

SPILLCON 2013

GLOBAL | REGIONAL | LOCAL

Spillcon 2013 – the International oil spill preparedness and response conference for the Asia-Pacific will take place from 8 to 12 April 2013 in Cairns, Queensland.

Spillcon 2013 will bring together 400 delegates and 30 exhibitors from all around the world, across industry, government and the service sectors. The conference program, speakers and exhibition promise to bring delegates the latest in oil spill response and preparedness. Current session topics include: preventing and preparing for marine pollution; cost recovery; response - case study on the *CV Rena*; science and technology; hazardous and noxious substances; impact assessment; preparedness – global, regional and local; response issues; preparedness in the Asia-Pacific region; and maritime salvage.

We have a range of high calibre national and international speakers including the Australian Minister for Infrastructure and Transport the Hon. Anthony Albanese MP; Mr Koji Sekimizu, Secretary-General of the International Maritime Organization; and Mr Noel Pearson, indigenous activist and lawyer, presenting keynote addresses.

Back by popular demand, Spillcon 2013 will also include an impressive on-water display, where delegates will have the opportunity to observe spill response equipment in practice, thanks to our sponsors Structurflex Limited and SpillTech.

The social program for Spillcon 2013 will again be a highlight with a Welcome Reception involving the chance to meet local wildlife and experience a traditional Aboriginal welcome to Australia. Delegates will also get to sample local Cairns beverages and produce at the Exhibition Showcase, sponsored by INPEX. The conference dinner will be held on Thursday 11 April thanks to Teekay Shipping. With the theme '*Where the reef meets the rainforest*' guests will be invited to wear their best tropical attire.

The global profile of delegates from all around the world and of course within Australia promises excellent networking opportunities and sharing of industry information. If you are interested in attending Spillcon 2013, please see the website www.spillcon.com for further program and registration information.

TICKET PRICES (GST inc)	REGISTRATION TYPE
\$1,800.00	STANDARD Delegate Registration
\$1,700.00	STANDARD Delegate (Group Discount) Registration (10 or more delegates)
\$550.00	DAY Delegate Registrations
\$575.00	ADDITIONAL Exhibitor Pass
\$90.00	ADDITIONAL TICKETS – Welcome Reception & Exhibition Opening
\$175.00	ADDITIONAL TICKETS – Conference Dinner

As foreshadowed in the last newsletter, with the support of all of our National Plan stakeholders, we are well into the implementation phase of the agreed outcomes



of the National Plan/National Marine Emergency Response Arrangements (NEMERA) Review. There is information in this newsletter on the first round of meetings under the new governance structure that were held during the last few months of 2012. This follows endorsement of the new structure by the Transport and Infrastructure Senior Officials Committee in September 2012. The full title of the National Plan is now '*The National Plan for Maritime Environmental Emergencies*'. I would encourage all National Plan stakeholders to update publications and web-based information as soon as practicable. At AMSA, we have already commenced this process for National Plan-related documents.

On the incident front, we have seen unlabelled aluminium canisters washing up regularly over virtually the entire north-east Australian coastline during the last 12 months and the grounding of the 140-metre container ship *Asian Lilly* on a remote coral island in Papua New Guinea which very nearly resulted in the activation of the National Response Team for another overseas operation. At the time of preparing this newsletter, NSW authorities have successfully salvaged a trawler aground near Cronulla beach with some 6000 litres of diesel fuel on board. In terms of response capacity, both the opening of the Perth office of the Australian Marine Oil Spill Centre, and the addition of nearly \$24 million of new equipment to National Plan stockpiles, have improved our readiness.

Finally, I would urge you all to register for Spillcon in Cairns as soon as possible – information is provided on this page.

New National Plan governance arrangements commence

Following completion of the National Plan/NMERA Review, the first meetings under the new National Plan governance arrangements were held during the last quarter of 2012. The new governance structure (see diagram below) was endorsed by the Transport and Infrastructure Senior Officials Committee in September 2012.

The first meeting of the Australian Government National Plan Committee was held in Canberra on 24 October 2012. The new committee will provide a forum for the Australian Government arrangements under the National Plan/NMERA. A key outcome of the first meeting was agreement to develop a new Commonwealth Marine Pollution Contingency Plan. A working group comprising AMSA; Department of Sustainability, Environment, Water, Population and Communities (SEWPaC); National Offshore Petroleum Safety and Environment Authority (NOPSEMA); Emergency Management Australia (EMA); Commonwealth Scientific and Industrial Research Organisation (CSIRO); and the Great Barrier Reef Marine Park Authority (GBRMPA) was formed to assist with the drafting process.

