

Commonwealth Legislation Update

Ban on heavy grade oils in the Antarctic area

An oil spill in the Antarctic poses particular challenges due to the unique and sensitive ecosystem as well as the remote location and extreme conditions in which to conduct a response. Heavy grade oils may be extremely persistent if spilled, so to minimise the potential impacts of shipping in the Antarctic area, heavy grade oil is now prohibited from being carried as cargo in bulk; or being used, or carried for use, as fuel on board ships in the Antarctic area (below 60°S).

The Commonwealth *Protection of the Sea (Prevention of Pollution from Ships) Amendment (Oils in the Antarctic Area) Act 2011* commenced on 6 December 2011 and reflects Chapter 9 of Annex I of the International Convention for the Prevention of Pollution from Ships (MARPOL). For the purpose of the new regulations, heavy grade oil is crude oil having a density at 15°C higher than 900 kg/m³; or oil, other than crude oil, having a density at 15°C higher than 900 kg/m³ or a kinematic viscosity at 50°C higher than 180 mm²/s; or bitumen, tar and their emulsions.

Higher penalties and new offences for pollution damage

The *Protection of the Sea (Prevention of Pollution from Ships) Act 1983* and the *Navigation Act 1912* were amended in November 2011 to increase existing penalties for pollution offences, and create new criminal and civil penalty provisions for ships causing pollution or damage to the marine environment. Maximum penalties for strict liability offences for illegal discharge of oil, oil residues or oily mixtures, have been increased from 500 to 20,000 penalty units (\$55,000 to \$2.2m, or up to \$11m for a corporation) and are designed to ensure that fines are proportionate to the degree of harm and provide a deterrent to future harm. The increases also bring the Commonwealth penalty in line with those of Queensland and NSW.

Offences attracting up to 600 penalty units (\$66,000) have been created for operating a ship in a manner that causes pollution or damage to the marine environment; or failing to ensure a ship is operated in a manner that does not cause pollution or damage to the marine environment. These apply to ships operating in the Australian marine environment, and to Australian ships operating outside of Australia. There is also provision for 'aggravated contravention' attracting up to 6000 penalty units (\$660,000).

It was a busy start to the year. Our continuing support to the *MV Rena* grounding, in the Bay of Plenty in New Zealand, has seen 75 Australians from the Commonwealth, States/NT and industry deployed between the months of October and January, to assist in varying operational areas such as incident control, specialist advisors, shoreline assessment teams, wildlife coordinators, marine and shoreline operations and intelligence gathering (air observing). I was given the opportunity to assist in the operation, where I was able to advise on the establishment of a Salvage and Intervention Control Unit that ran parallel with the Marine Pollution Incident Control at the start of the incident.



On January 8 the general cargo vessel, *MV Tycoon*, broke its mooring at Flying Fish cove, Christmas Island. Severe weather conditions caused significant damage to the vessel, which resulted in the loss of 102 tonnes of intermediate fuel oil, 11 tonnes of lubricant oil, 32 tonnes of diesel and 260 tonnes of phosphate cargo. As this issue goes to press, the National Plan is providing continuing expert technical support to the Harbour Master and overseeing any further oil spill response, as well as taking a lead in planning for the removal of the wreck.

On 26 January AMSA was informed that the container ship *Eline Enterprise* had suffered damage to several deck-stowed ethylene ISO containers (a highly flammable and explosive gas) as a result of rough weather during its inward passage to Darwin. The incident was managed by the Northern Territory Government and Darwin Port Corporation. AMSA supported the response with gas plume modelling and deployed two personnel from Canberra to provide technical advice from a pollution and salvage perspective. An appointed salvor eventually removed the damaged containers. This involved a controlled venting of the gas.

Queensland authorities have also had their hands full in dealing with the spill of an estimated 5 tonnes of heavy fuel oil during bunkering operations between the bunker barge *Valiant III* and the livestock carrier *GL Lan Xiu* in the Brisbane River on 23 January. This coincided with the very serious floods both within Queensland and New South Wales.

