

National Plan for Maritime Environmental Emergencies Year in Review 2012-13



Australian Government

Australian Maritime Safety Authority

National Plan for
Maritime Environmental Emergencies

Year in Review
2012-13

Mission

To maintain a national integrated government and industry organisational framework capable of effective response to pollution incidents in the marine environment and to manage associated funding, equipment and training programs to support National Plan activities.

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AMSA's foreword

I have pleasure in presenting the National Plan for Maritime Environmental Emergencies Year in Review 2012-13.

Whilst there were no major pollution incidents during the 2012-13 financial year, in July 2012 we completed the removal of the wreck of the MV *Tycoon* from Flying Fish Cove, Christmas Island. The National Plan was also called upon to support State/NT agencies in responding to several minor incidents, including the groundings of the barge *JMC 2822* off Cervantes, WA in December 2012 and the fishing vessel *Joseph M* at Lady Elliot Island in the Great Barrier Reef in June 2013. Our dedicated emergency towage vessel (ETV), the *Pacific Responder*, was activated on four occasions to provide assistance to maritime casualties as they transited the region.

Our main focus during 2012-13 has been the implementation of the outcomes from the comprehensive review completed in early 2012. One of the major changes can be seen in the title of this publication – the new title, *National Plan for Maritime Environmental Emergencies* – encompasses the former National Plan to Combat Pollution of the Sea by Oil and other Noxious and Hazardous Substances and National Maritime Emergency Response Arrangements. Another important milestone was achieved in September 2012, when the Transport and Infrastructure Senior Officials Committee agreed to new governance arrangements to oversee the National Plan. As indicated elsewhere in this review, a number of meetings have been held and the new structure is now firmly in place and focussing on the implementation of the updated National Plan.

Another focus during the year was on the renewal of our key contracts. In November 2012 requests for tenders were released for the storage and maintenance of the National Plan equipment stockpiles, with new contracts negotiated and in place by 30 June 2013. In addition, a tender process was conducted for the provision of new Level 2 Emergency Towage Capability services, which includes two new regions in South Western Australia and North Central Queensland. The new arrangements were all in place and operational on 1 August 2013. In April 2013, a request for tender was released for the continued provision of a Level 1 Emergency Towage Capability in the northern Great Barrier Reef and the Torres Strait, with a new contract to be in place by 1 July 2014.

We continued to enhance and improve our national oil spill training framework based on competency based training (CBT). More than 1200 people were involved during 2012-13 in competency based training, online learning and workshops, with 24 accredited courses delivered, including a new Planning Officer Course held at the Australian Emergency Management Institute at Mount Macedon, Victoria, in October 2012.

The Asia-Pacific oil spill preparedness and response conference, Spillcon 2013, was held during April in Cairns. A record number of people attended Spillcon 2013, with 525 national and international delegates from over 25 countries attending the sessions, exhibition and functions over the week-long event.

In conclusion, I would like to thank all of our National Plan stakeholders for their support and hard work during the year, particularly during the transition to the revised National Plan and Spillcon, and look forward to working with you all to complete the implementation of the review outcomes during 2013-14.

Graham Peachey
Chief Executive Officer
Australian Maritime Safety Authority



Snapshot of the history of the National Plan

- 1973 - National Plan established with \$1 million contribution from Commonwealth.
- 1974 - *Syigna* oil spill, Newcastle NSW (700 tonnes).
- 1981 - *Anro Asia* oil spill, Bribie Island QLD (100 tonnes).
- 1986 - Trajectory modelling introduced (originally On Scene Spill Model - OSSM).
- 1987 - *Nella Dan* oil spill, Macquarie Island, Tas (125 tonnes).
- 1988 - *Korean Star* oil spill, Cape Cuvier WA (600 tonnes).
- 1988 - *Al Qurain* oil spill, Portland VIC (184 tonnes).
- 1991 - Australian Marine Oil Spill Centre (AMOSC) established in Geelong, Victoria as a subsidiary of the Australian Institute of Petroleum (AIP).
- 1991 - *Sanko Harvest* oil spill, Esperance WA (700 tonnes).
- 1991 - *Kirki* oil spill, off WA coast (17,280 tonnes).
- 1992 - *Era* oil spill, Port Bonython SA (300 tonnes).
- 1993 - First National Plan Review, outcomes include purchase of \$5.6m equipment.
- 1995 - Entry into force for Australia of the International Convention on Oil Pollution Preparedness, Response and Cooperation 1990.
- 1995 - *Iron Baron* oil spill, Hebe Reef TAS (325 tonnes).
- 1997 - Fixed Wing Aerial Dispersant Capability introduced, jointly funded by AMSA and AIP.



- 1998 - National Plan extended to deal with hazardous and noxious substances spills.
- 1999 - Mobil Refinery oil spill, Port Stanvac SA (230 tonnes).
- 1999 - Introduction of Oil Spill Response Atlas (OSRA) with \$1 million provided by the Commonwealth as part of the Natural Heritage Trust.
- 1999 - Implementation of the Incident Control System (ICS).
- 1999 - *Laura D'Amato* oil spill, Sydney NSW (250 tonnes).
- 2000 - Second National Plan Review, outcomes include establishment of the National Plan Management Committee.
- 2001 - MOU on the National Plan signed by AMSA and AIP.
- 2002 - Inter-Governmental Agreement signed by State/NT and Commonwealth Ministers of the Australian Transport Council.
- 2006 - *Global Peace* oil spill, Gladstone QLD (25 tonnes).
- 2007 - Entry into force for Australia of the Protocol on Preparedness, Response and Co-operation to Pollution Incidents by Hazardous and Noxious Substances 2000.
- 2008 - Chemical Spill Trajectory Model (CHEMMAP) introduced.
- 2009 - *Pacific Adventurer* oil spill, Cape Moreton QLD (270 tonnes).
- 2009 - Montara Wellhead platform release, Timor Sea (est. 64 tonnes per day).
- 2010 - Grounding of the *Shen Neng 1*.
- 2011 - Third National Plan Review.
- 2012 - Expanded to include maritime casualty response, retitled *National Plan for Maritime Environmental Emergencies*.
- 2012 - Wreck removal of MV *Tycoon* from Flying Fish Cove, Christmas Island.



Montara Commission of Inquiry

The Report of the Montara Commission of Inquiry was released in June 2010 and noted a lack of clarity regarding the arrangements for preparedness and response capability for the offshore petroleum industry under the National Plan. In particular, the Commission noted that the National Plan is available to respond to oil spills from any source and while the shipping industry makes a direct contribution through payment of the levy, there is no such direct contribution by the offshore petroleum industry.

The government, in accepting this and other inquiry recommendations, noted that it would establish a model framework that provided equitable cost sharing arrangements between the shipping and the offshore petroleum industry as it related to preparedness and response capability in responding to any future offshore petroleum incidents. The development of this model framework was part of a broader Offshore Petroleum and Marine Environment Legislative Review under the auspices of the Better Regulation Ministerial Partnership (the Ministerial Partnership) between the Minister for Finance and Deregulation and the Minister for Resources and Energy.

In late 2012, the government agreed with the outcome of the Ministerial Partnership and recommended that equitable arrangements for sharing costs between the shipping and offshore petroleum industries for response preparedness incurred by AMSA, as articulated through the National Plan, be achieved through the sharing of costs for mutually required equipment and services. This work continued during the first half of 2013, and has now been completed.

National Plan/ NEMERA Review

At its meeting in September 2012, the Transport and Infrastructure Senior Officials Committee agreed to new governance arrangements to oversight the National Plan. The new arrangements provide for a broader range of government and industry stakeholders to provide input into decisions affecting these arrangements, including shipping, ports, offshore exploration and production and salvage industries (see below).



The first meetings of the newly established committees and working groups were held during the last quarter of 2012. The focus of these meetings was to develop a work program to implement the outcomes arising from the 2011-12 Review of the National Plan and the National Maritime Emergency Response Arrangements (NEMERA).

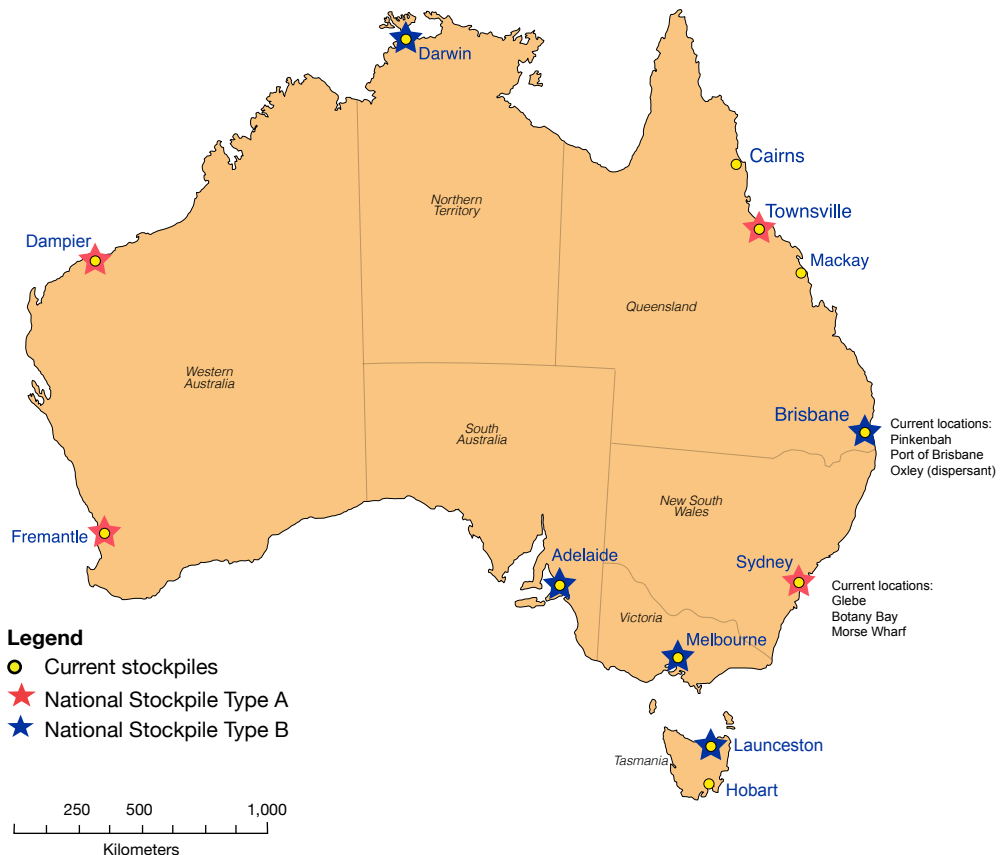
One of the key changes is the formal integration of the pollution response and casualty management arrangements into a single structure, to be known as the National Plan for Maritime Environmental Emergencies. A new comprehensive National Plan document is to be developed to provide an overall outline of the prevention, preparedness and response and recovery arrangements for marine

pollution. The document will include all existing and future policies of the National Plan and will maintain the existing arrangements for contingency planning at the state/NT and industry level.

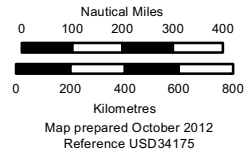
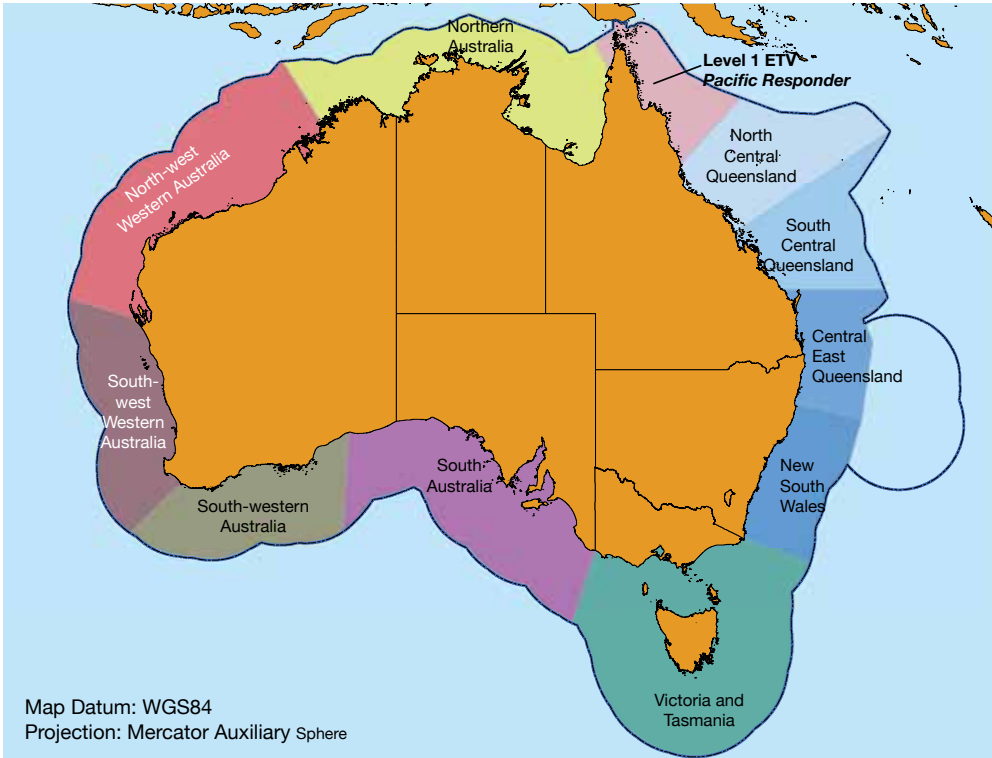
Each jurisdiction will review the adequacy of their current preparedness and response arrangements for the delivery of environmental and scientific advice within their incident management systems and their contributions to and expectations of National Plan support.

