



# **ANNUAL REPORT**

**2005 – 2006**



**AUSTRALIA'S NATIONAL PLAN  
TO COMBAT POLLUTION  
OF THE SEA BY OIL AND  
OTHER NOXIOUS AND  
HAZARDOUS SUBSTANCES**



**Australian Government**

**Australian Maritime Safety Authority**

**NATIONAL PLAN MANAGING AGENCY**

National Plan to Combat Pollution  
of the Sea by Oil and other  
Noxious and Hazardous Substances

ANNUAL REPORT  
2005-2006

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## MISSION

The purpose of the National Plan is  
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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## CHAIRMAN'S FOREWORD

On behalf of the National Plan Management Committee (NPMC), I have much pleasure in presenting the Annual Report for 2005-2006 of the National Plan to Combat Pollution of the Sea by Oil and other Noxious and Hazardous Substances (the National Plan).

During the reporting period, there was one major ship-sourced marine pollution incident in Australian waters, which involved activation of National Plan personnel and resources – the Global Peace spill. The National Plan was also called upon to respond to 106 minor spill incidents.

On Tuesday 24 January 2006, during a berthing operation in the port of Gladstone, the tug Tom Tough experienced engine problems and collided with the Panamanian registered bulk coal ship Global Peace.

The impact breached the ship's hull and about 25 tonnes of heavy fuel oil was lost into the harbour. Over the next six days, personnel and equipment were deployed to clean up the spill, undertake shoreline assessment and respond to oiled wildlife.

The Australian Maritime Safety Authority (AMSA) and Maritime Safety Queensland under the auspices of the NPMC and the National Plan established an Incident Analysis Team. The Team was charged with analysing the management of the incident from an oil spill response perspective, assessing the adequacy of the response and identifying any lessons that could be learnt by Australian spill responders. Through incidents such as this, we continue to learn and take every opportunity to enhance our ability and the preparations to respond to future spill events.

The development of the National Maritime Emergency Response Arrangements continued during 2005-2006, with the key developments including the appointment of the Maritime Emergency Response Commander, the passage of amendments to the Commonwealth Protection of the Sea (Powers of Intervention) Act 1981 to broaden the legislative powers to respond to major pollution incidents, and progress in development of contracts for the National Emergency Towage Programme.

Finally, on a personal note, this is my first report as the NPMC Chair. I would like to take the opportunity to thank my predecessor, Mr Jim Starkey, for the well-structured and robust response arrangements that I have inherited. I wish him well for the future. I look forward to continuing to work with AMSA, the States and Northern Territory and the oil, chemical and maritime industries to progress the National Plan into the future.



Malcolm Irving  
Chairman  
National Plan Management Committee



## ADMINISTRATION

### National Plan 2005-2006 Financial Position

Financial statements reporting the cost of National Plan administration and operations are included on page 15 of this report.

The operating surplus of \$63,921 for the 2005-2006 financial year was in line with the 'break even over time' policy set by government. Revenue from the Protection of the Sea Levy provided the main source of funding for National Plan operations. The Protection of the Sea Levy remained at 3.3 cents per net registered tonne.

Total income received during the 2005-2006 financial year increased by \$357,900 compared with the previous financial year. Levy revenue increased during the reporting period due to a continued rise in shipping activity.

National Plan expenditure increased by four percent from 2004-2005 with total expenses of \$4,040,140.

### Meetings during 2005-2006

The annual meeting of the NPMC was held in Canberra on 4 April 2006. Major issues addressed included confirmation of the incoming NPMC Chair (Mr Malcolm Irving), the 2006-2007 financial year budget and the progress in the implementation of the National Maritime Emergency Response Arrangements.

The National Plan Operations Group (NPOG) held two meetings during the 2005-2006 financial year. The first meeting was held on 16 November 2005 in Brisbane and the second on 18 May 2006 in Fremantle. Key outcomes included the extension of the Fixed Wing Aerial Dispersant Capability Contract, completion of the Risk Analysis of Bulk Chemical Spills in Australian Ports and Waters, and commencement of the Magnetic Cleaning of Oiled Wildlife Research, Development and Technology project.

# POLLUTION INCIDENTS

## Pollution Database

Accurate statistical data required for spill response strategic planning provides a valuable resource to assist in responding to an increasing number of enquiries from the media, interest groups and the general public. This data also provides valuable input for risk assessment, government projects (such as the State of the Environment Report) and it is a measure of the effectiveness of the pollution prevention measures being progressively implemented.

AMSA's maintains a marine pollution database, which currently contains over 7,300 records. AMSA uses the following definitions in maintaining the database:

'Oil discharges' refers to any discharges or suspected operational discharges of oil from a vessel or vessels in excess of the permitted discharge rate under MARPOL 73/78 (generally 15 parts per million oil in water).

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

Information is entered from the following sources:

- Oil discharge reports received by AMSA's, which includes reports from aircraft (Coastwatch, RAAF and civilian) as well as from vessels at sea;
- Records of National Plan expenditure in responding to oil spills;
- Incident reports submitted by State/NT authorities; and
- Reports from other sources (eg Department of Industry, Tourism and Resources, industry, the public).

At least 25 per cent of the reports received by AMSA are not entered onto the database. Reasons for not entering a reported pollution sighting

include where the sighting is or is strongly suspected to be one of the following:

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

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

## Oil Pollution Statistics for 2005-2006

There were 227 oil discharge sightings and oil spills reported during 2005-2006. Some form of National Plan response was required for 106 of these and range from simply advising relevant stakeholders and seeking further information to full mobilisation of personnel and equipment.