On 22 November, AMSA hosted a Technical Group Workshop in Sydney, with 21 officials attending. The aim of the workshop was to:

- consider how the three new technical groups would operate, including business rules and reporting arrangements
- review the Terms of Reference for the technical groups
- review the draft work program for the technical groups.

The first meeting of the National Plan Industry Advisory Forum was held on 18 December in Sydney. Mr Phil Hickey from Caltex was selected as the first Chairman of the forum.

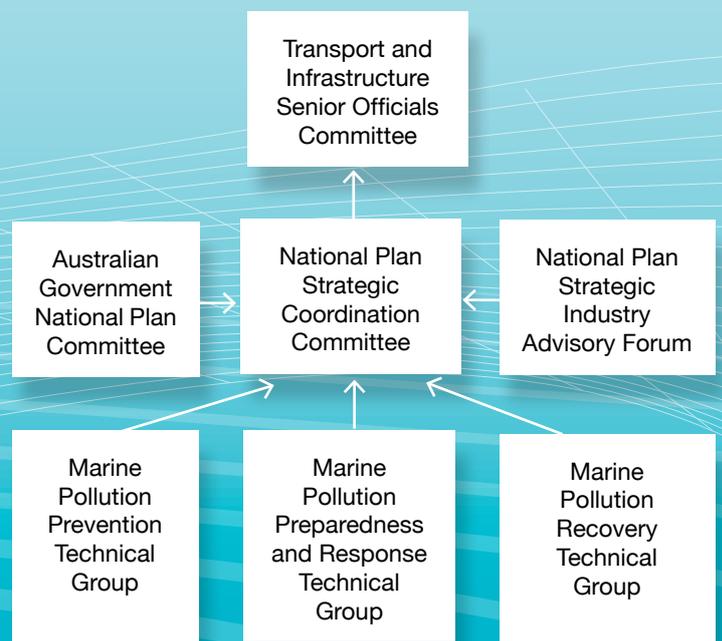
Outcomes from the meeting included:

- endorsement of Terms of Reference for the technical groups
- consideration of a report on progress with implementing the outcomes of the National Plan/NMERA Review
- changes to draft Terms of Reference for the proposed update of the National Plan Research, Development and Technology Policy
- minor changes to the proposed structure of the new National Plan document
- noting current work to tender for the provision of the level 2 Emergency Towing Vessel capability beyond the current contract that expires in June 2013.

The first meeting of the National Plan Strategic Co-ordination Committee was also held on 18 December in Sydney. Outcomes from the meeting included:

- agreement to prepare a report for the Standing Committee on Transport and Infrastructure (SCOTI) on progress with the implementation of the outcomes of the National Plan/NMERA Review
- endorsement of Terms of Reference for the technical groups
- agreement to the action plan for implementing the outcomes of the National Plan/NMERA Review
- agreement to the proposed structure of the new National Plan documentation
- states/NT and Commonwealth to review the adequacy of their current preparedness and response arrangements for the delivery of environment and scientific advice within their incident management systems and their contributions to and expectations of National Plan support
- VIC, NSW, WA, QLD and the resources portfolio to form a working group to determine if a Spill of National Significance (SONS) concept should be integrated into the National Plan
- jurisdictions to conduct audits against the obligations under the Protocol on Preparedness, Response and Co-operation to Pollution Incidents by Hazardous and Noxious Substances (OPRC/OPRC-HNS) of response capability, including any legislation or other regulatory mechanisms.

Meetings of the three technical groups will be held in early March, with short meetings of both the National Plan Industry Advisory Forum and National Plan Strategic Co-ordination Committee to be held during the Spillcon week in Cairns in April 2013.



National Plan training

Changes in the National Plan training team

There have been a few changes in the National Plan training team with the departure of Fran Brolsma. Fran was instrumental in setting up the accreditation training process with National Plan training and the Training Coordinators Network. Fran provided a high level of support to all in the training environment through her knowledge and experience. We wish Fran the very best in her new role of Learning and Development Compliance and Resource Advisor with Ocean and Earth Training Specialists.

We would also like to welcome to the National Plan training team, Lynne McWilliam who joined us in November 2012. Lynne has taken over the position of Learning and Development Coordinator, which was formerly held by Cassandra Brooks. Lynne will work closely with AMSA's enterprise RTO to ensure compliance with Vocational Education and Training (VET) sector regulations and manage the administrative requirements for accredited courses and specialist workshops.

National Plan courses

The development of a national oil spill training framework based on competency-based training continues to be enhanced and improved. Through a tender process, AMSA is progressing approved training providers to deliver nationally consistent and accredited training in the operations of basic and advanced oil spill response equipment and oiled shoreline response. It is anticipated that these programs will be developed and conducted before the end of this financial year.

