



ANNUAL REPORT

2006 – 2007



**AUSTRALIA'S NATIONAL PLAN
TO COMBAT POLLUTION
OF THE SEA BY OIL AND
OTHER NOXIOUS AND
HAZARDOUS SUBSTANCES**



Australian Government

Australian Maritime Safety Authority

NATIONAL PLAN MANAGING AGENCY

**National Plan to Combat Pollution
of the Sea by Oil and other
Noxious and Hazardous Substances**

**ANNUAL REPORT
2006-2007**

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ISSN: 1323-7772

Copy / design / typeset: Australian Maritime Safety Authority

MISSION

The purpose of the National Plan is to maintain a national integrated Government and industry organisational framework capable of effective response to pollution incidents in the marine environment and to manage associated funding, equipment and training programs to support National Plan activities.

CONTENTS

CHAIRMAN'S FOREWORD

1

ADMINISTRATION

2

POLLUTION INCIDENTS

3

EQUIPMENT AND TRAINING

5

ENVIRONMENTAL AND SCIENTIFIC ISSUES

8

ACTIVITIES IN STATES AND THE NORTHERN TERRITORY

11

FINANCIAL STATEMENTS

17

CHAIRMAN'S FOREWORD

On behalf of the National Plan Management Committee (NPMC), I have much pleasure in presenting the Annual Report of activities of the National Plan to Combat Pollution of the Sea by Oil and other Noxious and Hazardous Substances.

During 2006-2007, there was one major shipping incident in Australian waters – the *Pasha Bulker* grounding off Newcastle, north of Sydney. The National Plan was also called upon to respond to 82 minor spill incidents.

The *Pasha Bulker* incident represented a significant pollution threat, with personnel and equipment mobilised from interstate under the National Plan arrangements. Participating agencies included the Australian Maritime Safety Authority (AMSA), the industry-funded Australian Marine Oil Spill Centre, Maritime Safety Queensland, Marine Safety Victoria, the Department for Planning and Infrastructure Western Australia, the Department for Transport, Energy and Infrastructure South Australia and Maritime New Zealand. At the height of the incident there were more than 70 people assigned to assist with the response.

The response highlighted the cooperative nature of the National Plan, and in accordance with normal practice, an independent analysis will be undertaken to highlight any lessons learned and possible improvements.

During 2006-2007, the NPMC continued the development of the National Plan through support of the chemical risk assessment project, updating the Place of Refuge Risk Assessment Guidelines, implementing the new National Plan Training framework and considering the strategic direction of the Oil Spill Response Atlas.



Malcolm Irving
Chairman
National Plan Management Committee

ADMINISTRATION

National Plan 2006-2007 Financial Position

Financial statements reporting the cost of National Plan administration and operations are included in the Financial Statements on page 17 of this report.

The operating surplus of \$66,384 for the 2006-2007 financial year was in line with the 'break even over time' policy set by government. Revenue from the Protection of the Sea Levy provided the main source of funding for National Plan operations. The Protection of the Sea Levy remained at 3.3 cents per net registered tonne.

Total income received during the 2006-2007 financial year increased by \$313,107 compared with the previous financial year. Levy revenue increased during the reporting period due to a continued rise in shipping activity.

National Plan expenditure increased by four percent from 2005-2006 with total expenses of \$4,239,507.

Meetings during 2006-2007

The annual meeting of the National Plan Management Committee (NPMC) was held in Perth on 26 March 2007. Major issues addressed included endorsing the draft strategic framework for the National Plan's Research, Development and Technology program, support for stage 2 of the Chemical Risk Assessment project, consideration of the updated Place of Refuge Guidelines, the 2007-2008 financial year budget, strategic direction for the management of the Oil Spill Response Atlas (OSRA) and progress in implementing the new National Plan training framework.

The National Plan Operations Group (NPOG) held two meetings during the 2006-2007 financial year. The first meeting was held on 14 November 2006 in Geelong and the second on 17 May 2007 in Sydney. Key outcomes included the finalisation of the Risk Analysis of Bulk Chemical Spills in Australian Ports and Waters, adoption of the Bonn Agreement Oil on Water Appearance Code, endorsement of the Level 1 Chemical Spill Response Course, endorsement of the Contingency

Planning Guidelines and endorsement for the upgrade of the Oiled Wildlife Kits and purchasing of chemical spill plume modelling software in the next financial year.

Spillcon 2007

The highly successful 11th International Oil Spill Conference - Spillcon 2007 was held at the Burswood Entertainment Complex in Perth from 26 to 30 March 2007. The theme for the conference was *Global, Regional, Local* which highlighted the many-tiered approaches used in Australia and around the world to prevent and respond to oil spills in the marine environment. A high calibre of speakers from Australia and around the world presented on issues such as managing the risk, community expectations, aerial surveillance and developing response capabilities.

The keynote address was given by 2005 Australian of the Year, Fiona Wood AM. Her inspiring address gave an insight into her life, work and the importance of preparedness through exercising emergency arrangements set the scene for the rest of the Conference.

Delegate numbers exceeded 400 with 31 countries represented at the Conference. The Exhibition was expanded to 37 booths and space sold out six months prior to the event. Nine international companies exhibited with seven of these companies attending Spillcon for the first time.

The On Water Display was held on Wednesday 28 March on the Swan River. AMSA and the WA Department for Planning and Infrastructure coordinated the display, which consisted of three components – an on water demonstration of the deployment of booms and skimmers; a static display of National Plan and State equipment; and an aerial display of a helicopter and fixed wing aircraft dispersant spraying operations and an overflight of AMSA's Perth based Dornier.

POLLUTION INCIDENTS

Pollution Database

Accurate statistical data required for spill response strategic planning provides a valuable resource to assist in responding to an increasing number of enquiries from the media, interest groups and the general public. This data also provides valuable input for risk assessment, government projects and is an indication of the effectiveness of the pollution prevention measures being progressively implemented.

