisation.
- Ensuring that employees receive information and training to enable them to identify, understand and contribute to controlling workplace hazards.
- Recognising safety obligations as a shared responsibility, in which all employees, contractors, customers and visitors have a role to play.
- Ensuring that employees, contractors, customers and visitors are informed of workplace hazards they may be exposed to, and
- Making everyone in the workplace aware of their obligation to comply with Gippsland Ports- safety policy and procedures.

The effective implementation of this policy will maintain and further develop a culture of safety within the organisation, a culture that will sustain best practice.

5. DEFINITIONS

- **Safety data** includes incident and injury information, training and induction information, progress against plans, inspections, and investigations outcomes.
- **Workplace**: as defined in the OHS Act 2004 (VIC), Version 045, effective 06/08/2025

6. REFERENCES AND SUPPORTING DOCUMENTS

6.1 APPLICABLE LEGISLATION

- OHS Act (VIC) 2004
- OHS Regulations (VIC) 2017

6.2 RELATED POLICIES AND PROCEDURES

- Vessel Environment, Health and Safety Policy
- Risk and Compliance Policy
- Employee Health and Wellbeing Policy and Procedure
- Personal Conduct in the Workplace Policy

6.3 RELATED DOCUMENTS

- Safety and Environment Management Plans.
- Gippsland Ports Environment, Health & Safety Management System (MAINSTAY Program).

7. GOVERNANCE

Policy Type	Board - Operational
Policy owner: Prepared by: Reviewed by:	Chief Executive Officer Risk and Compliance Manager Environment Health & Safety (EHS) Committee
Approved by: Date Approved:	Board 26/08/2025
Next Review date	2028
Content enquiries	Risk and Compliance Manager

Policy Number: **4.1**
Date of Current Issue: **August 2024**
Date of Next Review: **2027**

4.1 ENVIRONMENT POLICY

1. INTRODUCTION

Gippsland Ports policies establish organisational standards and provide a reference guide for Board members and Gippsland Ports officers to make reasoned, consistent and lawful decisions in managing Gippsland Ports operations and activities.

Gippsland Ports policies guide the development of processes, procedures, and practices which indicate how policy will be implemented at the practical level.

2. PURPOSE

This policy is a statement of Gippsland Ports' intentions and principles in relation to our environmental performance and provides guidance for action and the setting of environmental objectives and targets.

3. SCOPE

The policy applies to all Gippsland Ports' functions and operations, including contributions to regional environmental management.

4. POLICY STATEMENT

Gippsland Ports acknowledges the significant and diverse values of the natural environment in which it operates, and will take all reasonable steps to prevent harm to these values in the discharge of our port management duties.

Gippsland Ports is committed to operating in accordance with relevant environmental statutory requirements in a manner that includes and respects environmental values and sustainability for the benefit of present and future generations.

We will aim to go beyond legislative obligations to ensure, where opportunities exist, best practice environmental management is implemented.

Gippsland Ports will so far as is reasonably practicable:

- minimise the environmental impacts of our operations, fulfil our environmental responsibilities and plan for and adapt to changes in the environment.
- identify where actions may lead to environmental impacts and implement and/or participate in programs to reduce, the impacts of such actions.
- work in partnership with the community and regional organisations to enhance port and waterway environmental quality, while respecting cultural, social and economic values

This policy will be implemented by:

- engaging with key agencies and stakeholders to respond to environmental matters of mutual interest and supporting regional environmental management initiatives.
- complying with relevant environmental legislation, regulations and policies and other leading practice requirements to which Gippsland Ports subscribes;
- ensuring our employees, contractors, customers, visitors, and the public are aware of their environmental responsibilities;
- improving our environmental performance through setting and reviewing measurable objectives and targets;
- regularly assessing and auditing our environmental performance and the effectiveness of our environmental management systems;
- prevent pollution; minimise waste and greenhouse gas emissions; and minimise our consumption of energy, water and natural resources;
- ensuring that climate change adaptation policy is developed, reviewed and implemented.

5. DEFINITIONS

NIL

6. REFERENCES AND SUPPORTING DOCUMENTS

6.1 APPLICABLE LEGISLATION

- Environment Protection Act (VIC) 2017
- Pollution of Waters by Oils and Noxious Substances Act 1986 (POWBONS)

6.2 RELATED POLICIES AND PROCEDURES

- Gippsland Ports Environmental, Health & Safety Management MAINSTAY Program

6.3 RELATED DOCUMENTS

- Gippsland Ports Safety and Environment Management Plan (SEMP)
- Gippsland Ports Environmental, Health & Safety Management MAINSTAY Program

7. GOVERNANCE

Policy Type	Board - Strategic
Policy owner: Prepared by:	Board and Chief Executive Officer Risk and Compliance Manager
Approved by: Date Approved:	Board August 2024

Next Review date	2027
Content enquiries	Risk and Compliance Manager

8. GENDER IMPACT ASSESSMENT

The Environmental Policy has considered the Gender Equality Act 2020 and it has been determined that the policy is not impacted by this Act. The policy has been assessed as not requiring a Gender Impact Assessment (GIA).

