

ACTIVITIES IN STATES AND THE NORTHERN TERRITORY

VICTORIA



Staff Changes at Marine Safety Victoria (MSV)

Tony Middleton has been appointed as the Director Marine Safety Victoria. Tony's extensive experience within the New South Wales Waterways Authority and the National Marine Safety Committee will ensure the best delivery of MSV's strategic outcomes.

Joe Buffone, Manager, Marine Pollution Response has been seconded for twelve months to a new role within the Department of Infrastructure as Security and Emergency Management Coordinator. Joe has been the driving force within the State to establish VICPLAN (Victorian Marine Pollution Contingency Plan) and has left MSV well equipped to face any marine pollution incident.

Barry Dean has been appointed as Manager Marine Pollution Response on a twelve-month contract. Barry brings a wealth of experience in Emergency Management and comes to MSV from Emergency Management Australia (Federal Attorney-Generals Department).

Significant Incidents

On Friday 28 February at 5.00pm the Bass Coast Shire reported an oil spill on Woolamai Beach, Phillip Island. It was estimated that a band of oil one metre wide covering approximately one kilometre had been spilt. VicPlan and the National Plan were activated, with regional teams activated to commence foreshore clean up.

Further survey on Saturday 1 March 2003 identified oil extending to Kilcunda Beach and the oil at Woolamai had spread up to two kilometres with up to 60% coverage of five metre wide band. The level of response under VICPLAN arrangements was to a Tier 2 spill.

The response was co-coordinated at a regional level with the Incident Controller being from the Westernport region. The spill required a response team of 100+ people and an Incident Control Centre was set up on site.

The clean-up concluded after seven days.

Twenty-three penguins were washed and saved along with 1 endangered species, a hooded plover which was also saved. Marine Safety Victoria will be pursuing the cost recovery for the clean-up from the identified polluter.



A hooded plover - endangered species

Other incidents of significance that required a coordinated response were:

- September 2002 - approximately 40,000 litres of Lanoline spilled into the Maribyrnong River; and
- March 2003 - a chemical spill at Mentone Beach later analysed as a phthalate.

There were 76 marine pollution incidents reported to MSV throughout the State during the reporting period. It has been established that 24 spills originated from vessels, 10 of which could be identified. Spills from other resources were:

- land terminals 8;
- drains 16; and
- not known 28.

Local Training

During this reporting period MSV conducted training for over 220 personnel from various agencies involved in marine pollution response. Courses and workshops included Introduction to Marine Pollution Response Arrangements, Media Management, Equipment Operator training, Shoreline Clean Up, and Operator Refresher Training.

AMSA/MSV Chemical Spill Course - 6th - 8th May 2003

A Chemical Spill Course was conducted in Melbourne from 6 to 8 May. This was a joint venture between MSV and AMSA. The course provided

ACTIVITIES IN STATES AND THE NORTHERN TERRITORY

participants with an insight into chemical spill response with sessions being delivered by AMSA as well as the Metropolitan Fire Brigade (MFB) and the Country Fire Authority (CFA). Further details are provided in the CHEMPLAN section of this report.

Equipment Acquisition

MSV has purchased the following communications equipment to support marine pollution response:

- 3 Satellite phones;
- 3 Marine VHF radios; and
- 12 UHF radios.

Bass Strait Working Group

MSV is in the process of formalising a Bass Strait Working Group in conjunction with AMSA and the EPA. The prime aim of the group will be prevention by investigating a number of strategies such as satellite imagery.

It is envisaged that strategies such as this will assist in the detection and prosecution of polluters resulting in a reduction of marine pollution incidents off the coast of Victoria.

Central Stockpile of Equipment

A joint venture between AMSA and MSV has resulted in a regional stockpile of Tier 2 and 3 National Plan and State equipment being stored centrally in Melbourne. A tender for a three-year contract was advertised earlier this year, with the Oil Response Company of Australia (ORCA) being successful. Victorian Regions will maintain and store Tier 1 equipment in line with the outcomes of the National Plan review.



The Melbourne Central Store

NEW SOUTH WALES



Significant Incidents

There were no significant incidents during the year.