AMSA maintains a marine pollution database, which currently contains over 7,400 records. AMSA uses the following definitions in maintaining the database:

'Oil discharges' refers to any discharges or suspected operational discharges of oil from a vessel or vessels in excess of the permitted discharge rate under the MARPOL Convention (generally 15 parts per million oil in water).

'Oil spills' refers to accidental spills resulting from incidents such as groundings or collisions as well as spills during bunkering resulting from overflow of tanks, burst hoses, etc.

Information is entered from the following sources:

- Oil discharge reports received by AMSA which include reports from aircraft (Coastwatch, RAAF and civilian) as well as from vessels at sea;
- Records of National Plan expenditure in responding to oil spills;
- Incident reports submitted by State/NT authorities; and
- Reports from other sources (eg Commonwealth agencies, industry, the public).

At least 25 per cent of the reports received by AMSA are not entered onto the database. Reasons for not entering a reported pollution sighting include where the sighting is or is strongly suspected to be one of the following:

- Land sourced, including tank farms, road tanker accidents, drains or road runoff after heavy rain (unless some response activity is required and/or National Plan response costs are incurred);

- Coral spawn or marine algae or similar occurrence, taking into account the location of the report and the time of the year;
- Discoloured water with no sheen;
- Washings of coal dust from bulk carriers; or
- Discharge from a sewage outfall.

The completeness of the information included in this database cannot be guaranteed, as only those incidents reported to AMSA are included. AMSA does, however, make every effort to ensure the data is as comprehensive as possible.

Oil Pollution Statistics for 2006-2007

There were 174 oil discharge sightings and oil spills reported during 2006-2007. Some form of National Plan response was required for 82 of these and range from simply advising relevant stakeholders and seeking further information to full mobilisation of personnel and equipment.

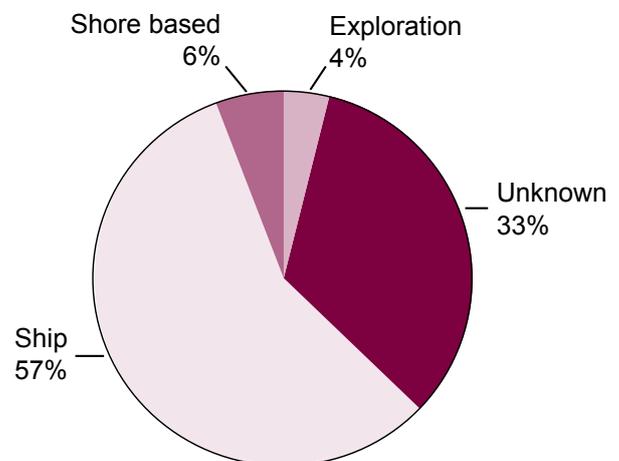


Figure 1
Sources of Reported Oil Spills during 2006-2007

POLLUTION INCIDENTS

Oil Pollution Sources

Figure 2 indicates the types of vessels from which discharges were reported during 2006-2007. The source of six sightings during the period was not identified, although the majority are assumed to be ship-sourced.

Chemical Pollution Statistics for 2006-2007

There were no ship-sourced chemical spills reported during 2006-2007.

Incidents in Australian Waters 2006-2007

Pasha Bulker, Newcastle, NSW – 8 June 2007

On 8 June 2007 during a fierce storm with gale force winds and high seas the bulk carrier *Pasha Bulker* was grounded on Nobby's Beach at Newcastle, New South Wales. During the three-week salvage operation, which resulted in the ship being refloated on 2 July 2007, there was a risk of oil pollution from the 700 tonnes of fuel oil on board and National Plan personnel and equipment was kept on 24-hour standby. However, apart from

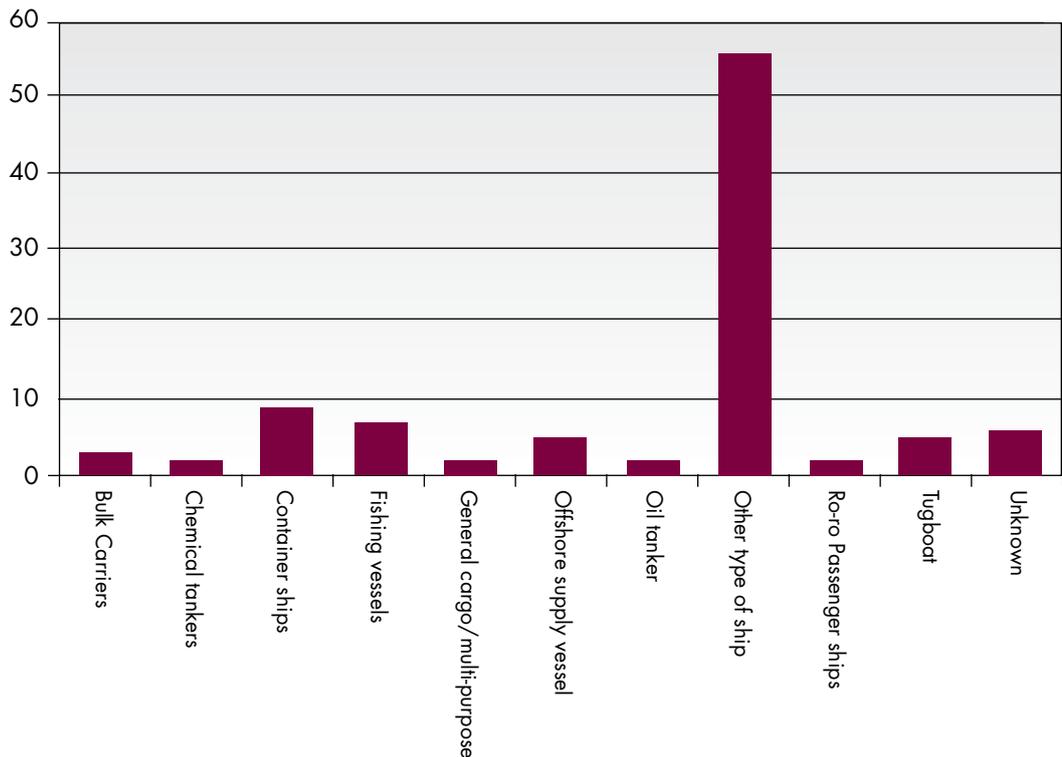


a small quantity of lubricating oil that escaped into the sea when the propeller section was damaged during the refloating operation, there was no oil pollution.