The National Plan training team focus is on continuous improvement of all our training programs through reviews, moderations and participant feedback processes. Since the introduction of specialist management competency-based programs, twelve Incident Management Team (IMT) courses have been conducted. A significant IMT course review process has been undertaken with meetings in October, December and January. The revised IMT course was presented in February 2013 at the Australian Emergency Management Institute (AEMI), Mt Macedon, Victoria.

AMSA now provides a full suite of specialist incident management courses within our scope of registration (Incident Management, Control, Planning, Operations and Logistics). The inaugural Planning Officer course was conducted at AEMI 22-26 October 2012. A review of this course will occur on 18 March 2013 with the course providers and National Plan training team.

Two Operations Officer courses have now been conducted since the introduction of competency-based training. A review of this course is planned to occur in March/April 2013. Reviews of the Incident Controllers and Logistics courses are planned to occur in July and August 2013.

Management and training workshops

The third National Plan Training Coordinators workshop is to be conducted at AEMI on 15-18 April 2013. The program for the workshop includes developing training pathways for marine oil spill responders and developing a skills passport system.

The National Plan training team is partnering with our marine oil spill response section to develop and conduct an Incident Controllers workshop this year. The focus will be on high level incident management and joined-up multi government and agency operations.

Victoria's Marine Pollution State Response Team training program 2013

The Victorian Department of Transport (DoT) is boosting its training program to help build its State Response Team (SRT) capability. Currently, the SRT has just over 110 personnel, with a target of 150.

As well as participating in the AMSA courses at the Australian Emergency Management Institute, DOT will be hosting its own AMSA-accredited courses in Operations (May) and Shoreline Clean-up and Planning (both in June). These will be held at the Oil Response Company of Australia in North Williamstown.

DoT is also running regional exercises/training days designed to test regional response capabilities in the four Marine Pollution Regions: Gippsland (15-16 May), Western Port (29-30 May), Portland (5-6 June) and Port Phillip (24-25 and 26-27 June). These will involve a desktop exercise, shoreline assessment and in situ Oil Spill Response Atlas maps and equipment familiarisation. Adjacent states will be invited to participate to help build regional networks.

AMSA leads oil spill response and environmental sensitivity mapping training in Samoa

Following a request from the Secretariat of the Pacific Regional Environment Programme (SPREP), AMSA recently assisted in delivering an International Maritime Organization-endorsed Regional Oil Spill Level III training course in Apia, Samoa.

In conjunction with the training course, AMSA Marine Environment Division officers, Paul Irving and Giovanna Lorenzin, developed and delivered a two-day workshop on site sensitivity mapping. Scott Read, from Maritime New Zealand, provided presentations in the workshop demonstrating his extensive practical skills in spill response. The course and workshop, held from 1-5 October, were attended by 32 representatives from 12 Pacific Island countries.

Several practical outcomes and recommendations resulted from the course, including agreement for SPREP to provide support to member states to:

- enable improved national coordination and awareness of marine pollution activities
- strengthen fundamental strategic management activities in member states, including national pollution



strategies and plans, risk assessments, and environmental sensitivity indexes

- procure and maintain their own oil spill response equipment
- fully ratify and implement relevant regional and international frameworks and instruments for oil spill response, in particular the compensation and liability conventions, such as the Bunkers Convention.

The workshop included a training session at the Port of Apia, where participants were able to inspect

and assess Apia's oil spill response equipment. Visits to various local coastal sites allowed practical training in site sensitivity mapping.

SPREP has expressed its appreciation for the continuing assistance and support from AMSA to SPREP and its member states. This workshop provided a practical demonstration of AMSA's continuing commitment to SPREP and a well-received prelude to the start of the AMSA secondment to be based at SPREP in Apia. This AusAID Pacific Public Sector Linkage Program will commence in August 2013.

AMOSC in Perth

The Australian Marine Oil Spill Centre (AMOSC) is delighted to announce the opening of a Perth-based office at Koolinda House Fremantle, at the start of 2013. This is being done for the benefit of AMOSC's Perth and WA-based members and also to facilitate onsite advice and assistance in the WA region. AMOSC will also be conducting Perth-based training in the not too distant future.

AMOSC also welcomes on board two new staff members for the Perth office. Woody Leef, who will lead the office, comes from a naval aviation and ship driving background and more recently assisted with the *Rena* incident in New Zealand. Nathan Young comes to AMOSC from OSRL Southampton and brings with him a wealth of experience in spill preparedness and response. Nathan has worked with OSRL for a number of years within operations and consultancy. Nathan has attended spills in and around the UK, Africa, Europe and the USA.

