

The Port of Lorne



Safety and Environment Management Plan

Document Title:

Port of Lorne – Safety and Environment Management Plan

Document Status and Reference:

The Port of Lorne Port Manager (Caleb Hurrell) is authorised to make revisions to this plan.

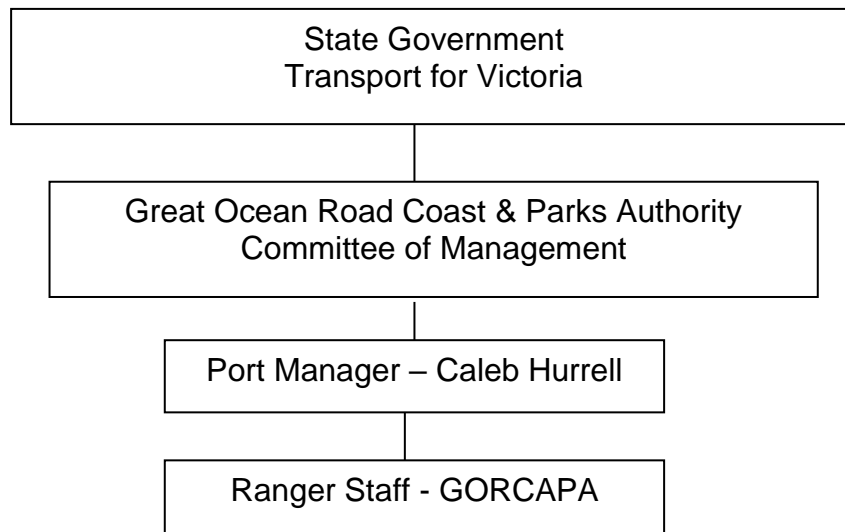
Revision Code	Date Revised	Sections revised	Author
Version 1	25 May 05		Tony Flynn
Version 2	9 August 05	1.10, 1.12, 2, 3.5, 6, 6.1	Tony Flynn
Version 3	4 April 07	1.2, 1.9, 1.11, 3.1, 3.2, 5, 6, 7.1, 7.5	Rod Goring
Version 4	30 June 2008	1.2, 1.5, 1.6, 1.7, 1.9, 1.12, 2, 3.1, 3.4, 4.1, 5, 6, 7.1, 7.3, 7.4, 7.5, 8, 10, 11, App's 1a, 1b, 2, 3, 4	Rod Goring
Version 5	15 December 2010	1.2, 1.9, 1.11, 1.12, 3.4, 3.6, 4.1, 4.2, 6, 7.4, 7.5, 8, 9, 11, App 2	Mike Bodsworth (Acting Port Manager)
Version 6	30 January 2013	1.7,1.9, 1.12, 2, 2.1, 2.3, 3.4, 3.5, 4.2, 4.4, 4.5, 5, 6, 6.1, 7, 7.6, 8, 9, 11	Rod Goring
Version 7	16 February 2016	TSV version unsure of revisions	Rod Goring
Version 8	28 November 2016	1.2, 1.5, 1.7, 1.9, 1.11, 1.12, 2, 2.1, 2.1, 2.3, 3.1, 3.2, 3.4, 4.1, 3, & 7.1	Caleb Hurrell
Version 9	16 February 2018	1.2, 1.7, 1.9	Caleb hurrell
Version 10	18 March 2021	1.1, 1.2,1.3, 1.5, 1.8, 2.0, 2.1, 2.2, 4, 5, 6, 7, 8, 9	Caleb Hurrell

Part 1 - Executive Summary

1.1 Aim of the Safety and Environment Management Plan

Great Ocean Road Coast and Parks Authority (GORCAPA) utilises this plan as a management tool to systematically examine the full scope of activities in it's the Port of Lorne and to ensure that all significant safety and environmental risks are identified and controlled.

1.2 Port Organisational Structure



1.3 Plan Endorsement by Port Management

The Great Ocean Road Coast and Parks Authority has endorsed the SEMP.

1.4 Safety and Environment Values Statement

The operation and management of the Port of Lorne is to be conducted in such a manner as to ensure the safety and well being of all port users and to ensure that Port activities do not adversely impact on the environment of the Port or adjacent waters.

1.5 Description of Port

The Port of Lorne encompasses the Lorne Pier, an old boat ramp and staircase, the remnant of the original pier, surrounding waters (50 metres around the original pier) and shoreline. The Port also consists of land adjoining the pier which is currently occupied by the Lorne Angling Club. Victorian government Gazette G49 December 1988 . A revision of Port boundaries is pending subject to approvals, the SEMP will be updated if this occurs.

1.6 Key Activities

Recreational fishing and promenading are the two key activities that currently take place at the Port of Lorne. The original pier was used extensively for the storage and launching of Cousta boats for the local commercial fishing fleet. The fleet has now been reduced to a single land based operation, targeting flake and scale fish.

1.7 Major Stakeholders

The following is a list of stakeholders; tenants, licensees and service providers to the Port:

- Pier Restaurant
- Lorne Aquatic and Angling Clubs
- Department of Transport, Transport for Victoria
- Department of Jobs, Precincts and Resources
- Department of Environment Land Water and Planning
- Port of Melbourne

1.8 Overview of the SEMP Process

Considering the size and responsibilities of the port, it was considered appropriate that the port manager carry out the majority of risk identification and control mechanisms associated with the production of the Port of Lorne's SEMP.

The identification of risks and hazards was based on the Port Activity Map which lists the possible uses of the port.

The impact of the identified risks and hazards was assessed using a risk assessment process based on the Australian Standard Risk Analysis Process.

Great Ocean Road Coast and Parks Authority undertakes an annual review of this plan. In the event of any significant change in activity within the Port, the Plan is adjusted accordingly. An external and independent review takes place every three years.

1.9 Hazards/Risks and Prevention and Reduction Measures

Risk	Consequence	Likelihood	Risk Rating	Controls	Residual Risk
SAFETY					
Boating accident (deficient or no safety equipment)	5	D	High	Circulate safe boating information, TSV to check compliance	Medium
Boating accident (deficient or no signage/ nav aid)	5	D	High	Check nav aids/signage, 5 knot sign on lower landing, TSV boating safety sign erected at sand ramp	Medium
Swimming (strong currents, lack of experience)	5	D	High	Signage, life buoys	Medium
Boating / Jet Skiing / Sailing / Canoeing / Surf Skiing / Sea Kayaking / Wind Surfing / Kite Surfing	5	E	High	Check nav aids/signage, circulate safe boating information, police response to dangerous activities, TSV to check compliance	Medium
Swimming (recreational)	5	E	High	Signage, life buoys	Medium
Swimming (organised event)	5	E	High	Event Management Plan Exclusion zones via TSV	Medium
Diving and jumping off pier	4	D	High	Signage, life buoys	Medium
Snorkelling	4	D	Medium	Life buoys, ladders, signage to deter dumping of fish	Low
Promenading (on pier)	4	D	Medium	Monthly risk assessment	Low
Sitting	4	E	Medium	Life Buoys, ladders, rail over shallow waters	Low
Vehicle operations & movements (on pier)	4	C	High	Lock barrier, life buoys, ladders, JSEAs, supervision, adherence to load capacity specifications	Medium
Fire (from charcoal burner)	2	D	Low	Patrols	Low
Bike riding (collision or fall)	3	C	Medium	Dismount signage and patrols	Low
Environmental					
Marine Pests	4	E	Medium	Liaise with Apollo Bay Port and DEDJTR to determine monitoring protocol	Low

Port of Lorne – Safety & Environment Management Plan
Version 10

Oil Spill	4	E	High	Victorian Marine Pollution Contingency Plan, assistance from Apollo Bay	Medium
Harm to wildlife from fishermen	2	B	Medium	Signage and request for Fisheries Patrols	Low

1.10 Consultation

The Port of Lorne SEMP was developed with the participation of GORCC Committee members and managers (preceding GORCAPA), WorkSafe, Environment Protection Authority, Lorne Surf Life Saving Club, Lorne Aquatic Club, and Pier Restaurant were also consulted during the production of this plan.

1.11 Contact Person

The accountable people at Great Ocean Road Coast Committee who are responsible for managing queries relating to the management plan are:

Mr Caleb Hurrell

Coastal Manager
Great Ocean Road Coast Committee
Phone – (03) 52 20 5023
Mobile – 0458 844 697

Mr Nick John

Leading Hand (Acting)
Great Ocean Road Coast Committee
Mobile –0458 721 430

1.12 Plan Endorsement

The Port of Lorne Safety and Environment Plan is endorsed by:

Port Manager, Great Ocean Road Coast Committee

Name - Caleb Hurrell

Signature -



Date – 18th March 2021

Part 2 - Introduction

In early 2000 the Minister for Ports announced that Professor Bill Russell was to undertake a review of Victorian port reform. The subsequent report, *The Next Wave of Port Reform in Victoria 2001*, recommended a number of changes aimed at improving the efficiency of Victorian ports. The Government's response to the Russell Report was to commit to a range of actions across aspects of port management including safety and environmental management.

