



Australian Government

Australian Maritime Safety Authority

National Plan for Maritime Environmental Emergencies Year in Review 2013-14



National Plan for
Maritime Environmental Emergencies

Year in Review
2013-14

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 2013-14 year was noteworthy with the endorsement of the new National Plan for Maritime Environmental Emergencies by industry, state and federal governments on 5 March 2014.

The National Plan sets out the cooperative arrangements between governments and industry to respond to maritime pollution and shipping casualty incidents. The plan, managed by the Australian Maritime Safety Authority (AMSA), was reviewed with extensive input from key stakeholders, from industry and government, drawing on their experience with maritime emergencies both domestically and internationally since the last plan was put in place in 2001. AMSA's then Chief Executive Officer, Graham Peachey, noted the new plan combines pollution response and the management of maritime casualties for the first time in its 40-year existence.

A risk assessment, which was the cornerstone of the review, resulted in a boost to National Plan response equipment stockpiles across Australia. The stockpiles are strategically located in nine ports around the coastline and can be drawn on in the event of an oil spill or a stricken vessel causing pollution to the marine environment.

The risk assessment also resulted in the establishment of emergency towage capabilities in two new regions, under contract arrangements. These vessels can be called on to respond to marine pollution or to tow ships that are causing, or may be at risk of causing, marine pollution. AMSA's emergency towage vessel in Cairns also patrols and responds to any marine pollution event in the Great Barrier Reef, Torres Strait and Coral Sea under the National Plan.

The National Plan supersedes the 2001 National Plan to Combat Pollution of the Sea by Oil and other Hazardous and Noxious Substances. AMSA would again like to thank everyone who has assisted during the process and for their ongoing support of the National Plan.

Toby Stone
General Manager, Marine Environment Division
Australian Maritime Safety Authority



Snapshot of the history of the National Plan

- 1973 - National Plan established with \$1 million contribution from Commonwealth.
- 1974 - *Syгна* 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 (AMOSOC) 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



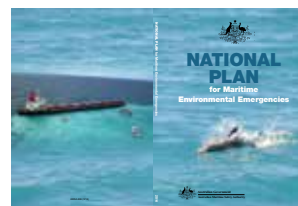
pacific Adventurer



Montara Wellhead Platform



Shen Neng 1



Maritime casualty response/ new ETV arrangements

The National Plan explains the role of the Maritime Emergency Response Commander (MERCOCM), a national decision maker responsible for the strategic management of responses to maritime casualties. The National Plan framework also includes an emergency towage capability (ETC) that is maintained at strategic locations around the Australian coast. Tugs are maintained at a high level of readiness throughout the year to respond to disabled or distressed vessels.

This year, AMSA completed the re-tendering process and signed 3 contracts with maritime companies to provide Level 2 ETC. The key components of the Level 2 capability are:

- nominated harbour tugs equipped and crewed to go 200 nautical miles offshore
- a response time of 2 to 4 hours' notice for sea
- vessels are located at 10 strategic locations around Australia.

AMSA has contracted these vessels to be available in the event of an incident. Operators are paid by us to ensure the availability of appropriate ocean-going vessels, and the training of their crews for emergency towage operations are audited and drilled year-round to ensure capability requirements are met.

Our dedicated emergency towage vessel (ETV), the *Pacific Responder*, worked diligently throughout this, its last full year in service, being available 24/7 to respond to incidents in the Great Barrier Reef, Torres Strait, the Gulf of Carpentaria and the Coral Sea. The *Pacific Responder* was placed on standby a number of times throughout the year to assist vessels who had indicated a level of distress while transiting through the area, and was also utilised in late February to assist with the recovery of a US Deep-ocean Assessment and Reporting of Tsunamis Buoy that had lost its mooring off Tonga and floated into the Coral Sea. The ETV also responded to a number of outages in our aids to navigation (AtoN) network throughout the year, including the checking of a number of AtoN following Tropical Cyclone Ita in April 2014.

A new 10-year contract for the ETV capability was signed on 5 February 2014. This capability enables a quick and effective response to maritime environmental emergencies in sensitive sea areas of the Torres Strait, the northern Great Barrier Reef, and the Coral Sea.

The new contract provides us with two new-build vessels. The initial vessel, which was already under construction as an Anchor Handling Tug Supply, has been modified for use as an emergency towage vessel for the first two years of the contract from mid-2014. The second vessel is also based on an Anchor Handling Tug Supply design, but will be customised before it leaves the naval architect's drawing board to undertake the specific emergency towage role. It is due to come into service in July 2016. The contract requires both vessels to be Australian-flagged and is crewed with seafarers who hold Australian qualifications.



AMSA's new ETV Coral Knight entering Darwin (June 2014)

Highlights

2013-14 National Plan meetings

With the endorsement of the new National Plan for Maritime Environmental Emergencies, the supporting National Plan technical groups, committees and forum have been busy reviewing the policies, procedures and advisories that underpin the plan. The National Plan technical groups were tasked with the initial review of these documents and a number of working groups were developed for further drafting. These documents are expected to be presented to the technical groups in late 2014 for agreement prior to review and finalisation through the National Plan Strategic Industry Advisory Forum (NPSIAF) and National Plan Strategic Coordination Committee (NPSCC). Once finalised, the documents will be posted on the AMSA website.

The Australian Government National Plan Committee (AGNPC) met on three occasions during the reporting period. The main item of work for the AGNPC during this time was the development of a whole-of-government response arrangement for maritime environmental emergencies. The purpose of developing such an arrangement is to ensure that there is an agreed strategy to manage maritime environmental emergencies that require an all of government response, and to ensure that all agencies understand and are committed to their roles and responsibilities during any response operation.

The NPSCC met on three occasions during the reporting period. A number of items were discussed at these meetings, including the importance of incorporating an offshore petroleum incident into one of the national plan exercises. South Australia offered Western Australia their place in hosting the 2015 National Plan exercise so that the exercise could incorporate an offshore scenario. The NPSCC also requested that places of refuge be incorporated into future National Plan exercises.

The NPSCC agreed to the planned approach for air attack supervisors in support of the National Plan, which will mean the utilisation of whole-of-government arrangements that already exist within the states and Northern Territory, as well as maintaining the existing National Response Team Air Attack Supervisors.

The NPSIAF also met on three occasions during the reporting period. Like the NPSCC, the NPSIAF attended a special meeting in November 2013 to discuss the then draft National Plan. During the reporting period the NPSIAF was consulted on a number of items including the National Plan Claims Management Guidelines. At its March 2014 meeting, the NPSIAF agreed to extend the membership of the forum to include representatives from Thomas Miller (Insurance) and LOC (Marine and Engineering Consultants).

Liability and compensation

During 2013-14, AMSA attended several meetings of the governing bodies of the London-based International Oil Pollution Compensation (IOPC) Funds. The meetings considered claims arising from major global oil spills and matters relating to the administration and governance of the IOPC Funds. Australia is currently a member of the 15-State 1992 Fund Executive Committee. The Executive Committee is responsible for decisions on incident-related matters, including approving the payment of claims, deciding on the distribution of payments among claimants, and monitoring and guiding the IOPC Funds' participation in legal proceedings following an incident.

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 *1992 Bunkers Convention*. It is the shipowner's legal responsibility to apply to AMSA for these certificates. During 2013-14, AMSA conducted an audit with the aim of verifying whether Australian-flagged vessels are carrying the correct certificates, which found a high level of compliance. Another aspect of implementation is the reporting, by Australian companies, of oil quantities imported after carriage by sea. These reports are collected by AMSA annually, and forwarded to the IOPC Funds Secretariat for processing of invoices for contributions to the IOPC Funds. AMSA continued its program of auditing oil reports during the year, finding only minor clerical errors that were able to be corrected before contributions were paid.

Recovering the costs from responding to major incidents such as the *Shen Neng 1* (2010), *Joseph M* (2013) and *Tycoon* (2012) was also a major focus during the year. This involved extensive consultation with ships' insurers and National Plan stakeholders to obtain comprehensive documentation to support claims.

AMSA developed a new one-day training course on incident cost recovery, with a focus on understanding the types of claims that may be made and the documentation required to support them. Western Australia and New South Wales hosted the first of these courses in May and June 2014 respectively. Additional courses in other jurisdictions will be held during the next financial year.

Improving marine pollution response environment, science and technical capability

MH370 search and recovery – JACC set up

The major incident for AMSA during 2013-14 was the search for Malaysia Airlines flight MH370. In addition to coordinating the initial response within Australian waters, AMSA was tasked with setting up the Joint Agency Coordination Centre (JACC) in Perth, which is effectively the incident control and coordination centre. This was primarily because AMSA has recognised experience in coordinating the response to significant incidents.

A vacant floor of a state government building was provided and given over to the JACC, and all logistics and infrastructure required establishment, from communications and information technologies, to desks and other facilities. AMSA designed and delivered the initial business and communications rules, and an initial plan of action, prior to the arrival of Air Chief Marshall Angus Houston AC AFC (retired), the government-appointed recovery coordinator. The JACC showed how it was possible to establish a highly modified Australasian Inter-Service Incident Management System (AIIMS) structure and rules, to suit the purposes, while retaining the AIIMS principles.

Salvage and intervention – *Danceflora SW* incident – Torres Strait

The *Danceflora SW* incident is an example of how quickly a vessel can go from operating safely to facing the threat of grounding on a reef. The Prince of Wales Channel north of Thursday Island is a two-way traffic zone with around 12-metre minimum depth and less than a kilometre wide, hemmed in on both sides by extensive reefs. This is why Australia insists on experienced Pilots assisting vessels through the area. The 170-metre, 28,000 Dead Weight Tonnage (DWT) bulk carrier, *Danceflora SW*, was making 6.5 knots and drawing 9.6 metres, when at around

7pm local time (in darkness), REEFVTS noted she had altered course and speed, and had triggered one of their shallow water alarms. When contacted, the pilot reported 'steering failure' and that he would report back when less busy.

The pilot contacted REEFVTS 20 minutes later noting that emergency steering was being used, that all anchors were serviceable and the vessel would continue slowly, so no external assistance would be required. Around an hour later, the master reported that all problems were rectified. In the end this 'near miss' was resolved satisfactorily. However, during the 90 minutes it took for the incident to unfold, there was concerted risk assessment and management occurring at AMSA, considering all the possible outcomes and effects (grounding, collision, blocking the channel and pollution), and what resources AMSA could deploy to assist.

MV Tycoon waste management – update

The *MV Tycoon* sank in Flying Fish Cove at Christmas Island in January 2012. When the ship broke up, it spilled various oils, requiring a three-month pollution clean-up, and a further three months to remove the wreck. The oily waste was collected and placed into empty shipping containers for local storage, and it was finally shipped to Perth in July 2013 for deep burial disposal. The process of final disposal of the oily waste from an incident on such a remote island, with no local suitable waste disposal capacity, proved to be a very valuable learning exercise for all concerned, including AMSA and its waste contractors.

