

Drifting vessel *MV ID Integrity*

On the evening of 18 May, AMSA was informed by the Master of the *MV ID Integrity* (a 185 metre bulk carrier transiting from Shanghai to Townsville) the vessel had suffered a main engine failure in the Coral Sea, 175 nautical miles north east of Cairns and were unable to restart their engines.

The vessel had begun to drift in a westerly direction at a rate of three knots towards the outer reef. As the vessel was unable to ascertain the exact nature of the engineering defect or give an estimated time of repair, AMSA activated the Emergency Towing Vessel, *Pacific Responder* and requested that the owners enter into commercial contracts with tug operators in the region. The *MV ID Integrity* safely passed over Shark Reef (Coral Sea) approximately 24 hours later.

The first of the commercial tugs arrived on scene approximately 15 hours later and connected a tow line and the *Pacific Responder* and the second commercial tug arrived later that same day. The *Pacific Responder* took over the tow the following morning (having negotiated a commercial contract with the owners) and towed the *MV ID Integrity* to the port of Cairns for repairs.



While the past few months have thankfully been relatively quiet in terms of pollution incidents, there has been considerable activity both in operations and administration. Removal of the wreck of the *MV Tycoon* from Flying Fish Cove, Christmas Island was completed on 26 July. I would like to thank our National Response Team members from Western Australia and South Australia for their assistance during the early oil spill response phase of the incident in January. In May, the *Pacific Responder* was instrumental in preventing the disabled bulk carrier, the *ID Integrity*, from grounding on the outer edge of the Great Barrier Reef.



On the training front, it is particularly pleasing to announce that the Introduction to Pollution Response online learning program has been recognised with a LearnX Learning and Technology Impacts Award for the Asian Pacific region. The awards represent a fitting tribute to our hard working training team – Fran Brolsma, Cassandra Brooks and Susan McLeod – for their efforts in the successful transition of the National Plan to competency-based training over the past two years.

It is also pleasing to report the completion of the National Plan/NMERA Review following the National Plan Management Committee meeting on 19 July 2012. We have now entered the next somewhat daunting phase of implementing the agreed outcomes of the review. The initial focus will be to put in place the new governance structure and develop a new single agreement. Considerable effort will be required from all National Plan stakeholders over the next 12-18 months, and we would welcome the support of all stakeholders in participating actively in the new structure.

The program of equipment replacement and upgrade continues. Acceptance testing is continuing for new oil spill equipment to be purchased over the next two years to enhance National Plan capabilities in the areas identified by the DNV Risk Assessment.

I would like to welcome two new AMSA staff members to the National Plan team. Peter Stacey is our new Senior Response Co-ordinator, and comes to us with extensive experience in emergency response and management, including the past seven years as a Chemical Weapons Inspection Team leader with the United Nations. David Imhoff is our new Response Planning Officer and also comes with a wealth of experience in emergency management, having worked with both Emergency Management Australia and the Department of Foreign Affairs and Trade.

Finally, a reminder to put SPILLCON – Cairns 8-12 April 2013 - in your diaries now.

Toby Stone
General Manager
Marine Environment Division
Maritime Emergency Response Commander

National Plan Management Committee sets new direction for the National Plan and NEMERA

The National Plan Management Committee's meeting in Sydney on 19 July proved to be a landmark meeting in the almost 40 year history of the National Plan. The Committee agreed to implement a comprehensive package of outcomes arising from the 2011/12 Review of the National Plan and the National Maritime Emergency Response Arrangements (NEMERA).

The outcomes draw from the two projects undertaken during the review, but most importantly the more than 90 stakeholders from Australia and overseas that were contacted during the process, including representatives from relevant Commonwealth and state government authorities, the shipping industry, the offshore petroleum industry, port authorities and harbour masters, emergency towage/salvage contractors, oil spill response service providers, wildlife response agencies and associated service providers.

It was found that despite the many challenges facing AMSA and the other public and private organisations involved in oil spill preparedness and response, the National Plan and NEMERA have served Australia relatively well over the last ten years. Nevertheless, concerns regarding the current and future management and implementation of the National Plan and NEMERA were raised, as well as potential areas for improvement.