When the incident occurred, the National Plan was immediately activated with NSW Maritime taking the role as the lead response agency. Newcastle Port Corporation's Harbour Master assumed the role of Incident Controller.

Newcastle Port Corporation and NSW Maritime were supported by other State agencies as part of

Figure 2 - Discharge Sources by Vessel Type



POLLUTION INCIDENTS

the State's emergency management arrangements including Sydney Ports Corporation, Port Kembla Port Corporation, the Department of Environment and Climate Change and the State Emergency Management Committee.

Two AMSA surveyors performed the role of Casualty Coordinator on the ship in Newcastle. They provided operational coordination between the salvor and other authorities during the salvage operation.

National Plan resources were sent to Newcastle, with response personnel traveling from Canberra, Victoria, Queensland, South Australia, Western Australia and New Zealand. National Plan equipment was relocated to Newcastle from stockpiles in Brisbane and Sydney and the Australian Marine Oil Spill Centre (AMOSC) in Victoria to augment local port resources.



The AMSA emergency towage vessel *Pacific Responder* was released from its contract providing emergency towage services in the Torres Strait and Great Barrier Reef to go to Newcastle. This was in response to a request by the salvage company, which had been unable to source an anchor handling vessel in the commercial sector within the timeframe set by optimum tidal conditions for the attempted refloat of the ship. The *Pacific Responder* performed the anchor-handling role and assisted putting a tow line onto the vessel during the refloat operation.

The National Plan response was deactivated on 4 July 2007, after the ship was towed into the port at Newcastle and safely berthed.

Following the incident, AMSA coordinated an independent analysis of the National Plan response operation as part of the National Plan's continuous improvement process.

EQUIPMENT AND TRAINING

National Plan Equipment Procurement

During the 2006 – 2007 financial year four curtain-sided shipping containers were purchased for conversion into storage and transport containers for Rolands Ro Bay boom.

The storage and transport containers are located in the following National Plan regional stockpiles.

Location	Quantity
Fremantle Tier 3 Stockpile	2
Dampier Tier 3 Stockpile	2

During the 2006 – 2007 financial year four Marco oil recovery vessels underwent half-life refits.

Marcos from the following locations were involved:

Location	Marco Vessel
Fremantle	Delta
Sydney	Bravo
Melbourne	Charlie
Brisbane	Alpha

National Plan Equipment Audits

Audits of National Plan equipment were undertaken at the following locations:

- Townsville Tier 3 Stockpile – September 2006
- Cairns – September 2006

- Dampier Tier 3 Stockpile – November 2006
- Fremantle Tier 3 Stockpile – November 2006
- Sydney Tier 3 Stockpile - January 2007
- Darwin Tier 3 Stockpile – May 2007
- Brisbane Tier 3 Stockpile – June 2007
- Port of Brisbane – June 2007

Also conducted during the reporting period were audits of Fixed Wing Aerial Dispersant Capability aircraft. These were undertaken at the following locations:

- Emerald QLD - August 2006
- St George QLD - October 2006
- Moree NSW - October 2006
- Adelaide SA - March 2007
- Moree NSW - May 2007
- St George QLD - May 2007
- Emerald QLD - May 2007
- Ballidu WA - May 2007
- Adelaide SA - June 2007 (unannounced audit)
- Ballarat VIC - June 2007

Training

The National Plan training program for 2006-2007 included the AMSA-run courses and workshops shown in Table 1.

Course	Location	Date	Number of Participants
Fixed Wing Aerial Dispersant Loading	Darwin, NT	July 2006	14
Fixed Wing Aerial Dispersant Loading	Exmouth, WA	October 2006	14
Fixed Wing Aerial Dispersant Loading	Karratha, WA	October 2006	10
Casualty Coordinator	Geelong, VIC	November/December 2006	13
Oil Spill Management	Canberra, ACT	December 2006	18
Marine Pollution Controller	Geelong, VIC	February 2007	12
Environment & Scientific Coordinator	Perth, WA	May 2007	19
Oil Spill Management	Adelaide	May 2007	23
Chemical Spill Response Level 2	Brisbane, QLD	June 2007	18
Total			141

Table 1 - AMSA training courses

EQUIPMENT AND TRAINING

Australian Marine Oil Spill Centre

As the oil industry resource in the National Plan infrastructure, the Australian Marine Oil Spill Centre (AMOSC) continued to provide personnel and equipment to support National Plan activities.

AMOSC personnel and equipment were dispatched to the *Pasha Bulker* incident and participated in preparing and implementing a response strategy to accommodate any loss of oil to the marine environment.

As well as representing industry on several National Plan Committees, AMOSC assisted in the review of the Queensland, Victorian and the Port of Dampier Oil Spill Contingency Plans. Personnel also participated in the ongoing management and auditing of the Fixed Wing Aerial Dispersant Capability contract.

Spillcon 2007 was well attended by industry representatives and assistance was provided at

the On Water Display. As the conference is jointly sponsored by the Australian Institute of Petroleum and AMSA, the AMOSC General Manager, Ivan Skibinski, served as the Conference Chairman.

Twenty specific workshops were conducted for a total of 325 personnel as shown in the table 2. AMSOC also conducted training for 22 overseas students in Geelong. In all training AMOSC worked with AMSA and often State personnel which greatly assists in promoting the cooperative nature of oil spill arrangements in Australia.