All states/Northern Territory will conduct audits against the obligations contained in the *International Convention on Oil Pollution Preparedness, Response and Co-operation 1990* and the *Protocol on Preparedness, Response and Co-operation to Pollution Incidents by Hazardous and Noxious Substances 2000*, including any legislation or other regulatory mechanisms.

There is a substantial program of equipment replacement and refurbishment well under way, with the two National Plan equipment stockpiles adjacent to the ‘very high’ risk areas identified during the risk assessment project – Dampier and Townsville – to be upgraded (see below).



To address the increased risk since the NMERA arrangements were implemented in 2006, two new emergency towage capability (ETC) regions are to be implemented for South Western Australia and North Central Queensland (see below). A tender process for new emergency towage capability provisions was completed during 2012-13 and the new arrangements were established as of 1 August 2013.



Maritime casualty response

AMSA manages the National Maritime Emergency Response Arrangements (NMERA) which include the delegation of the Maritime Emergency Response Commander (MERCOCOM), a national decision-maker responsible for the strategic management of responses to maritime casualties.

In accordance with NMERA requirements, an emergency towage capability is maintained at strategic locations around the Australian coast. These tugs are maintained at a high level of readiness throughout the year in order to respond to breakdowns and were, on several occasions, placed on standby to respond to disabled or distressed vessels. Following extensive stakeholder engagement discussions, AMSA made the decision to increase the number of regions around the coastline from 9 to 11. As a result of increased shipping activity, two original regions have now been split so as to facilitate the deployment of assets in the event of a maritime casualty. During 2012-13 AMSA released two requests for tender for emergency towage capabilities and it is expected that the final contract will be agreed to and in place by the middle of 2014.

The Level 1 Emergency Towage Vessel, the *Pacific Responder*, worked diligently throughout the year in order to be available 24/7 to respond to incidents in the Great Barrier Reef, Torres Strait, the Gulf of Carpentaria and the Coral Sea. Once again, the *Pacific Responder* was called upon to provide assistance to a number of small vessels in the area that found themselves in distress, as well as continuing to respond to a number of outages of our aids to navigation network. It was also used as a training platform during Spillcon 2013 in Cairns.

Expert advice was requested from AMSA's Salvage and Intervention team for a number of maritime casualty incidents throughout the year, including the grounding of a barge off Cervantes in WA and the grounding of a fishing trawler in the particularly sensitive area of the Great Barrier Reef Marine Park.

A number of workshops were also hosted by AMSA during 2012-13, including one for the Marine Casualty Officers and another for representatives from the states/ Northern Territory that focused solely on the casualty elements of a marine incident. Both workshops attracted a number of different stakeholders including: AMSA marine surveyors, Protection and Indemnity Club representatives, maritime lawyers, and the Australian Transport Safety Bureau.

Liability and compensation

During 2012-13, AMSA attended several meetings of the governing bodies of the London-based International Oil Pollution Compensation (IOPC) Funds. The meetings considered claims arising from major global oil spills and matters relating to the administration and governance of the funds as well as working groups examining claims handling experience and the definition of 'ship' applied in the conventions. At the International Oil Pollution Compensation Fund Assembly meeting in October 2012, Australia was elected as a member of the 1992 Fund Executive Committee. The Executive Committee is responsible for decisions on incident related matters, including approving the payment of claims, deciding on the distribution of payments among claimants, and monitoring and guiding the fund's participation in legal proceedings following an incident.

AMSA also attended the workshop on the International Liability and Compensation regime hosted by the IOPC Funds and the International Tanker Owners Pollution Federation held in Cairns adjacent to Spillcon 2013. This workshop provided an overview of the regime and explained the relevant Conventions, the claims assessment process and the role of various stakeholders. The workshop focussed on the Civil Liability Convention and the IOPC Funds, but also touched upon the Bunkers and Hazardous and Noxious Substances Conventions. AMSA's representatives provided a presentation on the Australian experience in implementing the IOPC Fund including identifying contributors, and administration and auditing of received oil reports.

During 2012-13 we worked closely with the Department of Infrastructure and Regional Development in progressing domestic consultations with a view to Australian adoption of the *International Convention on Liability and Compensation for Damage in Connection with the Carriage of Hazardous and Noxious Substances by Sea, 1996*. This convention, which is not yet in force internationally, will provide a two-tier compensation regime for hazardous and noxious substances spills, similar to the long-standing international arrangements in place for spills from oil tankers.

Recovering the costs from responding to major incidents such as the *Pacific Adventurer* (2009), *Shen Neng 1* (2010) and *Tycoon* (2012) was also a major focus during the year. This involved extensive consultation with ships' insurers, known as Protection and Indemnity Clubs, and all National Plan stakeholders to obtain comprehensive documentation to support claims.

Improving marine pollution response environment, science and technical capability

The 2012-13 financial year has been dominated by the implementation of two reviews. The National Plan review raised expectations that national scientific and technical capability will continue to increase and become more prominent, both in preparedness and response.

Secondly, the Environment and Science Coordinators Network has been implementing the results of their own review. Beginning at the 2011 Environment and Scientific Coordinator (ESC) workshop, the individual and collective capability of the network also has increased, resulting in a growing confidence that science and technology has regained its place in support of National Plan functions. Both reviews have set the National Plan on journeys where science and evidence will increasingly influence decision-makers.

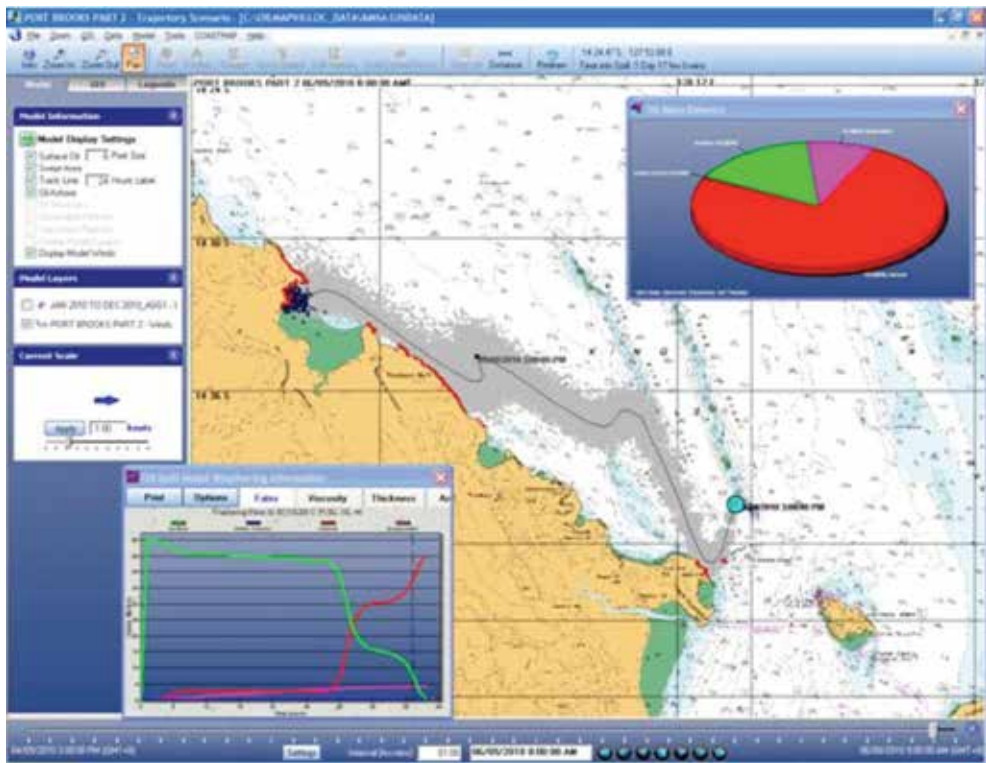
Under the National Plan for Maritime Environmental Emergencies, only those Oil Spill Control Agents (OSCA) listed on the National Plan Register of Oil Spill Control Agents (OSCA Register) will be employed to combat oil pollution incidents (available once products are accepted for registration). During 2012-13, 10 enquires have resulted in 4 successful applications to list Oil Spill Control Agents (OSCAs) on the register. The bioremediation and loose sorbent products are completely new, as is one dispersant. One of the transitional dispersants that comprises a significant portion of the National Plan dispersant stockpile also met the new listing requirements. Further applications for surface cleaners, dispersants and bioremediation products are in progress. The rationale and science behind the Australian OSCA process was also the focus of a paper and presentation to the 36th Arctic and Marine Oilspill Program (AMOP) Technical Seminar in Halifax, Canada, where the approach received critical review. Although still building in numbers of products listed, the Australian OSCA process is developing a reputation as a regional standard for product recognition and acceptance.

The focus on the National Plan review meant that no new research was commenced during 2012-13, as priorities for future research are being developed. The research project looking at the effectiveness of using vegetable oil-based biodiesels as biodegradable cleaning agents for cleaning up heavy oil spills made slow progress due to difficulties in finding a suitable field site. After extensive searching, the James Cook University researchers expect to begin their field trials at a new location in Moreton Bay in late 2013, supplemented by laboratory studies in Townsville.

A memorandum of understanding between the Commonwealth Scientific and Industrial Research Organisation (CSIRO) and AMSA for scientific support was finalised in late 2012 with the first engagement meeting held in March 2013. CSIRO science expertise and capability is now available to AMSA, and through AMSA to other National Plan partners, with an on-call process still in development. Using internal networks in the first instance, CSIRO experts and scientists will provide answers to straightforward questions as soon as they can, often from past experience or existing data (e.g. the influence of currents on the movement of aluminium phosphide canisters). For more complex questions that require significant research or analysis, CSIRO and AMSA will set up project teams and contracts (e.g. review of monitoring advice). Finally, should a spill occur, and expert capability be required to track oil or dispersants in real-time, AMSA has an agreement in place with CSIRO to be available for field deployment at short notice. AMSA has also asked CSIRO to identify other experts across Australia, to ensure all relevant scientific capabilities are available, should it be needed.

Oil Spill Trajectory Modelling (OSTM)

The Oil Spill Trajectory Model (OSTM) is used to predict the behaviour of various oils in the water column, based on wind and tidal data. Similar predictive software is available for chemical spills, many of which react differently from oil in water. Asia-Pacific Applied Science Associates (APASA) provides AMSA and, in turn, all National Plan jurisdictions with a 24/7 trajectory modeling service for incident responses, training and exercises. Underpinning APASA's modeling capability is an Environmental Data Server providing real-time wind, weather, current and tidal data which AMSA also has access to as part of its service contract.



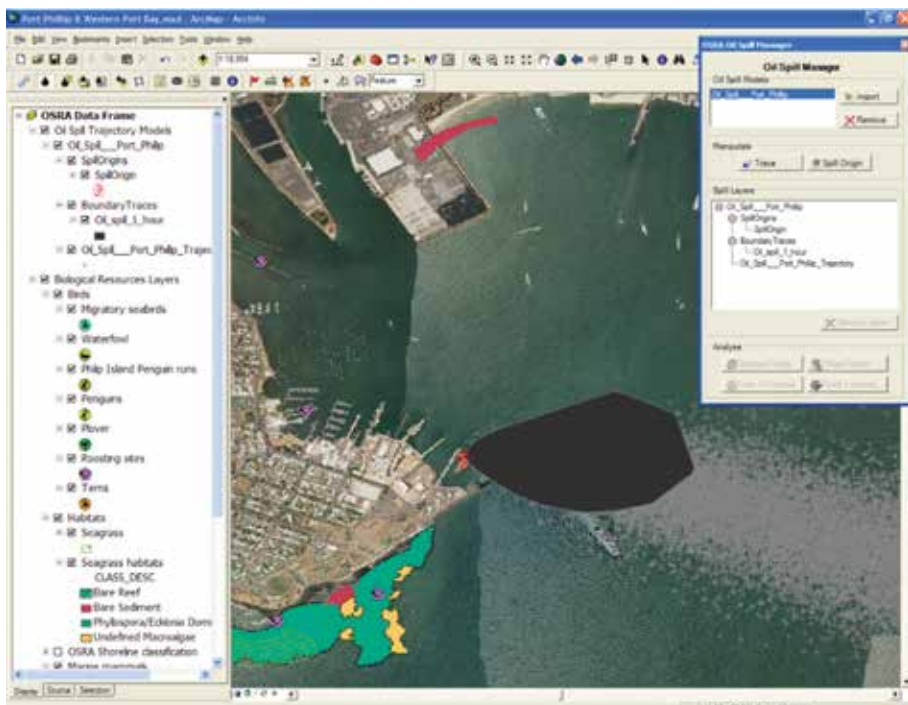
ILMAP screenshot showing a hypothetical spill model off the Kimberley coast, WA, overlaid onto a navigational chart. The model shows coastline impact zones (in red) and trajectory of the spill over 42 hours

Oil Spill Response Atlas (OSRA)

The Oil Spill Response Atlas (OSRA) is a customised Geographic Information System (GIS) resource atlas based on an ArcGIS-embedded toolset (mapping software). This is used to deliver vital map-based information to marine spill responders. It incorporates oil spill trajectory modeling outcomes, environmental and logistical information, and identifies marine and coastal areas of sensitivity that could be impacted by a marine pollution incident.

