



# ANNUAL REPORT

2007 – 2008



**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  
2007-2008**

**MISSION**

**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.**

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## 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.

The National Plan has had a relatively quiet year in terms of spill response, but a rather busy year in terms of maritime incidents. The National Plan has been called upon to respond to 88 minor spill incidents. With regards to maritime incidents, the National Plan has been activated, to varying degrees, on four occasions:

- ▶ the refloating of the *Pasha Bulker* on 2 July 2007;
- ▶ the grounding of the coal carrier, *Endeavour River* in the Port of Gladstone on 2 December 2007;
- ▶ the grounding of the *MT Breakthrough* to the west of Direction Island, part of the Cocos Island Group; and,
- ▶ an engine room fire aboard the *MSC Lugano* on 8 March 2008 which eventually saw the vessel being brought to place of refuge at the port of Fremantle.

These incidents have seen deployments by members of State and National Response teams along with AMSA officers.

During 2007-2008, the NPMC continued the development of the National Plan through reviewing the access arrangements for overseas response resources in the event of a major incident, ongoing implementation of the new National Plan Training framework, considering the strategic direction of the Oil Spill Response Atlas and accepting the report and recommendations arising out of the *Global Peace* spill.

On a personal note, this year has seen the retirement of a number of key National Plan personnel including Mr Chris Oxenbould (NSW Maritime) and Mr David Baird (AMSA), both of whom were paramount in maintaining the success of the National Plan arrangements. I would like to make particular mention of David Baird and his efforts for ensuring that the National Plan worked so effectively on a national basis. I wish them well in their retirement.



Malcolm Irving  
Chairman  
National Plan Management Committee

5 September 2008

# ADMINISTRATION

## National Plan 2007-2008 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 \$630,975 for the 2007-2008 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. On 1 January 2007 the Protection of the Sea Levy increased from 3.3 to 7.7 cents per net registered ton per quarter. The increase represents the first phase in the recovery of the full cost of the Australian Government's National Maritime Emergency Response Division Arrangements.

Total income received during the 2007-2008 financial year increased by \$438,133 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 17 percent from 2006-2007 with total expenses of \$5,060,258.

## Meetings during 2007-2008

The National Plan Management Committee (NPMC) met in Brisbane on 14 December 2007, with the main agenda items being development of the 2008-2009 budget, review of the access arrangements for overseas response resources in the event of a major incident, ongoing implementation of the new National Plan training framework, consideration of the strategic direction of the Oil Spill Response Atlas and acceptance of the report and recommendations arising out of the Global Peace spill.

The National Plan Operations Group (NPOG) meetings for the 2007-2008 financial year were held in Brisbane in December 2007 and Melbourne in May 2008. A range of operational issues were considered at these meetings including: formulation of the implementation of a competency based training program; development of a Level 1 (Operator) Chemical Spill Response training course, acquisition of chemical spill modelling software; a commitment to review the Oil Spill Response Atlas and its future direction and applications with a view to developing an incident management geographical information system (GIS) with a standardised approach; and support for the continued research in magnetic cleaning of oiled wildlife.

## Spillcon 2010

Planning has commenced for the 12th International Oil Spill Conference, Spillcon 2010. The Conference will take place at the Grand Hyatt in Melbourne from 12-16 April 2010.

AMSA Public Relations are providing the Secretariat for the Spillcon 2010 arrangements, oversighted by an Organising Committee, comprising industry and government representatives.

## National Plan DVD

The National Plan DVD was updated during 2007-2008. AMSA has been producing information films on the National Plan for the past 14 years. The DVD explains how Australia responds to oil and chemical spills in the marine environment. It will be included in AMSA's marine environment education kits which are provided to schools and the general public. The DVD can also be viewed on the AMSA website

# POLLUTION INCIDENTS

## Pollution Database

Accurate statistical data required for spill response strategic planning provides a valuable resource to assist in responding to 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 2007-2008

There were 170 oil discharge sightings and oil spills reported during 2007-2008. Some form of National Plan response was required for 88 of these and range from simply advising relevant stakeholders and seeking further information to full mobilisation of personnel and equipment.