Work on the National Plan Review continues. The National Plan Strategic Stakeholder group met in Sydney on 7 February to consider the draft report provided by the consultants. Further meetings are planned for March and April to consider the final report recommendations in detail and develop an implementation plan.

I would like to take the opportunity to thank all of the States, Northern Territory, Oil Response Company of Australia (ORCA), Australian Marine Oil Spill Centre (AMOSC) and Great Barrier Reef Marine Park Authority (GBRMPA), for their expert assistance in both the *MV Rena* and *Tycoon* incidents. The activation of the National Plan and associated deployment of the National Response Team has been a resounding success.

Finally, on behalf of all National Plan stakeholders I would like to thank Ivan Skibinski for his significant contribution to the National Plan in his role as the General Manager of AMOSC since 2004. All of us wish him well in his future endeavours.

Toby Stone
General Manager
Marine Environment Division
Maritime Emergency Response Commander

MV Tycoon incident at Christmas Island

As this issue went to press, the National Plan was responding to an incident at Christmas Island. The vessel *MV Tycoon* had been loading phosphate at Flying Fish Cove, Christmas Island, when the vessel broke free from its mooring around 0600 hrs Christmas Island time (1000 hrs EDST) on Sunday 8 January 2012. All of the ship's crew were recovered with the assistance of the Royal Australian Navy and the Australian Federal Police. The vessel washed against the seawall and nearby cliff face and broke in half, subsequently sinking adjacent to the cliff and the crane at Flying Fish Cove at around 0700 hrs Christmas Island time on 9 January 2012.

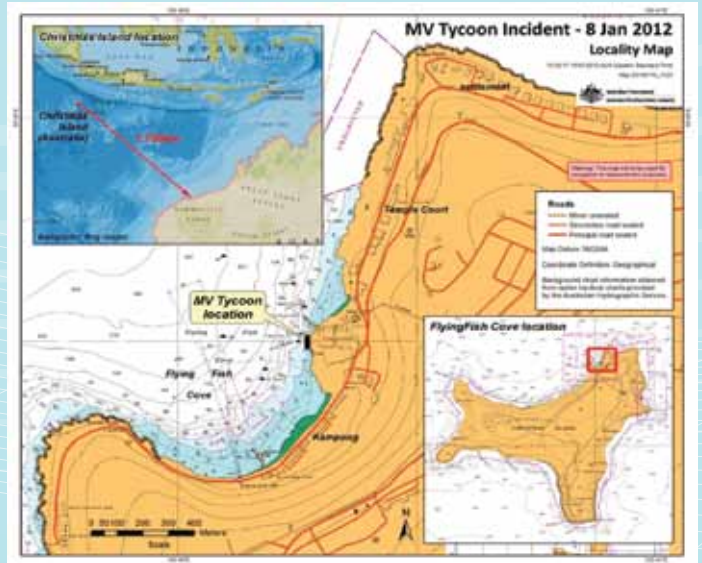


The ship was carrying around 102 tonnes of intermediate fuel oil, 11,000 litres of lubricant oil, 32 tonnes of diesel oil and 260 tonnes of phosphate. It is believed that the majority of oil on board leaked quickly and was variously dissolved in the heavy sea conditions into the local water column, washing up on nearby beaches, or floated out to sea.

The National Plan was activated and a marine pollution response Incident Coordinator from the WA Department of Transport, appointed by AMSA under National Plan arrangements, arrived on Christmas Island on 9 January 2012. AMSA is working with the Christmas Island Emergency

Management Committee, which includes Parks Australia employees. The clean-up of oil has proven to be challenging during the swell season. However, the rough weather also appears to have assisted in naturally dispersing much of the leaked oil into deeper waters offshore.

A large contingent of volunteers has been assisting with beach clean up, waste removal, traffic control and general operations, although heavy weather has restricted clean up operations and has regularly prevented beach clean-up teams from venturing on to the beach for safety reasons. As at the end of January, recovering oil from the stricken vessel has not been possible due to risks and lack of technical equipment.