As it is based on GIS software, every year new software upgrades are installed and rolled out as necessary to maintain and improve functionality. The latest OSRA Toolkit (version 2.3) was released in late 2012.

The 2012 *Exercise Sea Dragon* provided an excellent opportunity for invited Victorian mapping specialists to test the functionality of this tool in an operational environment.



Simulated oil spill in Port Phillip Bay using the OSRA Toolkit

Spying for oil spills from space

AMSA completed a second three-month trial in the use of satellites to look for oil spills in Australian waters.

Satellite-based Synthetic Aperture Radar (SSAR) can identify potential oil spills directly from orbit. Over the last few years it has been effectively used in Europe and Northern America to deter illegal discharges and to inform oil spill response operations, with more than 90 per cent of satellite reports validated in follow-up sampling. These satellites can monitor day and night, and can see through cloud, rain, fog and other weather. They are one of the most effective and reliable ways of spotting oil spills and the ships that cause them. To minimise oil spill damage in the marine environment, it is important to quickly find the spilled oil and remove it from the sea. The satellite information is provided to AMSA within 60 minutes. This is essential to catch polluters red-handed and commence any response operations associated with the spill.

The effectiveness of these systems relies on the basis that an oil slick at sea has a dampening effect on the water surface, thus ‘flattening’ the local surface features and causing the radar reflection to generate a darker signature in the image.

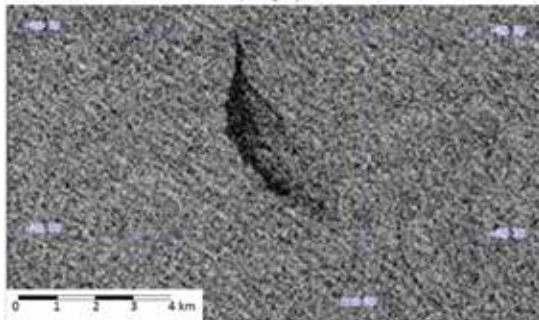
World-leading Norway-based company, Kongsberg Satellite Services (KSAT), obtains and analyses the satellite data for AMSA. The satellites target areas of Australian waters that are considered as having a high risk of oil pollution, due to heavy shipping activities as well as any offshore oil and gas projects.

Two test areas of interest selected for this trial represent high risk of spills due to heavy shipping movements or offshore oil and gas projects, and high threat due to local sensitive resources. AMSA has not announced these locations publicly in order to ensure ‘normal’ activity levels and behaviours continue during the trial period.

AMSA will now assess the viability of implementing the system permanently in Australia, so that it will continue to have a deterrent effect on would-be polluters.

A likely 3-4 km long slick detected by RADARSAT-2 in deep water off the Australian coast, source unknown and unverified.

RADARSAT-2 Data and Products © MacDonald, Dettwiler and Associates Ltd. 2013 – All Rights Reserved. RADARSAT is an official mark of the Canadian Space Agency.



Noggin OCA

AMSA's Marine Environment Division is in the process of implementing the National Environmental Maritime Operations (NEMO) System, which aims to assist in the management of Pollution and Marine Casualty incidents. NEMO is a web-based customisable incident management system based on Noggin OCA (Organise, Communicate, Act) that captures information from multiple sources in a variety of formats to provide a real-time common operating picture during an emergency event. NEMO delivers information management and decision support tools which will assist AMSA and the states/Northern Territory during National Plan activations.

Through a system of predetermined dashboards, the system can be tailored to present specific incident information to different user groups. In this way, the system focuses on delivering the right information and functionality that is appropriate to that group. Specific dashboards have already been created for Pollution and Marine Casualty Duty Officers. There will also be an equipment portal where stakeholders can see the amount and operational status of National Plan Equipment and Dispersant stockpiles. Another dashboard is planned for AMSA Media, and will present all the required situational information that would be expected from the Media team during an incident. Informal training on NEMO has already been delivered to the Pollution and Marine Casualty Duty Officers, with information sessions also held for AMSA Media and the Executive group.



Environment and Scientific Coordinators Workshop comes of age

The 21st Annual Environment and Scientific Coordinator (ESC) Workshop was held in Townsville, Queensland, on 6-9 August 2012, co-hosted by the Great Barrier Reef Marine Park Authority (GBRMPA) and AMSA. The aim of the workshop is to enhance the national capability to protect the marine environment from ship sourced pollution by encouraging the National Plan environmental and scientific personnel to share their expertise, knowledge and experience of the science behind oil spill response.

The workshop attracted around 40 delegates from all jurisdictions, including the states/Northern Territory, the Commonwealth, GBRMPA and New Zealand with invitations extended to delegates from National Offshore Petroleum Safety and Environmental Management Authority (NOPSEMA), Department of Environment, and industry. A practical session on testing the effectiveness of oil dispersants gave participants a hands-on experience. Visits to the Great Barrier Reef Vessel Tracking Service (REEFVTS) Headquarters, Reef HQ, the Aquarium and the Turtle Hospital reinforced the presentations from local experts about the environmental sensitivity of the Great Barrier Reef habitats.



Visit to the turtle hospital

The workshop reinforced the focus on the technical aspects of the functions and roles of ESCs in preparation and response, using local examples to illustrate broader technical processes. Adding the outcomes of the National Plan Review and recent response experience, it continues to reinvigorate participants' involvement in their home jurisdictions and in the national ESC Network and it is hoped that it will become an internationally-recognised expert resource.



The ESC participants

Promoting public awareness

In conjunction with the Australian Marine Environment Protection Association (AUSMEPA) and the Hellenic Marine Environment Protection Association (HELMEPA), AMSA has recently updated their 'Welcome to Australia - protecting our marine environment' DVD. The purpose of the DVD is to help foreign vessels fulfill their responsibilities to the marine environment whilst in Australian waters and to ensure foreign crews are aware of Australia's National Plan arrangements. The DVD can be viewed in six different languages. Copies of the DVD are available by request through both AMSA and AUSMEPA websites and are also available for download on the AMSA website.



As well as the update to the 'Welcome to Australia - protecting our marine environment' DVD, AMSA, AUSMEPA and HELMEPA have co-produced an educational USB for seafarers. The USB contains a number of educational aids including PowerPoint presentations, a guide to international seafarers in Australian waters, as well as the 'Welcome to Australia - protecting our marine environment' video.

Spillcon 2013

The Asia-Pacific oil spill preparedness and response conference, Spillcon 2013, was held in Cairns, Australia from 8-12 April 2013. Spillcon 2013 brought together local, regional and global environmental and shipping representatives from across industry, government and non-government organisations to provide a forum for discussion on topics such as: oil spill cause and prevention, preparedness, response management and environmental issues.

A record number of people attended Spillcon 2013, with 525 national and international delegates from over 25 countries attending the sessions, exhibition and functions over the week-long event. Although the exhibition size was increased since the previous Spillcon in 2010, exhibition stands sold out in record time, with exhibitors pleased by the number and variety of attendees.

The conference program was made up of twelve sessions based on oil spill prevention, preparedness, response and recovery. Popular presentations during the conference included Maritime New Zealand's case study of the MV *Rena*, the salvage of the *Costa Concordia* off the coast of Italy, and the speakers from the International Oil Pollution Compensation Funds and the International Tanker Owners Pollution Federation Limited. The keynote speaker, Indigenous activist and lawyer and Director of the Cape York Institute for Policy and Leadership, Mr Noel Pearson, was well received by delegates



Mr Noel Pearson

The Secretary-General of the International Maritime Organization, Mr Koji Sekimizu, addressed delegates on Thursday 11 April. While in Cairns, the Secretary-General also participated in a helicopter tour of the Great Barrier Reef.

A highlight of the week was the on-water display of Australia's capability to respond to an oil spill, including the simulated application of dispersant from two aircraft and AMSA's emergency towage vessel *Pacific Responder*.

Whilst the display was hampered by the weather, delegates enjoyed viewing a response in practice.

Spillcon is held every three years, and operates in cooperation with the International Oil Spill Conference (IOSC) in the United States, and Interspill in Europe. It is organised by the Australian Maritime Safety Authority and the Australian Institute of Petroleum.



Mr Koji Sekimizu



On-water display

Pacific secondment

In early 2013, AMSA's National Plan Equipment Officer, Scott Willson, was selected to take up a two-year secondment to Apia, Samoa, with the Secretariat of the Pacific Regional Environment Programme (SPREP). The secondment will commence in August 2013 with funding from AusAID as part of the Pacific Public Sector Linkages program. Scott will work in the Waste Management and Pollution Control Division of SPREP on tasks including:

- regional marine pollution risk assessment
- adoption of International Maritime Organization conventions
- improving regional marine pollution monitoring capacity
- identifying sensitive regional marine areas
- regional marine pollution surveillance and enforcement
- effective regional response planning and real-time incident response support.

The knowledge and experience that will be gained during the secondment will be of considerable benefit to AMSA and the National Plan in our future engagement in the region.

Pollution incidents

Pollution database

Accurate statistical data required for spill response strategic planning provides a valuable resource to assist in responding to enquiries from the media, interest groups and the general public. This data also provides valuable input for risk assessment, government projects and can provide an indication of the effectiveness of the pollution prevention measures being progressively implemented.

AMSA maintains a marine pollution database, which currently contains over 8700 records. The following definitions are used in maintaining the database:

‘Oil discharges’ refers to any discharges or suspected operational discharges of oil from a vessel or vessels in excess of the permitted discharge rate under the MARPOL Convention (generally 15 parts per million oil in water).

‘Oil spills’ refers to accidental spills resulting from incidents such as groundings or collisions, as well as spills during bunkering resulting from overflow of tanks, burst hoses, etc.

Information is entered from the following sources:

- oil discharge reports received by AMSA which include reports from aircraft (Coastwatch, RAAF and civilian) as well as from vessels at sea
- records of National Plan expenditure in responding to oil spills
- incident reports submitted by state/NT authorities
- reports from other sources (e.g. Commonwealth agencies, industry, the public).

Approximately 25 per cent of the reports received by AMSA are not entered into the database. Reasons for not entering a reported pollution sighting include where the sighting is assessed to be one of the following:

- land-sourced, including tank farms, road tanker accidents, drains or road runoff after heavy rain (unless some response activity is required and/or National Plan response costs are incurred)
- coral spawn, marine algae or similar natural occurrence, taking into account the location of the report and the time of the year
- discoloured water with no sheen
- washings of coal dust from bulk carriers
- discharge from a sewage outfall.

The completeness of the information included in this database cannot be guaranteed, as only those incidents reported to AMSA are included. However, every effort is made to ensure the data is as comprehensive as possible.

Three quite different environmental issues arose during the year for AMSA: waste management from the MV *Tycoon* incident; a fish kill in the Timor Strait; and canisters of rat poison turning up on eastern coasts.

The MV *Tycoon* sank in Flying Fish Cove at Christmas Island in January 2012 with the clean-up that followed lasting over three months. The removal of the wreck was successfully completed in July 2012. The removal of the oily waste from the island, and disposal by deep burial in Western Australia, was completed in July 2013 – nearly 16 months after the initial sinking of the vessel. The oil covered the shoreline, the rubbish already there, and all the flotsam generated by the wreck. The 16 tonnes of oily waste filled 3 6-metre containers, which were stored at the island landfill, until exported back to the mainland. Transporting waste across jurisdictional boundaries requires a number of approvals and waste from Christmas Island to Western Australia is considered a special case. Ultimately, the waste was left in the containers which were sealed, wrapped in plastic on the island, and fumigated. They were then shipped to Fremantle, checked by the Department of Agriculture officers, and then transported to a deep burial site in a specially approved landfill for disposal.

A Torres Strait fish kill occurred in early February 2013. A Coastwatch plane observed and reported a patch of discoloured water in the western Torres Strait, near Moa Island. Over the following days, locals reported three incidents with thousands of fish killed in nearby areas, raising concerns about possible health risks associated with the area. The Queensland Department of Environment and Heritage Protection (DEHP) also expressed concern, and requested AMSA to assist in determining if any of the fish kills could be due to the original pollution sighting. Based on the original pollution report, initial trajectory modelling by AMSA's spill trajectory modelling contractor (APASA), reports from locals and the DEHP, and in-house modelling and analysis, AMSA was able to determine that only one fish kill could possibly have been due to local pollution, but certainly not all three. The observed polluted water could not have reached the other two sites as tides and currents were against it. This was also confirmed by local knowledge. It seems most likely that extremely hot and calm weather, combined with very low tides, caused fish trapped in shallow lagoons to die.

From early 2012, aluminium bottles, about the size of a 2-litre plastic drink bottle were observed washing up along the eastern seaboard of Australia, from Thursday Island to Tasmania. A number of these sightings were reported to Police, Fire, AMSA and other emergency services. Some were found empty, many had no labels, but others still contained a deadly amount of aluminium phosphide, which is used as rat poison. The canisters float well – some have collected their own community of seaweed and barnacles and so could have come on currents from as far afield as the central South Pacific and appeared to be from a lost shipping container. This was supported by AMSA trajectory modelling, marine scientist’s assessment of the attached species, and a lack of a local accident or insurance reports. The canisters came to national media attention around Townsville in October 2012, but were first found north of Cairns in early 2012. More are expected to be found over coming years, as they float south in the East Australian Current. AMSA continues to work with local authorities and emergency services to get the safety message out to the public, maritime and shore side communities – “don’t touch the canisters - call local emergency services for collection and disposal”.