Figure 1 shows a break up of sources of reported oil spills during 2005-2006.

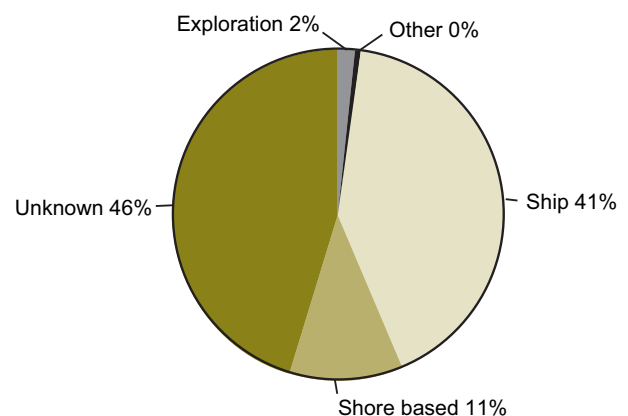


Figure 1 - Reported Oil Spills during 2005-2006

# POLLUTION INCIDENTS

## Oil Pollution Sources

Figure 2 indicates the types of vessels from which discharges were reported during 2005-2006. The source of 11 sightings during the period was not identified, although the majority are assumed to be ship-sourced.

## Chemical Pollution Statistics for 2005-2006

There were two ship-sourced chemical spills reported during 2005-2006.

## Incidents in Australian Waters 2005-2006

Global Peace, Gladstone, QLD – 24 January 2006

On 24 January 2006, the tug Tom Tough experienced engine problems and collided against the port side of the Panamanian registered bulk carrier, Global Peace. The incident occurred during a berthing operation at the Clinton Wharf coal terminal in the port of Gladstone.

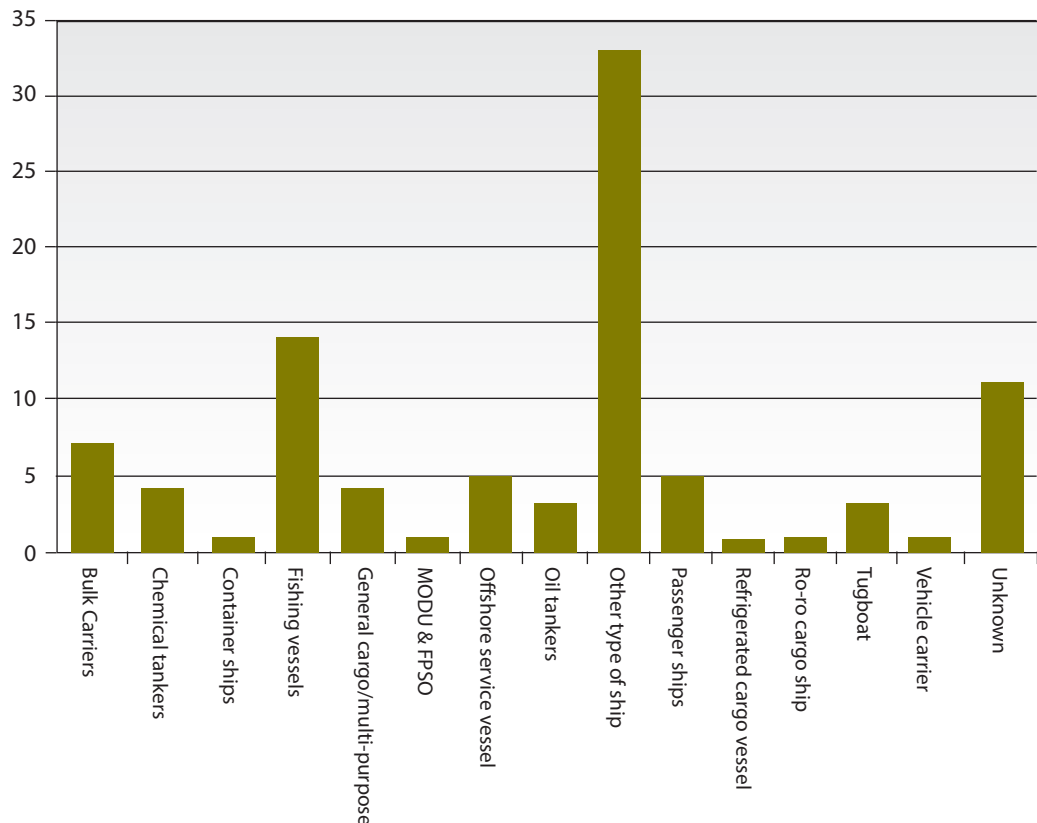
The impact breached the ship's hull and ruptured a port side fuel tank. About 25 tonnes of heavy fuel oil was released into Gladstone Harbour.



Over the next six days, personnel and equipment were deployed to undertake shoreline assessment, clean up the spill and respond to oiled wildlife. The on-water recovery operations were completed by 28 January. The shoreline clean up was completed to the standards required by the Queensland Environment Protection Agency by 30 January.

An Incident Analysis Team was established by the National Plan to analyse the management of the incident from an oil spill response perspective, assess the adequacy of the response and identify lessons that could be learnt. A copy of the report is available on the AMSA website under the National Plan.