The outcomes represent a number of fundamental changes to the National Plan in particular. The National Plan to Combat Pollution of the Sea by Oil and Other Noxious and Hazardous

Substances and the National Maritime Emergency Response Arrangements will be combined and supported by a single agreement that will:

- provide clearer linkages to Australia's obligations as a signatory to the International Convention on Oil Pollution Preparedness, Response and Co-operation 1990 and its 2000 Protocol dealing with Hazardous and Noxious Substances;
- be more closely aligned to Commonwealth and State/NT emergency management arrangements; and
- provide a new governance structure, with oversighting by a National Plan Strategic Coordination Committee with membership comprising Commonwealth and State/NT Governments, with a National Plan Strategic Industry Advisory Forum responsible for providing industry-focused advice on strategic issues.

A new committee will be established and contingency plan developed to provide an increased focus on preparing for and managing incidents in Commonwealth waters.

While a \$25 million program of equipment replacement and refurbishment is already well under way, the two National Plan equipment stockpiles adjacent to the 'very high' risk areas identified in the DNV Risk Assessment – Dampier and Townsville – will be upgraded. New standards will be developed for equipment storage and maintenance in all nine of the marine equipment stockpiles.

To assist in the implementation of competency based training, AMSA will provide resources to assist the States/NT to:

- align their training with the AMSA Registered Training Organisation; and
- adapt existing training to a competency based framework, with a view to establishing nationally consistent training outcomes.

Other outcomes include:

- adoption of the Australasian Inter-Service Incident Management System (AIIMS);
- development of succession plans to expand personnel experience across all levels of response;
- more frequent national exercises to be rotated between jurisdictions;
- enhancements to the Oil Spill Response Atlas and cost recovery arrangements;
- development of an incident management framework for salvage incidents;
- formal arrangements with the CSIRO to provide scientific advisory services to the National Plan; and
- development of a national oiled wildlife capability and upgraded oiled wildlife resources within the national equipment stockpiles.

The implementation of these changes will involve considerable effort by AMSA and all of the stakeholders in the new 'National Plan' over the next 12-18 months, but will ensure Australia's capability to respond to maritime casualties and pollution incidents remains effective.

National Plan Training – Winners of LearnX Asia-Pacific Awards

AMSA's Introduction to Pollution Response online learning program has been recognised with a LearnX Learning and Technology Impacts Award for Asia Pacific region, for its innovation and effectiveness in delivering National Plan Training to a national and international audience.

The course won first prize for Best Learning Program - Environmental, while Fran Brolsma, Cassandra Brooks and Susan McLeod came second in the Best Talent - Learning Team category.



In 2010, the MED learning and development team transitioned National Plan Training to be competency-based, introducing an online system for knowledge development. This had a number of benefits:

- participants could complete at their own pace, in their own time and stop and start as required which meant they spent less time away from work;
- participants could spend as much time as they needed on the course utilising the resource materials that were included with the benefit of being able to go as far into the information as they desired; and
- participants were able to attend each course with the same level of knowledge and understanding.

The team has successfully delivered excellent outcomes for the NRT, including motivated individuals and teams throughout Australia in a very technical area. The initiative has received accolades from other global maritime administrators keen to move into competency based training in this area.

SPELLCON 2013

Planning is underway for the 13th Asia-Pacific Oil Spill Prevention and Preparedness Conference, Spillcon 2013. The event will take place at the Cairns Convention Centre, Queensland, Australia from 8-12 April 2013.

Held every three years, Spillcon operates in cooperation with the International Oil Spill Conference (IOSC) in the United States, and Interspill in Europe. This alignment enhances regional and global knowledge sharing capabilities and provides greater resources for addressing global oil spill issues.

Spillcon 2013 will bring together 400 delegates and 30 exhibitors from all around the world, across industry, government and the service sectors. They will be able to keep abreast of major developments in the field, view new products and technologies, interact with subject matter experts and discuss issues including oil spill cause and prevention, preparedness, response management and environmental issues. The conference will also include an impressive on-water display.

The AMSA marketing team are the secretariat for the Spillcon 2013 arrangements, in consultation with an organising committee which comprises industry and government representatives.