Contingency Plans

The Lord Howe Island Marine Oil and Chemical Contingency Plan was reviewed and distributed following the grounding of the *HMS Nottingham* on Wolf Rock, Lord Howe Island on 7 July 2002.

Training and Exercises

Newcastle Port Corporation conducted the following training:

- Training in equipment deployment for 29 port officers was carried out from 26-30 May 2003.
 - An oil spill exercise was held on 20 June 2003.
- Sydney Ports Corporation (SPC) conducted or were involved in the following training and exercises:
- Vikoma Hi Sprint boom deployment training throughout first two-quarters of 2003 and ongoing.
 - Containerised Hazardous goods training was conducted in October 2002 and January 2003.
 - Emergency towage training was provided between January and April 2003 for 24 SPC personnel.
 - Specialised equipment training undertaken weekly, i.e. weir skimmers, booms, boat handling, other pollution gear, etc.
 - NSW Fire Brigade training exercises are ongoing throughout the year in both ports.
 - Desk top exercise with Caltex Refinery response team for a simulated oil spill at No. 3 Kurnell sub berth was held in March 2003.
 - Major boom deployment exercises, held in March 2003, in co-operation with Caltex involving boom types including Vikoma Hi Sprint, GP 500 and 750, beach boom, etc. in order to develop a cooperative response approach to an incident in Botany Bay.

ACTIVITIES IN STATES AND THE NORTHERN TERRITORY

- Major equipment deployment exercise held at Shell Gore Bay in May 2003 (simulated 7,000 litre diesel spill during bunkering operations on a commercial tug) involving Shell's response team, NSWFB, EPA, Towage Co. at No. 2 Gore Bay.

The Port of Yamba annual equipment deployment exercise was held at Goodwood Island Wharf on 30 November 2002. Booms, flexidams, skimmers and pump were all deployed and utilised.

In addition to the exercise mentioned above, 21 personnel from Shell Gore Bay undertook an in-house practical on-water equipment deployment training.

Quarterly training of Caltex's Kurnell Oil Spill Response Team (OSRT) was undertaken during the year. AMOSC training of OSRT personnel and AMOSC Core Group members was completed in October 2002.

New Equipment Purchases

Sydney Ports Corporation purchased the following equipment:

- 500 metres GP 500 boom;
- 500 metres GP 750 boom; and
- Two Operations Support Vessels - *the Banks* (Port Botany) and *Denison* (Sydney Harbour) delivered for the deployment and retrieval of boom from special built modules and other general tasks using special features, e.g. bow door access.

Oil Spill Response Atlas

In accordance with the Data Preservation Plan the NSW Oil Spill Response Atlas (OSRA) underwent its annual upgrade which included new data for:

- subtidal and intertidal habitats in Sydney Harbour, Hunter River and Port Stephens;
- Sydney Harbour foreshores;
- Boulder Fields in Sydney Harbour mapped; and
- high resolution coloured aerial photography of Botany Bay.

The Data Preservation Plan to cover the next three years was prepared by the Ministry and approved by the NSW Technical Working Group in May 2003.

SOUTH AUSTRALIA



Significant Incidents

Although not significant pollution incidents, two are worthy of note:

- The *Pactrader* went aground off the Thevenard wharf on 1 March 2003. The vessel was aground for three days and was finally pulled off with additional tug assistance. Equipment (State and National Plan) and operational personnel were on site.
- The *FV Aetos* ran aground in an isolated location on the Coorong in June 2003. Four tonnes of diesel were transferred from the stricken vessel prior to salvage.

No other significant incidents occurred, however South Australian personnel responded to 33 minor incidents.

Exercises

The following exercises were conducted during 2002-2003:

- Multi Agency and Industry exercise, table top exercise and practical deployment - Port Lincoln, in July 2002 - 50 attendees.
- Multi Agency exercise at Thevenard - August 2002 - 18 attendees.
- Multi agency exercise at Walleroo - September 2002 - 55 attendees.
- Multi Agency and Industry exercise, table top exercise and practical deployment - Port Adelaide, in March 2003 - 20 attendees.
- Multi Agency exercise at Port Adelaide - March 2003 - 30 attendees.

The exercises provided the opportunity to:

- familiarise and educate personnel in both the theoretical and practical aspects of an oil spill response;
- inspect regional and port plans and the inter-relationships between them; and
- experience the practicalities of cleaning oiled wildlife.