Equipment upgrade

As part of the five year National Plan equipment replacement and upgrade program new orders for equipment were placed in July 2013. These orders along with ancillary and incidental equipment totalled A\$3.8 million, and included items such as oil skimming units, oil boom, and oil recovery systems. All equipment was delivered and accepted prior to 30 June 2014.

New contracts for the storage and maintenance of the nine consolidated National Plan Equipment Stockpiles were negotiated and commenced on 1 July 2013. These new arrangements will ensure equipment is maintained to a high standard for the next three to five years. In addition to the new contracts, AMSA has developed a new asset management system within the National Environmental Maritime Operations software system (NEMO), based on Quick Response (QR) Tags, to assist in the management of maintenance requirements and tracking of equipment during an incident (see NEMO section on page 16 for more detail).

In mid-2013, AMSA concluded a review of the National Plan dispersant stock it held. Testing revealed reduced effectiveness due to the effects of product age and storage conditions. A program of managed replacement was established soon after, with emphasis on safe and secure disposal of the dispersant chemicals, procurement of suitable replacement stocks and improved inventory management. Around 134 tonnes of unwanted dispersants were eventually destroyed by high temperature incineration, including some stocks from State inventories. Prior to 2013, all the AMSA-held stocks of the second generation dispersant product called “BP-AB” were chemically destroyed, as it was an older technology and its formulation is no longer considered to be acceptable for use in Australia. All replacement stocks are modern low toxicity products tested to be acceptable under the National Plan, and they come with effectiveness warranties. They were delivered to the new stockpile locations listed in the new National Plan for Maritime Environmental Emergencies.



Fixed Wing Aerial Dispersant Capability

AMSA has retendered and recontracted the services of a suitably qualified provider to provide for the next three years a Fixed Wing Aerial Dispersant Capability, to commence on 1 August 2014. AMSA and the Australian Marine Oil Spill Centre Pty Ltd (AMOSC) share the costs of providing this service. The new contract involves a greater number of larger capacity aircraft, which in essence means the capability has been substantially improved.

The key components of the latest contract capability include:

- aircraft will be available 24 hours, 7 days a week and to be able to fly within a specified time period from activation;
- aircraft will be suitably equipped to undertake aerial dispersant application activities in the marine environment and operate up to 200nm from the coast
- provision of adequately trained personnel to support contract requirements.



Exercise Northerly

Participants from all States, the Northern Territory and industry participated in the National Plan *Exercise Northerly* over 4-6 June 2014. The functional exercise, simulating a significant spill of oil in Darwin Harbour, was the culmination of a week of activities including, a two-day Marine Pollution Controller's master class, a National Response Team workshop and a Hypothetical Panel Discussion focussing on a maritime casualty. Topics covered during the week included National Plan Arrangements, changes to the Australasian Inter-service Incident Management System (AIIMS), Human Factors in Decision Making, Crisis Communications and a discussion on Incident Management Advisors and how they fit into an Incident Management Team structure.

The exercise component of the week began on Wednesday with a hypothetical panel discussion involving Darwin Harbour Management, the Maritime Emergency Response Coordinator, a ship owner's representative, salvors and Northern Territory Government representatives. An open discussion followed, which gave all attendees valuable insight into the complicated nature of a multi-jurisdictional maritime casualty response. The functional incident management component of the exercise followed the same scenario. The Northern Territory Government filled functional team leader positions, i.e. Incident Controller, Operations Officer, Logistics Officer and Planning Officer. Other participants were placed in other roles based on training, experience and preferences.

Personnel with limited exposure to the Incident Management Team (IMT), AIIMS4 roles or processes found the new Australian Fire and Emergency Service Authorities Council (AFAC) AIIMS4 telephone application very useful. This is because the application identified all the AIIMS roles and responsibilities, provided a checklist of what needed to be implemented, and identified the key outputs and interrelationships of each functional unit. It helped guide less experienced people through setting up their team and putting appropriate structures and systems in place to provide administrative support and capture financial information.

One aspect of this exercise that will be looked at for future events was the Team B mentoring roles to key positions and people. Experienced hands were made available to some positions and teams to provide extra learning opportunities – this appears to have worked well.

ESC2013 Workshop and Dispersant Masterclass

The 22nd Annual Environment and Scientific Coordinator (ESC) Workshop was held in Darwin, Northern Territory from 7-10 October 2013. The focus this year was on building the national capability to protect the marine environment from ship-sourced pollution, through environmental and scientific personnel meeting to share their expertise, knowledge and experience of the science and technology behind maritime emergencies and spill response.

For many attendees, this is the only opportunity to obtain specialised professional development, to refresh their oil spill response knowledge, to hear about recent national and international experience and to refresh the network. The ESC network is an important capability under the National Plan. As a group, the members are able to provide technical advice and response services across the wide range of needs of the National Plan.

The workshop was attended by a record number of 60 plus delegates from various jurisdictions, including Commonwealth, state and Northern Territory government agencies, and the offshore oil and gas industry. A large international contingent from New Zealand, South Korea and Papua New Guinea also attended.

A three-hour table-top exercise opened the workshop and got participants thinking about maritime casualty management and protection priorities. This year the centrepiece item was a master class on all aspects of dispersants. The guest speakers included internationally recognised experts, including Dr Ken Lee from CSIRO. Dispersant-related presentations covered topics as varied as dispersant chemistry and toxicology, recent jurisdictional developments and projects, net environmental benefits analysis, application methods, revised guidelines on dispersant testing, and media and community relations.

Maritime casualty management was addressed by Toby Stone, who described his role as the MERCOM, and Dr Debbie French-Mackay from Rhode Island (USA), who presented her teams' modelling work on alternative spill scenarios, had the *MT Prestige* been allowed to use a Spanish port of refuge.

Dispersant science initiatives

Human health hazard assessment

Following public and media concerns raised in mid to late 2013, AMSA, as part of its ongoing assessment of risks and hazards, commissioned independent assessments of the ecological and health hazards associated with dispersant management and use. AMSA sought the advice of the Australian Government Department of Health through its National Industrial Chemicals Notification and Assessment Scheme (NICNAS). NICNAS will review and report on the risks to occupational health and safety, associated with the use of dispersants in Australia, through assessment of the constituent chemicals. The report is due in late 2014, and will be considered by AMSA and the National Plan Governance committees before it is published by NICNAS.

Ecological toxicity hazard assessment

CSIRO is also conducting a complementary project advising on ecological hazards, involving an international literature review on the ecological toxicity of dispersants. This review and report will inform AMSA on two further aspects of its dispersant operations. The first is whether current oil spill control agent assessment processes and expectations (using standard laboratory, bench-top ecological toxicity testing) are appropriate and suitable. The second is about the nature of monitoring that may need to be undertaken if and when dispersants are used in the marine environment. The study will seek to clarify the current scientific opinion around dispersants and provide a sound, independent, evidence based basis for AMSA (and other likely users or decision-makers) on which to base future dispersant use, management, decision-making and response to misinformation. CSIRO will eventually publish this report as independent expert adviser.

Dispersant in-situ monitoring

CSIRO is also undertaking a joint research and development project with AMSA to develop a world-first, in-situ oil and dispersant monitoring apparatus and capability. Current rapidly deployable monitoring approaches are qualitative, and do not provide data for response phase or subsequent scientific monitoring. CSIRO is designing and building (for AMSA) two mobile, agile, rapidly-deployable prototypes for monitoring surface water (up to 10-metres depth) that can collect semi-quantitative data to inform field dispersant operations and provide data for subsequent impact assessments.

Oil Spill Control Agents Register – dispersants assessment

Agreed in June 2012, the National Plan Protocol for the Register of Oil Spill Control Agents (OSCA) for dispersants is undergoing a review through the Marine Pollution and Preparedness and Response Technical Group. AMSA, NOPSEMA and AMOSC have collaborated in the production of this discussion paper, outlining how dispersants can gain OSCA Register listing or ‘acceptance’ in the offshore petroleum industry. In doing so, a number of issues have arisen that we are seeking Technical Group guidance on:

- **definition:** dispersants may now have two purposes and applications: traditional surface application for floating oil; and sub-surface application for oil discharging at depth from a well or pipeline
- **ecotoxicology testing:** standard test protocols and acceptable standards, including restrictive, low risk relevant species lists and availability
- **effectiveness testing:** maintaining a single pass fail standard of 70 per cent against a single test oil (Kuwaiti crude) irrespective of the local or national risk oils (maritime or offshore).

This proposal requires wider stakeholder consideration and policy amendment approval or endorsement from the NPSCC.

Other science and research initiatives

Synthetic polymer sorbents – marine environment breakdown pilot project

AMSA has asked the Forensics Science Department at the University of Canberra to develop a test to develop and report on a standard means to measure degradation (lack of persistence) for synthetic polymers in the marine environment. The purpose of this pilot study is to design a simple, robust and standard method for: simulating the exposure of synthetic polymer hydrocarbon sorbent material to sunlight (UV based) photodegradation over a standard time in a seawater environment that measures the change (loss) in test material weight (mass) over the allotted time and identifies any degradation products of concern. As loose polymers are becoming increasingly popular worldwide as possible replacements for dispersants in problematic areas, Australia requires evidence that the loose polymer which is not collected in the response (with or without pollutant adhered) will not add to ocean plastic pollution. The four manufacturers that have provided products for the testing phase may also be able to use their results as evidence, should they want to make a National Plan Oil Spill Control Agent register application.

MARPOL waste reception facilities gap analysis – Australia and South Pacific

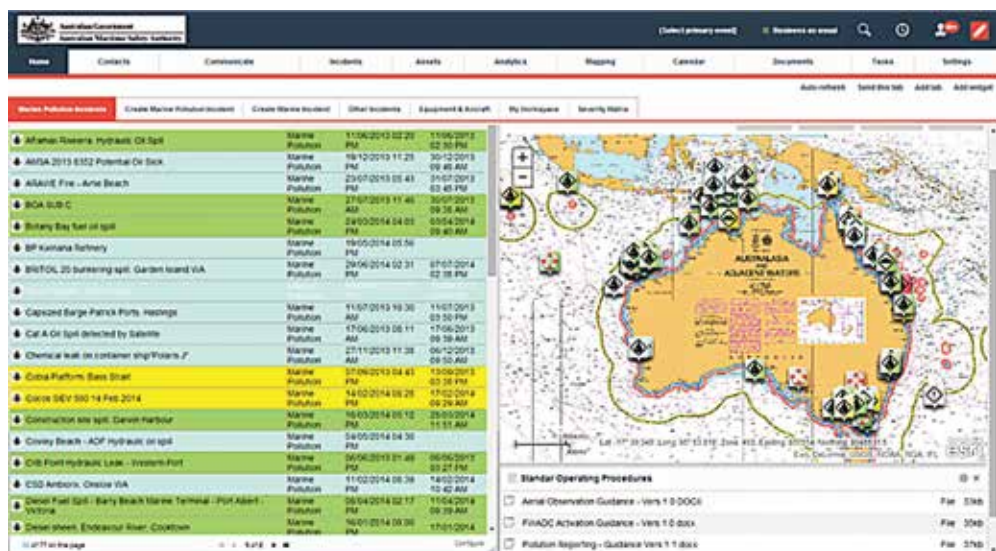
Over the past year AMSA Marine Environment Division's (MED) Marine Environment Standards team has conducted a series of port waste reception facilities gap analyses across Australia and the South Pacific. The MARPOL Convention requires parties to ensure adequate facilities are provided at ports and terminals to take wastes generated by ships. Site visits and discussions with port authorities, terminal operators, ships' agents, waste service providers and other regulators (e.g. biosecurity and state environment agencies) result in reports on identified gaps. The process has given AMSA a better understanding of the practical side of implementing waste reception facilities. Over the past year, Mackay, Hay Point, Weipa, Abbott Point and Brisbane ports have been completed. Also over the past year, as part of AMSA's contribution to technical cooperation for both the International Maritime Organization (IMO) and the Secretariat of the Pacific Regional Environment Programme (SPREP), MED staff members have assisted SPREP complete similar waste reception analyses in Papeete, Apia, Noumea, Suva and Port Moresby.