Further details, as they develop, will be published to www.spillcon.com.



ESC Workshop

The 21st Annual Environment and Scientific Coordinator (ESC) Workshop was held in Townsville, Queensland, on 6-9 August 2012, co-hosted by GBRMPA and AMSA. The aim of the annual workshop is to enhance the national capability to protect the marine environment from ship sourced pollution by encouraging the National Plan environmental and scientific personnel to share their expertise, knowledge and experience of the science behind oil spill response.

The workshop attracted around 40 delegates from all jurisdictions, including the states, the Commonwealth, GBRMPA, New Zealand, NT and representatives from AMSA's Marine Environment Division. This year invitations were also extended to delegates from NOPSEMA, SEWPaC and industry. This provided them with an opportunity to both better understand the value, purpose and role of the Workshop and Network, and to contribute their knowledge and experience. We hope all participants will be motivated to attend and run future events including local seminars and ESC events.

Workshop participants took the opportunity to refresh their oil spill response knowledge and learn new skills - seminars, lectures, discussions, practical sessions and networking all provide opportunities for professional development. The workshop started with a 2-hour table-top exercise in pollution response to get participants thinking about oil pollution impact and protection priorities, and to set the scene for the following days.

The workshop was treated to presentations from a range of local guest speakers presenting topics as varied as the sensitivities of tropical habitats and species, jurisdictional developments and projects, and new developments in the use of oil and chemical trajectory models as decision support tools.



A practical session on testing the effectiveness of oil dispersants gave participants a very hands-on (gloves-on!) experience. Visits to the Great Barrier Reef Vessel Tracking Service (REEFVTS) Headquarters, Reef HQ, the Aquarium and the Turtle Hospital reinforced the presentations from local experts about the environmental sensitivity of the Great Barrier Reef habitats.

This year's workshop reinforced the focus on the technical aspects of the functions and roles of ESCs in preparation and response, using local examples to illustrate broader technical processes. This built on the work of last year's workshop, and added the outcomes of the National Plan Review and recent response experience, to continue to reinvigorate participants' involvement in their home jurisdictions and in the national ESC Network. MED has a vision that the ESC Network will become a (inter)nationally recognised expert resource.

The general feedback from both participants and organisers suggests that this one of the best ESC workshops in recent years.



AMSA Welcomes

David Imhoff

Response Planning Officer

David has been appointed on a two-year fixed term contract as the Response Planning Officer. David was previously employed by Emergency Management Australia (EMA). David's EMA experience includes managing the security of Australia's High Office Holders in Australia and abroad, managing the Australian Government Continuity Arrangements and in emergency management planning, coordination and policy development. Prior to EMA, David worked in the Department of Foreign Affairs and Trade in Consular and Emergency Management Roles.

David is responsible for providing assistance in all aspects of spill response planning for AMSA.

Peter Stacey

Peter joined AMSA in July 2012 from the United Nations, where he spent seven years as a Chemical Weapons Inspection Team Leader.

During a career in emergency response and management, Peter has worked in forensic counter terrorism with the NSW Police, emergency management and hazardous materials response with the NSW Fire Brigades and spent

secondment periods with both the NSW Environment Protection Authority and Planning NSW in emergency management and the control of major hazards facilities.

Peter's qualifications are in science and management and he holds memberships of the American Chemical Society and The International Emergency Management Society.

Clare Stewart

Clare Stewart has recently undertaken the role of Logistics and Administration Officer while Susan McLeod is on maternity leave. Clare is responsible for coordinating training activities, facilitating budget information, providing assistance and advice on behalf of AMSA at pollution incidents, assisting with Audits and inspections of AMSA's National Plan oil spill response programs and preparing input to reports on inspection findings and recommendations, along with general administrative assistance. Prior to joining the Marine Environment Division team, Clare spent 20 months as a Shipping Registration Officer in the Maritime Operations Division of AMSA.

