SOUTH COAST MARICULTURE

Appendix 4

Emergency Protocol

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1 INTRODUCTION

The Emergency Protocol enables prompt and effective responses to emergency situations. The Emergency Protocol includes qualified personnel, specific actions to be undertaken in response to different emergency situations and reporting requirements.

The Emergency Protocol outlines contingency measures and procedures to be implemented to respond to emergencies, such as:

- Oil/ fuel or chemical spillage;
- Disease outbreak; and
- Mooring breach/ aids to navigation break-away.

If an emergency situation occurs during any stage of the South Coast Mariculture leases, South Coast Mariculture will immediately implement the measures contained within the Emergency Protocol to mitigate the risks or impacts.

2 CONTINGENCY MEASURES AND PROTOCOLS FOR EMERGENCIES

An emergency incident is an unplanned or uncontrolled sequence of events resulting in property damage, environmental impact, injury and/or illness or has the potential to do so. In the event of an emergency the following emergency services should be contacted:

- **PHONE 000 (TRIPLE ZERO) - DESCRIBE THE EMERGENCY AND LOCATION**
- **PHONE 1300 330 910 – South Coast Mariculture 24 HOUR EMERGENCY HOTLINE**

Upon identifying any emergency, it is essential that all personnel are aware of the immediate actions that need to be taken. A thorough understanding of the Emergency Protocol is critical to ensure that the appropriate emergency services and personnel are notified and that the required actions are implemented immediately.

After contacting the relevant emergency services, personnel working within the area need to be notified about the immediate danger. Depending upon the

situation, this will usually be completed by sounding the emergency siren on large vessels or informing crew on smaller vessels.

For emergencies on the South Coast Mariculture vessels the Malkarra or Blue Revolution all personnel should congregate at the Emergency Evacuation Assembly Point on the vessel if applicable. Personnel on smaller vessels in and around the lease should manoeuvre well away from any immediate danger unless they are involved in the emergency response.

For land based sites, all personnel should evacuate to the designated Emergency Evacuation Assembly Point. Personnel should remain there until emergency services or an appropriate representative give the “all clear” and direct personnel to return to the site.

All employees, contractors and subcontractors working on the South Coast Mariculture leases and the land based sites will be informed about the Emergency Protocol. Appropriate personnel will receive training to ensure they are competent to carry out the responsibilities assigned to them. Upon receipt of emergency advice, trained personnel working on the lease and/or land based sites will initiate the applicable procedures outlined for the relevant emergency.

The Emergency Protocol is an overarching plan which provides an overview of the potential emergency risks associated with the construction, deployment and operations of the South Coast Mariculture leases. To support the Emergency Protocol, specific policies, procedures and/or safe work method statements will be developed to inform in detail the prevention, management and response for emergency events.

These policies, procedures and/or safe work method statements will include but not limited to:

- Purpose of the policies, procedures and/or safe work method statements;
- Scope;
- Objectives;
- Relevant documentation including legislation;
- Responsibilities and associated training;
- Procedures;

- Review requirements; and
- Recording keeping and reporting.

2.1 Oil, Fuel and Chemical Spillage

South Coast Mariculture is committed to placing a high priority on the safety of people, marine life and the environment in an oil, fuel or chemical spill event. To ensure this outcome South Coast Mariculture is committed to providing sound spill control management procedures, including planning, hazard control and appropriate training for the level of responsibility.

South Coast Mariculture will make every reasonable effort to:

- Eliminate / minimise reasonably foreseeable risk of harm to the environment and/or persons;
- Comply with relevant health, safety and environmental legislation and guidelines; and
- Make appropriate resources available to prevent spills from occurring and appropriately respond to spills if they occur.

The potential for oil, fuel and chemical spills associated with the operation of the South Coast Mariculture leases are unlikely but an emergency response plan is in place if needed.

Land Based Sites

South Coast Mariculture aims to provide, as far as reasonably practical, a workplace free from reasonably foreseeable risks, including those associated with oil, fuel or chemical spills.
This shall be achieved through:

- Complying with all legislation, including the environmental guidelines and Australian Standards for storage of fuels and oils. This also includes:
    - Design of fuel and oil storage areas;
    - Maintenance and inspection of fuel and oil storage areas;
    - Prevention of spills;
    - Development of spill response plans;
    - Containment of spills;

    - Current emergency evacuation plans, (in accordance with state fire service guidelines) in place and understood by all on site; and
    - Testing of evacuation procedures for all usual employees (including casual/shift workers) at least annually and involving the emergency service(s) when appropriate.
- Maintaining an Emergency Control Organisation (ECO) at each site, including:
    - Competent Chief Warden on site; and
    - Competent Emergency Wardens for each separate work area and shift.
- Providing competent first aid attendants for each separate work area and shift;
- Providing hygienic facilities and equipment for providing first aid;
- Providing relevant information, guidance and training for workers contractors and visitors on spill emergency requirements where applicable;
- Each site having accessible and current contact details in case of emergency;
- Details of first aid attendants, wardens and elected safety representatives prominently displayed within the workplace;
- Regular assessment and continual improvement of emergency preparedness; and
- Where any doubt exists, professional advice is sought as soon as possible.
- To assist in the prevention and preparation of a potential spill event the following monthly routine maintenance scheduled actions will be undertaken:
- Inspect fuel and oil storage areas ensure they are clean and tidy;
- Ensure any bund areas have not filled with rain water, and if so drain the water out;
- Ensure bund areas have locked and closed gate valves to prevent them being left open;
- Ensure items are not stored in bund areas;
- Ensure all fuels and oils are stored in the bund areas;
- Ensure no non compatible products are stored in fuel and oil bund areas; and
- Check all spill response equipment is in place and stocked correctly.

Marine Based Sites

Transport for New South Wales (TFNSW) is the appropriate regulatory authority under the *Protection of the Environment Operations Act 1997* (POEO Act) for pollution (including fuel and oil spills) from vessels. TFNSW will be contacted immediately if any pollution is detected. The NSW Environment Protection Authority (EPA) administers this act and will also be contacted immediately. NSW Marine Parks Authority should also be notified of a fuel spillage event.

In the event of a large scale and/or severe pollution incident involving fuel, oil or chemicals, the event will be managed in accordance with the *NSW State Waters Marine Oil and Chemical Spill Contingency Plan* (NSW Marine Spill Plan) (Transport for NSW, 2012). The NSW Marine Spill Plan categorises fuel, oil and chemical spills and the responses into 'tiers' and 'levels' to ensure there is a response appropriate to the scale of the incident. Factors such as the type of fuel, oil and chemical, magnitude of spill, available resources, as well as immediate and potential treats to human health and the environment, influence the scale of the response (Transport for NSW, 2012).