The *Port Services Act 1995* (now *Port Management Act 1995*) was amended in 2003 and included in part 6A the requirement for port managers to prepare Safety Management Plans and Environment Management Plans. The Port of Lorne prepared both together in this Safety and Environment Management Plan (SEMP).

The SEMPs were written to be working documents, identifying all significant risks involved in the spectrum of port activities and detailing the Port's actions to control them. This enabled smoother integration of the different safety and environment regulatory regimes that currently apply.

The SEMPs are updated annually and reviewed externally every three years. The Port of Lorne underwent a Department of Transport audit in 2019 to assess the extent to which the implementation of the management plan achieved the safety and environment management planning objectives set out in the Port Management Act.

In July 2010 responsibility for local port management passed from the Department of Sustainability and Environment to the Department of Transport. The Great Ocean Road Coast Committee remained the local port manager for Port of Lorne. On 1st December 2020 GORCC became a part of the Great Ocean Road Coast and Parks Authority. The daily operation of the port is overseen by the Port Manager, Caleb Hurrell.

The *Ministerial Guidelines: Port Safety and Environment Management Plans* were revised in November 2012 and required the addition of Key Performance

Indicators (KPIs) and an annual SEMP Report from the Port Managers. While these additional tools will enable the Department of Transport to better monitor the port manager's performance on safety and environmental issues, the shortness of the preparation period between the Guideline's release and external audit in February 2012 should be noted. The Port of Lorne has endeavoured to meet the additional requirements within the required timeframe.

The Port of Lorne SEMP was reviewed on completion of the new pier and circulated to key stakeholders for comment prior to certification. Throughout the SEMP implementation process port management has taken reasonable steps to involve all tenants, licensees and service providers as participation of organisations is a key element in the successful development and implementation of the SEMP.

2.1 Port functions

The Great Ocean Road Coast and Parks Authority manages the Port of Lorne on behalf of the Department of Transport.

Great Ocean Road Coast and Parks Authority was appointed under the *Port Management Act 1995* to be the port manager for the Port of Lorne and under this Act has the following functions:

- To manage the operations of the port, particularly with respect to shipping and boating activities in the port, with a view to ensuring that those operations are carried out safely, efficiently and effectively;
- To provide, develop and maintain port facilities, including wharves, jetties, slipways, breakwaters, moorings, buildings and vehicle parks;
- To provide, develop and maintain, in accordance with any relevant standards developed by the Director of Transport Safety, navigational aids in the port;
- To carry out the functions and powers of a local authority in respect of any State waters within the port;
- To provide, develop and maintain, in accordance with any relevant standards developed by the Director of Transport Safety, navigation channels in the port;
- To manage the operations of the port, and the construction and operation of port facilities and navigation channels in a manner that minimises the risk of environmental damage;
- To participate in the control of marine and land pollution in the port as a relevant statutory authority under the Victorian component of the National Plan to Combat Pollution of the Sea by Oil and Other Noxious and Hazardous Substances;
- To allocate and manage moorings and berths in the port;
- To exercise any other functions of the port manager of a local port under the *Port Management Act* or any other Act
- To undertake dredging as per Section 44E of the *Port Management Act 1995*.

The *Port Management (Local Ports) Regulations 2015* gives the port manager the power to authorise activities such as:

- Setting aside areas in which a specified activity is permitted;
- Prohibiting or restricting activities or access to certain areas;
- Fishing related activities;
- Movement of vessels, goods or other things;
- Discharge of explosives or fireworks
- Commercial activities;
- Special events e.g., triathlons, yachting regattas and the like;
- Carrying out of works;
- Mooring, berthing and anchoring of vessels in local port waters.

2.2 The Port of Lorne Safety and Environment Policy

The Great Ocean Road Coast and Parks Authority is a State Government Authority established under the *Great Ocean Road Environs Protect Act 2020*, appointed by the Minister responsible for the *Port Management Act 1995* to manage the Port of Lorne.

The Port of Lorne has introduced a Safety and Environmental Policy that is in line with the policy of the Great Ocean Road Coast and Parks Authority. The Policy states:

- The Great Ocean Road Coast and Parks Authority employs staff to manage, maintain and improve the crown land reserves and Port of Lorne that have been assigned to it.
- The health and safety of all employees, contractors and visitors to the Port of Lorne is of vital concern and importance to the Authority.
- By means of a consultation, regular communication and co-operation, all staff of the foreshore including management, have a role in identifying hazards and actively working to eliminate or reduce the risk of injury.
- The Great Ocean Road Coast and Parks Authority will through its management and staff performance procedures implement and maintain a system of hazard identification, risk assessment and control of risk processes that may affect the health and safety of any staff member, contractor or visitor to the Port of Lorne.
- Key staff and safety representatives will be trained to equip them with the adequate knowledge to identify, assess and control risks in the various operational areas of the Port including manual handling, operation and maintenance of plant, confined spaces, hazardous substances, noise and first aid.

- All new staff will undergo an induction program that will include a comprehensive written and practical induction in safe work practices and hazard identification.
- Systems of recording incidents and accidents, staff training and induction, maintenance of equipment and vehicles and safety checks will be maintained.
- A culture of continuous improvement will be adopted.

The Port of Lorne also recognises the safety and environmental planning objectives stated in the *Port Management Act 1995* S91CA. The objectives are:

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

2.3 The Port of Lorne Key Performance Indicators and Annual Report

The *Ministerial Guidelines: Port Safety and Environment Management Plans* were revised late in 2012 and required the addition of Key Performance Indicators (KPIs) from the Port Managers. The KPIs will be used by the port managers to assess the extent to which implementation of the management plan achieves the safety and environment management planning objectives set out in section 91CA of the *Port Management Act 1995*.

The overall effectiveness of this management plan in achieving the safety and environmental performance outcomes (including KPI's below) will be assessed from 2013 in an annual SEMP report to the Minister and any bodies prescribed by the regulations as directed by the *Port Management Act 1995* S91HB.

The KPIs for the Port of Lorne are:

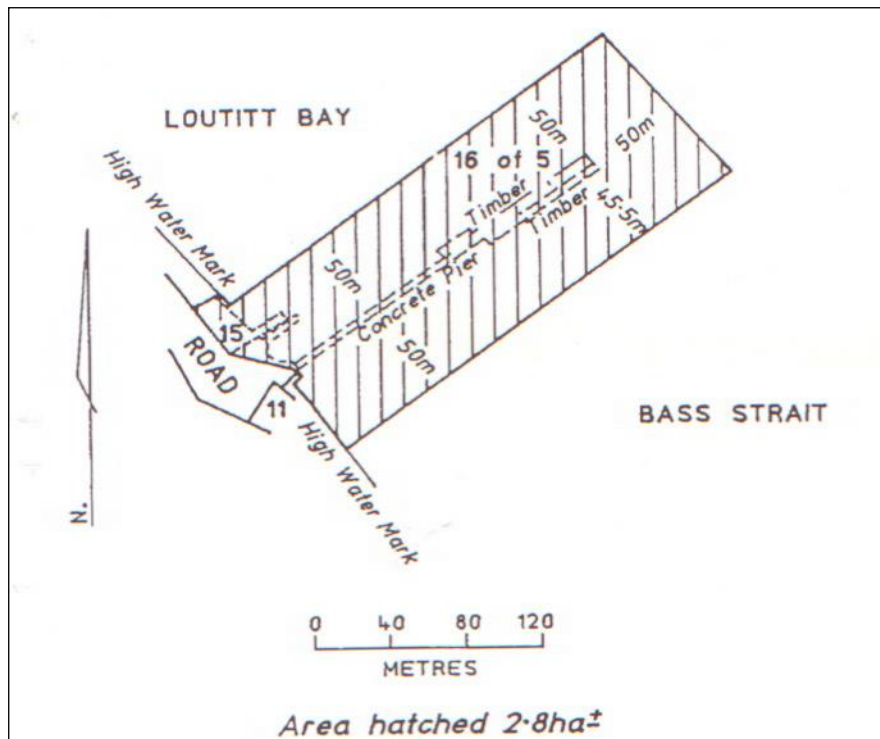
	KPI	Management Strategy
1	Ensure proper functioning of Navigation Aids – Availability target of 99% for category 2 AtoN	Weekly navaid reporting Notification from public 6 monthly reporting to Maritime Safety Victoria
2	Timely completion of incident form – within 7 days of incident notification	Complete incident forms (Appendices 3 or 4) and submit to Maritime Safety Victoria as soon as feasible

3	Handrail and ladders clean and secure – adequate 95% of the time or greater	Bi-monthly maintenance check Notification from public
4	Public lighting – functioning 90% of the time or greater	Bi-monthly lighting check Notification from public

