



Australian Government
Australian Maritime Safety Authority

Issue 28, September 2015

On Scene

Newsletter for the National Plan for Maritime Environmental Emergencies

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Cape Upstart oil spill

On 17 July, AMSA Search and Rescue contacted AMSA's Marine Environment Pollution Response (MEPR) Duty Officer regarding the report of a possible oil spill approximately 30 nautical miles from Cape Upstart, Queensland.

A fisherman had traversed through what he thought was an oil slick early on the morning of 16 July and then traversed through it again on his return back to shore that evening. Maritime Safety Queensland (MSQ) was informed of the spill the following morning and relevant agencies were notified. MSQ sent personnel down to speak to the fisherman and to visually assess the vessel, as there was residue on its hull. MSQ advised that there was a high probability that the substance covering the vessel's hull was oil and a sample was taken for further analysis and investigation. AMSA's MEPR Duty Officer requested further clarification on the location and size of the slick and AMSA resources were available if needed.

MSQ worked with Great Barrier Reef Marine Park Authority (GBRMPA) officers in Townsville to manage the incident and further investigate the source of the spill. A helicopter was put up over the area by MSQ and a sheen was identified and the location verified, Queensland Water Police (QWP) was tasked to head out to the location and take samples of the oil.

MSQ requested assistance from AMSA for Oil Spill Trajectory Modelling and the use of the Dornier aircraft to do a visual search of the area the next morning.

A request was put forward to AMSA for a historical surface picture (SURPIC). The SURPIC was run to identify all vessels that were in the vicinity of the spill

in the 24 hours prior to the incident being reported. A number of vessels were identified as having been in the area at the time of the spill. AMSA surveyors from several different locations undertook oil sampling from these vessels as they came into port.

The National Plan stockpile in Townsville was placed on 'lean forward' alert and the contractor remained on standby in the event the equipment was required to be deployed.

On 18 July, the AMSA Dornier aircraft undertook line scans using UV detection, which failed to pick up the any sign of the oil slick.

As there were no further sightings of the oil, incident control moved into standby mode to wait and see if oil hit the beaches. AMSA participated in the daily teleconferences between MSQ, GBRMPA and Queensland Government authorities to maintain a situational awareness.

On 23 July MSQ received a report of oil patties in the water near Fantome Island. This was the first of many sightings along several beaches (see map). An Incident Control Centre in Townsville was stood up and a multi-agency activation was initiated.

On 26 July, Jamie Storrie and David Imhoff were deployed to Townsville to assist with the incident. Jamie took on the role of AMSA liaison and adviser to the Incident Management team, David undertook the task of shoreline assessment in Ingham. Trish Malone was later deployed to Ingham on 28 July, to assist MSQ with shoreline clean-up operations.

On Friday 31 July AMSA personnel were stood down, as the incident wound down and moved into 'monitor and watch' status. MSQ personnel continued to clean beaches and offshore islands in the weeks following. The incident officially ceased on 10 August 2015.





Decontamination Station, Lucinda Beach



Forward Operating Base, Forrest Beach



Oil patty, bags of oil collected for the day and a feather coated in oil, Taylor's beach

