



**SOUTHERN PORTS**

ALBANY BUNBURY ESPERANCE

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

**DOCUMENT CONTROL**

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01	New Document	Alex Leonard	Alex Leonard	30/05/2018	30/05/2018
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## **1. PURPOSE**

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

## **2. BACKGROUND**

Woodchips and dust from loading operations should be cleaned-up as soon as practical and **works must commence immediately with the berth face to be cleaned not more than 24 hours after the departure of the shipment** to minimise delays to loading operations if wind or rain move this material offsite to impact on other users of the environment including:

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

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

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

**Clean-up checklist for woodchip ship**

**Prior, during and after operations, Southern Ports and the Product Owner must complete this checklist for each ship loading of woodchips. Please note the following:**

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

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

**3. PRE START-UP CHECKS**

Task	Confirm Completion (initial)	Responsibility
Ensure all drainage grates D1 to D7 (refer to Attachment 1) <b>have mesh filters installed to keep woodchips and fibres out of the bay</b>		SPF
Check condition of truck routes (Berth 2, and Hughes Road) for visible contamination.		SPF
Check weather forecast to determine if additional controls maybe required during loading		SPF
Check dust containment controls at transfer points are effective and in place including: <ul style="list-style-type: none"> <li>• Sheaths are in place over conveyor transfer points</li> </ul>		SPF
Allocate location for stockpiling spilt chips and dust so as not to interfere with Port operations (east end of Black Swan Shed pad) and remove from site ASAP.		SPF

**4. DURING OPERATION CHECKS**

Task	Confirm Completion (initial)	Responsibility
Have the following checks been conducted to ensure no product is spilt from the contracted trucks exiting the stockpile area? <ol style="list-style-type: none"> <li>a) trucks use enclosed bins;</li> <li>b) tarps have been rolled back on</li> <li>c) wheel rims, sides of tray or any other dirty surfaces are air brushed;</li> <li>d) drivers are instructed not to use compression brakes on Harbour Road;</li> <li>e) If trucks cannot comply with above, they should not be used.</li> </ol>		SPF

Rainy weather? Sweep solids from loading area and road access routes to minimise clogging shade cloth or directly washing into stormwater system		SPF
Consolidate spillage on the berth at each hatch change to reduce dust being mobilized offsite by wind		SPF
When loading completion time is known, SPF is to contact cleaning contractor(s) to begin clean-up immediately after loading has finished		SPF