Part 3 – Description of Port Areas

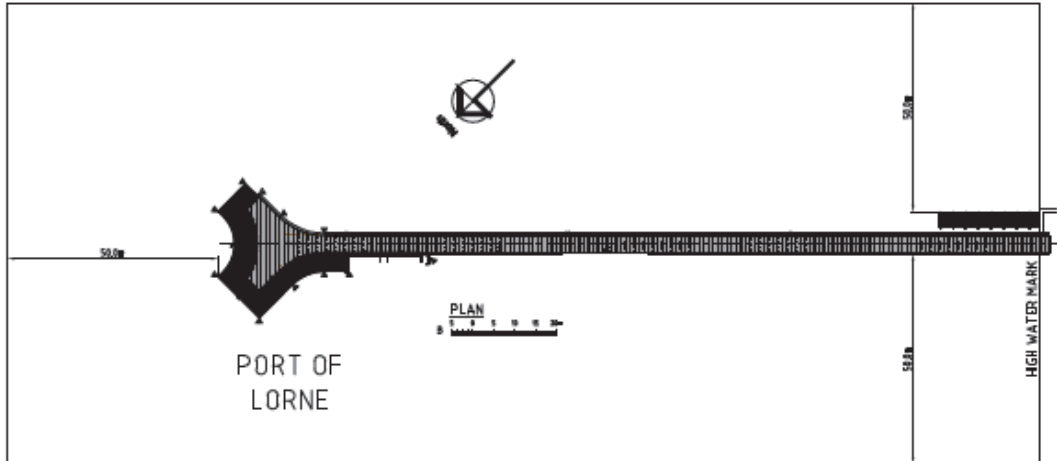
3.1 Area Applicable to this Management Plan

The area that is covered by this Safety and Environment Management Plan is within the boundary of the gazetted Port (see Figure below).



The original pier has since been removed and replaced with the structure below though the port waters remain the same.

Port of Lorne – Safety & Environment Management Plan
Version 10



The Port of Lorne encompasses the new pier, the remnant of the original pier and the surrounding 50m of water. It also includes an old boat ramp, old access stairs and the land adjoining the pier which is currently occupied by the Lorne Angling Club. The Lorne Pier is a 198 metre timber and concrete structure located at Point Grey, Lorne. The current pier was constructed in 2007.



3.2 Port Assets

The Port of Lorne consists of the following assets:

Fixed Assets – The remnant of the old pier and the new Lorne Pier including public lighting

Navigation Aid – Electric and solar powered navigation sector light on the end of pier

Tide Gauge - Tide gauge and housing of gauge for the Port of Melbourne Authority. The gauge is located below the main deck

3.3 Port Operations

Formerly the pier was used extensively for the storage and launching of Cousta boats for the local commercial fishing fleet. The fleet has now been reduced to a single land based operation targeting flake and scale fish.

Today, the Port is popular with recreational fisherman and promenading visitors. The Port is also important for the starting point for the annual Pier to Pub Swim.

3.4 Key Stakeholders at the Port

The Lorne Aquatic and Angling Club is located within the port area of management. The Pier Restaurant are located outside the port area and are considered stakeholders. Other stakeholders are the Department of Transport and the Department of Environment Land Water and Planning

The following outlines the major licenses that operate alongside the Port of Lorne.

Pier Restaurant

Licensee: Spiros and Angelo Gazis
Phone: (03) 52891119

Located on the eastern end of the above building, the business services the general public, providing a licensed restaurant with outdoor and enclosed dining areas. The business operates all year round, with the exception of Christmas Day.

Lorne Aquatic & Angling Club

Club President: Graeme Norton
Phone: (0421 992 207

Located on the northern side of the pier entrance, the Aquatic Club is inside the Port boundaries. Operating under a lease the club holds a licence for the sale and consumption of alcohol and has a large local social membership. The club contains a marine band radio and a small timber and concrete boat

ramp. The Lorne Aquatic and Angling Club manage the ramp which is situated inside the Port boundary.

3.5 Original Stakeholder Consultation

The following stakeholders had the opportunity to make comment on the Port of Lorne SEMP prior to certification. Appropriate comments from stakeholders were incorporated into the plan. Considering the size and operations undertaken at the port, the list given below was considered appropriate for consultation at the time:

- Lorne Aquatic Club and Angling Club
- Pier Restaurant
- Lorne Fisheries
- Victorian Police
- Fisheries Victoria
- Australian Customs
- Lorne Surf Life Saving Club

3.6 Dangerous goods or hazardous materials storage facilities

There are no dangerous good or hazardous material storage facilities within the Port of Lorne boundaries.

Refuelling of vessels is not conducted at the port.

Part 4 – Identification of Hazards and Risks

4.1 Port Activity Map

The following table lists all the activities that occur within the Port. The activities are divided into five different zones within the port to identify where activities crossover. This process will aid in the identification of responsibilities and control options. The table also identifies the responsibilities of the Port Manager within the different zones. The other agencies involved with the management of the zone are also included.

1. OUTSIDE PORT WATERS Approaching or leaving port waters.	2. IN PORT WATERS Approaching or leaving the berth.	3. TRANSFER FROM PORT WATER TO PORT LAND AT THE BERTH (or Vice Versa)	4. ON PORT LAND	5. TRANSFER TO OR FROM PORT LAND
<p>Recreational</p> <ul style="list-style-type: none"> • Fishing • Power Boating • Jet Skiing • Sailing • Canoeing • Surf Skiing • Sea Kayaking • Swimming • Wind Surfing • Kite Surfing • Snorkelling <p>Commercial</p> <ul style="list-style-type: none"> • Swimming (organised event) • Pollution and oil spill response • Commercial shipping • Commercial fishing 	<p>Recreational</p> <ul style="list-style-type: none"> • Fishing • Power Boating • Jet Skiing • Sailing • Canoeing • Surf Skiing • Sea Kayaking • Swimming • Wind Surfing • Kite Surfing • Diving and jumping (off pier) • Snorkelling and SCUBA diving <p>Commercial</p> <ul style="list-style-type: none"> • Swimming (organised event) • Contractor activities • Pollution and oil spill response • Tide monitoring equipment 	<p>Recreational</p> <ul style="list-style-type: none"> • Fishing • Swimming • Diving and jumping (off pier) • Snorkelling and SCUBA diving • Promenading (on pier) <p>Commercial</p> <ul style="list-style-type: none"> • Swimming (organised event) • Contractor activities • Committee maintenance work • Pollution and spill response 	<p>Recreational</p> <ul style="list-style-type: none"> • Fishing • Cycling • Diving and jumping (off pier) • Promenading (on pier) • Sitting <p>Commercial</p> <ul style="list-style-type: none"> • Pyrotechnics displays • Vehicle operations & movements (on pier) • Contractor activities • Committee maintenance work • Restaurant/Café • Seafood business 	<p>Recreational</p> <ul style="list-style-type: none"> • Cycling • Promenading <p>Commercial</p> <ul style="list-style-type: none"> • Vehicle operations & movements (on pier) • Contractor activities • Committee maintenance work

Port of Lorne – Safety & Environment Management Plan
Version 10

<p>Port Management Authority</p> <ul style="list-style-type: none"> • Oil spill response <p>Other Agency's Activities</p> <ul style="list-style-type: none"> • Parks Victoria • DoT DJPR • DELWP • Fisheries • Transport Safety Victoria • Surf Life Saving Club • Police 	<p>Port Management Authority</p> <ul style="list-style-type: none"> • Oil spill response <p>Other Agency's Activities</p> <ul style="list-style-type: none"> • Parks Victoria • DoT • DELWP • Fisheries • Transport Safety Victoria • Surf Life Saving Club • Police 	<p>Port Management Authority</p> <ul style="list-style-type: none"> • Pier maintenance <p>Other Agency's Activities</p> <ul style="list-style-type: none"> • Parks Victoria • DoT • DELWP • Fisheries • Transport Safety Victoria • Police 	<p>Port Management Authority</p> <ul style="list-style-type: none"> • Pier maintenance • Navigation aid maintenance • Litter control • Lighting maintenance • Public access management • Signage • Event management <p>Other Agency's Activities</p> <ul style="list-style-type: none"> • Parks Victoria • DoT • DELWP • Fisheries • Transport Safety Victoria • Police 	<p>Port Management Authority</p> <ul style="list-style-type: none"> • Public access management • Event management • Maintain vehicle access <p>Other Agency's Activities</p> <ul style="list-style-type: none"> • Parks Victoria • DoT • Police • DELWP
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4.2 Risk Assessment

Effective management of environmental impacts and their associated risks involves a structured and systematic approach to analysing and assessing risk which enables controls to be targeted to provide efficient, cost-effective solutions which achieve the desired environmental outcomes.

Risk Assessment Framework

The development of the Port of Lorne risk assessment framework was based on the application of the following Australian-New Zealand and International Standards:

- AS/NZS ISO 31000:2009 Risk Management - Principles and Guidelines
- AS/NZS 4801:2001 Occupational health and safety management systems – Specifications with guidance for use;
- AS/NZS ISO14001:2004 Environmental management systems – Requirements with guidance for use; and
- AS/NZS ISO14004:2004 Environmental management systems – general guidelines on principles, systems and supporting techniques.

4.3 Definitions

Consequence

The outcome of an event expressed qualitatively or quantitatively, being a loss, injury, disadvantage or gain. There may be a range of possible outcomes associated with an event.