Cape Upstart oil spill July 2015

NOT FOR PUBLIC RELEASE

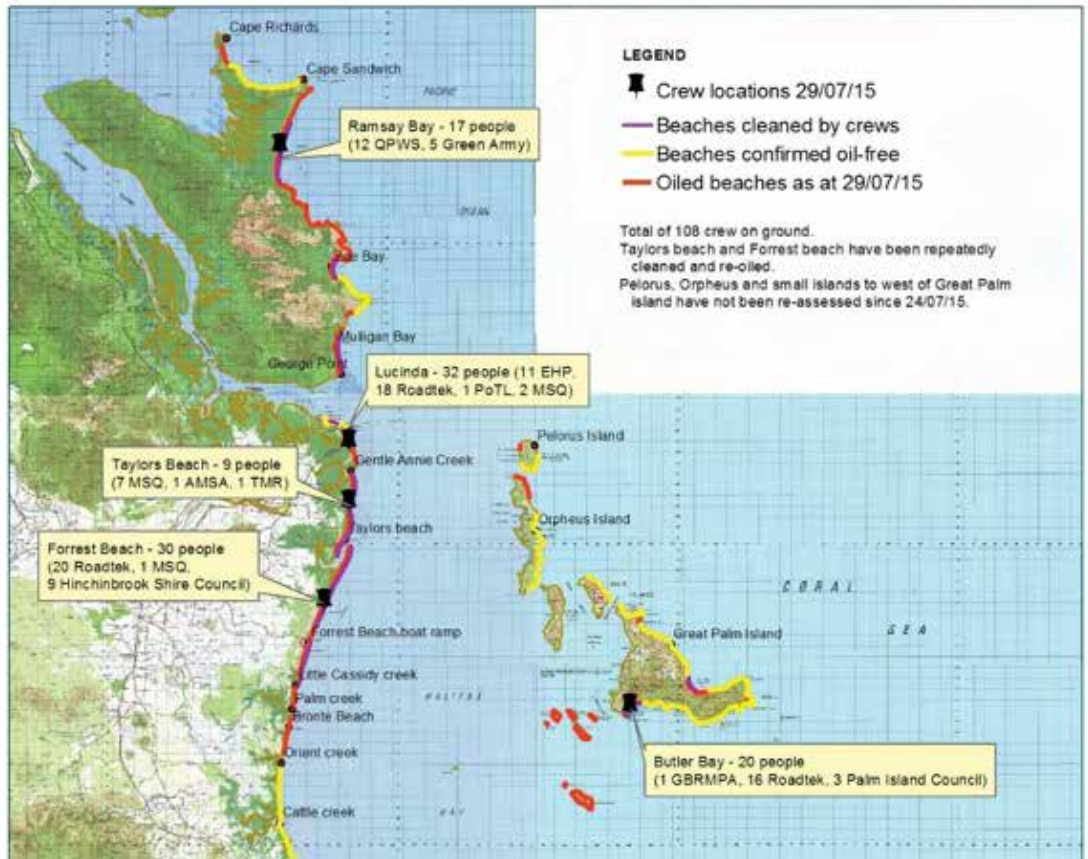
Compiled by S. Armstrong

COORDINATE SYSTEM: GDA 1984 MGA Zone 55
 PROJECTION: Transverse Mercator
 HORIZONTAL DATUM: GDA 1984
 VERTICAL DATUM: GDA 1984
 ACCURACY: ±0.000001
 Due to rounding of data, a small number may not add to zero.

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 65th Floor
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 Queensland Government GDA

Location of oil on shorelines and cleanup effort on 29/07/2015



Successful prosecutions

CSCL Brisbane

In the Brisbane Magistrates Court on Thursday 28 May 2015, the master and owners of the Hong Kong registered container carrier *CSCL Brisbane* were found guilty on one charge each under the *Protection of the Sea (Prevention of Pollution from Ships) Act 1983* (the Act).

The offence was detected during a routine port State control inspection conducted by an AMSA marine surveyor in the Port Of Brisbane on 8 August 2014. It involved an illegal discharge of garbage on 6 August 2014 within the Great Barrier Reef Marine Park encompassing the 'nearest land' provisions of MARPOL where the disposal of garbage is prohibited.

Surveyors also found that the ship's passage plan did not take into account the required marine environmental protection measures as per Regulation 34.2.4 of Chapter V: Safety of Navigation of SOLAS.

The owners, Seaspan Corporation was fined \$6000 with a conviction recorded under section 26F(3)(b)(ii) of the Act for the illegal discharge.

The master, was fined \$600 and also had a conviction recorded under section 26F(3)(b)(ii) of the Act.

