



On Scene

Newsletter for the National Plan for Maritime Environmental Emergencies



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and more.....

Editor's Note



Since the last issue, a major focus for AMSA has been the development of new contracts for National Plan equipment storage and maintenance and Level II Emergency Towage Capability. By 30 June, new contracts (worth some \$12 million) were in place for the storage (9 years) and maintenance (6 years) of the National Plan equipment stockpiles. New Level II Emergency Towage Capability contracts to the value of \$22 million over 5 years, with 2 new regions in south Western Australia and north Central Queensland, commenced on 1 August. Our focus now turns to the Level I Emergency Towage Capability. In April a request for tender was released for the continued provision of a Level 1 Emergency Towage Capability in the northern Great Barrier Reef and the Torres Strait.

We are also pleased to report that a number of important improvements have recently been made to the financial arrangements that support the National Plan. As we all know, claims for payment following a pollution incident can take a considerable time to finalise,

and pollution responders such as state/Northern Territory and local governments need timely reimbursement of their pollution response costs. In recognition of this, AMSA will maintain a \$10 million pollution response reserve to meet the immediate costs of maritime pollution incidents and to cover the shortfall where claims exceed the limitation of liability of ship owners. The interest earned from the \$10 million reserve will go towards the cost of maintaining a line of credit for \$40 million to meet initial pollution response costs.

We also bid a temporary farewell to our Equipment Officer, Scott Willson, who has commenced work in Apia, Samoa for a two-year secondment with the South Pacific Regional Environmental Programme (SPREP) in the Waste Management and Pollution Control Division. The secondment is funded under the AusAID Asia/Pacific Public Sector Linkages Program and aims to increase regional capacity to manage and prevent the environmental consequences of marine pollution, oil spills, and the trans-boundary movement of hazardous wastes.

A planning committee has been set up in preparation of the next planned National Plan Exercise, to be held in Darwin from 2-6 June 2014. The first Committee meeting is scheduled for the third week in November. Further details will be published in the March edition of On Scene.

Finally, thank you to everyone that contributed to our successful Asia-Pacific oil spill preparedness and response conference, Spillcon 2013, held during April in Cairns.



Closing ceremony (L-R): Rodolfo Isorena, Rear Admiral, Commandant Philippine Coast Guard; Tri Yuswoya, Director of Sea and Coast Guard, Republic of Indonesia; and Yoshikatsu Yamato, Director for International Marine Pollution Prevention, Marine Environment Protection & Disaster Prevention Division, Japan

Regional pollution exercise in Makassar, Indonesia

In June 2013, AMSA's Robb McArthur attended (as an observer) a Regional Marine Pollution Exercise in Makassar, Indonesia. The event was hosted by the Indonesian Ministry of Transport and attended by the Republic of Philippines, Japan and Malaysia. The Philippines Coast Guard deployed a vessel and 100 staff to Indonesia to ensure full involvement in the exercise. The scenario involved

a 200,000 tonne bulk oil carrier colliding with a passenger ship resulting in a simulated search and rescue, fire and oil spill response.

The response was pre-planned and involved 20 vessels and upwards of 500 personnel. The objectives of improving and enhancing regional cooperation between Indonesia and the Philippines were achieved during the exercise.

An inflatable boat heading towards a stricken vessel - search and rescue exercise



Spillcon 2013

The Asia-Pacific oil spill preparedness and response conference, Spillcon 2013, was held in Cairns from 8 to 12 April 2013. Spillcon 2013 brought together local, regional and global environmental and shipping representatives from across industry, government and non-government organisations to provide a forum for discussion on topics such as: oil spill cause and prevention, preparedness, response management, and environmental issues.

A record number of people attended Spillcon 2013, with 525 national and international delegates from over 25 countries attending the sessions, exhibition and functions over the week-long event. Although the exhibition size was increased since the previous Spillcon in 2010, exhibition stands sold out in record time, with exhibitors pleased by the number and variety of attendees.