Figure 2 - Discharge Sources by Vessel Type



## POLLUTION INCIDENTS

### Derelict Vessel, Offshore Weipa, QLD

On 23 March 2006 the Australian Customs Service reported to AMSA that a derelict bunker barge was drifting in the Gulf of Carpentaria. At the time the vessel was located approximately 160kms southwest of Weipa. The vessel's engines were inoperable and all normal items of ships' equipment, stores, fuels and papers were absent, suggesting the vessel had been prepared for scrapping.

AMSA appointed United Salvage to tow the vessel to a safe location. The tug Comalco Beagle from Weipa arrived on the morning of 27 March and moved the derelict to anchor off the port of Weipa, where an inspection of the hull was undertaken to ascertain its condition and whether it posed a threat to the marine environment. The vessel remained offshore while contractual arrangements were made to have the vessel cleaned and prepared for disposal.

AMSA was particularly concerned about the potential for an emergency situation to develop if the weather turned unfavourable, with the vessel posing a threat not only to the environment but also the safety of those attempting to control the vessel and mitigate possible pollution in such a situation.

A permit to dispose of the vessel at sea was granted by the Commonwealth Department of Environment and Heritage (DEH) in early April. Perrott Salvage and Construction were contracted by AMSA to carry out a thorough clean up of the vessel at the Weipa mooring in accordance to DEH Guidelines as required by the sea-dumping permit, then to tow it to an approved location and sink it.

The tow of 370 nautical miles from Weipa to the disposal site took two and a half days. Operations were difficult due to the effects of Cyclone Monica, which was one of the largest cyclones ever to hit the region. An AMSA officer sailed with the Pacific Mariner tug for the complete journey to observe

operations, ensure compliance with DEH permit conditions and provide any liaison required with the salvors.

The vessel was scuttled in the Coral Sea offshore in 670 metres of water on 21 April 2006.



## EQUIPMENT AND TRAINING

### National Plan Equipment Procurement

During the 2005 – 2006 financial year eight curtain sided shipping containers were purchased for conversion into storage and transport containers for Rolands Ro Bay boom.

The storage and transport containers are located in the following National Plan regional stockpiles.

Location	Quantity
Maritime Safety Queensland, Townsville Operations Base	4
Sydney Ports Corporation, Glebe Operations Base	4
Port of Brisbane	2

### National Plan Equipment Audits

During the 2005-2006 financial year, audits of National Plan equipment were undertaken at the following locations:

- Darwin Tier 2/3 Stockpile – August 2005
- Hobart – October 2005

- Launceston Tier 2/3 Stockpile – October 2005
- Brisbane Tier 2/3 Stockpile – October 2005
- Port of Brisbane – October 2005
- Melbourne Tier 2/3 Stockpile – November 2005
- Adelaide Tier 2/3 Stockpile – November 2005
- Sydney Tier 2/3 Stockpile – December 2005

Also conducted during the reporting period were audits of Fixed Wing Aerial Dispersant Capability aircraft. They were undertaken at the following locations:

- Ballidu WA – 4 August 2005
- Emerald QLD – 19 September 2005
- Adelaide SA – 28 November 2005
- Ballarat VIC – 20 April 2006
- Ballidu WA – 17 May 2006

### Training

The National Plan training program for 2005-2006 included the AMSA run courses and workshops shown in Table 1.

Course	Location	Date	Number of Participants
Equipment Operator Refresher Training	Darwin NT	17 August 2005	
Tier 2/3 Equipment Training	Williamstown VIC	26-28 October 2005	20
Oil Spill Management Course	Melbourne VIC	8-11 November 2005	22
Oiled Wildlife Response Workshop	Perth WA	29 November – 1 December 2005	26
Chemical Spill Response Course	Newcastle NSW	21-24 February 2006	25
AeroRescue SAMC Training	Darwin NT	4 May 2006	5
Environment and Scientific Coordinators (ESC) Workshop	Darwin NT	6-8 June 2006	25
Oil Spill Management Overview Course	Townsville QLD	13-14 June 2006	26
Equipment Operators Course	Hobart TAS	19-20 June 2006	18
Dispersant Aircraft Loading Training	George Town TAS	21 June 2006	22
Equipment Operators Course	Bell Bay TAS	22-23 June 2006	19

Table 1 - AMSA training courses

## EQUIPMENT AND TRAINING

The Australian Marine Oil Spill Centre (AMOSC) conducted 35 specific workshops for a total of 556 personnel as shown in Table 2. Of these, seven programs for 58 personnel were conducted outside of Australia. A further 18 overseas students were trained at AMOSC.

Course	Number of courses	Number of Participants
Response	6	95
Operators	10	87
Management Overview	8	170
Other	11	204

Table 2 - AMOSC training courses

AMOSC has pre-deployed oil spill response equipment into Western Australia. The resources are stored in Exmouth and include 30 tonnes of dispersant, a Simplex bucket, boom, recovery devices and ancillary gear. Exmouth was selected as a base after discussion with AMSA and industry and represents an optimal distribution of federal, state and industry resources.

AMOSC worked with AMSA in presenting training in spill response and aerial dispersant operation to regional participants during the reporting period.



## ENVIRONMENTAL AND SCIENTIFIC ISSUES

### Oil Spill Trajectory Modelling

The Oil Spill Trajectory Model (OSTM) is used by AMSA as a decision support tool to predict the behaviour of various oils in the water column based on wind and tidal data. It is an important tool used during an oil spill response as well as an integral part of contingency planning, backtracking mystery spills and has been used as evidence in court for prosecutions.

