



Australian Government  
Australian Maritime Safety Authority

# National Plan for Maritime Environmental Emergencies Year in Review 2014-15



National Plan for  
Maritime Environmental Emergencies

Year in Review  
2014-15

# 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

The 2014-15 year has been a busy one, with a focus on the development and implementation of supporting policies, guidelines and advisories, in support of the 2014 published National Plan.

The 2015 annual National Plan exercise, Exercise Westwind, was a great success. The exercise, which took place in two components (strategic and operational deployment) during May and June, was the first time National Plan arrangements has been exercised in an offshore petroleum incident scenario. The exercise provided the opportunity to apply the recently finalised Offshore Petroleum Incident Coordination Framework under the direction of the Offshore Petroleum Incident Coordination Committee (OPICC). The exercise highlighted a number of positive observations, such as the collaboration of government, state and industry and the use of fire services for aerial observer activities.

As reported in the 2013-14 National Plan Year in Review, AMSA signed a contract with Australian Maritime Systems Pty Ltd (AMS) on 5 February 2014 for the provision of Emergency Towage Capability (ETC1) services, for a period of 10 years. As part of the contract, AMS will provide a customised new-build ETC1 vessel with upgraded response capabilities. The new build vessel is due to commence service in the second half of 2016.

As of 1 July 2014 the Australian Government reduced the rate of the Protection of the Sea Levy from 14.25 cents to 11.25 cents per net registered ton per quarter. The levy, which applies to ships of more than 24 metres in length which have on board 10 tonne or more of oil in bulk as fuel or cargo, funds AMSA's environmental protection activities to prevent and combat ship-sourced pollution in the marine environment.

On 8 June 2015, the liability limits under the *1976/96 Convention on Limitation of Liability for Maritime Claims* (LLMC Convention) increased by 51 per cent. The LLMC Convention underpins the *2001 Bunkers Convention* by defining the shipowner's liability for bunker pollution damage. The increase was originally proposed to the International Maritime Organization (IMO) Legal Committee by Australia, following the *Pacific Adventurer* oil spill. Australian legislation was amended in 2015 to give effect to the increase.



Internationally, the IMO's Marine Environment Protection Committee (MEPC) agreed to Australia's proposal to extend the existing Great Barrier Reef and Torres Strait Particularly Sensitive Sea Area (PSSA) to include a section of the south-west Coral Sea. The extension covers approximately 565,000 square kilometres, or 12 per cent of the Coral Sea. MEPC agreed that the area is particularly vulnerable to damage by shipping due to a combination of increasing shipping activity, the remoteness of the area, its ecological sensitivity, and the recognised natural and heritage attributes that occur throughout the area. The PSSA and associated protective measures provide additional protection to this important area of our marine environment.

Preparations also commenced for the Asia-Pacific Oil Spill Prevention and Preparedness conference, Spillcon 2016, which will take place from 2-5 May 2016 in Perth, Western Australia. Spillcon 2016 will bring together delegates and exhibitors from all around the world, across industry, government and the service sectors. The conference program, speakers and exhibition promise to bring delegates the latest in oil spill response and preparedness from national and international speakers. Back by popular demand, Spillcon 2016 will also include an impressive on-water display, where delegates will have the opportunity to observe on-water spill response equipment in practice. If you are interested in attending Spillcon 2016, please see [www.spillcon.com](http://www.spillcon.com) for further program and registration information.



Toby Stone  
General Manager, Marine Environment  
Australian Maritime Safety Authority

## Snapshot of the history of the National Plan

- 1973 - National Plan established with \$1 million contribution from Commonwealth
- 1974 - *Sygnia* 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. 4,736 tonnes)
- 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
- 2014 - 2014 edition of the National Plan for Maritime Environmental Emergencies endorsed by the National Plan Strategic Coordination Committee.



Port Stanvac



Laura D'Amato



Global Peace



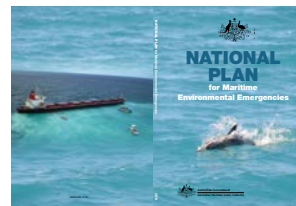
Pacific Adventurer



Montara Wellhead Platform



Shen Neng 1

NATIONAL PLAN  
for Maritime  
Environmental Emergencies

## Emergency towage vessel arrangements

At midnight on 7 July 2014, AMSA bid farewell to its emergency towage vessel (ETV) *Pacific Responder*. After eight years of faithful and reliable service, the *Pacific Responder* handed over ETV responsibility to the *Coral Knight* as part of the new 10-year emergency towage capability (ETC) contract.

The *Coral Knight* is a new-build anchor handling tug supply vessel with a bollard pull of 82 tonnes and a maximum speed of 14 knots. The vessel is capable of providing an initial response to a casualty with its focus on towing a casualty out of immediate danger; towing or escorting a casualty to a place of refuge; fire-fighting; stabilising a casualty to prevent further damage; and protecting the marine environment from pollution. The vessel is also the primary platform for the aids to navigation maintenance program in its area of operations. It is a substantial component of the larger, nationwide emergency towage capability program that AMSA manages as part of the National Plan.

The *Coral Knight* will be replaced by a second new build vessel in 2016. The build of the customised new emergency towage vessel has begun, with the first steel cut in January 2015. The replacement vessel will provide an enhanced towage capability. It is due to enter service in the second half of 2016.



Coral Knight



# Highlights

## Protection of the Sea Levy reduced

The Australian Government reduced the rate of the Protection of the Sea Levy effective from 1 July 2014. The levy rate reduced from 14.25 cents to 11.25 cents per net registered tonne per quarter. The levy applies to ships of more than 24 metres in length entering an Australian port carrying more than 10 tonnes of oil in bulk as fuel or cargo. It funds AMSA's environmental protection activities – preventing and combating ship-sourced pollution in the marine environment.

The levy rate was increased in June 2010 to meet part of the cost of cleaning up the oil spill from the Pacific Adventurer incident, which occurred off the south-east coast of Queensland in March 2009. The funds generated by the higher levy were also used to establish a \$10 million pollution response reserve. The rates for the other two AMSA levies, the Marine Navigation Levy and the Marine Navigation (Regulatory Functions) Levy, remain unaltered.

## Great Barrier Reef and Torres Strait Particularly Sensitive Sea Area (PSSA)

The 68th session of International Maritime Organization's (IMO) Marine Environment Protection Committee (MEPC 68) agreed to Australia's proposal to extend the existing Great Barrier Reef and Torres Strait Particularly Sensitive Sea Area (PSSA) to include the south-west Coral Sea. The extension covers approximately 565,000 square kilometres, or 12 per cent of the Coral Sea. MEPC 68 agreed that the area is particularly vulnerable to damage by shipping due to a combination of increasing shipping activity, the remoteness of the area, its ecological sensitivity, and the recognised natural and heritage attributes that occur throughout the area.

Earlier this year, three Associated Protective Measures (APMs) were developed to support the PSSA extension – a new Area to be Avoided (ATBA) and two supporting five nautical mile-wide two way routes. These were approved by the IMO's Sub-Committee on Navigation, Communications and Search and Rescue in March 2015. The new PSSA extension took effect upon adoption of the APMs by the Maritime Safety Committee at MSC 95 in June 2015. The APMs come into effect 1 January 2016.

The PSSA extension and APMs are the outcome of more than three years' work, following identification of their need through the North-East Shipping Management Plan process, and involving close collaboration across many areas of AMSA and government, and consultation with a range of stakeholders.

For more information see the Deputy Prime Minister and Minister for Infrastructure and Regional Development's media release on his website ([minister.infrastructure.gov.au](http://minister.infrastructure.gov.au)), issued in May.

## MV *Thor Commander*

The Antigua Barbuda-flagged general cargo vessel MV *Thor Commander* reported a mechanical failure to AMSA on 11 January 2015. The vessel was approximately 17 nautical miles east-north-east of the Swains Reef Group, drifting at 0.6 knots heading southerly to Perkins Reef.

The Master stated that the cause of the failure had been identified and was under repair and provided an estimated time of four to five hours to carry out repairs. The vessel subsequently reported a catastrophic failure a number of hours later and that a tow would be required.

Shortly after this report (at 0420 local time) AMSA activated the Level 2 ETV from Gladstone, the *SMIT Leopard*, with an estimated transit time of 25 hours. Towage operator SMIT and the owners of the *Thor Commander* entered into a commercial agreement for towage operations shortly after this activation.

AMSA made the decision to activate the Level 1 ETV, *Coral Knight*, at 1120 local time. The primary reasons for deploying the *Coral Knight* were to assist in a towage operation and/or undertake pollution response operations if the casualty grounded. During this period AMSA also deployed a Marine Casualty Officer and pollution response equipment to Gladstone in order to provide a first-strike capability in the event of the vessel grounding.

AMSA sent out an 'All Ships' broadcast requesting assistance from vessels in the area and received a response from both the *Xinfa Hai* (Chinese-flagged Cargo carrier) and the *POS Harvester* (South Korean-flagged, cargo carrier). In addition, the Queensland Police vessel, the *Lyle M Hoey* was also within the area of the casualty and offered assistance.

Due to an inability of the owners of the *Xinfa Hai* and the *Thor Commander* to agree on a commercial towing/salvage contract for towing assistance, the Maritime Emergency Response Commander (MERCOCOM) directed both vessels under the Powers of Intervention Act late on the afternoon of 12 January to undertake a

towing operation (in addition to the Private & Indemnity insurers, Skuld, providing a Letter of Undertaking).

The operation was successful, with a towline established between the ships on 12 January with the assistance of the *Lyle M Hoey*. The *Thor Commander* was successfully diverted away from the reef and towed to a safer location. The *SMIT Leopard* arrived on site at 0600 local time on 13 January and successfully secured towing lines to the *Thor Commander*.

The tasking of the *Coral Knight* was subsequently discontinued at 0800 on 13 January once the *SMIT Leopard* had established a secure connection to the casualty and returned to normal operations.

Over the course of the next two days the *SMIT Leopard* towed the *Thor Commander* to the Port of Gladstone and berthed at 1015hrs on 15 January.



On Friday 19 January 2015, AMSA presented the Master and crew of MV *Xinfa Hai* with a plaque and certificate of recognition for outstanding seamanship after successfully taking the stricken cargo ship MV *Thor Commander* under tow. Establishing a towline at sea is a difficult operation, particularly between two merchant ships of such size where the crew does not have the opportunity to practise such operations. AMSA commends all of the vessels and crews involved.

## Memorandum of Understanding with the International Group of Protection and Indemnity Clubs

AMSA has signed a memorandum of understanding (MOU) with the International Group of Protection and Indemnity Clubs (IGPI) regarding responses to major maritime casualties and incidents. The IGPI serves the collective interests of affiliated P&I insurers on liability and insurance issues. The IGPI has sought to establish MOUs with national maritime authorities around the world with the objective of promoting cooperation on maritime casualty response preparedness. This includes early and frequent contact during and after an incident to share information on the vessel, cargo types, and points of contact in the relevant parties. The MOU also covers training, post-incident evaluations, and information-sharing on casualty response assessments and methodologies. AMSA considers this consistent with our current practices and its CEO, Mick Kinley, signed the MOU accordingly. The MOU notes that AMSA will implement Maritime Casualty Control Unit arrangements as described under the National Plan.

### Liability and compensation

During 2014-15, Australia was represented by AMSA at meetings of the International Oil Pollution Compensation (IOPC) Funds. The meetings considered claims arising from major oil spills, and matters relating to the administration and governance of the IOPC Funds. The 1971 Fund was wound up on 31 December 2014, following the finalisation of all outstanding legal and financial matters. The 1971 Fund is replaced by the 1992 Fund which currently has 114 Member States. In April 2015, the IOPC Funds finalised the Guidelines for Presenting Claims for Clean-up and Preventive Measures which is available on the IOPC Funds website ([iopcfunds.org](http://iopcfunds.org)).

On 8 June 2015, the liability limits under the 1976/96 *Convention on Limitation of Liability for Maritime Claims* (LLMC Convention) increased by 51 per cent. The LLMC Convention underpins the 2001 *Bunkers Convention* by defining the shipowner's liability for bunker pollution damage. The increase was originally proposed to the IMO Legal Committee by Australia, following the *Pacific Adventurer* oil spill. Australian legislation was amended in 2015 to give effect to the increase.

AMSA has an important role in implementing the international oil spill compensation regime through the issuing of ships' certificates that verify appropriate insurance is held by the shipowner in accordance with the 1992 *Civil Liability Convention* and the 2001 *Bunkers Convention*. It is the shipowner's legal responsibility to apply to AMSA for these certificates. Another aspect of



implementation is the reporting, by Australian companies, of oil quantities imported after carriage by sea in accordance with the 1992 *IOPC Fund Convention*.

Bulk oil importers are required to provide these reports to AMSA annually, which are forwarded to the IOPC Funds Secretariat for processing of invoices for contributions to the IOPC Funds. Australian companies account for approximately 1.8 per cent of global oil imports of persistent oil. Our contributions profile is changing, however, as a result of industry changes, such as the conversion of certain refineries into oil product terminals and modifications to mineral ore refining operations. While there may be less crude oil imported, note that importers of oil products which meet the definition of 'contributing oil' in the 1992 IOPC Fund Convention are still required to contribute to the IOPC Fund. This includes a range of persistent oils, including some fuel oils. AMSA continued its program of auditing oil reports during the year.

During the year AMSA recovered the pollution response costs in full from the insurer for the MV *Tycoon* incident (2012). Cost recovery efforts for the *Shen Neng 1* (2010) and the *Joseph M* (2013) were ongoing. In regard to the *Shen Neng 1* incident, GBRMPA is undertaking action against the vessel owner in the Federal Court.

### Offshore Petroleum Incident Coordination Framework

The *Offshore Petroleum Incident Coordination Framework* (the Framework) was drafted with consultation across government during 2014, and received ministerial approval in January 2015. In response to the Report of the Montara Commission of Inquiry, the Commonwealth Government agreed that, in responding to future offshore petroleum incidents, a central incident coordination committee be convened and chaired by the Department of Industry and Science. This committee is the Offshore Petroleum Incident Coordination Committee, and the Framework outlines its governance arrangements, including its purpose, membership and key protocols.

The Framework applies in Commonwealth waters extending from three nautical miles from the territorial sea baseline and not within the constitutional limits of a state or the Northern Territory, unless relevant powers have been conferred on the National Offshore Petroleum Safety and Environmental Management Authority (NOPSEMA) in relation to the regulation of safety, environmental management or structural integrity.

The key agencies include the Department of Industry and Science, the Department of Infrastructure and Regional Development, NOPSEMA, and AMSA. Other government agencies and departments may be included as needed.

# National Plan meetings throughout 2014-15

## Marine Pollution Prevention Technical Group, Marine Pollution Preparedness and Response Technical Group, Marine Pollution Recovery Technical Group

Since the publication of the current National Plan, the focus for the National Plan Technical Groups has been the development and redrafting of supporting policies and procedures. A number of these documents were endorsed by the National Plan Strategic Industry Advisory Forum (NPSIAF) and National Plan Strategic Coordination Committee (NPSCC) at their respective meetings in November 2014 and May 2015.

## Australian Government National Plan Committee (AGNPC)

The AGNPC met twice during the reporting period. At the October 2014 meeting, the AGNPC endorsed the Australian Government Coordination Arrangements for Maritime Environmental Emergencies. The Coordination Arrangements were developed in consultation with a number of Federal Government departments and authorities and provide a framework for the coordination of Australian Government departments and agencies in response to a marine environmental emergency. The AGNPC also endorsed the Guideline for Coordination of International Incidents Notification Arrangement which was developed to ensure that Australia satisfies its international obligation to immediately notify countries that may be impacted by a marine pollution incident.

## National Plan Strategic Industry Advisory Forum (NPSIAF)

The NPSIAF met in November 2014 and May 2015, as noted above, and reviewed and endorsed a number of policies and procedures in support of the National Plan. At the most recent meeting in May, the NPSIAF discussed strategic challenges for industry and members presented ideas to further engage the forum as part of the National Plan governance framework. AMSA would like to congratulate Captain Phil Hickey, who was re-elected as Chair of the NPSIAF at the May meeting.