Event

An incident or situation which occurs in a particular place during a particular time interval.

Environment

Surroundings in which an organisation operates, including air, water, land and natural resources, flora, fauna, humans and their interaction.

Environmental Aspect

Element of an organisation's activities, products or services that can interact with the environment.

Environmental Impact

Any change to the environment, whether adverse or beneficial, wholly or partially resulting from an organisation's activities, products or services.

Frequency

A measure of the rate of occurrence of an event expressed as the number of occurrences of an event in a given time.

Likelihood

Used as a qualitative description of probability or frequency.

Probability

The likelihood of a specific event or outcome measured by the ratio of specific events or outcomes to the total number of possible events or outcomes.

Risk

The chance of something happening that will have an impact upon objectives. It is measured in terms of consequence and likelihood.

Risk Management

The culture, processes and structures that are directed towards the effective management of potential opportunities and adverse effects.

Risk Management Process

The systematic process of management policies, procedures and practices as applied to the tasks of establishing the context, identifying, analysing, evaluating, treating, monitoring and communicating risk.

Safety Hazard

A source or a situation with a potential to cause harm or loss in terms of human injury or ill-health, damage to property, damage to the environment or a combination of these.

Safety Hazard and Environmental Impact Risk Assessment

Overall process of identifying activities, products or services and estimating the magnitude and significance of risk and deciding what actions will be taken.

4.4 Risk Assessment Process

The risk assessment process involves comparing the level of risk found during the analysis process with previously established risk criteria. Each risk will be expressed as a value of Very High, High, Medium or Low risk. The outputs of this process will create a prioritised list of risks (or risk register) that require further action. Focus will be placed on Very High and High risks that are deemed to be significant. Low and Medium risks may fall into an acceptable level of risk category. These risks may require monitoring and periodic review to ensure they remain acceptable. A review of all risks is to be conducted annually or if there are major changes in the nature of activity conducted at the port.

The Port of Lorne has established the following risk qualitative measures to assess the impacts associated with key activities, products and services within the port. The consequence and likelihood descriptors were presented to the Department of Sustainability and Environment, Environment Protection Agency, Department of Transport and Parks Victoria for comment and approval. The matrix was drawn from the *Ministerial Guidelines: Port Safety and Environment Management Plans* November 2012 S4.6.

Table of safety impact consequence descriptors

1 – Insignificant	2 – Minor	3 – Moderate	4 – Major	5 – Catastrophic
<ul style="list-style-type: none"> Minor injuries immediately treated on-site with first aid treatment No need to contact regulatory authorities No fines or prosecution 	<ul style="list-style-type: none"> Moderate injuries requiring medical treatment but without hospital admission Need to contact regulatory authorities due to potential non-compliance Possible fines 	<ul style="list-style-type: none"> Serious and / or extensive injuries requiring medical treatment with hospital admission Need to contact regulatory authorities due to non-compliance Possible fines and prosecution 	<ul style="list-style-type: none"> Paraplegia, quadriplegia, brain damage or death Need to contact regulatory authorities due to non-compliance Fines and prosecutions likely 	<ul style="list-style-type: none"> Multiple deaths Need to contact regulatory authorities due to non-compliance Severe fines and prosecutions likely and/or employees/directors jailed

Table of environmental impact consequence descriptors

1 – Insignificant	2 – Minor	3 – Moderate	4 – Major	5 – Catastrophic
<ul style="list-style-type: none"> • No observable environmental impact. • Localised temporary effects on environment within natural variability. • Effects not transmitted and not accumulating. • No need to contact regulatory authorities • No fines or prosecution 	<ul style="list-style-type: none"> • Localised temporary effects on environment beyond natural variability • For all cases, effects not accumulating & recovery within 5 years • Short term impacts to local viability of non-endangered species • Area of less than 5000m² of limited environmental significance affected • Need to contact regulatory authorities due to potential non-compliance • Possible fines 	<ul style="list-style-type: none"> • Alteration/disturbance of a component of an ecosystem but sustainability unaffected • Recovery within 10 years • Long term impacts to local viability of non-endangered species • Significant ecological events (e.g. algal bloom, fish kills) • For all cases, effects not transmitted or accumulating • Loss of resources, but sustainability unaffected • Need to contact regulatory authorities due to non-compliance • Possible fines and prosecution 	<ul style="list-style-type: none"> • Widespread environmental damage, involving alteration or loss of sustainability of one or more eco-systems or several components of these systems • Recovery within 50 years • Impacts likely to result in upward change in status of one or more endangered and threatened species • Likely loss of sustainability of unique habitats or landforms • Relatively widespread impacts (50-100 square kilometres) • Loss of sustainability of selected resources • Effects can be transmitted and/or accumulate • Need to contact regulatory authorities due to non-compliance • Fines and prosecutions likely 	<ul style="list-style-type: none"> • Irreversible damage to one or more eco-systems or landforms • No recovery • Extinction of one or more species or life cycle of species impaired • Area affected is 100 square kilometres or greater • Loss of sustainability of most resources • Effects are synergistic or cumulative, and/or can be transmitted and/or accumulate • Need to contact regulatory authorities due to non-compliance • Severe fines and prosecutions likely and/or employees/directors jailed

Table of Environmental Impact Likelihood Descriptors

	A	B	C	D	E
Indicative frequency	<ul style="list-style-type: none"> • Almost certain • 1 or more incidents in 1 month 	<ul style="list-style-type: none"> • Likely • 1 or more incidents in 1 year 	<ul style="list-style-type: none"> • Moderate • 1 or more incidents in 5 years 	<ul style="list-style-type: none"> • Unlikely • 1 or more incidents in 10 years 	<ul style="list-style-type: none"> • Rare • 1 or more incidents in 100 years
General definition	<ul style="list-style-type: none"> • Is expected to occur in most circumstances 	<ul style="list-style-type: none"> • Will probably occur in most circumstances 	<ul style="list-style-type: none"> • Should occur some time 	<ul style="list-style-type: none"> • Could occur at some time 	<ul style="list-style-type: none"> • May occur at some time but only in exceptional circumstances

Risk Assessment Matrix

		Consequence				
		1	2	3	4	5
Likelihood	A	MEDIUM	HIGH	HIGH	VERY HIGH	VERY HIGH
	B	MEDIUM	MEDIUM	HIGH	HIGH	VERY HIGH
	C	LOW	MEDIUM	HIGH	HIGH	HIGH
	D	LOW	LOW	MEDIUM	MEDIUM	HIGH
	E	LOW	LOW	MEDIUM	MEDIUM	HIGH

Key Outcomes: **Very High (Significant)** **Immediate action required**
 High (Significant) **Detailed research and management planning required**
 Medium **Management responsibility must be specified**
 Low **Management by routine procedure**

4.5 Example of Safety Risk Assessment

The example activity “pier fishing“ can bare many safety hazards. One safety hazard includes the scenario by where the fisherman may slip, trip or fall in the water.

To assess the risk for this safety hazard one would firstly match it to the most relevant and practical consequence descriptor category. During the process many questions and scenarios may be raised that will add to the determination. In this case they may include; what would generally be the outcome if someone fell off the pier? Would the person survive? Would they be conscious? Would there be another person present to assist or raise an alarm?

During this process, it is important to maintain an objective viewpoint. One critical point is to ensure that the safety hazard is assessed without controls. Assessing with controls undervalues the risk. Controls are processes, systems and mechanical devices that are put in place to prevent or reduce the severity of the safety hazard. In this case, sample safety hazard controls may include hand railing and additional lifebuoys mounted on the pier. Controls themselves come with inherent risks and should be evaluated for their effectiveness over time and not at this stage. Therefore as part of the assessment one must assume a worst-case scenario, that the person cannot swim and the sea is running a high swell.

Therefore the person may die. This may classify the consequence as major (4)

The next step is to identify the likelihood of this safety hazard occurring. This is done by choosing the appropriate definition and further asking; what is the likelihood of this occurring? Have there been any past incidents and/or near misses?

An example for the likelihood of this occurring may be moderate (C).

Extrapolating from the risk matrix a consequence of 4 and a likelihood of C will intersect and give us a high risk outcome. All high and very high risk outcomes will be deemed as significant and therefore must incorporate detailed research, management planning and action.

Part 5 – Impact of Hazards and Risks

The following table documents all significant land and water based risks that are conducted with in the port. The Activity Map in Chapter 4 was used as a basis for the identification of risks within the port. The previous chapter (Chapter 4) outlines the methodology used in determining the risk rating for each activity listed.