The combat agencies responsible in the event of an oil, fuel and chemical spill are:

- **Fire and Rescue NSW** - for events within Jervis Bay including the Woollamia Boat Ramp
  Dial 000 or direct: (02) 4421 4754 (Shoalhaven Fire Station)
- **Transport for New South Wales** – for waters around and including the South Coast Mariculture leases in Jervis Bay
  Dial 13 12 36
- **NSW Port Authority** – for waters around and including the South Coast Mariculture leases in Two Fold Bay
  Dial (02) 6496 1719 or 0438 374 034. VHF Maritime Channel 16
- **NSW EPA** – for all pollution incidents
  Dial 131 555

2.1.1 Overview of Incident Response

As stated by Transport for NSW (2012), the aim of responding to maritime incidents is to minimise damage to the environmental and socio-economic resources and reduce the time required for the recovery. As every incident is different, the NSW Marine Spill Plan must be flexible in its implementation so as to respond to the incident in the most effective and timely manner (Table 1). Once a maritime

incident occurs the typical protocol for responding as stated in the NSW Marine Spill Plan is as follows:

1. Notify agencies of the maritime incident;
2. Assess the situation and distribute information to relevant agencies;
3. Establish an incident control centre (ICC) and incident management team (IMT) using Oil Spill Response Incident Control System (OSRICS);
4. Depending on the type of maritime incident some or all of the following may be required:
    - Ensure the safety of ship's crew and responders;
    - Stabilise the ship in order to prevent an oil spill and protect cargo. This is usually the responsibility of a salvage company engaged by the ship owner;
    - Stop or minimise the amount of pollutant being spilt and/or cargo being lost. This usually the responsibility of a salvage company;
    - Monitor the movement of the pollutant and let it disperse naturally;
    - Containment and recovery of the pollutant as close to the source as reasonable possible;
    - Disperse the pollutant using approved dispersants;
    - Protection of sensitive resources;
    - Shoreline clean up;
    - Responding to affected wildlife; and
    - Waste management and disposal.
5. Termination of the response.

EMERGENCY PROTOCOL		
OIL / FUEL / CHEMICAL SPILL		
Marine Operations Manager	**Farm Technician (master/coxswain) Shore Coordinator**	**All crew / staff**
▪ Assess situation ▪ Notify appropriate authorities (i.e. TFNSW, NSW Fire & Rescue, NSW EPA) ▪ Coordinate all operations until the combat agency is notified and an Incident Controller is appointed. ▪ Inform all crew ▪ Consider issuing lifejackets ▪ Record and prepare incident report as soon as practicable ○ Record position ○ Weather conditions ○ Type of spill ○ Approximate quantity ***Immediate assistance:*** Local VTS (VHF 16) Emergency Services (000)	▪ In charge of recovery activities ▪ If able, isolate spill ▪ For volatile oils, fuel or chemicals, isolate and keep crew away from spill ○ Be aware of H2S gas ▪ Make safe the area around the spill ▪ If available, deploy boom (on order from Marine Operations Manager), utilise crew as required	▪ Report to Farm Technician / Shore Coordinator at scene ▪ Provide all support to Farm Technician and crew

Table 1: Emergency Protocol for oil, fuel and chemical spills (Source: AMSA & NSW DPI, 2016)

Incident reporting shall comprise the following:

- the time, date, nature, duration and location of the incident,
- the location of the place where pollution is occurring or is likely to occur,

- the nature, the estimated quantity or volume and the concentration of any pollutants involved, if known,
- the circumstances in which the incident occurred (including the cause of the incident, if known),
- the action taken or proposed to be taken to deal with the incident and any resulting pollution or threatened pollution, if known; and
- other information prescribed by the regulations.
- No matter what the type of maritime incident the following must also be managed:
- Safety of responders and the public;
- Media liaison; and
- Community liaison.

These aspects are managed within the OSRICS (See Section 3.3 of the NSW Marine Spill Plan).

2.1.2 Training

This plan is to be reviewed annually and after any response and exercised annually. In addition, all marine based staff will be required to undertake bi-annually spill training and/or participate in local training programs provided by Transport for NSW and Transport for New South Wales.

2.2 Disease Outbreak / Mass Stock Mortality

As disease and parasites can potentially spread relatively fast on aquaculture farms, strict health monitoring programs will be implemented to ensure early identification of any pathogens so appropriate management can be implemented before severe infestations occur (PIRSA, 2003). The implementation of the Health Management Plan will mitigate the chance of a disease outbreak or any mass mortality event (See Appendix 7).

If a disease outbreak was to occur on the South Coast Mariculture leases an appropriate response to the incident is critical to minimise the spread of the disease(s) and ensure that it is effectively treated. Similarly, if a mass stock mortality was to occur on the South Coast Mariculture leases a prompt and appropriate response will ensure that potential associated risks are minimised (Table 2).

The initial response to a disease outbreak and/or mass stock mortality is to notify the following personnel and department:

- All staff of South Coast Mariculture (notably the Marine Operations Manager); and
- NSW DPI - Aquatic Biosecurity & Risk Management.

- After the determination of the type of disease(s) present, if any declared diseases and/or significant unexplained mortalities occur, the following department and committee need to be notified:
- Secretary – NSW Department of Planning, Industry and Environment (DP&E); and
- Aquatic Consultative Committee on Emergency Animal Disease (AqCCEAD).

Aquatic Consultative Committee on Emergency Animal Disease

Aquatic Consultative Committee on Emergency Animal Disease (AqCCEAD) is responsible for determining the nature, extent and significance of a suspected disease event in aquatic animals in Australia. The committee provides advice on appropriate responses to aquatic animal disease emergencies, while ensuring Australia fulfils international and domestic policy and legal obligations (Web Reference 1). When a disease incident occurs, Australia's response arrangements may be activated to minimise their potential impacts on aquaculture, fisheries resources or the environment.

2.2.1 Disease Outbreak

AQUAVETPLAN

Emergency response protocols to deal with aquatic animal disease events have been developed by NSW DPI in accordance with the provisions of *Australian Aquatic Veterinary Emergency Plan* (AQUAVETPLAN). AQUAVETPLAN was developed with the aim of building and enhancing the capacity of the management of aquatic animal health in Australia.

A series of manuals detailing approaches to national disease preparedness and aquaculture animal disease events, including technical response and control strategies and guidelines for dead stock disposal are provided in the AQUAVETPLAN (Web Reference 2). The manuals are working documents that are updated as required to ensure they take into account new research, experience, and emerging disease threats.

The AQUAVETPLAN consists of the following manuals:

Operational Procedures Manuals

- **Decontamination**

  This manual provides specific information about the control of disease agents during an aquatic animal disease emergency response. It is primarily concerned with decontamination of the production environment following disease incursion, rather than routine hygiene procedures necessary for the production of healthy stock.
- **Destruction**

Preventing the spread of disease might require the efficient and humane killing of stock. The manual provides guiding principles on the decision to destroy stock and the choice and application of appropriate techniques.

In addition to AQUAVETPLAN principles, South Coast Mariculture will adhere to aquaculture permit conditions specified by DPI Fisheries and applicable guiding policies and documents.

- **Disposal**

  The safe transport and disposal of carcases, animal products, materials and wastes is an important part of any emergency aquatic animal disease response. The manual details best Australian practice and provides guidance on the selection of disposal sites and methods for transportation of materials for disposal.

Management Manuals

- **Control Centres**

  The manual outlines the organisational response during the investigational, alert, operational and stand-down phases of an emergency aquatic animal disease incident, addressing legislative, management and resource issues. The manual lists the immediate duties of field officers, senior managers, the Chief Veterinary Officer (or Deputy Director General of Fisheries where appropriate) and other staff in each phase.

- **Enterprises Manual**

  The manual guides the rapid development of emergency aquatic animal disease control strategies according to the four types of production systems affected which include open (catchment, estuarine, marine), semi-open (cage cultures, shellfish), semi-closed (introduced/native freshwater fish, hatcheries, raceways) and closed (aquaria). The manual provides brief information on industry practices and structures, and outlines approaches to be considered in the face of an aquatic animal disease emergency.