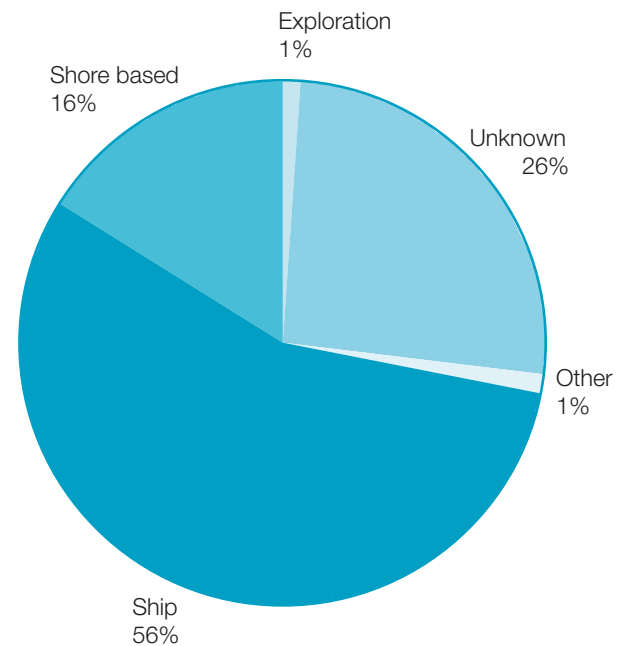


Figure 1 - Sources of reported oil spills during 2007-2008



# POLLUTION INCIDENTS

## Oil Pollution Sources

Figure 2 indicates the types of vessels from which discharges were reported during 2007-2008 where the vessel type was identified. The source of one sighting during the period was not identified, although it was assumed to be ship-sourced.

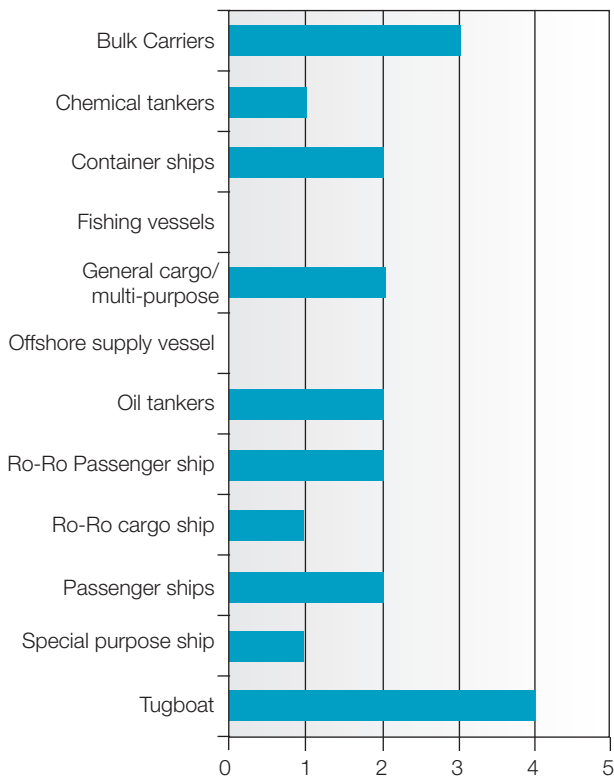


Figure 2 - Discharge Sources by Vessel Type

## Chemical Pollution Statistics for 2007-2008

There was one ship-sourced chemical spill reported during 2007-2008.

This was from an offshore service vessel and no National Plan response was required. No legal action was taken.

## Incidents in Australian Waters 2007-2008

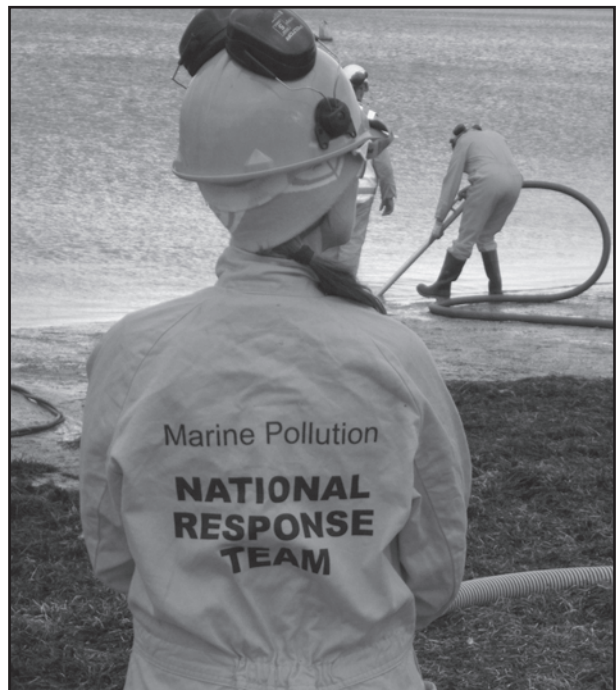
During 2007-2008, National Plan and National Maritime Emergency Response Arrangement (NEMERA) coordinated responses for three incidents.

The container ship *MSC Lugano* became disabled on 31 March 2008 as a result of an engine room fire, 97 nautical miles south of Esperance, Western Australia. The vessel's owners contracted the tug *Wambiri* from Fremantle to render assistance.

However due to deteriorating weather conditions the Master of the *MSC Lugano* requested additional assistance on 1 April. The vessel at this time was drifting towards the Recherche Archipelago. A short term tow was arranged using the tug Shoal Cape from the Port of Esperance. With assistance from *Wambiri* and another tug, the *Greshanne*, the *Lugano* was successfully towed to Fremantle.