The conference program was made up of twelve sessions based on oil spill prevention, preparedness, response and recovery. Popular presentations during the conference included Maritime New Zealand's case study of the MV *Rena*, the salvage of the *Costa Concordia* off the coast of Italy, and the speakers from the International Oil Pollution Compensation Funds and the International Tanker Owners Pollution Federation Limited. The keynote speaker, Indigenous activist and lawyer, and Director of the Cape York Institute for Policy and Leadership, Noel Pearson, was well received by delegates

The Secretary-General of the International Maritime Organization, Koji Sekimizu, addressed delegates on Thursday 11 April. While in Cairns, the Secretary-General also participated in a helicopter tour of the Great Barrier Reef.

A highlight of the week was the on-water display of Australia's capability to respond to an oil spill, including the simulated application of dispersant from two aircraft and AMSA's emergency towage vessel *Pacific Responder*. While the display was hampered by the weather, delegates enjoyed viewing a response in practice.

Spillcon 2013 is held every three years, and operates in cooperation with the International Oil Spill Conference (IOSC) in the United States, and Interspill in Europe. It is organised by AMSA and the Australian Institute of Petroleum.



State marine pollution plan, Victoria (VICPLAN)

Status of VICPLAN

The Victorian Department of Transport, Planning and Local Infrastructure (DTPLI) has commenced its 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.

To ensure alignment with the National Plan for Maritime Environmental Emergencies, and the White Paper Emergency Management reforms and machinery-of-government changes in Victoria, the anticipated completion date for the review is early 2014.

Regional exercises, Victoria

Three exercises were held in late April-May at Port of Portland, Gippsland Ports and Port of Hastings. Staff took part in a discussion exercise of a Tier 1 oil spill scenario; viewed deployment of marine pollution equipment; and undertook a practical shoreline assessment.

A Port Phillip Region exercise was held in mid-July, with the focus on operational response (equipment and shoreline) and wildlife clean-up.

A wide range of stakeholders attended, with 17 agencies at Western Port alone. All agreed that multi-agency cooperation was a highlight of the training. Incident Management Team-level staff also agreed that they gained valuable insight into the practicalities of a response, while operational staff gained a strategic perspective.

Training and exercises 2013

Victoria will run additional training and exercises in 2013 and 2014, including:

- Oil Spill Response Atlas Training (24 Sept);
- Shoreline Operator (14-16 Oct);
- Shoreline Refresh (17-18 Oct);
- Equipment Operator (29-30 Oct);
- and
- Equipment Refresh (31 Oct).

DTPLI will be coordinating a strategic exercise in October 2013 to test the state's capability to respond to a marine casualty/marine pollution emergency. DTPLI are also liaising with Transport for NSW for a possible cross-border marine pollution exercise in the Gippsland region in 2014.

Managing the complexities of maritime emergencies

DTPLI staff were privileged to hear Captain Ian Niblock, General Manager Operations, Darwin Port Corporation, compare the MV *Rena* response in New Zealand with the *Eline Enterprise* response in Darwin, ahead of his presentation to a packed forum at the annual two-day Emergency Management Conference in July.

Captain Niblock drew on his 39-years of maritime experience to highlight the complexities of incident control, particularly in a protracted response.

Staffing changes, Marine Pollution Team Victoria

Welcome:

Dr Michael Holloway, Senior Project Officer – Environmental Science Coordinator

Luke Dickens, Project Officer – Marine Pollution.

Farewell:

Sean Moran who has taken up a position with NOPSEMA.

Promoting public awareness

In conjunction with the Australian Marine Environment Protection Association (AUSMEPA) and the Hellenic Marine Environment Protection Association (HELMEPA) AMSA recently updated the *Welcome to Australia - protecting our marine environment* DVD. The purpose of the DVD is to assist foreign vessels fulfill their responsibilities to the marine environment under international conventions whilst in Australian waters and also to ensure foreign crews are aware of the National Plan. The DVD can be viewed in six different languages. Copies of the DVD are available by request from both AMSA and AUSMEPA. The video is also available for download from the AMSA website.