ACTIVITIES IN STATES AND THE NORTHERN TERRITORY

Training

The following training courses were undertaken during 2002-2003:

- Basic Operators course - Port Lincoln - July 2002 - 18 attendees from many agencies.
- Basic Operators course - Thevernard - Aug 2002 - 10 attendees.
- Basic Operators course - Walleroo - Sept 2002 - 35 attendees.
- Advanced Operators course - Port Adelaide - Dec 2002 - 30 attendees from many agencies.
- AIMS Training in Adelaide - Mar 2003 - 12 attendees.
- Basic Operators course - Mannum and Morgan (River Murray) - April 2003 - 27 attendees.
- Oiled Wildlife Clean up course - April 2003 - 23 attendees.

Equipment

- Two x 2.5 tonne surface response tanks (oil collection tanks) and 1 x 5 tonne tank were purchased.
- Tier 1 equipment has been ordered for the State, with delivery expected during 2003.
- A new wildlife trailer has been built and the existing trailer will be returned to the leasing company.

Contingency Plans

The South Australian Marine Spill Contingency Plan (SAMSCAP) was updated and distributed to relevant agencies in January 2003. The Plan was also tabled in Parliament in March 2003.

TASMANIA



Significant Incidents

There were no significant oil spills in Tasmanian waters for the period.

New or Updated Contingency Plans

Port of Launceston Pty Ltd has revised their oil spill contingency plan and revision of the Tasmanian Oiled Wildlife Response Plan has commenced.

Training

The State has organised a number of stakeholder training programs to support the objectives of the National Plan.

The following courses were run during 2002-2003:

- Shoreline Cleanup in Launceston and Hobart.
- Equipment Operator in Devonport and Hobart (five courses).
- Administrative Support in Hobart.

A desktop exercise "Bunga Tutu" was held in Hobart on 11 December 2002. The objectives were:

- to assess issues surrounding State response arrangements and processes in an incident at a remote location;
- to evaluate issues relating to safe havens;
- to assess liaison arrangements between all levels of Government and others involved in oil spill response; and
- to examine our understanding of roles and responsibilities and legislative constraints in an oil spill environment.

Exercise "Chemspill" was held in March 2003. This was a desktop exercise to develop an awareness of the requirements in responding to a chemical incident within Tasmania. The exercise assisted in the development of the Tasmanian Marine Chemical Spill Contingency Plan which is close to finalisation.



Equipment Operators Course 30-10-2002 at Howden



ACTIVITIES IN STATES AND THE NORTHERN TERRITORY

Administrative Changes to State Response Arrangements

Discussions have commenced on the development of a Memorandum of Understanding between the ports and the oil industry in the State to give effect to the requirements of the Intergovernmental Agreement and to support at the local level the provisions of the Australian Marine Oil Spill Plan (AMOSPlan).

A Deed between the State Government and the Hobart Ports Corporation, which includes a definition of the respective oil spill response obligations for the Parties in agreed coastal areas, has now been signed and negotiations are continuing with the Launceston and Devonport Port Corporations in relation to finalising similar Deeds.

QUEENSLAND



Significant Incidents

During the year, Maritime Safety Queensland (MSQ) received reports of 86 oil spills. This represents a 10% decrease on last year's total and is slightly below the five-year average of 87 incidents/year.

Most of the reported oil spills (70%) were ship-sourced, while the remainder were either land sourced (15%) or were from unknown sources (15%). Most of the reported spills occurred in Queensland coastal waters (49%) or in ports (38%). The remaining 13% of spills occurred outside of Queensland coastal waters but within the Great Barrier Reef Marine Park (12%) or waters of the Australian Territorial Sea (1%). The most common types of oil spilled were diesel fuel (55%) or bilge waste (26%). The balance was either heavy fuel oil (9%) or an unidentified type of oil (10%).

The most significant incident to occur during 2002-2003 was the grounding of the bulk carrier *Doric Chariot* on Piper Reef on 29 July 2002.

The ship was aground on Piper Reef, approximately 600 kilometres north of Cairns for eight days and posed a significant threat to the local marine environment. In response to the grounding MSQ activated both national and state contingency planning arrangements and initiated a significant precautionary response operation.