## National Plan Strategic Coordination Committee (NPSCC)

As well as the endorsement of the supporting policies and procedures, at the November 2014 meeting of the NPSCC the Committee established two working groups to examine potential gaps in cost recovery arrangements – one for small vessel spills and another for spills from unknown sources.

The National Plan cost recovery arrangements and the underpinning Claims Management Guidelines apply to vessels that are liable to pay the Protection of the Sea Levy (ships of more than 24 metres in length carrying more than 10 tonnes of oil in bulk as fuel or cargo). Smaller vessels are subject to the relevant state/territory cost recovery arrangements.

The potential gap in cost recovery arrangements for spills from unknown sources was brought to the NPSCC by Victoria, following a pollution incident on the Gippsland Coast in March 2014, for which, the source of the oil spill—be it vessel, offshore petroleum platform or natural seepage – was unable to be precisely identified. The working group is investigating options as to how the cost of a spill from an unidentifiable source may be recovered and reviewing the existing investigation processes for oil spills. The working groups will report back to the NPSCC in November 2015.

At its May 2015 meeting, the NPSCC agreed the current version of the National Plan will be reviewed by November 2015 to ensure currency (e.g. updating agency, legislative references etc.). It was also agreed that the National Plan will be comprehensively reviewed in 2019.

The supporting documents listed below are now available on AMSA's website:

- Deployment of National Plan Equipment
- Induction of the National Response Team
- Accessing National Plan Support Arrangements
- The Conduct of Post Event and Incident Analysis
- Deployment of the National Response Team
- AMOSC Activation by AMSA
- Guideline for the Coordination of International Incidents: Notification Arrangement
- Activation of the Fixed Wing Aerial Dispersant Capability
- Oil Spill Control Agents and supporting AMSA/NOPSEMA Explanatory note on Australian Dispersant Acceptance Processes
- Volunteer Management
- Communication Plan
- Role of Technical Advisors
- National Response Team Policy
- National Plan Incident Management System

## Response capability

AMSA maintains nine strategic equipment stockpiles of marine pollution response equipment around the Australian coastline. Stocks of dispersant are stored at these stockpiles as well as other key locations. In 2014-15 AMSA received and distributed new booms to the stockpiles and signed one-year extensions on standing offer arrangements for the supply of oil spill response equipment.

A new contract was executed for the supply of the Fixed Wing Aerial Dispersant Capability under the National Plan. As with the previous capability, the aircraft are maintained in strategic locations to respond to oil spills on a 24/7 basis. However, the new capability provides a greater capacity to respond to an incident as the aircraft are faster and have a larger payload. Some of the requirements of the capability include:

- six primary aircraft located around Australia
- available to fly within a specified time period from activation
- suitably equipped to undertake aerial dispersant application activities in the marine environment
- able to operate offshore up to 200 nautical miles from the coast
- provision of adequately trained personnel to support contract requirements.

In addition to the six contracted aircraft, there are an additional 12 aircraft available to the contractor. In the event of a significant incident, and subject to availability, these aircraft could be called upon to assist in a response.



Fixed wing aircraft

# Science initiatives

## Satellite surveillance for spills

AMSA now has the capacity to access satellite-based radar surveillance systems to assist oil spill response operations. Able to operate 24 hours a day and through inclement weather, satellite radar provides an effective, reliable and timely way to monitor large areas. AMSA receives reports of possible oil on the water within 60-90 minutes of acquisition. Reports are assessed and sent to the relevant jurisdiction for follow-up action. During 2015 AMSA's satellite surveillance program targeted nine areas of heavy shipping with the potential for oil spills. Of the 150 satellite passes, 19 returned as positive alerts. Ten reports indicated oil on the water. None were attributed to an identifiable source, and were small and far offshore. In all cases natural degradation provided the most appropriate clean-up response.

## National Environmental Maritime Operations (NEMO)

NEMO provides management and monitoring of all national pollution and maritime casualty incidents, as well as asset management services for National Plan equipment, stockpile resources, and the fixed wing aerial dispersant capability. Representatives from all jurisdictions, along with equipment maintenance contractors, the AMSA Executive and the AMSA media team, have been provided with customised access portals to NEMO.

## Trajectory modelling

As part of its review of decision support tools and services, AMSA has reviewed and upgraded the trajectory modelling request form to combine chemical and oil spill requests. Requests for modelling under the National Plan can only be made by Commonwealth, state and Northern Territory spill response control agencies, and by the Australian Marine Oil Spill Centre (AMOSC). Requests can also be submitted by email, by using the National Plan Spill Trajectory Modelling Request form available on the AMSA website, and online through NEMO.

## Oil Spill Response Atlas (OSRA)

The OSRA Working Group was formed in June 2014 to lead a review of the OSRA Administrative Policy which was then extended to consider a full review of OSRA policy. Each jurisdiction was invited to be represented. AMSA is supporting jurisdictions using their GIS and web-GIS capabilities to incorporate OSRA into their all hazards approach to emergency management information. This includes focussing on value-added data specific to supporting all types of maritime emergency response (not just oil spills), and broadening the use of geographic tools in planning and response.

## Monitoring handbook review

The Commonwealth Scientific and Industrial Research Organisation (CSIRO) has agreed to assist AMSA and the members of the National Plan Environment, Science and Technical (ES&T) Network to produce an updated National Plan Monitoring Handbook. The revised version will be a modern, practical, web-available handbook on response-phase (operational or Type I) monitoring. The review will involve ES&T experts from across Australia. The intention is to produce a step-by-step, pragmatic guide to improving response-phase monitoring (information gathering) for better operational decision-making. The draft document will be reviewed at the ES&T workshop in August 2015, prior to submission to the National Plan Technical Groups and NPSIAF and NPSCC in 2016.

## Environment, Science & Technical professional development

AMSA has engaged GEMS Pty Ltd (Consultants) to assist with a review of opportunities to improve delivery of professional development to National Plan Environment, Science and Technical (ES&T) Network members. The 2014 ES&T Workshop provided initial suggestions which have been further developed by GEMS through consultation with ES&T colleagues nationwide. AMSA will consider recommendations, and will look to adopt and implement a practical and cost-effective work plan over coming months.

## Dispersant response capability and knowledge

AMSA has sought expert advice to better manage the National Plan dispersants stocks and to better understand how they can be used effectively and safely. Expert advice came from recognised independent scientific assessment bodies for human health hazards assessment (National Industrial Chemicals Notification



and Assessment Scheme – NICNAS) and ecological toxicity hazards (CSIRO). The reports will be assessed over the coming months and used to inform reviews of AMSA and National Plan procurement and practice, and to provide more readily accessible and easily digestible information to National Plan stakeholders about the benefits and risks associated with dispersant use. A new National Plan dispersants webpage is being developed to provide a one-stop shop for responders.

## Dispersant monitoring

The CSIRO has developed, as a co-investment with AMSA, a new, rapidly-deployable, on-water, monitoring array which is able to integrate with aerial dispersant operations and provide real-time feedback about oil and dispersant plumes. This will assist decision-making about dispersant operations' effectiveness. Arrangements for its acceptance into the National Plan will be developed during 2015-16, which will include adding the capability to the new CSIRO technical support contract with AMSA. Final testing and tuning of sensors, data acquisition, report format, transmission and communication, receipt, and fitness for purpose will be concluded in 2015. These will be assessed and used to develop, test and publish deployment and operating procedures and protocols.

## OSCA review and update

A review of how dispersants obtain listing on the National Plan Oil Spill Control Agents (OSCA) Register was completed and endorsed by the NPSCC in May 2015. Extensive consultation resulted in proposed changes that should make effectiveness and ecological toxicity testing more field- and response-relevant, and the results more informative to National Plan stakeholders.

The previous OSCA Protocol and Standard has been re-published as the National Plan Policy on the Register of Oil Spill Control Agents for maritime response use to reflect its more directive nature. Separate dispersant acceptance processes apply to the maritime and offshore petroleum industry sectors. Offshore petroleum spill risks are location specific and feature known or reasonably predictable oil types. Combined with local weather and environmental data, activity specific spill risk assessments allow identification of appropriately targeted response strategies, including dispersant use, before an activity commences. By comparison maritime risks are less predictable and often feature multiple oils, leading to the need for more all-purpose mitigation strategies. Australian maritime and offshore petroleum regulatory processes reflect this difference in risk profiles. An explanatory document describing the different dispersant acceptance processes in Commonwealth waters will be jointly published by AMSA and NOPSEMA

# Secretariat of the South Pacific Regional Environment Programme (SPREP)

In 2014-15 AMSA continued to provide high-level assistance to its regional partners in the Pacific. In August an oil spill response training program was held in Apia, Samoa under the partnership between SPREP, Maritime New Zealand and AMSA. Scott Willson, who has been on secondment to SPREP from AMSA, played a key role in the program which covered a variety of different topics including the causes of oil spills and their impact on environmental and human health.

In October 2014 AMSA took part in a workshop to review and update the Strategy for the Pacific Ocean Pollution Prevention Programme (PACPOL). SPREP convened the workshop, hosted by Australia in Brisbane, and representatives from 13 Pacific Island countries and territories attended. The purpose of the workshop was to update the PACPOL Strategy to reflect current environment protection issues.

The objectives for the new PACPOL include:

- removing derelict vessels
- finalising national oil spill response plans
- improving port waste reception facilities for ships' waste
- building the capacity of Pacific Island countries and territories to adopt, implement and enforce International Maritime Organization (IMO) marine pollution conventions.

The new PACPOL Strategy has also been more closely aligned to the IMO's technical cooperation priorities to improve the chances of attracting funding for its various initiatives.

In November 2014 SPREP hosted a regional training workshop, in partnership with the IMO and AMSA, on MARPOL Annex VI - Air Pollution and Greenhouse Gas (GHG) Emissions from International Shipping. MARPOL is the *International Convention for the Prevention of Pollution from Ships*, the main international convention covering prevention of pollution of the marine environment by ships from operational or accidental causes. The workshop, held in Samoa, was delivered by an AMSA Marine Environment officer and a consultant engaged by the IMO.

It covered:

- the international regulatory framework for preventing pollution from ships
- MARPOL Annex VI regulations, including regulations for energy efficiency
- energy efficiency design and technical measures
- further measures to enhance energy efficiency of ships
- implementation and enforcement of MARPOL Annex VI
- MARPOL Annex VI capacity building activities.

## Regional Reception Facilities Plan (RRFP) for the Small Island Developing States (SIDS) in the Pacific Region

Australia co-sponsored a submission to the 68th session of the IMO Marine Environment Protection Committee (MEPC 68), which detailed a Regional Reception Facilities Plan (RRFP) for the Small Island Developing States (SIDS) in the Pacific Region.

For many SIDS in the Pacific Region, particularly those comprising small atolls, the provision of adequate waste reception facilities can be challenging due to unique circumstances such as a shortage of land for disposal sites and/or infrastructure problems that can hamper effective management of wastes. The RRFP will allow SIDS to satisfy waste reception facility obligations under the MARPOL Convention through regional arrangements (by identifying ports that could serve as Regional Waste Reception Centres). This has been seen as a barrier, preventing countries from acceding to the MARPOL Convention. Increased take up of the MARPOL Convention is considered to be in our shared regional interests.

AMSA provided technical assistance to SPREP during the development of this plan and, in partnership with SPREP, conducted gap analyses of reception facilities in five ports across the region, which formed the basis of this plan.

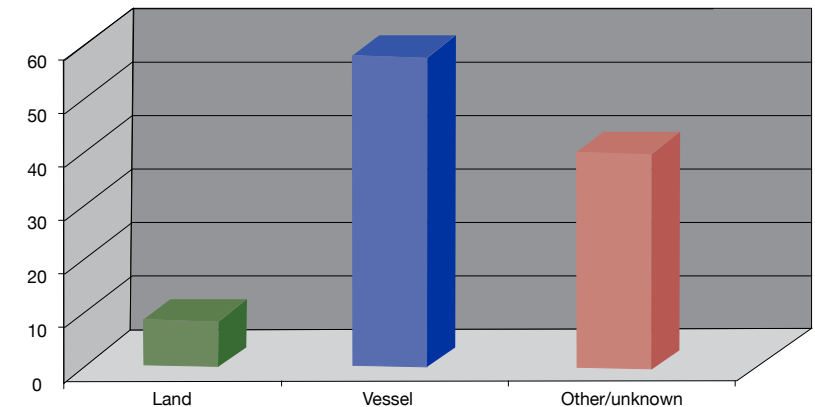
The RRFP will now be finalised and is expected to take effect from May 2016. It will be a living document, with more Pacific Region ports to be analysed and incorporated into the plan in the coming years.

# Pollution/salvage incidents

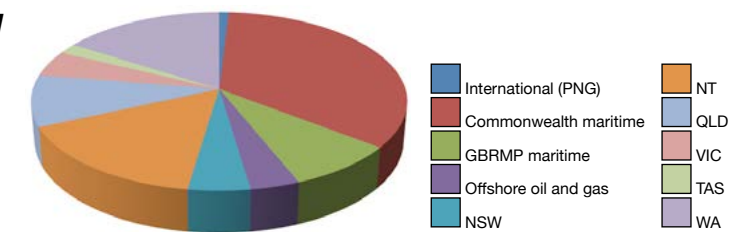
Accurate statistical data required for spill response strategic planning provides a valuable resource to assist in responding to enquiries from the media, interest groups and the general public. This data also provides valuable input for risk assessment, government projects, and can provide an indication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

'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. 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.

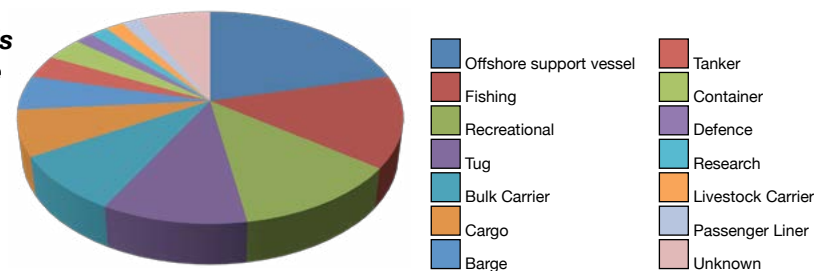
**Number of reported discharges by source for 2014-15**



**Reported spill locations for 2014-15**



**Reported spills by vessel type for 2014-15**



## Salvage and intervention marine incidents

Month	Reported incidents	Machinery failure	Main engine breakdown	Unscheduled repairs/ other	S&I action initiated	S&I action undertaken	Location of reported incidents						
							QLD	NSW	VIC	TAS	SA	WA	NT
June 2015	56	39	11	5 collisions 1 grounding	1	1	10	4	4	2	4	12	2
May 2015	54	38	11	4 collisions 1 fire	2	1	13	2	1	0	5	14	0
April 2015	55	37	9	7 collisions 2 groundings	2	1	6	1	5	0	4	22	1
March 2015	57	48	5	3 collisions 1 flooding	2	1	11	4	1	0	5	18	0
February 2015	71	52	7	3 fire 2 groundings 7 collisions	1	0	9	6	6	0	1	17	0
January 2015	48	34	6	1 fire 7 collisions	1	1	11	4	4	1	4	10	1
December 2014	45	33	5	1 fire 1 groundings 5 collisions	2	0	7	3	2	0	5	9	1
November 2014	56	42	6	1 fire 2 groundings 5 collisions	4	1	8	4	0	2	0	15	1
October 2014	45	29	6	3 fires 7 collisions	3	1	8	7	2	2	2	12	0
September 2014	41	20	21	-	1	1	19	6	2	0	1	7	1
August 2014	43	21	19	1 fire 1 grounding 1 collision	7	0	11	4	0	0	1	14	1
July 2014	35	18	13	1 fire 3 collisions	4	0	10	4	2	0	0	18	0
<b>Year to date</b>	<b>606</b>	<b>411</b>	<b>119</b>	<b>76</b>	<b>30</b>	<b>8</b>	<b>123</b>	<b>49</b>	<b>29</b>	<b>7</b>	<b>32</b>	<b>168</b>	<b>8</b>

## Casualty response

From 1 July 2014 to 30 June 2015, AMSA's Salvage and Intervention Section received:

- 411 reports of vessels that had machinery failure
- 119 reports of vessels that had main engine breakdowns
- 54 reports of collision
- 12 reports of fire
- 9 reports of grounding
- 1 report of flooding.