AMSA officer provides mapping support for Queensland flood disaster

AMSA's Information System Coordinator for the Marine Environment Division, Giovanna Lorenzin, recently travelled to Brisbane as part of a Mapping and Planning Support (MAPS) deployment to provide mapping assistance to the Australian Red Cross for the Queensland Flood Disaster resulting from ex-tropical cyclone Oswald.

Giovanna is one of AMSA's Geographic Information Systems (GIS) professionals who is a member of MAPS, a GIS volunteer core established in 2005 through the ACT Emergency Services Agency in response to the 2003 Canberra Bushfires. MAPS volunteers provide mapping and GIS support during major emergency events across Australia where local mapping personnel are not able to provide for sustained support to an ongoing large-scale incident.



Giovanna was appointed Team Coordinator for the second MAPS team deployed to the Milton Red Cross Emergency Operations Centre in Brisbane. The team produced various daily situation maps for the Incident Management Team. These included locations of Evacuation and Recovery Centres, Rapid Disaster Assessment updates and boundaries of predicted flooded areas, locations of registered flood victims through Emergency Management Australia's National Registration and Inquiry System, and a series of cadastral base maps to assist field staff during the outreach program.

To better support emergency management agencies MAPS is developing Memoranda of Understanding (MoU) with agencies such as Red Cross Queensland for activating the group during large-scale emergencies in their state. AMSA has also signed an MoU with MAPS for the group to provide mapping support during large-scale oil spill incidents. Giovanna's deployment to Queensland provides valuable experience for her to apply when translating the MAPS-AMSA MOU into the new National Plan arrangements.



Australia begins watching for oil spills from space

The early detection of an oil spill allows pollution response authorities to minimise impacts, response costs, and increases the likelihood of the polluter being identified. Satellite-based synthetic aperture radar, coupled with sophisticated image analysis, has been successfully used worldwide to scan large areas of ocean in near-real-time, and to identify possible oil slicks. European, Canadian and American authorities have used this for more than a decade as a way to deter illegal discharges and to support oil spill response operations.

Last year AMSA contracted international satellite surveillance providers to undertake a trial of their services over the high risk areas of the Great Barrier Reef and Bass Strait. The trial met all of AMSA's expectations, including daily satellite coverage over the areas chosen, and notifications supported by analysis and imagery. AMSA will provide more detail of last year's trial project at Spillcon in April this year. The trial was so successful that future satellite surveillance over large areas of Australian waters for oil spill monitoring is a certainty. And no, this time we won't be saying where the cameras are looking!

Cargo losses of poison is a hazard to beachgoers

Since February 2012, emergency services from Thursday Island in the Torres Strait down to Batemans Bay in NSW, have been inundated with reports from the public of small (22cm tall) unlabelled aluminium canisters washing up along the coast. The canisters contain a rat poison known as 'aluminium phosphide', which is a white to grey solid and if treated incorrectly can be hazardous to humans. When the canister is opened, the powder reacts with moisture in the air to release phosphine gas, which is highly toxic to humans and pests. The gas has a strong odour that can smell like garlic, rotting fish or urine, but it can quickly dull the sense of smell. Exposure can cause symptoms such as headaches, nausea, vomiting, difficulty breathing, dizziness, tightness of the chest, diarrhoea, fluid in the lungs, liver/kidney damage, and in severe cases death. The gas is also flammable and can spontaneously ignite causing burns or small explosions.

Most aluminium phosphide is imported into Australia from China and Africa, and the unused nature of the canisters suggests they have come from an unreported shipping cargo loss. The growth of marine organisms on the canisters, their distribution pattern and timing of reports, and our knowledge of ocean currents, strongly point to a origin location well to the east of Australia and Coral Sea, and perhaps as far east as the shipping lanes through New Caledonia, Vanuatu and Fiji.

From the Pacific, the South Equatorial Current could carry the barely floating canisters towards the northern Queensland coast, where the current diverges (splits) into separate, strong northern and southern streams. It is unlikely that canisters could float against these currents, so effectively ruling out an Australian land-based origin, such as in the aftermath of the Queensland floods. While some early finds occurred in the far north, most canisters appear to have drifted south in the East Australia Current. Queensland Fire and Rescue services have dealt with around 40 canisters so far, and 5 have been dealt with in New South Wales. Due to strong currents, many canisters will go undetected, and it is likely that they will be carried away from the Australian coast, as far as New Zealand.

AMSA will continue to monitor the situation and provide technical advice to local hazmat and emergency response services. Although canisters are airtight, they should not be moved or opened. Any reported sightings should be reported to emergency services on 000.