Master and Owner found guilty of illegal garbage disposal in the Great Barrier Reef

AMSA has successfully prosecuted the master and owners of the Hong Kong-registered bulk carrier *ANL Kardinia* for illegally dumping garbage in the Great Barrier Reef Marine Park.

One Armania Shipping Ltd and the master of *ANL Kardinia* were found guilty on July 20 in the Townsville Magistrates Court on one charge each of illegally disposing of garbage under the *Protection of the Sea (Prevention of Pollution from Ships) Act 1983*.

The illegal discharge took place on 13 February 2015 and was detected by an AMSA marine surveyor during a routine port State control inspection in Brisbane on 16 February.

The AMSA Inspector examined *ANL Kardinia's* Garbage Record Book and discovered an entry for a discharge of food waste within the prohibited discharge area of the Great Barrier Reef.

One Armania Shipping Ltd was fined \$4000 and the master was fined \$300 for the illegal discharge.

AMSA Chief Executive Officer Mick Kinley said masters and owners of vessels should be warned that the illegal discharge of ships' waste would not be tolerated in Australian waters.

"Australia has a robust port State control regime, designed to ensure ship owners and their masters are following the rules and regulations to prevent marine areas from being polluted," said Mr Kinley.

"These prosecutions are a reminder to the shipping community if they flout the regulations they can be caught and prosecuted."



GLOBAL | REGIONAL | LOCAL

Registrations are now open for Spillcon 2016 – the Prevention and Preparedness Conference for the Asia-Pacific.

Spillcon 2016, to be held from 2-5 May 2016 in Perth, will bring together 400 delegates and 60 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 from national and international speakers

Back by popular demand, Spillcon 2016 will also include an impressive on-water display, where delegates will have the opportunity to observe on-water spill response equipment in practice.

The social program for Spillcon 2016 will again be a highlight with the Welcome Reception, Exhibition Showcase and Conference Dinner tickets part of the registration cost. The global profile of delegates from all around the world and of course within Australia promises excellent networking and information sharing opportunities.

If you are interested in attending Spillcon 2016, please see the website www.spillcon.com for further program and registration information.

REGISTRATION TYPE	TICKET PRICES (GST inc)
EARLY BIRD Delegate Registration	\$1700
STANDARD Delegate Registration	\$1800
EARLY BIRD Delegate (Group Discount) Registration (10 or more delegates)	\$1500
STANDARD Delegate (Group Discount) Registration (10 or more delegates)	\$1700
DAY Delegate Registrations	\$550
ADDITIONAL Exhibitor Pass	\$575
ADDITIONAL TICKETS – Welcome Reception & Exhibition Opening	\$70
ADDITIONAL TICKETS – Conference Dinner	\$175

AMSA welcomes

Prashanth Athipar

AMSA would like to welcome Prashanth, who has recently taken up the position of Manager Salvage and Intervention following the departure of Jocelyn (Joss) Parsons. Prashanth's primary role is to manage AMSA's maritime casualty and emergency towage responsibilities around the Australian coast.

Prashanth joined AMSA in September 2011 as an Adviser, Technical Regulations. In this role he provided technical drafting instructions to amend subordinate legislations (Marine Orders) to implement a number of international maritime conventions in Australia. In October 2014, Prashanth took on the position of Principal Qualifications Officer (Nautical). As a Principal Qualification Officer, Prashanth was an examiner for Masters and Mates and also one of the approvers of training providers and nautical colleges in Australia to deliver *International Convention on Standards of Training, Certification and Watchkeeping for Seafarers* (STCW), 1978 compliant courses.

Prior to joining AMSA, Prashanth had a seafaring career. He is a Master Mariner with 15 years sea experience mainly on board oil tankers trading worldwide. He has completed a double degree (Bachelor in Laws and Commerce), postgraduate studies (Graduate Diploma in Legal Practice) and is finalising his legal work experience in order to get admitted to practise law in Australia. Prashanth is also following LLM (International Law) at the Australian National University. Prashanth is an Associate Fellow of the Nautical Institute.