On 30 occasions, the salvage and intervention duty officer initiated actions which included discussions and liaison with relevant state authorities, the subject vessel and other parties requesting further details on the nature and estimated time for completion of repairs and confirmation of the ship's status and the master's intentions.

## Salvage incidents

Further to the above, the following incidents were of particular interest and concern to the salvage and intervention team:

### *MV Thor Commander* (see page 7)

### *MV Big Glory*

On 20 November 2014, while berthing at first light, the vessel landed heavily on the wharf at Cape Flattery. She sustained a 25cm by 2cm gash in her hull about 1.5 metres above the waterline in the forward starboard water ballast tank. No reports of pollution were received.

### *MV East Bangkok*

On 26 November 2014 *MV East Bangkok* experienced an electrical blackout, which caused the vessel to lose propulsion, and declared itself not under command. The vessel drifted and was located 130 nautical miles east-north-east of Cape Wessel and 180 nautical miles west of Booby Island in the Gulf of Carpentaria.

The *MV East Bangkok* drifted for an additional 47 hours while undertaking repairs, getting underway again on 28 November 2014. The vessel reported to AMSA that it intended to embark a pilot at 2000 local time on 28 November 2014 and transit the Prince of Wales Channel. The ETV *Coral Knight* was activated at 1005 local time, directed to proceed to Booby Island to arrive by no later than 1930 local time and provide the vessel with a passive escort through the Prince of Wales channel, with the main deck rigged for an emergency tow if required. At 1645 local time the *Coral Knight*



was deactivated as the MV *East Bangkok* had altered its plan and had instead decided to conduct further tests and liaise with shore side staff in order to confirm the vessel was fully operational before commencing its transit through the channel.

The vessel proceeded to transit the Prince of Wales Channel at 0939 local time on 30 November 2014 with a pilot on board and, without the requirement of the ETV passive escort, closely monitored by AMSA staff in Canberra. The MV *East Bangkok* safely transited the Prince of Wales Channel and continued into the Great Barrier Reef Marine Park at 1334 local time and continued safely along the inner Great Barrier Reef passage on to its final destination of Sydney.

### **MV Giuseppe Mauro Rizzo**

The MV *Giuseppe Mauro Rizzo* arrived outside Gladstone Harbour on 17 December 2014 with a failed turbo blower. The vessel was detained by AMSA under the Navigation Act as a precautionary measure while undertaking repairs to the main engine. At the same time, Tropical Cyclone Marcia formed in the Coral Sea and was anticipated to impact the region around Gladstone in the early morning of 20 February 2015.

The MV *Giuseppe Mauro Rizzo* was unable to evacuate its anchorage, which was just outside of port waters, as it was limited to a best speed of dead slow ahead with the failed turbo blower, therefore the master and owners were advised to make preparations for the upcoming weather (such as ballasting down and deploying both anchors).

The risk to the environment stemmed from the vessel carrying 1350 tonnes of intermediate fuel oil (IFO), 30 tonnes of marine gas oil (MGO) and 43,000 litres of lube oil. As a precautionary measure, Maritime Safety Queensland and AMSA strongly counselled the owners and master to enter into a commercial agreement to ensure adequate towage services for the period in case the vessel dragged its anchor. The owners were not cooperative and at 0215 local time on 19 February 2015 the MERCOM issued directions under the Powers of Intervention Act to the owners and master to enter into such an agreement.

The owners and master of the MV *Giuseppe Mauro Rizzo* complied and entered into a commercial agreement with SMIT (harbour towage operators) for use of the nominated AMSA emergency towage level 2 vessel based in Gladstone, the *SMIT Yallarm*. The *SMIT Yallarm* was also available to AMSA to direct under the Powers of Intervention Act if required for other vessels at sea, or vessels within port as necessary for the duration of the tropical cyclone.

The cyclone's path took it inland from Gladstone, avoiding a 'direct hit'. The area still experienced some extreme weather and the precautions taken by the master were satisfactory to see off the weather. The direction made under the Powers of Intervention Act was revoked by the MERCOM at 0632 local time on 21 February 2015.

### **Atwood Osprey**

The semi-submersible, non-propelled mobile offshore drilling unit, Atwood Osprey, was evacuated as part of its cyclone plan ahead of cyclone Olwyn coming through the Dampier – Exmouth region off Western Australia. Upon returning to the rig it was identified that it had moved several cables from its original position.

On 13 March AMSA was informed by NOPSEMA that the incident had occurred in NOPSEMA's jurisdiction. However, the rig was effectively being controlled by two anchor handlers, and on 17 March NOPSEMA and AMSA agreed the rig and the two attending anchor handlers became subject to AMSA jurisdiction.

Subsequently, the unit was moved 1000 metres clear of the Pluto pipeline and an inspection was undertaken to assess the damage. Having been successfully towed to the Malus Channel in Dampier Harbour, the rig underwent repairs and was back on location on 2 May 2015.

### **MV Mariperla**

On 20 April 2015 the MV *Mariperla* had just completed loading iron ore at Port Walcott, WA when the vessel experienced a sudden increase in wind in excess of 30 knots, the vessel's mooring lines began to part and it swung off the berth. Despite tugs assisting, the vessel grounded 300 metres off the wharf with a draft of 18.7 metres in an area with a charted depth of 15.4 metres with the tide ebbing towards a low at 1813 local time. The ship's anchors had been deployed to assist the efforts of the tugs to arrest the vessels movement, but to limited effect.

AMSA's Manager of Salvage and Intervention was notified at 1638 local time via telephone from the regional harbour master with responsibility for the port. AMSA offered relevant advice and support, recommending mobilisation of pollution prevention resources and the deployment of an AMSA surveyor trained in maritime casualty response based at AMSA's Karratha office. AMSA's Maritime Casualty Officer arranged a helicopter flight to the ship, embarking soon after and was directed to assist in establishing the status of the vessel.

The port authority coordinated the floatation operation by utilising six tugs and the vessel re-floated at 2045 local time. After verifying propulsion and steering integrity, the MV *Mariperla* proceeded to a deeper anchorage later in the evening where it was detained under the Navigation Act as a precautionary measure until 22 April 2015. There was no pollution or injury as a result of the incident.

### MT *Tasco Amata*

At 0300 local time on 9 May 2015 the MT *Tasco Amata* was en route to Singapore when it suffered main engine problems. The vessel reported as stopped and drifting while attempting engine repairs. At the time, the vessel was 22 nautical miles south-east of Warrnambool, and 14 nautical miles abeam of the coast and was experiencing winds at force six, and sea and swell heights of four metres.

The Salvage and Intervention Duty Officer requested additional information from the vessel and contacted the emergency towage vessel 2 provider in Geelong (Svitzer), asking them to prepare for a possible activation. While anchoring may have been possible, it was not favoured, given the ship's proximity to seabed pipelines in the area.

The vessel was not responsive to the requests for additional information. The Salvage and Intervention Manager spoke to the master of the vessel at 0610 indicating that they were to take immediate action to arrange a tug, otherwise intervention powers would be exercised to intervene in the incident. The master, owner and agent were informed that unless action was undertaken by 0900 local time, AMSA would exercise Intervention powers and dispatch (at the owner's expense), the ETV from Geelong.

Within minutes of formally directing the emergency towage vessel (*Svitzer Keera*) from Geelong, the MT *Tasco Amata* was underway, having isolated the main engine turbocharger which was the source of the failure. The owners were strongly advised to arrange commercial stand-by tug assistance for entry to Port Phillip, which they did without delay. AMSA's Salvage and Intervention team continued to monitor the situation until the vessel was safely anchored in Port Phillip.

### MV *RTM Gladstone*

At 2151 local time on 26 May 2015 the MV *RTM Gladstone*, while in transit from Gladstone to Weipa, suffered an overhead lube oil tank crack and leak in the main engine turbo charger. The vessel stopped, was unable to use main engines and drifted in order to carry out repairs. The nearest danger was the Clara Island group which was 13.3 nautical miles from the vessel. The anchors were operational at all times during the repairs. The vessel undertook the repairs within four hours and was underway again.

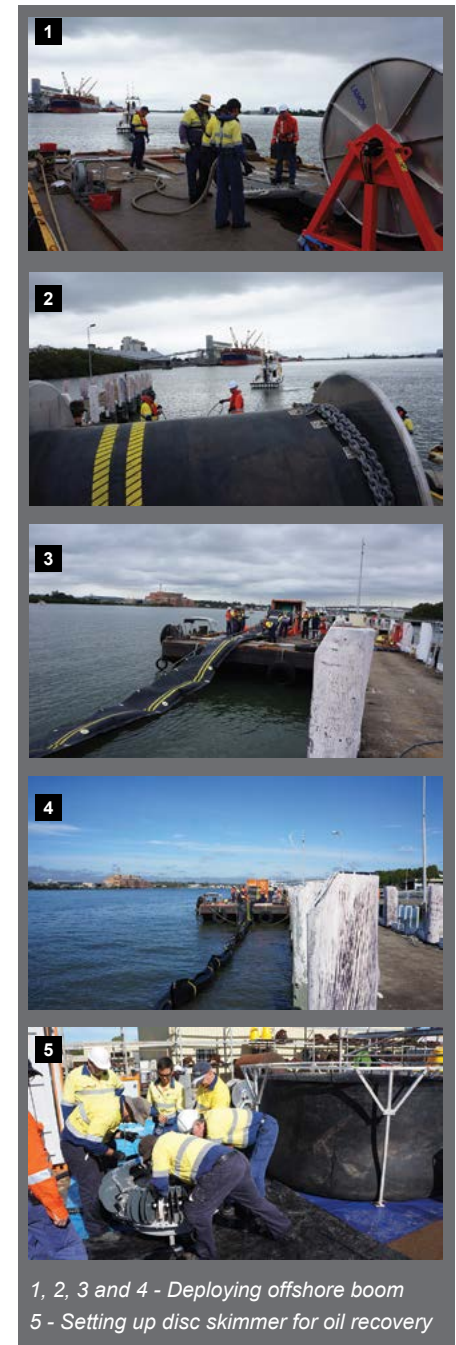
## Training, exercises, workshops and conferences

Under the National Plan, AMSA delivers competency-based training courses, as well as online training and workshops. In 2014-15 AMSA ran 29 training courses (with a total of 521 participants) covering the following roles:

- Incident Management Team
- Incident Controller
- Planning Officer
- Operations Officer
- Shoreline Response
- Basic Equipment Operator
- Advanced Equipment Operator.

AMSA also delivered specialist workshops and exercises for National Response Team members, Environmental Science Coordinators and Maritime Casualty Officers.

As part of the review and continuous improvement of training, some of the specialist technical courses were redesigned, with pilot versions of the new courses run during the year. The development of the Advanced Equipment Operator course was completed, and this course was run in May 2015 for the first time as a competency-based course. The AMSA Registered Training Organisation is the only provider with the scope to issue a Statement of Attainment for this course.



1, 2, 3 and 4 - Deploying offshore boom  
5 - Setting up disc skimmer for oil recovery



## Exercise Westwind

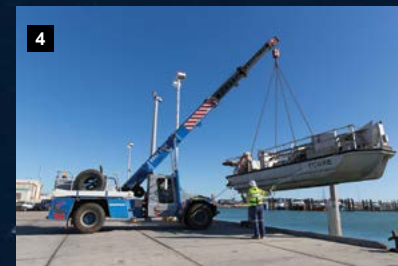
The National Plan is exercised on an annual basis involving multi-level government organisations and agencies from across Australia, as well as industry representation. This exercise is of national importance in ensuring strategic and operational preparedness have been practiced for marine pollution incidents. Exercise Westwind, conducted throughout May and June 2015, focussed on a spill event scenario from the offshore petroleum industry. The exercise was run from locations in Canberra, Perth and Exmouth.

Component	Date	Location	Summary
<b>Strategic</b>	27-28 May	Perth and Canberra	This component exercised high level communication and coordination between the Australian Government, the Western Australian Government, and the offshore petroleum industry, and included the activation of the Offshore Petroleum Incident Coordination Committee.
<b>Operational</b>	8-12 June	Perth and Exmouth	An Incident Management Team was mobilised with oil industry, AMSA and National Response Team personnel in Perth, and a forward field base established in Exmouth to undertake field and aerial deployment operations.
<b>Tactical</b>	8-12 June	Exmouth	This aspect involved the 100+ strong industry Core Group and the AMSA National Response Team (NRT) in exercising the field deployment aspects of aerial dispersants and aerial surveillance, offshore operations, near shore operations, onshore operations and oiled wildlife.

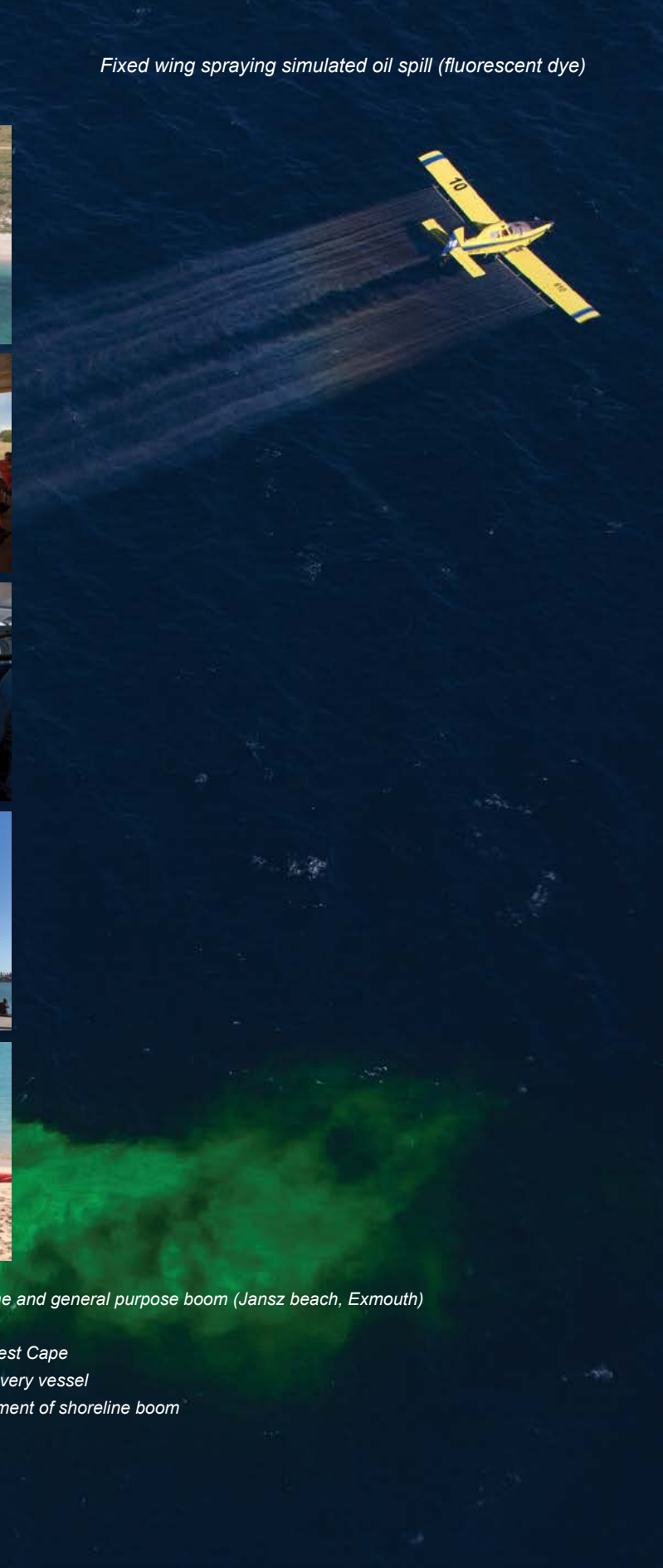
Exercise Westwind formed part of a week of development programs, with a State Marine Pollution Controllers workshop being held in conjunction with the strategic component and National Response Team (NRT) and Core Group personnel training on response equipment in Exmouth prior to the operational component.

