



On Scene

Newsletter for the National Plan for Maritime Environmental Emergencies

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MV Thor Commander

The Antigua Barbuda-flagged general cargo vessel MV *Thor Commander* reported a mechanical failure to AMSA Search and Rescue on 11 January 2015. The vessel was approximately 17 nautical miles east-north-east of the Swains Reef group, drifting at 0.6 knots heading southerly to Perkins Reef.



The Master stated that the cause of the failure had been identified and was under repair and provided an estimated time of four to five hours to carry out repairs. The vessel subsequently reported a catastrophic failure a number of hours later and that a tow would be required.

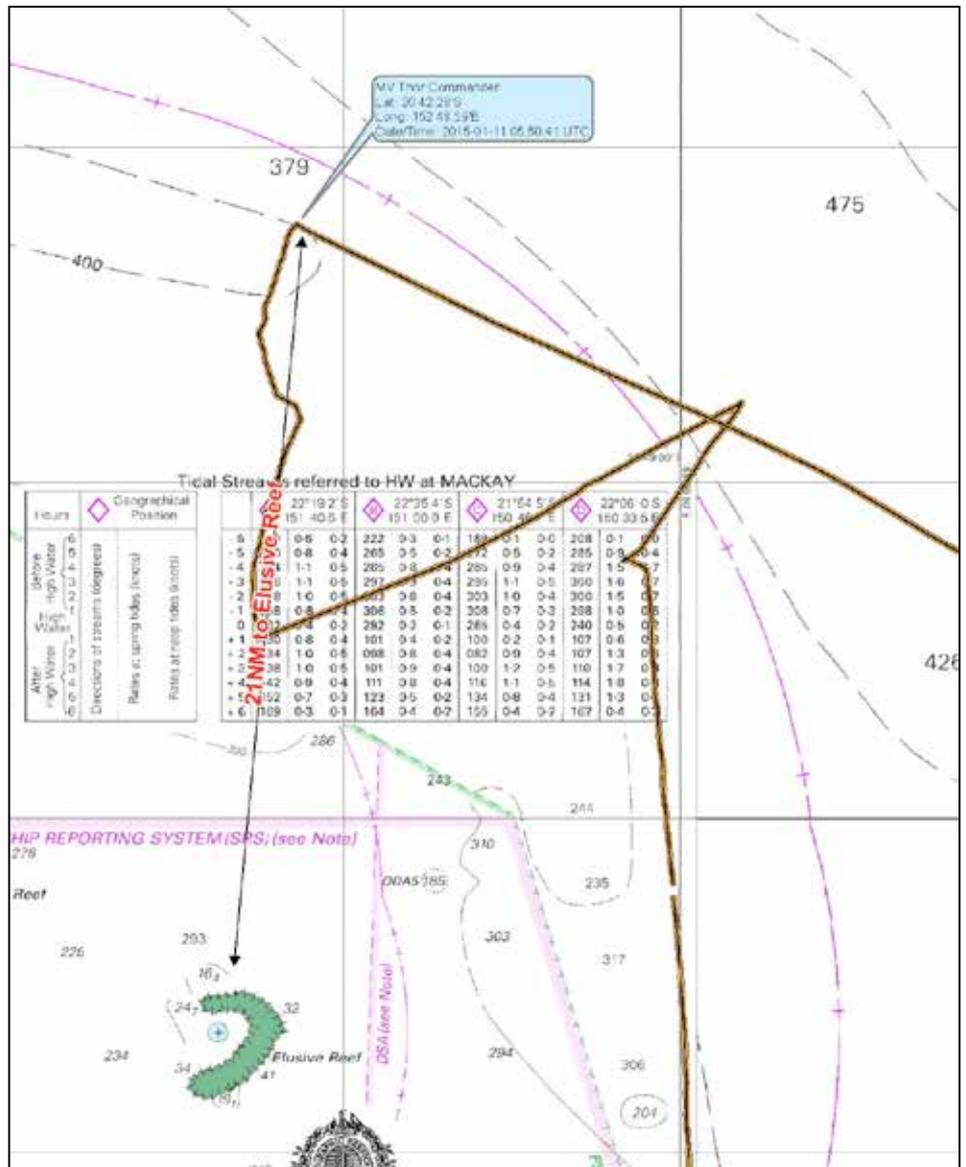
The operation was successful, with the *Lyle M Hoey* assisting in passing the messenger line between the vessels. The *Thor Commander* was successfully diverted away from the reef and towed to a safer location. The SMIT *Leopard* arrived on site at 6:00am local time on 13 January and successfully secured towing lines to the *Thor Commander*. Over the course of the next two days the SMIT *Leopard* towed the *Thor Commander* to the Port of Gladstone and berthed at 10:15am on 15 January.