New incident management system for maritime environmental emergencies – NEMO

AMSA has recently implemented the National Environmental Maritime Operations (NEMO) System to manage its pollution and salvage incidents. NEMO is a web-based customisable incident management system based on Noggin OCA (Organise, Communicate, Act), which captures information from multiple sources in a variety of formats to provide a real-time common operating picture during an emergency event. It delivers information management and decision support tools which will assist AMSA, the states and Northern Territory during National Plan activations. Through a system of predetermined dashboards, the system has been tailored to present specific incident information to different user groups.

The first development phase of NEMO was rolled out in May 2013 to deliver basic pollution and marine casualty event logging capabilities to support AMSA's Pollution and Salvage Duty Officers' tasks. This included logging and documenting incident-related information, integration with the NEXUS Search and Rescue system for automatic delivery of pollution and salvage notifications from AMSA Search and Rescue, and external web portals for pollution asset management, pollution reporting by the public, and trajectory modelling management.

This basic capability has now been built upon during a second development phase to include more defined incident management functionality of response-specific tasks and processes during the activation of a response to a major event. It has also been upgraded to include a National Plan equipment barcode tagging capability to enable equipment across all stockpiles to be easily identified, audited, maintained and deployed to an incident.



The Marine Pollution incident dashboard in NEMO, showing listing of incidents colour-coded by severity on the left, and a map showing all incident locations on the right

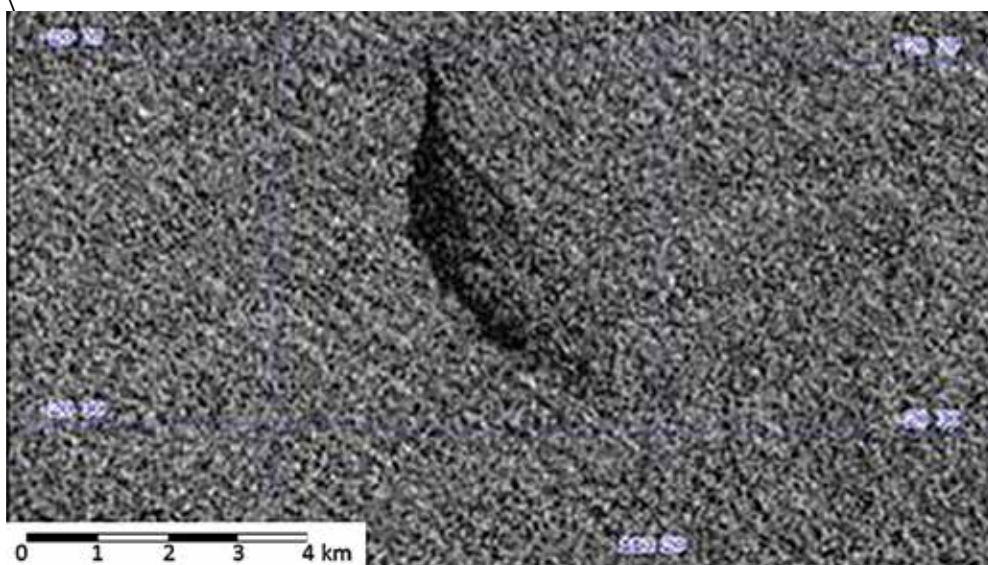
The system has also been upgraded to extend access to the NEMO system to external National Plan stakeholders to allow them to utilise NEMO for managing events within their jurisdictions. This next rollout of NEMO will greatly assist AMSA to provide a common operating system with incident response capabilities across many National Plan stakeholders. This will result in AMSA gaining improved situational awareness of events occurring outside its jurisdiction and assist in earlier engagement in response processes. This second rollout of NEMO was completed on 30 June 2014.

Satellite surveillance for spills

Synthetic Aperture Radar (SSAR) can identify potential oil spills directly from orbit. It has been successfully used in Europe and Northern America to deter illegal discharges and to inform oil spill response operations in near-real-time, with more than 90 per cent of satellite reports validated in follow-up actions. These satellites can monitor day and night, and can see through cloud, rain, fog and other weather. Reports are delivered in near real-time, within 60 minutes of imagery acquisition. They are one of the most effective and reliable ways of spotting oil spills and the ships that cause them. The system relies on an oil slick at sea dampening the water surface and creating an area of lower radar reflection, which then generates a darker signature in the image.

After the successful completion of the 2012 and 2013 short trials to look for oil spills in Australian waters using SSAR, AMSA has now engaged the Norwegian company KSAT for a four-year contract to carry out ongoing oil spill monitoring for Australia.

The program will have a surveillance function to have a deterrent effect on would-be polluters and be available to assist with incident response.



A likely 3-4 kilometre long slick detected by RADARSAT-2 in deep water off the Australian coast. Source of slick unknown and unverified. (Image: RADARSAT-2 Data and Products © MacDonald, Dettwiler and Associates Ltd. 2012 – All Rights Reserved. RADARSAT is an official mark of the Canadian Space Agency.)

Secretariat of the Pacific Regional Environment Program

Scott Willson from AMSA is currently on secondment to the Secretariat of the Pacific Regional Environment Program (SPREP) in Apia, Samoa. This secondment will come to an end on 19 August 2015. SPREP and AMSA have already seen the benefits of this valuable support from AMSA to the Pacific region in terms of increased capacity in the management and prevention of marine pollution, marine spills, and the trans-boundary movement of hazardous wastes.

Specific activities that Scott has been directly involved in are:

- investigating shipping pollution violations and ORPC level three training (Solomon Islands)
- ballast water management training (Vanuatu)
- anti-fouling systems regional training (Samoa)
- assistance in drafting regional National Oil Spill Contingency Plans
- ongoing assistance to the Federated States of Micronesia (FSM) with the grounded *Ping Da 7*
- small island developing states preparations
- oil spill training for Samoa with assistance from AMSA and Maritime New Zealand
- conducting waste reception facility audits (Samoa, Fiji, Tahiti, Papua New Guinea and New Caledonia)
- other maritime capacity development Interventions.

A lot of work has been completed but there is still an enormous amount of workshops, training and projects that will need to be addressed in the next twelve months. Some of the planned work for Scott is:

- assisting in 25th SPREP meeting (Majuro, FSM)
- assisting in Noumea Convention meeting (Majuro, FSM)
- compiling and delivering to IMO the SPREP region's Regional Reception Facilities Plan for international shipping waste (MEPC 68)

- managing/facilitating the PACPOL workshop (regional workshop to update the current PACPOL)
- managing/facilitating the MARPOL Annex IV training (Regulations for the prevention of air pollution from ships)
- assisting in Global Partnership on Marine Litter in the Pacific
- assisting in the documenting of the oil spill risk assessment for Fiji
- assisting Pacific island countries with finalising their National Marine Spill Contingency plans
- OPRC training, Cook Islands.

SPREP envisions that by the end of the current secondment period, the capacity of SPREP, AMSA and Pacific nations will be significantly strengthened to respond to marine pollution threats. This secondment has significantly boosted the profile of AMSA in the Pacific as well as providing an invaluable capacity building opportunity for Scott and his family.



Regional Workshop on the *International Convention on the Control of Harmful Anti Fouling Systems on Ships, 2001 (AFS Convention)*

The Regional Workshop on the International Convention on the Control of Harmful Anti Fouling Systems on Ships, 2001 (AFS Convention) was aiming at familiarising participants with the AFS Convention and related guidelines and providing the necessary knowledge and information to encourage countries to ratify, implement and enforce the AFS Convention. At present, none of the countries that participated in the Workshop are parties to the Convention.

The Workshop was designed for senior Government administrators from national authorities responsible for the prevention and control of pollution from ships. With 17 participants from 13 countries the Workshop was well attended by key Government departments and interested stakeholders.



Regional Anti-Fouling workshop held in Apia, Samoa, 20-22 November 2013.
AFS workshop sponsored by IMO with 12 Member countries in attendance.

National in-country marine pollution investigation and enforcement training (Solomon Islands)

The purpose of this training was to develop and strengthen the capacity of boarding agencies of the Solomon Islands to investigate shipping related pollution violations in accordance with the Solomon Islands *Shipping (Marine Pollution) Regulations 2011*, and to develop independent and relevant marine environmental incident reports for prosecution. Through this training it is hoped that Solomon Islands will improve communication and networking among trained incident investigators in the Pacific region; and to assist the Solomon Islands ratify and meet obligations under the International and Regional instruments such as the MARPOL and the Ballast Water Management Convention. Workshops were held from 1-8 October 2013, co-sponsored by Glo-Ballast, Solomon Island Government and AMSA.

As part of the Enforcement training participants boarded the container vessel *MV Bali Hai*. The ship familiarisation visit enabled participants to view the bridge, waste management area, engine room, various pollution prevention equipment and ship documentation



National Ballast Water Management, Enforcement and ORPC level three training held in Honiara, Solomon Islands.

MV Ping Da 7 grounding

On Wednesday, 11 December at 0630, the refrigerated Cargo Ship MV *Ping Da 7*, ran aground on a reef on the northern side of Pohnpei, FSM. *Ping Da 7* was built in 2002 and is 82.7 metres long. The ship is flagged to Kiribati and has a deadweight of 2586 tonnes. SPREP has assisted the FSM government via the PACPLAN in requesting assistance from the United States of America. MED, AMSA provided technical advice and guidance on the wreck removal.



Ping Da 7 hard aground in Pohnpei

SPREP in partnership with AMSA conducted analyses of five international shipping hub ports, throughout the Pacific in accordance with, IMO Resolution MEPC.83(44) *Guidelines for Ensuring the Adequacy of Port Waste Reception Facilities*. The objective of this project is to carry out a gap analysis on the adequacy of waste reception facilities provided at selected ports. The ports included Port of Suva (Fiji), Port Autonome Noumea (New Caledonia), Port Autonome Papeete (French Polynesia), Port of Port Moresby (Papua New Guinea) and Apia Port (Samoa).