The strategic component of the Exercise provided the first opportunity to test the Offshore Petroleum Incident Coordination Framework, and stand up the Offshore Petroleum Incident Coordination Committee which is chaired by the Department of Industry and Science.

Please refer to the AMOSC update (page 37) for further details on the exercise.



- 1 - Aerial view of deployment of shoreline and general purpose boom (Jansz beach, Exmouth)
- 2 - Briefing of response teams
- 3 - Aerial observers flying over North-West Cape
- 4 - Deployment of National Plan oil recovery vessel
- 5 - Shoreline team commencing deployment of shoreline boom





## National Response Team Annual Workshop

From 26-27 February 2015, AMSA Marine Environment hosted the annual National Plan National Response Team (NRT) workshop at AMSA's head office in Canberra.

Participation consisted of NRT members from Queensland, New South Wales, Victoria, South Australia, West Australia, Tasmania and AMSA personnel. The workshop's focus was Incident Management Teams (IMT), primarily focussing on building individual skills that would allow NRT members to be more aware of their own and others behaviours when working in an IMT environment.

The sessions covered the following subjects:

- Crew Resource Management (CRM)
- understanding organisational culture
- building high performance teams
- leadership behaviours
- communication barriers
- situational awareness
- error management.

At the conclusion of the workshop, participants were challenged to use these skills in an exercise simulating a large-scale pollution event. Participants also had the opportunity to visit the Joint Rescue Coordination Centre (JRCC) while at AMSA's head office.

The two-day workshop was a great opportunity for AMSA staff and NRT members to build relationships while expanding networks between jurisdictions.



*John Wright (QLD) and Anthony MacFarlane (QLD), presenting the findings of one of three case studies*

## Crisis Management Seminar for Australian Government Agencies

On 7 April 2015, AMSA and the Department of Industry and Science hosted a one-day seminar on Crisis Management for Australian Government agencies, as part of the preparatory activities for Exercise Westwind.

The seminar covered a variety of contemporary topics in crisis management, covering the importance of planning for unimaginable situations, collaboration in extreme events, legal issues in emergency management, thinking differently about risk, and using narratives to convey information.

The seminar was attended by representatives of departments and agencies including the Attorney-General's Department, Australian Fisheries Management Authority, AMSA, Department of Foreign Affairs & Trade, Department of Industry and Science, Department of Infrastructure and Regional Development, Department of the Environment, Geoscience Australia, NOPSEMA, and the Royal Australian Navy.

## AMSA Incident Controller Level 2 program

In March 2015 AMSA conducted a nationally accredited Level 2 Incident Controller program in Canberra. The program, suited for personnel likely to fill the position of Incident Controller during a level 2 incident, is tailored to teach participants accountability and effective and efficient management of a response through the use of internal and external resources.

The program covers the competencies required to establish incident control and the effective management of a maritime environmental emergency. These incidents are typically characterised by degrees of complexity, the need for multiple resource types for a protracted period of time, the establishment of functional sections in accordance with an incident management system, effective people management and effective management of strategic communications and public information. The course has a high focus on incident leadership and behaviours, effective management of an Incident Control Centre, and the relationships with other emergency responders and agencies.



*Level 2 Incident Controller program*

The course was well supported by AMSA Executive with General Manager participation ranging from the presentation of sessions to assisting with the assessment of course participants. External keynote speakers were Commissioner Dominic Lane, ACT Emergency Services Authority, and Lieutenant Commander Richard Adams, Royal Australian Navy. Further support was provided by the South Australian Metropolitan Fire Service and Port Authority NSW (Newcastle).

## Inaugural hazardous and noxious substances training course

In April 2015 twelve Fire & Rescue NSW (FRNSW) HAZMAT officers took part in the first Hazardous and Noxious Substances (HNS) Reconnaissance Team training course, held at the Australian Maritime College in Tasmania. The course aims to give HAZMAT officers the maritime skills they will need to support the new HNS incident reconnaissance capability being developed as part of the National Plan. This new capability will allow a team of four (three HAZMAT officers and an AMSA Maritime Casualty Officer) to be deployed to a ship at sea experiencing an onboard HNS emergency. This team will then provide information back to decision makers on shore so the most effective response can be launched without first having to bring potentially dangerous substances into port.

The course contained a number of components including:

- an introduction to the maritime industry
- a tour of the Searoad Tamar, Roll on Roll Off cargo ship in Devonport
- sea survival training exercises
- ship boarding exercises
- ship familiarisation
- simulator exercises.

The course was extremely well received by the FRNSW officers who said they learnt valuable skills that would be of use both for the capability but also in their day to day jobs.



Sea survival training



Sea survival training wearing full immersion suits



Training personnel briefing as part of tour of Searoad Tamar

## Maritime Casualty Officers workshop

In November 2014 AMSA's Salvage and Intervention (S&I) section held its third Maritime Casualty Officers (MCO) workshop in Sydney. The eleven Port State Control Officers who are appointed MCOs for their region were joined by staff from the S&I team, the regional managers from AMSA's North and East offices and AMSA's General Manager, Marine Environment. The MCO workshop is held every 18 months and provides an opportunity for the MCOs to meet and discuss the role of the MCO within AMSA and present case studies from previous maritime incidents where an MCO has been used. For the first time since these workshops commenced, AMSA was joined by two of its colleagues from Maritime New Zealand. MCOs are AMSA marine surveyors who are provided with additional training to enable them to attend a maritime casualty on AMSA's behalf and act as the eyes and ears of the authority. They do not act as compliance officers but as a conduit between the Maritime Emergency Response Commander (MERCOCOM), the Incident Control Centre and the casualty.

The three-day workshop commenced with helicopter winching refresher training at Westpac Life Saver Helicopter Rescue at La Perouse before moving into the final two days of discussions and learning. Topics included legal aspects to a response by an MCO, the importance of record keeping and human factors involved in a response. A presentation was also given by Fire Rescue NSW on their response to maritime HAZMAT incidents and how they and MCOs may be able to work more closely in the future.

Drew Shannon from London Offshore Consultants facilitated the final two days of the workshop and had the MCOs working through a slightly modified, but reality-based scenario to enable them to see how their role may fit in during a response. MCOs were required to analyse each stage of the maritime incident over a number of hours and come up with viable solutions to the problems posed during the event.

Overall, it was a very successful workshop that was enjoyed by all with very positive feedback received on the benefits of holding such an event on a regular basis.



Set up of harness for winching



Familiarisation of winch capable helicopter



## Cost Recovery workshops

Since the one-day Marine Pollution Incidents Finance and Cost Recovery workshop was developed in February 2014, eight workshops have been successfully delivered.

Date	State
21 May 2014	Western Australia Department of Transport – Perth
23 June 2014	Transport for New South Wales – Sydney
28 July 2014	South Australia Department of Planning, Transport and Infrastructure – Adelaide
19 August 2014	Maritime Safety Queensland – Brisbane
21 August 2014	Maritime Safety Queensland – Townsville
18 November 2014	Department of Primary Industries, Parks, Water and Environment – Hobart
19 February 2015	Transport for New South Wales – Sydney
17 June 2015	Department of Economic Development, Jobs, Transport and Resources – Melbourne

Feedback received from participants has been very positive overall. Participants received valuable information through the presentation and exercise of a variety of cost recovery scenarios including:

- the international oil pollution compensation regime
- claims handling and assessment
- National Plan Cost Recovery Guidelines
- the role of P&I Clubs
- finance officer's role and responsibilities in marine pollution incident response.

## Maritime 2014: Ship to Shore

Maritime 2014: Ship to Shore, the inaugural national shipping and domestic vessel conference, was held in Melbourne from 10-12 November 2014. Australian and regional representatives from Commonwealth and state/territory governments, business and industry came together to discuss the issues, challenges and opportunities of Australia's maritime industry.

There were a number of presentations on marine environment topics relevant to the National Plan, including Place of Refuge and limitation of liability. AMSA's Marine Environment team was represented at the conference by Toby Stone who chaired a session on Asia-Pacific initiatives and Lisa Crowle, who gave a presentation on the Regional Reception Facility Plan for the Small Islands Developing States in the Pacific Region (as above). Presentations can be downloaded from the conference website ([maritime2014.com.au](http://maritime2014.com.au)).

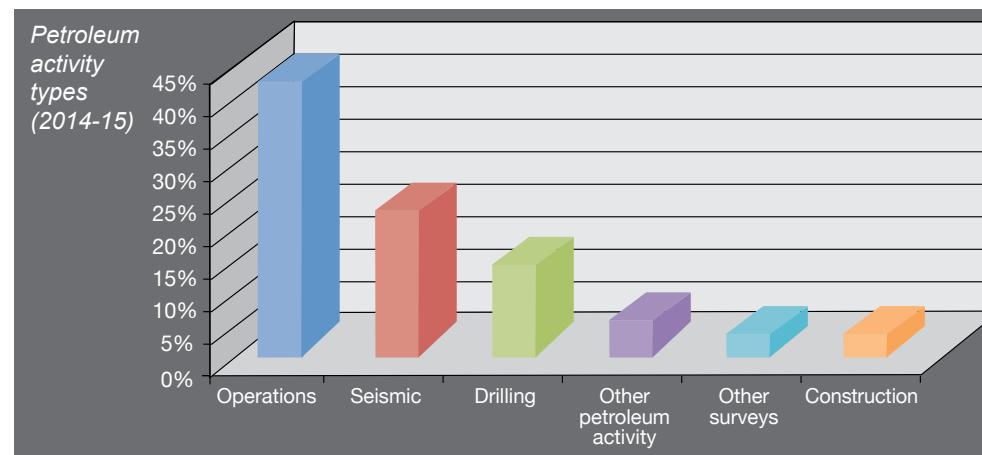
## NOPSEMA

The National Offshore Petroleum Safety and Environmental Management Authority (NOPSEMA) is the national regulator for offshore petroleum activities and an active participant in the Australian Government Crisis Management Framework and Australia's preparedness and response arrangements under the National Plan for Maritime Environmental Emergencies. In these roles, NOPSEMA is responsible for the oversight of response actions by duty holders to oil pollution events from offshore petroleum activities in areas of Commonwealth jurisdiction and the gathering and dissemination of incident specific information within the Australian Government's incident coordination arrangements.

NOPSEMA has regulatory functions provided for under the *Offshore Petroleum and Greenhouse Gas Storage Act 2006* (OPGGGS Act). The Offshore Petroleum and Greenhouse Gas Storage (Environment) Regulations 2009 (Environment Regulations) made under the OPGGS Act give effect, in part, to the *International Convention on Oil Pollution Preparedness, Response and Co-operation 1990* (OPRC) in Australia. It is a requirement that all environment plans (EP) prepared for petroleum activities contain an oil pollution emergency plan (OPEP) that includes adequate arrangements for responding to and monitoring oil pollution. NOPSEMA does not have any control agency function.

## New or updated environment plans / oil pollution emergency plans

A total of 90 petroleum activities were authorised through accepted environment plans during the 2014-15 reporting period. Of these, the majority were operations of production facilities or pipelines, seismic surveys and drilling activities. Overall, the number of activities represented a decrease of 38 per cent from the 145 petroleum activities authorised through accepted environment plans in 2013-14.





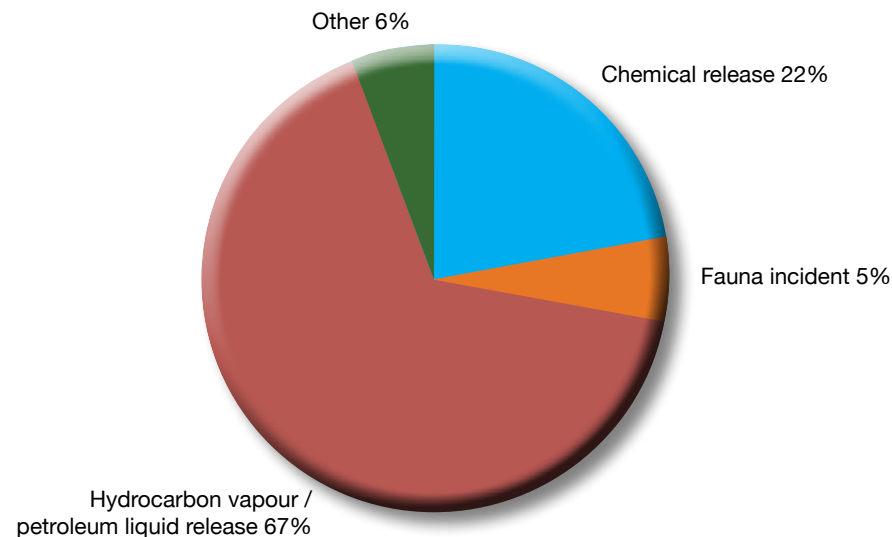
## Guidance update

The NOPSEMA 'Oil Pollution Risk Management' information paper was published in September 2014 to incorporate regulatory amendments relating to the management of oil pollution risks and OPEPs. The information paper sets out the core oil pollution risk management concepts and considerations titleholders should have in developing an EP/OPEP submission.

NOPSEMA has also published and updated several policies, guidance notes and information papers relating to the preparation of environment plans and oil pollution emergency plans. Please refer to NOPSEMA's website ([nopsema.gov.au](http://nopsema.gov.au)) for the most up-to-date information regarding its environmental resources.

## Reportable environmental incidents

The number of reportable environmental incidents reported to NOPSEMA decreased from 27 in 2013-14 to 18 in 2014-15. The incidents occurred across a range of petroleum activities, including operations, construction and drilling. Of the 18 incidents reported in 2014-15, the majority were hydrocarbon vapour/petroleum liquid releases or chemical releases. NOPSEMA produces an Annual offshore performance report which provides additional details on reportable environmental incidents and investigations. The 2014 Annual offshore performance report is available on the NOPSEMA website.



## Contribution to the National Response Team

NOPSEMA employs a number of environment specialists with extensive oil spill response experience as part of its environment division. NOPSEMA has reached an agreement with AMSA for up to 10 environment specialists to be made available to the National Response Team for vessel-based spill responses that do not conflict with NOPSEMA's role as a regulator of the offshore petroleum industry. To support this initiative in 2014-15, four NOPSEMA staff completed the AMSA Incident Management Course and two staff completed the Planning Officer Course. Additionally, four staff completed an Australasian Inter-service Incident Management System (AIIMS) training course.

## Exercises

In accordance with its roles and responsibilities in the Offshore Petroleum Incident Coordination (OPIC) framework, NOPSEMA participated in both the strategic and operational phases of Exercise Westwind. During the strategic phase, NOPSEMA participated in the Offshore Petroleum Incident Coordination Committee in Canberra while exercising the NOPSEMA Crisis Management System concurrently in Perth. During the operational phase of the exercise, NOPSEMA role-played its regulatory compliance activities (conducting simulated inspections) at the incident control centre in Perth and the forward operating base in Exmouth.

## IOPER initiatives

The International Offshore Petroleum Environment Regulators (IOPER) is a collaborative group of national regulators from nine countries whose members share a common goal of raising environmental performance standards within the offshore petroleum exploration and production industry, including standards applicable to the industry's normal operations, as well as environmental emergency prevention, preparedness and response.

NOPSEMA has worked closely with member countries to develop a set of guiding principles that aim to ensure proper and systematic risk identification and management processes; and drive identification, implementation and maintenance of spill planning, preparedness and response arrangements. The guiding principles are now published on the IOPER website ([www.ioper.org](http://www.ioper.org)) and were presented at the Interspill 2015 conference in Amsterdam.

## Administrative changes in response arrangements

From 1 January 2015, petroleum titleholders are required to demonstrate to NOPSEMA that they meet the financial assurance requirements of section 571(2) of the OPGGS Act as a prior condition of acceptance of an EP for an offshore petroleum activity. NOPSEMA published the 'Financial Assurance for Petroleum Titles' guideline to assist titleholders in understanding the financial assurance requirements as set out in the OPGGS Act and Environment Regulations. The guideline also describes the steps to be taken by titleholders to establish compliance with the requirements for EPs submitted to NOPSEMA after 1 January 2015.