Course	Number of courses	Number of Participants
Response	3	40
Operators	3	54
Management Overview	3	48
Other	11	183

Table 2 - AMOSC training courses

ENVIRONMENTAL AND SCIENTIFIC ISSUES

Oil Spill Trajectory Modelling

The Oil Spill Trajectory Model (OSTM) is used by AMSA as a decision support tool to predict the behaviour of various oils in the water column based on wind and tidal data. It is an important tool used during an oil spill response as well as an integral part of contingency planning, backtracking mystery spills and has been used as evidence in court for prosecutions.

In March 2007 training was provided to AMSA staff in the operation of the new HydroMap hydrodynamic modeling software as well as a refresher in the OilMap spill trajectory model.

Version 6 of Oilmap is currently being tested with a view to migration in late 2007.

AMSA has developed a 'Google Earth' compatible option for the OSTM output that will enable the OSTM output to be visualised in the free software.

ChemMap Plume Modeling Software

NPOG has approved the purchase of chemical plume modelling software (ChemMap) in the 2007 – 2008 financial year. ChemMap is a chemical discharge model designed to predict the trajectory, fate, impacts and biological effects of a wide variety of chemical substances three-dimensionally. Software applications will include hindcast/forecast of spill release, contingency planning, natural resource damage assessment and operational response options. Funds were allocated in the 2007 - 2008 budget for the purchase of two software licences and for three days of specialist training, conducted by Asia-Pacific Applied Science Associates.

State Chemical Spill Response Workshops

During 2007, the Chemical Operations Working Group (COWG) developed a workshop template to assist in the planning and execution of State chemical spill workshops. Outcomes of these workshops will enhance Australia's ability to meet its obligations as a signatory to the Protocol on Preparedness, Response and Co-operation to Pollution Incidents by Hazardous and Noxious

Substances 2000. The template identifies the main issues to be examined in the workshops, major steps in emergency response planning at a local level, potential stakeholders and facilitation guidelines. The workshop template is to be submitted to NPOG in December 2007 for consideration.

Oil Spill Response Atlas

The Oil Spill Response Atlas (OSRA) provides vital environmental, biological and logistical information to marine spill responders in a useful and effective format to enable a fast and efficient response to oil and chemical spills in the marine environment. Funding for the 2006-2007 financial year approved to all States and the Northern Territory for OSRA tasks was \$100 000.

The Environment Working Group (EWG) identified to the NPOG meeting in November 2004 that it was timely to migrate OSRA and the OSRA Toolset to the ArcGIS platform. During 2007-2008, a project was undertaken by AMSA in consultation with EWG, State/NT OSRA Coordinators and Environmental and Scientific Coordinators to progress the migration. Priority tools were identified for re-development on the ArcGIS platform. A subset of these was also identified for re-development for ArcPad (for use on pocket PCs) to enhance the field capability of OSRA. A technical specification was commissioned and completed in 2007; however, it was not possible to attract a GIS developer to build the toolset within the allocated budget and timeframe. The toolset migration has therefore been suspended pending further discussion of the future direction of OSRA by NPOG.

Update of Oiled Wildlife Kits

The 3rd Oiled Wildlife Workshop, held in Cottesloe, Western Australia, in November 2005 identified a number of additional items that would enhance the National Plan Oiled Wildlife Kits. These kits are currently located in Sydney, Darwin, Townsville, Como, Dampier, Adelaide and Brisbane. During 2006-2007, AMSA further

ENVIRONMENTAL AND SCIENTIFIC ISSUES

developed the list in consultation with oiled wildlife responders and EWG and commenced purchasing of items with a view to supplying the new items to the kits in late 2007. An additional kit is to be located in Tasmania from late 2007.

A Non-Avian Wildlife Response Handbook was produced in 2007 with the aim of assisting Environmental and Scientific Coordinators in their response to oiled wildlife. This reference list will direct spill responders to useful documents that relate to the rehabilitation of non-avian species typically found in Australian marine and coastal environments.

Research, Development and Technology Program

Oil and Dispersed Oil Impacts on Temperate Seagrasses

Although Australian-approved Oil Spill Dispersants rate predominantly as "slightly toxic" to "practically non-toxic" by the International Maritime Organization GESAMP classification system, there is limited knowledge on the specific effects on seagrasses exposed to dispersants. The use of dispersants may also increase the exposure of submerged seagrasses to oil as dispersed oil enters the water column.

To address the knowledge gap on the impact on seagrasses exposed to oil spills, AMSA entered into a funding agreement on behalf of the National Plan with the University of Technology Sydney (UTS). The National Plan is also providing in-kind support and technical advice to the research team.

UTS researchers are using a combination of laboratory and field experiments to compare the toxicity of several oils and dispersant/oil mixtures on seagrasses, and to provide advice on the best approach to the use of dispersants on oil spills in the vicinity of seagrasses. An additional aim is the development of a method using microalgae to provide a rapid bioassay of expected impacts on seagrass from oils and oil/dispersant mixtures.

UTS has completed proof-of-concept work using Slickgone NS dispersant and Gippsland Crude oil to

study effects on a common seagrass species (*Zostera capricorni*) in temperate waters in New South Wales. The report on this work was circulated to National Plan Stakeholders in late 2005.

UTS and the Australian Research Council have provided further funding towards the project. A PhD student is continuing the work with more dispersants (Corexit 9500, Ardrox 6120 and Corexit 9527) and oils (Tapis Crude and IFO 380). The National Plan will provide in-kind support and technical advice via the Environment Working Group throughout the project.

Evaluation of magnetic versus detergent-based cleansing of oiled wildlife in the field - animal welfare, logistics, waste and cost considerations

Following recommendations of the 2nd National Plan Oiled Wildlife Workshop (February 2004) and the Environmental & Scientific Coordinators Workshop (May 2005), a new RD&T project proposal to evaluate the use of magnets versus detergent-based cleansing of oiled wildlife in the field was commenced in July 2006.