Activity	Description	Consequence	Likelihood	Risk Rating
SAFETY				
Boating / Jet Skiing / Sailing / Canoeing / Surf Skiing / Sea Kayaking / Wind Surfing / Kite Surfing	Strong currents, inclement weather, lack of experience or knowledge	5	E	High
	Deficient, defective or no safety equipment	5	D	High
	Deficient, defective or no signage or navigation aids	5	D	High
	Collision with other boats, infrastructure or swimmers	5	E	High
Swimming (recreational/organised events)	Strong currents, inclement weather, lack of experience or knowledge	5	D	High
	Deficient, defective or no safety equipment	5	E	High
	Collision with other boats, infrastructure or swimmers	5	E	High
Cycling	Collision with pedestrians, fishermen or port infrastructure	2	E	Low
	Deficient, defective or no safety equipment	3	E	Medium
	Riding off pier structure either accidental or deliberate	1	E	Low
Diving / Jumping (off pier)	Strong currents, inclement weather, lack of experience or knowledge	4	D	Medium
	Deficient, defective or no safety equipment	4	D	Medium
	Collision with other boats, infrastructure or swimmers	4	D	Medium
Snorkelling	Strong currents, inclement weather, lack of experience or knowledge	4	D	Medium
	Deficient, defective or no safety equipment	4	D	Medium
	Collision with other boats, infrastructure or swimmers	4	D	Medium
Pyrotechnics displays	Close proximity exposure to explosives	2	E	Low
	Ignition resulting in fire damage to the pier structure	2	E	Low
Promenading (on pier)	Trip, fall on pier deck	2	C	Medium
	Trip and fall over pier edge	4	E	Medium
	Disease transmission	4	C	High

Port of Lorne – Safety & Environment Management Plan
Version 10

Sitting (on pier)	Fall over pier edge	4	E	Medium
Fishing	Hooking accidents	2	C	Medium
Vehicle operations & movement (on pier)	Staff activity, maintenance works	4	E	Medium
Contractor activities	Navigation aid and tide gauge maintenance	3	E	Medium
Maintenance works	Routine maintenance works (i.e. painting, electrical)	3	D	Medium
Pollution and spill response	Exposure to public	1	E	Low
Maintenance of Navaid	Navigation light electrical box access (electrical)	2	D	Low
BBQ / Charcoal Burner	Pier deck burning	2	D	Low
ENVIRONMENTAL				
Oil Spill	Oil spill from passing ship, outside port waters	4	E	Medium
Fishing/Promenading	General waste, litter	2	C	Medium
Maintenance works	Maintenance waste, contamination	2	E	Low
Marine Pests	Vessel hulls	4	D	Medium
Fishing	Harm to wildlife from fishermen	2	B	Medium

Part 6 – Controls to Prevent and Reduce Hazards and Risks

All high and very high risk outcomes are deemed as significant and therefore must be further examined. The following table outlines those activities with significant residual risk i.e. remain at high or very high after controls are in place. The table also examines the current control measures associated with the risk and outlines any further controls that may be required. Time frames for the implementation of proposed new controls and the responsible person for the implementation of these controls are also outlined.

In assessing control measures, the concept of a ‘hierarchy of controls’ has been considered. The hierarchy of controls recognises that different types of controls have different effectiveness and/or reliability. For new or additional controls, where reasonable and practicable, upper hierarchy controls will be favoured. It is also important to note those available resources and funding also influence the hierarchy on control selected to minimise the risk.

The hierarchy of controls includes:

1. Elimination (E)
2. Substitution (S)
3. Isolation (I)
4. Engineering Controls (EC)
5. Administrative Controls (A)
6. Personal Protective Equipment (PPE)

In the table below, the hierarchy of control for both the existing and additional controls is indicated next to the control in brackets.

Activity	Risk Rating	Current Controls	Additional Control	Time frame/ targets	Responsible person	Monitoring of control measures
SAFETY						
Boating (deficient or no safety equipment)	High	TSV to check compliance to licensing/standards when operating in port waters (A)		Ongoing	TSV/ Water Police	

Port of Lorne – Safety & Environment Management Plan
Version 10

Boating (deficient or no signage / nav aid)	High	Check nav aids/signage to ensure all are operational and to standard (EC) 5 knot sign on lower landing (EC) TSV boating safety sign erected at sand ramp (EC)		Ongoing	Caleb Hurrell Caleb Hurrell TSV	Nav aids and signage inspected monthly, notification from public
Swimming (strong currents, lack of experience)	High	Signage (EC) Life Buoy (EC)			Caleb Hurrell	Monthly inspection
Boating / Jet Skiing / Sailing / Canoeing / Surf Skiing / Sea Kayaking / Wind Surfing / Kite Surfing	High	Check nav aids/signage to ensure all are operational and to standard (EC) TSV to check compliance to licensing & standards when operating in port waters (A) Port Manager circulates information regarding boating safety from TSV (A) Police respond to any observed dangerous operations or activity with Port waters (E)			Caleb Hurrell TSV Caleb Hurrell Caleb Hurrell	Nav aids and signage inspected monthly, notification from public
Swimming (organised event)	High	Liaise with body running the event to ensure adequate event management plan and compliance with regulatory authorities (A)			Caleb Hurrell TSV	Management plan submitted by event organisers
Disease transmission	High	Follow state government advice from Department of Health and Human Services. Consider closing pier if community transmission levels increase likelihood of transmission		Ongoing	Caleb Hurrell	
ENVIRONMENT						
Marine Pests	High	Liaise with Apollo Bay Port and DEDJTR to determine monitoring protocol	Complete Environmental Incident Report (Appendix 4)		Caleb Hurrell	

6.1 Interaction with Emergency Management

The GORCAPA Emergency Management Plan is to be followed for emergencies affecting the port. The significant residual risks – boating accidents and drowning and are included in GORCAPA's Emergency Management Plan. In case of oil spill, the Regional Control Agency for the Port Phillip marine response region (which includes Lorne) is the Port of Melbourne Corporation.

Part 7 – Implementation

7.1 Responsible person(s)

Caleb Hurrell, as Port Manager, will be responsible for the implementation of this plan.

7.2 Implementation Procedures for Management Plan

Annual Budgets will reflect costs for risk and control issues raised within the Plan.

Control measures will be prioritised according to the assessment outlined in the Plan. The activities that were assessed as very high and high will be the focus of upcoming works in accordance with the timeframes outlined in Part 6.

If additional funding is required to implement these control measures, the Committee will apply for funds in the annual Budget process with the Department of Transport.

7.3 Process for involvement of tenants, licensees and service providers in development and implementation

If any future arrangements are made concerning tenant agreements, licensee renewals and service contracts in the port area, the issues and risks raised in this plan will be incorporated into any new agreements.

Service providers to the port include

- Lorne Electrics (Mr Len Tank: 0412 352 182)
- Lorne Plumbing (Mr Graham Conn: 0412 530 140)
- Lateral Technology (Mr Terry Conway: (03) 9772 9019)
- Elstone Diving (Mr Scott Lakey: 0418 599 397)

The level of incorporation of the plan into a new agreement, contract and/or license will be dependent upon the activity undertaken and the possible risk involved. The plan will be used as a reference to determine any associated risks with the tenant's activities. Operations performed in the port area by contractors require the submission and approval of JSEAs before work can commence.

7.4 Documentation and implementation systems

Where appropriate project reports, SWMSs or JSEAs will be completed when works are carried out at the Port. GORCAPA maintain document control of all

Port of Lorne documents through our standard document control and backup procedures.

7.5 Port Incident Register

Incidents are reported to the port manager as soon as possible after the event. Any incidents are forwarded to the Department of Transport on a monthly basis. Copies of the Authorities Incident Report Forms are available in Appendices 3 and 4.

Details of all incidents reported will be retained on the Authorities file system for any future reference.

7.6 Regulatory Compliance Register

The register below outlines key safety and environmental legislation, agreements, conventions, standards and other related documentation that the Port of Lorne must comply with.

International

Title	Comment
Agreement between the Government of Australia and the Government of Japan for the Protection of Migratory Birds in Danger of Extinction and their Environment 1974	
Agreement between the Government of Australia and the Government of People's Republic of China for the Protection of Migratory Birds in Danger of Extinction and their Environment 1986	
Basle Convention on the Control of Transboundary Movements of Hazardous Wastes and their Disposal, 1989 (Basle Convention)	
Convention for the Protection of the Natural Resources and Environment of the South Pacific Region 1986	
Convention for the Protection of the World Cultural and Natural Heritage 1972	
Convention of Biological Diversity, Rio de Janeiro, 1992	
Convention on International Trade in Endangered Species 1973	
Convention on the Conservation of Migratory Species of Wild Animals, Bonn 1979	
Convention on the Conservation of Nature in the South Pacific 1976	
Convention on Wetlands of International Importance (RAMSAR), Iran 1971	
Food and Agriculture Organisation of the United Nations International Code of Conduct for Sustainable Fishing 1995	
Guidelines for the Control and Management of Ships Ballast Water to Minimise the Transfer of Harmful Aquatic Organisms and Pathogens (IMO) 1997	
International Convention for the Prevention of Pollution from Ships (MARPOL), 1973/78	
International Convention for the Safety of Life at Sea (SOLAS) 1974	
International Convention on Prevention of Marine Pollution by Dumping of Wastes and other Matter, London 1972	
International Maritime Organisation Dangerous Goods Code (IMDG Code) 2004	
Kyoto Declaration and Plan of Action on the Sustainable Contribution of Fisheries to Food Security 1997	
South Pacific Regional Environment Program Protocol Concerning Co-operation in Combating Pollution Emergencies in the South Pacific Region 1986	
South Pacific Regional Environment Program Protocol for the Prevention of Pollution of the South Pacific Region by Dumping 1986	
The Jakarta Mandate on Marine and Coastal Biological Diversity 1995	