The Australian Petroleum Production and Exploration Association (APPEA) developed the 'Method to Assist Titleholders in Estimating Appropriate Levels of Financial Assurance for Pollution Incidents Arising from Petroleum Activities' to assist titleholders in calculating appropriate levels of financial assurance to ensure that they meet legislative requirements. The APPEA method considers reasonably estimable costs, expenses and liabilities associated with responding to a petroleum activity oil pollution incident, cleaning up and monitoring. On 9 December 2014, NOPSEMA confirmed that, subject to a 12 month review, the APPEA method is appropriate for use by titleholders to assist in meeting the financial assurance duty.

## AMOSOC

The Australian Marine Oil Spill Centre (AMOSOC) has had an exciting 12 months, with an increased number of capability and capacity building projects with its members.

### Exercises

AMOSOC has been very engaged with member exercises this year, with involvement in more than 15 individual exercises ranging from Duty Officer notification and participation through to design, delivery and facilitation of large exercises spanning several days. The highlight of the year was the very successful Exercise Westwind, but other notable exercises have involved:

- a multi-organisation and multi-agency Oiled Wildlife exercise
- a desktop exercise running over 24 hours with three shift changes and multiple time jumps
- bringing together the Incident Management Team planning function with concurrent practical deployment of equipment.

During the reporting period, there was a noticeable increase in complexity around company exercises and a willingness to test capability rather than just focussing on regulatory compliance. This makes for more realistic exercises and adds interest for participants.

### Exercise Westwind

AMOSOC planned and led the recent operational exercising of Phase 2 of Exercise Westwind for the oil and gas industry. This Level 3 exercise was a first in the history of the National Plan to exercise a loss of well control from an offshore platform and test the industry arrangements to respond to such a scenario. This exercise also combined personnel from 16 oil and gas companies into one company under the fictitious brand of 'ACME Oil Company Australia'.

Hosted across two locations (Perth and Exmouth), Phase 2 of Exercise Westwind consisted of a two day workshop on 8 and 9 June, which then turned into a response exercise on 10 and 11 June. Bringing together a cross-section of industry, government and agency personnel to mount a highly successful multi-faceted marine oil spill response, the exercise provided the ideal platform for concurrent operational planning in Perth that controlled the tactical deployments off Exmouth.

This phase of the exercise involved operational strategy development through the Incident Management Team (IMT) which was based in Perth, combined with tactical operations conducted in source intervention, aerial surveillance, Fixed Wing Aerial Dispersant, offshore, nearshore, shoreline and oiled wildlife response in Exmouth.

Participating organisations included:

- Australian Marine Oil Spill Centre (AMOSC)
- AMOSC Core Group participants
- Australian Maritime Safety Authority
- Add Energy
- WA Department of Parks and Wildlife
- DWYERtech Services Limited
- Harold E Holt Navy Base, Exmouth
- National Offshore Petroleum Safety and Environment Management Authority
- National Response Team participants
- Oceaneering Australia
- Oil Spill Response Limited (OSRL)
- Trendsetter Engineering International
- Perth Zoo
- Western Australia Department of Transport
- BHP Billiton
- BP
- Caltex
- Chevron
- Exxon Mobil
- Inpex
- Murphy Oil Corporation
- Origin Energy
- PTTEP
- Quadrant Energy
- ROC
- Santos
- Shell
- Vermilion Oil and Gas Australia Pty. Ltd.
- Viva Energy Australia
- Woodside.

## ACME Oil Company

ACME Oil Company was a fictitious oil company formed to enable the amalgamation of a number of Australian petroleum companies to exercise industry arrangements under one 'banner' during the exercise period. ACME Oil Company had its own set of credentials, company website and Oil Pollution Emergency Plan (that had been accepted by the Regulator for the exercise). The company also held actual and real time memberships with a number of service providers including AMOSC, Oil Spill Response Limited (OSRL), addenergy, Oceaneering Australia & Trendsetter Engineering International.

## Exercise scenario

A large scale, loss of well control scenario was designed to enable an industry led response with the addition of national plan capability for a level 3 incident. Details around the scenario used for the exercise included:

- a sudden loss of thruster power with the Mobile Offshore Drilling Unit drifting rapidly out of the well centre
- activation of the Emergency Disconnect system – pipe in the hole sheared, Lower Marine Riser Package (LMRP) disconnected from the Blowout Preventer (BOP) and rig detached and moved
- Remotely Operated Vehicle (ROV) detection of leak with gas and oil bubbling uncontrolled from the line and riser
- damage to the riser and well head, with a surface oil slick around the well site.

## Response - Operational

Following notification of the incident, the ACME Incident Controller activated and mobilised an Incident Management Team (IMT) in Perth and a Forward Operating Base in Exmouth. These teams supported the ACME Oil Chief Executive Officer to provide a strategic element to the operationally-based exercise. Over the duration of the exercise, a total of 75 personnel from industry, Commonwealth/regional agencies and national/international organisations were engaged in the IMT.

In Perth:

- 16 petroleum companies came together to respond
- 11 agencies/organisations provided requested support.



## Response - Tactical

A total of 117 participants took part in Exercise Westwind at the tactical level of offshore and onshore equipment deployment and field based operations based out of Exmouth. The following tactical operations were deployed:

### 1. Source Intervention (Perth IMT)

- Desktop planning for capping, relief well drilling and subsea dispersant application
- Engagement with call-off contractors, Trendsetter Engineering International (TEI), Oceaneering Australia and Add Energy

### 2. Aerial Operations

- a) Aerial Observation (Exmouth)
  - Multiple taskings - AW139 Surveillance with Aerial Observers – coastline and offshore
- b) Fixed Wing Aerial Dispersant deployment (Exmouth)
  - Activation and mobilisation of the Fixed Wing Aerial Dispersant Capability (FWADC) Contract
  - 1x AT802 air tractor undertaking aerial dispersant operations real-time at the request of the Incident Controller and under the direction of an Air Attack supervisor on board an AS350 Squirrel, with the Ningaloo Endeavour providing support as the rescue vessel
  - Spraying of water over a fluorescein dye target to simulate spraying of dispersant over surface oil



*Aerial operations as part of Exercise Westwind*

### 3. Offshore Response (Exmouth)

The following industry-supplied mutual aid vessels were used:

- *Mermaid Ranger* - Current Buster
- *Maddison* – Ro Boom
- *Fine Time* – Skimming
- *Southern Spirit* – Elastec Wire Dispersant System; AFEDO Spray System

### 4. Nearshore, Shoreline Response (Jansz Beach, Exmouth)

- Shoreline pre-cleaning
- Protection and deflection booming
- Shoreline clean-up
- Staging Area facility setup, including Decontamination and Waste Management

### 5. Oiled Wildlife Response (Exmouth)

- Collection and transportation of oiled wildlife
- Oiled Wildlife Facility including:
  - a) Intake, Triage and Stabilisation areas
  - b) 2x Oiled Wildlife Response containers used for rinse and washing operations
  - c) 2x swim pools and bird housing areas
- 20 animals impacted & collected, 14 birds and one Juvenile turtle treated, five bird fatalities.

There were several observations that will form part of the lessons observed:

1. The Exercise provided valuable experience for industry participants whose internal exercise programs do not regularly undertake the deployment of response personnel and assets in real time.
2. The use of a fictitious company (ACME Oil) was a really strong aspect of industry-wide and government participation under a non-attributable banner, which provided a safe operating and learning environment.
3. Integration of the source control aspect was immensely successful and enabled the IMT to integrate with the source control team.
4. Industry arrangements under the parameters of this exercise worked very well.

## Exercise Westwind

Offshore dispersant activities



Shoreline boom operations



Wildlife treatment



## AMOSC equipment acquisition during 2014-15

Following significant response equipment acquisitions during the previous 12 months for both surface and subsurface use, the final element of the sub-sea response toolkit is now in Australia and available for use. During the months February, March and April 2015, AMOSC took delivery of 500,000 litres of SLICKGONE NS, shipped from the United Kingdom. This dispersant is housed in a warehouse adjacent to AMOSC's Hamilton Hill facility. Each of the 500 x 1000 litre containers is charged with nitrogen to reduce the degradation of the dispersant over time and provide a more stable environment for the product.

Coupled with this significant dispersant purchase, AMOSC has also developed a dispersant maintenance and monitoring regime.

## Training conducted

Training activities during this period have decreased after a very busy few years. AMOSC continues to be the Australian industry provider of courses that are accredited to the International Maritime Organization's (IMO) Course in Oil Spill Response Levels I, II and III. This training series has established itself as being 'fit for purpose' marine oil spill response training for industry consistent with the National Plan.

AMOSC is now offering revalidation courses for IMO levels II and III, and will shortly be offering IMO I courses through a series of two and a half day modular packages. IMO II and III training can also be tailored to an individual organisation's needs. Other training packages such as Shoreline Clean-Up and Aerial Observation are well established.

The industry-provided AMOSC Core Group is a team of well-trained and experienced spill responders available to Responsible Parties, Control Agencies and the National Plan (through AMSA). The oil spill response skills maintenance and up-skilling of the AMOSC Industry Core Group continues with practical hands-on workshops regularly held in Geelong providing ample opportunity for Core Group members to refresh their skills and knowledge. These workshops provide participants with the opportunity to deploy new oil spill response equipment, and familiarise themselves with spill management techniques and the latest trends in oil spill response. The increasingly combined nature of the workshops with the National Response Team is very encouraging, and builds interoperability between government and industry responders.



The industry Core Group capability now comprises over 115 trained, 'in-qualification' personnel, which includes both operations and management streams.

Total numbers of participants who participated in AMOSC's programs during this period are shown in the following table.

**AMOSC Training 1 July 2014 - 30 June 2015**

Course name	Number of courses	Number of participants
Course in oil spill response Operations (IMO1)	4	52
Course in oil spill response Management (IMO2)	7	77
Course in oil spill response Command & Control (IMO3)	7	24
Aerial Surveillance Course	1	5
Core Group Workshop (Operations)	3	54
Core Group Workshop (Management)	2	12
Shoreline Assessment and Cleanup	2	27
<b>TOTALS</b>	<b>26</b>	<b>251</b>

# Activities in states and the Northern Territory

## Tasmania



### Significant incidents

The Environment Protection Authority (EPA) received 14 reports of oil spills in maritime waters during the 2014-15 reporting period.

Of these 14 reports, three required response operations:

- 1. December 2014:** the EPA received advice from Huon Aquaculture that the vessel *Perseverance* had sunk at its mooring at Hideaway Bay, in the Huon Estuary. As a result, a quantity of diesel and hydraulic oil escaped, impacting Huon Aquaculture's fish harvesting operations. The vessel was later salvaged and removed for repairs.
- 2. February 2015:** the pleasure craft *Dovetail II* hit a rock in the Derwent Estuary which resulted in a rupture of its fuel tank and a diesel spill. To avoid sinking, the vessel grounded on a nearby beach. The vessel was later lifted out of the water which caused the remaining diesel to spill out of the tank. The spill was contained using booms and sorbent pads.
- 3. April 2015:** the EPA received a report that the vessel *Curalo* sunk at a jetty in the Huon River. The vessel contained approximately 400 litres of diesel and a significant amount was lost prior to the incident being reported. Boom was subsequently placed around the vessel to contain the remaining diesel.



*The vessel Curalo prior to boom placement and pumping operations*



## New or updated contingency plans

A scheduled review of Tasmania's oil spill contingency plan commenced in September 2014 and is ongoing.

## Tasmanian Oil Spill Response Atlas web application

Tasmania's Oil Spill Response Atlas (OSRA) layers were integrated into the Tasmanian web-based Land information system (The List). This development makes OSRA portable and available to responders in an easy to use format. The launch coincides with the completion of three new layers for OSRA in Tasmania:

- the prioritisation of natural resources
- identification of areas with high oil sensitivity
- a layer indicating areas of high oil spill likelihood.

These integrated layers assist in the first response planning for incidents as well as strategic planning for training, equipment distribution and prioritising of project work. An added tool to the web-based OSRA was the inclusion of a Shoreline Collector App for field use on mobile phones and other devices. Shoreline Clean-up Assessment Team teams can now feed data directly into the web-based map, providing the Incident Management team with real time data from the field (into the maps used by planning and operations), including photos and incidental collection of wildlife data.

## Training and exercises conducted

One day familiarisation workshops in oiled bird handling for team leaders were held in July 2014. Participants gathered at the Australian Antarctic Division Boat shed in Kettering to listen to safety information, structural context of wildlife response in oil spill incidents, and lessons learnt from historical events in Tasmania, as well as practice skills in bird handling and washing techniques. Darroch Donald of Tasmanian Parks and Wildlife was able to impart valuable skills to the groups from his experiences in oil spill incidents around the world.



Participants practicing bird handling techniques at Kettering oiled bird familiarisation

Photo courtesy of Eric Woehler

Also in July, Jenene Oats (Bachelor of Physiotherapy) provided a small group of TasPorts, EPA and Parks and Wildlife staff with new equipment manual handling instructions. The methods taught used fundamental posture positions and coordinating lifting techniques. This revolutionised the safe lifting of shoreline boom and other items of oil spill containment and collection equipment. As training in equipment continues in Tasmania, the safe handling practices will be incorporated into training events.

In August 2014 Tasmanian Incident Management Team personnel were provided with an introduction to NEMO by AMSA. Following this, in October 2014 the Tasmanian Logistics team met with Giovanna Lorenzin from AMSA to discuss ideas to improve the NEMO interface and understanding for users.

A Finance and Cost Recovery workshop provided by Yun Chen of AMSA in November 2014 provided finance and administration specialists from various Tasmanian agencies including TasFire, TasPorts, and Department of Primary Industries, Parks, Water & Environment) with an introduction to the finer points of managing the paper trail for an oil spill incident.

A desktop exercise in May 2015, jointly conducted by TasPorts and the EPA Division in Burnie, gave participants an opportunity to exercise strategies and test their skills in a scenario involving the Port Latta region. Lessons learnt from this exercise will assist in the development of a first strike plan for the region, and encouraged greater communication between council, government agencies, ports and private companies in incident management.

## Administrative changes in state response arrangements

April 2015 saw the retirement of EPA Director Alex Schaap. Wes Ford has since taken over as EPA Director and Tasmanian Marine Pollution Controller, commencing duties on 7 May 2015.

Rosemary Cross left the EPA in early 2015 and Darrell Smith from TasPorts replaces Rosemary as Response Team Leader on the National Response Team.

## State prosecutions

No prosecutions were recorded during the 2014-15 reporting period.

# New South Wales



## State arrangements

Transport for NSW is the overall managing (statutory) agency for marine oil/chemical spills and ship accident emergencies in NSW State waters. This also includes the role of the state Marine Pollution Controller, with the Deputy Director-General, Freight and Regional Development fulfilling this role.

Combat agency roles are undertaken in accordance with the NSW State Waters Marine Oil and Chemical Spill Contingency Plan. Combat agencies include Roads and Maritime Services and the Port Authority of New South Wales for incidents in port areas and designated adjacent State waters. This includes the Port of Yamba (Clarence River) and Port of Eden (Twofold Bay).

Following the sale of the land-side components of Port Botany, Port Kembla and Newcastle Port, the three NSW Port Corporations (Newcastle Port Corporation, Sydney Ports Corporation and the Port Kembla Port Corporations) have been amalgamated in to a single Port Corporation. The Port Corporation now trades as the 'Port Authority of New South Wales' and continues to have the same Combat Agency roles and areas of responsibility.

## Legislation

The *Marine Pollution Act 2012* and Marine Pollution Regulation 2014 commenced on 1 September 2014. The amended legislation incorporates Annexes III, IV and V of MARPOL in to NSW law. Other changes include specifically limiting State waters to three nautical miles, provision for directions to be given verbally, clarification of technical details for transfer operations, and increased powers of entry and provision for issuing Penalty Notices.

Pursuant to provisions within the Marine Pollution Act, other waters within the state can be prescribed by regulation to be State waters. While the 2009 Regulation prescribed the major and regional port waters to be State waters, the 2014 regulation also prescribes four additional waters. This includes Jervis Bay (excluding Commonwealth waters), part of Port Stephens, Hastings River (Port Macquarie) and Coffs Harbour. This has also resulted in Combat Agency responsibility for incidents in these areas transferring from Fire & Rescue NSW to Roads and Maritime Services.