AMSA activated the Level 2 ETV from Gladstone, the SMIT *Leopard*, shortly after this report at 4:20am local time on 12 January with an estimated transit time of 25 hours. Towage operator SMIT and the owners of the *Thor Commander* entered into a commercial agreement for towage operations shortly after this activation.

AMSA made the decision to activate the Level 1 ETV, the *Coral Knight*, at 11:20am local time. The primary reasons for deploying the *Coral Knight* were to assist in a towage operation and/or undertake pollution response operations if the casualty grounded. During this period AMSA also deployed a Marine Casualty Officer and pollution response equipment to Gladstone, in order to provide a first strike capability in the event of the vessel grounding.

AMSA sent out an 'All Ships' broadcast requesting vessels in the area to assist and received a response from both the *Xinfa Hai* (Chinese-flagged Cargo carrier) and the *POS Harvester* (South Korean-flagged cargo carrier). In addition, the Queensland Police vessel, the *Lyle M Hoey* was within the area of the casualty and offered assistance.

Due to an inability of the owners of the *Xinfa Hai* and the *Thor Commander* to agree on a commercial towing/salvage contract for towing assistance, the Maritime Emergency Response Commander (MERCOC) directed both vessels under the *Protection of the Sea (Powers of Intervention) Act 1981* late on the afternoon of 12 January to undertake a towing operation in addition to the P&I insurers, Skuld, providing a Letter of Undertaking.



AMSA thanks *MV Xinfai Hai* Master and crew

On Friday 19 January, AMSA presented the Master and crew of *MV Xinfai Hai* with a plaque and certificate of recognition for outstanding seamanship after successfully taking the stricken cargo ship *MV Thor Commander* under tow.

Establishing a towline at sea is a difficult operation, particularly between two merchant ships of such size where the crew does not have the opportunity to practise such operations. AMSA commends all of the vessels and crews involved.



Captain and crew member of MV Xinfai Hai with AMSA Marine Surveyor, Greg Collinson



Chief Officer and crew of MV Xinfai Hai

National Plan Training

The National Plan Training Team presented three specialist courses from September to November 2014. Courses included the Incident Management Team course, Incident Controller course, and a Planning Officer course, which was a pilot course for the new format of the Planning Officer courses. All courses were well attended, and were the last AMSA courses to be held at the Australian Emergency Management Institute (AEMI) at Mt Macedon, Victoria. With the closure of AEMI, the National Plan Training Team will hold its specialist courses at the South Australia Country Fire Service State Training Centre, Brukunga, or Victorian Country Fire Authority State Training Centre, Fiskville.

During this period the National Plan Training Team also managed the facilitation of operational courses with a Shoreline Response course for TfNSW at Port Stephens and Basic Equipment Operator courses for Maritime Safety Queensland in Thursday Island and Mackay. The Western Australian Department of Transport has conducted a number of Shoreline Response courses and Basic Equipment Operator courses within WA.

The pilot courses for the Advanced Equipment Operator course will be conducted in Fremantle and Townsville in May 2015. This course is focused on the theory and deployment of Level 2 and 3 equipment.



MCO Workshop

The AMSA Salvage and Intervention (S&I) section of Marine Environment Division (MED) held its third Marine Casualty Officers' (MCO) workshop from 4-6 November 2014 in Sydney. The eleven Port State Control Officers who are appointed MCOs for their region were joined by staff from the S&I team, the Regional Manager North and East (Dave Penny) and the General Manager MED (Toby Stone).