AMSA would like to extend our thanks to Joss Parsons for her contribution as Manager Salvage and Intervention. We look forward to continuing to work with Joss in her position at Ardent Global.



Michelle Carlson

Michelle is currently filling the position of Logistics and Administration Officer while Susan McLeod is on 12 months maternity leave. Michelle's role is to provide administrative support to Marine Environment Protection Response and National Plan Training.

Originally from the Hunter Valley, Michelle started her career in administration and worked for the NSW Public Service for ten years. Michelle took on a permanent role for over two and a half years as the Training Administrator in an aluminium smelter before moving to Canberra in 2013.

In Canberra, Michelle has worked for ACTEW (Canberra electricity provider), General Practice Education and Training Limited (GPET) – Department of Health, and at the Civil Aviation Safety Authority in a learning and development role.

Scott Willson (Welcome back!)

In 2013 AMSA seconded Scott Willson for a two-year period to the Secretariat of the Pacific Regional Environmental Programme (SPREP), to provide assistance to our regional partners. This position was made available with funding from the Department of Foreign Affairs and Trade as part of the Pacific Public Sector Linkages program. Scott returned to his role as Equipment Officer in Marine Environment on 19 August 2015.

AMSA has seen the benefits of this valuable support from Scott to the Pacific region in terms of increased

capacity in the management and prevention of marine pollution, marine spills, and the trans-boundary movement of hazardous wastes. This secondment has significantly boosted the profile of AMSA in the Pacific as well as providing an invaluable capacity-building opportunity for Scott.

Major activities that Scott has been directly involved in over the past two years include:

- Small Island Developing States conference
- Regional Reception Facilities Plan
- building the capacity of Pacific Island countries and territories to adopt, implement and enforce International Maritime Organization (IMO) marine pollution conventions
 - MARPOL Annex VI (Air Pollution and Greenhouse Gas (GHG) Emissions from International Shipping)
 - Anti-fouling systems
 - Enforcement training
 - ORPC
 - Ballast Water Management (Globalast)
 - Investigating Shipping Pollution Violations
- Particularly Sensitive Sea Areas
- Basel/Waigani Conventions
- PACPOL.

The knowledge and experience that has been gained by Scott during his secondment will be of considerable benefit to AMSA and the National Plan in future engagement in the region.

Training update

National Plan Training

The National Plan Training Team has had a busy year, with 7 specialist and 10 operational courses conducted. These included Incident Management Team courses; Incident Controller, Logistics and Operations specialist courses; and Basic Equipment Operations, Advanced Equipment Operations, and Shoreline Response courses.

The newly developed Advanced Equipment Operator (AEO) course, which focuses on the theory and deployment of Level 2 and Level 3 response equipment, was delivered in Fremantle and Brisbane during May 2015. The feedback received from course participants has been very positive. The AEO course has a restricted presentation schedule due to the need for access to equipment stockpiles and suitable training locations. Additional courses are scheduled to be in Victoria from 16-20 November 2015. Holding the course in Victoria allows the opportunity for South Australia, Tasmania and Victoria personnel to participate in the course.

The review and redevelopment of the specialist courses is progressing well. The new version of the Incident Management Team Course was presented three times during the reporting period, twice at the South Australian Country Fire Service State Training Centre in Brukunga, and once for NSW Transport personnel at Katoomba. Participants will agree that one of the highlights of the revised course is the inclusion of a visit to a state fire or SES Incident Management Centre, where participants can observe operations first-hand.

Crisis management seminar for Australian Government agencies

On 7 April 2015, AMSA and the Department of Industry and Science hosted a one-day seminar on crisis management for Australian Government agencies, as part of the preparatory activities for Exercise Westwind.