The bulk carrier Doric Chariot aground on Piper Reef

Fortunately, the ship was successfully refloated by a salvage team on 6 August 2002 without spilling any oil and MSQ was able to recover all costs directly associated with the preventative response from the ship's insurers.

MSQ also assisted in the response to a serious oil spill in Brisbane during March 2003. The spill occurred when almost 2000 tonnes of light crude oil seeped from a ruptured pipeline at Lytton near the mouth of the Brisbane River. Much of the oil found its way into an open drain that flowed directly into a small creek only a short distance from the river. Although the spill was land sourced, MSQ personnel and equipment played a key role in the nine day containment and recovery operation.

Prosecutions

There were seven prosecutions for offences under the *Transport Operations (Marine Pollution) Act 1995* during 2002-2003. The penalties imposed ranged between \$5,000 and \$30,000 for the ships' owners and between \$200 and \$5,000 for the ships' masters. In all cases the severity of the spill and likely environmental damage caused by it were fundamental to the level of penalty imposed by the courts. In six of the cases, the presiding Magistrate also ordered the defendants to pay costs. The level of fines imposed are a clear indication of just how seriously the courts are viewing instances of ship sourced marine pollution in Queensland waters.

Local Training

In total, 273 people completed training courses in various aspects of oil spill response conducted by MSQ during 2002-2003.

ACTIVITIES IN STATES AND THE NORTHERN TERRITORY

Course	Trainees
Introduction to Oil Spill Response	142
Level 3 Marine Oil Spill Responder	61
Shoreline Assessment and Cleanup	27
Marine Oil Spill Administrator	13
Authorised Officer	30
Total	273

The most significant development in training activities during the year was the introduction of Competency Based Training for operational oil spill responders. To date, 61 people have completed the new course and it is expected that this fresh approach to training will greatly enhance MSQ's capacity to effectively manage marine pollution incidents.

Equipment Acquisition

No significant items of oil spill response equipment were purchased by MSQ during 2002-2003.

Administrative changes in State response arrangements

On 1 October 2002, Maritime Safety Queensland assumed many of the functions of the former Maritime Division of Queensland Transport. Two of the key functions of MSQ are to develop strategies to prevent the deliberate, negligent or accidental discharge of ship-sourced pollutants into coastal waters and to deal with the discharge of ship sourced pollutants into coastal waters.

Under existing pollution response arrangements, port authorities have prime responsibility for directing and coordinating the response to pollution incidents that occur within port limits. However, MSQ believes there are significant operational and administrative benefits in amalgamating responsibility for the overall planning and management of pollution incidents with one organisation.

MSQ has completed a study of options for the future provision of first strike oil spill response in ports and is currently working with port authorities to negotiate suitable formal arrangements for future response to oil spills within all ports.

Exercises

This year's major National Plan exercise, Exercise 2002, was held in Torres Strait on 31 October. Originally scheduled for 6 and 7 August, Exercise 2002 was postponed and refocused following the grounding of the bulk coal carrier *Doric Chariot* on Piper Reef in July.

Exercise 2002 was jointly managed and coordinated by MSQ and AMSA under the auspices of the National Plan. It included participation by a variety of organisations including: MSQ, AMSA, the Torres Strait Regional Authority, the Great Barrier Reef Marine Park Authority and the Department of Foreign Affairs and Trade. A number of delegates from several Torres Strait Islands' communities also took part in the management and operational elements of the exercise while two officers from the Papua New Guinea Department of Transport attended as observers.

A focal point of Exercise 2002 was a hypothetical discussion based on a collision between two ships in the Great North East Channel area of Torres Strait. The exercise also incorporated a number of operational components including activation of the Fixed Wing Aerial Dispersant Capability and deployment of a variety of other oil spill response equipment on Yorke and Thursday Islands.

In the lead up to the exercise, MSQ conducted training courses for all operations and administrative personnel who had a role to play while AMSA organised specialised training in loading of the dispersant spraying aircraft. Many primary school children from Yorke and Thursday Islands were also involved in pollution awareness activities that were linked to the practical elements of the exercise.

All participants agreed the exercise was successful in meeting its objectives and on the need for further oil spill preparedness initiatives in the region.