The policy is purely administrative in its nature and does not benefit any one gender group over any other

RECORD OF REVISION

Rev	Change	Author	Review & Consultation	Date
9.0	Annual review of activities, ratings adequacy of controls, and Incidents for year.	D.Rose	David Rose (Risk & Compliance Manager), David Holding (Executive Manager Maritime Services). Bevis Hayward (Harbour Master), David Talko-Nicholas (Marine Officer), David Ashworth (Marine Officer), Lindsay Grigg (EHS Officer), Shayne Clarke (EG Port Manager), Gavin McCoach (Acting SG Port Manager)	30/6/26
8.0	Annual review of activities, ratings adequacy of controls, and Incidents for year. Public safety included as a key impact event (from 2025 SEMP audit).	D.Rose	David Rose (Risk & Compliance Manager), David Holding (Executive Manager Maritime Services). Bevis Hayward (Harbour Master), David Talko-Nicholas (Marine Officer), David Ashworth (Marine Officer), Brett Wiles (EHS Officer), Shayne Clarke (EG Port Manager), Jakeb Griffin (SG Port Manager) 2025 SEMP auditor	30/6/25
7.0	Annual review of activities, ratings adequacy of controls, and Incidents for year.	D.Rose	David Rose (Risk & Compliance Manager), David Holding (Executive Manager Maritime Services). Bevis Hayward (Harbour Master), David Talko-Nicholas (Marine Officer), David Ashworth (Marine Officer), Brett Wiles (EHS Officer), Shayne Clarke (EG Port Manager), Jakeb Griffin (SG Port Manager), Greg Hatt	16/1/24
6.0	Annual review of activities, ratings adequacy of controls, and Incidents for year.	D.Rose	David Rose (Risk & Compliance Manager), David Holding (Executive Manager Maritime Services). Bevis Hayward (Harbour Master), David Talko-Nicholas (Marine Officer), David Ashworth (Marine Officer), Brett Wiles (EHS Officer), Shayne Clarke (EG Port Manager), Jakeb Griffin (SG Port Manager),	27/3/23
5.0	Annual review of activities, ratings adequacy of controls, and Incidents for year.	D.Rose	David Rose (Risk & Compliance Manager), David Holding (Executive Manager Maritime Services). Bevis Hayward (Harbour Master), David Talko-Nicholas (Marine Officer Team Leader), Brett Wiles (EHS Officer), Shayne Clarke (EG Port Manager), Jakeb Griffin (SG Port Manager).	14/2/22
4.0	Port Activity Risk Register – annual review of activities, ratings adequacy of controls, and Incidents for year.	D.Rose	David Rose (Risk & Compliance Manager), David Holding (Executive Manager Maritime Services). Bevis Hayward (Harbour Master), David Talko-Nicholas (Marine Officer Team Leader), David Ashworth (Marine Officer). GP Management Team.	13/4/21
3.0	Port Activity Risk Register – reviewed activities, ratings adequacy of controls, and Incidents for last two years.	D.Rose	David Rose (Risk & Compliance Manager), David Holding (Executive Manager Maritime Services). Bevis Hayward (Harbour Master), David Talko-Nicholas (Marine Officer Team Leader), David Ashworth (Marine Officer).	2/3/20
2.0	SEMP feedback incorporated – 2.2 vessel wake	D.Rose	External feedback.	17/4/19
1.0	Assessment workshop.	D.Rose	David Rose (Risk & Compliance Manager), David Holding (Executive Manager Maritime Services). Bevis Hayward (Harbour Master), David Talko-Nicholas (Marine Officer Team Leader), David Ashworth (Marine Officer).	18/11/18

Locations: GL = Gippsland Lakes, CI = Corner Inlet, AI = Anderson Inlet, SR = Snowy River, MA = Mallacoota.
Risk Ratings (refer to Risk Management Framework): H = High, M = Medium, L = Low

Risk Type: **In** – in water activities e.g. swimming, **On** – on waterway e.g. boating, **Over** – over water e.g. fishing from jetty, **Near** – adjacent to waterway