Australia elected to Fund Convention Executive Committee

At the International Oil Pollution Compensation (IOPC) Funds Assembly meeting in October 2012, Australia was elected as a member of the 1992 Fund Convention 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 1992 Fund's participation in legal proceedings following an incident. The Executive Committee has 15 members and meets 2-3 times per year, generally at the International Maritime Organization (IMO) Headquarters in London.

There are currently eight incidents on the 1992 Fund's agenda. Major issues on the Executive Committee's work program include:

- ongoing legal action with regard to the *Prestige* spill (2002). This is a complex incident with impacts, claims and legal action in Spain, France and Portugal, with estimated final admissible claims approximately £495 million
- finalising the claims assessment in regard to the *Hebei Spirit* spill (2007) and monitoring legal action. A total of 28,885 claims are involved in this incident, many of which are made by traditional fishers and hand gatherers and very small tourism operators. Claims are currently being paid at 35 per cent of the assessed amount, since ongoing legal proceedings have the potential to cause the 1992 Fund's limit to be exceeded.

Australia's election to the Executive Committee reflects our significant financial contribution to the 1992 Fund (Australia ranks 13th for annual quantity of oil imported), our leading role in our geographic region, and our good record of meeting our obligations under the 1992 Fund Convention. Elections take place annually, with members able to serve for two consecutive years. Australia last served on the Executive Committee in 2007-2008. For more information on the IOPC Funds visit www.iopcfunds.org

New AMOSC staff members

AMOSC is pleased to announce the addition of Karl Waddell as the Business Services Advisor and Angela Sampson as the Administration Assistant. Karl joins AMOSC from People at Work recruitment based in Geelong and has extensive experience in HR and Business Systems. Angela joins AMOSC from Drake International and has extensive experience in business processes and recruitment.

Emily Webb has been promoted to the position of Business Support Officer and will work in conjunction with Karl to complete some of AMOSC's new business ventures.

New equipment training for the National Response Team

Following the addition of nearly \$24 million of new equipment to enhance the National Plan pollution equipment stockpiles, AMSA, with the assistance of Maritime Safety Queensland and the Brisbane Ports Corporation Limited, organised training for the National Response Team (NRT) over a six-day period in November 2012.

The training was attended by 60 national and state response team personnel from all states and the Northern Territory as well as one participant from Maritime New Zealand. The training provided familiarisation with items including:

- Lamor ocean boom
- Hi-Sprint boom
- NOFI current buster
- AFEDO dispersant spray system
- 15 tonne multi-head skimmer
- 50 tonne skimmer.

With a focus on practical exercises, participants used a wide range of equipment and completed operations, including deploying the boom arrays in water, spraying water with the dispersant spray systems and running of the skimmers in a range of configurations. The training also resulted in the finalisation of operating procedures to ensure that all of the systems needed to support use of the equipment are ready for a major incident.

The equipment is currently being rolled out into the nine strategic equipment stockpiles. A display of the equipment in use will feature at the upcoming Spillcon conference in April 2013.



Development of a Commonwealth Marine Pollution Contingency Plan

As a result of the complex nature of their threats and impacts, the effective management of marine pollution events commonly requires a coordinated, multi-agency response. This is acknowledged in the existing National Plan, which establishes arrangements between the Commonwealth and states/NT for the sharing of responsibilities, resources and knowledge across a range of disciplines.

Particularly within the states/NT, these responsibilities are further defined at state, local and industry levels, through a cascade of contingency plans that define the operational arrangements between different government organisations and industry bodies. However, until now, no similar operational plan currently exists that clarifies the roles, responsibilities and coordination mechanisms for a Commonwealth-led marine pollution response.

In response to this AMSA, together with NOPSEMA, SEWPaC, CSIRO and EMA are jointly developing a Commonwealth Marine Pollution Contingency Plan (MPCP) as one of the action items resulting from the Montara Commission of Inquiry and in response to the National Plan Review.

The Commonwealth MPCP is targeted for completion by mid-2013, and will strengthen Australia's capacity to respond quickly and effectively to marine pollution within the Commonwealth marine area, and provide support to the states/NT when requested.

Weather no delay to oil spill training

While the post-cyclonic weather and flooding associated with Tropical Cyclone Oswald kept them busy, it didn't distract Maritime Safety Queensland's (MSQ) pollution response trainers from their schedule.

Instructors Peter Finn and Matt Hanrahan were in Gladstone from 4-7 February taking a class of 16 trainees, including staff from MSQ, Gladstone Port Authority, and local police officers, through a 3-day basic operators training program. The course, which was based on AMSA's Competency-Based Training Program, was a beginner's program designed to introduce the students to key factors in an oil spill incident including how spills happen, how to contain and recover the oil, how to keep safe, and finally how to dispose of the waste oil after collection.