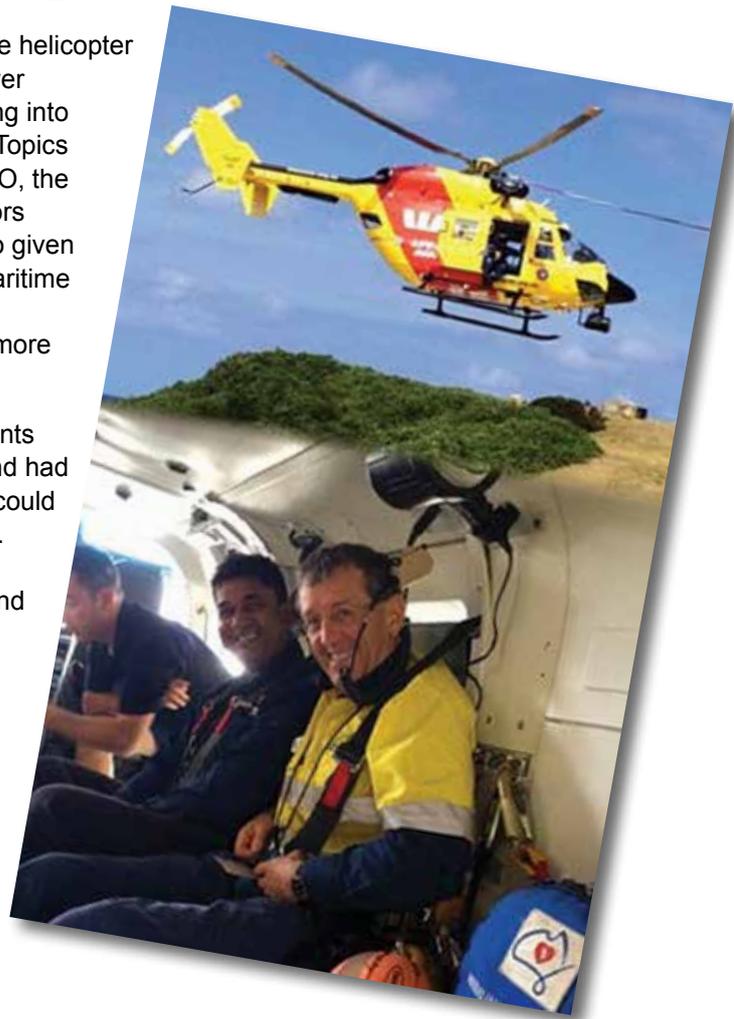
MCOs are AMSA marine surveyors provided with additional training to enable them to attend a maritime casualty on AMSA's behalf and act as the eyes and ears of the authority. They do not act as compliance officers but act as a conduit between the MERCOM, the Incident Control Centre and the casualty.

The MCO workshop is held every 18 months and provides an opportunity for the MCOs to meet and discuss the role of the MCO within AMSA and present case studies from previous maritime incidents where an MCO has been involved. For the first time since these workshops commenced, we were joined by two of our colleagues from Maritime New Zealand.

The three-day workshop commenced with some helicopter winching refresher training at Westpac Life Saver Helicopter Rescue at La Perouse, before moving into the final two days of discussions and learning. Topics included legal aspects to a response by an MCO, the importance of record keeping, and human factors involved in a response. A presentation was also given by Fire & Rescue NSW on their response to maritime HAZMAT incidents and how they and MCOs may be able to work more closely in the future.

Drew Shannon from London Offshore Consultants facilitated the final two days of the workshop and had the MCOs working through a scenario so they could see how their role may work during a response. MCOs were required to analyse each stage of the maritime incident over a number of hours and come up with viable solutions to the problems posed during that event.

The evening of day two concluded with the annual dinner with lots of discussion about the scenario presented during the day. Overall, it was a very successful workshop that was enjoyed by all with very positive feedback received on the benefits of holding such an event on a regular basis.



Interspill 2015 – Amsterdam

In late March 2015 Toby Stone (General Manager, Marine Environment Division) will represent AMSA as a delegate and panel member at the international oil spill conference, Interspill. Interspill, held in Amsterdam, is the leading European oil spill conference, and operates in cooperation with the International Oil Spill Conference (IOSC) held in the United States, and Spillcon, the event in the Asia-Pacific. These conferences form part of a triennial agreement, each operating in a three-year cycle. Spillcon will be held 2-6 May 2016 in Perth, and is hosted by AMSA and the Australian Institute of Petroleum (AIP).

These conferences focus on the changing landscape of spill prevention, preparedness and response. They provide unique opportunities for industry, academia and government to meet, discuss and network. The conference program focuses on the latest issues in oil spill response, and the exhibition will demonstrate top of the range spill-related technology and services.

Protection of the Sea Levy reduced

The Australian Government reduced the rate of the Protection of the Sea Levy effective from 1 July 2014. The levy rate reduced from 14.25 cents to 11.25 cents per net registered ton per quarter. The levy applies to ships of more than 24 metres in length entering an Australian port carrying more than 10 tonnes of oil in bulk as fuel or cargo.

It funds AMSA's environmental protection activities—preventing and combating ship-sourced pollution in the marine environment.

The levy rate was increased in June 2010 to meet part of the cost of cleaning up the oil spill from the Pacific Adventurer incident, which occurred off the south-east coast of Queensland in March 2009.

The funds generated by the higher levy were also used to establish a \$10 million pollution response reserve.

The rates for AMSA's other two levies, the Marine Navigation Levy and the Marine Navigation (Regulatory Functions) Levy, remain unaltered.

Maritime 2014: Ship to Shore

Maritime 2014: Ship to Shore was the inaugural national shipping and domestic vessel conference held in Melbourne from 10-12 November 2014. Australian and regional representatives from Commonwealth and state/territory governments, business and industry came together to discuss the issues, challenges and opportunities of Australia's maritime industry.