During the towage operation, AMSA assisted Western Australian authorities in making pollution response preparations. This included the deployment to Esperance and Fremantle of AMSA and National Response Team personnel, and placing oil spill dispersant and a fixed wing aerial dispersant aircraft on stand-by. The pollution response operation was stood down on 5 April.

Support was provided through National Plan arrangements to the Queensland and NSW governments for three further incidents.



The bulk carrier *Pasha Bulker* grounded on Nobby's Beach at Newcastle, NSW on 8 June 2007. A three week salvage operation resulted and the vessel was refloated on 2 July 2007. New South Wales Maritime was the responsible authority for the incident. Due to the real risk of pollution from the estimated 700 tonnes of heavy fuel oil, the National Plan

## POLLUTION INCIDENTS

arrangements were activated. Response equipment from National Plan and industry stockpiles were coordinated and members of the National Response Team were deployed to assist local responders.

At the request of the salvage company the Pacific Responder was released from its contract providing emergency response services in the Great Barrier Reef and Torres Strait to assist with refloat operations. The Pacific Responder returned to operations in the Great Barrier Reef and Torres Strait on 9 July 2007.

An independent incident analysis of the response operation was conducted during 2007-2008 and will report in the second half of 2008.

The bulk carrier *Endeavour River* grounded on 2 December 2007 in the Port of Gladstone. While the National Plan was not formally activated, two AMSA officers provided assistance to Queensland authorities. The *Endeavour River* was refloated on 7 December.

The bulk carrier *Grain Harvester* grounded on 18 December 2007 in the Port of Gladstone. On request of Queensland authorities AMSA provided oil

spill modelling and placed members of the National Response Team on stand-by. An AMSA marine surveyor also provided support onboard the *Grain Harvester* during salvage operations. The vessel was successfully refloated the following day.

The *Malakhov*, en-route from New Zealand to India, suffered engine failure and drifted towards the coast of Victoria on 15 January 2008. A Dornier aircraft was tasked to establish communications and a tug was contracted from Portland to establish an emergency tow. The *Malakhov* was successfully towed to the Port of Portland.

The small products tanker *Breakthrough* grounded at the Cocos Island Group on 12 February 2008. The initial grounding did not result in pollution; however there remained a serious threat due to adverse weather conditions and the environmental sensitivity of the area. Two officers from the Marine Casualty and Pollution Response Section and one AMSA Marine Surveyor were deployed to the incident. Response plans were put in place and National Plan resources were placed on stand-by. The vessel was refloated successfully and towed to Singapore for repairs.



*The vessel Breakthrough*

## EQUIPMENT AND TRAINING

### National Plan Equipment Procurement

During the 2007 – 2008 financial year Marine Casualty and Pollution Response (MCPR) entered into three separate supply contracts for the purchase of: Towable Storage Bags, Shoreline Protection Boom, and Air Inflated General Purpose Boom. The supply contracts will be valid for a three year period.

The three successful suppliers, products, and quantities are shown below.

Supplier	Product	Quantity
Covertex Ltd	Covertex Towtank, 20 Tonne and 50 Tonne capacities	3 x 20 Tonne 1 x 50 Tonne
Structurflex Pty Ltd	Structurflex Inflatable General Purpose Boom	500m
Spill Tech Pty Ltd	Spill Tech Canadyne Shorebarrier	600m

Both boom types will be purchased in 100m lots and will be supplied in aluminium storage containers with all accessories. This will allow for easier storage and transport.

It is envisaged that the Covertex Towtanks will be placed into Tier 3 stockpiles which do not have a large recovered oil storage capability. The Shorebarrier boom will be placed into Tier 3 stockpiles which have aging shoreline protection boom stocks. The air inflatable general purpose boom will be utilised to replace aging stocks of expanding and zoom boom throughout all Tier 3 stockpiles.

Table 2 - AMSA training courses

Course	Location	Date	Attendees
National Response Team	Cairns	September 2007	23
Oiled Wildlife Wkp	Gold Coast	October 2007	25
Equipment Familiarisation	Darwin	October 2007	42
Oil Spill Management	Perth	December 2007	26
Equipment Operator	Darwin	March 2008	12
Oil Spill Management	Cairns	April 2008	27
Environment & Scientific Coordinator	Melbourne	May 2008	24
National Response Team	Thursday Island	May 2008	14
<b>Total</b>			<b>193</b>

### National Plan Equipment Audits

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

- ▶ Townsville Tier 3 Stockpile – September 2007
- ▶ Cairns – September 2007
- ▶ Fremantle Tier 3 Stockpile – June 2008
- ▶ Sydney Tier 3 Stockpile – February 2008.
- ▶ Darwin Tier 3 Stockpile – March 2008
- ▶ Melbourne – March 2008
- ▶ Westernport Victoria – March 2008

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

- ▶ Moree NSW - May 2008
- ▶ St George QLD - May 2008
- ▶ Emerald QLD - June 2008

### Training

The National Plan training program for 2007-2008 included the following AMSA-run courses and workshops shown in Table 2.