After a day of classroom theory the students had the opportunity to work with the equipment they would be required to use in the event of a real incident. This included guidance on how to roll out a floating boom to contain oil and prevent it spreading across the water, as well as a demonstration of how the captured oil is collected by a skimmer.

Although the course is designed with the long-term aim of bringing the students up to a more advanced level through a series of follow-up courses and exercises, ultimately the students taking the basic operator's course could well be helping out at incidents anywhere in Australia if needed.



Photo Tom Huntley / APN

Victorian Marine Pollution Contingency Plan (VICPLAN) under review

The Victorian Department of Transport has commenced the review of the State's plan for marine pollution response to ensure that it reflects best practice response arrangements. The scope of the review will encompass the content and attachments in the current VICPLAN and regional contingency plans, including response templates and notification procedures.

The review will be informed by subject matter experts from across government agencies and the industry, including AMSA. The anticipated completion date for the review is September 2013.

Exercise *Bherwerre*

On 5-6 December 2012, the Marine Pollution Response Unit of Transport for NSW conducted the annual state maritime incident response exercise *Bherwerre*. The exercise was held at the Royal Australian Naval College, HMAS *Creswell*, located at the southern part of Jervis Bay.

The aim of the exercise was to assess the capacity of the NSW maritime incident and emergency management arrangements to respond to a Tier 2 (10-1000 tonnes) oil spill incident offshore Jervis Bay, which also impacted Jervis Bay and the surrounding area. These arrangements are outlined in the NSW State Waters Marine Oil and Chemical Spill Contingency Plan. Jervis Bay was chosen as the site for the exercise given the complex jurisdictional issues within the area involving state, inland, Commonwealth and Naval Waters, as well as a Marine Park.

Day One of the exercise consisted of a facilitated discussion panel involving four sessions with a panel of various agency representatives discussing the scenario of the fictitious merchant vessel *MV Atlantic* breaking down in Commonwealth waters and later spilling oil after a collision with a salvage tug. The four sessions involved discussing maritime incident and emergency management arrangements and the jurisdictional issues involved in a complex area such as Jervis Bay. This also included the important emergency response arrangements for dealing with oiled wildlife and the final discussion involving shoreline clean-up, cultural and heritage issues and waste management.



There were several presentations throughout the day including the State Arrangements by Transport for NSW Manager Marine Pollution Response, Mr Shayne Wilde, and how these relate to the State Disaster Plan; a presentation by the Ministry for Police and Emergency Services in regards to recovery arrangements following emergencies; and a presentation by National Parks and Wildlife Service in regards to management of oiled wildlife.

Day Two involved a demonstration of various items of spill response equipment that could be deployed during an oil spill response. This included a mobile decontamination tent, various types of booms and skimmers such as large ocean, general purpose and shoreline protection booms. The Transport for NSW-owned mobile oiled wildlife cleaning facility, which is a self-contained facility within a shipping container, was also on display and well received.

The exercise was attended by 99 participants from 28 different agencies. Overall the feedback for the exercise was very positive and demonstrated the high level of planning and cooperation required in a significant marine incident.

Exercises such as this not only help build and maintain relationships between agencies and organisations involved in oil spill response, but also showcase NSW's capability to other state, Commonwealth and industry stakeholders. Attendance by the NSW Minister for Roads and Ports, the Hon. Duncan Gay, also served to highlight the importance of the exercise in protecting our precious environment and heritage resources, coastal communities and maritime infrastructure.



OPRC-HNS Technical Group

The 14th session of the OPRC-HNS Technical Group was held at the IMO Headquarters, London from 24-28 September 2012. A number of response related documents were finalised at the meeting and will be presented to the 65th session of the Marine Environment Protection Committee in May 2013 for final endorsement:

- Manual on Chemical Pollution to Address Legal and Administrative Aspects of HNS Incidents
- Part I and Part II of the IMO Dispersant Guidelines
- IMO In-situ Burning Guidelines
- Operational Guidelines on Sunken and Submerged Oil Assessment and Removal Techniques.

Discussion continues to occur out of session through a correspondence group on the Guidelines on International Offers of Assistance and on the Dispersant Guidelines. Australia is actively involved in both correspondence groups.

Asian Lilly and response in support of Papua New Guinea

Imagine a 140-metre container ship runs aground on a remote coral atoll – in fact, so far aground that you can pick coconuts standing on the bow. Not as far-fetched you might think – this was the basic scenario of the MV *Asian Lilly* in Papua New Guinea (PNG). All incidents provide lessons.