There were a number of presentations on marine environment topics relevant to the National Plan, including place of refuge and limitation of liability. AMSA's Marine Environment Division was represented at the conference: Toby Stone chaired a session on Asia-Pacific initiatives; and Lisa Crowle gave a presentation on a regional approach to waste reception facilities outlining a recent collaboration between AMSA and the Secretariat of the Pacific Regional Environment Programme on ships' waste reception in the Pacific Islands. Presentations can be downloaded from the conference website (maritime2014.com.au).

What's happening in Queensland?

Queensland has remained relatively free of serious marine pollution incidents in recent years but there have been a number of near misses with increased shipping activity in some ports. The most recent close call involved the bulk carrier *Thor Commander* which suffered a catastrophic engine failure near the outer edge of the Great Barrier Reef approximately 200 nautical miles east of Mackay on 11 January (see article on page one). As the disabled ship drifted towards the outer edge of the reef, the National Plan was activated by AMSA and response equipment was moved from Brisbane and Townsville to a staging area at Gladstone. Response personnel from around Queensland were also placed on alert, in case the situation deteriorated and an offshore response was required.

In associated National Plan operations, AMSA mobilised the tug *Smit Leopard* from Gladstone and the Queensland Police vessel *Lyle M Hoey* was diverted from its patrol area off Yeppoon to assist. The crew of *Lyle M Hoey* did an incredible job in passing a tow line between *Thor Commander* and the bulk carrier *Xinfa Hai* which was then able to keep the disabled ship off the reef until the tug arrived on site the following day. Maritime Safety Queensland's marine pollution response team is increasingly making use of contractors to deliver AMSA-accredited oil spill response training and is developing partnerships with other government and industry organisations for the delivery of some specialist services such as aerial observation and air attack supervision that are available within the state's wider emergency management framework.

Basic Equipment Operator Course Mackay October 2014

Queensland's oil spill response training program is being implemented as planned. Late last year Maritime Safety Queensland coordinated delivery of Basic Equipment Operator courses by Tactical Maritime Solutions on Thursday Island in Torres Strait and at Mackay on the central Queensland coast.

Additional training courses are currently scheduled for the Sunshine Coast, Gladstone and Cairns in the first half of 2015. Maritime Safety Queensland will also be working with AMSA on development of an Advanced Equipment Operator course to be run in Townsville in May.

In other developments, the Port of Gladstone has recently undergone a substantial expansion to cater for the Liquefied Natural Gas (LNG) trade and late last year Maritime Safety Queensland participated in a marine emergency response discussion exercise, based on fire onboard a LNG carrier berthed in the port. Other small scale-field exercises are planned for the ports of Townsville and Cairns in May and June.

All in all it has been a busy and productive time for Maritime Safety Queensland and the tempo of operations is expected to continue as other port developments come on line in the next few years.



Basic Equipment Operator Course – personnel deploying boom

What's happening in Victoria?

Victoria's Marine Pollution team is now part of the new Department of Economic Development, Jobs, Transport and Resources. The team will continue to operate as per arrangements under the former department, in the Emergency Risk and Resilience (ERR) business unit. All emails have changed to reflect the new department i.e. replace '@dtp.vic.gov.au' with '@ecodev.vic.gov.au'. The remainder of the email stays the same.

The Victorian Marine Pollution Contingency Plan interim report was completed in 2014 and uploaded onto the Emergency Management Victoria portal. The final version of the plan has been drafted and is currently out for comment. This version reflects both the state arrangements and those of the National Plan.

Training and exercising 2014-15

Victoria's 2014-15 program has so far included:

- Aerial Observers bridging course - Shayne Wilde from Transport NSW presented a two day course to SES trained air observers focussing on on-water observations
- desktop spill scenario exercises were run with each of Victoria's Regional Control Agencies to discuss new and emerging risks to aid in the identification of new equipment purchases.

In March 2015, the Marine Pollution Team will be running a State Response Team Incident Management Team (IMT) workshop at Phillip Island focussing on state arrangements, human factors, functional activity roles, responsibilities and requirements, and lessons management from the Golden Beach incident. There will also be an opportunity for see how the Phillip Island Nature Park responds to oiled wildlife.

New funding opportunities and projects

As previously identified, the department was awarded \$3.37 million by the Budget and Expenditure Review Committee (BERC). This funding is for capital expenditure over four years to replace and upgrade marine pollution assets. New equipment will ensure that the state can mount and sustain efficient responses and enable ageing parts of the stockpile to be decommissioned.

Now six months into implementation, stakeholder and subject matter expert engagement is continuing. A review of specific equipment recommendations for procurement has been completed. Regional spill scenario workshops (Portland, Melbourne, Hastings and Lakes Entrance) and audits of some storage locations enabled tactical response planning, evaluation of existing resources and storage arrangements. The next steps include identification of additional equipment systems based on risk and analysis of input from workshops and site visits. A procurement strategy is currently being developed and requires approval before going to market.