In June 2006 training was provided to AMSA staff in the operation of the new HydroMap hydrodynamic modeling software as well as a refresher in the OilMap spill trajectory model.

On-going developments by AMSA in improving the spill model have included:

- On-going upgrading of digital bathymetry datasets
- High resolution current models for Port of Dampier and Torres Strait regions
- Ability to animate any of the eight tidal constituents and provide users with movie files of predicted currents
- Incorporation of last global tidal model provided by Oregon State University
- Updating of the web based on-line request form to include a new range of outputs to National Plan users.

The development of a 'Google Earth' compatible option for the OSTM output will soon be released that will enable the OSTM output to be visualized in the free software viewer.

### Oil Spill Response Atlas

The Oil Spill Response Atlas (OSRA) provides vital environmental, biological and logistical information to marine spill responders in a useful and effective format to enable a fast and efficient response to oil and chemical spills in the marine environment. Funding for the 2005-2006 financial year approved to all States and NT for OSRA tasks was \$82,000.

The Environment Working Group identified to the NPOG meeting in November 2004 that it was timely to migrate OSRA and the OSRA Toolset

to the ArcGIS platform. To achieve this NPOG allocate \$50,000 towards the migration. The project was postponed to accommodate other National Plan priorities. During 2005-2006, AMSA has developed a project plan to undertake the work in the 2006-2007 financial year.

### Research, Development and Technology Program

#### Oil and Dispersed Oil Impacts on Temperate Seagrasses

Although Australian-approved Oil Spill Dispersants rate predominantly as "slightly toxic" to "practically non-toxic" by the International Maritime Organization GESAMP classification system, there is limited knowledge on the specific effects on seagrasses exposed to dispersants. The use of dispersants may also increase the exposure of submerged seagrasses to oil as dispersed oil enters the water column.

To address the knowledge gap on the impact on seagrasses exposed to oil spills, AMSA entered into a funding agreement on behalf of the National Plan with the University of Technology Sydney (UTS). The National Plan is also providing in-kind support and technical advice to the research team.

UTS researchers are using a combination of laboratory and field experiments to compare the toxicity of several oils and dispersant/oil mixtures on seagrasses, and to provide advice on the best approach to the use of dispersants on oil spills in the vicinity of seagrasses. An additional aim is the development of a method using microalgae to provide a rapid bioassay of expected impacts on seagrass from oils and oil/dispersant mixtures.

UTS has completed proof-of-concept work using Slickgone NS dispersant and Gippsland Crude oil to study effects on a common seagrass species (*Zostera capricorni*) in temperate waters in New South Wales. The report on this work was circulated to National Plan Stakeholders in late 2005.

## ENVIRONMENTAL AND SCIENTIFIC ISSUES

Evaluation of magnetic versus detergent-based cleansing of oiled wildlife in the field - animal welfare, logistics, waste and cost considerations.

Following recommendations of the 2nd National Plan Oiled Wildlife Workshop (February 2004) and the 14th Environmental & Scientific Coordinators Workshop (May 2005), a new RD&T project proposal was developed and approved in 2005-2006 to evaluate the use of magnets versus detergent-based cleansing of oiled wildlife in the field. The work will commence in July 2006.

This project is consistent with the currently identified research areas in the National Plan RD&T Strategy, specifically the category of Innovative Marine Pollution Technology and sub-category of research and development of methods

to restore and rehabilitate natural resources (including wildlife) damaged by oil and chemical pollution.

The outcome of this project will be a report evaluating magnetic cleansing compared to conventional detergent-based methods, including:

- any benefits to oiled wildlife, particularly with regard to reduced handling time and therefore stress;
- cost of materials and deployment;
- logistics;
- waste disposal;
- any technological developments required; and
- future direction of research into this technique.



## ACTIVITIES IN STATES AND THE NORTHERN TERRITORY

### VICTORIA



#### Significant Incidents

Victoria experienced no significant incidents during the reporting period.

However, a milestone achievement was the prosecution of the ANL Pioneer's owner and master for a spill that impacted Phillip Island and the Kilcunda area in 2003. On 20 December the Melbourne Magistrates Court awarded penalties and costs amounting to more than \$1 million against the owner of the ANL Pioneer and the master for deliberately discharging 30 to 40 tonnes of waste oil sludge from the ship's ballast tanks about nine miles off Phillip Island while on-route to Sydney.

#### New Or Updated Contingency Plans

The Victorian Marine Pollution Contingency Plan was reviewed and updated for machinery of government changes.

#### Training

During the reporting period, Marine Safety Victoria (MSV) delivered four Introduction to Oil Spill Response courses, three Equipment Operator courses, two Shoreline Assessment and Clean up courses and one AIIMS/OSRICS course. MSV also delivered four one-day Equipment Operator Refresher exercises and one Shoreline Clean up refresher exercise.

The Finance and Administration Course was reviewed and rewritten by a consultant and a pilot course delivered.

Personnel from various Victorian agencies were sponsored by MSV to attend several national courses including two Oil Spill Management Courses and the Chemical Spill Response Course.

#### Exercises

MSV facilitated several regional desktop exercises as part of its ongoing assessment of regional contingency plans. In June, Shell Refinery Corio conducted a one-day marine pollution response exercise assisted by AMOSC, MSV and other port agencies.