As well as the update to the *Welcome to Australia - protecting our marine environment* DVD, AMSA, AUSMEPA and HELMEPA have co-produced an educational USB for seafarers. The USB contains a number of educational aids including PowerPoint presentations, a guide to international seafarers in Australian waters, as well as the *Welcome to Australia - protecting our marine environment* video.

National Plan training

National Plan courses

The 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. The contracts for training providers are being processed and it is anticipated that the programs will commence later in the year.

AMSA now provides a full suite of specialist incident management courses within our training scope

(Incident Management, Control, Planning, Operations and Logistics). A number of specialist management competency-based programs have been conducted, with significant course review processes undertaken. Further reviews, and course validation, will be completed by the end of the 2013-14 financial year.

The National Plan training team's focus is on continuous improvement of all our training programs through reviews, moderations and participant feedback processes. This supports the continuous improvement regime, which is part of the vocational education and training compliance requirements.

Management and training workshops

The third National Plan Training Coordinators workshop scheduled at the Australian Emergency Management Institute on 15-18 April 2013, was cancelled due to a lack of available participants. Future development activities are planned to focus on 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 (September). The focus will be on high level incident management and joined-up multi government and agency operations.

Changes to National Plan training team

The team recently saw the departure of Clare Stewart who has moved to Melbourne, and the return of Susan McLeod from maternity leave. Susan is well versed in the activities of the training team, as she sat in the same position prior to her leave.

Implementation of revised National Plan

Work has continued during the second half of 2013 to implement the outcomes of the National Plan/NMERA Review and put in place the updated National Plan for Maritime Environmental Emergencies.

The National Plan Strategic Coordination Committee and National Plan Strategic Industry Advisory Forum held a joint meeting during Spillcon 2013 to progress the draft National Plan. Members' strategic input was incorporated into the draft prior to the draft being re-released for consultation.

The Prevention, Preparedness and Response and Recovery Technical Groups met in Melbourne on 16 and 17 July 2013. A joint meeting of the technical groups was also held to discuss the draft National Plan. During this meeting detailed comments were recorded for inclusion in the next version of the National Plan.

The Australian Government National Plan Committee met in Canberra on 30 July. The National Plan Strategic Coordination Committee and National Plan Strategic Industry Advisory Forum met again on 11 September to reconsider the refined draft National Plan as well as other related issues. A timetable was agreed that should see the new National Plan submitted to the March meeting of the Transport and Infrastructure Senior Officials Committee for endorsement in March 2014.

New response guidelines adopted at IMO

At the 65th session of the International Maritime Organization (IMO) Marine Environment Protection Committee (MEPC 65) held in May 2013, two oil spill response guidance documents were agreed upon and are currently being published.

The first of these documents is the *IMO Guidelines for the Use of Dispersants for Combating Oil Pollution at Sea*.

Part I of the Dispersant Guidelines - *Basic Information on Dispersants and their Application*, has been updated to reflect the use of dispersants in specific environments, factors affecting dispersant effectiveness, testing assessment, and selection of dispersants. A new section on health and safety has also been added.

The main change in Part II of the Dispersant Guidelines - *Template for National Policy for the Use of Dispersants*, is with respect to the Net Environmental Benefit Analysis (NEBA). The definition of the NEBA has been expanded, taking into account new environmental concerns and related issues.

The second document agreed upon at MEPC 65 was the *IMO Operational Guidelines on Sunken and Submerged Oil Assessment and Removal Techniques*. These guidelines were developed to provide practical guidance for assessing and responding to incidents involving sunken oil and to include references to other sources of information and a series of case studies. The agreed guidelines address the characteristics and behaviour of sunken and submerged oil; detection and mapping, containment and recovery of sunken and submerged oils; a summary of incidents involving sunken and submerged oils; and information on research and development, specifically looking at detection techniques and recovery devices under development.