  Further details about disease management are contained in the Health Management Plan (Appendix 7).

2.2.2 Mass Mortality

The Marine Operations Manager will decide on the method and resources required to remove dead stock from longlines. The procedure may include the following:

- Staff to bag shellfish out which requires the following:
  - One or more harvest boats depending on extent of the mortalities;
  - Dive crew if necessary;

    - Compliance with standard mort diving procedure (see ASOP0005.2.2); and
    - Appropriate size mort bags (1 tonne or larger).
- If numbers of mortalities are large this option will also require:
    - A works vessel adequate for the number of mortalities with mort bins and bin(s) with ice slurry for recoverable mussels.

For any large mortality event, as many shellfish as possible should be recovered for harvest and processing. All recoverable shellfish must be kept separate and placed into an ice slurry as soon as possible. The Operations Manager will determine whether the shellfish can be sent for processing.

Recovered shellfish in ice slurries must be clearly marked as “recovered” and left next to the harvest container. The Marine Operations Manager must contact the Harvest Manager and Factory Manager at the processing plant as soon as possible and inform them about the number of recovered shellfish.

If a significant quantity of shellfish are not recoverable, the Marine Operations Manager must contact the appropriate fish waste processing/disposal facility to notify them of increased mort biomass.

EMERGENCY PROTOCOL		
DISEASE OUTBREAK / MASS MORTALITY		
Marine Operations Manager	**Farm Technician (master/coxswain)**	**All crew**
▪ Assess situation ▪ Notify appropriate authorities (i.e. NSW DPI Biosecurity, NSW DPI) ▪ Coordinate determination of disease and/or mortality ▪ If declared disease and/or unexplained mortality, notify DP&E and AqCCEAD ▪ Coordinate all operations ▪ Inform all crew ▪ Coordinate AQUAVETPLAN or mortality removal ▪ Record and prepare incident report as soon as practicable ***Immediate assistance:*** Local VTS (VHF 16) Emergency Services (000)	▪ In charge of response activities ▪ Implement AQUAVETPLAN or mortality removal procedures under instruction from Marine Operations Manager	▪ Report to Farm Technician at scene ▪ Provide all support to Farm Technician and crew

Table 2: Emergency Protocol for disease outbreaks and mass mortalities (Source: AMSA & NSW DPI, 2016)

2.3 Navigation Aid / Mooring Breakaway

Moored equipment (e.g. buoys) will be equipped with GPS/GSM transponders that will alert local management staff to movement outside of the control zone within the lease.

To assist in the prevention and preparation of a potential breakaway event the following routine maintenance scheduled actions will be undertaken:

- Inspect mooring lines to ensure they are maintained;
- Inspect mooring attachment points to ensure they are maintained;
- Ensure any repairs to mooring infrastructure are undertaken as promptly as practicable; and
- Inspect longline infrastructure including moorings following storm or accident events.
- If a navigation aid / mooring breakaway event was to occur the following actions would be undertaken (Table 3):
- NSW Roads and Maritime and NSW Marine Parks will be notified immediately of the breakaway by the responsible person (Marine Operations Manager or their delegate);
    - This information must include details of the equipment, likely position, perceived hazard and plan to recover;
- The Marine Operations Manager or delegate will take action to safely and expeditiously recover the equipment either to lease or a safe location;
- Any breakaway will be investigated and a formal report will be prepared. This will include but not be limited to the following:
    - The assessed cause(s) of the breakaway;
    - Corrective actions to manage future risk; and
    - Timeline for the implementation of corrective actions.

EMERGENCY PROTOCOL		
NAVIGATION AID/ MOORING BREAKAWAY		
Marine Operations Manager	**Farm Technician (master/coxswain)**	**All crew**
▪ Assess situation ▪ Notify appropriate authorities (i.e. TFNSW) ○ What equipment ○ Likely position ○ If it is a perceived hazard ○ Recovery plan ▪ Coordinate recovery operations ▪ Record the incident and prepare the incident report as soon as practicable ***Immediate assistance:*** Local VTS (VHF 16) Emergency Services (000)	▪ In charge of recovery activities ▪ Assess damage ▪ Inform Marine Operations Manager of situation ▪ Recover equipment and move to lease or safe location	▪ Inform Farm Technician of any identified issues ▪ Assist in recovery activities

Table 3: Emergency Protocol for equipment breakaway (Source: AMSA & NSW DPI, 2016)

2.4 Vessel Collision / Grounding

All vessels will be operated by staff that hold an appropriate Certificate of Competency under the National System for Domestic Commercial Vessel Safety to operate the category of commercial vessels.

To assist in the prevention of a potential vessel collision or grounding event the following actions will be undertaken:

- Operations of vessel will only be by staff that hold an appropriate Certificate of Competency under the National System for Domestic Commercial Vessel Safety;
- Inspect vessels to ensure all navigation aids are in operation order;

- Ensure vessels are regularly inspected and serviced to maintain them in good working order; and
- Ensure all staff are aware of the need to keep watch and advise the Master of the vessel of any potential vessel collision or grounding hazards.
- If a boating accident occurs in any port or navigable water in NSW, the Master of the vessel must:
- Stop the vessel immediately;
- Give any assistance which may be necessary;
- Produce any boat or PWC driving licence required to be held;
- Give details to any person having reasonable grounds for requesting them e.g. other persons involved in the accident; and
- Details must include the Master's name and address as well as any distinguishing number which is required to be displayed on the vessel e.g. registration number or permit number.

If requested by a NSW Roads and Maritime Officer or NSW Police Officer, the following details must be provided:

- Full identification;
- Time, place and nature of accident;
- Name and registration number of every vessel involved in the incident;
- Name and address of every person who was concerned with or witnessed the accident;
- Extent of any injury or damage resulting from the accident; and
- Produce a boat driving licence or Certificate of Competency.

A written report detailing the particulars of the incident will be prepared by the Marine Operations Manager (Table 4), which will be forwarded to NSW Roads and Maritime within 24 hours (if applicable).

EMERGENCY PROTOCOL		
VESSEL COLLISION / GROUNDING		
Marine Operations Manager	**Farm Technician (master/coxswain)**	**All crew**
▪ Assess situation ▪ Notify appropriate authorities (i.e. TFNSW, Secretary) ▪ Coordinate all operations ▪ Contact other vessel in the vicinity to assist ▪ Inform crew ▪ Record the incident and prepare the incident report as soon as practicable ***Immediate assistance:*** Local VTS (VHF 16) Emergency Services (000)	▪ In charge of recovery activities ▪ Assess damage ▪ Inform Marine Operations Manager of situation	▪ Inform Farm Technician of any identified issues ▪ Assist in recovery activities ▪ Issue lifejackets to crew ▪ Ensure all crew get to muster stations ▪ Conduct a head count ▪ Report head count to Master of vessel ▪ Abandon ship on Masters orders

Table 4: Emergency Protocol for vessel collision / grounding (Source: AMSA & NSW DPI, 2016)

2.5 Fire and Flooding

South Coast Mariculture aims to provide, as far as reasonably practical, a workplace free from reasonably foreseeable fire and flooding risks, including those associated with preparing for and responding to emergency situations. Fire and flooding events may occur on both the land base/s and operational vessel/s with each requiring specific responses (Table 5 & 6).