AMSA facilitated an IMO Level 2 Oil Spill training course for delegates from South Pacific Nations (SPREP) as part of its obligations under the International Convention on Oil Pollution Preparedness Response and Cooperation (OPRC) 1990. The course was funded by IMO.

The course was run at the Australian Marine Oil Spill Centre (AMOSOC) training facility in Geelong from 10 to 13 June 2008. Twelve people with six from the South Pacific and six from AMSA attended.

# 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. The two components of the OSTM, Oilmap and Hydromap, are used in conjunction to model hydrodynamic currents and predict the behavior and fate of oil plumes.

A revised version of Oilmap was made available to AMSA in August 2007 which incorporated a number of new features, including the ability to overlay model outputs on free software viewers including Google Earth and ArcGIS Explorer.

New tidal atlas files for OSTM have been developed for a number of areas including the ports of Gladstone QLD, Bunbury WA and Gove NT. These files have been validated against real tidal data and improve AMSA's ability to accurately model oil fates in identified high-risk areas. AMSA will continue to develop and source high-quality hydrogeographical data for running OSTM in vulnerable areas of the national coastline.

## ChemMap Plume Modeling Software

NPOG gave approval for AMSA to purchase a chemical spill plume modelling software called ChemMap in June 2008. ChemMap is a chemical discharge model designed to predict the trajectory, fate, impacts and biological effects of a wide variety of chemical substances in a three-dimensional format. ChemMap interfaces directly with the National Plan's OSTM and OSRA, and will assist in developing contingency plans, and in responding to chemical spills in Australia's marine environment.

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.

## 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 2007-2008 financial year approved to the States for OSRA tasks was \$110,414.

In the past several years, there has been much discussion on the future direction of OSRA and how it may be developed as a response planning tool, incorporating new developments in Geographical Information Systems (GIS) and web-based user platforms. At the 16th NPOG meeting in May 2008, a temporary working group was formed to undertake a needs analysis focusing on a response manager point of view.

## Update of Oiled Wildlife Kits

The 4th Oiled Wildlife Response Workshop was held at Sea World on the Gold Coast in October 2007. The workshop aimed to enhance existing knowledge of non-avian oiled wildlife response techniques. The final contents list for the National Plan Oiled Wildlife Response Kit upgrades was completed. In June 2008 the additional kit items were delivered to the existing state kits. A new wildlife kit for Tasmania was developed jointly by AMSA and the Australian Marine Oil Spill Centre in Geelong. It is anticipated that the Tasmanian kit will be ready for deployment in the near future.

AMSA is currently investigating ways to support New Zealand in their bid to host the upcoming Effects Of Oil On Wildlife Conference (EOWC).

## 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.



## ENVIRONMENTAL AND SCIENTIFIC ISSUES

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 Environment Working Group is also providing in-kind support and technical advice to the research team. UTS and the Australian Research Council have provided further funding towards the project.

UTS researchers are using a combination of laboratory and field experiments to compare the toxicity of several oils and dispersant/oil mixtures on seagrasses (Corexit 9500, Ardrox 6120 and Corexit 9527) and oils (Tapis Crude and IFO 380), 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.

### *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 was developed and approved in 2005-2006 to evaluate the use of magnets versus detergent-based cleansing of oiled wildlife in the field.

The project was completed in March 2008, culminating in a report evaluating magnetic cleansing compared to conventional detergent-based methods, taking into considerations such as:

- ▶ 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.

### *Vegetable oil-based biodiesels as cleaning agents for heavy oil spills: effectiveness, cost and net environmental benefit*

The University of Queensland's Marine Pollution Research and Response Unit is undertaking on behalf of the National Plan a project to examine the cost and net environmental benefit of using biodiesel as a cleaning agent for habitats such as mangroves where access is difficult and physical disturbance by clean-up teams using current methods is potentially more damaging than leaving oil in-situ. The need to address these sensitive habitats was highlighted by the *Global Peace* spill in Gladstone (January 2006). The project examines the potential of using biodiesel to clean mangrove mud, sand, rock, marine-grade concrete, mangrove pneumatophores, fibreglass and aluminium contaminated with heavy fuel oil. The first phase of the project has shown that palm oil biodiesel and coconut oil biodiesel outperform other agents tested (e.g. Cytosol, Biosolve, automotive degreaser) in cleaning a range of substrates.

The final report for Phase 1 was received by AMSA in June 2008, and further work such as toxicity testing, net cost and environmental benefit analysis and field trials is currently being scoped.

## 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.

As well as representing industry on several National Plan Committees, AMOSC personnel also participated in the ongoing management and auditing of the Fixed Wing Aerial Dispersant Capability contract.

Planning for Spillcon 2010 in Melbourne has commenced with AMOSC chairing the conference organising committee.

AMOSC and AMSA shared a stand at The Australian Petroleum Production & Exploration Association (APPEA) conference in Perth where many delegates visited the display gaining a better understanding of response arrangements in Australia and the strong relationship between industry and government.