The seminar covered a variety of contemporary topics in crisis management, covering the importance of planning for unimaginable situations, collaboration in extreme events, legal issues in emergency management, thinking differently about risk, and using narratives to convey information.

The seminar was attended by representatives of the Attorney-General's Department; Australian Fisheries Management Authority; AMSA; Department of Foreign Affairs and Trade; Department of Industry and Science; Department of Infrastructure and Regional Development; Department of the Environment; Geoscience Australia; NOPSEMA; and the Royal Australian Navy.

Inaugural hazardous and noxious substances training course

In April 12 Fire & Rescue NSW (FRNSW) HAZMAT officers took part in the first Hazardous and Noxious Substances (HNS) Reconnaissance Team training course, held at the Australian Maritime College in Tasmania.

The course aims to give HAZMAT officers the maritime skills they will need to support the new HNS incident reconnaissance capability being developed as part of the National Plan. This new capability will allow a team of four (three HAZMAT officers and an AMSA Maritime Casualty Officer) to be deployed to a ship at sea experiencing an onboard HNS emergency. This team will then provide information back to decision makers on shore so the most effective response can be launched without first having to bring potentially dangerous substances into port.

The course contained a number of components including:

- an introduction to the maritime industry
- a tour of the Searoad Tamar, Roll on Roll Off cargo ship in Devonport
- sea survival training exercises
- ship boarding exercises
- ship familiarisation
- simulator exercises.

The course was extremely well received by the FRNSW officers who said they learnt valuable skills that would be of use both for the capability but also in their day to day jobs.



Sea survival training



Sea survival training wearing full Immersion suites



Training personnel briefing as part of tour of Searoad Tamar

Cost Recovery workshops

Since the one-day Marine Pollution Incidents Finance and Cost Recovery Workshop was developed in February 2014, eight workshops have been successfully delivered.

Date	State
21 May 2014	Western Australia Department of Transport – Perth
23 June 2014	Transport for New South Wales – Sydney
28 July 2014	South Australia Department of Planning, Transport and Infrastructure – Adelaide
19 August 2014	Maritime Safety Queensland – Brisbane
21 August 2014	Maritime Safety Queensland – Townsville
18 November 2014	Department of Primary Industries, Parks, Water and Environment – Hobart
19 February 2015	Transport for New South Wales – Sydney
17 June 2015	Department of Economic Development, Jobs, Transport and Resources – Melbourne

The overall feedback received from participants has been very positive. Participants received valuable information through the presentation and exercise of a variety of cost recovery scenarios including:

- the international oil pollution compensation regime
- Claims handling and assessment
- National Plan Cost Recovery Guidelines
- the role of P&I Clubs
- finance officer's role and responsibilities in marine pollution incident response.

Upcoming National Plan training

Date	Course	Location
14-18 September	Incident Management Team	Brukunga, SA
23-24 September	Basic Equipment Operator (WA)	Onslow
5-9 October	Incident Management Team	Port of Melbourne
13-14 October	Basic Equipment Operator	Townsville
19-23 October	Incident Controller	ANU, Canberra
20-22 October	Shoreline Response (WA)	Albany
27-29 October	Shoreline Response (NSW)	Port Stephens
3-5 November	Shoreline Response	Tasmania
16-20 November	Advanced Equipment Operator (VIC)	Williamstown
23-27 November	Incident Management Team (WA)	Perth
14-18 September	Incident Management Team	Brukunga, SA
23-24 September	Basic Equipment Operator (WA)	Onslow
5-9 October	Incident Management Team	Port of Melbourne
13-14 October	Basic Equipment Operator	Townsville
19-23 October	Incident Controller	ANU, Canberra
20-22 October	Shoreline Response (WA)	Albany
27-29 October	Shoreline Response (NSW)	Port Stephens
3-5 November	Shoreline Response	Tasmania

Liability and Compensation

During 2014-15, Australia was represented by AMSA at meetings of the International Oil Pollution Compensation (IOPC) Funds. The meetings considered claims arising from major oil spills and matters relating to the administration and governance of the IOPC Funds.