The funding will also enable the development and implementation of Information Communication Technology (ICT) systems to support a marine pollution response, including connectivity with other incident management systems across government, in line with the new multi-agency whole-of-government approach to emergency response.

Currently Victoria is developing Emergency Management Common Operating Picture (EMCOP) - an interactive site for tracking all emergency incidents on a state map. An online system, eMap, is being investigated as a new home for Oil Spill Response Atlas, and National Environmental Maritime Operations System (NEMO) as the Information Management Systems. Over the coming months Emergency Risk and Resilience will be working with AMSA to develop options that will integrate NEMO with Victorian systems and enable operational use.

A new project has commenced to raise the awareness of roles and responsibilities within municipalities with coastal fringes, prior to and during a marine pollution incident. This involves determining baseline levels of understanding within each of the municipalities, though a survey and interview process, and then targeting the relevant municipalities as needed via presentations, workshops, newsletters and a brochure.

Team movements

After a number of years providing support to the Marine Pollution Team, Marion Pennicuk has taken a role on the Cranbourne-Pakenham Rail Corridor Project. She finished her role within the team in December.



Regional spill scenario workshop held in Portland, December 2014

What's happening in AMOSC?

Fluid Testing in Scheduled Maintenance of Response Oil Spill Equipment

The Australian Marine Oil Spill Centre (AMOSC) has recently introduced Fluid Oil Analysis (FOA) on all machinery within the AMOSC Geelong and AMOSC Fremantle warehouse facilities. Prior to introduction, the regular scheduled 12 monthly maintenance of all machinery at these sites required all engine and hydraulic oil to be replaced, regardless of usage or fluid condition. AMOSC also receives an analytical diagnosis of the fluid condition. Fluid changes for units which contain enough engine or hydraulic fluid (i.e. greater than 4 litres) to economically justify the testing will be based on results rather than period-based (condition based servicing).

Savings across AMOSC equipment stocks is estimated at \$7000 per year by eliminating the unnecessary disposal of up to 1200 litres of hydraulic oil. The practice will be widened to include engine oil in larger units as well as the equipment stockpiles at Exmouth and Broome. In addition to direct fluid cost reduction, the FOA results and diagnosis provided by the laboratory will highlight any wear within the machinery itself. Long-term monitoring of individual units will be possible through comparison of the historical results which will include metals, contaminants and abrasives, and physical properties of the fluids. Further savings will then be able to be considered with review of the necessity to replace specialised filters that form a significant part of the cost of servicing.

FOA will also reduce the impact of AMOSC's footprint on the environment, by significantly reducing pollution and pollution from the transportation of these 'waste' oils.

Subsea First Response Toolkit - dispersant injection

The Australian offshore oil and gas industry has established a Sub-sea First Response Toolkit (SFRT) of specialised equipment, located in Jandakot WA, for immediate mobilisation in the event of a loss of well control incident that could occur in Australian waters. The SFRT contains specialised equipment needed to survey the seabed area around the wellhead, treat and remove debris, enable intervention using dispersant injected at the wellhead, and prepare for relief well drilling and safe installation of a well capping or containment device.

Thirteen companies (Apache, BHP Billiton, BP, Chevron, ConocoPhillips, ENI, ExxonMobil, Hess, INPEX, PTTEP Au, Santos, Shell and Woodside) have financed this initiative through AMOSC. The SFRT is owned by AMOSC, stored and maintained by Oceaneering, and is available for use by members of the SFRT.

In addition, Australia's largest stockpile of dispersant – 500m³ of Dasic Slickgone NS – will be stored in

Perth and made solely available for subsea use for an Australian-based subsea loss of well control event. The first shipment of this stockpile is expected to arrive at the Port of Fremantle in March 2015.

To further support this initiative, AMOSC has been working with industry to develop a subsea dispersant injection (SSDI) reference case. The purpose of the document is to achieve a common understanding of SSDI use in Australia and to assist titleholders with oil spill contingency planning and response decision-making.

Tactical response plans

Late last year the Australian Marine Oil Spill Centre (AMOSC) was engaged by Apache Energy, BHP Billiton and Woodside to develop tactical response plans (TRPs) for some of the higher sensitivity sites in the Exmouth area. This built on collaborative work on priorities and response options previously undertaken in the area. The outcome of the project was a suite of short, easy to understand TRPs that could be incorporated into contingency plans and implemented quickly if a particular site were likely to be threatened by oil, and so bring about a quicker first strike response.

The project involved a review of the previous work, development of draft TRPs, site visits to verify the chosen responses and then peer review. The draft TRPs were initially informed by local knowledge and experience, from previous exercises and from detailed modelling. Minor refinements followed site visits and discussions with Department of Parks and Wildlife before the TRPs were finalised. It is anticipated that they will be further tested and refined in future exercises.