In a particularly busy year for training over 400 personnel either attended workshops at the Geelong Centre or benefited from programs developed specifically for their local operation and conducted on-site. Two programs for International students were conducted at AMOSC one for a Japanese industry group. The other, which was hosted by AMSA and the IMO, serviced representatives from the South Pacific Regional Environmental Program (SPREP).

In all training AMOSC continued working with AMSA and often State personnel which greatly assists in promoting the cooperative nature of oil spill arrangements in Australia.

AMOSC worked with New South Wales Maritime to enable a series of Ship to Ship transfers at Eden in NSW. Operating and Oil Spill Contingency Plans were developed and local personnel were trained in the deployment of equipment provided for the duration of the operation by AMOSC.

During the refit of the *Ocean Patriot* drilling rig at Portland in Victoria AMSOC again provided equipment and training to local personnel to ensure that potential spill scenarios were identified and mitigating measures put in place.

As marine activity for all industries continues to increase in the western regions of Australia, AMOSC sought assistance from an international specialist to work along with AMOSC, Federal and State Government and industry stakeholders to identify the increased risks and to develop possible improvement strategies. Although the process is not yet complete AMSOC has coordinated the positioning of industry oil spill response equipment into Exmouth and Broome which along with local training ensures a Tier 1 capability.



Course	Number	Participants
Response	2	21
Operator	2	31
Management Overview	3	22
Other	21	254

# ACTIVITIES IN STATES AND THE NORTHERN TERRITORY

## NEW SOUTH WALES



### Significant Incidents

Sydney Ports Corporation responded to an incident at Wylies Bath and Coogee Beach on 10 January 2008 following a release of Heavy Fuel Oil from an unknown source impacting the shoreline. The cleanup of numerous tarballs took three days.

### New or Updated Contingency Plans

The NSW State Waters Marine Oil and Chemical Spill Contingency Plan underwent a major review and was endorsed by the State Emergency Management Committee on 5 June 2008. The NSW oil spill response brochure was also updated and reprinted.

### Exercises and Training

The following exercises were carried out in NSW.

Training establishment and exercise	Date
Port Kembla Port Corporation desktop exercise	29 August 2007
Caltex/Sydney Ports Corporation equipment deployment exercise	19 November 2007
Port Kembla Port Corporation equipment deployment exercise	February 2008
NSW Maritime Exercise Oily Carp (State exercise)	12 March 2008
NSW Maritime Eden Oil Spill Exercise	5 April 2008
Caltex/ Sydney Ports Corporation equipment deployment exercise	23 May 2008
NSW Maritime Lord Howe Island equipment deployment exercise	28 May 2008
Newcastle Port Corporation deployment exercise for the dredger David Allan's oil spill equipment	May 2008

Since taking on a combat agency role on 1 January 2007, NSW Maritime has delivered a number of training courses during the year.

Training establishment and exercise	Date
Helicopter Underwater Escape Training (4 personnel)	5 March 2008
Introduction to Marine Incident Management	6-7 May 2008
Introduction to Marine Incident Management	12-13 June 2008
Oiled Shoreline Assessment and Cleanup	23-24 June 2008
Oiled Shoreline Assessment and Cleanup	26-27 June 2008

Sydney Ports Corporation conducted or attended the following training:

Training establishment and exercise	Date
Roulunds RoBay Boom training (AMSA) Cairns, QLD (4 personnel)	19-21 September 2007
AMSA Equipment Training (5 Personnel)	4-5 January 2008
Helicopter Underwater Escape Training (7 Personnel)	5 March 2008
AMOSC Oil Spill Operators Training (5 Personnel)	18 March 2008
Oil Spill Exercise Hi Sprint training (15 Personnel)	23 March 2008
SPC/ DMS Introduction to Oil spill responses	29 April 2008
Roulunds RoBay Boom training (AMSA) Thursday Islands, QLD (2 personnel)	12 May 2008
Tanker Safety Training- Safeships Pty Ltd	17-20 June 2008

# ACTIVITIES IN STATES AND THE NORTHERN TERRITORY

Newcastle Port Corporation conducted or attended the following training:

Training establishment and exercise	Date
Introduction to oil spill equipment training course for Port users in conjunction with NSW Maritime	16 November 2007
AMOSOC's Oil Spill Operators Training (6 NPC personnel)	18 March 2008

## Equipment Acquisition

NSW Maritime purchased a trailer for Eden and Yamba ports for moving oil spill response equipment. Three trailers were also purchased for shoreline response; two will be located on the south coast and one on the north coast.

Two lengths of shoreline boom and a small skimmer were purchased for Lord Howe Island.

Sydney Ports Corporation has purchased to following equipment:

- ▶ 1000 metres of GP500 boom
- ▶ 1 decontamination shelter
- ▶ 1 Delta skimmer
- ▶ 1 large Foilex weir skimmer

Port Kembla Port Corporation purchased a diaphragm pump and hoses. Newcastle Port

Corporation purchased an incident response vehicle.