The International Maritime Organization has recognised that port waste management on a regional basis can provide a solution when it is undertaken in such a manner as to ensure that vessels do not have an incentive to discharge wastes into the sea. The objective of this project is to carry out a gap analysis on the adequacy of waste reception facilities provided at selected ports. This analysis is designed to provide an overview of the waste reception services currently provided at the ports and identify any gaps in this service, including recommendations on how these gaps can be addressed. In addition, this analysis can assist in the assessment of the ports as a Regional Ships Waste Reception Centre (RSWRC) for the purposes of a Regional Reception Facilities Plan for regional arrangements in the Pacific.



Recycling Centre -
Papeete French Polynesia



Waste segregation -
Port Moresby



Quarantine incinerator -
Port of Suva

Regional Workshop to review and update the current Pacific Ocean Pollution Prevention Programme, 2010-2014

The workshop was jointly organised by AMSA and the Secretariat as part of the IMO Integrated Technical Cooperation Programme (ITCP) for 2014 to review the Pacific Oceans Pollution Prevention Programme (PACPOL) Strategy 2010-2014. The workshop was held at the Park Regis Hotel, Brisbane, Australia and there were 28 participants with 5 facilitators/presenters.

The PACPOL programme was a 5-year programme (2010 – 2014) aimed at addressing ship sourced marine pollution. The main objective of this workshop was to review the current PACPOL strategy, discuss all of the tasks that have either been completed or that may need to be carried over into the next PACPOL strategy. The review process involved an independent review of the existing strategy carried out prior to the workshop.

Through this process, SPREP is confident that PACPOL represents a regionally relevant programme that, if implemented properly, will reduce the environmental impacts of shipping in the region. This will allow the shipping industry to develop further to serve the economic and social aspirations of Pacific island peoples, without degrading their Ocean and coasts.



APHoMSA 2014

The 15th session of the Asia-Pacific Heads of Maritime Safety Agencies (APHoMSA) forum was held in Fiji in May 2014 to discuss issues of mutual interest. The previous meeting was in Cairns in July 2013. Australia has a central role in APHoMSA as the Secretariat. Sixteen Member states and territories were represented at the Fiji meeting, as were five observer organisations, including: the IMO, Secretariat of the Pacific Community, SPREP, and the Secretariat of the Tokyo MOU. Kiribati, Solomon Islands, Tuvalu and Vanuatu also attended and were offered Member status.

AMSA provided reports on the use of Synthetic Aperture Radar for spill surveillance and the Australian National Plan. The meeting reached agreement on structure and governance rules and strategies, with an active forward agenda planned, including increased regional collaboration on technical cooperation, maritime safety assistance programs, non-convention vessels and implementation of the Maritime Labour Convention.

The meeting also provided the opportunity for bilateral meetings with the China Maritime Safety Administration, the Maritime Safety Authority of Fiji, Maritime New Zealand, and the Papua New Guinea National Maritime Safety Authority. APHoMSA 2015 will be held in China.

Cost recovery workshops

AMSA has developed a one-day *Marine Pollution Incidents Finance and Cost Recovery Workshop*. The program includes practical consideration of a variety of cost recovery scenarios. It provides information on:

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

Up to eight workshops will be delivered to the states and Northern Territory with a focus on personnel who have responsibilities for managing finance or procurement during oil spill incidents. Two workshops have already been successfully delivered with the Western Australia Department of Transport (Perth), Transport for New South Wales (Sydney), with more planned with South Australia Department of Planning, Transport and Infrastructure (Adelaide) and Maritime Safety Queensland (Brisbane and Townsville). Feedback received from participants has been very positive overall.

Pollution 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.

Information is entered from the following sources:

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

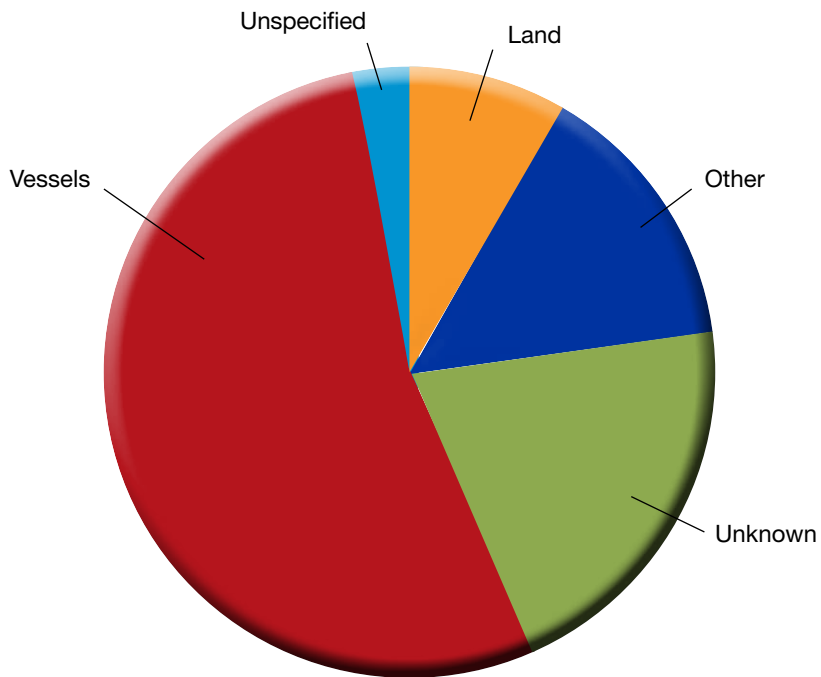
Approximately 25 per cent of the reports received by AMSA are not entered into the database. Reasons for not entering a reported pollution sighting include where the sighting is assessed not to be a maritime spill and to be one of the following:

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

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

Number of discharges (2013-14) by type

	Land	Other	Unknown	Vessel	Unspecified
Number of events	5	9	13	33	2



National Plan training

Since the implementation of competency-based training within the National Plan Training (NPT) school, the content and structure of all specialist management courses offered by NPT have been developed and refined to meet the changing work environment of oil spill responders and the needs of industry.

Additional operations courses have been added to the suite of training courses offered by NPT. These courses are the Basic Equipment Operator (BEO) course, the Advanced Equipment Operator (AEO) course, and the Shoreline Response course (SRC). Three members of a Standing Offer Panel have been involved in the development, management, facilitation and assessment of the BEO courses, in a variety of locations around Australia, namely Adelaide, Brisbane, Hobart, Darwin and Dampier. This has provided a high level of access to the training for local participants.

While the development and piloting of the BEO course has been progressing, the standard suite of management/specialist courses has been presented at Mt Macedon, and on location for state jurisdictions. The redeveloped Incident Controller Course for significant marine pollution events, with senior executives such as State Marine Pollution Controllers, Fire Service Chief Officers, senior Police and officers from the Royal Australian Navy participating as guest facilitators, has achieved a high profile from a strategic management perspective.

Participant numbers for NPT courses were 48 for Incident Management, 63 for Operations Officer, 12 for Planning Officer, 25 for Logistics Officer, and 15 for Incident Controller.

During the year NPT has been involved in international training events, with 10 officers and personnel from the Pakistan Navy attending a seven-day marine pollution incident management program in Victoria. The program included a visit to Phillip Island to examine the diverse shoreline ecosystems, and obtain a first-hand consideration of the impact of a pollution incident on a fragile environment.

Five members of the China Maritime Safety Administration attended the Operations Officer course conducted at the Australian Emergency Management Institute at Mt Macedon, and gained a working insight into the role of an Operations Officer within an incident management structure during a pollution response event.

Maritime New Zealand continues to support AMSA NPT courses with the provision of two participants to many of the programs, and has now considered the provision of a Logistics Officer course to be presented by AMSA in New Zealand during 2014-15.

Equipment familiarisation training

Members of the National Response Team and the AMOSC Core Group undertook equipment familiarisation training in Devonport Tasmania from 12-21 February. Attendees undertook nationally-recognised training in working safely around aircraft, attended information sessions on the use of dispersants, and utilised National Plan equipment.

Participants worked with shoreline and offshore booms as well as skimmers, rope mops and helicopter and vessel-based dispersant spray systems. In total, more than 70 NRT and AMOSC Core Group personnel attended the 3 sessions conducted over a week and a half. The training was reported widely in local media and attended by the then AMSA CEO, Graham Peachey.



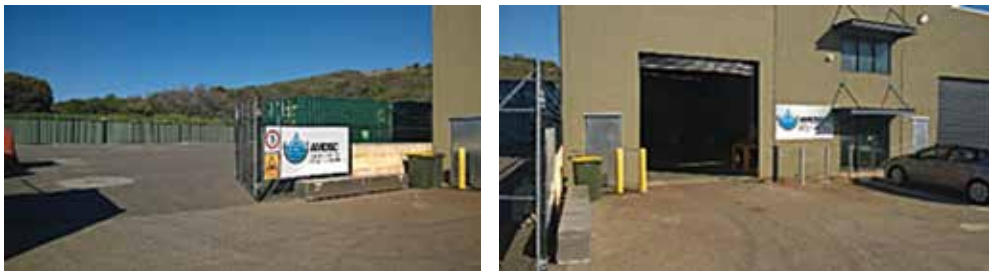
AMOSC

The Australian Marine Oil Spill Centre (AMOSC) had another exciting year in 2013-14, with a number of programs created to enhance the centre's ability to support industry spill preparedness and respond to member company oil spills.

Preparedness

Equipment and operations

Following the opening of the Fremantle office in 2013, AMOSC has now acquired significant warehousing and hardstand space in Fremantle to house equipment for operations and training in Western Australia. This operational centre now represents an enhancement of AMOSC's current footprint of equipment stockpiles in Broome and Exmouth in the west. The Fremantle warehouse carries dispersant stocks, vessel-based dispersant application systems, offshore containment boom, and a range of skimming systems resourced to a Tier 2 stockpile level.



AMOSC warehouse Fremantle



AMOSC boom vane dispersant delivery system

AMOSC took delivery of Australia's Sub-sea First Response Toolkit (SFRT). This kit enables Australian oil and gas operators to undertake both wellhead debris clearance operations and sub-sea dispersant operations for incidents that have caused wellhead infrastructure failure. The kit supports industry's environmental commitments by reducing the impacts of oil spills while simultaneous well capping, containment and relief drilling activities can be progressed.

Drills and exercises

The centre has participated in 15 exercises with its member companies (of these 12 conducted at Tier 3 level) and the National Plan's *Exercise Northerly*.

Some notable examples of the individual company exercises include:

- a Tier 3 exercise based on a significant ongoing well scenario; the commencement of this exercise was at day 5 with a build-up of the scenario starting from the notifications, activations and mobilisation phase. This innovative approach to exercising and testing involved AMOSC working with the company during a five-week lead up, interrogating key aspects of the Company's oil spill plans with the 'activity' phase set on day six of the response
- a Tier 3 exercise series being conducted on a quarterly basis and based on a significant drilling scenario. This series of exercises comprised 4 separate activities over a period of 10 months, each progressively testing the coordination and implementation of spill response measures by the company at different phases of the response.

Both of the above exercises involved AMOSC working with its members, and the provision of spill response services from Australian and international parties.