Six AMSA personnel and six National Response team personnel from Western Australia and South Australia have at various times assisted on the island undertaking tasks relating to both casualty/salvage management and pollution response. Sporadic minor re-oiling of the cleaned beaches is likely to continue for some time as the vessel continues to be impacted by the varying weather and sea conditions, requiring ongoing National Plan involvement. A long term monitoring program is also under way.

AMSA are directly engaged with the owners, insurers and possible salvors in regards to the next stage of wreck removal.



National Plan assistance in *Rena* incident response

As mentioned briefly in the last edition, on Wednesday 5 October 2011 the fully laden container ship *MV Rena* ran aground at high speed on to a reef 22 kilometres NNE of Mount Maunganui, in the New Zealand Bay of Plenty. The *MV Rena*, a 50,000 tonne container ship was carrying over 1700 tonnes of heavy fuel oil (HFO) and over 1300 containers at the time of the grounding. While the incident remains ongoing and its aftermath has been widely reported in the media over the past several months, the significant contribution provided by Australia's National Plan stakeholders in providing assistance is not as widely known.

Under the terms of the Memorandum of Arrangement between AMSA and Maritime New Zealand (MNZ) on Oil Pollution Preparedness and Response, on Friday 7th October a request for assistance was received from the Director MNZ for the National Plan to provide:

- experienced members of the National Response Team (NRT) capable of providing a high level of support to MNZ, and
- oil pollution response equipment.

Under National Plan arrangements, and including assistance provided by the Australian Marine Oil Spill Centre, seventy-five Australians were deployed to New Zealand between 7 October 2011 and 28 January 2012.

Approximately 40 tonnes of NRT stockpile equipment was deployed to New Zealand including three Desmi 250 Skimmers, 1200m of Ro-Boom, three Beach Sweepers and AFEDO dispersant spraying equipment.

The Australian response team was utilised in a number of key management and operational areas including incident control, specialist advisors, shoreline assessment teams, wildlife coordinators, marine and shoreline operations and intelligence gathering (air observing).

The New Zealand Parliament and the Director of Maritime New Zealand have provided accolades to the level of support provided by Australia. AMSA would also like to thank all of the National Plan team members that responded to the call for assistance from "across the ditch".

It is unfortunately not over yet for New Zealand. Whilst all of the deck containers have been removed there are still many in the holds. The situation is very dynamic as the weather continues damaging and moving the remaining parts of the wreck.

National Plan Equipment and Assets Online

AMSA has taken the first steps to improving access stakeholders have to information about the National Plan equipment stockpiles, aerial dispersant assets and emergency towage vessels, through the implementation of an online geographic information system tool. The tool allows users to search each stockpile by equipment and dispersant type and provides operational information about each of the nominated aerial dispersant aircraft and emergency towage vessels.

The tool also provides access to the Craft Tracking System and provides information about the current location of shipping around the Australian coast.



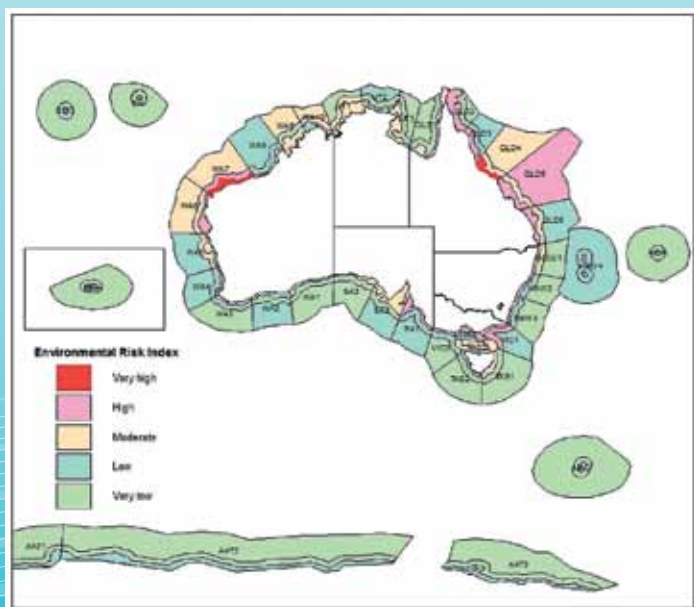
The tool can be accessed through the following link: www.amsa.gov.au/Marine_Environment_Protection/National_plan/General_Information/Oil_Spill_Response_Atlas/OSREmergencyTowageAssets.asp.