## State Prosecutions

NSW Maritime - *Seahorse Horizon*: The decision was handed down on 23 July 2007. All three defendants were convicted with the owner being fined \$35,000, the master \$30,000 and the chief engineer \$35,000.

Four small oil spill incidents were dealt with by way of Penalty Notice under the Protection of the *Environment Operations Act 1997*.

## Oil Spill Response Atlas

No work was done on updating any of the themes in the NSW Oil Spill Response Atlas (OSRA). Work on migrating the atlas to the ArcGIS(Geographical Information system) platform has been delayed and is now scheduled for 2008-2009 year.

## TASMANIA



### Significant Incidents

There were no significant marine pollution events in Tasmanian State waters during the past financial year. However the Department of Environment, Parks, Heritage and the Arts and TasPorts responded to a number of minor incidents and spills.

### New or Updated Contingency Plans

Both the Tasmanian Marine Oil Spill Contingency Plan and TasPort's Oil Spill Contingency Plan are currently being updated. The completion of both plans is contingent on the finalisation of the Deed of Agreement between the Department of Environment, Parks, Heritage and the Arts, Marine and Safety Tasmania and TasPorts.

### Equipment Acquisitions

No additional response equipment has been acquired by the State this year. Aluminium crates have been constructed to facilitate the transport of the disc skimmer and spray unit located at Hobart.

### Prosecutions

On 28 November 2007 the owners of the *MT Siteam Anja* were fined \$20,000 after pleading guilty to creating a serious environmental nuisance when the vessel deposited a large amount of soot on the Derwent River and Eastern Shore suburbs of Hobart. On 17 December 2007 the Hong Kong registered *MV Cape York* allegedly discharged a quantity of ballast water contaminated with Heavy Fuel Oil into the Port of Burnie. Complaints and summons have been served on the shipping company and Master of the vessel.

### Administrative changes in the State response arrangements

Long serving Executive Officer of the State Marine Pollution Committee, Mr John Isaac, retired in February. Ms Rosemary Holness is currently acting in the position of Executive Officer.



# 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

There have been no changes to the State or regional contingency plans during the reporting period.

### Training

During the reporting period, Marine Safety Victoria delivered eight Introduction to Marine Pollution Response courses, three Equipment Operator courses, three Equipment Operator refresher courses, three Shoreline Clean-up course, one Shoreline Clean-up refresher course and one Administration and Finance workshop.

### Exercises

Two alerted and two non-alerted exercises were held as part of the contract with the Oil Spill Response Company of Australia (ORCA).

### Equipment acquisition

No equipment was purchased during the 2007-2008 financial year.

### Administrative changes in the State response arrangements

Tony Milne was appointed Manager Safety Education which encompasses the role previously known as Manager Marine Pollution Response.

## SOUTH AUSTRALIA



### Significant Incidents

No Significant Incidents recorded. Of the 24 incidents reported between 2007-2008, the most serious related to the grounding of a fishing vessel near Kangaroo Island, no pollution occurred and the oil that was on board was safely transferred.

### New or Updated Contingency Plans

There were no new or updated plans during 2007-2008.

### Training

Regular refresher and new equipment handling courses were conducted throughout the State.

Members of Metropolitan Adelaide's first response team undertook equipment handling training.

Three staff attended AMSA's Oil Spill Management Course.



Members of the oil spill response team deploying a boom during training

### Exercises

Exercise *Broken Deck* was hosted by Flinders Ports in November 2007. This exercise looked at the ramifications of a spill in Port Adelaide.

Following from the outcomes of *Broken Deck*, exercise *Forward Command* was hosted by Department for Transport, Energy and Infrastructure (DTEI) in June 2008 to explore the issues associated with coordination of a multi agency response on site.

### Equipment Acquisition

No additional equipment was acquired in the reporting period.

### Administrative changes in the State Response Arrangements

Additional responders have been placed on the on-call roster to ensure a rapid response and team members obtain valuable experience.

# ACTIVITIES IN STATES AND THE NORTHERN TERRITORY

## QUEENSLAND



### Significant Incidents

Fortunately there was a general decrease in the severity of reported ship-sourced pollution in Queensland waters. Nevertheless, Maritime Safety Queensland responded to 60 reported oil spills and was involved in two significant operations to prevent marine pollution.

On 23 August 2007 an intense east coast low caused extensive erosion to beaches and localised flooding in South East Queensland. One casualty of the inclement weather was the Indonesian Navy's sail training ship *KRI Arung Samudera*. The tall ship was driven ashore on Rainbow Beach north of Brisbane during the storm but luckily each of the 18 crew members escaped without serious injury. With assistance from a local recovery company a small team made up of personnel from Maritime Safety Queensland's Maritime Services Branch and Gladstone Region removed two truck loads of garbage and over 12000 litres of diesel fuel and contaminated seawater water from the ship. *KRI Arung Samudera* was successfully refloated by a team from the Royal Australian Navy 29 August and towed to Brisbane for repairs. The ship has since returned to Indonesia.