Oil pollution statistics for 2012-13

There were 95 oil discharge sightings and oil spills reported during 2012-13. No requests for National Response arrangements were required during this reporting period.

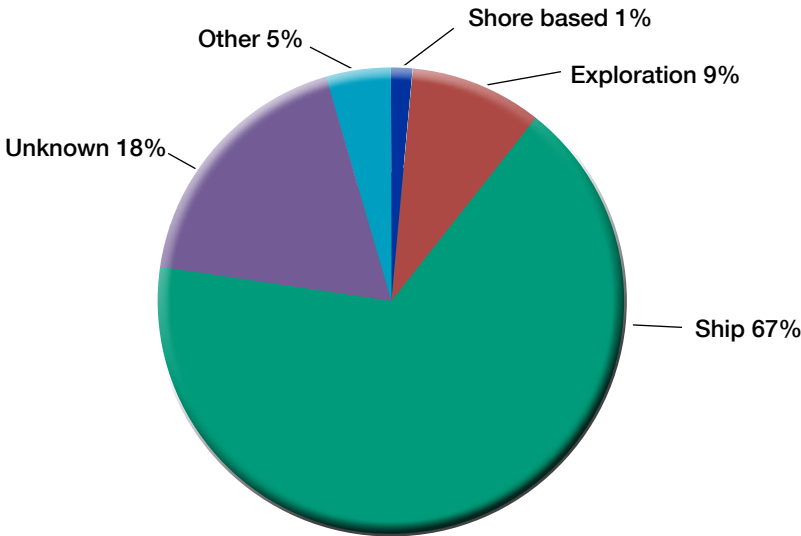


Figure 1 – Sources of reported oil spills during 2012-13

Oil pollution sources

Figure 2 indicates the types of vessels (where the vessel type was identified) from which discharges were reported during 2012-13

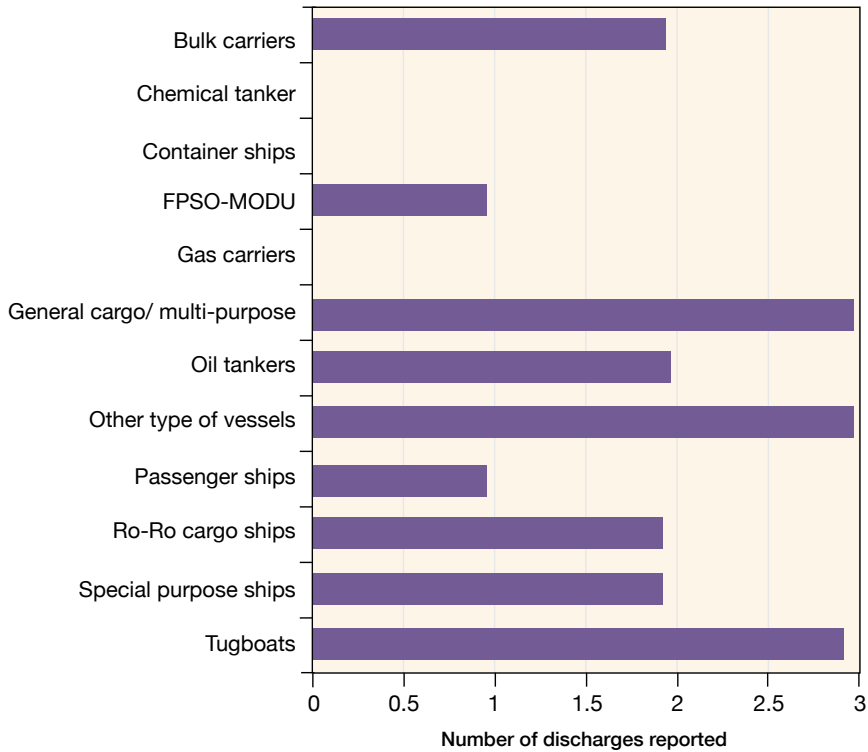


Figure 2 – Discharge sources by vessel type in 2012-13

Chemical pollution statistics for 2012-13

There were three chemical spills reported during the 2012-13 reporting period. Two of these incidents were ship sourced and the third was the result of a leaking subsea gas pipe, none of which required national response or had any environmental impact.

While there were no major incidents during 2012-13, AMSA provided support to states/Northern Territory for several minor incidents and completed the removal of the wreck of the MV *Tycoon* from Flying Fish Cove, Christmas Island. The MV *Tycoon* broke free from its moorings on 8 January 2012 and subsequently ran aground on a nearby cliff face, broke in half and sank. In April 2012 AMSA formally announced the government’s decision to step in and manage the wreck removal operation, after the failure of the owner to take responsibility. The wreck removal was undertaken by a contractor to AMSA and managed through a cooperative agreement between AMSA and the then Department of Regional Australia, Local Government, Arts and Sport.

National Plan resources and training

Storage and maintenance

In November 2012 requests for tender were released for contracts for the storage and maintenance of the National Plan equipment stockpiles. These contracts were for up to nine years (storage) and six years (maintenance). The contracts, including all possible extensions, involved up to \$14 million in expenditure. A tender assessment process was undertaken in March 2013 with new contracts negotiated and in place by 30 June 2013.

New National Plan equipment

In December 2012 orders for the second year of the 5-year National Plan equipment procurement strategy were placed, involving some \$4.6 million in equipment that will either replace or upgrade the nine National Plan Tier 2 and 3 equipment stockpiles. All equipment associated with these orders was delivered prior to the end of June 2013.



Some \$4.6m of National Plan equipment was delivered during 2012-13

Dispersant

A panel arrangement has been established for the ongoing procurement of dispersants. To be eligible for a place on the panel, the dispersant must first be listed on the Oil Spill Control Agent Register (OSCAR), which sets effectiveness, toxicity and biodegradation requirements. To date, two dispersants are on the panel.

As part of AMSA dispersant management program, 53,000 litres of dispersant will be written off in the 2013-14 year, in accordance with relevant environmental legislation.

To ensure that AMSA continues to hold adequate stocks, an additional 53,000 litres of Slickgone EW dispersant will be purchased to replace the written off stock. This dispersant is one of the two dispersants registered on the OSCAR.

Fixed Wing Aerial Dispersant Capability (FWADC)

During the 2013-13 financial year a Key Performance Indicator (KPI) meeting and an annual contract review were held with our fixed wing aerial contractor, Aerotech. The review resulted in the contractor being fully compliant with all KPIs. Consequently, a recommendation was made to pay the performance payment consistent with the contract conditions. The review found no obvious failing within the operational procedures or the aircraft capability.

A final extension of the contract with Aerotech for the provision of the Fixed Wing Aerial Dispersant Capability was executed during the reporting period, with a completion date of 30 June 2014.

Training

AMSA has continued to enhance and improve our national oil spill training framework based on competency-based training. More than 1200 people participated in competency-based training, online learning and/or workshops throughout 2012-13.

AMSA delivers competency-based training courses under the National Plan and intergovernmental arrangements, as well as online training and workshops. During 2012-13 AMSA developed and delivered the following accredited competency-based training courses:

Course	Number of courses delivered	Total participants
Incident Management Course (Australia)	10	168
Incident Management Course (Philippines/Vietnam)	2	58
Incident Controller Course	3	54
Logistics and Operations	2	66
Shoreline Course	4	75
Basic Equipment Operator Course	5	87
Incident Controller Course	1	17
Operations Officer Course	2	28
Planning Officer Course	2	30
Basic Equipment Operator Course	6	83
TOTAL		666

Based on feedback, a significant Incident Management Team (IMT) course review process was undertaken between October 2012 and January 2013. A revised IMT course was presented in February 2013 at the Australian Emergency Management Institute (AEMI), Mount Macedon, Victoria.

AMSA's National Plan Training now provides a full suite of specialist incident management courses within our scope of registration (Incident Controller, Planning, Operations and Logistics). The inaugural Planning Officer course was conducted at AEMI on 22-26 October 2012.

Secretariat of the Pacific Regional Environmental Programme training and workshops

AMSA leads oil spill and environmental sensitivity mapping training in Samoa

Following a request from the Secretariat of the Pacific Regional Environment Programme (SPREP), in October 2012 AMSA assisted in delivering an International Maritime Organization-endorsed Regional Oil Spill Level III training course in Apia, Samoa.

In conjunction with the training course, two AMSA representatives developed and delivered a two-day workshop on site sensitivity mapping. Maritime New Zealand provided presentations in the workshop demonstrating extensive practical skills in spill response. The course and workshop, held from 1-5 October, were attended by 32 representatives from 12 Pacific Island countries. Several practical outcomes and recommendations resulted from the course, including agreement for SPREP to provide support to member states to:

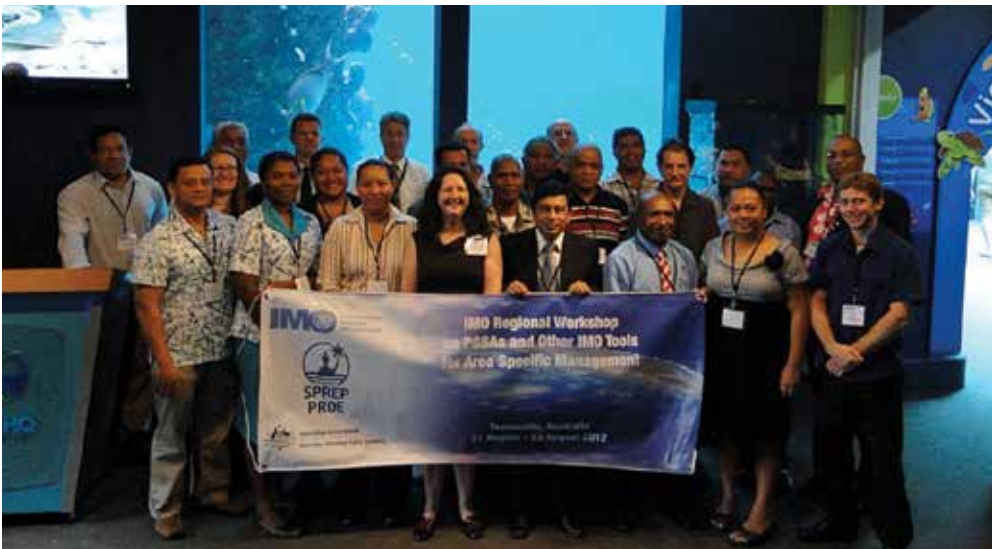
- enable improved national coordination and awareness of marine pollution activities
- strengthen fundamental strategic management activities in member states, including national pollution strategies and plans, risk assessments, and environmental sensitivity indexes
- procure and maintain their own oil spill response equipment
- fully ratify and implement relevant regional and international frameworks and instruments for oil spill response, in particular the compensation and liability conventions, such as the Bunkers Convention.

The workshop included a training session at the Port of Apia, where participants were able to inspect and assess Apia's oil spill response equipment. Visits to various local coastal sites allowed practical training in site sensitivity mapping.

SPREP has expressed its appreciation for the continuing assistance and support from AMSA to SPREP and its member states. This workshop provided a practical demonstration of AMSA's continuing commitment to SPREP and a well-received prelude to the start of the AMSA secondment to be based at SPREP in Apia.



AMSA hosted and assisted in delivering an International Maritime Organization-endorsed workshop on Particular Sensitive Sea Areas (PSSAs) in Townsville in August 2012. Participants from 14 Pacific nations attended the workshop to explore how to address threats from shipping activity in the Pacific marine environment. The workshop was held at the headquarters of the Great Barrier Reef Marine Park Authority (GBRMPA), as the Great Barrier Reef was the world's first designated PSSA.



Participants at the SPREP/IMO Regional Workshop on Particularly Sensitive Sea Areas and Other IMO Tools for Specific Area Management in Townsville in August 2012

IMO Shoreline Assessment Workshop

Associated with Spillcon 2013, an International Maritime Organization-supported (IMO) and AMSA-provided training course on Shoreline Assessment for Oil Spill Response was developed and delivered. The one-day course was attended by five international participants representing Indonesia, Thailand, Malaysia, Philippines and Papua New Guinea. The purpose of the course was to provide the participants with a working understanding of the role and application of shoreline assessment within oil spill response operations. Training services were provided by a representative from National Plan training providers Safety Environment Emergency Response Associates, with the support from the International Tanker Owners Pollution Federation Limited.

Regional exercise in Indonesia

In June 2013 a representative from AMSA's Marine Environment Division attended the Regional Marine Pollution Exercise (Regional Marpolex) in Makassar, Indonesia, as an observer. The exercise was held pursuant to annex VII of the ASEAN (Association of Southeast Asian Nations) Oil Spill Response Action Plan 1992 and the Sulawesi Sea Oil Spill Response Plan. It involved personnel from Indonesia, Malaysia and Philippines. The aim of the two-day exercise was to test and evaluate the effectiveness of personnel and equipment in oil spill response. Table-top and communications exercises were held on the first day, with the second day involving practical on- water exercises, claims and compensation calculation, and an exercise critique.

Australian Marine Oil Spill Centre

Growth and change

The Australian Marine Oil Spill Centre (AMOSC) has undergone significant growth and change during the 2012-13 reporting period.