On Christmas Eve 2012, AMSA's Rescue Coordination Centre received reports that the refrigerated cargo ship *Asian Lilly* had run aground at an estimated 17 knots on the small, remote, coral Kwaiawata Island in eastern PNG. It took more than a day to confirm that the vessel was high and dry, with its bow in the tree-line. Being Christmas Eve, and so far from logistical support, even the PNG National Maritime Safety Authority (NMSA) found itself unable to respond quickly, or at all. Over the Christmas break, AMSA was in discussions with NMSA and the Australian-based insurers about whether AMSA would dispatch personnel and equipment to help. During that week, the vessel's representatives made arrangements for mobilisation of salvage and spill response experts.

The first independent visual assessment was undertaken on 27 December and the NMSA was able to undertake a fly-over on New Year's Eve. The hull, ballast water tanks and one heavy fuel oil tank were ruptured, with the spill limited to an unknown, but apparently small amount of HFO, that dripped out at low tide, created visible sheen slicks and oiled the adjacent coastline. It created a 130-metre long by 8-metre wide band of oiled coral rubble and limestone base, which was eventually cleaned using local labour under expert supervision to wipe the thick oil layer off with rags. Oiled flotsam was collected and burnt safely by the locals. The salvage team provided logistical support to the clean-up crews, and all response was completed by the time the vessel was refloated on 11 January. Again, AMSA was pleased that the NMSA, the vessel's owners and insurers and their contractors and advisers had proved sufficient. We could read the situation reports with interest, because we weren't planning another overseas response.

AMSA takes its responsibilities to support its neighbours very seriously. Recent overseas incidents (*Rena*, *Tycoon* and *Vega Fynan*) have spurred AMSA's spill

incident response team to ensure the various international memoranda of understanding (MOUs) are backed with real action plans. The New Zealand *Rena* incident, provided many of the Australian NRT members with their first international deployment and this provided many lessons about travel – having a current passport is important! The same week, a potential catastrophic grounding was averted by the deft work of HMAS *Broome*. Their towline held the container vessel *Vega Fynan* for six hours until commercial tugs arrived. With key AMSA and NRT staff already committed in NZ, the NRT never seemed so small, so NRT depth, travel logistics and inoculations became real issues. *Tycoon* was a major clean-up job with more lessons learned about full clean-up, right through to wreck removal.

The 2011 Australia-Papua New Guinea mutual aid arrangement on marine pollution preparedness and response is only one of similar arrangements between Australia and its neighbours – New Zealand, Indonesia, New Caledonia and Korea. Parties can ask each other assistance across salvage, incident response and technical support.

Detailed response plans are now in development to ensure that should PNG (or any other MOU partner) require Australian assistance, we are better able to assess, plan and respond to their requests. We are also better prepared to respond to spills in remote parts of Australia, as the *Tycoon* incident in Christmas Island showed.



AMSA Welcomes

Lynne McWilliam

Lynne has joined the National Plan Training Team as the Learning and Development Officer, and will be primarily responsible for the management and administration of the courses on the National Plan Training Calendar, as well as the training team's interaction with AMSA's enterprise RTO.

Lynne brings a wealth of training and vocational education knowledge and experience from her previous roles as a teacher and Business Line Manager with the Canberra Institute of Technology.

Jean-Marie Sauzier (JM)

Jean-Marie has been in the maritime industry for over 30 years and spent the first 16 at sea, from which he holds a Master Class 1 Certificate of Competency. With a Bachelor of Education, Jean-Marie spent eight years in the maritime training field teaching watchkeepers, masters and pilots.

He then moved to work for the state maritime regulator of NSW, first as a surveyor/SMS auditor, then as certification manager. In 2009, he joined AMSA to assist in the development and implementation of the then called 'Tinny 2 Tanker' project. Since then he has moved into various divisions in different positions, gaining valuable experience in the process.

Jean-Marie's area of expertise lies in maritime qualifications and training. He is also a lead auditor and conversant with maritime legislation pertaining to survey and inspection regimes, carriage of cargo and safety management systems.

Jean-Marie's hobbies include reading, gardening (not very successful in Canberra) and watching movies when time permits.

Pam Lee

Pam joined AMSA in July 2012 as morning receptionist. In January 2013, Pam commenced working afternoons in MED as Administration and Finance Support Officer working with Joss

Parsons, Jean-Marie Sauzier and Mark Edwards in the Salvage and Intervention team.

Previously Pam worked in her family business providing Building and Facilities Maintenance Services to Qantas at Sydney Airport for over 20 years.

Pam's background is accounts (receivable/payable), payroll, client services (liaised with all Qantas contacts re ad hoc and quoted works) and office management. Pam was originally trained as an analytical chemical technician in a pharmaceutical company and more recently worked in a compounding laboratory, training people in aseptic and sterile procedures.