National Plan Review Risk Assessment Released

In December 2011 the first project being undertaken as part of the National Plan NEMRA Review was completed when the Final Report on the Assessment of the Risk of Pollution from Marine Oil Spills in Australian Ports and Waters was released. The report, titled “Assessment of the Risk of Pollution from Marine Oil Spills in Australian Ports and Waters” was prepared by international risk assessment experts Det Norske Veritas (DNV) following a competitive tender process.

For the purposes of the risk assessment process, the Australian coastline is divided into 120 subregions. Each region is then allocated an environmental risk index, which takes into account the main factors affecting the risk of oil spills in the marine environment, including shipping densities, environmental sensitivity, and the likely frequency and size of oil spills based on international and Australian data.

Overall results for the level of risk in 2011 – i.e. taking into account spill frequencies and environmental sensitivity – are that the highest risk areas (referred to as “Environmental Risk Index” in the report) are sub-regions that combine high shipping activity with high environmental sensitivity. There are two areas of very high risk – a sub region on the central Queensland coast (around Hay Point), and a sub region in north-west WA (Dampier and Port Hedland). (See Figure 3.6 from the report, reproduced below).



The report also estimates the risks for 2020, and modelling includes the following major changes:

- 79% growth in national port traffic by 2020;
- 81% growth in total national traffic at sea by 2020;
- offshore drilling is assumed to remain at the current level of activity; and
- offshore oil production is predicted to reduce by 89% by 2020, while condensate production is predicted to increase by 73%, giving an overall decline of 35%.

In terms of sources of pure oil spill risk (that is, expected annual quantities of oil spilled without considering environmental sensitivity), the table below combines two tables from the report to show the relative levels of risks from the various sectors in 2011 and 2020.

Source	2011		2020	
	Tonnes/year	%	Tonnes/year	%
Trading ships at sea	212	22.3	387	32.2
Trading ships in port	174	18.3	337	28.1
Small commercial vessels	2	.2	2	.2
Offshore production	310	32.7	217	18.1
Offshore drilling	209	22	209	17.4
Shore-based	42	4.5	48	4
Totals	948	100%	1200	100%

The full report can be downloaded from the AMSA web site, www.amsa.gov.au/Marine_Environment_Protection/National_plan/Reports-Fact_Sheets-Brochures/DNVReport.asp

National Marine Pollution Exercise- Exercise Sea Dragon (Phase One)

On 29 November 2011, AMSA and the Victorian Department of Transport co-hosted a national marine pollution exercise, Exercise Sea Dragon (Phase One) in Melbourne.

Exercise Sea Dragon (Phase One) was the first instalment of a two part series of national marine pollution exercises. Phase One of the exercise was a multi-agency discussion and included a broad range of participants from across State and Territory governments, the Commonwealth, the emergency management community and industry.



The exercise explored the implementation of Commonwealth, Victorian and industry marine pollution response arrangements to a Tier Three pollution incident; in accordance with the National Plan to Combat Pollution of the Sea by Oil and other Noxious and Hazardous Substances, (NATPLAN), and the Victorian Marine Pollution Contingency Plan, (VICPLAN).

The exercise scenario was based on an oil tanker disabling before sustaining damage to its hull and leaking heavy fuel oil upon entry to Port Phillip Bay. The exercise took the format to a high level with panel discussions on the National Maritime Emergency Response Arrangements (NEMERA), the activation of NATPLAN and VICPLAN. This was followed by syndicate group activities, which addressed questions concerning the command and control aspects of the incident, as well as individual incident management team functions and responsibilities.



The exercise involved a great deal of robust discussion which demonstrated enthusiasm for the activities and sound decision making under pressure. A wealth of oil spill knowledge and experience was displayed across jurisdictions and the Commonwealth.