Port of Lorne – Safety & Environment Management Plan
Version 10

The United Nations Convention on the Law of the Sea (UNCLOS) 1982	
United Nations Agreement on Straddling Fish Stocks and Highly Migratory Fish Stocks 1992	
United Nations Commission on Environment and Development (UNCED) 1992	
Agenda 21, Chapter 17 (covering the protection and use of oceans, seas and coastal areas) 1992	
United Nations Framework Convention on Climate Change 1992	

Commonwealth

Legislation	Applicable Aspect
Aboriginal & Torres Strait Islander Heritage Protection Act 1984	Promotes the protection of archaeological sites, places and objects.
Environment Protection & Biodiversity Conservation Act 1999 Environment Protection and Biodiversity Conservation Regulations 2000	Promotes the conservation of biodiversity and ecologically sustainable use of Australia's natural resources. Implements Australia's environmental responsibilities (i.e. Ramsar wetlands).
Environment Protection (Sea Dumping) Act 1981 Environment Protection (Sea Dumping) Regulations 1983	Provides protection to the environment by regulating dumping into the sea of wastes
Historic Shipwrecks Act 1976 Historic Shipwreck Regulations 1978	Protects the wrecked vessels and articles of historical significance.
Maritime Transport Security Act 2003	When applicable, port managers must take appropriate measures to enhance maritime security to meet the Maritime Transport Security Regulations 2003.
National Plan to Combat Pollution of the Sea by Oil & other Noxious and Hazardous Substances National Marine Chemical Spill Contingency Plan National Marine Oil Spill Contingency Plan	These plans are designed to give effect to the International Protocol on Preparedness, Response and Co-operation to Pollution Incidents by Hazardous and Noxious Substances 2000

Port of Lorne – Safety & Environment Management Plan
Version 10

Occupational Health & Safety (Maritime Industry) Act 1993	Secures the health, safety and welfare at work of maritime industry workers.
Occupational Health & Safety (Maritime Industry)(National Standards) Regulations 2003	
Occupational Health & Safety (Maritime Industry) Regulations 1995	
Protection of the Sea (Prevention of Pollution from Ships) Act 1983	Prevents the discharge of harmful substances from ships.
Protection of the Sea (Prevention of Pollution from Ships) (Orders) Regulations 1994	
Whale Protection Act 1980	When applicable, port managers must ensure the protection and conservation of whales.

State (Victoria) **SAFETY** Legislation

Legislation	Applicable Aspect
Dangerous Goods Acts 1985	Ports Managers are to ensure a safe workplace in relation to the manufacture, storage, transfer, sale, purchase and use of dangerous goods on the port.
Dangerous Goods (Storage & Handling) Regulations 2000	
Emergency Management Act 1986	Provides for the organisation of emergency management in Victoria.
Equipment (Public Safety) Act 1994	Ensures the safety of the public, in relation to port equipment and equipment sites.
Equipment (Public Safety)(General) Regulations 1995	
Equipment (Public Safety)(Incident Notification) Regulations 1997	
Gas Safety Act 1997	Makes provision for the safe conveyance, measurement, control of gas and to generally regulate gas safety.
Gas Safety (Gas Installation) Regulations 2008	

Port of Lorne – Safety & Environment Management Plan
Version 10

Great Ocean Road Coast and Environs Protect Act 2020	Recognise and protect the Great Ocean Road and its environs to the economic prosperity and liveability of Victoria, and as one living and integrated natural entity.
Major Events (Crowd Management) Act 2003	Promotes the safety and enjoyment of participants and spectators at major events.
Marine Safety Act 2010 Marine Safety Regulations 2012 Marine (Further Amendment) Act 2001	Port Managers must ensure that they follow a range of marine safety requirements and standards that are administered by Transport Safety Victoria (i.e. navigation aids).
Occupational Health & Safety Act 2004	Port Manager shall provide and maintain so far as practicable a working environment that is safe and without risk to health.
Occupational Health & Safety (Certification of Plant Users and Operators) Regulations 2003	Ensures the minimization of incidents involving cranes, forklifts hoists and other mechanical loadshifting equipment, pressures equipment and scaffolding.
Occupational Health & Safety (Hazardous Substances) Regulations 1999	Intended to protect employees against risks to health associated with the use of hazardous substances
Occupational Health & Safety (Incident Notification) Regulations 1997	Purpose is to identify whether preventative action is necessary following an incident at a workplace
Occupational Health & Safety (Issue Resolution) Regulations 1999	Prescribes a procedure to ensure effective resolution of safety issues as they arise.
Occupational Health & Safety (Manuel Handling) Regulations 1999	Intended to reduce the number and severity of staff injuries associated with tasks involving manual handling.
Occupational Health & Safety (Noise) Regulations 2004	Ensures the control of excessive noise in the workplace
Occupational Health & Safety (Plant) Regulations 1995	Protects workers against risk arising from plant and systems of work associated with plant.
Occupational Health & Safety (Prevention of Falls) Regulations 2003	Intended to prevent incidents as workplaces involving falls of more than 2m and reduce injuries resulting from those falls.
Port Management Act 1995 Port Management (Local Ports) Regulations 2015	Port Managers responsibility to produce SEMP and ensure reasonable steps are taken to implement the measures and strategies specified in the plan.
Quarantine Act 1908	When applicable, the correct management of quarantine items must be followed.

Port of Lorne – Safety & Environment Management Plan
Version 10

Quarantine Regulations 2000	
Road Safety Act 1986	Provides safe, efficient and equitable road use.
Road Transport Reform (Dangerous Goods) Regulations 2000	Ensuring the safe transportation of dangerous goods to and from the port.
Seafood Safety Act 2003	Ensures that all sectors of the seafood chain are required to manage food safety risk in accordance with relative standards.

State (Victoria) **ENVIRONMENTAL** Legislation

Title	Applicable Aspect
Archaeological & Aboriginal Relics Preservation Act 1972	Protects all Aboriginal cultural heritage sites, places and objects.
Catchment and Land Protection Act 1994	Provided an integrated management and protection of catchments, also involving the encouragement of community participation and control of noxious weeds and pest animals.
Catchment and Land Protection Regulations 2002	
Coastal Management Act 1995	Provides strategic planning and management for the Victorian coast, such as Coastal Action Plans.
Crown Land (Reserves) Act 1978	Provides for the reservation and management of coastal Crown Land.
Environment Protection Act 1970	Provides legislative framework to protect Victoria's environment. The 'precautionary principle' is relevant to port managers under this Act.
Environment Protection (Fees) Regulations 2001	Sets fees that are payable under the Environment Protection Act 1970.
Environment Protection (Prescribed Waste) Regulations 1998	Proscribes the transport and management of waste prescribed under the Environment Protection Act 1970.
Environment Protection (Scheduled Premises & Exemptions) Regulations 1996	Provide exemptions from provisions of the Environment Protection Act 1970.
Fisheries Act 1995	Provides legislative framework for the regulation, management and conservation of Victorian fisheries.
Fisheries Regulations 1998	
Flora & Fauna Guarantee Act 1988	Enables the conservation of Victoria native flora and fauna, providing procedures that can be used for the conservation, management and control of flora and fauna

Port of Lorne – Safety & Environment Management Plan
Version 10

Flora & Fauna Guarantee Regulations 2001	
Freedom of Information Act 1982 Freedom of Information Regulations 1998	Provides the public with the right to access information in the possession of the Government of Victoria and other bodies constituted under the law of Victoria
Heritage Act 1995 Heritage (General) Regulations 1996 Heritage (Historic Shipwrecks)(General) Regulations 1996	Provides protection of places and objects of cultural and heritage significance. The Act ensures that such places become registered as significant features.
Heritage Rivers Act 1992	Provides protection of public land in particular parts of the river areas in Victoria that have significant conservation, recreation and cultural heritage attributes.
Land Act 1958 Land Act Regulations 1996	Details the sale and occupation of Crown Land.
National Parks Act 1995 National Parks (Park) Regulations 2003	Makes a provision for National, State, Marine National parks and Marine Sanctuaries for the preservation and protection of the natural environment.
Planning and Environment Act 1987 Planning and Environment Regulations 1998	Provides framework for the planning, use, development and protection of land in Victoria
State Environment Protection Policy	Subordinate legislation made under the provisions of the <i>Environment Protection Act 1970</i> , providing more detailed requirements and guidance for the application of the Act.
State Environment Protection Policy (Air Quality Management) 2001	Establishes a framework for managing emissions into the air environment from all sources in Victoria.
State Environment Protection Policy (Ambient Air Quality) 1999	Sets air quality objectives and goals for the state of Victoria.
State Environment Protection Policy (Groundwaters of Victoria) 1997	Developed to meet community demands for an integrated framework of environment protection goals for groundwater

Port of Lorne – Safety & Environment Management Plan
Version 10

State Environment Protection Policy (Waters of Victoria) 1988	Aims to provide a coordinated approach for the protection and, where necessary, rehabilitation of the health of Victoria's water environment.
Pollution of Waters by Oil & Noxious Substances Act 1986 Pollution of Waters by Oil and Noxious Substances Regulations 2002	Ensures the protection of the sea and port waters from pollution by oil and other noxious substances.
Victorian Coastal Strategy 2008	Provides a vision for the Victorian coast and the actions Victorians need to take today to achieve that vision.