From left: Lynne McWilliam, Jean-Marie Sauzier and Pam Lee

Egmopol deployment exercise

The AMOSC team deployed the Egmopol Skimming Barge in mid-December as part of an internal preparedness regime. The barge is designed for high volume recovery of heavy crude-oil spills and is used in harbors, coastal areas, rivers and lakes.



Exercise “Thomas” - fixed wing aerial dispersant activation

AMOSC recently facilitated a multi-company involvement with the activation of the Fixed Wing Aerial Dispersant Contract (FWADC) out of Exmouth, Western Australia. An AT-802 aircraft, sourced from Aerotech, was deployed for two sorties. This was a successful day proving the capability that government and industry co-fund to support spill response.



AMOSC Calendar 2013

Planning Information

- 1 The Course in Oil Spill Repsonse Management (IMO2) and Course in Oil Spill Command and Control (IMO3) are delivered concurrently.
 - 2 Course costs can be found on the AMOSC website; www.amosc.com.au
 - 3 AMOSC courses run from Monday-Friday. Core group workshops run Monday -Thursday.
 - 4 Course registrations are accepted only upon receipt of payment and signed enrolment forms. All registration are bound by AMOSC's terms and conditions.
 - 5 AMOSC courses are budgeted for 100% attendance and occasionally courses will be cancelled/postponed, should numbers fall short of critical mass.
 - 6 Courses are filled on a first come first served basis. 2013 nomination forms will be released in December. There will be limited waitlists for courses.
 - 7 Core Group Workshops will from Q3 be streamed into operations and management streams. Course in Oil Spill Response Operations (IMO1) is a pre-requisite for the operations stream, Course in Oil Spill Response Management (IMO2) for the management stream.
 - 8 Bookings for Q1-2, 2013 to be completed through nomination forms available in December 2012 and emailed to amosc@amosc.com.au.
- Bookings for Q3-4, 2013 to be completed via our online system from April onwards. Further details to be provided to assist with online

	MON	TUE	WED	THU	FRI	SAT	SUN	MON	TUE	WED	THU	FRI	SAT	SUN	MON	TUE	WED	THU	FRI	SAT	SUN	MON	TUE	WED	THU	FRI	SAT	SUN	MON	TUE	WED	THU	FRI	SAT	SUN	MON		
January		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31						
February					1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28						
March					1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31			
April	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30								
May			1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31					
June						1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30			
July	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31							
August				1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31				
September							1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30		
October		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31						
November					1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30				
December	31						1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30		

- Public Holiday
- Conferences
- Core Group Workshop (20 places per course)
- Operations Course (16 places per course)
- Management Course (15 places per course)
- Command and Control Course (5 places per course)

Operations Course	Management Course	Command and Control Course	Core Group Workshop
13-17 May	15-19 April	15-19 April	9-12-April
8 - 12 July	29 April- 3 May (Perth)	29 April- 3 May (Perth)	22-25 July- Management
9-13 September	17-21 June (Perth)	17-21 June (Perth)	23-26 September- Ops
	12-16 August	12-16 August	
	7-11 October (Perth)	7-11 October (Perth)	

What's On

April 2013

Course Name	Organisation	Location	Dates
Training Coordinators Workshop	AMSA	Mount Macedon, VIC	15 - 19 April 2013
Logistics Specialist Care	AMSA	Mount Macedon, VIC	29 - April - 3 May 2013

May 2013

Course Name	Organisation	Location	Dates
Victoria - Operations Officer Course	AMSA	Melbourne	6 - 10 May 2013
Incident Management Team (IMT) Course	AMSA	Mount Macedon, VIC	20 - 24 May 2013

June 2013

Course Name	Organisation	Location	Dates
Victoria - Planning Officer Course	AMSA	Melbourne	17 - 21 June 2013
NSW - Incident Management Course	AMSA	Mount Macedon, VIC	17 - 21 June 2013

July 2013

Course Name	Organisation	Location	Dates
Incident Management Team	AMSA	Mount Macedon, VIC	8 - 12 July 2013
NSW - Operations Officer Course	AMSA	NSW	29 July - 2 August 2013

August 2013

Course Name	Organisation	Location	Dates
Incident Management Team (IMT) Course	AMSA	Mount Macedon, VIC	19 - 23 August 2013

September 2013

Course Name	Organisation	Location	Dates
Incident Controllers Course	AMSA	Mount Macedon, VIC	16 - 20 September 2013

Dates to be confirmed:

- Environment & Scientific Coordinators Workshop will in Darwin in August 2013 (yet to be confirmed) Incident Controllers Workshop
- Basic Oil Spill Response Equipment
- Advanced Oil Spill Response Equipment
- Oiled Shoreline Response
- Aerial Observer

For further information on national plan training:

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



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