#### Equipment acquisition

A specialist boom trailer was acquired for Station Pier in Melbourne. MSV's marine pollution response vessel Vagabond underwent a half life refit during the first half of 2006. As well as refurbishment of the vessel's hull and superstructure, the refit included the provision of new engines, on-board toilet facility, refrigerator and a navigation suite consisting of radar, GPS, electronic chart display and depth sounder.

#### Administrative changes in the State response arrangements

In May 2006, Mark Hughes resigned as General Manager Safety & Environmental Services to take up a role with the naval architecture firm, Gibbs & Cox.

### NEW SOUTH WALES



#### Significant Incidents

There have been no significant incidents in NSW during the reporting period.

#### New or Updated Contingency Plans

The NSW State Waters Marine Oil and Chemical Spill Contingency Plan has undergone a major rewrite and approved by the State Emergency Management Committee.

#### Exercises

Newcastle Port Corporation carried out an equipment deployment exercise on 7 February 2006 and Incident Control Centre exercise on 5 May 2006.

Sydney Ports Corporation conducted joint equipment deployment exercise with shell on the 19 May 2006 and held two exercises with Caltex on 10 October 2005 and 21 November 2005.

Port Kembla Port Corporation held its annual equipment deployment exercise on 29 November 2005.

NSW Maritime held the following exercises:

- Port of Eden annual equipment deployment exercise on 18 February 2006
- NSW National Plan Executive Committee desktop exercise on 14 March 2006.
- Lord Howe Island training and equipment exercise on 30 May 2006.

## ACTIVITIES IN STATES AND THE NORTHERN TERRITORY

### Equipment Acquisition

Sydney Ports Corporation purchased 500 metres of fence boom to replace old boom.

### State Response Arrangements

A major review of the Port Safety Operating Licences for the three port corporations is being undertaken and as from 1 January 2007 NSW Maritime will take on a Combat Agency role for NSW State waters north of Port Stephens to the Queensland border and South of Gerroa to the Victorian border.

### State Prosecutions

Sydney Ports Corporation had three prosecutions resolved and initiated two new prosecutions.

### Oil Spill Response Atlas

As part of the ongoing process to update the intertidal and subtidal habitats in NSW estuaries the NSW Department of Primary Industries (Fisheries) mapped the mangrove and seagrass habitats in the Hastings River, Camden Haven, Manning River, Clyde River, Moruya River and numerous small coastal rivers and lagoons using funding provided by the National Plan. This concludes the updating of the NSW intertidal and subtidal data.

## SOUTH AUSTRALIA



### Significant Incidents

Whilst no significant incidents occurred in South Australia, the Department for Transport, Energy and Infrastructure (DTEI) did receive reports of several minor spills during the reporting period, which were successfully monitored and cleaned up.

### New or Updated Contingency Plans

DTEI has updated the South Australian Marine Contingency Action Plan, which was forwarded to AMSA for review by the sub-committee

DTEI will update the plan with suggested amendments with the view of having the plan completed by October 2006.

### Training

DTEI carried out oil response training in Wallaroo, Thevenard, Port Lincoln including a three-day advanced course in Adelaide. Leeder Consulting conducted three one-day courses in Adelaide on oil sampling. Three half-day workshops were carried out on the use of AIMS software. A deployment exercise was conducted in Port Lincoln (Tier one upgraded to tier two.)

### Equipment

DTEI have re-located the entire oil spill response equipment from Glanville Dockyard to Shed No.17 in Port Adelaide Docks.

AMSA have handed over the vessel Murex to the Marine Oil response section in DTEI.

### Wildlife Response Plans

A draft of the response plan prepared by the South Australian Department for Environment and Heritage has been prepared and submitted to their Director for approval.

## TASMANIA



### Significant Incidents

On 30 May 2006 Ocean Fresh Fisheries Pty Ltd was fined \$9600 in the Hobart Magistrates Court for discharging fuel oil from a ship into State waters contrary to the provisions of the Pollution of Waters by Oil and Noxious Substances Act 1987.

The offence occurred on 28 July 2005 when between 20 and 120 litres of fuel oil were lost into Sullivans Cove at Hobart during refuelling of the vessel Petersen.

Costs of \$2095 were also awarded to the Crown for the costs incurred in responding to and cleaning up after the incident.

### New Or Updated Contingency Plans

Work commenced to update the Tasmanian Marine Oil Pollution Contingency Plan. This will be informed by the report on the national Exercise.

## ACTIVITIES IN STATES AND THE NORTHERN TERRITORY

### Training

With assistance provided by AMSA, the following training courses were held in Tasmania:

- 19-20 June 2006 – Equipment operators course Hobart;
- 21 June 2006 – Aerial dispersant application course George Town; and
- 22-23 June 2006 – Equipment operators course Bell Bay.



### Exercises

Exercise Arion, a desk top exercise was held on 28 February 2006 in Hobart.

### Equipment Acquisition

The State has not purchased any response equipment during the period.

### National Plan Exercise 2006

Planning for the National Plan Biennial exercise continued during the reporting period.

## QUEENSLAND



### Significant Incidents

On 24 January 2006 a collision between the tug Tom Tough and the bulk coal carrier Global Peace released 25 tonnes of heavy fuel oil into the waters of Gladstone Harbour.

Maritime Safety Queensland (MSQ) coordinated the multi-agency response which included members of the National Response Team from Brisbane, Sydney, Newcastle and Darwin. Representatives from the Australian Marine Oil Sill Centre and the Oil Response Company of Australia also provided valuable expertise and assistance.