If you would like further information or a copy of either of these guidelines, please email eps@amsa.gov.au.



AMSA coordinates salvage response for fishing trawler

Early on the morning of 6 June 2013, an 18-metre fishing vessel, the Joseph M grounded on the reef at Lady Elliott Island on the Great Barrier Reef. Although the jurisdiction for management of this incident lay with the Great Barrier Reef Marine Park Authority (salvage) and Maritime Safety Queensland (pollution response), AMSA's assistance in managing this incident was requested by both authorities.

A pollution response team consisting of AMSA and Maritime Safety Queensland personnel was deployed to the island on 8 June, as well as the Maritime Emergency Response Commander to assist with the salvage operation. AMSA officially took control of the salvage component of the incident on the afternoon of 8 June, following a request from the Great Barrier Reef Marine Park Authority. The AMSA Salvage and Intervention Manager deployed to the island on the afternoon of 12 June in order to oversee the re-float, which was successfully completed that evening. No pollution was reported.

AMSA Marine Environment Division welcomes

Drew Coulter

Drew joined the Salvage and Intervention team within the Marine Environment Division (MED) as Senior Operations Officer in August 2013. Prior to joining AMSA's MED, Drew held the position of AMSA's Procurement Manager, for the past three years. Drew brings with him over a dozen years' government procurement and contractual management experience and expertise. Drew also has 10 years' experience in various volunteer rural fire services including ground operations, incident management and air operations.

Drew's role will primarily be in the management of the Level 1, 2 & 3 Emergency Towage Capabilities, including the seamless integration of training, OH&S and audit programs.



Greg Lee

Greg joined the Marine Environment Pollution Response team in August 2013 on a two-year contract, after a short stint with Salvage and Intervention. Greg will be responsible for providing assistance in the management of all response assets, including audits and contract management.

Prior to joining AMSA, Greg worked with Immigration on the Offshore Detention Centre Project in Papua New Guinea/ Nauru, and as a Project Manager in the private sector.

Greg's background is in engineering and maintenance, which included a period as General Manager of Veolia Environment's operations at Sydney Airport and associated sites.



Tough job – someone's gotta do it...



AMSA's National Plan Equipment Officer, Scott Willson and family have recently taken up residence in Apia, Samoa, while Scott is on a two-year secondment with the South Pacific Regional Environmental Programme (SPREP) in the Waste Management and Pollution Control Division.

The secondment is funded under the AusAID Asia/Pacific Public Sector Linkages Program and aims to increase regional capacity to manage and prevent the environmental consequences of marine pollution, oil spills and the trans-boundary movement of hazardous wastes.



Scott will be responsible for:

- revision of the Pacific Ocean Pollution Prevention Program Strategy and Pacific Islands Regional Marine Spill Contingency Plan
- marine pollution response training
- marine pollution detection and enforcement training
- Waigani/Basel convention training, which both deal with the movement of hazardous and radioactive wastes
- regional invasive species risk assessment (including ballast water and biofouling measures)
- regional oils spill trajectory modelling
- regional WWII wreck risk assessment
- regional marine litter risk assessment
- port reception facilities upgrade.

A key objective for the secondment will be the establishment of a trained regional marine pollution response team to ensure the long-term sustainability of marine pollution management in the region.

NATIONAL PLAN TRAINING CALENDAR

2014

March 17 – 21	IMT
April 7 – 11	Logistics
May 19 – 23	IMT
June 16 – 20	Operations
July 21 – 25	IMT
August 18 – 22	Planning
September 22 – 26	IMT
October 20 – 24	Incident Controller

For further information on national plan training:

www.amsa.gov.au/environment/maritime-environmental-emergencies/national-plan-training/

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