This project is consistent with the Currently Identified Research Areas in the National Plan RD&T Strategy, specifically the category of Innovative Marine Pollution Technology and sub-category of research and development of methods to restore and rehabilitate natural resources (including wildlife) damaged by oil and chemical pollution.

The outcome of this project will be a report evaluating magnetic cleansing compared to conventional detergent-based methods, including:

- any benefits to oiled wildlife, particularly with regard to reduced handling time and therefore stress;
- cost of materials and deployment;
- logistics;
- waste disposal;
- any technological developments required; and
- future direction of research into this technique.

It is expected that the project will be finalised during the second half of 2007.

ENVIRONMENTAL AND SCIENTIFIC ISSUES

Biodiesels as biodegradable cleaning agents for heavy oil spills: an analysis of effectiveness and net environmental benefit

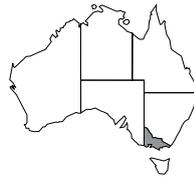
Recent experience with oil spills in the Philippines (*MV Solar I*), Australia (*Global Peace*) and Spain (*Prestige*) has highlighted the need to find a cheap, effective and biodegradable agent to clean heavy oil from mangroves, roots and surfaces, marshlands and other shoreline habitats without adversely impacting the intertidal and marine environment. Such an agent would also be useful for cleaning heavy oil from man-made surfaces such as marina structures, wharf piles, boats, concrete, rock walls and oil containment and recovery equipment. Existing surfactant and solvent based cleaning agents are expensive, not universally accepted as shoreline cleaning agents and not currently stocked by the National Plan.

The National Plan Environmental and Scientific Coordinators Workshop in 2006 identified the potential of vegetable oil based biodiesels as a cleaning agent for mangroves and other surfaces and recommended that EWG consider developing an RD&T project to investigate further. Such a project would build on previous studies overseas and consider the effectiveness and net environmental benefit of locally-available biodiesels.

Based on EWG's proposal, NPOG instructed AMSA to undertake the project. Planning and identification of suitable contractors commenced during 2006 - 2007 and subject to a contractor being chosen, work is expected to commence during the later half of 2007

ACTIVITIES IN STATES AND THE NORTHERN TERRITORY

VICTORIA



Significant Incidents

There were no significant incidents in Victoria during the reporting period.

New or Updated Contingency Plans

The Victorian Marine Pollution Contingency Plan (VicPlan) and regional plans have been placed on the Marine Safety Victoria (MSV) website.

Training

During the reporting period, MSV delivered two Introduction to Oil Spill Response courses, three Equipment Operator courses, three Shoreline Assessment and Clean up courses, one Media course, one Finance and Administration course and one AIIMS/OSRICS course. MSV also delivered three one-day Equipment Operator Refresher exercises and one Shoreline Clean up Refresher exercises.

Exercises

MSV facilitated several regional risk assessment exercises during the reporting period as well as a desktop exercise in Westernport and Portland. A chemical desktop exercise was held in Port Phillip.

MSV staff also participated in the National Plan Biennial Exercise Van Diemen in September 2006.

Equipment Acquisition

No equipment was purchased during the 2006 – 2007 financial year. All MSV's marine pollution response vessel trailers have been refurbished.

Administrative Changes in the State Response Arrangements

In March 2007, Stephen Turner resigned as Manager Marine Pollution Response to take up a position within Public Transport Safety in Victoria.

SOUTH AUSTRALIA



Significant Incidents

There were no significant incidents in South Australia. Several smaller incidents and near misses were reported and rectified.

New or Updated Contingency Plans

The review of the South Australian Marine Spill Contingency Action Plan (SAMSCAP) is complete and is currently undergoing format editing before being released for comment.

Training

Oil spill response training was provided in the Ports of Thevenard, Lincoln and Whyalla by the Department for Transport, Energy and Infrastructure (DTEI).

Finance and Administration training was provided internally for DTEI staff.

Local Government Councils (Coastal and some Riverland) were visited and presented an introduction to oil spill management in SA.

An oil spill planning workshop was hosted by DTEI for all relevant government agencies in June 2007.

Exercises

Two exercises were conducted during the reporting period. Exercise "Black Wave", a desktop exercise implementing the National Plan was conducted on 26 February 2007. A desktop exercise responding to a chemical spill "XAN-Spill" was conducted on 3 May 2007.

Equipment

No additional equipment was acquired in the reporting period.

Administrative Changes in the State Response Arrangements

The Director, Transport Safety Regulation was appointed the State Marine Pollution Controller and Chair of the State Pollution Committee in January 2007. The Managers of Transport Safety Compliance and Commercial Marine Services are the State Incident Controllers on a rotational basis and both deputise as the State Marine Pollution Controller as required and as Chair for the State Pollution Committee.

ACTIVITIES IN STATES AND THE NORTHERN TERRITORY

NEW SOUTH WALES



Significant Incidents

The grounding of the *Pasha Bulker* at Newcastle on 8 June 2007 was the only significant incident during the reporting period.

New or Updated Contingency Plans

The NSW State Waters Marine Oil and Chemical Spill Contingency Plan was amended to reflect the new arrangements for responding to marine oil and chemical spills in NSW State waters.

NSW Maritime was formally recognised in the NSW Disaster Plan as the combat agency for marine oil and chemical response emergencies. An emergency is a response requiring a significant multi-agency response that requires coordination at the Marine Pollution Controller level.

Exercises

NSW Maritime carried out equipment deployment exercises in Eden in March 2007 and Yamba in August 2006 and April 2007.



Newcastle Port Corporation conducted their annual exercise in October 2006.

Port Kembla Port Corporation conducted their annual equipment deployment and desktop exercise in November 2006.

Sydney Ports Corporation conducted an equipment and desktop exercise with Caltex in November 2006 and Shell in April 2007.

Equipment Acquisition

Sydney Ports Corporation purchased 500 m of GP750 boom and 600 m of GP500 boom. Numerous boom modules for transportation purposes and storage were either purchased or manufactured.