New Liability Limits Agreed

Following the *Pacific Adventurer* incident in 2009, Australia commenced work in the Legal Committee of the International Maritime Organization (IMO) to increase the limits of liability for maritime claims under the International Convention on Limitation of Liability for Maritime Claims (LLMC). Australia argued that the current limits are too low to meet international and national expectations and that the polluter should pay for damages resulting from an oil spill. Australia was successful in having the issue added to the Legal Committee agenda for consideration

In order for the matter to be formally discussed, Australia needed to secure agreement from 19 countries to co-sponsor Australia's proposal to increase the limits on liability under the Convention. This was achieved in late 2010 and the proposal by Australia, with 20 co-sponsors, was submitted to the IMO in November 2010.

The matter was considered by the 99th Session of the IMO Legal Committee in April 2012. The Committee agreed an increase of 51 per cent of the current LLMC limits. The entry into force of the new limits will be 8 June 2015. Some legislative amendment will be required in due course to give effect to these changes.



From left: Peter Stacey, Clare Stewart, David Imhoff

Training

Changes in the National Plan training team

With Fran Brolsma returning to Perth recently, Mick Fleming has moved into the National Plan training team. Mick was the Senior Response Coordinator in Marine Environment Division and brings 25 years operational experience and incident control systems knowledge into the training team. Mick has previous training experience with appointments as a Senior Educational Officer with Emergency Management Australia and as Manager Regional Training with Queensland Fire & Rescue Service.

Fran Brolsma is staying with the National Plan training team working on specific projects to assist in National Plan objectives.

Cassandra Brooks has accepted a position with NSW Transport in the Marine Pollution Section and leaves AMSA on 21 September 2012. We would like to thank Cassandra for her contribution to National Plan training.

Susan McLeod is still based in the Canberra office providing advice and support to National Plan stakeholders. Susan will however be managing a higher priority project with the arrival of her first baby and will be taking some time out on maternity leave.

Clare Stewart has moved in Susan's position for the next 12 months providing Logistics and Administration to the Marine Environment Pollution Response section.

National Plan Courses

A number of competency based programs have now been completed and continue to provide a consistent and measurable standard in marine pollution management. There have been six Incident Management Team (IMT) courses attended by 84 participants. The IMT is the core course designed for those who could be expected to perform in a functional management role during a marine pollution incident. AMSA has also conducted IMT courses in Darwin for 18 participants, Vietnam for 27 participants and Philippines for 25 participants.

A number of specialist competency based programs have also been conducted. Two Incident Controller courses have been conducted for 37 participants. A third Incident Controllers course is being conducted on the 10-14 September 2012. An Operations Officer course was conducted for 14 participants with the next course planned for 19-23 November 2012. A Logistics Officer course was conducted for 16 participants with the next course planned for 29 April – 3 May 2012. The inaugural Planning Officer course is being held from the 22-26 October 2012.

Online learning

The online learning course: Introduction to Pollution Response has had in excess of 700 enrolments. This course is free and available online to anyone who wishes to gain an awareness of how pollution is combated in the marine environment under Australia's National Plan. It is a pre requisite for anyone attending National Plan Training Courses managed by AMSA as it provides underpinning knowledge prior to attending the AMSA competency based training. The online learning is used throughout Australia and we have been informed that it has also been used in Vietnam, Philippines, Spain, China and New Zealand. Some schools are utilising some of the information as part of projects they are covering. In addition wildlife associations and environmental groups are contacting us to confirm they can use this resource. The Online Learning course - *Introduction to Pollution Response*, was awarded 1st place for the Best Environmental Learning Program in the Asia-Pacific region LearnX Learning and Technology Impacts Awards 2012.

Operator Level Training – delivered under AMSA's RTO by States/Territories

The Department of Transport, WA, with assistance and advice from AMSA, has developed two competency based training courses which are being delivered under AMSA's Registered Training Organisation (RTO).