The multi-agency team was successful in limiting environmental damage associated with the spill and recovered eight tonnes of oil and 61 cubic metres of oily debris over eight days.

A 1000 litre spill of heavy fuel oil from the bunker barge Larcom in Gladstone on 16 January tested response arrangements. The spill happened after fuel oil leaked into a ballast tank and was pumped overboard. The crew of Larcom, Central Queensland Port Authority and MSQ responded to the incident and deployed booms to contain the spill. MSQ's oil recovery vessel Rapa was used to recover the oil.

Throughout the year MSQ received reports of 62 oil spills. Most (80%) were less than 5 litres and 60 % were either diesel fuel or sheen. A large proportion (59%) of spills occurred in within ports whilst 39% occurred outside of ports but within Queensland Coastal waters. The remaining 2% of reported spills were outside of Queensland coastal waters but within Australia's territorial sea and adjacent to Queensland.

All incidents were effectively managed by MSQ in close cooperation with Queensland port authorities and local government agencies.

In March 2006 MSQ also provided assistance to AMSA with the response to the derelict oil tanker in the Gulf of Carpentaria.



### New Or Updated Contingency Plans

The Queensland Coastal Contingency Action Plan (QCCAP) was reviewed by MSQ and the National Plan Oil Operations Working Group. It was also expanded to include first-strike oil spill response plans for all Queensland ports and the Queensland/New South Wales border region. Queensland's oiled wildlife response plan was also updated by the Queensland Parks and Wildlife Service and has been included in QCCAP.

## ACTIVITIES IN STATES AND THE NORTHERN TERRITORY

### Training

MSQ continued to provide competency based training for all operational oil spill responders. To date 334 people have successfully completed the Level 3 Oil Spill Responder course being delivered by MSQ.

The learning needs of administration and logistics personnel were also catered for by development of a new oil spill administration and logistics support training course by MSQ.

### Exercises

Oil spill response exercises were conducted by MSQ in the ports of Bundaberg, Mackay, Thursday Island and Skardon River.

A major exercise to test Australia's maritime place of refuge risk assessment guidelines was held in Brisbane on 14 December 2005. A comprehensive report on the exercise was distributed to national plan stakeholders in April 2006.

### Equipment Acquisition

New oil spill response equipment, including general purpose boom, oil recovery pumps, skimmers, portable storage containers and boom anchors, was purchased by the Queensland government for boat harbours at Urangan, Bowen and Port Douglas.

A five-year program of half-life refits on MSQ's oil recovery vessels continued with work on the Cassis completed in December 2005.

### Administrative changes in the State response arrangements

The administrative arrangements for management of oil spills in Queensland remain unchanged. However Queensland's Transport Operations (Marine Pollution) Act 1995 was amended to formalise the position of Marine Pollution Controller.

## WESTERN AUSTRALIA



### Significant Incidents

On 2 December 2005 approximately 500 litres of bunker fuel leaked into Fremantle Port Authority Inner Harbour from a fuel supply line. Most of the oil was removed in first three days with approximately another four days clean up of infrastructure within the port.

On 25 April 2006 a vessel that had caught fire and sunk off Rottneest Island was towed to the boat lifter in Fremantle Fishing Boat Harbour and lifted from the water. Containment booms were deployed to contain diesel and engine oil that leaked from the vessel as it was retrieved from the water.

On 25 June 2006 about 400 litres of engine oil was discharged from a fishing vessel after a mechanical malfunction, which resulted in the oil collecting in the vessel's bilge tanks and being automatically pumped overboard. Clean up of oil lasted three days and a further two days was required for equipment cleaning (skimmer and booms).

### New Or Updated Contingency Plans

The offshore oil and gas facility Oil Spill Contingency Plans that were reviewed by the Department for Planning and Infrastructure's Marine Environment Protection Unit (MEPU) over the last year were:

- TAP Oil Limited - OSCP for Amulet -1 Drilling Operations;
- ROC Oil (WA) Pty Ltd - OSCP for Cliff Head Oil Field Operation;
- Apache Energy - North West Shelf OSCP (Operations); and
- Woodside IRP3250 - DRIMS 2492164 - Carnarvon Basin ONHSSCP Rev 2.

Assistance was also provided to Dampier Port Authority, Albany Port Authority and Bunbury Port Authority in the review and update of their Oil Spill Contingency Plans.

The WestPlan Marine Oil Pollution was updated and submitted to the State Emergency Management Committee and the Wildlife Response Plan is also in review.

### Training

During 2006 the Metro State Response Team has convened on a monthly basis to undertake a day of training. Over 50 members are registered on the team; average attendance at monthly training sessions is ten.

Training delivered by the unit in the last ten months:

- 1 x two-day Introductory Oil Spill Response Workshop in Perth;
- 2 x one-day Operator Workshops in Onslow;
- 1 x three-day Operator level Workshop in Port Hedland;



## ACTIVITIES IN STATES AND THE NORTHERN TERRITORY

- 1 x two-day Operator level (theory component) Workshop in Dampier; and
- 1 x one-day Admin and Finance Workshop in Dampier.

Participants included representatives from DPI, port authorities, police, FESA, oil and shipping industries along with their support industries. The training's primary aims are to offer relevant training to differing needs around WA to effectively build response capacity around the state.

Training coordinated by the unit but delivered by other organisations includes:

- A two-day introductory Oil Spill Response Workshop in Perth.
- A one-day oil Sampling Training Workshop in Perth.