The 1971 Fund was wound up on 31 December 2014, following the finalisation of all outstanding legal and financial matters. The 1971 Fund is replaced by the 1992 Fund which currently has 114 member states. In April 2015, the IOPC Funds finalised Guidelines for Presenting Claims for Clean-up and Preventive Measures which are available on the IOPC Funds website (iopcfunds.org).

National Plan videos

AMSA is in the process of developing a series of web-based videos on the National Plan, to be made available via AMSA's website and YouTube channel. The videos will replace the outdated National Plan video, which in the past was distributed on DVD. The video series will include a range of subjects including the National Plan (overview), salvage, intervention and prevention measures, and training and oil spill response. AMSA expects to have the videos finalised in early 2016.

What's happening in Victoria?

Offshore industry engagement

In April 2015 the Victorian Department of Economic Development, Jobs, Transport and Resources (DEDJTR) hosted an Offshore industry/Government Marine Pollution workshop.

The aim of the workshop was to identify suitable options for command and control arrangements in the event of an offshore sourced marine oil spill impacting both State and Commonwealth waters. The key objectives of the workshop were to:

- identify the relevant stakeholders and their statutory obligations
- explore the command and control arrangements in response to an incident affecting both State and Commonwealth waters
- review the existing offshore spill planning regime.

The outcomes of the workshop will be used to help foster collaboration between sectors prior and during a response, guide potential policies around command arrangements and assist in planning processes.

Participation included:

- Australian Maritime Safety Authority (AMSA)
- Australian Marine Oil Spill Centre (AMOSC)
- Department of Environment, Land, Water and Planning – Victoria
- Department of Economic Development, Jobs, Transport and Resources – Earth Resources and Marine Pollution units – Victoria
- Oil Industries – Santos, Exxon, Origin, Nexus and Cooper
- National Offshore Petroleum Safety and Environmental Management Authority (NOPSEMA)
- Environment Protection Authority (EPA)
- Commonwealth Department of Industry and Science
- Commonwealth Department of Infrastructure and Regional Development.

Outcomes generated focused mainly on continued stakeholder engagement, joint exercising and ensuring that processes are in place to enable smooth operation in the event of an incident affecting State and Commonwealth waters.

What's happening in Western Australia?

Multi-agency workshop

The WA Maritime Environmental Emergency Response (MEER) team recently coordinated a multi-agency workshop to deploy their latest piece of spill equipment, the Elastec Boom Vane. The Boom Vane allows for the deployment of containment boom without the assistance of a towing vessel.

A cascade of vertical vanes under the wave-rider float allow the Boom Vane to advance against the water current at speeds of 0.5 to >5 knots. This means that you can deploy from the beach, riverbank or the side of a vessel and the Boom Vane will drag the containment boom out as far as needed. Keith Shadbolt, MEER Operations Officer, first observed the versatility of the Boom Vane while attending a multinational Oil Spill Equipment Workshop in New Harmony, Indiana, hosted by Elastec; who is a leading manufacturer of spill and environmental equipment.

Donnie Wilson, Elastec CEO, was on hand to help guide us through the deployment and to offer guidance on the various methods for which the Boom Vane can be utilised. With the help of Fremantle Ports we deployed six lengths (45 metres) of boom via a port side of their response vessel while tied up alongside first so we could set lines and our boom configuration.

The containment boom is first deployed from the rear of the vessel and the end is attached to the Boom Vane which is then lowered into the water. There was a slow current at the time of deployment. However, once the Boom Vane hit the water it slowly started to lead the containment boom out to around 30 metres of the port side.