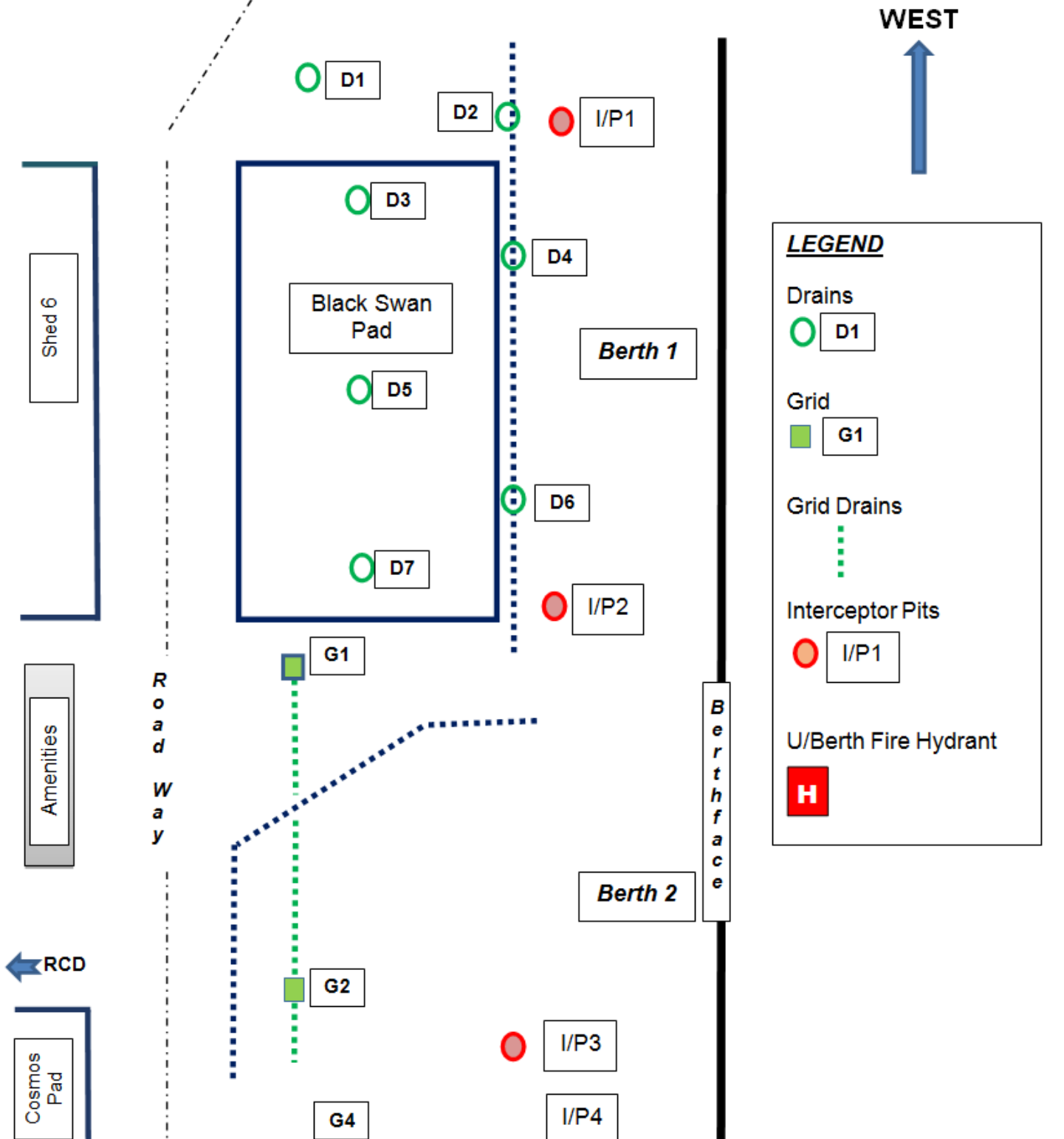
**5. POST VESSEL LOADING CHECKS**

<b>Task</b>	<b>Confirm Completion (initial)</b>	<b>Responsibility</b>
Cleanup works must commence immediately after loading is completed.		SPF
SPF must be present until clean-up of the berth face is completed <b>within 48 hours of the ships departure.</b>		SPF
Clean-up to include wet sweep of access roads along Hughes Road to Smith Street junction (exit and entry routes) until there is no visible woodchips (Refer to Attachment 2);		SPF
Sweep and wet sweep eastern side of loading area		SPF
All loading equipment to be cleaned and moved to the cleaned east-side of loading area		SPF
Sweep and wet sweep western side of loading area		SPF
Clean woodchip material from mesh filters over grates of drainage pits		SPF
Clean up of parking areas at Berth 2 and RCD		SPF
Clean woodchip material from under-berth fire hydrants.		SPF
Recovered woodchip spillage removed from Port		SPF
File completed form as evidence that SP has signed off on clean-up as acceptable		SPF






<b>Southern Ports Name</b>	<b>Signature</b>	<b>Date</b>
<b>SPF Name</b>	<b>Signature</b>	<b>Date</b>

**ATTACHMENT 1: INTERCEPTOR PIT MAP**

Source D Jamieson, Mobivac



**LEGEND**

- Drains  D1
- Grid  G1
- Grid Drains 
- Interceptor Pits  I/P1
- U/Berth Fire Hydrant 



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

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