Training

Training activities continue with AMOSC expanding the number and types of training courses available to its member companies, and to support the requirements of the regulator. AMOSC's courses in Oil Spill Response Operations, Oil Spill Response Management and Oil Spill Command and Control have been re-assessed by the Nautical Institute in the United Kingdom and re-accredited as meeting the requirements to the International Maritime Organization's Levels I, II & III. AMOSC remains the only training organisation in Australia that offers training that has been accredited to these IMO levels.

New courses added to AMOSC's schedule include Shoreline Assessment and Clean-up, Oiled Wildlife Response Management, and Aerial Surveillance. Both the Shoreline and Aerial Observers courses have been conducted for industry and AMOSC has also conducted specialised training for the oil industry in New Zealand. AMOSC has entered into an agreement with SpillConsult Ltd (a UK-based company) to deliver Incident Command System (ICS) training (ICS100, ICS200 and ICS300 courses) into Australia. The AMOSC team has also completed ICS training to effectively integrate into companies who use ICS as their incident response structure during an incident.

The AMOSC Industry Core Group continues with practical-based workshops regularly held in Geelong to maintain and revalidate spill response skillsets, and also provide opportunity for Core Group members to participate in the centre's programs.

The Core Group capability has been enhanced through the inclusion of a management stream. This gives (through mutual aid) a Responsible Party the option of accessing an additional capacity of skilled and validated personnel who are capable of operating in an oil spill incident management team.

Total numbers of participants who have accessed the AMOSC training programs are shown below.

Training program	Participants
Course in oil spill response Operations (IMO1)	75
Course in oil spill response Management (IMO2)	101
Course in oil spill response Command & Control (IMO3)	34
Aerial Surveillance Course	40
Core Group Workshop (Operations)	59
Core Group Workshop (Management)	7
Oiled Wildlife response- Management	22
Shoreline & Assessment Clean Up	18
TOTAL	356

AMOSC training 30 July 2013 - 31 June 2014

Response

AMOSC has assisted its member companies with the provision of technical advice for a number of small spills and threats of spills. This has included advice on quantification, onscene technical support and the provision of resources for aerial observation.

In April 2014, a small quantity of weathered oil was reported as washing ashore at Golden Beach in Gippsland, Victoria, to the south-east of Sale. Minor shoreline oiling continued for several days with stranding of oil occurring over the next two weeks.

AMOSC deployed three technical advisors from the centre to assist in the incident under the control of the Department of Transport, Planning, and Local Infrastructure. Roles undertaken during the deployment included Planning Officer, Aerial Observer and Shoreline Operations. Given the size of the spill, the response provided a good opportunity for all stakeholders and agencies involved in marine spill response to test oil spill response arrangements.

Activities in states and the Northern Territory

Tasmania



Significant pollution events

A total of seven marine oil pollution incidents were recorded during the 2013-14 reporting period, all of them involving the release of diesel.

Several incidents involved sunken boats, including a commercial fishing vessel which struck a rock adjacent to Schouten Island and sank in approximately 30 metres of water. It was estimated that the vessel had 200 litres of diesel onboard. Due to the location, the vessel was not salvaged and no diesel was removed from the vessel.

The yacht *Shellette* broke its mooring and was blown onto rock at South Arm. Due to the extreme winds the yacht broke up on the shore. It was estimated that approximately 500 litres of diesel was on the vessel. Due the very severe weather and isolated location of the vessel, response operations were not possible.



New or updated contingency plans

In accordance with the new National Plan, Tasmania's State Oil Spill Contingency Plan is scheduled for review during the 2014-15 financial year.

Exercises and training

During October and November 2013, development of a one-day familiarisation course in Finance and Administrative functions during an oil spill took place; a course manual is planned to be developed, with staff training to follow.

Equipment training for Tasmania's state oil spill response team was carried out over 2 days in September 2013. Training focused on the new Tier 3 AMSA equipment and included the successful deployment of the Vikoma Hi-Sprint inflatable boom in open water. Associated with the training was a familiarisation day for personnel who in an incident would play roles as part of the Incident Management Team (IMT). These roles include logistics, planning and other management functions such as Incident Controller and Marine Pollution Controller. This provided management personnel stationed in an IMT with a better understanding of operational constraints and advantages associated with different equipment used in an on-ground response.



Deployment with the Tasmanian State Response Team



Familiarisation with new AMSA equipment for Tasmanian Incident Management Team members

A meeting to determine the requirements for updating and revitalising the wildlife response capability in the state was held in October 2013 and brought together a variety of personnel including staff from: the Resource Management & Conservation Division, Australian Antarctic Division, Parks and Wildlife, and the Environment Protection Authority Division. This identified areas in the Oiled Wildlife Plan that requires updating, and also provided the opportunity to establish important networks. Following this, a series of one-day workshops introducing field staff to their responsibilities, and likely role as a team leader for an oiled wildlife response, were held in Ulverstone and Hobart.

Tasmania hosted the National Response Team Equipment training in Devonport in February 2014. The training provided an opportunity for National Response Team members from all around Australia to familiarise themselves with new AMSA equipment, and included a deployment exercise and training on working safely around aircraft.

A state desktop exercise was held in March 2014, using the combined team of Environment Protection Authority and TasPorts staff to prepare and deliver the exercise. Staff from a diverse cross section of the Department of Primary Industries, Parks Water and Environment, TasFire and TasPorts filled the operational roles specified in the State Incident Management Team structure. The exercise highlighted areas requiring clarification between agencies, as well as providing staff with an excellent educational and networking opportunity to improve their response capability.

The annual National Plan exercise, *Exercise Northerly* was attended by four Tasmanian members of the National Response Team as well as the deputy Marine Pollution Controller. The exercise provided the opportunity team members to practice Incident Management Team skills with a larger group.

The AMSA Incident Management Team, Operations and Logistics courses were well attended by Tasmanian participants during 2013-14.

Administrative changes in response arrangements

This year Alison Hughes was appointed to the position of Planning Officer as part of the National Response Team for Tasmania. Scott Wilcox from TasPorts took over as the Operations Officer for Tasmania.

State prosecutions

No prosecutions were recorded during the 2013-14 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 NSW Port Corporations for incidents in their port areas and adjacent State waters. Sydney Ports Corporation (as the port manager) is also responsible for responses in the Port of Yamba (Clarence River) and Port of Eden (Twofold Bay).

Legislation

The *1987 Marine Pollution Act* has been amended to incorporate Annexes III, IV and V of MARPOL, as well as changes to clarify other areas such as specifically limiting State waters to three nautical miles and the ability to provide verbal directions. The Bill for the *Marine Pollution Act 2012* passed through both Houses of Parliament in February 2012, but is yet to come into force pending making of the Regulations.

A Consultation Draft of the Regulations was disseminated to agencies and industry bodies for review and comment. The Draft Regulations include prescribing Jervis Bay, part of Port Stephens, Port Macquarie and Coffs Harbour as State waters. This will result in the Combat Agency responsibility for these areas transferring from Fire & Rescue NSW to Roads and Maritime Services. It is anticipated that the 2012 Act will commence on 1 September 2014.

Significant incidents

There were no significant spills in NSW during the reporting period. Combat Agencies, the Port Corporations, and Roads and Maritime Services 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 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 NSW Port Corporations and the Environment Protection Authority.

Review of 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

Over 300 NSW personnel attended training during the 2013-14 year where the following training was carried out:

Activity	Date	Location	Agency	No's
Operations Course	29 July – 2 August 2013	Wisemans Ferry, NSW	Transport for NSW	16
Shoreline Response Refresher Course	27 August 2013	Port Stephens, NSW	Transport for NSW	5
Shoreline Response Course	28 – 30 August 2013	Port Stephens, NSW	Transport for NSW	9
Media Training	24 September 2013	Sydney, NSW	Transport for NSW	8
Chemical Spill Awareness Course	30 – 31 October 2013	Ingleburn, NSW	Transport for NSW	17
Australasian Inter-Service Incident Management System (AIIMS) Course	6 – 7 November 2013	Sydney, NSW	Transport for NSW	13
State Response Team Workshop	20 – 21 November 2013	Cronulla, NSW	Transport for NSW	39
Introduction to Marine Incident Management (IMIM) Course	27 – 28 November 2013	Sydney, NSW	Transport for NSW	16
Helicopter Underwater Escape Training (HUET) Course	18 February 2014	Homebush, NSW	Transport for NSW	16
Chemical Spill Awareness Course	19-20 February 2014	Eveleigh, NSW	Transport for NSW	15
NSW Incident Management Team Course	24-28 February 2014	Katoomba, NSW	Transport for NSW	13
Aerial Radio Course	6 March 2014	Sydney, NSW	Transport for NSW	9
Media Officers Workshop	12 March 2014	Sydney, NSW	Transport for NSW	10

Continued

Activity	Date	Location	Agency	No's
Oil On Water Course	19-20 March 2014	Sydney, NSW	Transport for NSW	16
Shoreline Response Course	29 April – 1 May 2014	Kiama, NSW	Transport for NSW	19
Introduction to Marine Incident Management (IMIM) Course	7-8 May 2014	Sydney, NSW	Transport for NSW	30
Basic Equipment Operators Course (non-CBT)	13-15 May 2014	Newcastle, NSW	Newcastle Port Corporation	14
Aerial Observation Course	26-30 May 2014	Albion Park, NSW	Transport for NSW	6
Introduction to Oiled Wildlife Course	27-29 May 2014	Port Stephens, NSW	Transport for NSW	13
Cost Recovery Workshop	23 June 2014	Rozelle, NSW	AMSA	21

NSW sent an additional 21 staff on AMSA coordinated National Plan courses, these included:

- Incident Management Team Course, 19-23 August 2013, 2 x NSW participants
- Incident Controllers Course, 16-20 September 2013, 2 x NSW participants
- Environmental Scientific Coordinators Workshop, 7-10 October 2013, 2 x NSW participants
- Planning Course, 21-25 October 2013, 1 x NSW participant
- Operations Course, 18-22 November 2013, 1 x NSW participant
- NRT Equipment Familiarisation Training, February 2014, 5 x NSW participants
- Logistics Course, 7-11 April 2014, 3 x NSW participants
- Incident Management Team Course, 19-23 May 2014, 1 x NSW participant
- Operations Course, 16-20 June 2014, 3 x NSW participants
- NRT Aerial Observation Refresher, 24 June 2014, 1 x NSW participant



Class Photo – IMT Course – Katoomba – February 2014

State exercise

Transport for NSW lead the annual state maritime incident exercise 'Sooty Tern' which was held on 15 and 16 October at Port Macquarie. The exercise was attended by over 80 participants and observers from Transport for NSW, Roads and Maritime Services, NSW port corporations, emergency services, local government, and volunteer organisations.

The tabletop exercise was based on a scenario involving approximately 30 tonnes of heavy fuel oil impacting the north-east coastline of Lord Howe Island. The exercise focused on development of an Incident Action Plan (IAP) by an Incident Management Team (IMT) and then the logistics and planning on how an IAP would be implemented on a remote location such as Lord Howe Island.