State Response Arrangements

New arrangements for responding to marine oil and chemical spills came into operation on 1 January 2007. NSW Maritime is now responsible for responding to marine oil and chemical spills in State waters from the Queensland border to Fingal Head at Port Stephens, this area includes the Port of Yamba, and from Gerroa on the south coast to the Victorian border, this area includes the Port of Eden.

Newcastle Port Corporation is responsible for responding to oil and chemical spills in its port area and a reduced area of State waters from Fingal Head north of the port to Catherine Hill Bay to the south of the port.

The areas for which Sydney Ports Corporation is responsible remains unchanged, being its port waters in Sydney Harbour and Botany Bay and State waters from Catherine Hill Bay north of the port to Garie Beach to the south of Port Botany.

Port Kembla Port Corporation is responsible for responding to oil and chemical spills in its port area and a reduced area of State waters from Garie Beach north of the port to Gerroa to the south of the port.

State Prosecutions

One prosecution under the Marine Pollution Act was completed during the reporting period. The owner of the *Pacific Onyx* was convicted of spilling about two tonnes of crude oil into Botany Bay at 2 Kurnell on 14 November 1999. The owner was fined \$42,000 on 16 April 2007. Proceedings against the Master were discharged without conviction.

Oil Spill Response Atlas

No work was done on updating any of the themes in the OSRA. NSW Maritime engaged a consultant to prepare a report on options and issues that need to be addressed in order to migrate the OSRA to ArcGIS and integrate the OSRA data storage and maintenance on the NSW Maritime ArcGIS server.

ACTIVITIES IN STATES AND THE NORTHERN TERRITORY

TASMANIA



Significant Incidents

The chemical tanker *Siteam Anja* allegedly discharged a large amount of carbon soot into the environment during the night of 15 June 2007 whilst berthed at Self's Point wharf to discharge its cargo of fuel. A number of residences and motor vehicles in that area were impacted by the alleged discharge and large rafts of floating black material were observed on the Derwent River in both Lindisfarne Bay and Rose Bay.

Investigations into this matter are continuing and a Complaint / Summons was issued on 23 July 2007 to the master of the ship when it returned to Hobart (Self's Point).



Part of the alleged soot fallout from the Siteam Anja at Rose Bay 16 June 2007

New Or Updated Contingency Plans

The Tasmanian Oiled Wildlife Response Plan was finalised during this period.

Concurrent with the review of the Tasmanian Marine Oil Pollution Contingency Plan, work is proceeding to finalise the revised Deed between the Department of Tourism Arts and the Environment, Marine and Safety Tasmania and the Tasmanian Ports Corporation.

It is intended that this Deed will, inter alia, clarify the responsibilities of the State and the Tasmanian Ports Corporation in the event of a marine pollution incident in State waters.

Training

With the significant assistance of AMSA, various training courses were undertaken in the north and south of the State in the lead-up to Exercise Van Dieman on 6 September 2006.

Exercises

Tasmania hosted the National Plan Exercise 2006 (Exercise Van Dieman) at the Port of Devonport on 6 September 2006.

Desk top Exercise Starfish was held in Hobart on 21 February 2007. This Exercise was designed to test the application of the Tasmanian Marine Chemical Spill Contingency Plan to a hypothetical spill of concentrated sulphuric acid from a ship aground in the Derwent River.

Equipment Acquisition

No additional response equipment has been acquired by the State this financial year.

Minor modifications have been made to the helicopter spray buckets in the State (by the addition of a hand rail and step) to improve operability from an OHS perspective.

Administrative Changes in the State Response Arrangements

Mr John Mollison has been appointed Deputy General Manager of the Environment Division in the Department of Tourism Arts and the Environment.

Mr Mollison is now also the alternate Chairperson of the statutory State Marine Pollution Committee which is established under the Tasmanian *Pollution of Waters by Oil and Noxious Substances Act 1987*.

Other Matters

Work is proceeding to review the Tasmanian *Pollution of Waters by Oil and Noxious Substances Act 1987* to ensure that the legislation will continue to reflect developments with the national model legislation concerning Australia's MARPOL obligations.

Revision of the relevant Regulations under this legislation is almost complete.

ACTIVITIES IN STATES AND THE NORTHERN TERRITORY

QUEENSLAND



Significant Incidents

No significant incidents occurred in Queensland waters during the year. Of the 57 smaller spills reported to Maritime Safety Queensland:

- 35 per cent of spills occurred in within ports
- 60 per cent of spills occurred in Queensland Coastal waters outside of ports
- 5 per cent of spills occurred outside of Queensland coastal waters but within Australia's territorial sea
- 84 per cent of reported spills were less than 5 litres
- 67 per cent were spills of either diesel fuel or other light oil

These figures show a general decrease in the number and severity of reported spills.

The most serious marine pollution incident involved a spill of approximately 200 litres of heavy fuel oil from a disused pipeline in Townsville Harbour in October. The spill, which impacted a small area within the harbour, was successfully cleaned up by response teams from Maritime Safety Queensland and Townsville Port Authority.

Maritime Safety Queensland also assisted the Environmental Protection Agency of Queensland with response to a large land sourced spill of fuel oil from a burst pipeline in Townsville during November.

New Or Updated Contingency Plans

The Queensland Coastal Contingency Action Plan was updated and a copy of Queensland's oiled wildlife response plan included in the document.

Training

During the year Maritime Safety Queensland continued to deliver high quality competency based training for oil spill responders throughout the state.

A specialist administration support course was also developed by Maritime Safety Queensland and delivered to oil spill response administration personnel.

A summary of training carried out by Maritime Safety Queensland is shown below.

Course Type	Trained 06/07	Total Trained / 5 years
Introduction to Oil Spill Response	120	657
Level 3 Oil Spill Responder	75	389
Level 4 Oil Spill Responder	17	45
Oils Spill Response Administration	91	91

Exercises

A total of five oil spill response exercises were held in Queensland during the year. The exercises were held in the ports of Mackay, Townsville, Cairns and Cooktown and at Rosslyn Bay.