Exercise Sea Dragon (Phase Two) will take place later this year in Melbourne. It will focus on the operational aspects of incident control, command and coordination functions and the deployment of equipment and personnel.

Pilot Shoreline Clean-up Course

In line with recommendations from reports into the Queensland Governments response to the *Pacific Adventurer* oil spill in 2009, Maritime Safety Queensland conducted a pilot training course for potential shoreline clean-up responders on the Gold Coast in February this year.

The main focus areas of the course were workplace health and safety, basic shoreline clean-up techniques, site management, decontamination and waste disposal. Various field personnel from the Gold Coast Regional Council and Maritime Safety Queensland attended the course. From all reports the course was well received and with time will get even better. It is hoped that a finalised version of the shoreline clean-up will be ready for roll out early in the new financial year.



Course participants practice decontamination procedures

Hello and goodbye

Ivan Skibinski

General Manager AMOSC from 2004 to 2012

Ivan departed AMOSC as the General Manager at the end of January this year for fairer greens. Ivan was seconded from Santos into managing AMOSC for the past 8 years after 2 very busy and productive careers firstly in the Royal Navy then migrating to Australia in the early 80's to work in the oil and gas sector. It was from the oil and gas sector that Ivan moved into AMOSC where he became involved in all of the industry supported responses that have occurred in Australia including *Global Peace, Pasha Bulker, Pacific Adventurer, Montara* and *Shen Neng I*. Ivan has also significantly contributed to the constant improvements to the National Plan arrangements through the various committee's and exercises.



Ivan now moves into his 3rd career of golf, relaxation and general life enjoyment and is wished well by all at AIP, AMOSC and throughout the National Plan.

AMOSC Welcomes

Jessica Smith

Technical Officer/ Marine Scientist

Jessica joined AMOSC in February 2011 as a Marine Scientist with a Bachelor of Science (Marine Biology/ Zoology) and Master of Science (Marine Science) from the University of Melbourne.



Jessica has completed a Spill Response Specialist training program through Oil Spill Response Ltd (Southampton, UK) and has taken part in oil spill incidents, spill response training and exercises in the UK, NZ and Australia.

Jessica is involved in both operations and preparedness within AMOSC, her responsibilities include; auditing of members preparedness for oil spill response; preparation and review of oil spill contingency plans and the coordination and facilitation of AMOSC training courses. Jessica is an AMOSC Duty Officer, providing practical support and technical advice in oil spill response matters.

Jessica is an accredited Cert IV workplace trainer/assessor.

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Paul Manestar

Business Administration Officer

Paul completed a Bachelor of Science (Computing and Mathematics) in 1997. Since then he has spent 16 years in the computing industry, with the last 3 years being spent as AMOSC's Business Support Technician working for Barwon Computers.



Paul has worked for many of Geelong's companies gaining experience in business administration and Information technology including Godfrey Hirst, Breeze Software, Radiant Systems, Technology Assistance Group, and Barwon Computers.

Paul started with AMOSC in April 2011, and has completed all training offered by AMOSC. Paul's wealth of knowledge in computing systems and programming has helped AMOSC build a Maintenance Scheduling and Asset Register database to help them look after their vast stockpile of equipment.

Paul is an accredited Cert IV workplace trainer/assessor.

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Phillip Starkins

Manager Preparedness

Phillip joined AMOSC in January 2012, after spending four years working in the Victorian State Government, Department of Transport and six years working in the Australian Government, Office of Transport Security and the Department of Transport and Regional Services.



Phillip's most recent role before joining AMOSC was as the Manager Marine Pollution, (Victorian State Government) where he was in charge of ensuring that the State Government effectively managed the risk of marine pollution. This included managing a multi-million dollar budget, delivering pollution response projects, representing Victoria on national committees and managing a number of specialised staff. Other public sector roles included A/g Director Operational Delivery Security and Emergency Management, Principle Security Risk Advisor (Victorian State Government), Senior Policy Officer, and Victorian Team Leader (Office of Transport Security).