To assist in the prevention and response to a potential fire and/or flooding event the following actions will be undertaken:

- Inspection of equipment, vessels and vehicles to ensure that they are appropriately maintained;
- Inspection and maintenance of fire or flood response equipment to ensure it is functional;
- Ensure appropriate emergency assembly points are established;

- Ensure all usual employees are appropriately trained in fire and flooding procedures and protocols and are able to employ them;
- Ensure adequate numbers of response wardens are trained, available on each site/vessel/s and known to staff;
- Ensure all staff, contractors and subcontractors are appropriately inducted onto land based sites and vessels; and
- Ensure all staff are aware of the need to promptly advise the Marine Operations Manager of any potential, suspected or actual fire and/or flooding events.

In accordance with provisions of the *Building Code of Australia* the land based sites will be equipped with the legislated fire and any flooding equipment and electronic surveillance systems required to respond to a potential event. This equipment will be inspected every six months to ensure it complies with legislative requirements and is in a functional working order. In accordance with maritime safety requirements all vessels will be required to have the required safety equipment to deal with a fire or flood event. In addition all staff must hold an appropriate Certificate of Competency under the National System for Domestic Commercial Vessel Safety to operate the category of commercial vessels.

In preparing for and responding to fire and flooding emergency situations it will be achieved through:

- Complying with all legislation, including the Australian building code requirements relating to design, access and egress;
- Maintaining an Emergency Control Organisation (ECO) at each site, including:
    - Competent Chief Warden on site; and
    - Competent Emergency Wardens for each separate work area and shift;
- Complying with all general Fire Regulations, including:
    - Fitment, access to, maintenance and inspection of fire protection equipment;
    - Emergency exits to be useable and signs/lighting to be visible;
    - Current emergency evacuation plans, (in accordance with state fire service guidelines) in place and understood by all on site;
    - Testing of evacuation procedures for all usual employees (including causal/shift workers) at least yearly and involving the emergency service/s; and
    - Hot work procedures and permits being used.

EMERGENCY PROTOCOL		
FIRE		
Marine Operations Manager	**Farm Technician (master/coxswain) Shore Coordinator**	**All crew**
▪ Assess situation ▪ Contact appropriate authorities (i.e. NSW Fire, TFNSW) ▪ Coordinate all operations ▪ Consider fire smothering equipment (engineer) ▪ Contact other vessel in the vicinity to assist ▪ Record the incident and prepare the incident report as soon as practicable ***Immediate assistance:*** Local VTS (VHF 16) Emergency Services (000)	▪ In charge at fire scene ▪ Inform staff / crew and direct to emergency muster stations ▪ Start fire pumps ▪ Initiate closing of air intake to fire area ▪ If fire in engine room ○ Ensure engine room is clear of personnel ○ Set off fire smothering system on order from Master ▪ Inform Marine Operations Manager of situation	▪ Inform Master / Shore Coordinator ▪ Report to Marine Operations Manager at fire scene ▪ Fight fire only if: ○ Master says “fight the fire” ○ Marine Operations Manager confirms “fight the fire” ○ You will not put yourself in danger ○ You have been trained ▪ Issue lifejackets to crew ▪ Assist crew to muster stations ▪ Conduct a head count ▪ Report head count to Master ▪ Abandon ship on Masters orders

Table 5: Emergency Protocol for fire (Source: AMSA & NSW DPI, 2016)

EMERGENCY PROTOCOL		
FLOOD		
Marine Operations Manager	**Farm Technician (master/coxswain) Shore Coordinator**	**All crew / staff**
▪ Assess situation ▪ Contact appropriate authorities (i.e. NSW Fire) ▪ Coordinate all operations ▪ Contact other vessel in the vicinity to assist ▪ Inform crew and direct to muster stations ▪ Record the incident and prepare the incident report as soon as practicable ***Immediate assistance:*** Local VTS (VHF 16) Emergency Services (000)	▪ In charge at scene ▪ Investigate and confirm flooding ▪ Start bilge pumps ▪ Isolate flood ▪ Inform Marine Operations Manager of situation via crew ▪ Monitor situation	▪ Inform Master / Shore Coordinator ▪ Report to Marine Operations Manager at flood scene ▪ Issue lifejackets to crew ▪ Assist crew to muster stations ▪ Conduct a head count ▪ Report head count to Master ▪ Abandon ship on Masters orders

Table 6: Emergency Protocol for flood (Source: AMSA & NSW DPI, 2016)

2.6 Injured Person

A person conducting a business has the primary duty under the *Work Health and Safety Act 2011* to ensure, as far as reasonably practicable, that workers and other persons are not exposed to health and safety risks arising from the business or undertaking and that any injuries or illnesses will be addressed in an appropriate and timely manner (Table 7).

South Coast Mariculture is committed to continuously improving the management and standards of Work Health and Safety (WH&S) including the health and wellbeing of workers, contractors and work experience students whilst operating vehicles, vessels and machinery. This commitment extends to providing a safe and timely return to work for all injured or ill workers and sets out the principles for managing the impact of illness or injury of a staff member in the workplace, whether or not the illness or injury is compensable.

To assist in the prevention and response to a potential injury event/s the following actions will be undertaken:

- Ensure that all staff is aware of their respective responsibility under the *Work Health and Safety Act 2011*;
- Ensure that appropriate safe work method statements and/or operational policies, procedures and safe work method statements are prepared and made available to staff;
- Ensure that appropriate PPE is available to staff and provided training in its use if required;
- Inspection of equipment, vessels and vehicles to ensure that they are appropriately maintained;
- Ensure that there are adequate numbers of staff trained to respond to an injury event and provide First Aid;
- Ensure that First Aid equipment is adequate for each site, vehicle or vessel and is maintained;
- Ensure all staff including contractors are appropriately inducted onto land base sites and vessels; and
- Ensure all staff are aware of the need to promptly advise the Marine Operations Manager of any near miss or injury event.
- In the event of an injury occurring to a person the following response will be undertaken:
- Assessment of ongoing risk;
- Activation of first aid procedures by appropriately trained first aid staff;
- Maintaining an Emergency Control Organisation (ECO) at site;
- Prepare a report in accordance with Work Health and Safety procedures;
- Rectify where possible the causative agent; and
- Ensure an appropriate return to work plan has been developed for the injured person concern.