Equipment Acquisition

First- strike response equipment, including general purpose boom, a weir skimmer and recovered oil storage tank was delivered to Rosslyn Bay Boat Harbour in Central Queensland.



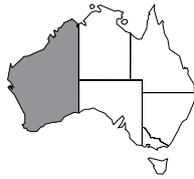
A program of half-life refits for Maritime Safety Queensland fleet of Marco oil recovery vessels continued. Work on the Brisbane based Tusk was completed in December and the vessel is once again ready to respond to incidents throughout Queensland and further a field if required.

Administrative changes in the State response arrangements

The administrative arrangements for management of oil spills in Queensland remain unchanged. However Queensland's *Transport Operations (Marine Pollution) Act 1995* was amended to formalise the position of Marine Pollution Controller.

ACTIVITIES IN STATES AND THE NORTHERN TERRITORY

WESTERN AUSTRALIA



Significant Incidents

Whilst no significant incidents occurred in Western Australia, the Department for Planning and Infrastructure (DPI) did receive reports of several minor spills during the reporting period, which were successfully monitored and cleaned up.

New or Updated Contingency Plans

Offshore oil and gas facility Oil Spill Contingency Plans (OSCP) that were reviewed by DPI's Marine Environment Protection Unit (MEPU) over the last year were:

- Santos Wilcraft Drilling Campaign 2007 OSCP
- Santos Fletcher 1 OSCP
- Koolan Island Adsteam OSCP
- Eni Australia Blacktip North-1 OSCP
- Inpex Browse Ichthys Gas Field Development OSCP
- ROC Oil Cliff Head Oil Field Operation OSCP
- TAP Oil Amulet 1 Drilling Operations OSCP
- Woodside Carnarvon Basin OSCP
- Apache Energy North West Shelf OSCP
- BHPB Stybarrow Development Offshore Hook-up and Commissioning Phase OSCP
- Dampier Port Authority

Assistance was also provided to Adsteam for the Koolan Island port development OSCP and Dampier Port Authority in the review and update of their OSCP.

The WestPlan Marine Oil Pollution was revised and circulated and the Western Australian Oiled Wildlife Response Plan was completed and attached to WestPlan as a sub plan.

Training

During 2006 – 2007 the Metro State Response Team has convened on a monthly basis to undertake a day of training. Over 50 members are registered on the team; average attendance at monthly training sessions is 10.

Work is being undertaken to build a North West Response Team with the Dampier Port Authority taking on the main coordination role.

Training delivered by the unit:

Training Delivered	Location	Date
Operator Level Workshop	Port Hedland	25th - 27th July
Admin & Finance Workshop	Dampier	1st Aug 06
Operator Level Workshop (Theory only)	Dampier	22nd & 23rd Aug 06
OSRA Workshop	Dampier	24th Aug 06
Operator Level Workshop	Exmouth	6th & 7th Nov 06
Operator Level Workshop	Esperance	15th & 16th Nov
Admin & Finance Workshop	Fremantle	6th Dec 06
Operator Level Workshop	Useless Loop	11th - 13th Dec 06
Operator Level Workshop	Fremantle	16th - 18th Jan 07
Operator Level Workshop	Fremantle	23rd Jan 07
Oil Sampling For RTO Conference	Fremantle	16th May 07
Oil Spill Management Workshop	Exmouth	30-31 July 2007

Participants included representatives from DPI, port authorities, WA Police, FESA, the oil and shipping industries along with their support industries.

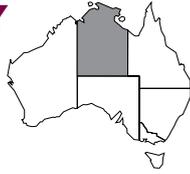
Equipment Acquisitions

Exmouth has received an additional set of foreshore cleaning equipment for 30 personnel, provided by DPI as a supplement to industry's equipment stockpile.

A dispersant spray system, usable both from a helicopter and a vessel, has been developed and built in cooperation between Polyline Industries and DPI. This system is designated to reinforce the oil spill response capacity at the North West Shelf.

ACTIVITIES IN STATES AND THE NORTHERN TERRITORY

NORTHERN TERRITORY



Significant Incidents

There were no significant oil spills in Northern Territory waters over the 2006-2007 reporting period.

New or Updated Contingency Plans

The NT Contingency Plan is currently undergoing a major revision. As a result the Management Committee is planned to convene in early January / February 2008.

Training

Two oil spill training exercises were conducted in 2006-2007. These were:

- Perkins Shipping – Fuel Transfer Exercise to test new transfer procedures, 30 July
- Darwin Port Corporation – Oil Spill Equipment and Operators training, 24 and 25 October.

Two representatives from the Northern Territory attended the AMSA Chemical Spill Response Level 2 course in Brisbane in June 2007.

Equipment Acquisition

No additional equipment was acquired by the Northern Territory in during the reporting period.