This is a special part of Australia with remote beaches, world heritage listed reef systems and an abundance of wildlife. A collaborative and organised approach between operators is valuable to ensure a fast and effective response.

AMOSC WA Warehouse

In 2014 AMOSC opened a new equipment stockpile, located just outside Fremantle WA.

The AMOSC Board responded to change in national risk by locating and purchasing new equipment into the WA warehouse worth approximately \$1 million. This move is intended to reduce transit times of equipment in response to a WA-based incident, and provide a cache of equipment for training field operations from Perth.

The warehouse contains equipment covering most response strategies, including shoreline protection and deflection equipment, a proportion of which is packaged ready for use in conjunction with our fast response trailers. A wide variety of skimmers including disc, drum, weir and brush items will ensure the right recovery equipment is available for use alongside our offshore boom systems.

The WA warehouse is also the home for one of AMOSCs oiled wildlife containers which, if required, would be used as the initial centre point of an oiled wildlife response.

While the WA warehouse is typically unmanned, we have seen many of our members arrange visits to the site and encourage anyone with an interest to make contact with the AMOSC team to arrange a site visit.

Oiled wildlife response

AMOSC has continued to coordinate oiled wildlife response (OWR) activities on behalf of its industry members. This has occurred through the dedicated role of an Oiled Wildlife Coordinator at AMOSC.

AMOSC has been working closely with the WA Department of Parks and Wildlife (Parks and Wildlife) and in September 2014 released the jointly produced WA Oiled Wildlife Response Plan (OWRP). This state level plan applies to all instances of OWR (regardless of spill source), in state waters and can be used as guidance for Commonwealth waters surrounding WA. This establishes a good foundation for a consistent and collaborative approach to OWR across WA.

The WA OWRP details legislative responsibilities, relationships to other plans, roles and responsibilities, wildlife division structures, standards and best practice procedures for OWR.

Subordinate to, and providing regional context and detail for the WA OWRP, are six proposed regional sectorised operational plans. These regional plans will be produced jointly by Parks and Wildlife and AMOSC, with input and review from both government and industry stakeholders. The Pilbara Region OWRP was released in November 2014 and the Kimberley Region OWRP is currently out for review prior to release. Development is underway on the Perth Metropolitan Region OWRP. All released plans can be found on the Parks and Wildlife website (dpaw.wa.gov.au).

In October 2014 AMOSC and Parks and Wildlife facilitated an OWR workshop and desktop exercise for AMOSC industry members, which provided the opportunity to use and test the WA OWRP and the Pilbara Region OWRP.

AMOSC's work building OWR capacity in WA for industry is ongoing and will focus on the roll out of the remaining plans, along with meeting the standards that are outlined in them.

Exercise Westwind

The National Plan is exercised on an annual basis involving multi-level government organisations and agencies from across Australia as well as industry representation. This exercise is of national importance in ensuring strategic and operational preparedness have been practiced for marine pollution incidents.

Exercise Westwind will take place in Perth and Exmouth, WA and Canberra, ACT. The exercise will have separate strategic and operational components and will focus on a spill event scenario from the offshore petroleum industry.

The strategic component of the exercise will be conducted from 27-28 May 2015 in Perth and Canberra and will exercise high level communication and coordination between the Australian Government, the Western Australian Government and the offshore petroleum industry. This component will engage an industry Crisis Management Team, the Western Australian State Marine Pollution Strategic Coordination Group and State Emergency Coordination Group, and the Australian Government Offshore Petroleum Incident Coordination Committee.

The strategic component is being coordinated by AMSA with input from industry, the Western Australian and Australian Governments.

The operational component of the exercise will be conducted from 8-12 June in Perth and Exmouth. An Incident Management Team will be mobilised with industry personnel in Perth and a forward field base will be established in Exmouth to undertake field and aerial deployment operations.

The Australian Marine Oil Spill Centre (AMOSC) will lead the planning and coordination of the operational component of the exercise.

The National Response Team (NRT) will be working with AMOSC Core Group responders in Exmouth. A request to the states and Northern Territory for NRT leaders to attend the Operational Component of the Exercise was sent on 29 January 2015.

Similar to Exercise Northerly, Exercise Westwind will form part of a week of development programs with a State Marine Pollution Controllers workshop being held in conjunction with the strategic component and NRT. Core group personnel training on response equipment will be held in Exmouth prior to the operational component.

What's happening in Western Australia?