Transport for NSW held a number of seminars for agencies and industry on the implementation of the revised legislation and new provisions incorporated. The seminars covered the major changes in the legislation, including explanations on powers, enforcement and Penalty Notice provisions as well as the revised State waters and associated changes to Combat Agency areas.

## Significant incidents

There have been no significant spills during the 2014-15 reporting period in NSW. Combat Agencies (the Port Authority of New South Wales 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 grounded or sunken fishing and recreational vessels. These incidents have either resulted in the vessel breaking up and small amounts of pollution entering the water or salvage of the vessel without a pollution incident.

A number of chemical incidents continue to occur in relation to leaking containers in ports. These have been responded to by Fire & Rescue NSW in conjunction with Port Authority and the EPA.

## New or updated contingency plans

The following contingency plans were updated during the year:

- North Coast and South Coast Marine Oil and Chemical Spill Contingency Plans were endorsed by the relevant Regional Emergency Management Committee's (REMC)
- Lord Howe Island State Waters Marine Oil and Chemical Spill Contingency Plan was finalised and endorsed by the Lord Howe Island Board and related emergency management committees.

## Training and exercises conducted

Approximately 550 NSW personnel participated in training and exercises during the 2014-15 reporting period. This includes NSW training and exercise and National Plan training conducted by AMSA.



Oil on Water Course  
– Participants  
calculating oil spill  
drift



**365 participants attended NSW-run training:**

Activity	Date	Location	Agency	Number
Introduction to Marine Incident Management (IMIM) Course	17-18 July 2014	Kiama, NSW	TfNSW	32
Introduction to Oiled Wildlife Response Course	6-8 August 2014	Wollongong, NSW	TfNSW	15
Low level CRM Course	9 August 2014	Sydney, NSW	RFS	6
State Response Team (SRT) Workshop	14-15 August 2014	Cronulla, NSW	TfNSW	59
Chemical Spill Awareness Course	20-21 August 2014	Sydney, NSW	TfNSW	27
NSW Shoreline Response Course	28-30 October 2014	Port Stephens, NSW	TfNSW	21
Introduction to Marine Incident Management (IMIM) Course	2-3 December 2014	Sydney, NSW	TfNSW	28
Introduction to Marine Incident Management (IMIM) Course	11-12 February 2015	Sydney, NSW	TfNSW	27
Low level CRM Course	18 February 2015	Sydney, NSW	RFS	2
Cost Recovery Workshop	19 February 2015	Sydney, NSW	AMSA	17
Helicopter Underwater Escape Training	20 February 2015	Sydney, NSW	TfNSW	18
NSW Shoreline Response Course	24-26 February 2015	Kiama, NSW	TfNSW	24
Chemical Spill Awareness Course	10-11 March 2015	Newcastle, NSW	TfNSW	26
AIIMS Course	31 March 2015	Sydney, NSW	RFS	3
Media Officers Workshop	14 April 2015	Sydney, NSW	TfNSW	14
Aerial Observation Refresher Training	29-30 April 2015	Albion Park, NSW	TfNSW	6
Oil On Water Course	5-6 May 2015	Queanbeyan, NSW	TfNSW	5
NSW National Plan Incident Management Team (IMT) Course	25-29 May 2015	Katoomba, NSW	TfNSW	21
NSW National Plan Logistics Course	22-26 June 2015	Wisemans Ferry, NSW	TfNSW	14
<b>TOTAL</b>				<b>365</b>

**During the reporting period 33 NSW personnel participated in AMSA-run courses, workshops and national exercises. These included the following:**

Activity	Date	Location	Agency	Numbers
AMSA Incident Management Team (IMT) Course	21-25 July 2014	Macedon, Vic	AMSA	1
ESC Workshop	4-8 August	Rottneest Island, WA	AMSA	3
AMSA Incident Management Team (IMT) Course	8-12 September 2014	Macedon, Vic	AMSA	6
AMSA Incident Controllers Course	20-24 October 2014	Macedon, Vic	AMSA	4
AMSA Planning Course	17-21 November 2014	Macedon, Vic	AMSA	7
National Response Team (NRT) Workshop	26-27 February 2015	Canberra, ACT	AMSA	6
AMSA Incident Management Team (IMT) Course	20-24 April 2015	Brukunga, SA	AMSA	2
National Exercise	9-12 June 2015	Perth, WA	AMSA	4
<b>TOTAL</b>				<b>33</b>



Chemical Spill Awareness Course – Newcastle – Field trip to ORICA



During the reporting period 151 NSW personnel attended marine pollution response specific exercises in NSW. These included the following:

Activity	Date	Location	Agency	Numbers
Botany Bay Exercise	1 July 2014	Botany Bay, NSW	Port Authority / Caltex	21
North Coast Exercise	3 July 2014	Port Macquarie, NSW	RMS	28
Cross-border VIC/ NSW Exercise	30-31 July 2014	Eden, NSW	TfNSW	31
Port of Yamba Exercise	12 August 2014	Yamba, NSW	Port Authority	43
Lord Howe Island Exercise	15-16 September 2014	Lord Howe Island, NSW	TfNSW	7
Sydney Harbour Exercise	24 November 2014	Gore Cove, NSW	Port Authority / Viva Energy	13
Newcastle Port Exercise	16 December 2012	Port of Newcastle	Port Authority	8
<b>TOTAL</b>				<b>151</b>

## North Coast Exercise

An annual North Coast Exercise was held at Port Macquarie on 3 July 2014. The exercise focussed on multi-agency response in the Hastings River with the aim of familiarisation of Roads and Maritime Services personnel and other stakeholders with the NSW State waters Marine Oil and Chemical Spill Contingency Plan and the North Coast Marine Oil and Chemical Spill Contingency Plan. This exercise specifically concentrated on a change to agency responsibilities with the impending introduction of the Marine Pollution Regulation 2014 and revised State waters.

## NSW and Victoria cross-border exercise

An annual South Coast Exercise, incorporating a cross-border scenario, was held at Eden from 30-31 July 2014. This was a facilitated discussion and desktop exercise designed to examine cross border coordination issues and test the NSW South Coast Marine Oil and Chemical Spill Contingency Plan and the Gippsland Region Marine Pollution Contingency. The exercise was attended by 32 personnel from across 12 agencies and industry. The exercise outcomes are being used to develop a protocol for dealing with marine pollution that impacts both NSW and Victorian jurisdictions. A similar exercise with Queensland is scheduled for July 2015.

## Lord Howe Island exercise

The annual Lord Howe Island marine oil spill equipment exercise was held on 15 September 2014. The exercise incorporated deployment of local pollution response equipment in conjunction with the supply vessel, *MV Island Trader*, being at the island at the time of the exercise. This was followed by exercising incident management, including roles and responsibilities, in conjunction with the Lord Howe Island Board and supporting organisations. Training was also conducted in shoreline response for new personnel.



Deployment of equipment around the *Island Trader*

## Oil Spill Response Atlas

Transport for NSW is continuing to progress the ongoing development of Geographic Information System (GIS) based Oil Spill Response Atlas (OSRA). The Spatial Systems Team at Transport for NSW is currently finalising Phase II of the OSRA web-based application development. This involves incorporating live Automatic Identification System (AIS) data from AMSA, weather reports, links to web-based cameras and importantly the ability to overlay oil spill trajectory modelling (OSTM) outputs over environmental sensitivity data layers.

Once Phase II is complete, it is intended that the TfNSW Spatial Systems Team will progress Phase III with delivery of OSRA as a tablet-based application allowing responders to enter and upload data from the field. This will also include photos and an enhanced draw function. As part of the annual National Plan OSRA funding program, the NSW Office of Environment and Heritage is collecting seabird and shoreline classification data sets for the NSW South Coast.

## State prosecutions

No prosecutions were recorded during the 2014-15 reporting period.

# Victoria



As a result of recent government changes in Victoria, marine pollution management is now managed by the newly formed Department of Economic Development, Jobs, Transport and Resources (DEDJTR) (formerly the Department of Transport, Planning and Local Infrastructure (DTPLI)).

## Significant incidents

A total of 63 minor marine pollution incidents were reported across the state during the 2014-15 reporting period. These were managed by the state's four Coastal Response Agencies and DEDJTR. The majority of reports occurred in the Port Phillip region.

## State arrangements

Emergency Management Victoria (EMV) was established in July 2014 and plays a key role in implementing the Victorian Government's emergency management reform agenda.

This is achieved by:

- maximising the ability of the emergency management sector to work together and achieve joint outcomes that are community focussed
- leading and facilitating key initiatives focussed on system-wide reform with integrated policy, strategy, planning, investment and procurement
- ensuring a stronger emphasis on shared responsibility, community resilience, consequence management and post emergency recovery activities
- embedding emergency management across government, agencies and business
- leading and coordinating emergency preparedness, response and recovery with the emergency management sector and community.

EMV supports the Emergency Management Commissioner, who has overall responsibility for coordination before, during and after major emergencies, including the management of the consequences as the result of an emergency. EMV is an integral part of the emergency management sector and shares responsibility with a range of agencies, organisations and departments for ensuring the system of emergency management in Victoria is sustainable, effective and community-focussed.

The *Victorian Marine Pollution Contingency Plan (VicPlan)* was further updated during the 2014-15 reporting period to align with EMV's emergency management arrangements. The new plan outlines how Victorian agencies will work together and with other jurisdictions to provide a coordinated and seamless response

to marine pollution incidents. Operational details such as response strategies, occupational health and safety procedures, forms and templates will be contained in separate documents, available through an online portal. VicPlan will be an electronic document and is expected to be finalised by the end of July 2015.

## Training conducted

DEDJTR continues to build response personnel'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 approximately 140 personnel, with a target of 150.

AMSA courses:

- As well as nominating Victorian participants to all National Plan training courses run by AMSA, DEDJTR hosted an AMSA Basic Equipment Operators courses during the 2014-15 reporting period to further build state capacity.
- Victoria's State Marine Pollution Controller (SMPC) and Deputy attended the SMPC workshop in Fremantle in May 2015.
- Two nominated National Response Support Team (NRST) personnel attended the National Plan exercise in Exmouth in June 2015;
- A cost recovery workshop for 21 Incident Controllers and Logistics and Finance officers was run in June 2015.

The feedback from participants attending National programs was extremely positive.



Port of Melbourne equipment deployment exercise 27 May 2015

DEDJTR ran:

- its first Air Observers oil-on-water training course for State Emergency Services (SES) trained Air Observers with assistance from Transport for NSW in December 2014. This increased the States pool of Air Observers from one to 11
- a HUET course for six SES trained air observers and Victoria's Environmental Scientific Coordinator
- an OSRA Mapping course for 15 mapping specialists.

## Marine Pollution State-Wide Response Capability Project

In May 2014, Emergency Risk and Resilience (ERR), DEDJTR, was awarded \$3.37 million by the state government. This funding is for capital expenditure over four years to replace and upgrade oil spill response equipment. The new equipment will help ensure that the state can mount and sustain efficient response and will also allow the opportunity for some ageing assets to be decommissioned. The funding will also enable integration of a marine pollution incident management system, which allows connectivity with other incident management systems within Emergency Management Victoria, in line with the new multi-agency whole-of-government focus on emergency response.

## Offshore industry engagement

In April 2015 DEDJTR hosted an offshore industry/government marine pollution workshop.

The aim of the workshop was to identify suitable options for command and control arrangements in the event of an offshore sourced marine oil spill impacting both State and Commonwealth waters. The key objectives of the workshop were to:

- identify the relevant stakeholders and their statutory obligations
- explore the command and control arrangements in response to an incident affecting both State and Commonwealth waters
- review the existing offshore spill planning regime.

The outcomes of the workshop will be used to help foster collaboration between sectors prior and during a response, guide potential policies around command arrangements and assist in planning processes.

Agencies that participated were:

- AMSA
- AMOSC
- Department of Environment, Land, Water and Planning – Victoria
- Department of Economic Development, Jobs, Transport and Resources – Earth Resources and Marine Pollution units – Victoria
- Oil Industries – Santos, Exxon, Origin, Nexus and Cooper
- National Offshore Petroleum Safety and Environmental Management Authority
- Environment Protection Authority
- Department of Industry and Science - Commonwealth
- Department of Infrastructure and Regional Development - Commonwealth.

Outcomes generated focussed mainly on continued stakeholder engagement, joint exercising and ensuring that processes are in place to enable smooth operation in the event of an incident.

## Cost recovery

Victoria raised the issue of cost recovery from an unknown source in direct response to the level 2 oil pollution incident that occurred at Golden Beach, Gippsland, Victoria, in March 2014. The source of the oil spill was unable to be precisely identified. The Department of Economic Development, Jobs, Transport and Resources sought reimbursement from AMSA for the clean-up costs incurred in the operation at Golden Beach.

The National Plan provides access to funds if the source of an oil spill is identified as coming from a vessel over a certain size, or if the source of the spill is unknown but likely to be a ship. However, there is no current national policy for the reimbursement of costs if the source of the spill is unidentifiable and not likely to be from a ship. This situation identified a potential gap in the national policy for clean-up costs for oil spills from an unidentifiable source. This gap was flagged at the NPSCC meeting in November 2014. Victoria sought and obtained the NPSCC's agreement that the committee investigate a possible policy gap in relation to recovery for clean up costs where the source of a spill is unable to be identified. DEDJTR has two representatives on the working group.

## State prosecutions

No prosecutions were recorded during the 2014-15 reporting period.



# South Australia



## Significant pollution incidents

### Maersk Launceston

While en route from Fremantle to Adelaide the container ship *Maersk Launceston* declared a spill of the chemical Formic Acid from an intermediate bulk container within a container located on bay 9. In accordance with the vessel's emergency management plan, the vessel's crew commenced emergency procedures by spraying foam. State emergency services and port authorities were notified of the incident and conducted a hazardous materials response. South Australian Metropolitan Fire Service (SAMFS), South Australian Police (SAPol), South Australian Ambulance Service (SAAS), Environmental Protection Agency (EPA) and the state's Maritime Hazardous and Noxious Substances National Response team were activated.

The Control Agency for the incident was the Department of Planning, Transport and Infrastructure (DPTI) and the Hazard Agency was the South Australian Metropolitan Fire Service (SAMFS). The Control Agency Incident Command Centre (ICC) was established at Flinders Ports Operations office at the Outer Harbor passenger terminal. The SAMFS established a Forward Command centre at berth 6, alongside the berthed vessel and the vessel was decontaminated and the damaged container was removed.

The incident ran for a period of six days, two days as a marine incident and a further four days as a land-based chemical incident and involved the deployment of six DPTI personnel.



Maersk Launceston

## Responses during the 2014-15 reporting period

- **2 January 2015:** Thevenard Wharf - 5 to 10 litres of light engine oil and degreaser accidentally pumped from vessel.
- **23 January 2015:** Coffin Bay Wharf - loss of light engine fuel, prohibition notice issued due to dirty condition of bilges and engine room.
- **26 May 2015:** Katarapko Creek River Murray - 500 litres of diesel fuel leaked from tank due to malfunction. The Department of Environment, Water and Natural Resources (DEWNR) / DPTI attended, absorbent was deployed and the spill dissipated naturally.

## Training conducted

Course	Date	Personnel
Shoreline assessment course DPTI staff and Flinders ports	14-17 July 2014	15
Whyalla One Steel - security & environmental group	19-20 August 2014	20
Port Lincoln/Tumby bay State Emergency Service (SES) - Introduction to pollution control and equipment familiarisation	November 2014	20
Port Lincoln - practical deployment training	November 2014	13 (Flinders ports employees x 7, DPTI x 2, Caltex x 2, SES x 2)
Ceduna & Thevenard -practical deployment training	November 2014	18 (DPTI x 5, Flinders ports x 9, SES x 4)
Exercise Westwind	June 2015	Attended by DPTI National Response Team

## Exercises

In May 2015 staff from DPTI, Flinders Ports and Port stakeholders attended 'Exercise Sandfly' at Outer Harbor in Port Adelaide. The discussion exercise was based on an oil spill occurring at the new fuel berth at Outer Harbour. In a twist, at the start of the exercise, DPTI was requested to initiate callout procedures to time how long it would take to get the boom from storage to the port. This proved to be useful as it took longer than expected, due to staff being on sick leave, miscommunication and identifying available staff with suitable qualifications. DPTI and Flinders Ports are working on implementing the recommendations made from the exercise.