Phillip comes to AMOSC with a Bachelor of Arts, Master of International Relations (Monash University), and a Master of Public Policy & Management (University of Melbourne). Phillip's competencies include being a trained incident controller (level three), exercise management, business continuity and oil spill

incident response. He has extensive experience managing emergency risk management.

As Manager Preparedness, Phillip's role at AMOSC is to oversee day-to-day operations; delivery of the centre's training and capability building programs; advice, exercise and risk management services; and strategically position AMOSC to meet the future needs of its members.

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Neil Rowarth
Technical Adviser

Neil joined AMOSC as Technical Adviser in November 2011. His career has been varied to date, ranging from non-destructive metal testing in Queensland to captain of a live aboard dive boat in the Pacific. Over this time he has gained computing, maritime and engineering qualifications.



After finishing university Neil spent eight years at sea on both power driven vessels and square rig sailing vessels before joining the Auckland Harbour Master's team. Oil spill response and planning was one of his key responsibilities, although one of the highlights of this period was involvement in spectator management and safety during the successful 2000 Americas Cup challenge. In 2000 he joined Maritime New Zealand's Marine Pollution team in the planning section before taking on the Operations Manager role in 2002.

During his eleven years with Maritime New Zealand, Neil was actively involved in all areas of marine pollution response, including planning, training and exercising. He also managed several significant projects including the building of three oil recovery vessels and the implementation of an Incident Management System for oil spill response. As well as attending oil spill incidents in New Zealand, he has gained considerable experience attending oil spills overseas, including Australia, Samoa and most recently the Deepwater Horizon blowout in the Gulf of Mexico.

This range of experience led to his appointment in 2008 to alternate National On Scene Commander for oil spill response in New Zealand.

Neil is an accredited Cert IV workplace trainer/assessor.

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AMSA Welcomes

Kym Bush
Administrative and Finance Support Officer

Kym joined AMSA in February 2012 as the Administration and Finance Support Officer for the Marine Environment Division. Kym's role is to assist the groups within the Marine Environment team with general administrative tasks, data entry for the training system, preparing course material for National Plan Training, Bunkers Certificates and Incident Cost Recovery. Kym's background is in finance and administration and has worked in both the government and private sectors.

Annalisse Sly
Policy and Regulatory Advisor

Annalisse joined AMSA in November 2011 in the Marine Environment Standards unit within the Marine Environment Division. Annalisse is responsible for developing Australia's position and preparing the briefing for the IMO Marine Environment Protection Committee (MEPC) meetings; formulating policy and preparing documentation relating to the introduction of new and amending legislation including the preparation of submissions, reports, papers and briefings on IMO environment treaties and implementing legislation; and assists in undertaking reception facility "gap analysis".

Prior to joining AMSA Annalisse worked in policy development for the prevention and management of marine pest incursions in the Commonwealth Government, including the development of domestic and international measures.

Yun Chen
Finance and Cost Recovery Officer

Yun joined the Marine Environment Division as the Finance Cost Recovery Officer in December 2011. Yun is responsible for providing financial services for MED including raising purchase orders, processing of invoices, generating financial reports, cost recovery for pollution incidents and preparing budgets and forecasts.

Before joining AMSA, Yun worked as the Senior Finance Officer in the Shared Services Centre with the ACT Government.



L-R: Yun Chen, Annalisse Sly and Kym Bush

Brisbane River Oil Spill

On Monday 23 January 2012 Maritime Safety Queensland and the Port of Brisbane Pty Ltd personnel responded to an oil spill in the Brisbane River.

The spill of approximately 5 tonnes of 180 cSt fuel oil happened during transfer operations between the bunker barge *Valiant III* and the livestock carrier *GL Lan Xui*. Fortunately the spill happened prior to loading 2000 herd of cattle. The cattle were able to be transported to a holding yard near Toowoomba, west of Brisbane, until the ship was cleared to leave the port.

As the extent of the spill became apparent the response escalated and crews worked into the night to clean oil from the river. The clean-up eventually took three days using basic containment and recovery techniques and nearly all of the oil was recovered into vacuum trucks.