A three-day Operator Workshop in Exmouth was delivered in 2005 by the Australian Marine Oil Spill Centre and the Oil Response Company of Australia has been delivering additional training to port authorities at their request.

### Equipment Acquisitions

Due to its significance, Exmouth has received an additional set of foreshore cleaning equipment for 30 personnel, provided by DPI as a supplement to industry's equipment stockpile.

Further, a dispersant spray system, usable both from a helicopter and a vessel has been developed and built in cooperation between Polyline Industries and DPI. This system is designated to reinforce the oil spill response capacity at the North West Shelf.

training in August 2005. The training simulated oil spill 10 000 litres of heavy oil spill with 75kg of oranges.

- Eleven government and industry representatives from the NT attended AMSA's National Oil Spill Management Course that was held in Darwin in May 2006.
- Seventeen government representatives attended fixed wing aerial dispersant training held in Darwin and Humpty Doo in June 2006.



## NORTHERN TERRITORY



### Significant Incidents

There were no significant oil spills in Northern Territory waters over the 2005-2006 reporting period.

### Training

Three oil spill training courses were conducted in 2005-06. These were all held in Darwin and included:

- Twenty three government and industry representatives attended equipment operator

### Equipment Acquisition

No additional equipment was acquired by the Northern Territory in 2005-2006.

### Administrative Changes

The newly formed Transport Safety Division provides regulatory services for rail, marine and road safety. In this capacity the Director Transport Safety is the Deputy NT Spill Commander. The Executive Director Transport Division remains the NT Spill Commander, Chair of the NT Marine Pollution Management Committee and a member of the National Plan Management Committee. The Senior Nautical Officer remains the NT Marine Pollution Co-ordinator.

# FINANCIAL REPORT

## (a) STATEMENT OF FINANCIAL PERFORMANCE

	2004-05 Budget	2004-05 Actual	2005-06 Budget	2005-06 Actual	2005-06 Variance to Budget
<b>Income</b>					
Protection of the Sea Levy	4,590,421	4,632,042	4,908,276	4,825,462	82,814
Equipment hire	9,996	24,480	28,000	99,794	(71,794)
Workshop fees	33,700	11,818	24,000	6,364	17,636
Other revenue	0	1,912	0	96,533	(96,533)
<b>Total Income</b>	<b>4,634,117</b>	<b>4,670,252</b>	<b>4,960,276</b>	<b>5,028,153</b>	<b>(67,877)</b>
<b>Expenses</b>					
<b>Administration</b>					
Auditing & administrative	27,600	565	35,050	7,593	27,457
Office costs	285,719	315,167	291,134	264,748	26,386
Overheads	367,404	403,643	469,082	205,466	263,616
Depreciation & amortisation	1,010,864	959,705	863,479	710,108	153,371
<b>Total Administration</b>	<b>1,691,587</b>	<b>1,679,080</b>	<b>1,658,745</b>	<b>1,187,915</b>	<b>470,830</b>
<b>Preparedness</b>					
Implementation of Revised Training Arrangements	0	68,472	75,000	200,160	(125,160)
Contingency Plans	16,500	0	0	0	0
Decision Support Systems (OSRA)	180,000	50,172	200,000	114,601	85,399
Equipment support systems	9,996	0	16,000	0	16,000
Fixed Wing Aerial Dispersant Capability	347,994	325,211	444,150	318,807	125,343
Training & Exercises	269,996	162,859	300,000	240,672	59,328
<b>Total Preparedness</b>	<b>824,486</b>	<b>606,714</b>	<b>1,035,150</b>	<b>874,240</b>	<b>160,910</b>
<b>Research &amp; Development</b>					
Research & Development	75,000	0	0	0	0
<b>Total Research &amp; Development</b>	<b>75,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Communication equipment	13,266	7,633	12,200	2,319	9,881
Dispersant purchases	198,000	0	0	0	0
Operational equipment purchases	178,500	110,812	172,000	210,779	(38,779)
Maintain & repair Tier 2/3 equipment	418,000	234,969	462,532	307,748	154,784
Store Tier 2/3 equipment & dispersants	246,600	268,240	251,180	245,622	5,558
Transportation costs	9,996	19,548	15,000	1,046	13,954
<b>Total Response Capability</b>	<b>1,064,362</b>	<b>641,202</b>	<b>912,912</b>	<b>767,514</b>	<b>145,398</b>
<b>Publications &amp; Communications</b>	<b>32,000</b>	<b>18,414</b>	<b>9,000</b>	<b>1,348</b>	<b>7,652</b>
<b>Total Publications &amp; Communications</b>	<b>32,000</b>	<b>18,414</b>	<b>9,000</b>	<b>1,348</b>	<b>7,652</b>
<b>Staffing</b>					
Salaries & oncosts	668,361	600,173	705,749	867,972	(162,223)
Training & development costs	20,896	125,882	26,574	19,622	6,952
Travel & transport	259,664	214,340	278,969	321,529	(42,560)
<b>Total Staffing</b>	<b>948,921</b>	<b>940,395</b>	<b>1,011,292</b>	<b>1,209,123</b>	<b>(197,831)</b>
<b>Total Expenditure</b>	<b>4,636,356</b>	<b>3,885,805</b>	<b>4,627,099</b>	<b>4,040,140</b>	<b>586,959</b>
Loss on sale of assets	0	16,635	0	79,205	(79,205)
Incident Costs Recovered	0	6,007	0	3,560	(3,560)
Incident Costs Expenses	0	0	0	848,447	(848,447)
<b>Operating Surplus/Deficit</b>	<b>(2,239)</b>	<b>773,819</b>	<b>333,177</b>	<b>63,921</b>	<b>269,256</b>