## Administrative changes in response arrangements

There have been many significant changes to personnel during the 2014-15 reporting period. Trent Rusby and Joe Rositano have moved on from DPTI. DPTI and AMSA would like to extend their thanks to Trent and Joe for their contribution over the years in the roles of State Marine Pollution Controller and Deputy Controller.

### Key contacts

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## State prosecutions

No prosecutions were recorded during the 2014-15 reporting period.

## Queensland



### Significant incidents

During the 2014-15 reporting period Maritime Safety Queensland (MSQ) received 40 reports of marine pollution. Just over half of these spills (21 spills or 52.5 per cent) occurred within Queensland Coastal Waters and outside of ports. Of these 36 (90 per cent) were either small spills of diesel fuel or reports of sheen. The remaining 10 per cent of reported incidents were small spills of petrol, lubricating oil and hydraulic oil. The largest incident was a land sourced spill of 1000 litres of diesel fuel that occurred adjacent to the Brisbane River in May 2015.

### New or updated contingency plans

MSQ's business continuity plan for marine pollution response was updated in November 2014. The Queensland Coastal Contingency Action Plan is currently under review as part of MSQ's transition to Australian Inter-service Incident Management System (AIIMS) 4.

### Exercises and training

Marine emergency response exercises were held in Gladstone and Cairns during the reporting period. The State Incident Control Centre in Brisbane was also set up on four occasions to give staff the opportunity to run through the centre's activation procedures. In addition, two National Response Team members, one from MSQ and one from the Gold Coast Waterways Authority, participated in Exercise Westwind in Exmouth from 8 to 11 June 2015.

There was a continued high level of interest in AMSA-accredited training for oil spill response during the 2014-15 reporting period. In total, 83 personnel completed equipment operator training held in Brisbane, Gladstone, Mackay, Cairns and Thursday Island; 25 personnel completed the AMSA-approved shoreline course at Mooloolaba; 24 personnel attended specialist incident management courses organised by AMSA in Victoria, South Australia and Canberra; and 34 personnel attended AMSA finance and cost recovery training courses held in Brisbane and Townsville.

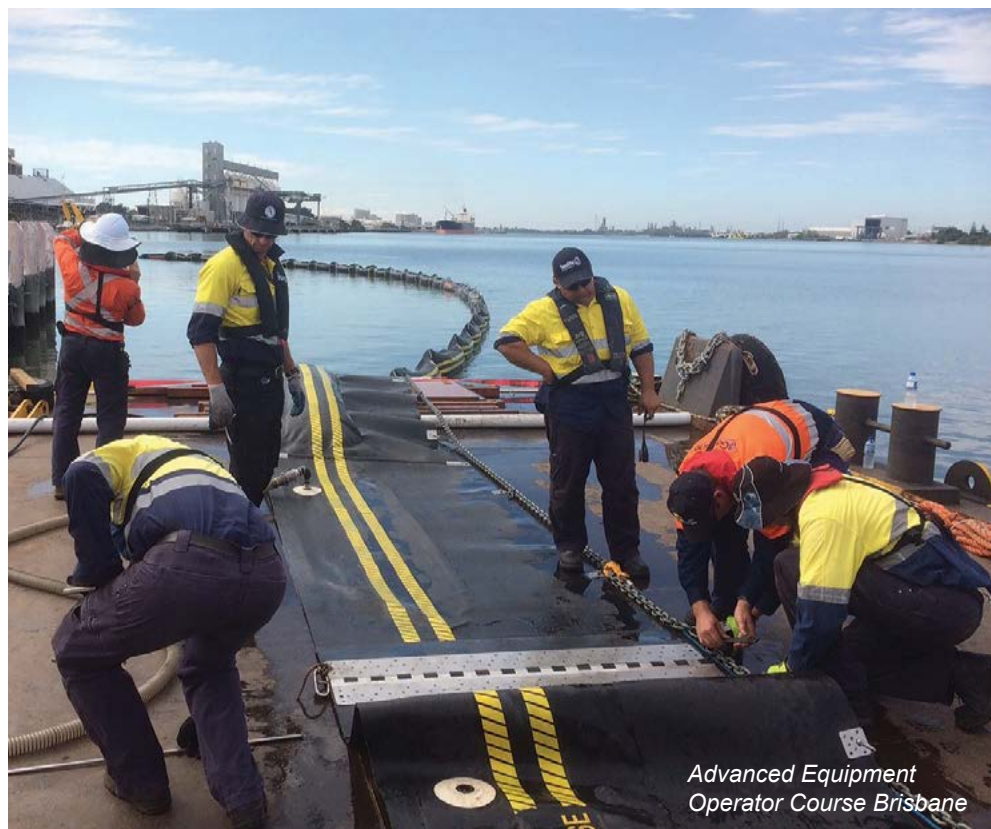
MSQ also conducted an audit on Tier 1 oil spill response capability in Queensland ports. The audit included inspections of contingency planning arrangements, the maintenance and readiness of oil spill response equipment and the availability of response personnel and their training requirements.

## Administrative changes in response arrangements

There were no significant changes to Queensland's marine pollution management arrangements during the 2014-15 reporting period. However, an existing memorandum of understanding between MSQ and Queensland Fire and Emergency Services was expanded to cover the provision of aviation resources during response to maritime environmental emergencies.

## State prosecutions

There were three successful prosecutions for marine pollution offences under Queensland's *Transport Operations (Marine Pollution) Act 1995*. The most significant of the three resulted in a fine of \$10,000 for the company responsible for spilling 2000 litres of diesel fuel in Mackay harbour in April 2012. Fines of \$4500 and \$5000 for two other smaller spills in the Gladstone region were also seen as having high deterrent value.



Advanced Equipment Operator Course Brisbane

# Western Australia

Department of Transport – Maritime Environmental Emergency Response (DoT-MEER)

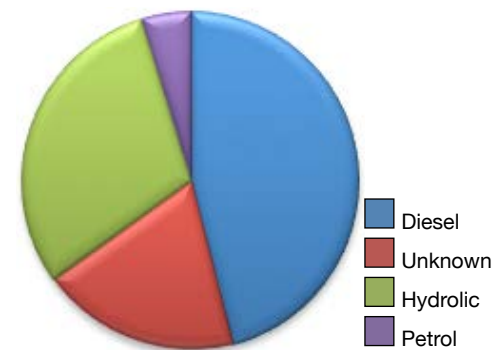


## Significant incidents

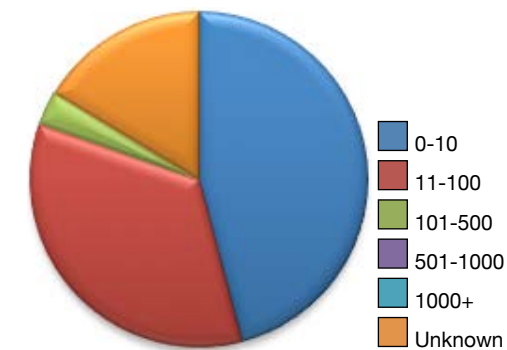
During the 2014-15 reporting period DoT received a total of 147 notifications of possible incidents.

The 24-hour pager recorded 90 notifications, while a total of 57 POLREPs were received. Oil was confirmed as being spilt on 89 occasions. No major events were reported, however, one event was considered a serious potential incident.

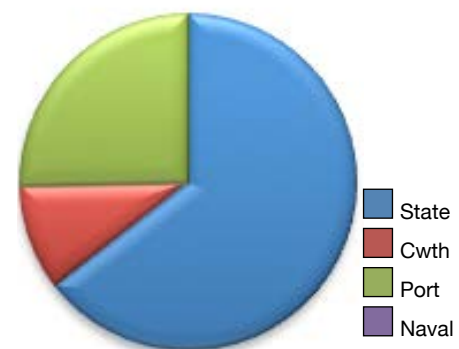
Distribution by oil type of reported confirmed spills to MEER



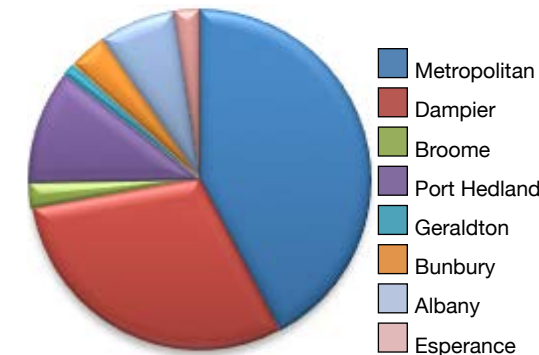
Distribution by volume (L) of reported confirmed spills to MEER



Distribution by waters jurisdiction of reported incidents to MEER



Distribution by region of reported incidents to MEER





## MV Pax salvage operation

On 11 June 2015 DoT responded to a report of sunken vessel in Jervois Bay North. The MV Pax is a 44-metre timber hull ex minesweeper built in the early 1950s. While the vessel had sunk in shallow water, 75 per cent of the vessel was submerged and an oily sheen was leaking from the hull. Containment boom was deployed around the circumference of the hull and absorbents were used within the containment area and within the hull to minimise any further spill. Salvage operators were on site, a recovery plan was developed and the salvors began to prepare the vessel for recovery and re-float. The vessel was re-floated late on 16 June with additional boom and a multi head skimmer on site should there be any further oil spill. At this point the vessel was then placed on a mooring. While afloat it was essential to continuously pump out the vessel to maintain buoyancy.

The MV Pax was safely berthed at AME Supply Base on 19 June and preparations began to slip her. While preparations continued, DoT inspected the hull and it was quite evident that there was still a large amount of oily waste aboard the vessel that continued to pose a serious environmental threat. The vessel was still in an unsafe and unstable situation. It was determined that the oily waste should be removed from the vessel and a contractor was engaged to vacuum all tanks and bilge areas of the vessel. Vacuum tankers removed 65,000 plus litres of oil waste from the voids within the vessel. However, a heavy oily sludge remained in the engine room and tank room bilges, which was considered too thick to remove via vacuum. The exterior of the vessel hull below the waterline was plastic wrapped, minimising water egress and stabilising the vessel to some degree. Negotiations were then undertaken and finalised to slip the vessel to hardstand. On 17 July the vessel hull was dewatered and a further vacuum of oil waste was carried out in preparation for towing to Jervois Bay South and dry docking in the Australian Marine Complex facility. On 18 July the vessel was towed to the dry dock facility, removed and set to hardstand.



## New or updated contingency plans

In 2014-15 DoT produced a Statewide Oil Spill Contingency Plan. This document is being followed up with an Oil Spill Contingency Plan for the Exmouth Region, which was tested at the recent National Exercise. Oil Spill Contingency Plans for other regions, to encompass the whole WA coastline, will be rolled out in the future. These documents fall under the Westplan - Marine Oil Pollution, and outline procedures and arrangements for responding to marine oil pollution emergencies in State waters.

## Western Australian Marine Oil Risk Assessment

The Western Australian DoT began a feasibility study for a risk assessment of marine oil pollution in Western Australia's State waters. This project aims to identify the likelihood, nature and scale of oil spills and identify environmental values that are vulnerable to oil spills. Ultimately this information will be used to compare the relative risk between geographic regions to provide a basis for resource allocation decisions during the preparation and response phases of an oil spill. The scale of this project is significant, given the length of the Western Australian coastline. The project is planned to commence during the 2015-16 financial year, to be rolled out on a region by region basis.

## Oil Spill Response Atlas Web Map Application update

The Web Map Application (WMA) has had good uptake with over 50 registered users from port authorities, petroleum companies and government agencies. The environmental and oil spill response datasets used in the WMA are reviewed on an annual basis and the review for 2015 is almost complete. The WMA focus in the near future will be ensuring that relevant and accurate data and metadata are captured from all available sources.

## Dispersant application guidelines

The Western Australian DoT has been working with the Western Australian Department of Mines and Petroleum to provide clarity for the application of dispersants in State waters. While legislation states that approval can be sought from the Hazard Management Authority (DoT), other agencies/personnel (including the WA Environment and Science Coordinator) will be consulted in the process. The approval of dispersant use in State waters is also likely to be subject to conditions.

This process has been captured in a revised version of the DoT's guidance document 'Dispersant Guidelines' and will be distributed to industry.

## Training conducted

DoT-MEER has continued to increase the state’s capacity through the delivery of accredited Use Basic Equipment Operations for Oil Spill Response (BEO) and Oiled Shoreline Response (OSR) courses. DoT-MEER has also developed an Oil Spill First Responder (OSFR) course (not accredited) which provides participants with an overall view of what is required when responding to an oil spill incident and combines elements of both the BEO/OSR course. The OSFR course can be used as an introductory course or as a refresher of the BEO/OSR courses. The table below indicates the courses conducted during the 2014-15 reporting period.

AMSA conducted an Oiled Shoreline Response course in Port Hedland and an Advanced Equipment Operator course in Fremantle during the year.

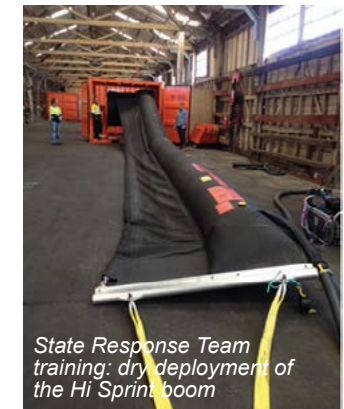
Course Name	Month delivered	Location	Number of attendees
Use Basic Equipment Operations	July 2014	Dampier	15
Oiled Shoreline Response	August 2014	Port Hedland	14
Oiled Shoreline Response	September 2014	Fremantle	12
Use Basic Equipment Operations	October 2014	Fremantle	21
Use Basic Equipment Operations	November 2014	Geraldton	14
Oil Spill First Responder	November 2014	Exmouth	8
Use Basic Equipment Operations	March 2015	Bunbury	8
Equipment Deployment	March 2015	Bunbury	13
Oil Spill First Responder	March 2015	Esperance	21
Equipment Deployment	March 2015	Esperance	21
Oil Spill First Responder	May 2015	Jurien Bay	17
Oiled Shoreline Response	June 2015	Dampier	16



Oil Spill First Responder course – Exmouth

## WA State Response Team

The DoT has 61 members registered on the State Oil Spill Response Team (SRT). SRT training is conducted approximately seven times each year. SRT members come from state government agencies and industry sources that are involved in environmental risk management and oil spill response. The SRT aims to provide additional operational training to people who are likely to respond to a maritime emergency and take on the role of team leader.



State Response Team training: dry deployment of the Hi Sprint boom

## Port Deployment Exercise – Southern Ports Authority (SPA) – Esperance

DoT-MEER supervised SPA personnel deploying a fence boom as part of the SPA’s Contingency Plan review. An Oil Spill First Responder course was conducted two days prior to the exercise, to introduce SPA personnel and other stakeholders to the oil spill equipment held at the port. During the exercise, the plan produced by the Incident Management Team was executed and fence boom was deployed into the harbour, giving everyone valuable experience in boom deployment.

## Auditing and data updating of equipment stocks throughout the state

DoT-MEER continues to compile an up-to-date and accurate data set of all oil spill response (OSR) equipment (national, state, AMOSC and industry) throughout the state.

The DoT owned OSR equipment auditing process will continue throughout all state ports and boat harbours in conjunction with the MEER 2014-15 training and equipment deployment program. Equipment servicing and maintenance continues as per the various interdepartmental and interagency memoranda of agreement. DoT is currently in negotiations with each of the newly formed port authorities to take over ownership of the stockpiles of Level 1 OSR equipment currently stored at their port facilities. DoT is also embarking on a HMA Readiness Program, which incorporates a resourcing project to audit and enhance the response equipment capabilities of each of the state’s shipping and pilotage ports and MEER is currently developing a business case to support this program and related projects.