The exercise addressed critical areas such as shoreline and wildlife response, waste management, communications with the IMT and regional staging areas, and response termination.

The exercise highlighted a number of challenges in responding to such an incident at the remote Lord Howe Island. Overall the feedback received was very positive and indicated that the exercise was successful and met the intended aims. It confirmed that:

- a response to this level of incident could be adequately mounted and carried out using local and state resources.
- functional area support to the response was timely, planned and effective in supporting a response carried out under both the local and state level contingency plans.

Gore Cove exercise

Sydney Ports, in conjunction with Shell Australia, held an annual exercise at Gore Cove on 1 November 2013. The exercise was initially based on a fire on a product tanker at the berth and then a loading arm failure resulting in 7000 litres of unleaded petrol entering the water. As part of the Exercise, Fire & Rescue NSW assumed the Combat Agency role until both the fire and spill were made safe. The exercise involved representatives from across the emergency management sector and will help inform future responses at the Shell Gore Cove facility and risk assessments, given the move from import of crude oil to refined products.

The following exercises were carried out in NSW during the 2013-14 financial year:

Exercise	Date	Location	Agency
Port of Eden Annual Exercise	July 2013	Eden, NSW	Sydney Ports Corporation
North Coast Annual Exercise	July 2013	Port Macquarie, NSW	Roads and Maritime Services / Transport for NSW
Port of Yamba Exercise	August 2013	Yamba, NSW	Sydney Ports Corporation
State Exercise "Sooty Tern"	October 2013	Port Macquarie, NSW	Transport for NSW
Lord Howe Island Exercise	December 2013	Lord Howe Island, NSW	Transport for NSW / Roads and Maritime Services
Port of Newcastle Exercise	December 2013	Newcastle, NSW	Newcastle Port Corporation
Sydney Ports / Shell – Gore Cove Exercise	November 2013	Gore Cove, Sydney Harbour	Sydney Ports Corporation / Shell



IMT Discussion – Sooty Tern State Exercise – Port Macquarie – December 2013

State prosecutions

The Newcastle Port Corporation was successful in prosecuting two cases for discharges in Newcastle Harbour which occurred in August 2010 and May 2011.

Magdalene – 2010

On 25 August 2010, an oil spill was observed in the vicinity of Kooragang Berth 4 in the Port of Newcastle. The resultant oil spill response lasted several weeks and included areas in the North Arm of the Hunter River affecting mangroves, beaches and wetlands (Hunter Wetlands National Park). The response included significant shoreline and wildlife response, with approximately 40- 50 pelicans being oiled, of which 32 were required to be transported to Taronga Zoo for intensive care and rehabilitation.

It was believed that the spill originated from the Librarian registered bulk carrier *Magdalene* berthed at the Kooragang Berth 4. It was later determined that around 72 tonnes of heavy fuel oil was discharged from the *Magdalene* during de-ballasting; with the oil having entered the ballast tank through a small hole between the ballast and fuel oil tanks.

On 11 December 2013 the NSW Land Environment Court found the owners of the *Magdalene* guilty of the discharge. The owners were fined \$1.2 million (discounted from \$1.8 million due to guilty plea, cooperation and paying the \$1.7 million clean-up costs).

Barge R – 2011

Newcastle Port Corporation was also successful in prosecuting the owners of a dredging barge Barge R operating in Newcastle Harbour for a discharge of diesel in May 2011. It was determined that approximately 200 litres of diesel was discharged during internal transfer operations.

On 19 December 2013 the NSW Land Environment Court found the owners of the Dredge *Barge R* guilty of the discharge. The owners were fined \$150,000 (discounted from \$250,000).

Note: Under the NSW Marine Pollution Act 1987, the maximum fine is \$10 million for a corporation and \$0.5 million for an individual.

In addition to the major prosecutions outlined above, a number of Penalty Notices were issued to trading ships for minor breaches of state environment legislation.

Oil Spill Response Atlas

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

Once Phase two is complete, it is intended that the Transport for NSW Spatial Systems Team will progress Phase three 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.

Victoria



Significant incidents

On 11 March 2014, the Department of Transport, Planning and Local Infrastructure (DTPLI) assumed the lead for a Level 2 multi-agency clean-up of an oil spill at Golden Beach, Gippsland.

In total, 26 kilometres of shoreline was impacted by tar balls and around 7 tonnes of oil and debris was recovered. The spill was investigated by the Environment Protection Authority (EPA), however the source was unable to be identified.

The response required the formation of an Incident Management Team (IMT) which was based out of the Golden Beach Community Hall. Agencies that formed the IMT included personnel from DTPLI, Gippsland Ports, Parks Victoria (PV), VicPol, local government (Wellington Shire), Aboriginal Affairs, EPA, the Oil Response Company Australia (ORCA), ESSO, and the Australian Marine Oil Spill Centre (AMSOC).

Following a Net Environmental Benefit Analysis (NEBA), the response focused on an amenity clean-up requiring manual removal of the oil along the high water mark. Due to the size of the tar balls and ambient temperature, this was performed with the use of rollers and pooper scoopers. More mechanical options were unfortunately unsuitable for the task.

Daily over-flights were carried out and AMSA coordinated a Dornier over-flight on the final day of the incident. At this stage of the incident, oil was observed stranded on the beach however, there was no visible sheen on the water.

The quantity of oil reappearing on the shoreline with the incoming tides decreased over the duration of the response. An ongoing monitoring program was established to assess any further impact once the IMT had been disbanded. No further impact was observed over the following two months of monitoring.

Although there was low risk to public health and minimal risk to the environment, a public meeting was held to brief the local community, which attracted media interest. Following the incident a cold debrief was carried out and a lessons paper was developed identifying potential actions.

Level 1 response across the state

A total of 47 minor marine pollution incidents were reported during the reporting period across the state. These incidents were managed by the state's four Regional Control Agencies. The majority of reports occurred in the Port Phillip Region, where oil spills originated predominately from diffuse water-based sources.



Cleaning up tar balls on Golden Beach, Gippsland Region, March 2014

State arrangements

The Victorian Plan for Maritime Environmental Emergencies (VicPlan) was updated, incorporating the four existing Regional Contingency Plans. VicPlan includes detailed response and OHS chapters, maritime casualty, regional plans, fatigue management guidelines and templates. Industry and other agencies were involved in the review of the dispersant protocol and Net Environmental Benefit Analysis (NEBA). VicPlan will be an electronic document and is expected to be finalised by the end of July 2014.

The revised VicPlan is consistent with new state emergency management arrangements being enacted on 1 July 2014 and reflects the National Plan framework.

New appointments

During the reporting period, DTPLI appointed Linda Evans Manager, Marine Pollution. Donovan Croucamp is currently the Acting State Marine Pollution Controller for Victoria whilst Tony Pearce is on secondment to Emergency Management Victoria.

Training conducted

DTPLI continues to build the state's marine pollution management and response skills through its State Response Team (SRT) training program, delivered to government and industry-based organisations. Currently, the SRT has 139 personnel, with a target of 150.

As well as nominating Victorian personnel to a number of National Plan training courses held at the Australian Emergency Management Institute (AEMI), DTPLI hosted AMSA-accredited courses in Level 3 Incident Controller, OSRA Mapping, and equipment familiarisation during the reporting period (which has further built the state's response capability).

Nominated National Response Team (NRT) personnel attended AMSA-coordinated equipment training in Tasmania in February 2014 and senior personnel attended the National Plan exercise in Darwin in June 2014. The feedback from participants attending these national training programs was extremely positive.

Exercises

DTPLI supported a number of marine pollution support agencies in the development and coordination of (and participation in) a number of exercises throughout the reporting period.

These included:

- In July 2013 the Port Phillip Region ran a training/exercise in Williamstown, which consisted of refresher training, equipment familiarisation and oiled wildlife response awareness.
- Phillip Island Nature Park (PINP) ran *Exercise Pinguino* Parts 1 and 2 at Phillip Island in November 2013 and May 2014. The objective for this was to test PINP's Oiled Wildlife Response Plan.
- The Golden Beach incident in March 2014 eliminated the need for an exercise with Gippsland, as the incident provided the opportunity to exercise their existing response plans.

- In May 2014 Port of Portland ran *Exercise Barracouta* in Port Fairy. This provided an opportunity to test the Portland Region Plan first-strike operational response capability. The exercise was attended by local government, emergency services, DEPI, Parks Victoria, DTPLI, and local and regional ports personnel.
- In May 2014 Mornington Peninsula Shire ran *Exercise Warringine* to practice their Municipal Emergency Management Plan which also provided the opportunity to communicate with response agencies (within the Western Port Region) on the roles and responsibilities during a marine pollution incident originating inland.
- In June 2014 members of Victoria's NRT attended *Exercise Northerly* in Darwin, Northern Territory.



Multi-agency operational staff participating in equipment training at Port Fairy, May 2014

Equipment acquisition – BERC

In 2013, under the standing arrangements with AMSA, DTPLI was able to purchase critical first-strike oil response equipment. The regional ports have received training in using the new equipment, which includes multi-head skimmers, boom kits in stillages (cages), flexi-dams, and enhanced dedicated storage.

On 6 May 2014, Emergency Risk and Resilience (ERR), DTPLI, was awarded \$3.37 million in capital expenditure by the Budget and Expenditure Review

Committee (BERC). This funding is for capital expenditure over four years to replace and upgrade capital assets. This will hopefully be balanced by DTPLI funds for operational expenditure to enable and support the training and deployment of the new equipment. The acquisition of new equipment will ensure the state can meet and sustain efficient response capabilities. In line with the new multi-agency whole-of-government focus on emergency response, the funding will enable integration of a marine pollution incident management system which allows connectivity with other incident management systems within Emergency Management Victoria.



Inside the marine pollution equipment enhanced storage shed, Portland Region, February 2014

South Australia



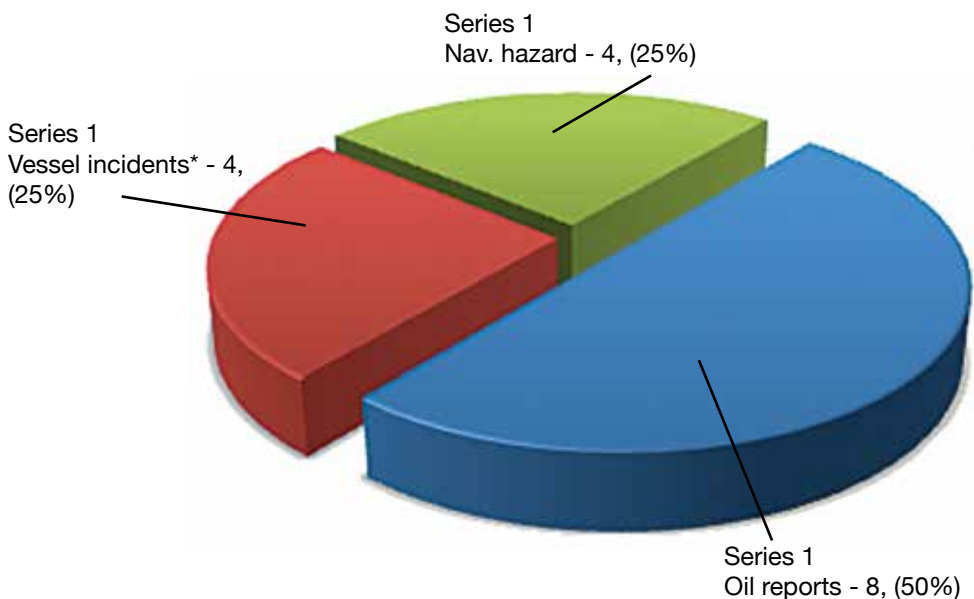
State arrangements

During the 2013-14 reporting period, South Australia (SA) continued their review of the South Australian Marine Spill Action Contingency Plan (SAMSCAP). The review and full integration of SAMSCAP into the South Australian State Emergency Management Plan will facilitate better pollution responses within SA.