*KRI Arung Samudera*

In the second operation an oil spill response team assembled from Maritime Safety Queensland's Mackay, Gladstone and Brisbane regions successfully removed over 7000 litres of oil, paint and other pollutants from a derelict ship moored near Airlie Beach.

The assignment presented the team with a number of interesting challenges but in the end produced an extremely good result that helped ensure ongoing protection of the world renowned Whitsunday Islands region.



### Contingency Planning

The Queensland Coastal Contingency Action Plan was updated in June 2008. The revised document now incorporates Torres Plan, first-strike oil spill contingency plans for all Queensland ports and Queensland's oiled wildlife response plan.

### Training

Maritime Safety Queensland continued to deliver high quality training for oil spill responders throughout the state and participated in ongoing development of the new National Plan training package.

Course Type	Number of Participants
Administration and Logistics Course	126
Introduction to Oil Spill Response Course	239
Level 3 Oil Spill Responder Course	46
Level 4 Oil Spill Responder Course	17
Total	428

In addition 12 personnel from Maritime Safety Queensland attended oil spill management training conducted by the Australian Maritime Safety Authority in Perth and Cairns.

Maritime Safety Queensland also participated on two National Response Team training activities aboard the Emergency Towing Vessel Pacific Responder; one off Cairns in September 2007 and the other in Torres Strait in May 2008.

# ACTIVITIES IN STATES AND THE NORTHERN TERRITORY

## Exercises

First-strike oil spill response exercises were conducted at Lucinda in October 2007 and at Mooloolaba in November 2007. A larger scale two day regional desktop and field exercise was conducted in Gladstone in June 2008. In addition a number of smaller equipment deployment exercises were also held in various locations throughout the state as part of Maritime Safety Queensland's ongoing commitment to oil spill response training.

## Administrative changes in the State response arrangements

A significant amount of time and effort was devoted to a remake of the Transport Operations (Marine Pollution) Regulation 1995. Whilst the remake will not result in any significant changes to administration of the National Plan in Queensland they will allow Maritime Safety Queensland to achieve a higher standard of compliance and keep abreast of changes to applicable international conventions and domestic legislation.

All of Maritime Safety Queensland's policies, procedures and standards relating to pollution prevention and response were reviewed during the year.

## WESTERN AUSTRALIA



## Significant Incidents

There were 68 incidents reported in the period 1 July 2007 to 30 June 2008. Many of these reports are of very small spills or near misses. There were several reports of recreational and fishing vessels grounding or sinking which were all reported in no loss of oil.

The *MSC Lugano* was a significant incident that required a response for a potential marine oil spill. The vessel lost power after a fire in the engine room and began drifting towards the islands of the Recherche Archipelago, Esperance. This is an area of environmental significance as it is a haul out and breeding area for Australia sea lions and New Zealand fur seals. It also has significant bird populations. The rough sea conditions and inaccessibility of the islands limited potential response options. The use of dispersant applied via fixed wing aircraft was considered the most effective response activity if one was required.

## OSRA

The focus for the work on OSRA in WA has been on updating the WA coastline and shoreline type datasets. The following datasets were updated in 2007-2008:

- 1.1.1 Detailed Coast
- 1.1.2 Reference Coast
- 2.1.10 0.5m Resolution Shoreline Classification
- 3.1.5 Seabirds (General)
- 3.40 Coral Reef
- 3.5.1 Turtle Nesting Sites
- 5.3.1 Aquaculture/Shellfish
- 6.1.2 Ports
- 6.1.10 Oil & Gas Offshore Facilities
- 7.3 Aerial Photographic Index

Several attempts were made by various tugs to attach a line to the vessel to slow the speed of drift to the islands. Eventually the tug *Wambiri*, which had travelled to the site from Fremantle, managed to establish an effective tow to move the vessel to Fremantle. *MSC Lugano* was towed safely back to Fremantle Port for repairs with no loss of oil.

## New or updated contingency plans

- ▶ Santos - Icthy North -1 OSCP 2007
- ▶ Santos Mutineer-Exeter Development Field Operations OSCP 2008
- ▶ Roc Oil Perth Basin OSCP 2008
- ▶ Inpex Browse - Icthy Gasfield OSCP 2008
- ▶ Woodside Browse Basin Oil and Other Noxious And Hazardous Substances Spill Contingency Plan 2008
- ▶ Apache North West Shelf OSCP Vol. 1 2008
- ▶ Santos Johnson-1 OSCP 2008
- ▶ ENI Australia Charon-1 Exploration Drilling OSCP 2008
- ▶ ENI Joseph Bonaparte Gulf OSCP 2008

DPI assisted Fremantle Port in the review and update of their Oil Spill Contingency Plan (OSCP); and assisted Port Hedland Port Authority and Port of Broome in updating their plans (updates not finalised).