MEER training

WA Maritime Environmental Emergency Response (MEER) has developed a new workshop titled 'Oil Spill First Responder Workshop'. The aim of this workshop is to give the participants an overall understanding of techniques and principles used in oil spill response. The workshop combines both the Basic Operators course and Oiled Shoreline response courses from a team member's perspective, and includes a basic introduction and deployment of the oil spill response equipment, deployment strategies, shoreline response assessment and clean up techniques.

WA's state port exercise hosted by Fremantle Ports, took place in November 2014. The exercise was attended by members of WA's State Response Team, who were deployed in various roles during the exercise.



The first Pilot workshop was delivered in Exmouth in November 2014

WA training courses delivered during the period

Course Name	Month Delivered	Location
WA Oiled Shoreline Response course	September 2014	Metropolitan
Use Basic Equipment Operations	October 2014	Metropolitan
Use Basic Equipment Operations	November 2014	Geraldton
Oil Spill First Responder workshop	November 2014	Exmouth
State Response Team WA State Port Exercise	November 2014	Metropolitan

Training Courses / Exercises planned for February and March 2015

Course Name	Month Delivered	Location
State Response Team shore deployment	Feb 2015	Metropolitan
Use Basic Equipment Operations	March 2015	Bunbury
Equipment Deployment	March 2015	Bunbury
Oil Spill First Responder workshop	March 2015	Esperance
Southern Ports Authority Esperance Exercise	March 2015	Esperance

The MEER 2015 training calendar is available on the WA Department of Transport website at: www.transport.wa.gov.au/imate/transport/oil-spill-response-training.asp

Exercise Challenger

The ability of the Department of Transport (DoT) and Fremantle Port Authority to adequately respond to a maritime environmental emergency was recently put through its paces as part of an annual exercise, Exercise Challenger.

Exercise Challenger was designed to test current arrangements and key personnel, as well as identify areas for improvement.

As the Hazard Management Agency for maritime transport emergencies and marine oil pollution incidents, DoT is responsible for ensuring that appropriate measures and arrangements are put in place to prevent, prepare, respond to and recover from these hazards in State waters.

DoT Marine Safety worked in partnership Fremantle Port Authority and other organisations to exercise a response to a fictional incident involving the vessel *Lucky Strike*, which experienced an engine fire off Fremantle while in transit from Albany to Indonesia. The scenario evolved over the two day exercise to a point that the vessel grounded on Parmelia Bank and spilled 100 tonnes of oil in Cockburn Sound.

Members of Marine Safety's Maritime Environmental Emergency Response team and other trained personnel within DoT were allocated roles within the Incident Management Team as well as in the field overseeing the deployment of response equipment.

Meanwhile at Marine House, the General Manager Marine Safety, in the role of State Marine Pollution Controller, provided strategic management of the response with the assistance of the Strategic Coordination Group. This group ensured the Minister and DoT Executives were kept well advised and all media activities were adequately managed.

The end of the exercise presented an opportunity for participants to debrief, share lessons learnt and identify measures that could further enhance response arrangements and capabilities.

Importantly the exercise acted as a precursor to a National Plan exercise being hosted by WA in June.



What's happening in South Australia?

Equipment

The move of SA's state owned oil pollution response equipment in metropolitan Adelaide was completed during the reporting period. The move has resulted in the majority of our equipment now being housed at the same location as our Marine Safety Officers at Walkley Heights. Having the equipment stored at the same location as SA's Marine Safety Officers should result in decreased response times.

Pollution events

From September 2014 to February 2015 there were a number of minor events reported to the Marine Operations and Response 24-hour call number.

These events consisted of eight reports of pollution and four reports of possible pollution events where a vessel had sunk or where a motor vehicle had entered a waterway.

All events were assessed, however, no pollution response was required.

Training participation

During the reporting period, a number of SA personnel participated in oil response training, including:

Date	Location	Type	Topic	Attendance
August 2014	Whyalla	2 X 1 day response exercises	Boom deployment exercise	17 personnel
November 2014	Port Lincoln	Training	Introduction to pollution control and equipment familiarisation	20 personnel
November 2014	Port Lincoln	Training	Practical deployment training	13 personnel
November 2014	Ceduna	Training	Practical deployment training	18 personnel



New storage layout – Walkley Heights



Whyalla Inner Harbour Hydrocarbon Spill Response Exercise

CSIRO Dispersant Master Class

Chemical Dispersant use has received world-wide attention in the wake of the Deepwater Horizon incident in the Gulf of Mexico. Australia has chemical dispersants as a primary marine oil spill response option in Australia, both in the 2014 National Plan for Marine Environmental Emergencies and in relevant offshore oil and gas sector oil pollution emergency plans. There is typically a limited 'window of opportunity' to apply dispersants, as the efficacy of dispersants decreases as the oil weathers and its viscosity increases. Successful operations require timely dispersant acceptance and decision-making processes.