On 16 May 2013, the Honourable Bill Marmion BE MBA MLA officially opened the Western Australian office of AMOSC in Koolinda House, Fremantle. The opening was attended by staff and local representatives from the oil and gas industry in WA, and represents an ongoing commitment by the Australian oil and gas industry to ensure oil spill response preparedness. The Fremantle office has been busy with a number of IMO Level II and III courses being conducted in Fremantle training over 75 industry participants. Additionally the office has held a number of workshops and has also undergone an inspection by the National Offshore Petroleum Safety and Environmental Management Authority (NOPSEMA).

New members of the AMOSC team include Wiremu (Woody) Leef and Nathan Young in their respective roles in WA as Manager – West and Senior Technical Officer. Angela Sampson and Karl Waddell have also joined the Geelong based team, as Administrative Support Officer and Business Development and Services Advisor.

Other milestones for 2012-13 include:

- the development of an AMOSC oiled wildlife response capability based in WA. This consists of an oiled wildlife container capable of treating up to 150 wildlife units over several days; regional oiled wildlife response plans from Exmouth to Broome; surge support through the provision of specialist providers of oiled wildlife response services; and training courses on oiled wildlife response
- the sourcing and procurement of the third global subsea dispersant and debris clearance toolkit for Australian Industry use. The toolkit will be based in Perth with a significant dispersant stockpile to support subsea injection of dispersant
- extending the AMOSC/Oil Spill Response Ltd (OSRL) service alliance for a further three years. This enables integration of OSRL resources into oil spill responses in Australia for members of both organisations
- establishing a Tier 2 stockpile of oil spill response equipment and dispersant in Broome, WA for the specific use of a number of members operating in the Browse Basin

- enhancement of AMOSC's Tier 3 Geelong equipment stockpile through the acquisition of new power packs and ancillaries
- continued re-validation training of the industry provided Core Group, including AMOSC/Core Group involvement at Spillcon 2013 in Cairns, QLD.

Preparedness

AMOSC continues to support members through the provision of advice and assistance on the preparation of oil spill contingency plans, and working with oil and gas companies and the Australian Government on a significantly expanded exercises and drills program. This has largely been driven by increased regulatory expectations and individual global company requirements.

During the 2012-13 period, AMOSC developed, delivered and participated in eight 'Tier 2' and seven 'Tier 3' exercises with members. These exercises ranged in scope from functional desktops, to multi-organisation exercises spanning several days with deployment of international resources, field and crisis management components.

Commencing in the last quarter of 2012, AMOSC ramped up an ongoing program of internal exercises, to test and practice the organisation's own preparedness and ability to deploy resources for Australian oil spills.

Notable exercises include:

- **Exercise Thomas** – led by AMOSC for Apache Energy Limited, in conjunction AMSA, Woodside, Chevron, Vermilion Oil & Gas Australia and the Western Australian Department of Transport. Exercise Thomas tested the real-time deployment of aerial assets under the National Plan Fixed Wing Aerial Dispersant Capability to undertake dispersant spraying operations off the North-West Cape near Exmouth. The exercise demonstrated the value of this capability and that it could be deployed rapidly to a remote location under the successful command of Apache's oil spill response processes.
- **Exercise Cura** – developed, delivered and assessed by AMOSC for a Participating Member Company. Exercise Cura tested the integration of significant numbers of overseas human resources and a global incident management system in the Australian context, against a significant (Tier 3) oil spill. The exercise demonstrated the considerable global capability and capacity that industry is able to leverage off for oil spill response in Australia.

Training

During the period AMOSC’s Operations, Management and Command and Control training programs continued to mature and grow, with strong demand from industry for this training. With the opening of the WA facility, scheduled training is undertaken on both east and west coasts and evenly split across the two sites. AMOSC has added an Aerial Observer’s Course that equips participants with the necessary skills to assess oil spills from the air and report this information back to an incident management team. With its international partner, AMOSC now also offers a Wildlife Response Course. AMOSC’s core group of more than 100 nominated personnel continues to mature with skills maintenance programs encompassing both specific AMOSC workshops and company/government exercises to ensure skills sets and knowledge are contemporary.

From 2013, AMOSC has introduced a new management stream to the Core Group to enhance industry’s oil spill response surge capacity for extended incidents. A total of 24 training courses were conducted at AMOSC during the period, with 239 participants (see table below).

Course	Number of courses	Participants
Operations (IMO1)	3	42
Management (IMO2)	9	123
Command & Control (IMO3)	9	39
Core Group Workshop	2	25
Aerial Observer	1	10
Total	24	239

Activities in states and the Northern Territory

Tasmania



Significant pollution incidents

The 2012-13 reporting period saw six vessel incidents, with only one releasing a small amount of oil/diesel. During this period there were reports of four slicks in the marine waters. The most significant of these events, was the sinking and subsequent re-floating of the *Eileen M* a privately owned fishing vessel. The vessel was in poor condition and sank at its mooring in the Derwent River at New Town Bay in February 2013.

TasPorts and officers from the Environment Protection Authority deployed Tier 1 equipment from the TasPorts Hobart stockpile. One hundred metres of GP Structure-flex Oil Spill Containment Boom was deployed around the vessel during the salvage, to contain oil and diesel leaking from the vessel. In addition, a number of lengths of disposable boom were placed inside the GP Boom to absorb oil and diesel that continued to leak from the vessel for a number of weeks following the sinking.

The salvage operation was successfully undertaken by a private salvage company without any further oil or fuel entering the environment.



The *Eileen M* shortly after sinking in New Town Bay

Activities in states and the Northern Territory - Tasmania

GP Boom being deployed around the *Eileen M*



Completed deployment



Oil captured within the boom



Training conducted

Shoreline Training was run in Swansea for two days from 27-28 August. This training built on skills the group learnt last year, including deploying equipment to block Moulting lagoon entrance, an important Ramsar wetlands site, which is identified as an important protection priority in the event of a spill in the area. The group, made up of council, State Emergency Services, Police, National Parks and Environment Protection Authority (EPA) personnel recognised the need to have plans in place, as well as a general understanding of response strategies in order to provide on the ground first response in a remote location.

Equipment Operator training was conducted in Hobart this year from 30-31 August, in the continuing plan to distribute training opportunities on a rotating basis for all ports. The training was delivered with a great deal of success, with teams deploying equipment with their own preplanning and coordination with little input from the training coordinator.

Tasmanian Seafood Council coordinated training for their members, with attendance from Salmon farms, Oyster farms and other fishing interests. The EPA worked with the Seafood Council to assist with delivery of the training which included the supply of a range of oil spill equipment.

In addition to state-based training, a very high attendance rate was maintained at the AMSA competency based training courses. These included Incident Management Team courses, Planning course, Operations course, Incident Controllers workshop and logistics course. State National Response Team members also attended the equipment familiarisation held in Brisbane in November.



An onsite decontamination station was practiced



Boom deployment across Moulting Lagoon entrance



Moulting Lagoon with Freycinet and the Hazards in background



Combined training EPA, Swansea SES, Council, Parks and Wildlife, and Police



TasPorts deploying boom off the wharf

Exercises

In March 2013 TasPorts held an exercise to test the ports' response capabilities, with the focus for this year's exercise on the port at Bell Bay. The exercise was conducted in two parts, a desktop and field component. The Incident Management Team was used as a training ground for the recently trained Pilot in the role of Incident Controller, and populated with a mix of state and port employees. The emergency Geographical Information System mapping crew had a chance to participate and provided valuable additions to the capability of the team. The on-water component tested the deployment of boom for a collection from on board a vessel using a weir skimmer.

Administrative changes in response arrangements

Tasmania has two representatives on the newly formed National Plan Technical Working Groups as part of the new National Plan implementations. Charles Black contributes to the Prevention Technical Group, and Letitia Lamb contributes to the Preparedness and Response Technical Group and the Recovery Technical Group.



New South Wales

State arrangements

With the establishment of Transport for NSW and Roads and Maritime Services on 1 November 2011, the management of the state maritime incident response arrangements moved to Transport for NSW. This also included the role of the state Marine Pollution Controller, with the Deputy Director-General, Freight and Regional Development fulfilling this role, along with two deputies.

Combat agency roles remain relatively unchanged and are undertaken in accordance with the state waters oil and chemical spill contingency plan. Combat agencies include Roads and Maritime Services (areas previously covered by NSW Maritime) and the NSW Port Corporations for incidents in their port areas and adjacent state waters. Sydney Ports Corporation (as the port manager) is also responsible for responses in the Port of Yamba (Clarence River) and Port of Eden (Twofold Bay).

Alex Hamilton commenced on 27 August 2012 as the Marine Incident Preparedness and Response Coordinator and Cassandra Brooks commenced on 24 September 2012 as the Marine Pollution Response Training Officer in the Port Safety and Marine Pollution Response Unit within Transport for NSW.

Significant incidents

There have been no significant spills during the last 12 months in NSW. Combat Agencies (the Port Corporations and Roads and Maritime Services) have responded to numerous minor incidents or reports of oil on the water or ashore. This included a number of fishing vessels which grounded at Newcastle, Cronulla, Harrington, and Kiama. These resulted in the vessels breaking up and small amounts of pollution entering the water, or salvage of the vessel without a pollution incident.

Review of contingency plans

The following contingency plans were updated during the year:

- NSW State Waters Marine Oil and Chemical Spill Contingency Plan endorsed by the State Emergency Management Committee (SEMC) in December 2012
- the Roads and Maritime North and South Marine Coast Oil and Chemical Spill Contingency Plans were developed pending endorsement by the relevant Regional Emergency Management Committee's (REMC).

Training

The new Marine Pollution Response Training Officer within Transport for NSW (Cassandra Brooks) undertook a needs analysis of the State Response Team and designed the training plan to address the gaps identified.

Over 300 NSW participants have attended training in 2012-13 year where the following training has been carried out:

Training	Date	Location	Agency	Numbers
Shoreline Assessment Course	15-16 August 2012	Port Stephens, NSW	Transport for NSW	29
State Response Team Workshop	29 – 30 August 2012	Cronulla, NSW	Transport for NSW	40
Marine Pollution Controller Workshop	13 – 14 September 2012	Queanbeyan, ACT	Transport for NSW	4
Shoreline Response Course	9 – 11 October 2012	Port Stephens, NSW	Transport for NSW	22
Shoreline Response Refresher Course	12 October 2012	Port Stephens, NSW	Transport for NSW	21
NSW Incident Management Team Course	26 – 30 November 2012	Wisemans Ferry, NSW	Transport for NSW	23
Helicopter Underwater Escape Training (HUET) Course	19 February 2013	Homebush, NSW	Transport for NSW	16
Introduction to Marine Incident Management (IMIM)	12 - 13 March 2013	Sydney, NSW	Transport for NSW	25
Media Officers Workshop	19 March 2013	Cronulla, NSW	Transport for NSW	12
Australasian Inter-Service Incident Management System (AIIMS) Course	26 – 27 March 2013	Sydney, NSW	Transport for NSW	19
Introduction to Oiled Wildlife Response Course	3 – 4 April	Darling Harbour & Glebe, NSW	Transport for NSW	30
Shoreline Response Course	8 – 10 May	Kiama, NSW	Transport for NSW	13
Shoreline Response Refresher Course	10 May	Kiama, NSW	Transport for NSW	3
Finance and Administration Course	29 – 30 May	Sydney, NSW	Transport for NSW	12
Introduction to Marine Incident Management (IMIM) Course	5-6 June	Sydney, NSW	Transport for NSW	19
NSW Incident Management Team (IMT) Course	17 – 21 June	Wisemans Ferry, NSW	Transport for NSW	13

Additionally, NSW sent 40 staff on AMSA run courses, including:

- Incident Management Team Course, 9 – 13 July 2012, 2 x NSW participants
- Environmental Scientific Coordinators Workshop, 7 – 9 August 2012, 3 x NSW participants
- Incident Management Team Course, 20 – 24 August 2012, 4 x NSW participants
- Incident Controllers Course, 10 – 14 September 2012, 2 x NSW participants
- Planning Course, 22 – 26 October 2012, 3 x NSW participants
- National Plan Equipment Familiarisation Training, 14 – 16 November 2012, 6 x NSW participants
- National Plan Equipment Familiarisation Training, 19 – 21 November 2012, 5 x NSW participants
- Operations Course, 19 – 23 November 2012, 3 x NSW participants
- Incident Management Team Course, 18 – 22 February 2013, 6 x NSW participants
- Logistics Course, 29 April – 3 May 2013, 3 x NSW participants
- Incident Management Team Course, 20 – 24 May 2013, 3 x NSW participants.



NSW Incident Management Team course run 17-21 June at Wisemans Ferry, NSW

Exercises

The annual NSW state marine pollution exercise, Exercise Bherwerre, was successfully conducted from 5-6 December 2012 at HMAS *Creswell*, Jervis Bay. The exercise was attended by participants from across the state government, the Commonwealth, the emergency management community, local government, and industry.

Day one consisted of a discussion exercise to explore the complex jurisdictional issues surrounding the waters of Jervis Bay. The discussion panel consisted of senior representatives from all the major Marine Pollution Response and Emergency Management stakeholders.

Day two involved an equipment deployment and display as well as informal small group discussions surrounding the use of the equipment. Equipment included vessels, booms, skimmers, a decontamination station, and the NSW wildlife container.

The exercise feedback was very positive and confirmed the cooperation and collaboration between agencies and organisations involved in oil spill response and enabled networks to be reinforced. Approximately 100 personnel from 28 agencies attended. The presence of the NSW Portfolio Minister for Roads and Ports, the Hon. Duncan Gay, emphasised the importance of the exercise.