Local/Regional

Coastal Board	Title
Western	Central West Victoria Regional Coastal Action Plan
Western	Central West Victoria – Guide to Coastal Waterway Planning and Management.
Western	Lorne Coastal Action Plan

Relative Standards

Code	Title
HB 76:2004	Dangerous Goods – initial emergency response guide
AS/NZS ISO 14001:2004	Environmental Management Systems – general guidelines on principles, systems and supporting techniques.
HB 76:2004	Environmental Risk Management – Principles and process.
CS FP 001:1995	Fire Emergency Response
AS 1657:1992	Fixed Platforms, Walkways, Stairways and Ladders – Design, Construction and Installation
AS/NZS 4801:2001	Occupational Health and Safety Management Systems – Specification with guidance for use
AS/NZS 4360:2004	Risk Management
AS 4997 : 2005	Guidelines for the Design of Maritime Structures
AS 1940:2004	Storage and Handling of Flammable and Combustible Materials

Guidelines

Organisation	Title
Australian and New Zealand Environment Conservation Council	Best Practice Guidelines for Waste Reception Facilities at Ports, Marinas & Boat Harbours in Australia and New Zealand.
Department of the Environment and Heritage	Australian and New Zealand Guidelines for fresh and Marine Water Quality 2000
DSE	Melbourne 2030
EPA Victoria	Guidelines for the Monitoring & Assessment of Coastal Point Source Discharges 1999
EPA Victoria	Noise Control Guidelines 1992
Life Saving Victoria	Aquatic and Recreational Signage Style Guide
Transport Safety Victoria	Boating Operating Rules Marine safety Act 2010 and Marine Safety Regulations 2012
Transport Safety Victoria	Vessel Operating and Zoning Rules for Victorian Waters
Transport Safety Victoria	Standard for the provision and maintenance of navigation aids in Victorian State Waters
Victorian Coastal Council	Siting and Design Guidelines for Structures on the Victorian Coast 1998
Transport Safety Victoria	Boating safety signage, Zoning and Buoyage Guidelines
Victorian WorkCover Authority	Managing Safety in Your Workplace

Part 8 – Review and Revision

The Plan will be reviewed by the end of each financial year by the Port Manager.

The annual review addresses the following:

- Activity map (Part 4.1) to determine any major activity changes.
- If any new activities have been undertaken in the port, a risk assessment on the activity will be carried out.
- Progress in implementing of risk reduction measures (mainly Part 6).
- Adequacy and performance of current controls (mainly Part 6).
- The need to update any or all sections of the plan (i.e. new stakeholders).

Where it is recognised that the plan needs revision/amendment to meet changes it is amended accordingly. Additional reviews will be considered whenever any of the following occur:

- Capital works within the port exceeding \$1,000,000
- Change in nature, scale and extent of major activities within the port (this may include a new stakeholder becoming involved at the port).
- Changes are proposed to the plan as a result of incident management reports and
- Changes are made to relevant legislation

If the Port Manager considers that the content and implications of the plan are significantly changed, then the plan will be circulated for further consultation. The key stakeholders outlined in section 3.4 will be consulted during a review of the plan. If a new stakeholder becomes involved in the port, they will be added to the list of key stakeholders for consultation.

Community consultation will be conducted as per the Port of Lorne Community Consultation Procedure. Stakeholders and the public will be encouraged to participate in review of the plan by personal communication with the port manager and notices in the local media that the Authority is seeking comments on the plan. Public feedback will be recorded and used as specified in the consultation procedure. Public comment is welcome at any time; this is facilitated by public display of the plan.

Copies of the plan have been made available at the Great Ocean Road Coast and Parks Authority Website (currently under construction) if the public wish to comment on the plan.

When significant amendments are required, copies of amendments will be distributed to document holders listed in Part 9 or they will be emailed a copy of the revised plan.

The Great Ocean Road Coast and Parks Authority engages an external, third party review of the plan on a triennial basis (every three years). This review provides an independent assessment of the plan, drawing attention to any

areas of concern and/or opportunities for improvement. The plan is then amended to reflect any changes.

Following any major revision of the plan, the Port Manager will formally endorse the plan (as per Part 1.12).

Part 9 – Copies

A copy of the SEMP is available on Great Ocean Road Coast Coast and Parks Authority website.

The following agencies, organisations and stakeholders have been provided with a copy of this plan:

- Department of Transport
- Department of Environment Land Water and Planning
- Pier Restaurant
- Lorne Aquatic and Angling Club
- Transport Safety Victoria

Part 10 – Certification

PORT SAFETY MANAGEMENT PLAN

**CERTIFICATE OF COMPLIANCE WITH PART 6A OF THE
*PORT SERVICES ACT 1995***

PORT: Lorne

PORT MANAGER: Great Ocean Road Committee of
Management

CERTIFIED BY: Paul Fridell

In accordance with Section 91E of the *Port Services Act 1995* (the Act), I hereby certify that the port manager nominated above has prepared a Safety Management Plan for the port or the part of the port, also nominated above, for which it is the responsible port manager under the Act, that:

1. Adequately provides for the matters required by s.91D of the *Port Services Act 1995*; and
2. Has been prepared in accordance with Ministerial Guidelines made under s.91G of the *Port Services Act 1995*.

Certifier's Signature:



Date: 31/08/05

PORT ENVIRONMENT MANAGEMENT PLAN

**CERTIFICATE OF COMPLIANCE WITH PART 6A OF THE
*PORT SERVICES ACT 1995***

PORT: Lorne

PORT MANAGER: Great Ocean Road Committee of Management

CERTIFIED BY: Paul Fridell

In accordance with Section 91E of the *Port Services Act 1995* (the Act), I hereby certify that the port manager nominated above has prepared an Environment Management Plan for the port or the part of the port, also nominated above, for which it is the responsible port manager under the Act, that:

1. Adequately provides for the matters required by s.91D of the *Port Services Act 1995*; and
2. Has been prepared in accordance with Ministerial Guidelines made under s.91G of the *Port Services Act 1995*.

Certifier's Signature:



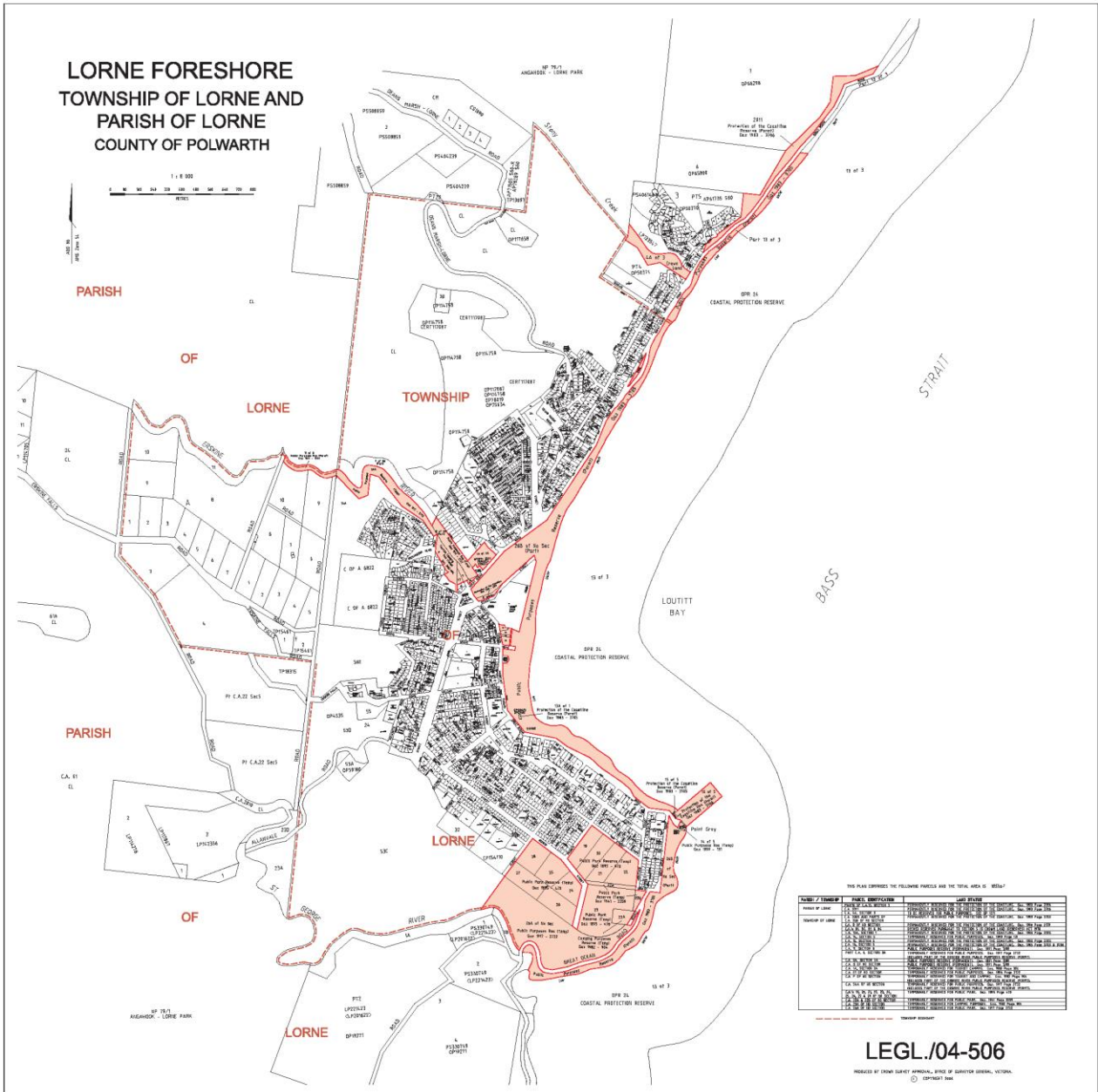
Date: 31/08/05

Part 11 - Audit

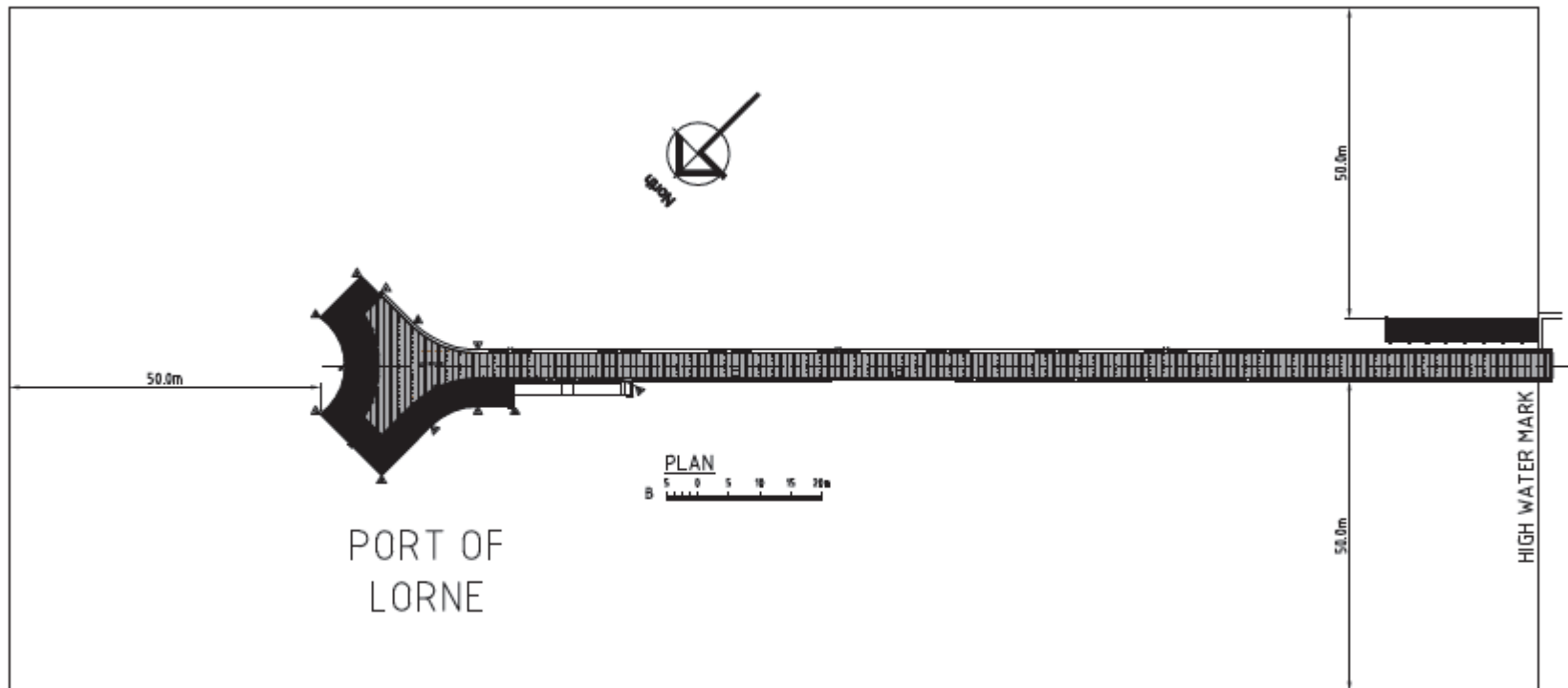
The Port of Lorne undertakes an external third party review of the Safety and Environment Management Plan on a triennial basis. This review provides an independent assessment of the plan, drawing attention to areas of concern and / or opportunities for improvement.

The Port was audited in April 2016 as required by *Port Management Act 1995*, s91E. This review guided port management in designing appropriate risk controls. The next audit will be in 2019.

Appendix 1a - Lorne Foreshore Map



Appendix 1b - Lorne Pier



Appendix 2 - GORCC JSEA Form

Job Safety and Environmental Analysis Worksheet

GORCC - Port of Lorne

Date JSEA No.

Site name

Permit to Work Required? Yes

Contractor

Approved by

Activity

Activity <small>List the tasks required to perform the activity in the sequence they are carried out</small>	Hazards <small>Against each task list the hazards that could cause injury or damage to the environment when the task is performed</small>	Risk control measures <small>List the control measures required to eliminate or minimise the risk of injury or environmental damage arising from the identified hazard</small>	Who is responsible? <small>Write the name of the person responsible (supervisor or above) who will implement the control measure identified</small>

Job Safety and Environmental Analysis Notes

- **The work plan for each job must be discussed in advance so that all workers are informed as to the process and their role.**
- **Operators must have appropriate licenses.**
- **When plant is used, the operator is required to consider, visually inspect and research as appropriate, the environment, location of the public, power lines and underground services, vehicle traffic and other potential hazards such as ground conditions or strong winds.**
- **Separation of the work site from the public should be considered, as should the allocation of a staff member to direct traffic and pedestrians in the vicinity of the work site.**
- **“Men at work” and relevant hazard signage should be employed to alert the public.**

Appendix 3 - Great Ocean Road Coast Committee
SAFETY INCIDENT REPORT FORM

REF:

Date and time of occurrence:

Exact place of occurrence:

Incident description:

Incident cause:

Incident response:

Person responsible for incident response:

Control measures put in place:

Proposed amendment/s to management plans:

Witnesses: (names, addresses and phone numbers)	
Name and address of persons injured or owners of property lost or damaged:	
Nature of personal injury or loss or damage sustained:	
Estimate of loss or damage: \$	
Has a claim been made on you either verbally or in writing? If so, give details and attach all correspondence and documents etc.:	
Name of contact if further information required:	
Address:	
Phone no.:	Fax no.:
_____	_____
Mobile no.:	E-mail:
_____	_____
Form completed by:	

Appendix 4 - Great Ocean Road Coast and Parks Authority	
ENVIRONMENTAL INCIDENT REPORT FORM	
REF:	Date and time of occurrence:
_____	_____
Exact place of occurrence:	

How was the incident brought to the attention of management:	

Incident description:	

Incident cause:	

Person responsible for incident response:	

Proposed amendments to the SEMP:	

Witnesses: (names, addresses and phone numbers)	
Observed damage to land, flora and fauna within the area:	
Procedures initiated to localise hazard, marine bodies informed and actions instigated:	
Estimate of loss or damage: \$	
Details of outcome and further monitoring:	
Name of contact if further information required:	
Address:	
Phone no.:	Fax no.:
_____	_____
Mobile no.:	E-mail:
_____	_____
Form completed by:	

Appendix 5 – Bi Monthly Cyclic Maintenance and Risk Assessment Checklist for Lorne Pier

Date of Inspection Name of Inspector

ITEM	Date	Details of Maintenance / Hazard	Action Required	Signed Off
Car park and Road surfaces				
Signage (no bikes, marine safety paddle pop, Navaid fault reporting, boating safety information)				
Lighting (block sensor to ensure operational)				
Navigational Aid pole and light free from visual defects, electrical box securely locked.				
Plumbing & Fishing Table				
Pier Decking & Seating				
Lifebuoys				
Railings				
Steps & Gangway				
Ladders				
Rubbish Bins				

Port of Lorne – Safety & Environment Management Plan
Version 10

Access hatch				
Concrete condition				
General cleanliness, graffiti, burn marks				
Historic Pier decking				
Historic Pier railing and signs				
Historic Pier nails and other protrusions				
Access ramp and stair algae and seaweed				
Access ramp and stair decking/treads				
Access ramp and stair railings and signs				
Access ramp and stair nails and other protrusions				
Access ramp concrete condition				
Access ramp toe height above sand				
Other				