EMERGENCY PROTOCOL		
INJURED PERSON		
Marine Operations Manager	**Farm Technician (master/coxswain) Shore Coordinator**	**All crew / staff**
▪ Assess situation ▪ Contact emergency services ▪ Coordinate all operations ▪ Inform and reassure passengers ▪ Notify appropriate authorities ▪ Record the incident and prepare the incident report as soon as practicable ***Immediate assistance:*** Local VTS (VHF 16) Emergency Services (000)	▪ Maintain safety of vessel ▪ Stand by to assist as directed by the most senior first-aider	▪ Investigate situation ▪ First-aid qualified staff to: ○ Utilise DRABC ○ If conscious and safe, treat specific injury and conduct secondary examination to check for further injuries ○ Inform Master of situation ○ Handover to shore authorities when they arrive ○ Record what first aid stores were used D = assess danger R = check response A = check airways B = check breathing C = begin CPR D = if required, defibrillate

Table 7: Emergency Protocol for injured person (Source: AMSA & NSW DPI, 2016)

2.7 Person Overboard

All marine based staff will be trained in relation to responding to a man overboard event. To assist in the prevention and response to a potential person overboard incident the following actions will be undertaken:

- Inspection of safety equipment on-board vessel/s to ensure it complies with maritime requirements and is within date;
- Ensure all staff hold an appropriate Certificate of Competency under the National System for Domestic Commercial Vessel Safety to operate the category of commercial vessels;
- Ensure all staff are inducted onto vessels and are made aware of safety requirements and location of safety equipment; and
- Ensure all staff are aware of the need to keep watch and promptly advise the Master of the vessel of a person overboard incident.
- In the event of someone falling overboard, the following procedures recommended by NSW Roads and Maritime would be implemented to ensure the person is safety retrieved (Table 8) (Web Reference 3):
- If a person falls overboard from a small open runabout, make sure that everyone onboard keeps the person in sight while you manoeuvre to pick them up;
- If a person falls overboard from a bigger craft and when operating offshore, throw over a marker or lifejacket immediately. This will act as a starting point for a search if you lose sight of the person;
- Tell staff to act as lookouts and keep the person in sight at all times. Quickly establish your position either by a GPS position or by reference to shore marks. An accurate position will be essential if the search requires outside assistance; and
- Once the person is alongside, stop the engine and make sure that the weight in the vessel is redistributed before attempting to bring them on board. Consider bringing them over the stern if the vessel is unstable.

If an event occurs a report will be prepared identifying the causative agent and any mitigation measures to be employed in the future.

EMERGENCY PROTOCOL		
PERSON OVERBOARD		
Marine Operations Manager	**Farm Technician (master/coxswain)**	**All crew**
▪ Assess situation ▪ Contact authorities ▪ Contact other vessel in the vicinity to assist ▪ Coordinate all operations ▪ Notify appropriate authorities ▪ Record the incident and prepare the incident report as soon as practicable ***Immediate assistance:*** Local VTS (VHF 16) Emergency Services (000)	▪ Maintain safety of vessel ▪ Inform crew	▪ Yell "man overboard, man overboard" ▪ Point to casualty, keep pointing ▪ Do not turn eyes away from casualty ▪ Inform Master ▪ Prepare lifebuoy ▪ Do not enter the water to retrieve the casualty ▪ Prepare to retrieve the POB ▪ Retrieve the first aid kit

Table 8: Emergency Protocol for person overboard (Source: AMSA & NSW DPI, 2016)

2.8 Marine Fauna Entanglement

Marine fauna interactions including entanglement events will be managed in accordance with the Marine Fauna Interaction Plan (Appendix 6).

In the event of a marine fauna entanglement, members of the Marine Fauna Interaction Committee must be contacted to ensure the appropriate fauna rescue/response team can be activated (See Table 9 – Marine Fauna Entanglement). National Parks and Wildlife Service (NPWS), NSW DPI Marine Parks and any other relevant government agencies must also be notified, including events where the entangled animal may have been released (assisted or self-released).

The Entanglement Assessment Process should be implemented immediately (See Attachment 1 and Table 9). Prompt and appropriate management responses are critical to maximise successful releases, as well as minimise injuries and stress to marine fauna. If marine fauna become entangled the main priority is to assess their condition and determine the most appropriate and safe release method. This must be conducted by appropriately trained personnel who have completed regular training in wildlife rescue and rehabilitation techniques. It is also important to discern whether the animal needs to recuperate and be provided with further treatment under veterinary supervision.

In the event of deceased animals, the carcasses of dead marine fauna should where possible be necropsied and then be disposed of appropriately following consultation with the Marine Fauna Interaction Committee. NPWS - Wildlife Management Officers, must be consulted throughout the incident to ensure all relevant procedures have been carried out. For further details see the Marine Fauna Interaction Plan (Appendix 6).

EMERGENCY PROTOCOL		
MARINE FAUNA ENTANGLEMENTS		
Marine Operations Manager	**Farm Technician (master/coxswain)**	**All crew**
▪ Assess situation ▪ Contact Marine Fauna Interaction Committee members ▪ Notify appropriate authorities (i.e. NPWS, NSW EES, NSW DPI Marine Parks) ▪ Coordinate all operations – in charge of disentanglement activities ▪ Record the incident and prepare the incident report as soon as practicable	▪ Inform crew ▪ Carry out disentanglement activities if authorised ▪ Check for signs of injury ○ No = disentangle and release if authorised ○ Yes = disentangle / secure, convey to vet / expert for assessment ○ Death = recover and dispose based on advice from Committee and NPWS ▪ Take photographs and retain entanglement	▪ Assist Marine Operations Manager, Farm Technician, Committee ▪ Assist with disentanglement activities if authorised

Immediate assistance: Local VTS (VHF 16) Emergency Services (000)	equipment if possible to assist with incident review ▪ Report to Committee & NPWS	

Table 9: Emergency Protocol for marine fauna entanglements (Source: AMSA & NSW DPI, 2016)

2.9 Vandalism and Break and Enter

It is important that acts of vandalism or break and enter are mitigated to prevent any inadvertent loss of stock, breaches of biosecurity or result in infrastructure breakaway events.

To assist in the prevention and response to a potential vandalism or break and enter event the following actions will be undertaken:

- Inspection of security features to ensure that they are operational;
- Ensure all staff are aware of security features of land base/s and marine infrastructure and are able to employ them;
- Ensure all staff are inducted onto vessels and are made aware of safety requirements and location of safety equipment; and
- Ensure all staff are aware of the need to promptly advise the Marine Operations Manager of any suspected or actual acts of vandalism or break and enter (Table 10).

Land based sites will have security monitoring arrangements installed or in place to manage the potential risk of vandalism or break and entry. Staff will also be required to ensure all entry points are secure at the end of a work period and report any suspected acts of vandalism or attempts to break and enter.

EMERGENCY PROTOCOL		
VANDALISM / BREAK AND ENTER		
Marine Operations Manager	**Farm Technician (master/coxswain)**	**All crew**
▪ Assess situation ▪ Notify appropriate authorities (i.e. Police, TFNSW) ▪ Coordinate all operations ▪ Record the incident and prepare the incident report as soon as practicable ***Immediate assistance:*** Local VTS (VHF 16) Emergency Services (000)	▪ Maintain security of the site ▪ Assist in any police or RMS investigations ▪ Inform crew / staff	▪ Report to Farm Technician /Shore Coordinator at scene ▪ Provide all support to Farm Technician /Shore coordinator and crew/staff

Table 10: Emergency Protocol for vandalism and break and enter (Source: AMSA & NSW DPI, 2016)

3 EMERGENCY CONTACTS

A summary of emergency contacts has been provided in Table 11.