The following exercises were carried out in NSW during 2012-13:

Exercise	Date	Location	Agency
Port of Yamba Annual Exercise	August 2012	Yamba, NSW	Sydney Ports Corporation
South Coast ICC and Shoreline Planning exercise	August 2012	South Coast, NSW	Roads and Maritime Services
North Coast ICC and Shoreline Planning exercise.	August 2012	North Coast, NSW	Roads and Maritime Services
Port of Eden Exercise	September 2012	Eden, NSW	Sydney Ports Corporation
Deployment exercise in conjunction with Shell	November 2012	Sydney, NSW	Sydney Ports Corporation
Newcastle Port Desktop Exercise	November 2012	Newcastle, NSW	Newcastle Port Corporation
Engineering Functional Services Exercise	November 2012	Coffs Harbour, NSW	Engineering Functional Area
Lord Howe Island Exercise	November 2012	Lord Howe Island, NSW	Transport for NSW
NSW State Exercise - Bherwerre	December 2012	Jervis Bay, NSW	Transport for NSW
Gippsland Port Exercise (cross boarder invitation to NSW from Vic DoT)	May 2012	Gippsland, VIC	Victorian Department of Transport
Port of Eden Annual Exercise	June 2013	Eden, NSW	Sydney Ports Corporation
South Coast Exercise	June 2013	Batemans Bay, NSW	Roads and Maritime Services

State prosecutions

There were no prosecutions in the 2012-13 reporting period. A number of Penalty Infringement Notices were issued to trading ships for minor breaches of state environment legislation.

Oil Spill Response Atlas

The current database for Oil Spill Response Atlas (OSRA) has recently been transferred across from Roads and Maritime Services to Transport for NSW Spatial Systems. The data has since been migrated to ArcGIS. The OSRA program as a first capability is currently being utilised on the ArcGIS (mapping platform) Reader program and has been distributed amongst the various OSRA users within NSW.

A web-based application has been created by the Spatial Systems Unit of Transport for NSW. It is planned to be developed in phases involving developing a web interface using existing data. The base cache map will include aerial photography and marine charts. Once the web-based application has been developed there will be the integration of data from other sources such as live Bureau of Meteorology (BOM) forecasts and weather data, oceanographic currents, shipping movements and Automated Identification System data such as on marinetraffic.com. The ability to upload Oil Spill Trajectory Modelling (OSTM) will also be included.



NSW state exercise – *Exercise Bherwerre* – Day 2 – equipment deployment
(courtesy of Robert Crawford)



Victoria

Significant incidents

On the eve of the Easter long weekend a number of shipping containers washed ashore in the southwest of the State. It was initially reported that the containers possibly contained chemicals, which triggered a hazmat response from state agencies. The incident posed some complexities due to remoteness and accessibility to the shoreline.

Shipping containers coming ashore near Cape Bridgewater, Easter long weekend



Difficult access to the shoreline hampered recovery efforts



A total of 47 minor marine pollution incidents were reported across the State and were managed by the State's four Regional Control Agencies. The majority of reports occurred in the Port Phillip Region where spills originated predominately from land-based diffuse sources.

State arrangements

Recent machinery of government changes in Victoria have resulted in a number of agencies merging or undergoing title changes across government. As a result of these changes, the marine pollution function within the Department of Transport now resides within the Department of Transport, Planning and Local Infrastructure (DTPLI). This new department brings together four different departments to focus on planning policy, strategic transport planning, ports, local government and sport and recreation. These changes have not impacted on the delivery of marine pollution preparedness and response arrangements in Victoria.

DTPLI are currently undertaking an update of the state's plan for marine pollution response to ensure that it is consistent with State emergency management arrangements and reflects the National Plan framework. It is proposed that the new Victorian Contingency Plan will see the merging of four existing Regional Oil Spill Contingency Plans into one state plan, while providing for a number of discrete operational response plans along the Victorian coast.

Training conducted

DTPLI is continuing to build the state's marine pollution management and response skills through its State Response Team (SRT) training program delivered to government and industry-based organisations. Currently, the SRT has 136 personnel, with a target of 150.

As well as nominating Victorian participants to all National Plan training courses at AEMI, DTPLI hosted AMSA-accredited courses in Level 3 Operations, Shoreline Clean-up and Level 2 Planning to further build state capacity. These courses were held at the Oil Response Company of Australia (ORCA) in North Williamstown under the auspice of AMSA and AMSA-accredited trainers.

New appointments

DTPLI has recently appointed two new staff to the Marine Pollution team. Luke Dickens takes on responsibility for the management of Victoria's marine pollution equipment stockpiles. Dr Michael Holloway is the new Environment and Scientific Coordinator (ESC) for Victoria.

Exercises

Three regional exercises were undertaken at Lakes Entrance, Western Port and Portland. Each of the exercises involved an Incident Management Team discussion exercise, shoreline assessment and equipment display. The exercises were attended by local and state government agencies, industry and the Ports to test local arrangements in the event of a Tier 1 oil spill.

The exercises also provided the opportunity for adjoining states to participate, with three NSW Maritime staff attending the Gippsland exercise at Lakes Entrance.

Six National Response Team personnel from Victoria also attended National Plan equipment operator training at Brisbane and Cairns this year. The feedback from participants attending these National training programs was extremely positive.



Seventeen agencies participated in the Western Port exercise in May 2013

Equipment acquisition

DTPLI, through joint procurement with AMSA, has recently received new critical first strike equipment as part of the new Asset Strategy devised to address the State's Marine Pollution Equipment Capability and Gap Analysis report. New acquisitions are:

- skimmers for oil recovery
 - large weir skimmer for central stockpile with brush adaptor to improve efficiency
 - multi-head skimmers for multiple oil types, one per region plus central stockpile
 - delivery also included power packs, pumps and auxiliaries

- boom for oil containment (variety of types and lengths)
 - general Purpose inflatable boom
 - land-Sea boom
 - self-inflating Curtain boom
 - delivery also included anchor kits, blowers for air inflation and water pumps.

Following the new arrivals in June, the equipment was assembled, underwent acceptance testing and fitted with customised aluminium storage boxes at the Oil Response Company of Australia.

Three of the four port regions have already received demonstrations of the multi-head skimmers and boom during State Response Team exercises.

Commissioning of new oil response equipment with ORCA



New multi-head skimmer in action





South Australia

State arrangements

Integration of the marine incident response arrangements into the state emergency management arrangements have continued in South Australia (SA) throughout 2012-13. Transport Safety Regulation (TSR) has provided input into a review of the state's response arrangements and emergency management arrangements. Promulgation of the new arrangements through relevant state and local forums is ongoing, and TSR and the Flinders Port Corporation (FPC) have continued to participate in their relevant Emergency Management Committee meetings and exercises.

Significant incidents

Of the 19 recorded incidents, there were no significant incidents in South Australia during 2012-13. Several minor incidents were reported within state waters, and a number of drifting and disabled vessels were assisted along the SA coast.

New or updated contingency plans

Transport Safety Regulation continued with its review of the South Australian Marine Spill Action Contingency Plan (SAMSCAP). It is expected that SAMSCAP will be endorsed at the State Oil Spill Committee meeting to be held in the next financial year.

Training

TSR continues to progress the development of its Marine Pollution Training in conjunction with the National Plan. Courses are available to relevant staff as an introduction to marine pollution response.

During the year, a number of courses were conducted throughout which were attended by the state members of the metropolitan first response team, State Emergency Service, Country Fire Service, Vessel Marine Rescue, Flinders Ports and One Steel Corporation. SA personnel also attended the Australian Emergency Management Institute to complete a range of specialist courses conducted by AMSA. These courses included: Incident Controller Management, Planning, and Logistics.

Training delivered by Transport Safety Regulation during 2012-13

Course/exercise	Participants	Location
Shoreline Response Training	DPTI – Compliance Unit (Marine)	Adelaide
Two-day Oil Spill Awareness and Equipment and Deployment Training	Flinders Ports, SES, SANTOS, Local Government	Whyalla
Two-day Oil Spill Awareness and Equipment and Deployment Training	Multi Agency	Ceduna
One-day Deployment Exercise	DPTI – Compliance Unit (Marine)	Adelaide

Exercises

In April AMSA held their biannual international conference Spillcon, in Cairns. National Plan Response Team personnel from the states/Northern Territory and AMOSC attended to participate in an on-water display which included the deployment of National Plan tier 3 response equipment. The conference was heavily supported by SA through AMSA's National Plan Arrangements.

State prosecutions/investigations

Although there were no prosecutions throughout the 2012-13 reporting period, a number of Penalty Infringement Notices were issued for minor breaches by Transport Safety Regulation's Marine Safety Inspectors.

Equipment acquisition

SA acquired additional equipment listed in the below table outside of the national stockpile assets from AMSA in the reporting period.

Boom, Self Buoyant, Pacific, GP500	420m
Boom, Self Buoyant, Pacific, GP800	250m
Boom, Self Buoyant, Pacific, GP800	50m
Auspol D2 Fence	195m
Skimmer, Disc, Vikoma Komara 9K	1
Skimmer Head, Disc, Vikoma Komara K9	1
Power Pack Skimmer Discs Vikoma Komara k9	1
Marlow Briggs Stratton Diaphragm	1
Power- Pack, Skimmer, Disc, Vikoma Komara K9	1
Honda GX11D Diaphragm Pump	1
IBC x 2	2
Vessel Conch	1

A comprehensive state-wide audit was conducted (from March to July 2013) of all Department of Planning, Transport and Infrastructure (DPTI) owned marine pollution response assets in both the state's major stockpile and smaller, regional stockpiles.

SA has received the following equipment from AMSA:

Location: Adelaide

GP Self Inflating Boom - 400m

Heavy duty Ocean Boom - 600m

Weir Skimmer - 2

Dispersant Spray System - 2

Oil recovery Vessel Refit - 1.

Administrative changes in the state response arrangements

Trent Rusby has taken over as Director Transport Safety Regulation/State Marine Pollution Controller. Additional responders have also been placed on an on-call roster for maritime incidents.

SA data updates

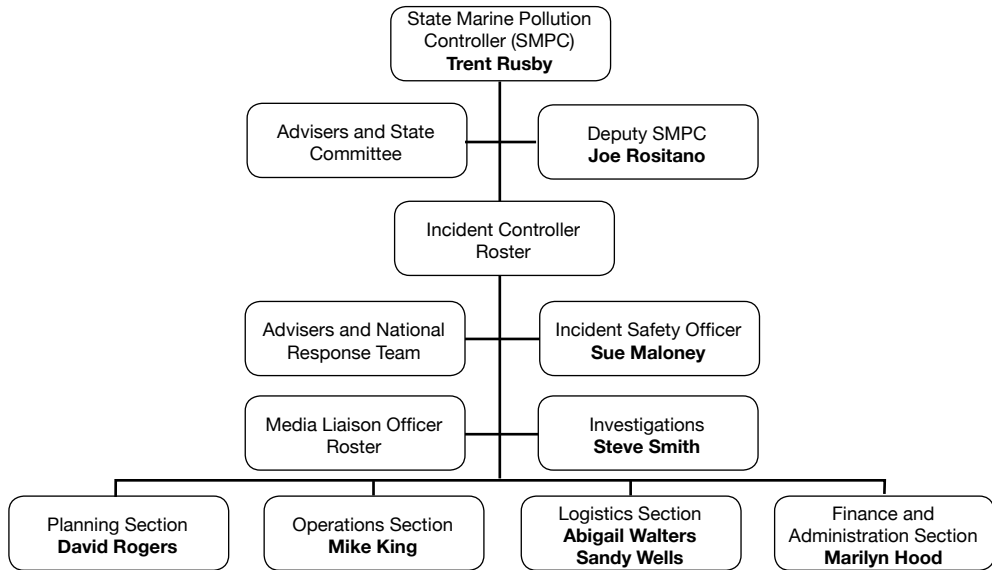
DPTI has ArcGIS 9.3.1 utilising the Oil Spill Response Atlas (OSRA) toolset provided by AMSA.

Existing environmental data has been reviewed and priority data sets will be updated. A number of datasets are due for review in the 2013-14 financial year.

SA attendance to major oil spill incidents

There were no major oil spills in SA during the 2012-13 financial year.

SA current Oil Spill Response Incident Control System (OSRICS) structure





Queensland

Any year where there have been no significant pollution incidents is an occasion to be reassured by existing prevention practices, but not an excuse to relax our vigilance. While the largest pollution incident in Queensland waters this year was a land-sourced spill of 3000 litres of palm oil into the Brisbane River, at Hamilton Wharves, it was by no means the only incident.

A total of 93 formally reported spills were recorded from waterways across the state with most amounting to volumes less than 100 litres. While they may have been minor in terms of volume, their occurrence was a reminder that pollution prevention remains a critical task in Maritime Safety Queensland's mission to provide safer, cleaner seas.

The heightened vigilance accompanying port expansions occurring against a background of profound environmental concerns for the Great Barrier Reef cannot be overstated. This was particularly evident in the response to trawler grounding on a reef in June. The 18 metre steel hull *Joseph M* ran aground on fringing reef at the popular eco-tourist destination of Lady Elliot Island, early on June 6. The vessel was carrying 36 tonnes of diesel fuel oil and apart from an initial light sheen; no fuel was lost during the successful salvage. Maritime Safety Queensland's pollution preparedness response factored in a worst-case scenario which further defined some of the unique challenges presented by the reef environment in terms of effectively containing a possible spill and protecting littoral flora and fauna.