Oiled wildlife operations swung into action early on 23 January 2012 when a clean-up and rehabilitation centre was established at the Department of Environment and Resource



Pelican being washed to remove residual oil

Management's operations base, at Manly in Brisbane. Over the course of the week three oiled pelicans were processed through the centre where, after being stabilised, were washed to remove all residual oil. Once clean, the pelicans were then transferred to David Fleay's Wildlife Park, where they spent some time in post wash care in preparation for release. All three pelicans were successfully released on Friday 10 February 2012.

One of the more challenging aspects of the response was the weather with heavy rain falling most of Monday and Tuesday. Another challenge was the timing of the spill which coincided with king tides making deployment of containment booms difficult.

The owners of the ship along with its Master and Chief Engineer were charged with discharging oil into Queensland Coastal waters under Section 26 of the *Transport Operations (Marine Pollution) Act 1995*. They appeared in the Brisbane Magistrates Court on Wednesday 25 January and were released on bail. A letter of undertaking for \$2 million was lodged by the owners to cover the anticipated penalties and clean up costs.

Although this was a relatively small spill it had the potential to cause serious harm to both natural and built environments on the Brisbane River. The spill also attracted media attention in Brisbane. In spite of this, fast and effective response action by Maritime Safety Queensland, the Department of Environment and Resource Management, the Port of Brisbane Pty Ltd, and various contractors significantly lessened these impacts.



Marco skimmers at work near the GL Lan Xui

Incident in PNG waters – *Vega Fynen*

At 4:31 am AEST on 24 October AMSA's Rescue Coordination Centre (RCC) received a report that the 9970 gt 147 metre container vessel *Vega Fynen* had suffered a total power blackout while en route from Port Moresby to Lae and was drifting at position 10 29.9 S, 148 38.3 E, 105 nm SE of Port Moresby. The report indicated that the vessel was drifting NW towards an area of fringing reefs at a rate of 1.25 knots, and was unable to anchor due to depth of water. The ship's crew continued attempts to restart the engine, however owners considered this was unlikely to be successful. The vessel entered service in 2006, and is registered in Antigua and Barbuda. On board the vessel was 717 tonnes of heavy fuel oil and 29 tonnes of marine gas oil. The vessel's cargo comprised general cargo and hazardous goods.

By 12:00 on 24 October, the vessel was approximately 4.8 nm south of West Reef/Rothery Passage. Position reports received via the ships company indicated the rate of drift had slowed to approximately 0.5 knots. The nearest point of danger at that time (Rodney Entrance Fringing reefs) was 7 nm heading 320 degrees from the vessel.

The ships operator entered into commercial salvage arrangements and the tugs *Pacific Petrel* and *Wombi* were sent from Port Moresby.

AMSA directed its emergency towage vessel *Pacific Responder* to Thursday Island to remain on standby to assist if needed.

Following a request from the PNG National Maritime Safety Authority, the AMSA RCC requested military assistance for

a suitable surface asset to assist with emergency towage or evacuation for the crew. At the time the Australian warship HMAS Broome was approximately 7 hours from the *Vega Fynen* and was tasked to the area to provide:

- stand-by as rescue platform for crew recovery; and
- assist where possible in protection of the marine environment.

By 17:18 AEST, the *HMAS Broome* had arrived on location and connected a line stern to stern with the *Vega Fynen* and was holding the vessel at a position approximately 2 cables (370 metres) south of the unsurveyed waters line.

A merchant vessel *MV Matsusaka* was also diverted to assist if required until the arrival of the salvage tugs.

The *Pacific Petrel* arrived on location at 00:15 AEST on 25 October, and was able to take the *Vega Fynen* in tow. *HMAS Broome* was released and resumed normal operational duties.

The AMSA RCC coordinated search and rescue actions throughout the incident on behalf of the Maritime Rescue Coordination Centre in Port Moresby.

Had the vessel grounded and pollution resulted, it is likely that the PNG Government would have sought assistance from Australia in accordance with the *Memorandum of Understanding Between the Government of Australia and the Government of Papua New Guinea on Marine Pollution Preparedness and Response*. AMSA was requested to provide trajectory modelling for a potential oil spill at the likely grounding site.