MV PAX Salvage Operation

On 11 June 2015 WA DoT responded to a report of sunken vessel in Jervois Bay North. The MV *Pax* is a 44-metre timber hull ex minesweeper built in the early 1950s. While the vessel had sunk in shallow water, 75 per cent of the vessel was submersed and an oily sheen was leaking from the hull. Containment boom was deployed around the circumference of the hull and absorbents used within the containment area and within the hull to minimise any further spill.

Salvage operators were on site, a recovery plan was developed and the salvors began to prepare the vessel for recovery and re-float. The vessel was re-floated late on 16 June with additional boom and a multi head skimmer on site should there be any further oil spill. At this point the vessel was then placed on a mooring. While afloat it was essential to continuously pump out the vessel to maintain buoyancy.

The MV *Pax* was safely berthed at AME Supply Base on 19 June and preparations began to slip her. While preparations continued, DoT inspected the hull and it was quite evident that there was still a large amount of oily waste aboard the vessel that continued to pose a serious environmental threat. The vessel was still in an unsafe and unstable situation. It was determined that the oily waste should be removed from the vessel and a contractor was engaged to vacuum all tanks and bilge areas of the vessel.

Vacuum tankers removed 65,000 plus litres of oil waste from the voids within the vessel. However, a heavy oily sludge remained in the engine room and tank room bilges, which was considered too thick to remove via vacuum. The exterior of the vessel hull below the waterline was plastic wrapped, minimising water egress and stabilising the vessel to some degree. Negotiations were then undertaken and finalised to slip the vessel to hardstand.

On 17 July the vessel hull was dewatered and a further vacuum of oil waste was carried out in preparation for towing to Jervois Bay South and dry docking in the Australian Marine Complex facility. On 18 July the vessel was towed to the dry dock facility, removed and set to hardstand.



WA welcomes

**Emily Gifford -
Environmental Officer**



**Ben Studley -
Planning Response Officer**

(NB. This role replaces the Research Officer due to Amanda Nardi-Wallace's departure).

About Ben:

Prior to commencing with the Department of Transport (DoT) in 2012 I was a cook in the RAAF. My first role with DoT was as the Occupational Health and Safety Consultant. Once I was exposed to the variety of work that the MEER team were involved in, I did what I could, to become a part of it.

Although I am new to the role (as this is a new position) I have assisted MEER operations in the past, acting in the roles of Training Officer and Environmental Officer. My role is to assist in the planning, preparedness, response and preparation for maritime environmental emergencies and to provide operational incident management support during a maritime environmental response.

Pilbara Ports Authority

From 21-22 May 2015, the Port of Port Hedland conducted its annual oil spill exercise. The exercise involved 44 participants including: Pilbara Ports Authority staff, and stakeholders from BHP Billiton, Fortescue Metals Group, Coogee Chemicals, Teekay Shipping, Go Marine, and Hedland Launch.

'Exercise Laurentius' involved a scenario of five tonnes of Heavy Fuel Oil spilling from a bulk carrier berthing at the Utah Point Multi-User Export facility after a collision with an assisting tug. The first day involved a field deployment, using the prepositioned oil spill response equipment and an Incident Management Team scenario. The second day involved a desktop exercise to formalise a waste sub-plan.

All objectives were successfully achieved and the exercise demonstrated the ability to rapidly deploy the prepositioned equipment to protect environmentally sensitive areas. The desktop exercise resulted in a detailed understanding of the local capability and limitations on waste oil disposal and formed the basis of a detailed waste sub-plan.

What's happening in South Australia?

Exercise Sandfly

In May 2015 staff from South Australia's Department of Planning, Transport and Infrastructure (DPTI), Flinders Ports and Port stakeholders attended 'Exercise Sandfly' at Outer Harbor in Port Adelaide. The discussion exercise was based on an oil spill occurring at the new fuel berth at Outer Harbour.

In a twist, at the start of the exercise, DPTI was requested to initiate callout procedures to time how long it would take to get the boom from storage to the port. This proved to be useful as it took longer than expected, due to staff being on sick leave, miscommunication and identifying available staff with suitable qualifications. DPTI and Flinders Ports are working on implementing the recommendations made from the exercise.