The management of expanding coastal traffic and protection of the environment were again uppermost in the minds of Maritime Safety Queensland Pollution Response team members who attended and contributed to Spillcon 2013 activities, in Cairns from 8-12 April. Spillcon 2013 provided an opportunity to discuss issues including cause and prevention, preparedness, response management and environmental issues. Among its objectives was to increase public awareness of the Australian Maritime Safety Authority and its environmental protection role which is supported by Maritime Safety Queensland's shared responsibility in this area. That role was reflected in National Response Team training when Maritime Safety Queensland staff attended familiarisation training on new oil spill response equipment in Brisbane in November.

Operational readiness was also maintained through targeted Basic Operators Courses conducted in Townsville and Gladstone this year while a shoreline response course was completed on the Sunshine Coast in July 2012.

Preparedness was also the driver when Maritime Safety Queensland ran a SICC (State Incident Control Centre) walkthrough exercise in Brisbane November 2012.

Queensland's Coastal Contingency Action Plan is currently undergoing a rigorous review to ensure it is consistently aligned with machinery of government changes in Queensland and the review of the National Plan. The review has presented an opportunity for regions to refresh information in their first strike plans, remove out-dated references and renew familiarisation with stakeholders.

In summary, while much of the year's pollution response capabilities and priorities have been concerned with meeting broader government restructuring, focus has not been lost on the core business and that will continue to be the case as state and federal aspirations are fully realised.



Grounding of the *Joseph M*



Western Australia

Western Australia

Department of Transport Oil Spill Response Coordination (DoT OSRC)

Significant incidents

In 2012-13, the Department of Transport Oil Spill Response Coordination (DoT OSRC) received a total of 208 notifications of possible incidents. The 24-hour pager recorded 142 notifications while a total of 64 pollution reports were received. Oil was spilt on 86 occasions and of these only 2 were considered to be moderate events. Serious potential for a significant incident occurred twice.

On 10 September 2012, a fishing vessel stranded on the most south-west corner of Wreck Point, Abrolhos Islands. The vessel was successfully removed without incident and/or oil pollution. Upon initial assessment of the incident, DoT OSRC considered the stranded vessel to have serious potential due to the highly sensitive environment that could have been impacted had a spill occurred.

On 28 of November 2012, the barge *JMC 2822* broke free from its towing tug the *Miclyn Venture* during its voyage to Barrow Island. Consequently, the *JMC 2822* grounded on a near shore reef and sustained hull damage. Salvage operators were initiated which included patch repairs before the barge was re-floated. Once the barge was afloat and stable, it was then towed back to Fremantle for unloading and further damage assessment carried out. Multi-government and industry agencies were involved with DoT OSRC providing onsite support and advice to incident and salvage operations. There were no reports of oil pollution from the incident.

In preparation for the Severe Tropical Cyclone Narelle, the tug *PB Margret* was secured to its cyclone mooring 25 miles north-east of Onslow. On 12 January AMSA detected an automated distress signal, and a search and rescue aircraft later reported that the tug had sunk on its mooring. The tug had an estimated 45 cubic metres of fuel on board. Salvors were engaged to re float the tug. Due to weather conditions and cyclone warnings the tug was not able to be re-floated until 18 March.

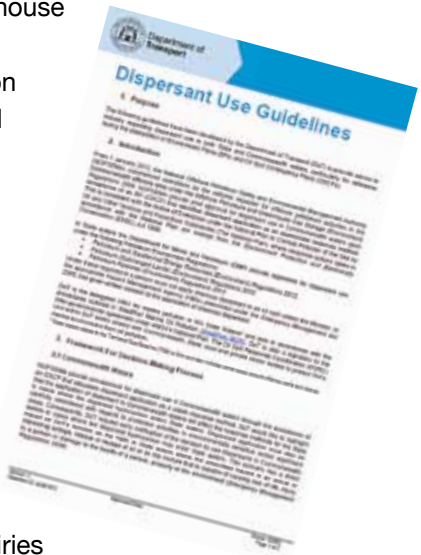
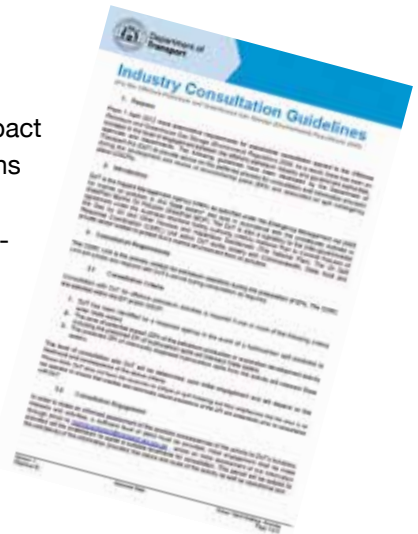
Industry consultation

Department of Transport's (DoT) Oil Spill Response Coordination (OSRC) unit has had a busy year with Industry Consultation for activities with a potential impact to WA state waters. Over 45 Oil Spill Contingency plans for both WA state and surrounding Commonwealth waters have been reviewed by the OSRC for the 2012-13 period. Throughout the year OSRC members have been involved in several industry exercises which have further strengthened stakeholder relationships and enhanced the state's capability to respond to a major oil spill.

The OSRC developed Industry Consultation Guidelines for offshore petroleum activities operating under the Offshore Petroleum and Greenhouse Gas Storage (Environment) Regulations 2009. The guidelines set out clear criteria for when consultation is required with DoT, details the information that will be reviewed during consultation, and any ongoing consultation required. This has streamlined the process for both the operator and DoT. Most operators have been providing the information as set out in the guidelines which saves time for all involved and ensures a quick turnaround for comment.

The OSRC has also developed guidelines for dispersant use in both WA state and surrounding Commonwealth waters. This was triggered by an increase in the volume of enquiries relating to dispersant as a primary response strategy; particularly in the North-West Shelf offshore areas for activities with potential impacts to the Ningaloo reef. The guidelines set out the approval processes and DoT's role for both areas. They also include a list of possible information that may be requested by the State Environmental and Scientific Coordinator (ESC) in the event of a spill, in order to provide advice to the Incident Controller. This allows operators to gather as much information as possible prior to a spill to save time during an actual incident. It is strongly advised that the information is reviewed and updated accordingly in the event of a spill, acknowledging variable components on the day.

Both documents are available on DoT's website under the Marine Pollution publications.



Training courses

DoT OSRC has continued to increase the state's capacity through the delivery of the accredited Use Basic Equipment Operations for Oil Spill Response and Oiled Shoreline Response Courses. DoT OSRC follows up the accredited equipment operations training the following year at each location with facilitated equipment deployment days. Since DoT began delivering accredited training a total of 198 participants have attended the courses and 185 of those have been deemed competent. DoT OSRC continues to support state participation on AMSA's competency-based Incident Management courses.

Course Name	Month Delivered	Location	Attendance	Competent
Oiled Shoreline Response	July 2012	Dampier	20	12
Use Basic Equipment Operations	July 2012	Broome	10	9
Use Basic Equipment Operations	September 2012	Bunbury	20	20
Oiled Shoreline Response	October 2012	Bunbury	12	10
Use Basic Equipment Operations	October 2012	Geraldton	19	19
Use Basic Equipment Operations	February 2013	Albany	16	16
Use Basic Equipment Operations	March 2013	Metropolitan	17	17
Equipment Deployment	May 2013	Useless Loop	12	N/A
Oiled Shoreline Response	May 2013	Broome	19	19
Use Basic Equipment Operations	June 2013	Exmouth	26	25

Oiled Shoreline Response Course

The first accredited WA Oiled Shoreline Response Course was delivered in Dampier in July 2012. The course covers three units of competency issued under the AMSA Registered Training Organisation (RTO). The course aims to increase the state's capacity to respond to oil spills with shoreline impact by providing the tools to enable participants deemed competent to apply oiled shoreline assessment strategies, apply health and safety risk controls when working on oiled shorelines and to lead teams in an oiled shoreline clean up. The units of competency are at Australian Quality Training Framework (AQTF) levels 3 and 4 and are promoted to those that would undertake a Team Leader or higher role in Shoreline Assessment or Clean up. During 2012-13 DoT delivered three accredited shoreline courses and a total of 41 participants received accreditation.



Broome Shoreline Response Course May 2013

Use basic equipment operations for oil spill response

DoT OSRC continues to deliver the successful basic equipment operations course throughout the state increasing the state's capacity for first strike response in all the regions. The course covers one unit of competency issued under the AMSA RTO. The aim is to provide participants with the knowledge and practical skills to recognise and utilise tier 1 basic oil spill response equipment and to work in a team environment to deploy a basic shoreline protection and oil skimming operation. The unit of competency is at training level 2 and is promoted to those that would take an active role in a first strike response. During 2012-13 DoT delivered 6 accredited shoreline courses and a total of 106 participants received accreditation.



Metropolitan Use Basic Equipment Course
March 2013



Exmouth Use Basic Equipment Course
June 2013

Metro State Response Team

The DoT has 59 members registered on the Metro State Oil Spill Response Team (Metro SRT) with a core group of about 30 who undertake regular training on a 6 weekly basis. These members come from various state government agencies and private industry and have responsibilities for environmental risk management and oil spill response. The SRT aims to provide additional operational equipment training to those likely to participate in an oil spill response and take on a team leader role. Seven training sessions were held in 2012-13 including deployment and familiarisation with:

- decontamination unit
- Ro Boom deployment (rry run and at sea deployment)
- small boat harbour containment and recovery
- Marco Skimmer, towable storage and tier 2-3 skimmers
- Nofi V-Sweep
- correct manual tasks principles to a shoreline deployment.

DoT continues to support the Pilbara Regional Response Team with the Ports of Dampier and Port Hedland taking on a joint coordination role.

Ro Boom deployment informative video

The DoT OSRC has produced an informative video on the deployment of the Tier 2/3 Ro Boom. The video aims to give an insight to the complexities of deploying larger equipment and can be used as a tool for training responders for advanced equipment operations and as a tool for assisting the incident management team to understand the advantages and constraints of using such equipment in a response.



Ro Boom Deployment

Oil Spill Response Coordination (OSRC) team development and activities

The DoT OSRC team continue to enhance the skills and knowledge for oil spill response through advanced training and workshops. All team members have now completed Certificate IVs in Occupational Health and Safety, Training and Assessment and Front Line Management. Several team members have participated in Oiled Wildlife Training and have participated in industry-facilitated desktop exercises.

Biennial state exercise – Bunbury Koombana Bay November 2012

Every two years the state facilitates a major full deployment exercise held at one of the nine state port authorities. Protect Koombana Bay, a combined ports oil spill response exercise, was held from 13-15 November 2012. A total of 161 people representing port authorities, federal and state agencies, and various shipping and petroleum private industries participated in the 3-day exercise in management, operational or observer roles. The exercise was designed to practice operational readiness and review state and regional agreements in response to a tier 2 oil spill and Bunbury Port.

Port deployment exercise – Dampier Port Authority August 2012

DoT OSRC participated in a two-day desktop and deployment exercise with the Dampier Port Authority looking at the initial regional response for an incident in Port Waters. Exercise Archipelago Challenge was held from 14-15 August 2012 with 104 participants, plus approximately 20 tug and other vessel crew members. There were a number of objectives that Dampier Port Authority set to be achieved. One of the main objectives was to exercise and evaluate the effectiveness of the Dampier Port Authority Marine Oil Pollution Plan; this included the aspects of the Dampier Port Authorities Marine Oil Pollution first strike plan.

Industry

The DoT OSRC continues to participate in various petroleum operator-facilitated desktop and field deployment exercises.

Equipment acquisition

The following major capital equipment items have been purchased over the 2012-13 period to enhance the state's equipment stock piles:

- a four-metre response vessel and trailer were purchased and sent to John's Creek boat harbour along with Personal Protective Equipment (PPE) and sorbents to increase their capacity to respond to spills that may occur in John's Creek harbour.

Although there were no major capital works purchases, the below are acquisitions and purchases which have been made to enhance the equipment stock piles across the state:

- 6.7 metre response vessel through an internal transfer which we have overseen the refit of, including repairs to the hull, the vessels bimini, electrics, and updates to the safety equipment to meet survey exempt requirements
- 10 PPE and sorbent packs placed into individual OSRC nylon bags to go on patrol vessels for use by first responders which meet Occupational Health and Safety requirements for working with marine pollutants
- 10 monkey grip containment boom connectors to replace damaged connectors that have been exposed to prolonged high temperatures.

Asset management and maintenance

OSRC carried out equipment audits on state-owned equipment in a number of Ports and Boat Harbours including Esperance, Albany, Bunbury, Hillarys, Geraldton, Dampier, Beadon Creek, Port Hedland, and Broome. OSRC is using these audits as an opportunity to update its equipment data set in an effort to implement a software-based oil spill equipment management and maintenance system.

Staff movements

Training Officer – Rowena Bucklow on leave 1 January 2013 to 1 January 2014

Operations Officer – Keith Shadbolt on leave 3 April 2013 to 1 October 2013.