All those involved in dispersant operations, from preparedness to planning, from operations to monitoring, should be familiar with all aspects of dispersant operations to ensure integrated best practice. In 2013, AMSA and CSIRO responded to this challenge with a Dispersant Masterclass for National Plan Science advisers. On 1 May 2015, an updated version of this Masterclass is being offered in Perth by CSIRO and AMSA. The class is designed to provide technical and non-technical experts in the oil and gas industry, shipping, and regulatory bodies with a better understanding of the scientific basis and logistical constraints that inform decisions on the use of dispersants in the marine incidents.

Case studies will be used to illustrate both the surface and subsurface application of dispersant. Participants will have ample opportunity to identify and discuss their questions and concerns about dispersant use in a response. The class is being led by internationally renowned experts in dispersant science and policy, Dr Ken Lee from CSIRO and Dr Francois Merlin from Cedre (France). For more information email enquiries@csiro.au

AMSA Development Award

The AMSA Development Award recognises the importance of continually developing the skills and capabilities of AMSA staff as the authority moves forward with the challenges ahead. It provides recipients with an opportunity to undertake a substantial professional development activity that is also of benefit to AMSA.

This year, Giovanna Lorenzin from Marine Environment Pollution and Response, Marine Environment Division was the successful recipient.



*From left:
Mick Kinley,
Giovanna Lorenzin,
Toby Stone*

Giovanna's project will centre on the technological advances in the area of oil spill monitoring and response, and how this is currently being managed in Europe. Giovanna will be visiting the European Maritime Safety Agency (EMSA) in Portugal, the Joint Research Centre (JRC) and European Space Agency (ESA) – both in Italy, and Kongsberg Satellite Services (KSAT) in Norway. These visits will give Giovanna the opportunity to create networks, expand her knowledge and skills in the field of oil spill response, and learn how Satellite-based Synthetic Aperture Radar (SSAR) imagery is specifically processed and analysed to detect and confirm oil.

Giovanna will bring back the knowledge learned during the trip and see how this can be incorporated and applied into AMSA's current marine pollution preparedness and response processes, by applying new technological advances discovered or enhancing current processes based on what is being done internationally.

Memorandum of Understanding with the International Group of Protection and Indemnity Clubs

AMSA has signed a Memorandum of Understanding (MoU) with the International Group of Protection and Indemnity Clubs (IGPI) regarding responses to major maritime casualties and incidents. The IGPI serves the collective interests of affiliated P&I insurers on liability and insurance issues. The IGPI has sought to establish MoUs with national maritime authorities around the world with the objective of promoting cooperation on maritime casualty response preparedness. This includes early and frequent contact during and after an incident to share information on the vessel, cargo types, and points of contact in the relevant parties.

The MoU also covers training, post-incident evaluations, and information-sharing on casualty response assessments and methodologies. AMSA considers this consistent with our current practices and signed the MoU accordingly. The MoU notes that AMSA will implement Maritime Casualty Control Unit arrangements as described under the National Plan.



*Toby Stone,
General
Manager, Marine
Environment
Division, catches
up with Andrew
Bardot of the IGPI,
in the margins of an
IMO meeting*

Something you might not know...

Drew Coulter

*Senior Operations Officer
Marine Environment Salvage & Intervention
Marine Environment Division, AMSA*

Nickname: Drew is a nickname, real name is Andrew, but there were seven other Andrew's on board the Destroyer which I served on during my time in the Navy, so my name got a haircut.

Favourite movie: Independence Day or Top Gun

Favourite food: Pepperoni Pizza

Favourite type of music: I was a child in the 90s, so 'No Doubt' and 'Cake', the stuff you now hear on the less hip and cool radio stations

Greatest fear: Not a huge fan of sharks



I've been the Senior Operations Officer for a bit over 18 months and with AMSA for four and a half years. I was previously the Procurement Manager for all of AMSA but decided I needed a change and wanted to get my hands dirty.

The way I found myself to AMSA's Salvage and Intervention team and specifically an emergency response function, has been through a short-lived Navy career, followed by volunteer stints in the Tasmanian, NSW Rural and ACT Rural Fire Services. That gave me the valuable experience of running multiple fire appliances (i.e. trucks) on a fire ground, various roles within fire incident control centres and managing forward air bases, including the well-known 'Elvis' sky cranes.

My role at AMSA revolves primarily around the contract management of the Emergency Towing Vessel program, including the ETV Level 1 (*Coral Knight*) and ETV Level 2.

My role includes getting out to ports and the nominated vessels and undertaking desktop audits to ensure the paperwork and processes which underpin the capability is in order. The most interesting part of my job is actually going out on the tugs to physically test the capability by hooking-up and undertaking the towage of another vessel.



*ETV Level 2 Capability
Drill in Dampier, WA*

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