Emergency Contact	Phone Number
NSW Emergency Services (Police, Fire and Ambulance)	000
NSW Department of Planning, Industry & Environment	1300 305 695 https://majorprojects.planningportal.nsw.gov.au/ (Major Projects Portal)
NSW Roads and Maritime	131 236
NSW Environment Protection Authority	131 555
Transport for NSW	131 500
South Coast Mariculture	1300 333 910
NSW DPI Aquatic Biosecurity & Risk Management	1800 675 888
National Parks and Wildlife Service	1300 072 757
NSW Marine Parks (Jervis Bay)	(02) 4428 3400 (Manager) (02) 4428 3003 (Ranger) (02) 4428 3000 (Office)
Port Authority NSW	02 9296 4999
Aquatic Consultative Committee on Emergency Animal Disease	Call 1800 900 090
Australian Maritime Safety Authority - Rescue Co-ordination Centre	1800 641 792
Marine Fauna Entanglement	
NSW National Parks and Wildlife	1300 072 757
ORRCA (marine mammals)	02 9415 3333
Australian Reptile / Seabird Rescue	02 6686 2852

Table 11: Emergency contacts

4 INCIDENT REPORTING

All serious incidents must be reported within 24 hours to the Secretary of the Department of Planning, Industry and Environment (or nominee) and any other relevant government agencies or authorities of the incident. The department will be contacted by phone and also notified via the Major Projects Portal.

Serious incidents include but are not limited to marine fauna entanglements, suspected disease outbreaks, significant unexplained stock mortalities, oil/chemical/fuel spills, navigation aid break away, mooring breach, vehicle/vessel collision, fire, flooding and injured person(s).

Transport for NSW

A written report must also be forwarded to Transport for NSW within 24 hours setting out the particulars of the incident if one or more of the following applies:

- The incident has resulted in the death, or injury to, a person;
- The incident has result in damage in excess of $5000 to a vessel of any other property; and/or
- Damage or risk to the environment has occurred.

These forms are not required to be completed if the details have already been given to a Roads and Maritime Officer. Vessel Incident Report Forms are available to download on the TfNSW Website or can be obtained at any Transport for New South Wales operations centre, NSW Police or Marine Rescue NSW office.

Full Report

Within six days of notifying the Secretary and other relevant agencies of an incident, South Coast Mariculture must provide the Secretary, NSW Environment, Energy and Science (NSW EES) and other relevant agencies with a full written report which details the following:

- Date, time and place of incident;
- The nature of the incident and/or ‘non-compliance’ detected;
- Identifies the cause (or likely cause) of the incident;
- Name and address of every person who was concerned with or witnessed the incident;
- Verification of boat driving licence or Certificate of Competency of the masters (if applicable);

- Name and registration number of every vessel involved in the incident (if applicable);
- Extent of any injury or damage resulting from the incident;
- The actions that have been taken to date, and;
- The success of these measures in addressing the incident that occurred and/or 'non-compliance' detected; and
- Any additional measures that are proposed to be taken (NSW DPI, 2015).

All reportable incidents will be included in the South Coast Mariculture Annual Environmental Report which will be made publicly available on the SCM website www.southcoastmariculture.com.au

Marine Fauna Entanglement

All marine fauna entanglement events must be recorded in the Marine Fauna Interaction/Observation Register (See Appendix 6 - Marine Fauna Interaction Management Plan). In the event of an entanglement, an incident report must be prepared and provided to members of the Marine Fauna Interaction Committee and any other relevant authorities. The incident report must detail the following:

- Date, time and location of incident;
- Name of observers present;
- Description of species and numbers entangled;
- Extent of any injury/damage or death resulting from the incident;
- How the incident occurred;
- The actions that have been taken to date, and;
- The success of these measures in addressing the incident that occurred and/or 'non-compliance' detected; and

A risk assessment will be completed for all incidents which will form part of the post action report.

5 REVIEW OF EMERGENCY PROTOCOL

South Coast Mariculture will regularly, at least annually, test and/or review the Emergency Protocol for all major potential emergency situations associated with the operation of the leases. All incident reports will also be reviewed annually to assess the effectiveness of this protocol and identify any issues of concern. The review will also enable modifications to be made based on recommendations from post action reports, field experience and professional advice.

In addition, employees are required to regularly participate in debrief sessions to determine the effectiveness of the protocol.

NSW State Waters Marine Oil and Chemical Spill Contingency Plan

The NSW Marine Spill Plan is reviewed annually and after any tier/level two/three responses. It is exercised annually unless there is a tier two/three response in which case the actual response will replace the need to exercise this plan (Transport for NSW, 2012).

Marine Fauna Interaction Management Plan

The Marine Fauna Interaction Management Plan will be reviewed annually to assess the effectiveness and identify any issues of concern particularly resulting from any incident reports. The review will also enable modifications to be made based on recommendations from post action reports, field experience and professional advice.

6 SSI-5657 CONSENT CONDITIONS TABLE OF REFERENCE

The table below lists the SSI – 5657 Jervis Bay Shellfish Aquaculture Lease consent conditions and references the location in the EMP and Appended Sub Plans that the condition has been addressed.

Table 12: SSI – 5657 SCMCAL Consent Conditions and Reference Location in EMP and Appended Sub Plans

Condition	Location of Reference
Condition E1 – Environmental Management Plan Prior to the commencement of operation, the Proponent shall revise and update the draft Environmental Management Plan (EMP), included with the RTS for the development to the satisfaction of the Secretary. The revised EMP is to include: (a) the strategic framework for environmental management of the development; (b) the statutory requirements that apply to the development; (c) the role, responsibility, authority, and accountability of all the key personnel involved in environmental management of the development; (d) the management measures that would be implemented to address environmental issues; (e) how the environmental performance of the development would be monitored and managed; (f) the procedures that would be implemented to respond to any non-compliances and emergencies including a contact number to report emergency events; and (g) include copies of the various strategies and plans that are required under the development.	**The South Coast Mariculture Environmental Management Plan (EMP) plus Sub Plans – Appendices 1 to 7.** a) Strategic framework is set out in Section 2.1. b) Statutory framework is set out in Section 2.2 c) Roles and responsibility of key personnel are set out in Section 2.1. d) Management measures are set out in the individual management plans provided as appendices to the EMP, and briefly outlined in the EMP e) Environmental performance of the development would be managed through annual reporting and independent environmental audits, as set out in Section 2.3, monitoring of water quality & the benthic environment is outlined in section 4.1.3, 4.3 f) Procedures for non-compliances / incidences are set out in Section 2.3 and 2.6 and in the Emergency Protocol in Appendix 4. An emergency contact list is provided at Attachment 7. It is noted that the Planning Secretary must be notified of all incidents/emergencies in accordance with condition E8 and E9 of the approval. g) Copies of all plans have been provided as appendices to the EMP.

Condition	Location of Reference
Condition E2 – Management Plan Requirements The Proponent shall ensure that the Management Plans required under this approval are prepared in accordance with any relevant guidelines, and include: (a) detailed baseline data; (b) a description of: • the relevant statutory requirements (including any relevant approval, licence or lease conditions); • any relevant limits or performance measures/criteria; and • the specific performance indicators that are proposed to be used to judge the performance of, or guide the implementation of, the development or any management measures; (c) a description of the measures that will be implemented to comply with the relevant statutory requirements, limits, or performance measures/criteria; (d) a program to monitor and report on the: • impacts and environmental performance of the development; and • effectiveness of any management measures (see € above);	**The South Coast Mariculture EMP and attachments covers this requirement.**