New or updated contingency plans

Oil spill contingency plans for the ports of Hay Point, Abbott Point, Cape Flattery and Weipa were updated by the Ports Corporation of Queensland during 2002-2003.

ACTIVITIES IN STATES AND THE NORTHERN TERRITORY

WESTERN AUSTRALIA



Significant Incidents

On 25 August 2002 the fully laden bulk carrier *Hanjin Dampier* lost all main engine power after departing its berth. This caused the steering gear to fail and the vessel to ground on a bank between the Hammersley and Woodside channels in the Port of Dampier. Initial attempts to refloat the vessel were unsuccessful and the vessel remained stranded. The hull integrity remained intact with no pollution reported. State personnel and National Plan equipment were mobilised as a contingency. The vessel was successfully refloated on 8 September 2002.

On 9 October 2002 approximately 500 litres of heavy fuel oil was spilled in Geraldton Harbour due to a flange connection failure on a bunkering barge. Recovery and clean up operations were carried out by local authorities under direction of the Harbour Master. Some National Plan equipment was used during the response. The response was completed on 10 October 2002.

During the year, the Department for Planning and Infrastructure received 51 reports of oil pollution from around the State. Many of these incidents are currently under investigation with a view to prosecuting offenders.

Administrative changes to State response arrangements

Since the inception of the Department for Planning and Infrastructure (DPI), work to formalise the relationship between Department of Environment, Swan River Trust and Department for Planning and Infrastructure has been progressing. It appears likely that a Memorandum of Agreement (MOA) will be signed by all these agencies in the near future. This will further strengthen and formalise the co-operative arrangements that currently exist between these agencies.

The development of the State Response Team, a core group of trained individuals from various agencies that participate in equipment deployment exercises on a regular basis and form the foundation for pollution response throughout the State, has been of great benefit to the arrangements in Western Australia.

Local Training

Under the State-wide training program, the Department for Planning and Infrastructure trained 198 people during the year. This included State Response Team exercises, equipment operator courses and other oil spill response training courses.

99 people were trained under National Plan Oil Spill Management Courses:

- twenty six in combined foreshore and equipment operator courses;
- seventeen in equipment deployment exercises;
- fifty six in combined Incident Control System/ equipment deployment exercises.

Equipment Acquisition

As part of the Tier 1 equipment transfer, Western Australia received equipment to create a standard equipment package for each of the ten identified ports. This included the acquisition of:

- Foilex Weir Skimmers & Spate Pumps;
- Flexidams;
- General Purpose Boom; and
- Anchor kits.

In addition to this equipment, the State purchased a purpose-built support vessel for marine pollution response. Modifications were undertaken to the vessel to improve its suitability for incidents and exercises. This included the addition of a removable section of the bow for boom and anchor deployment and recovery.

Exercises

The State held a major desktop exercise involving safety of life, pollution response and place of refuge issues. The exercise was known as “Hydra” and tested numerous emergency management plans as well as inter-agency communications and protocols. A number of shortcomings were identified in the exercise, these will be outlined in the exercise report.

During the year, DPI were involved in a number of desktop exercises with other government agencies and the oil and gas industry.

ACTIVITIES IN STATES AND THE NORTHERN TERRITORY

NORTHERN TERRITORY



Significant Oil Spills

There were no significant oil spills in NT waters over the 2002-2003 reporting period.

Training run by the State

Equipment familiarisation and emergency response arrangement training for employees was conducted by Darwin Port Corporation, Alcan-Gove and Gemco.

Administrative Changes

The NT *Marine Pollution Act, 1999* commenced on 25 June 2003. Statutory responsibility for prosecutions under the Act has transferred to the Department of Infrastructure, Planning and Environment.

Equipment Acquisition

During the 2002-2003 reporting period, the following equipment was acquired:

General Purpose Boom	195 m
Shoreline Boom	100 m

Exercises

No exercises were conducted in the NT.

New or updated Contingency Plans

The NT Marine Pollution Manual and Contingency Plan were endorsed by the NT Committee. Darwin Port Corporation, Alcan Gove and Gemco have completed Contingency Plans for Darwin, Nhulunbuy (Gove) and Milner Bay respectively in the Incident Control System format.