AMSA's Reza and Carlo go back to school

Following the grounding of the container vessel *MV Rena* off the coast of New Zealand, Mika Rillstone, then in the third grade of Warnbro Primary School in Western Australia, wrote a letter to the Prime Minister of Australia, the Hon. Julia Gillard MP, expressing her concern about Australia's marine environment.

AMSA, as the agency responsible for the protection of Australia's marine environment, drafted a reply on behalf of the Prime Minister, who was delighted that Mika took an interest in Australia's environment at such a young age.

This letter was followed by a visit to Mika's class of 57 students on 22 February by AMSA Manager, Maritime Operations - West, Reza Vind and Principal Regional Port Marine Surveyor, Carlo Di Meglio. Reza and Carlo made a presentation on AMSA's role in Australia, with an emphasis on the protection and preservation of the Australian marine environment.



The presentation was well received by the students, who buzzed with excitement and hung onto every word that came out of Reza's mouth. This was evident in the very intelligent and tough questions that followed the presentation.

Clearly everyone in the class was proud of Mika's initiative, and expressed their appreciation to Mika to make all this possible. The teacher advised the letter came about as a result of a class project during the time the *MV Rena* was making headlines in the news.

Each student received an AMSA goodie-bag containing brochures, an AMSA hat, a poster and a pen. The class teacher received a similar gift, as well as further information on AMSA and our educational resource, AMSA Kids.

Reza extended an invitation to Mika, her mum and Nanna to visit the AMSA Fremantle office on 1 March so Mika can experience AMSA's operations in the West.



What's On

April 2012

Course Name	Organisation	Location	Dates
Logistics Specialist Course	AMSA	Mount Macedon, VIC	16-20 April 2012
Management Course	AMOSC	Geelong, VIC	16-20 April 2012
Command and Control Course	AMOSC	Geelong, VIC	16-20 April 2012
Introduction to Marine Oil Spill Response	Maritime Safety Queensland	Townsville, QLD	17-18 April 2012
Marine Oil Spill Oiled Wildlife Training Course	Maritime New Zealand	Massey University, Palmerston North, NZ	18-19 April 2012
Shoreline Responder Course	Maritime Safety Queensland	Townsville, QLD	19-20 April 2012
Management Course	AMOSC	Geelong, VIC	30 April-4 May 2012

May 2012

Course Name	Organisation	Location	Dates
Marine Oil Spill Management & Supervisory Training Course	Maritime New Zealand	Auckland, NZ	1-2 May 2012
Basic Operator Training Workshop	WA DOT	Esperance, WA	1-2 May 2012
Shoreline Clean Up Course	Department of Transport, VIC	Melbourne, VIC	10-11 May 2012
Incident Management Team (IMT) Course	AMSA	Mount Macedon, VIC	14-18 May 2012
Operations Course	AMOSC	Geelong, VIC	21-25 May 2012
Marine Oil Spill Responder Level 4	Maritime Safety Queensland	Townsville, QLD	21-25 May 2012
Incident Controller Specialist Course	AMSA	Mount Macedon, VIC	21-25 May 2012
Basic Operator Training Workshop	WA DOT	Geraldton	29-30 May 2012

June 2012

Course Name	Organisation	Location	Dates
Core Group Workshop	AMOSC	Geelong, VIC	5-8 June 2012
Marine Oil Spill On-Scene Commanders Training Course	Maritime New Zealand	Auckland, NZ	11-15 June 2012
Shoreline Training Workshop	WA DOT	Dampier	19-21 June 2012
Finance and Administration Course	Department of Transport, VIC	Melbourne, VIC	21-22 June 2012
Introduction to Marine Oil Spill Response	Maritime Safety Queensland	Thursday Island, QLD	26-27 June 2012
Shoreline Responder Course	Maritime Safety Queensland	Thursday Island, QLD	28-29 June 2012

For further information on national plan training:
www.amsa.gov.au/Marine_Environment_Protection/National_plan/Training_Program/index.asp

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