Northern Territory

Significant pollution incidents

There were no significant incidents in the Northern Territory during the 2012-13 reporting period. However, a number of minor incidents occurred during the period:

1. Fisherman's Wharf – Darwin Harbour – FV *Starcat*

On 6 September 2012, the FV *Starcat* leaked marine diesel from the overflow tank in Darwin Harbour due to an incorrect line up of the relief valve, as a result approximately 1400 litres was spilled. The source was isolated and absorbent boom and soaker pads were deployed to recover the diesel.

2. Hudson Creek – Darwin Harbour 4 October 2012 – unknown source

On 4 October 2012, an oil slick was observed moving down the Hudson Creek on an outgoing tide. The slick was estimated as being approximately 30 metres long consisting of waste oil or diesel. The slick evaporated by natural dispersions.

3. Stokes Hill Wharf – Darwin Harbour – *Charles Darwin*

On 8 October 2012, oil was reported in the vicinity of *Charles Darwin*. The oil appeared to be marine diesel, with the slick extending 5 metres to the south-west. Soaker pads were deployed to absorb the oil. Investigations concluded that the source of the spill was from an inadvertent discharge of bilge water.

4. Hudson Creek – Darwin Harbour – unknown source

On 9 October 2012, a sheen was reported on the water at Darwin Harbour covering approximately 100 metres by 50 metres. The slick appeared to be a combination of waste oil and diesel. A Darwin Port Corporation responder was sent to investigate the slick which was observed to be quickly dissipating. No further action was required.

5. Darwin Harbour – *Peter Caland*

On 4 November 2012, the high pressure hose burst on board the barge *Peter Caland*, resulting in the loss of approximately 10 litres of oil into the water. Dredging operations were ceased while clean-up operations took place.

6. Hudson Creek – Darwin Harbour – unknown source

On 27 November 2012, a small slick, approximately 15 metres in size, was observed in the creek on flood tide. A Darwin Port Corporation responder attended the scene and observed a very small slick. The slick appeared to break up very quickly which resulted in no further action being required.

7. Maningrida – Shore barge vessel

On 10 December 2012, approximately 5-10 litres of diesel was lost overboard from a burst fuel hose, during a ship to shore transfer of diesel. Due to the nature of the operation, oil spill equipment was on standby and the spill was able to be cleaned up quickly.

8. East Arm - Darwin Harbour – Excavator Crane onboard “Simson”

On 14 December 2012, the hydraulic hose of an excavator burst during dredging operations. Clean-up operations commenced immediately and spill was cleaned up with no further oil located.

9. Darwin Harbour – Volvox Terranova and Oceanus

On 22 December 2012, a small spill of 5 litres occurred when the *Oceanus* came alongside the *Volvox Terranova* piercing the marine gas oil tank. The majority of the oil was contained on the deck, with the remaining five litres that entered the water cleaned up by the vessels’ crew.

10. Fort Hill Wharf – Darwin Harbour – Costa Neoromantica

On 17 January 2013, the vessel *Costa Neoromantica* was discharging waste oil to shore when a coupling parted and spilt oil onto the wharf, fenders and into the water. Absorbent materials were deployed to clean the spill, with no oil remaining in the water.

11. Hudson Creek – Darwin Harbour– Shore barge vessel

On 6 February 2013, following bunkering operations, crew noticed spots of diesel rising to the water’s surface. Prior to the commencement of bunkering operations, the vessel’s crew had placed absorbent boom around the vessel as a precautionary measure, which assisted in the in the containment and clean-up of the spill.

12. Walker Shoal – Darwin Harbour– MV Fiona F

On 23 April 2013, 2-3 litres of hydraulic oil was lost into the harbour as a result of a burst hydraulic hose on a tugger winch. The spill was isolated and soaker pads and SOPEP equipment was used to clean-up the oil.

New or updated contingency plans

The Northern Territory Contingency Plan was updated during the 2012-13 reporting period to reflect new departmental names and personnel changes.

Training

During the 2012-13 reporting period, Northern Territory personnel attended a number of National Plan courses including:

- 2 Incident Management Team course 2 ESC course
- Logistics course.

Exercises

The Darwin Port Corporation conducted two in-house (non-accredited) training exercises during the 2012-13 reporting period:

- Response Resource Management 1-2 August 2012
DPC Oil Spill Training & Exercise Cullen Bay
- Response Resource Management 1 July 2013
DPC Equipment Training & Exercise – Shorebarge Facility Hudson Creek.

Administrative changes in response arrangements

During the reporting period the custodian of the NT Marine Pollution Act changed from the Department of Transport to the Department of Lands, Planning and Environment. The combat agency and responsibility for the NT Contingency Plan resides with the Department of Transport.

Port activities

North Queensland Bulk Ports Corporation

On 19 February 2013, North Queensland Bulk Ports (NQBP), in collaboration with Abbot Point Bulkcoal (APB), provided a refresher for APB site personnel on the first emergency response onsite equipment. The equipment is used in the event of a spill in the marine environment. John Martin, James Miller and Kelvin Power from NQBP provided information on the multi-tiered response to a marine spill, the responsibilities of NQBP to co-ordinate the response, and the assistance that would be required from APB personnel. The refresher allowed for familiarisation of the equipment, question time, and the opportunity for NQBP and APB to work in collaboration for the benefit of environmental outcomes.

The 2-hour refresher was attended by 17 APB personnel. The attendance included crew members, supervisors, and superintendents.



Port Hedland Port Authority

The port continued with its regular oil spill response training throughout the year.

Port Hedland Port Authority (PHPA) requires all staff to participate in oil spill response training at least once every two years. This training includes deployment of boom and skimmers from the prepositioned oil spill barges, beach deployment of zoom boom or land sea boom, as well as operation of the skimming vessel and its equipment.

On 8 May 2012 the port conducted an internal *Exercise Black Watch*, which was attended by 54 staff. The exercise scenario involved an inbound cape size vessel being damaged by a tug in the vicinity of a fuel tank, which subsequently had a release of fuel into the harbour. Responders were deployed to the prepositioned



Exercise Black Watch hot debrief, 8 May

barges and boom was deployed. Oil skimming vessel *Responder 4* was also deployed and provided immediate on water recovery with the Lamor skimmer. Other participants inspected National Plan equipment and relocated this to a beach a location. An Incident Management Team was developed which included the development of planning, operations, logistics and public information sections. Finance tracked the entire cost of the exercise very smoothly. The Chief Executive Officer was also interviewed by the Ports Communication Specialist testing their media plan. Department of Transport and the Oil Spill Response Centre provided support and on request provided Oil Spill Response Atlas data. Oil Spill Trajectory Modelling was also utilised with several people using these tools for the first time.

The port recently formed an Oil Spill Incident Response Team (OSIRT). The team consists of 25 members who are a part of a core group of responders. Training is conducted twice monthly to capture as many members as possible, which can often be difficult due to many of the Responders being shift workers and not all members being able to attend every month. The training covers all operational perspectives of oil spill incident response.

Prior to the internal exercise, the port rolled out a new PowerPoint presentation for all new staff titled 'Oil Spill Response and Incident Management at Port Hedland Port Authority'. This is a brief introduction to our responsibilities under the National Plan requirements, what equipment we have, what it does and also our incident management structure providing a brief overview of Australasian Inter-Service Incident Management System.

The port has set the date for its next annual exercise, which will be held in June 2014, with invitations to neighbouring Ports, external port users and stakeholders. It is estimated that 75-100 participants will be involved in the exercise.

Port of Dampier

In recent years, the Port of Dampier has experienced significant shipping traffic, with over 6200 vessel arrivals recorded in the 2011-12 financial year. Approximately four million tonnes of hydrocarbon product was also traded across various terminals within the port.

Increased trade has increased the risk of a significant oil pollution incident occurring within the port. An arrangement currently exists between Western Australia's eight port authorities for major oil pollution response exercises to be held every two years.

With an ever present and growing risk of oil pollution, the Dampier Port Authority (DPA) affirmed its commitment to oil pollution preparedness and response arrangements by hosting a large scale oil spill exercise in 2012 – Exercise Archipelago Challenge.

Exercise Archipelago Challenge was conducted at the Port of Dampier from 14-15 August 2012 involving 108 people across 22 organisations. The exercise successfully proved that the DPA staff, port proponents and members of the Regional Response Committee are capable of responding to a major oil pollution incident at the port and along the almost 900 kilometres of West Australian coastline for which the DPA is the nominated first strike agency (on behalf of the Hazard Management Agency (HMA)). This exercise also highlighted the importance of maintaining strategic relationships between port authorities and port operators along this remote and pristine stretch of Pilbara coastline.

Exercise Archipelago Challenge was an excellent opportunity for all participants to be exposed to realistic circumstances experienced during an actual oil pollution event. Feedback obtained after the exercise indicated that the vast majority of participants felt confident to respond to an oil pollution event having taken part in the exercise.

The DPA acknowledges support received from a number of port stakeholders, port authorities and external agencies that greatly contributed to the ultimate success of Exercise Archipelago Challenge.

Shore based deployment of boom from the Mermaid Marine Supply Base



Financial statements

Summary of expenditures for 2012-13

Key operating expenditure	Actual expenditures FY2012-13 (GST exclusive)
Emergency Towing Vessel Level One (ETV1) Contract	\$8.4 m
Emergency Towing Vessel Level Two (ETV2) Contract	\$3.8 m
Fixed Wing Aerial Dispersant Capability (FWADC)	\$1.2 m
National Plan Equipment storage costs	\$.49 m
National Plan Equipment maintenance costs	\$.44 m
National Plan Training	\$.64 m
Major ongoing items ¹	\$1 m
Pollution incident expenses	\$3.4 m ²
Interest payment to Queensland – Pacific Adventurer	\$3.6 m
Pollution incident cost recoveries	\$3.2 m ³
New National Plan equipment purchased	\$7.6 m
Oil spill dispersants purchased	\$.21 m
Noggin OCA system	\$.21 m
Spillcon	\$.19 m

¹Includes AeroRescue standing charges, incident modelling contract (APASA), Oil Spill Response Atlas, contribution to AIS satellite, Earth Observation Systems and disposal of dispersants

²Majority relating to *Rena*, *Tycoon* and *Sheng Neng 1* incidents

³Majority relating to *Rena* and *Tycoon* incidents

Glossary

AEMI	Australian Emergency Management Institute
AIIMS	Australasian Inter-Service Incident Management System
AIP	Australian Institute of Petroleum
AMOP	Arctic and Marine Oilspill Program
AMOSC	Australian Marine Oil Spill Centre
AMSA	Australian Maritime Safety Authority
APASA	Asia-Pacific Applied Science Associates
APB	Abbot Point Bulkcoal
AQIS	Australian Quarantine and Inspection Service
AQTF	Australian Quality Training Framework
ArcGIS	Mapping software
ASEAN	Association of Southeast Asian Nations
AUSMEPA	Australian Marine Environment Protection Association
BOM	Bureau of Meteorology
CBT	competency-based training
CHEMMAP	Chemical Spill Trajectory Model
CSIRO	Commonwealth Scientific and Industrial Research Organisation
DEHP	Queensland Department of Environment and Heritage Protection
DoT OSRC	Western Australia's Department of Transport Oil Spill Response Coordination
DPA	Dampier Port Authority
DPTI	South Australia's Department of Planning Transport and Infrastructure
DTPLI	Victoria's Department of Transport, Planning and Local Infrastructure
EPA	Environment Protection Authority
ESC	Environment and Science Coordinators
ETC	emergency towage capability
ETV	emergency towage vessel
FPC	Flinders Port Corporation
FWADC	Fixed Wing Aerial Dispersant Capability
GBRMPA	Great Barrier Reef Marine Park Authority
GIS	Geographic Information System
HELMEPA	Hellenic Marine Environment Protection Association
HUET	Helicopter Underwater Escape Training
ICS	Incident Control System
IMIM	Introduction to Marine Incident Management
IMO	International Maritime Organization

IMT	Incident Management Team
IOPC	International Oil Pollution Compensation
IOSC	International Oil Spill Conference
KPI	Key Performance Indicator
KSAT	Kongsberg Satellite Services
MERCOM	Maritime Emergency Response Commander
Metro SRT	Western Australia's Metro State Oil Spill Response Team
MOU	memorandum of understanding
NEMO	National Environmental Maritime Operations
NMERA	National Maritime Emergency Response Arrangements
NOPSEMA	National Offshore Petroleum Safety and Environmental Management Authority
NQBP	North Queensland Bulk Ports
OCA	Organise, Communicate, Act
ORCA	Oil Response Company of Australia
OSCA	Oil Spill Control Agents
OSCAR	Oil Spill Control Agent Register
OSIRT	Oil Spill Incident Response Team
OSRA	Oil Spill Response Atlas
OSRICS	Oil Spill Response Incident Control System
OSRL	Oil Spill Response Ltd
OSSM	Originally On Scene Spill Model
OSTM	Oil Spill Trajectory Modelling
PPE	Personal Protective Equipment
PSSA	Particular Sensitive Sea Areas
REEFVTS	Great Barrier Reef Vessel Tracking Service
REMC	Regional Emergency Management Committee
RTO	Registered Training Organisation
SAMSCAP	South Australian Marine Spill Action Contingency Plan
SEMC	State Emergency Management Committee
SES	State Emergency Service
SICC	State Incident Control Centre
SMPC	State Marine Pollution Controller
SOPEP	Ship Oil Pollution Emergency Plan
SPREP	Secretariat of the Pacific Regional Environment Programme
SSAR	Satellite-based Synthetic Aperture Radar
TSR	Transport Safety Regulation
WMA	Web Map Application