(e) a program to investigate and implement ways to improve the environmental performance of the development over time; (f) a protocol for managing and reporting any: • incidents; • complaints; • non-compliances with statutory requirements; and • exceedances of the impact assessment criteria and/or performance criteria; and (g) a protocol for periodic review of the plan.	
Condition	**Location of Reference**
Condition C1 – Deployment of Lease Infrastructure The Proponent shall prepare and implement a Construction and Deployment Environmental Management Plan, to the satisfaction of the Secretary. The plan must be prepared in consultation with Council and any other relevant stakeholders, and: (a) be approved by the Secretary at least one month prior to deployment; (b) include details of the species to be farmed; (c) include detailed plans of infrastructure to be used at each of the proposed Leases, including the final lease layout and mooring plans, and include maximum number, type and colour of buoys to be used at each Lease site; (d) detail all reasonable and feasible design measures used to minimise the potential visual impact of the development from Callala Beach and Vincentia (including orientation); (e) detail the location of the land-based site(s) (if any) for the construction or storage of Lease Infrastructure and indicative	**Appendix 1 - Construction Deployment and Traffic Management Plan.** a) The plan has been submitted to the Secretary for approval. b) Species to be farmed are outlined in Section 2. These align with the approved list of species in the approval. c) Detailed plans of infrastructure to be used are provided in Section 6. d) A qualitative commentary around measures to be implemented to minimise visual impacts is provided in Section 8. e) Details of land-based sites are provided at Section 3. Timetable for deployment is provided at Section 4. f) Details on traffic, noise and waste management are provided at Section 5. g) A Community Stakeholder Communication Management Plan (**Appendix**

timeframe for all deployment activities; (f) include if necessary, details on traffic, noise and waste management; (g) describe the procedures that would be implemented to keep the local community and relevant agencies informed about construction/deployment activities; and procedures to receive and handle complaints; and describe the procedures to decommission any construction site including removal of all construction facilities and restoration of the site to its original state.	**2**) has been prepared to provide the mechanisms for disseminating information during operation. An outline of communication tools is provided in Section 10. Details of complaints management is at Section 12. h) Decommissioning is outlined in Section 13.
Condition	**Location of Reference**
Condition C11 – Structural Integrity and Stability Monitoring Program The Proponent shall prepare and implement a Structural Integrity and Stability Monitoring Program, prior to deployment and to the satisfaction of the Secretary. The Program shall include but not be limited to: a) weekly monitoring including an inspection checklist to investigate the effectiveness of the infrastructure design, including how often repairs are made and whether line tautness is being maintained; and b) details of servicing requirements of anchors, ropes, chains and connectors. Servicing must be undertaken at least annually; c) details of actions that would be undertaken to rectify any structural integrity issues, particularly in the event that infrastructure breaks away from the Leases after storm events.	**A Structural Integrity and Stability Monitoring Program is provided in Attachment 8 of the South Coast Mariculture EMP** a) A monitoring schedule is provided at Table A of Attachment 8. b) Details of servicing requirements are provided in Table A. c) Actions to rectify structural integrity issues are outlined in Table B.

Condition	Location of Reference
Condition D5 – Disease, Parasite and Pest Management Plan a) The Proponent shall prepare a Disease, Parasite and Pest Management Plan in accordance with the Draft EMP, to assist in the identification and treatment of potential diseases, parasites and pests. **b)** The Plan shall include details on the monitoring of the health of cultured stock and inspection of longline infrastructure to identify any disease or parasite issues that may arise.	**Appendix 7 – Disease, Parasite and Pest Management Plan** a) Details on the monitoring of the health of cultured stock are provided at Section 4 Hatchery. **b)** Details on the inspection of longline infrastructure to identify any disease or parasite issues are provided at Section 5 including details of the removal and harvest of diseased and dead stock is provided at Section 6.

Condition	Location of Reference
Condition D9 – Marine Fauna Interaction Management Plan The Proponent shall finalise and implement the Marine Fauna Interaction Management Plan detailed in the Draft EMP prior to the commencement of operation, to the satisfaction of the Secretary. The Plan shall detail measures to remedy, alleviate and reduce the incidence of marine fauna entanglements. The Marine Fauna Interaction Management Plan shall include: a) procedures for the recording of all observations of marine fauna interactions with the lease areas including longlines and vessels, as outlined in the EIS and the RTS; b) contact details of an Entanglement Committee, which would monitor the implementation and effectiveness of the Marine Fauna Interaction Management Plan, and provide advice to the Proponent in the unlikely event of marine fauna entanglement with the Lease infrastructure; and c) response procedures, drills and training that would be carried out	**Appendix 6 - Marine Fauna Interaction Management Plan** a) Procedures for the recording of all observations of marine fauna interactions are outlined in the Observer Protocol in Section 3. b) Contact details for the Entanglement Committee are provided at Table 1 in Section 4. c) Training and response are outlined in Section 4.2.

to ensure appropriate responses to deal with entanglement incidences.	
Condition	**Location of Reference**
Condition D12 – Benthic Monitoring Program The Proponent shall prepare and submit a Benthic Monitoring Program, to the satisfaction of the Secretary within 6 months of the date of this approval. The Program shall include but not necessarily be limited to: a) representative background monitoring to establish baseline conditions for the Leases, including benthic fauna and TOC parameters, for a suitable time period; b) the use of multiple control sites and identification of the frequency of sampling to ensure the monitoring program is spatially and statistically meaningful; c) collecting data at least annually after the Leases are approved, irrespective of whether the Leases are stocked with shellfish; d) a minimum monitoring period of at least three years from the commencement of operation; e) identification of trigger(s) and ameliorative measures (including video surveys) in the event that adverse impacts to benthic fauna relevant to the development are identified; f) identify triggers that would decrease monitoring efforts; and g) reporting of the monitoring results to the Secretary and EES annually within the Annual Report, including commentary on any effects of the Leases compared to relevant guidelines, pre-lease sampling or control sites.	**Appendix 3 - Water Quality and Benthic Environment Monitoring Program** a) Representative background monitoring for benthic fauna and TOC conditions is described in Section 3. Baseline sampling will be carried out before stocking and then annually for a minimum of 3 years. b) South Coast Mariculture uses a BACI (Before After Control Impact) approach to monitoring. Six control sites have been identified. A sampling design is outlined in Table 1. c) Section 3.1.4 confirms the sampling will occur prior to installation of the leases and at least annually after the lease is granted, irrespective of whether the lease is stocked with shellfish. d) Baseline sampling will be carried out before stocking and then sampling will be carried out annually for a minimum of 3 years e) Section 3.1.6 and Section 3.2.6 note that if any 'significant changes' to the marine benthic environment are identified, then appropriate management regimes will be employed to ameliorate these impacts (e.g. destocking or fallowing). ROV survey and footage is proposed to be used. f) Section 3.2.6 states that monitoring efforts would be decreased if no significant long-term impacts have been identified. g) Commitment to report monitoring results in the Annual Report is detailed in Section 2.5

Condition	Location of Reference
Condition D14 – Waste Management Plan The Proponent shall develop a Waste Management Plan prior to the commencement of operation, to the satisfaction of the Secretary. The plan is to include measures to ensure that: (a) all waste including biofouling is appropriately stored, handled and disposed of in a timely manner; (b) waste generated by the project is minimised; (c) details of where all waste would be stored; and (d) all waste generated by the Project is classified in accordance with the EPA's Waste Classification Guidelines and disposed of to a facility that may lawfully accept the waste.	**Appendix 5 - Waste Management Plan** a) Measures to ensure waste is appropriately stored, handled and disposed of are detailed in Section 3. b) Minimisation of waste generated is outlined in Section 4. c) Section 3 outlines how waste will be collected and disposed. d) Wastes have been classified and disposal destinations identified for each waste type in Table 1 in Section 2.
Condition	**Location of Reference**
Condition E5 – Community Stakeholder Plan The Proponent shall prepare and implement a Community Stakeholder Plan for the development to the satisfaction of the Secretary. This plan must be approved by the Secretary prior to commencement of deployment, and include: (a) identification of all relevant community and other stakeholders; (b) details of procedures and mechanisms used to inform the community (including local aboriginal communities) and stakeholders of the development's progress and potential employment opportunities; (c) processes to receive and manage feedback and complaints;	**Appendix 2 - Community and Stakeholder Communications Management Plan** a) A list of community and other stakeholders is provided at Section 2. b) Details of procedures to inform the community are outlined in Section 3. c) Feedback and complaints processes are outlined in Section 4. d) Contact details are provided in Section 5 and Section 6, including a 24-hour contact number.

and (d) phone, email and mail contact details for the development, including a 24-hour contact number.	