- Basis Equipment Operations Course
 - 7-8 March 2012 (20 participants)
 - 1-2 May 2012 (19 participants)
 - 23-24 July 2012 (9 participants)
- Shoreline Response Course
 - 17-19 July 2012 (20 participants)

First Accredited Oiled Shoreline Training Course for WA Department of Transport

After months of preparation and liaison with AMSA, the Department of Transport (DoT) delivered its first accredited Oiled Shoreline Training course at Dampier in July 2012. The course is a three day trainer led event with classroom based delivery and activities combined with practical tasks in the field. Its target audience is those who would undertake a Team Leader role in assessment and / or clean-up during a marine pollution incident that could or has resulted in a shoreline impact. The course incorporates the three Units of Competency that AMSA developed with input from the States and Territories:

- PUAOIL402 Apply oiled shoreline assessment strategies in an oil spill response
- PUAOPPUAOIL301 Apply health and safety risk controls when working on oiled shorelines
- PUAOIL403 Lead a team in oiled shoreline clean-up.

The training was delivered under ASMA's RTO status.

The increase in activity off the Pilbara coast in WA made Dampier an appropriate location for the initial course and the 20 participants included representatives from Dampier and Geraldton ports, Shire of Roebourne, Department of Mines and Energy, Woodside, Shell, BP, Dampier Salt and Murujuga Aboriginal Corporation.

The course went well and was well received.

Following development updates before and after the next course in Bunbury WA in October 2012 it's hoped the team will have a robust and final product. DoT is happy to share the product with other States and Territories in Australia and will look at how to do that with those who are interested following the Bunbury course.

Design and development of this course has involved a huge amount of DoT WA resource and significant input from AMSA. DoT would like to extend thanks to Fran Brolsma of AMSA for all the assistance and time given to assist with this project. A lot has been learned along the way and the DoT team will continue to grapple with the challenge of providing good quality, relevant training while meeting the needs of accreditation and assessment.



Participants undertaking an oiled shoreline assessment during the WA Oiled Shoreline Training Course in Dampier

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What's On

October 2012

Course Name	Organisation	Location	Dates
Core Group Workshop	AMOSC	Geelong, VIC	2 – 5 October 2012
Shoreline Training Workshop	Department of Transport - Western Australia	Bunbury, WA	9 – 11 October 2012
Marine pollution Response Shoreline Responder Course	Maritime Safety Queensland	Cairns, QLD	10 – 12 October 2012
Marine Oil Spill Management & Supervisory Training Course	Maritime Safety New Zealand	Auckland, NZ	15 – 16 October 2012
Marine pollution Response Operators Course	Maritime Safety Queensland	Cooktown, QLD	15 – 16 October 2012
Planning Specialist Course	AMSA	Mount Macedon, VIC	22 – 26 October 2012
Management Course	AMOSC	Geelong, VIC	22 – 26 October 2012
Basic Operator Training Workshop	Department of Training - Western Australia	Geraldton, WA	30 – 31 October 2012

November 2012

Course Name	Organisation	Location	Dates
Marine pollution Response Operators Course	Maritime Safety Queensland	Brisbane, QLD	6 – 8 November 2012
Marine pollution Response Finance and Administration Course	Maritime Safety Queensland	Brisbane, QLD	6 – 8 November 2012
Operations Specialist Course	AMSA	Mount Macedon, VIC	19 – 23 November 2012
Regional Responders Revalidation Training Course	Maritime Safety New Zealand	Christchurch, NZ	20 – 22 November 2012
Marine pollution Response Shoreline Responder Course	Maritime Safety Queensland	Gladstone, QLD	27 – 29 November 2012

December 2012

Course Name	Organisation	Location	Dates
Marine pollution Response Advanced operators Course	Maritime Safety Queensland	Brisbane, QLD	6 – 8 November 2012

February 2013

Course Name	Organisation	Location	Dates
Regional Responders Initial Training Course	Maritime Safety New Zealand	Auckland, NZ	12 – 15 February 2013
Incident Management Team (IMT) Course	AMSA	Mount Macedon, VIC	18 – 22 February 2013

March 2013

Course Name	Organisation	Location	Dates
Marine Oil Spill Management & Supervisory Training Course	Maritime Safety New Zealand	Wellington, NZ	5 – 6 March 2013
Marine pollution Response Operators Course	Maritime Safety Queensland	Gladstone, QLD	12 – 14 March 2013

For further information on national plan training:

www.amsa.gov.au/Marine_Environment_Protection/National_plan/Training_Program/index.asp