FINANCIAL REPORT

INCOME STATEMENT

	2005-06 Budget	2005-06 Actual	2006-07 Budget	2006-07 Actual	2006-07 Variance to Budget
	\$	\$	\$	\$	\$
Income					
Protection of the Sea Levy	4,908,276	4,825,462	5,111,551	5,138,569	(27,018)
Equipment hire	28,000	99,794	28,000	104,335	(76,335)
Workshop fees	24,000	6,364	12,000	2,727	9,273
Other revenue	-	96,533	-	7,467	(7,468)
Total Income	4,960,276	5,028,153	5,151,551	5,253,099	(101,549)
Expenses					
Administration					
Auditing & administrative	35,050	7,593	8,344	5,996	(2,349)
Office costs	291,134	264,748	302,160	271,944	(30,216)
Overheads	469,082	205,466	427,601	267,503	(160,098)
Depreciation & amortisation	863,479	710,108	707,170	1,068,040	360,870
Total Administration	1,658,745	1,187,915	1,445,275	1,613,482	168,207
Preparedness					
Implementation of Revised Training Arrangements	75,000	200,160	18,750	97,907	79,157
Decision Support Systems (OSRA)	200,000	114,601	195,000	131,419	(63,581)
Equipment support systems	16,000		20,000	0	(20,000)
Dispersant Capability	444,150	318,807	381,393	365,608	(15,785)
Training & Exercises	300,000	240,672	316,397	232,006	(84,391)
Total Preparedness	1,035,150	874,240	931,540	826,941	(104,599)
Research & Development					
Research & Development	-	-	40,000	31,818	(8,182)
Total Research & Development	-	-	40,000	31,818	(8,182)
Communication equipment	12,200	2,319	64,299	11,688	(52,611)
Operational equipment purchases	172,000	210,779	133,500	76,301	(57,199)
Maintain & repair Tier 2/3 equipment	462,532	307,748	447,039	331,953	(115,086)
Store Tier 2/3 equipment & dispersants	251,180	245,622	243,044	263,889	20,845
Transportation costs	15,000	1,046	121,200	20,767	(100,433)
Total Response Capability	912,912	767,514	1,009,082	704,598	(304,484)
Publications & Communications	9,000	1,348	31,000	22,010	(8,990)
Total Publications & Communications	9,000	1,348	31,000	22,010	(8,990)
Staffing					
Salaries & oncosts	705,749	867,972	549,827	607,393	57,566
Training & development costs	26,574	19,622	16,460	34,717	18,257
Travel & transport	278,969	321,529	232,692	398,547	165,855
Total Staffing	1,011,292	1,209,123	798,979	1,040,658	241,679
Total Expenditure	4,627,099	4,040,140	4,255,876	4,239,507	(16,369)
Loss on sale of assets	-	79,205	-	544	544
Incident Costs Recovered	-	3,560	-	-	-
Incident Costs Expenses	-	848,447	-	50,990	50,990
Operating Surplus/Deficit	333,177	63,921	895,675	962,058	(66,384)

FINANCIAL REPORT

VARIANCE ANALYSIS

Name Revenue or Expense Line	Variance		Explanation of Variance
	> 10%	> \$50,000	
Protection of the Sea Levy	27,018		Increase in Levy collection
Equipment hire		76,335	Increased income from hire of National Plan equipment
Workshop fees	9,271		Fewer than expected paying participants at National Plan courses
Auditing & administrative	2,348		Shortfall in expenditure as budgeted requirements not needed
Overheads		160,098	Shortfall in expenditure as budgeted requirements not needed
Depreciation & amortisation		360,870	Revaluation of all National Plan equipment
Implementation of Revised Training Arrangements		79,157	Cost coding allocation
Decision Support Systems (OSRA)		63,581	Underspend of OSRA funds by States/NT
Equipment support systems	20,000		Project not undertaken
Training & Exercises		84,391	Cost coding allocation
Communication equipment		52,611	Remote communications system not purchased
Operational equipment purchases		57,199	Not all budgeted items purchased
Maintain & repair Tier 2/3 equipment		115,086	Contingency allowance for maintenance not used
Transportation costs		73,211	Reduced maintenance costs resulted in reduced transportation costs
Publications & Communications	8,990		Printing of aerial surveillance book and annual report not undertaken
Salaries & oncosts		57,566	Staff recruited to meet baseline requirements
Training & development costs	18,257		Increase in staff during previous period increased training expenditure during this period
Travel & transport		165,855	Increased travel to meet stakeholder commitments
Incident costs expenses		50,990	Incident costs expended over two reporting periods

FINANCIAL REPORT

FINANCIAL REPORT

	2005-06 Actual \$	2006-07 Actual \$
RECEIVABLES		
Trade debtors	14,204	82,180
less Provision for doubtful debts	-	-
	<u>14,204</u>	<u>82,180</u>
Other debtors	29,137	-
GST receivable	15,736	49,866
	<u>59,078</u>	<u>132,046</u>
INVENTORY		
Oil dispersant stocks	2,826,700	2,826,700
	<u>2,826,700</u>	<u>2,826,700</u>
PREPAYMENTS		
Prepayments	29,333	-
	<u>29,333</u>	<u>-</u>
PROPERTY PLANT & EQUIPMENT		
Plant and equipment:		
fair value	10,515,800	10,523,640
Accumulated depreciation	(6,844,950)	(7,578,841)
Total plant and equipment	<u>3,670,850</u>	<u>2,944,799</u>
Office and computer equipment:		
fair value	63,663	40,927
Accumulated depreciation	(45,257)	(22,588)
Total office and computer equipment	<u>18,406</u>	<u>18,339</u>
Vehicles:		
fair value	355,000	355,000
Accumulated depreciation	(274,000)	(290,200)
Total vehicles	<u>81,000</u>	<u>64,800</u>
Vessels and amphibians:		
fair value	5,300,000	5,328,674
Accumulated depreciation	(2,952,000)	(3,214,882)
Total vessels and amphibians	<u>2,348,000</u>	<u>2,113,792</u>
Capital works in progress	405,641	98,528
Total property, plant and equipment	<u>6,523,896</u>	<u>5,141,730</u>
INTANGIBLE ASSETS		
Software		
Externally Acquired Computer software	128,080	128,080
Accumulated amortisation	(78,529)	(104,145)
Total Intangibles	<u>49,551</u>	<u>23,935</u>

FINANCIAL REPORT

	2005-06 Actual \$	2006-07 Actual \$
CREDITORS		
Trade creditors	157,729	441,881
Salaries and wages	19,463	16,030
Other creditors	347,026	-
	524,218	457,911
 COMMITMENTS		
Operating Leases		
Commitments for the acquisition of plant and equipment contracted for at the reporting date but not recognised as liabilities, payable:		
Within one year	57,725	-
Total Operating Lease commitments	57,726	-
 Other Commitments		
Commitments for expenditure in relation to purchase orders that have been made and are payable as follows:		
Within one year	858,026	321,122
Later than one year but not later than five years	439,000	160,561
Total Other commitments	1,297,026	481,683