## FINANCIAL REPORT

### VARIANCE ANALYSIS

Name Revenue or Expense Line	> than 10%	> \$50,000	Explanation of Variance
Protection of the Sea Levy		82,814	Levy collection lower than estimated
Equipment hire		71,794	Increased income from hire of National Plan equipment and barge compared to previous years
Workshop fees	17,636		Fewer than expected numbers participating in National Plan courses
Other revenue		96,533	Income from hire of fenders under a longer term (90 day) contract
Auditing & administrative	27,457		Shortfall in expenditure as budgeted requirements not needed
Overheads		263,616	Shortfall in expenditure as budgeted requirements not needed
Depreciation & amortisation		153,371	Revaluation of equipment reduced depreciation
Implementation of Revised Training Arrangements		125,160	Cost coding reallocation budget versus actual
Decision Support Systems (OSRA)		85,399	Underspend of OSRA funds by States/NT
Equipment support systems	16,000		Project not undertaken
Fixed Wing Aerial Dispersant Capability		125,343	Cost coding reallocation budget versus actual and expenditure against an expense and not an asset code
Training & Exercises		59,328	Fewer than expected participating in National Plan courses
Communication equipment	9,881		Remote communications system not purchased
Operational equipment purchases	38,779		Purchase of additional National Plan equipment
Maintain & repair Tier 2/3 equipment		154,784	Contingency allowance for maintenance not used
Transportation costs	13,954		Reduced maintenance costs resulted in reduced transportation costs
Publications & Communications	7,652		Printing of contingency plan not undertaken
Salaries & oncosts		162,223	Staff recruited to meet baseline requirements
Training & development costs	6,952		Delayed uptake of staff resulted in underspend
Travel & transport	42,560		Cost coding reallocation budget versus actual
Loss on sale of assets		79,205	Difference in sale of items against book values
Incident costs recovered	3,560		Recovery of National Plan expenses following an incident
Incident costs expenses		848,447	Cleaning and towing costs for derelict tanker found in Gulf of Carpentaria

## FINANCIAL REPORT

### (b) TABLE OF INFRASTRUCTURE, PLANT AND EQUIPMENT

	2004-05 Actual	2005-06 Actual
<b>PROPERTY PLANT &amp; EQUIPMENT</b>		
<b>Plant and equipment:</b>		
fair value	11,349,188	<b>10,515,800</b>
Accumulated depreciation	(5,181,898)	(6,844,950)
<b>Total plant and equipment</b>	6,167,290	<b>3,670,850</b>
<b>Office and computer equipment:</b>		
fair value	69,500	<b>63,663</b>
Accumulated depreciation	(63,140)	(45,257)
<b>Total office and computer equipment</b>	6,360	<b>18,406</b>
<b>Vehicles:</b>		
fair value	375,300	<b>355,000</b>
Accumulated depreciation	(333,229)	(274,000)
<b>Total vehicles</b>	42,071	<b>81,000</b>
<b>Vessels and amphibians:</b>		
fair value	1,459,488	<b>5,300,000</b>
Accumulated depreciation	(548,939)	(2,952,000)
<b>Total vessels and amphibians</b>	910,549	<b>2,348,000</b>
<b>Capital works in progress</b>	18,362	<b>405,641</b>
<b>Total property, plant and equipment</b>	7,144,632	<b>6,523,896</b>
 <b>INTANGIBLE ASSETS</b>		
<b>Software</b>		
Externally Acquired Computer software	128,080	<b>128,080</b>
Accumulated amortisation	(57,072)	(78,529)
<b>Total Intangibles</b>	71,008	<b>49,551</b>

### (c) TABLE OF INVENTORY

Oil dispersant stocks	2,868,450	<b>2,826,700</b>
	2,868,450	<b>2,826,700</b>



## FINANCIAL REPORT

### (d) OTHER FINANCIAL INFORMATION

	2004-05 Actual	2005-06 Actual
<b>RECEIVABLES</b>		
Trade debtors	12,340	14,204
less Provision for doubtful debts		–
	12,340	14,204
Other debtors	42,763	29,137
GST receivable	83,794	15,736
	138,897	59,078
 <b>PREPAYMENTS</b>		
Prepayments	15,066	29,333
	15,066	29,333
 <b>CREDITORS</b>		
Trade creditors	443,529	157,729
Salaries and wages	27,764	19,463
Other creditors	79,440	347,026
	550,733	524,218
 <b>COMMITMENTS</b>		
<b>Operating Leases</b>		
Commitments for the acquisition of plant and equipment contracted for at the reporting date but not recognised as liabilities, payable:		
Within one year	69,454	57,725
Later than one year but not later than five years	73,609	0
<b>Total Operating Lease commitments</b>	143,064	57,726
 <b>Capital Commitments</b>		
Commitments for minimum lease payment in relation to non-cancelable operating leases are payable as follows:		
Within one year	17,400	0
<b>Total Capital commitments</b>	17,400	0
 <b>Other Commitments</b>		
Commitments for expenditure in relation to purchase orders that have been made and are payable as follows:		
Within one year	793,210	858,026
Later than one year but not later than five years	397,102	439,000
<b>Total Other commitments</b>	1,190,312	1,297,026