7 DOCUMENT CONTROL REGISTER

Appendix 4 – Emergency Protocol						
Version Number	**Date Issued**	**Date Submitted to Department**	**Date Reviewed by Department**	**Revisions Requested by Department or other stakeholders**	**Comments**	**Version Approved by Department**
1	October 2020	22 June 2021	June / July 2021	Yes	Assessed by NSW EES and NSW Fisheries	Revisions required
2	July 2021	29 July 2021	August 2021	Yes	Assessed by NSW EES, NSW Fisheries and NSW Marine Parks	Revisions required
3	August 2021	31 August 2021	September 2021			

8 CONSULTATION

In the preparation of the Emergency Protocol the following personnel were consulted.

- Graeme Bowley, Senior Policy Officer, Aquaculture, NSW Department of Primary Industries;

9 REFERENCES

PIRSA (2003) PIRSA Aquaculture: A response to environmental concerns of Yellowtail Kingfish (*Seriola lalandi*) farming in South Australia and some general perceptions of aquaculture. Primary Industries and Resource Management South Australia, Adelaide.

Transport for NSW (2012) *NSW State Waters Marine Oil and Chemical Spill Contingency Plan.* Transport for NSW, Sydney.

Web Reference 1

Department of Agriculture and Water Resources (2016) "Aquatic Consultative Committee on Emergency Animal Disease" Retrieved 23/07/19 from http://www.agriculture.gov.au/animal/aquatic/emergency/cceaad

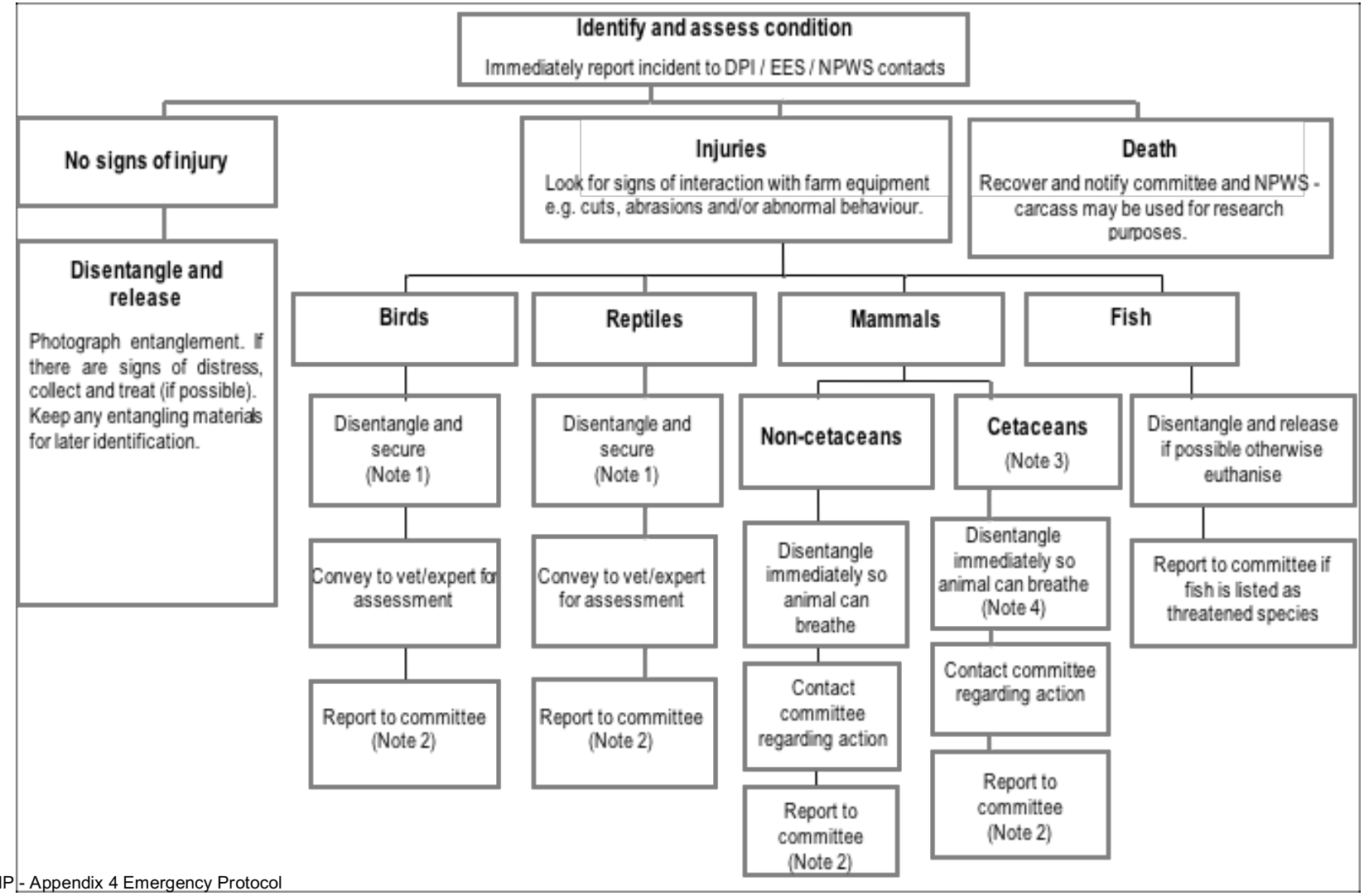
Web Reference 2

Department of Agriculture and Water Resources (2016) "AQUAVETPLAN" Retrieved 23/07/19 from http://www.agriculture.gov.au/animal/aquatic/aquavetplan

Web Reference 3

NSW Roads and Maritime (2015) "Person Overboard" Retrieved 23/07/19 from http://www.rms.nsw.gov.au/maritime/safety-rules/incidents-emergencies/person-overboard.html

10 ATTACHMENT 1 - ENTANGLEMENT ASSESSMENT PROCESS



Note 1: Secure means hold animal in a dark warm container such as a pet pack. For reptiles, a large plastic tub with additional padding on the inside is required.

Note 2: Report means prepare an incident report as detailed as possible stating all circumstances relating to the entanglement event including (if available) a veterinary report. The report will be submitted to the committee and relevant authorities.

Note 3: Cetaceans that are injured will have lacerations, irregular buoyancy and irregular swimming behaviour.

Note 4: Disentangling cetaceans must only be undertaken by appropriately trained and authorised personnel.

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