The Department of Planning, Transport and Infrastructure (DPTI) and Flinders Ports Pty Ltd continues to participate in their relevant Emergency Management Committee meetings and exercises.

Significant incidents

There were a total of 16 incidents reported to the DPTI during the reporting period; none of which resulted in a significant pollution incident.



**Vessel incident includes items such as capsizes, fires, sinking's etc where there is a probability of a pollution event*

Reported incidents

New or updated contingency plans

The South Australian State Emergency Management Plan was amended to identify that the Control Agency for Inland Waters Oil Spills shifted from the DPTI to the Metropolitan or Country Fire Services (dependent on location).

Training

SA representatives undertook a number of training opportunities for this reporting period – a total of 81 personnel participated in training related to oil spill response.

DPTI Transport Safety Regulation conducted a basic oil spill awareness course for 23 personnel from Wallaroo and Port Pirie ports. Participants included 17 staff from Flinders Ports, 5 staff from One Steel and 1 staff member from the State Emergency Service.

Transport Safety Regulation personnel completed training to update their 'Train the Trainer' qualifications, with 13 personnel undertaking this training to assist with the delivery of oil spill training to other SA organisations.

DPTI Marine Safety Officers attended a two-day practical equipment training course in Port Adelaide which included the deployment of the Nofi V Sweep in-water oil containment system.

DPTI and Environment Protection Agency personnel attended the Australian Emergency Management Institute to complete a range of specialist courses conducted by AMSA. These courses included the Incident Controller course which was attended by one DPTI participant, Operations which was attended by four DPTI personnel, Incident Management which was attended by four DPTI personnel, and Logistics which was attended by three DPTI personnel.

SA personnel attended the AMSA Basic Equipment course in March, which was attended by two personnel from Flinders Ports and 14 from DPTI.

SA personnel attended the National Response Team (NRT) Leader Training in Devonport during February 2014. In total, five personnel attended, including the SA nominated NRT Team Leaders and the SA Marine Pollution Officer.

Two Environmental Scientific Coordinators from the Environment Protection Agency participated in the 2013 ESC Workshop.

Exercises

National exercise *Exercise Northerly*

Exercise Northerly in Darwin NT was attended by six personnel from SA, including our State Marine Pollution Controller and an Environmental Scientific Coordinator from the Environment Protection Authority SA.

Local exercise *Berth 4*

As part of the commissioning exercise of a new fuel transfer berth at Outer Harbor, Port Adelaide, Flinders Ports and DPTI ran a joint exercise to deploy and recover boom around a fuel vessel at Dock 1 to 4.

State prosecutions

There were no prosecutions during the 2013-14 reporting period.

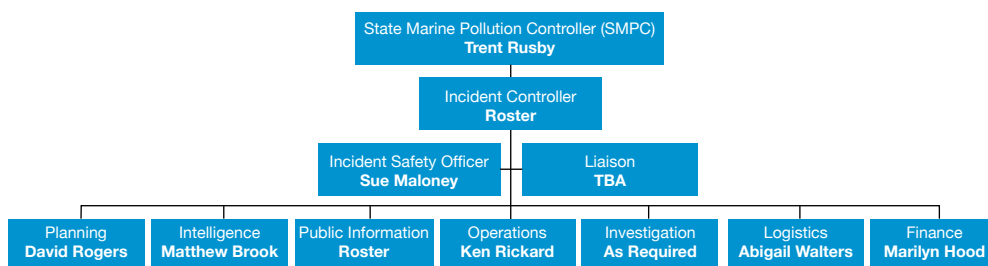
Equipment acquisition

SA is investigating the purchase of an additional vessel to assist with shallow water oil spill operations.

A comprehensive state-wide audit was completed in this reporting period for all of DPTI owned marine pollution response assets in both the state's major stockpile and smaller regional stockpiles.

Administrative changes in the state response arrangements

In line with AMSA and State Emergency Management requirements, SA has updated the Oil Spill Response Incident Control System structure to that of the AIIMS (4) structure model. The current structure is shown below.



SA attendance to major oil spill incidents

There were no major oil spills in SA during the 2013-14 financial year.

Queensland



Significant incidents

Maritime Safety Queensland (MSQ) received reports of 72 marine pollution incidents during the 2013-14 reporting period. The majority of these (48, 67%) occurred in ports and most (29, 40%) were spills of diesel fuel. Spills of hydraulic oils and bilge waste, primarily from small commercial vessels, made up the majority of the other reported spills. There were also two instances of tar balls washing up on Trinity Park Beach near Cairns and Lady Elliot Island off Bundaberg.

The most significant incident during the year was a spill of 14,000 litres of diesel fuel from the super yacht *Seafaris* which caught fire and sunk near Cape Tribulation north of Cairns on 31 October 2013. Most of the spilled fuel either burned in the fire and what remained dispersed naturally with minimal environmental harm. There was also a spill of about 2000 litres of diesel fuel when 4 luxury motor yachts caught fire and sunk at the Versace Marina, Southport on 29 January 2014. MSQ was also involved in the recovery of the 19.5-metre steel trawler *FV Moray* which capsized and flooded in the Great Sandy Straits in November 2013. Work to stabilise and prevent pollution from a 39-metre derelict ship anchored near Horn Island in Torres Strait was also undertaken by MSQ in February 2014.



FV Moray in the Great Sandy Straits, Queensland, November 2013

New or updated contingency plans

The Queensland Coastal Contingency Action (QCCAP) was reviewed in April 2014. As with previous versions of the plan, the current document has solid linkages with Australia's National Plan and with Queensland's disaster management arrangements. These linkages are an important aspect of the contingency planning process and are designed to streamline operations at local, regional, state and national levels.

Exercises and training

Marine emergency response exercises were held in Brisbane and Rockhampton and 89 people from various Queensland Government agencies, port authorities and industry attended oil specialist spill response training courses during the year. This included 10 people who attended the National Plan management level courses at the Australian Emergency Management Institute at Mt Macedon, Victoria. The remainder completed basic equipment operator training in the ports of Brisbane, Gladstone, Mackay, Cairns and Weipa.

During the year MSQ, in consultation with AMSA and a number of training providers, continued to transition towards the delivery of fully accredited training for marine pollution response.

Administrative changes in response arrangements

There were no material changes to Queensland's marine pollution management arrangements. However the Queensland Government continued to take a proactive approach to protection of the marine environment by active involvement in both stabilisation and recovery of potential sources of marine pollution. MSQ also carried out an audit of first-strike oil spill response capability and equipment in all Queensland ports.

State prosecutions

There were four successful prosecutions for marine pollution and related offences under Queensland's *Transport Operations (Marine Pollution) Act 1995*. The most significant prosecution resulted in a fine of \$15,000 for a spill of approximately 100 litres of diesel into Cairns harbour in October 2012. The other three prosecutions were for discharging an oily mixture from a ship, discharging untreated sewage from a ship, and failing to insure a ship. Each of these prosecutions attracted lesser penalties, but the penalties handed down were considered to have a high deterrent value which is an important aspect of pollution prevention.

Western Australia



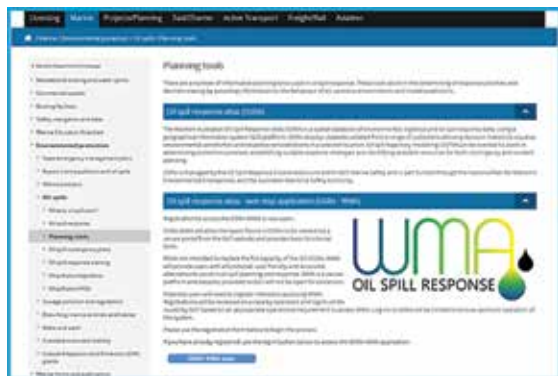
Incident summary

During 2013-14 the Department of Transport (DoT) Oil Spill Response Coordination (OSRC) had a total of 186 notifications of possible incidents. The 24-hour pager recorded 126 notifications, while a total of 59 pollution reports were received. The remaining notifications were received through other sources such as direct notifications. Oil was spilt on 108 occasions and of these only 1 was considered as moderate.

On 31 December 2013 Tropical Cyclone Christine crossed the coast approximately 50 kilometres east of Karratha. Following the 'all clear', the Dampier Port Authority (DPA) commenced procedures to reopen the port and was alerted to three vessels and one barge that had parted from their original cyclone moorings. The *Fitzroy Star*, *Mermaid Esperance* and the *Mermaid Guardian* were all successfully re-floated on the evening high tide on 1 January 2014. The *Westsea 7*, a 50-metre dumb barge, was re-floated on 2 January. No hydrocarbons were released during the salvage operation of any vessels.

Western Australia Oil Spill Response Atlas Web Map Application

March 2014 saw the launch of the DoT's Oil Spill Response Atlas Web Map Application (OSRA WMA). OSRA WMA will allow responders to access vital information on environmental sensitivities, oil spill response resources and key logistical data, previously unavailable online, which will greatly assist in the effective planning of an incident response. The release marked the end of a two-year development and implementation project and further develops the growing partnerships between government agencies, port authorities, and the private sector in Western Australia. DoT hopes WMA will promote greater collaboration across government and industry to share oil spill response and environmental information and will continue to improve as a vital tool for oil spill contingency planning and response. DoT aims to progress WMA as a response tool, including plans for a mobile application for in-field use.



Industry consultation

In January 2014, DoT's OSRC made some changes to the way petroleum industry consultation is managed by the state. The Industry Consultation Guidelines, for offshore petroleum activities operating under the *Offshore Petroleum and Greenhouse Gas Storage (Environment) Regulations 2009*, were reviewed to improve the process to better suit DoT's role in oil spill response and their subsequent functions, interests and activities as a Hazard Management Agency (HMA) for Marine Oil Pollution (MOP) in State waters. The revised consultation process sees DoT being involved in more exercises, field surveys and workshops with Petroleum Titleholders rather than conducting page-turn reviews of each Oil Pollution Emergency Plan (OPEP). This process ensures that time spent on consultation is maximised while ensuring both the operator and the OSRC gain the best understanding of each other's roles and responsibilities during a MOP incident, as well as maintaining the strong working relationships and networks required for an efficient response.