Administrative changes in response arrangements

There have been many significant changes to personnel during the 2014-15 reporting period. Trent Rusby and Joe Rositano have moved on from DPTI. DPTI and AMSA would like to extend their thanks to Trent and Joe for their contribution over the years in the roles of State Marine Pollution Controller and Deputy Controller.

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What's happening in Queensland?

Cairns – Exercise Trinity Smith

A major oil spill exercise was carried out in Cairns on 25 June 2015. 'Exercise Trinity Smith' tested Maritime Safety Queensland's (MSQ) and Ports North's (as port operator) ability to respond to a large scale spill in a harbour.

The exercise brought together the complete organisational team required to respond to an incident of this size. It tested the command and control elements, along with the tactical deployment of oil spill equipment, and the involvement of other agencies that would ordinarily be involved in an incident of this magnitude. Exercise Trinity Smith proved to be very successful – it demonstrated an excellent level of interoperability between agencies and highlighted potential areas for improvement.



What's happening in New South Wales?

Exercise Dumaresq - NSW/QLD cross-border exercise

From 28 to 29 July 2015 Transport for NSW conducted a cross-border discussion and desktop exercise, 'Exercise Dumaresq' in Ballina NSW. The exercise was attended by over 35 representatives from NSW, Queensland and AMSA. The aim of the exercise was to test arrangements for responding to marine pollution incidents in the border region of NSW and Queensland.

The exercise objectives included:

- discussions on cross-border arrangements for responding to a significant oil spill impacting Queensland and NSW jurisdictions, and developing a suitable protocol for dealing with a marine pollution incident impacting NSW and Queensland jurisdictions
- examining the operational problems and issues associated with responding to oiled shorelines in the remote far south-east region of NSW and Queensland.

The first day of the exercise focused on the development of the incident protocol. Day two involved a desktop exercise with a focus on operational issues and problems with responding to oiled shorelines and wildlife in a highly populated and remote area. Day two also included the development of incident action plans.

The initial incident scenario for the exercise saw tar balls coming ashore on several beaches in both Queensland and NSW. This then changed to a more significant scenario involving a spill of approximately 100 tonnes of fuel oil being discharged from a bulk carrier off the coast.

The exercise was considered highly successful in not only developing the framework for a cross-border protocol, but also, in strengthening relationships and understandings of priorities in the region.

State exercise

The NSW State Exercise 'Exercise Bro-ken Arrow' was held on 14 July 2015 in Sydney and was attended by over 80 personnel from across the state. The exercise consisted of a desktop incident control centre component, which was held in Sydney, and a field deployment component, which was held in Port Botany.

The exercise was attended by personnel from numerous agencies including:

- Transport for NSW
- Roads and Maritime Services
- Port Authority of NSW – Sydney, Newcastle and Port Kembla
- Fire & Rescue NSW
- Department of Primary Industries
- Office of Environment and Heritage
- Environment Protection Authority

The aim of the exercise was to test the NSW State Waters Marine Oil and Chemical Spill Contingency Plan, related MOUs and guidelines that apply to level one and two incidents that cross State waters and inland waters jurisdictions. The scenario centred on an oil spill off the coast of Broken Bay, approximately 50 kilometres north of Sydney.

A major feature of the exercise was to use less experienced personnel, who had attended training over the last few years, and give them the opportunity to put their skills and training into practice in a safe environment. Participants were provided with mentors throughout the exercise. Feedback indicated that this approach successfully reinforced previous training of response personnel and has, therefore, greatly strengthened the response capacity of NSW.

In 2016 NSW will host the annual National Plan Exercise, which will be combined with the NSW state-wide Emergency Management exercise.



Multi-agency Incident Management Team working hard in the incident control centre in Sydney



Multi-agency deployment teams deploying equipment in the field at Port Botany

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