## Equipment acquisition and replenishment

The MEER has assisted AMSA representatives in conducting close out audits on new National Plan equipment and has organised and facilitated manufacturer workshops in relation to specific items of level 2-3 equipment. This has proven to be an extremely valuable method of gaining first hand up-to-date knowledge of these items of equipment and leads in to an idea synergy with the newly developed Advance Operator Training Course.

## Equipment capital works budget outlook

While budget restraints have continued throughout this period, MEER has acquired the following additional equipment:

- an ELASTEC 1.5 metre Boom-Vane unit
- a package of 10 storage and transport stillage units.

The DoT Marine Safety Business Plan 2015-16 has identified 'the additional purchase of oil spill response equipment' as one of its key initiatives for the fiscal year and acquisitions will align with the HMA Readiness Program.

## Equipment asset management

MEER continues to update and maintain its Maintenance Expert (MEX) database to include all of the state's Oil Spill Response assets. Discussions with AMSA continue in relation to investigating the possibility of MEER integrating with the NEMO software system sometime in near future.

## Exercises

### Exercise Challenger

The Department of Transport and Fremantle Ports' ability to adequately respond to a maritime environmental emergency was recently put through its paces as part of its annual exercise, 'Exercise Challenger'. Exercise Challenger was designed to test current arrangements and key personnel as well as identify areas for improvement.



Exercise Challenger

As the Hazard Management Agency for maritime transport emergencies and marine oil pollution incidents, DoT is responsible for ensuring that appropriate measures and arrangements are put in place to prevent, prepare, respond to and recover from these hazards in State waters. DoT Marine Safety worked in partnership with Fremantle Ports and other organisations to exercise a response to a fictional incident. For further information please see full report on page 72.

## Exercise Westwind

In May and June 2015 approximately 25 staff from Marine Safety and a number of staff from the Exmouth Office were involved in the 2015 National Plan exercise (Exercise Westwind – see page 26). The exercise provided a major test of DoT's preparedness to perform its Hazard Management Agency role by ensuring an adequate response in State waters. Importantly, the exercise provided a great opportunity for staff to gain experience and a greater understanding of their likely role in a real incident. Feedback from all parties involved was positive.



Exercise Westwind

## Staff movements

The MEER team welcome new staff members: Derek (Barney) Hutchison commenced with the team in September 2014 in the role of Training Officer, and Emily Gifford commenced in February 2015 in the role of Environment Officer.

## State prosecutions

No prosecutions were recorded during the 2014-15 reporting period.



# Northern Territory



## Significant pollution incidents

There were no incidents of significance in the Northern Territory during the reporting period, however, there were a number of small diesel spills and slicks observed in Northern Territory waters. These were attended to by members of the Northern Territory National Response team where possible and appropriate action was taken on a case-by-case basis.

## New or updated contingency plans

The Northern Territory Contingency Plan was updated during the reporting period. However, as the Northern Territory Government roles and responsibilities change with the ongoing initiative of privatising the Darwin Port Corporation, more work on the plan will be required.

## Training and exercises conducted

Northern Territory personnel took advantage of the AMSA-coordinated Oil Spill Response Atlas (OSRA) program this year by hosting a Northern Territory oil spill vulnerability and sensitivity-mapping workshop. The workshop, which was facilitated by Dr Janet Carey of University of Victoria and Paul Irving, Senior Scientific Coordinator, AMSA was attended by 24 local and interstate marine ecosystem experts including NSW Environment Science Coordinator Dr Peter Scanes, mangrove expert Dr Norm Duke from James Cook University, and corals expert Dr Andrew Heywood from Australian Institute of Marine Science. The Northern Territory experience introduced some minor tweaks to the habitat classification and working criteria for assessing ecological value. A final report and mapping layer is expected to be finalised in August 2015. It is proposed that this map will be publicly available.

**Two representatives** attended the Incident Management Team course offered by AMSA.

**One representative** attended the Incident Controllers course offered by AMSA.

**One representative** attended the Planning course offered by AMSA.

**Two representatives** attended the Logistics course offered by AMSA.

**Four representatives** attended the Environment, Science and Technical Network Workshop at Rottneest Island.

**One representative** attended the Oiled Wildlife Response Working Group.

**Harbourmaster Darwin** attended the Western Australia State Marine Oil Spill Exercise in October 2014 as an observer and understudy to the Incident Controller.

**Two Department of Transport staff** attended Exercise Westwind in Perth in June 2015 as observers in the incident control centre.

## State prosecutions

No prosecutions were recorded during the 2014-15 reporting period.

# Port activities

## Fremantle Ports

### Exercise Challenger 2014

Fremantle Ports hosted the Western Australian biennial oil spill exercise from 26-28 November 2014. The exercise tested Western Australia's ability to manage a level 3 oil spill from an incident control and an operational deployment aspect.

The exercise was designed to evaluate the administrative and operational aspects of Fremantle Ports and the state's capability for responding to a level 3 marine oil spill incident within the Fremantle Ports area. This exercise was the fifth in a series of biennial exercises conducted in the Western Australian port operations region to further the continuous improvements process that has been developed for port oil spill response.

The exercise was structured as a coaching and learning experience, with full deployment of resources to increase experience, test existing response procedures and to develop new procedures as required. It was not designed to test individual personnel, but rather, increase their skills and knowledge through familiarity and understanding of response procedures and protocols.

The exercise took place over 48 hours but was played-out over a period of three days to allow one day of full daylight for equipment deployment and recovery for both shoreline and marine activities.

### Exercise objectives

The exercise objectives developed were to:

- provide an opportunity for an Incident Management Team to be established and manage an oil spill incident
- examine the management of information and document control within the Incident Management Team/Incident Support Group
- practise the flow of information for a significant Oil Spill incident within the State of WA (Fremantle Port waters)
- examine the development of an Incident Action Plan and its implementation by the Operations Function on the ground

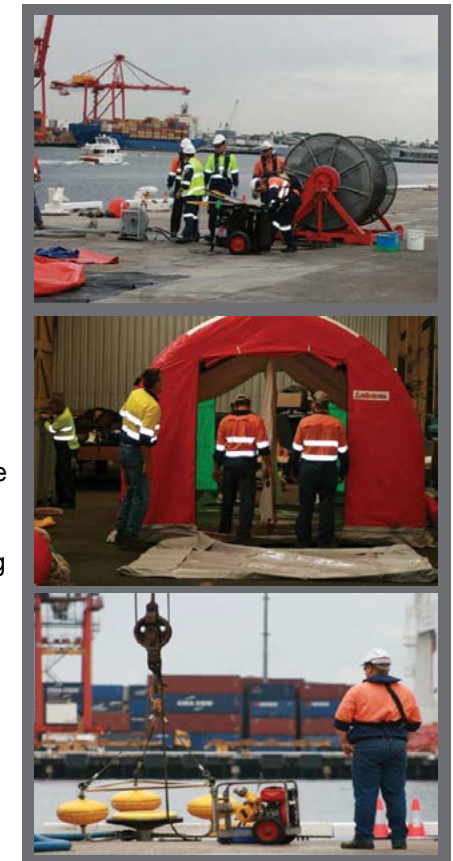


- determine the level of input and the ability to engage specialists in the development of the Incident Action Plan
- provide an opportunity for interaction between agencies at a significant oil spill within WA
- determine the process for managing untrained volunteers
- practise the implementation of a site safety plan for the incident site – including decontamination of responders
- examine the processes and resourcing required for clean-up of oiled sites/wildlife/machinery/people
- examine the processes around the issue of 'place of refuge' for the casualty (vessel).

The Incident Control aspect of the exercise was considered successful. The outputs from key personnel that have been trained in AIMS level two provided an excellent level of competence in the incident control room and the feedback received from other agencies was positive. This also gave the port the ability to test its incident response Share point system. The in-house system allows it to better track incoming and outgoing information in relation to the incident, as well as track resources for cost recovery purposes.

The completion of the exercise presented an opportunity for participants to debrief, share lessons learnt and identify measures that could further enhance response arrangements and capabilities. The management of the actual control room worked well. On the day of the proposed deployment the organisers were unable to put people out onto beaches for simulated oil recovery and shore line assessment and clean-up due to thunder and lightning storms. This proved to be a prudent decision due to several confirmed reports of lightning strikes on three people and the police boat off Rottnest Island.

What they achieved was a deployment training day in D Shed and E Berth with actual oil spill equipment. This is not usually possible in these events due to the expense of the logistics in placing equipment in remote areas and on beaches. The teams were rotated around a number of different pieces of equipment with a specialist instructing the teams on each piece of equipment.





## Ports North

### Cairns – Exercise Trinity Smith

A major oil spill exercise was carried out in Cairns on 25 June 2015. ‘Exercise Trinity Smith’ tested Maritime Safety Queensland (MSQ) and Ports North’s (as port operator) ability to respond to a large scale spill in a harbour. The exercise brought together the complete organisational team required to respond to an incident of this size. The exercise tested the command and control elements, along with the tactical deployment of oil spill equipment, and the involvement of other agencies that would ordinarily be involved in an incident of this magnitude. Exercise Trinity Smith proved to be very successful. It demonstrated an excellent level of interoperability between agencies and highlighted potential areas for improvement.

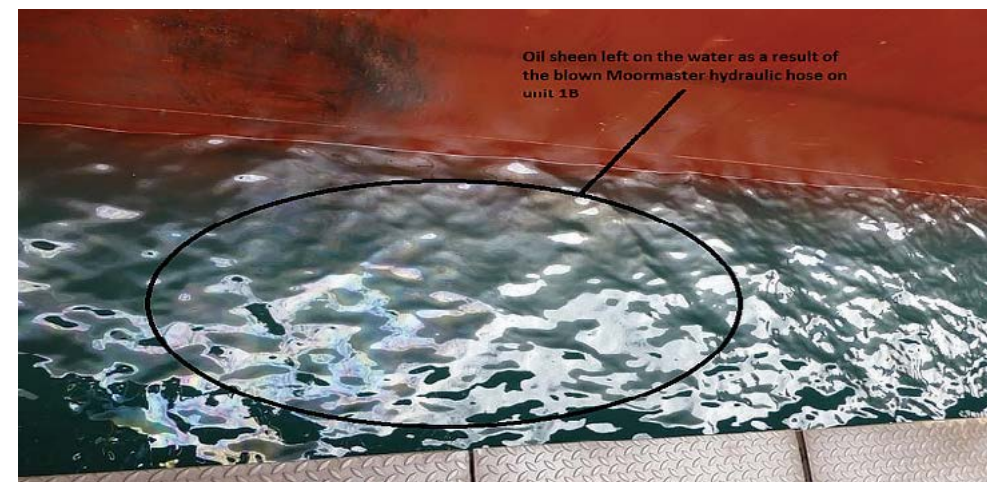


## Mid West Ports

### Geraldton Port

There were two incidents during the 2014-15 reporting period at Geraldton Port, the first on 20 February 2015 and the second on 18 April 2015.

Both incidents were a result of hydraulic hose failure from the cable chain tank line with the loss of biodegradable hydraulic oil from the system. The first incident saw the loss of one litre while the second incident resulted in the loss of 150 litres into the marine environment which was recovered by deploying and recovering floating absorbent pads.



### Training

Mid West Ports Authority (MWPA), together with the Department of Transport, coordinated an Oil Spill Response Basic Operator Course at Geraldton Port from 11-12 November 2014. This course was targeted at responders from organisations and associated agencies who have a responsibility or vested interest in responding as part of the National Plan and the State Emergency Plan for Marine Oil Pollution (WestPlan -MOP). The course focussed on first strike local oil spill response and included classroom-based theory and practical components. Participation included Western Australia Mercantile Services, Department of Fire and Emergency Services, City of Greater Geraldton, the Department of Transport, and MWPA.





## Exercise

MWPA's Annual Emergency Exercise – Petticoat Junction took place on 21 October 2014. The exercise provided participants and observers with a better understanding of the ramifications of incidents, for areas such as security, rail, and oil spills. Participation included Aurizon Holdings Limited, Traxion, Qube Holdings, Australian Government Department of Immigration and Border Protection (Customs), Office of Transport Security, WA Police, Suncity Security, and MWPA.



## Pilbara Ports Authority

On 1 July 2014 the Port Hedland Port Authority amalgamated with Dampier Port Authority to form Pilbara Ports Authority (PPA).

PPA continues to take a strong approach to marine pollution response and preparedness in the Pilbara. During the 2014-15 reporting period, an annual oil spill exercise took place in Port Hedland (the world's largest bulk export port). PPA staff members also regularly participate in marine pollution response training on national, state and internal levels.

From 21-22 May 2015, the Port of Port Hedland conducted its annual oil spill exercise, involving 44 participants including PPA staff, stakeholders from BHP Billiton, Fortescue Metals Group, Coogee Chemicals, Teekay Shipping, Go Marine, and Hedland Launch. 'Exercise Laurentius' involved a scenario of five tonnes of Heavy Fuel Oil spilling from a bulk carrier berthing at the Utah Point Multi-User Export facility after a collision with an assisting tug. The first day involved a field deployment, using the prepositioned oil spill response equipment and an Incident Management Team scenario. The second day involved a desktop exercise to formalise a waste sub-plan.

All objectives were successfully achieved and the exercise demonstrated the ability to rapidly deploy the prepositioned equipment to protect environmentally sensitive areas. The desktop exercise resulted in a detailed understanding of the local capability and limitations on waste oil disposal and formed the basis of a detailed waste sub-plan.

During the 2014-15 reporting period, PPA demonstrated a strong commitment to maintaining a high level of preparedness, with staff attending national and state oil spill response training: 10 staff members attended National Plan Training; 13 staff attended WA Department of Transport training; and six staff members participated in the Western Australian State 'Exercise Challenger'.

In Port Hedland, PPA's operational staff members were trained in using prepositioned equipment for oil spill response five times during the financial year, and a familiarisation presentation was attended by 78 staff in Port Hedland and Perth.

PPA also hosted a Level 2 AIMS Incident Controller course to maintain a high level of incident management capability in the Pilbara. This course was attended by five PPA employees, two BHPB employees, two Southern Ports Authority employees and one Midwest Ports Authority employee.

PPA will continue to maintain a high level of preparedness and participation in training to ensure the protection of the environmental and economic resources in the Pilbara.



# Financial statements

## Summary of expenditures for 2014-15

Key operating expenditure	Actual expenditures FY2014-15 (GST exclusive)
Emergency Towage Vessel Level One (ETV1) Contract	\$8,553,404
Emergency Towage Vessel Level Two (ETV2) Contract	\$4,206,845
Fixed Wing Aerial Dispersant Capability (FWADC)	\$1,530,937
National Plan Equipment storage costs	\$963,829
National Plan Equipment maintenance costs	\$1,060,380
National Plan Training	\$962,118
Electronic Tagging <sup>1</sup>	\$41,318
Major ongoing items <sup>2</sup>	\$881,896
Incident expenses <sup>3</sup>	\$394,404
Incident cost recoveries <sup>4</sup>	-\$500,000
New National Plan equipment purchased <sup>5</sup>	\$1,070,646
Oil dispersants purchased - inventory <sup>6</sup>	\$103,081
Noggin OCA system <sup>7</sup>	\$103,483
Exercise WestWind	\$262,601

### Notes:

<sup>1</sup>Electronic tagging project commenced in the 13-14 financial year, and completed in the 14-15 financial year.

<sup>2</sup>Includes AeroRescue standing charges, incident modelling contract (APASA), Oil Spill Response Atlas, contribution to AIS satellite, Earth Observation Systems and disposal of dispersants.

<sup>3</sup>Responses to incident *Xin Hua*, *Thor Commander* and Port of Brisbane unattributable spill.

<sup>4</sup>MV *Tycoon* incident response claim settled in June - pollution response costs fully recovered.

<sup>5</sup>This is for equipment purchased during the year to meet targets agreed within the National Plan Review. Initial replacement program completed in the 13-14 financial year.

<sup>6</sup>Inventory includes both dispersant purchase and the transportation costs in accordance with Nation Plan five-year rolling equipment/inventory replacement program.

<sup>7</sup>This includes the NEMO system Phase2 development and the annual subscription fees.