WA Marine Oil Pollution Waste Management Guidelines

The WA MOP Waste Management Guidelines have now been published on DoT's website (transport.wa.gov.au).

The guidelines were produced to guide DoT in the development of site specific, operational waste management plans during a MOP incident. They contain details of the practices and principles to effectively manage oiled waste and minimise the environmental impact of an incident. Throughout the guidelines there are checklists for the waste division coordinator to follow to ensure they conform with international standards for best practice oil spill waste management, whilst adhering to WA state legislation and guidelines.

Training courses

DoT OSRC has continued to increase the state's capacity through the delivery of the accredited Use Basic Equipment Operations for Oil Spill Response and Oiled Shoreline Response Courses. DoT OSRC has been delivering these courses since March 2012. To date DoT has delivered nine accredited Basic Operator courses (a total of 167 participants received accreditation), and four accredited shoreline courses (a total of 60 participants received accreditation). DoT OSRC follows up the accredited equipment operations training the following year at each location with facilitated equipment deployment days. DoT OSRC continues to support state participation in AMSA's competency-based incident management courses.

Course name	Month delivered	Location	Number of attendees
Use Basic Equipment Operations	July 2013	Dampier	20
Equipment Deployment	August 2013	Port Hedland	17
Oiled Shoreline Response	September 2013	Fremantle	19
Equipment Deployment	October 2013	Geraldton	20
Equipment Deployment	November 2013	Bunbury	15
Equipment Deployment	November 2013	Esperance	19
Use Basic Equipment Operations	April 2014	Esperance	16
Equipment Deployment	June 2014	Broome	15



WA Metro State Response Team

The DoT has 65 members registered on the WA Metro State Oil Spill Response Team (SRT). SRT training is conducted every six weeks. Members of SRT come from state government agencies and industry with responsibilities to environmental risk management and oil spill response. The SRT aims to provide additional operational equipment training to those likely to participate in an oil spill response and take on a team leader role.

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



Production of training videos

DoT OSRC is continuing to produce a series of Oil Spill Response training videos with the support of SRT. Last year's Ro Boom video has now been made available on the DoT website. This year, DoT completed a shoreline boom deployment video. The video aims to give an insight to the complexities of beach deployment and can be used as a tool for training responders, or for assisting the incident management team to understand the advantages and constraints of using such equipment in a response. Both videos can be accessed via the DoT website (transport.wa.gov.au).

Port deployment exercise – Port Hedland Port Authority, May 2014

DoT OSRC participated in a two-day desktop and deployment exercise with the Port Hedland Port Authority (PHPA), looking at the initial regional response for an incident in port waters. Exercise *Flatback Turtle* was held from 29-30 May 2014 with participants from the PHPA as well as wider stakeholders including other port authorities, government agencies and industry.

National desktop exercise – Darwin, June 2014

DoT OSRC supported four members of the National Response Team and the State Marine Pollution Controller to attend the National Desktop Exercise in Darwin from 2-6 June 2014.

Petroleum industry

The DoT OSRC continues to participate in various Petroleum Titleholder facilitated desktop and field deployment exercises. ESC advice is sought regularly during these exercises to test notification of the ESC network and provision of advice in short timeframes.

ESC – Environmental Liaison Group – Exercise Calamity, December 2013

The Environmental Liaison Group (ELG) conducted a desktop exercise in December 2013 to test the inter-agency arrangements under WestPlan MOP that underpin the provision of ‘whole of government’ environmental and scientific advice to the Incident Controller. The exercise was a success with some great learnings resulting in changes to the ELG membership. The exercise is packaged up and ready for use by other jurisdictions and will be posted on the ESC portal.

Auditing and data updating of equipment stocks throughout the state

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

The DoT-owned Oil Spill Response (OSR) equipment auditing process will continue throughout all state ports and boat harbours in conjunction with the OSRC 2014 training and equipment deployment program. Equipment servicing and maintenance continues as per the various interdepartmental and interagency memoranda of agreement.

Equipment acquisition and replenishment

The OSRC has assisted AMSA representatives in conducting close out audits on new National Plan equipment. Audits have also been conducted on the AMSA/ Department of Parks and Wildlife (DPAW) Oiled Wildlife Response equipment stockpiles in both Karratha and Fremantle. Oiled Wildlife Response (OWR) stock list outcomes have now been circulated to both agencies and further discussion relating to future storage, management and access matters are underway.

Equipment capital works budget outlook

Whilst budget restraints have limited the acquisition of additional OSR equipment, OSRC has acquired:

- a hydraulically driven Mini loader and attachments which will complement its overall shoreline clean up response package
- a motorized 'Tow Tug' which enables easy manoeuvring trailered equipment within the D shed storage facility.

OSRC has also received a NOFI Vee Sweep Boom System and a KOMARA Disc Skimmer Unit via asset transfer from AMSA. These items are now located within the Ports of Albany and Bunbury respectively.

The DoT Marine Safety Business Plan 2014-15 has identified 'the additional purchase of oil spill response equipment' as one of its key initiatives for the financial year.

Equipment asset management

OSRC continues to update and maintain its Maintenance Expert (MEX) database to include all of the state's OSR assets. Discussions with AMSA are currently underway regarding the possibility of OSRC integrating with the NEMO software system in the near future.

Staff movements

General Manager SMPC - David Harrod retired from DoT December 2013

General Manager SMPC - Ray Buchholz commenced December 2013 (pictured)

Training Officer – Rowena Bucklow resigned from DoT February 2014

Training Officer – Derek (Barney) Hutchison commenced July 2014 (pictured)

Harbour Master – Mark Gooderham resigned from DoT June 2014

Harbour Master – Steven Wenban commenced June 2014 (pictured)

Environment Officer – Emily Wood resigned from DoT July 2014



Ray Buchholz



Derek (Barney) Hutchison



Steven Wenban

Northern Territory



Significant pollution incidents

There were no significant incidents in the Northern Territory during 2013-14, however there were a number of small diesel spills and slicks observed during this period in Northern Territory waters. These were attended to by members of the National Response Team where possible.

New or updated contingency plans

The Northern Territory Contingency Plan was updated during the year in preparation for the national exercise that took place in Darwin. There is still significant work to take place on the plan and it is anticipated that the plan will be finalised before the end of 2014.

Training conducted/attended

- Three representatives attended the National Plan Incident Management Team course.
- One representative attended the National Plan Incident Controllers course.
- One representative attended the National Plan Operations course.
- 21 people attended the National Plan Basic Equipment Operators Course.
- Four representatives attended the Environment and Science Coordinators Workshop in Perth and Rottneest Island.
- One participant attended the inaugural Oil Spill Response Atlas Workshop in Melbourne.



Exercises

A Desktop exercise Exercise Vernon's was conducted with the Northern Territory Incident Management Team in preparation for the 2014 National Plan exercise.

The Northern Territory was the host of the National Exercise *Exercise Northerly* from 2-6 June 2014. This presented such a small jurisdiction with many challenges, but also presented a great opportunity to create some much needed exposure, with key stakeholders from various government departments coming together to ensure the exercise was a success. The exercise provided the Northern Territory with some key learnings and experiences to take away as well as highlighting some areas for improvement.



Administrative changes in response arrangements

The Northern Territory NRT suffered a depletion of members this year, with the departure of a number of NT personnel. Andrew Hays from the Darwin Port vacated the role of Operations Officer and the NRT welcomed Tauri Minogue from Darwin Port as the new Aerial Observer. Tauri has extensive aerial observation experience and will be eagerly awaiting aerial observations training. The NRT is hoping to fill two more team leader roles in 2014.

During the reporting period there have also been changes to the Northern Territory State Chair position, with Nick Papandonakis moving on and Paul Rajan stepping into the role. Nick was the State Chair and Marine Pollution Coordinator (MPC) for several years and guided the Northern Territory through some many significant responses. Paul was thrown in the deep end with the national exercise looming, but was a great leader throughout the exercise. The NRT looks forward to working into the future with Paul at the helm.

State prosecutions

The Northern Territory had no prosecution cases during the 2013-14 reporting period.

Port Activities

Port Hedland Port Authority*

The Port Hedland Port Authority (PHPA) held *Exercise Flatback Turtle* from 29-30 May to test its inherent company capabilities and First Strike Response Plan. There were 80 participants in total, which included internal personnel, external stakeholders, local agencies and other port authorities all working well together.

The exercise tested the Incident Management Team and the deployment of equipment and reporting to statutory authorities.

PHPA holds exercises annually and they are a great learning experience for personnel and a way to test company emergency response procedures.

With noted improvements from the last exercise in 2013, particularly in the areas of deployment and communications, this year's exercise was deemed a success and positive feedback has been received from those involved.

PHPA is looking forward to hosting further exercises in the future and continually improving its oil spill response capabilities.



* Port Hedland Port Authority has amalgamated with Dampier to form Pilbara Ports Authority subsequent to the reporting period on 1 July 2014.

Tasmanian Ports Corporation

During February 2014, Tasports hosted around 100 national oil spill response trainees in Devonport to take part in AMSA's annual oil spill response training for the National Response Team. Training was coordinated by Graham Edgley, Managing Director and Principal Consultant from Tactical Maritime Solutions, who worked with oil spill representatives from around Australia and New Zealand. The training took place over three days. Training participants undertook safety training around aircraft and rotated in groups utilising all of the equipment likely to be used in the event of an oil spill. Tasports State Operations Manager John Johnston stated 'training in Devonport coincides with the purchase of over \$1 million of new oil spill emergency equipment by AMSA which is stored and maintained on site at Devonport Port'.



Tasports team members have participated in spill responses in areas as diverse as the Timor Sea, New Zealand, and the Great Barrier Reef.

The training was well received with positive feedback from AMSA who praised Tasports staff for their logistical and administration assistance to support the training. Tasports would like to congratulate everyone involved.



Financial statements

Summary of expenditures for 2013-14

Key operating expenditure	Actual expenditure FY2013-14 (GST exclusive)
Emergency Towage Vessel Level One (ETV1) Contract	\$8,650,112
Emergency Towage Vessel Level Two (ETV2) Contract	\$4,208,076
Fixed Wing Aerial Dispersant Capability (FWADC)	\$1,159,974
National Plan Equipment storage costs	\$928,512
National Plan Equipment maintenance costs	\$1,092,463
National Plan Training	\$870,022
Electronic Tagging ¹	\$238,121
Major ongoing items ²	\$1,268,125
Pollution incident expenses ³	\$209,676
Pollution incident cost recoveries ⁴	- \$13,946
New National Plan equipment purchased ⁵	\$3,060,902
Oil dispersants purchased - inventory	\$812,567
Noggin OCA system	\$360,939
<i>Exercise Northerly</i>	\$257,159

Notes:

¹ Electronic tagging project commenced in 13/14FY

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

³ Majority relating to *Tycoon*, *Josephine M* and Gippsland incidents

⁴ Majority relating to *Barge JMCC2822*

⁵ This is for equipment purchased during the year.