# ACTIVITIES IN STATES AND THE NORTHERN TERRITORY

## Training

### *Metro State Response Team*

During the year the Metropolitan State Response Team was convened on a 4-6 weekly basis to undertake operator training. Over 50 members are registered on the team which is made up predominantly by Fremantle Port Authority personnel and also includes industry and State Government members.

The Department of Primary industries (DPI) continues to support the Pilbara ports, convening the Pilbara Regional Response Team with the Port of Dampier taking on the main coordination role.

### Training Delivery

Training delivered by the Oil Spill Response Coordination team during 2007-08:

Participants at the training include representatives from DPI, Port Authorities, Police, Fire and Emergency Services Authority of Western Australia, Oil and Shipping Industries along with their support industries.

Course	Month	Location
Half Day Operator Training	August 2007	Rottneest Island
3 Day Operator Training	September 2007	Dampier
1 Day Operator Training	October 2007	Exmouth
1 Day Operator Training	October 2007	Geraldton
3 Day Operator Training	November 2007	Albany
Finance and Administration Training	January 2008	Fremantle
Two 1 Day Operator Training courses	January 2008	Esperance
Finance and Administration Training	February 2008	Port Hedland
OSRICS Training	February 2008	Port Hedland
3 Day Operator Training	February 2008	Fremantle
3 Day Operator Training	April 2008	Port Hedland
3 Day Operator Training	May 2008	Geraldton

### Exercises

DPI conducted two Marine Oil Pollution and Marine Transport Emergency desktop exercises during the year and also supported a number of desktop exercises run by Dampier Port Authority, Port Hedland Port Authority and the oil and gas industry.

## Equipment

DPI has purchased additional tier one equipment which will be delivered to the ports by the end of August 2008.

Equipment that was purchased includes:

- ▶ 6 lengths of tidal boom with associated air blowers and water pumps
- ▶ 1 self adjusting weir skimmer and associated hoses.
- ▶ 1 diaphragm pump and associated hoses.
- ▶ 2 recovered oil storage containers.

An additional tender is being finalised and the equipment to be supplied in this tender is a total of 900m of general purpose boom. It is anticipated that this will be onsite at the ports before the end of September 2008. This equipment will be stored in the following ports:

### *Broome*

- ▶ 2 lengths of tidal boom with air blower and water pump.
- ▶ 1 self adjusting weir skimmer and assorted hoses.
- ▶ 1 diaphragm pump and assorted hoses.
- ▶ 2 recovered oil storage containers, each container has a 10,000 litre capacity.
- ▶ 300m of general purpose boom.

### *Albany*

- ▶ 2 lengths of tidal boom with air blower and water pump.
- ▶ 300m of general purpose boom.

### *Esperance*

- ▶ 2 lengths of tidal boom with air blower and water pump.
- ▶ 300m of general purpose boom.

## Administrative changes

The Oil Spill Response Coordination team was previously known as the Marine Environment Protection Unit. The name change better reflects the core business of the team. Staff changes include the appointment of Mandy Dearden as Team Leader, Rebecca Ince as Environment Officer and Matt Verney as Equipment Officer. Rowena Bucklow remains as Training Officer and a second Training Officer position has been funded as well as a Project Officer position.

Westplan Marine Oil Pollution and Westplan Marine Transport Emergency are intended to be updated in the upcoming year.



# ACTIVITIES IN STATES AND THE NORTHERN TERRITORY

## NORTHERN TERRITORY



### Significant Incidents

There were no significant spillages in the NT in the 2007-2008 reporting period.

A minor spill was identified in November 2007, when the vessel *Tally Ho* sunk off the coast of Groote Eylandt after running aground and capsizing. Further investigations revealed that there was only a minor amount of fuel and oil originally on board and that no damage to the environment has occurred.

### New or Updated Contingency Plan

The NT Contingency Plan was updated January 2008 to reflect administrative changes and was distributed to Committee members in April 2008. The Plan will then be further reviewed by the NT Marine Pollution Committee later this year.

### Training/Exercises

NT representatives attended the following training or exercises in 2007-2008:

#### Training

Course	Month	Location
1xAMSA Tier 2/3 training	September 2007	Cairns
2x AMSA Wildlife Workshop	October 2007	SeaWorld
12x AMSA Equipment Operators Course	March 2008	Darwin
3x AMSA Oil Spill Management Course	April 2008	Cairns
1x AMSA Tier 3 Training	May 2008	Thursday Island

- ▶ 1 x AMSA Tier 2/3 training  
– Cairns, September 2007
- ▶ 2 x AMSA Wildlife Workshop  
– SeaWorld, October 2007
- ▶ 12 x AMSA Equipment Operators Course  
– Darwin, March 2008
- ▶ 3 x AMSA Oil Spill Management Course  
– Cairns, April 2008
- ▶ 1 x AMSA Tier 3 Training  
– Thursday Island, May 2008

### Exercises

- ▶ Perkins Shipping – Fuel Transfer Exercise to test new transferring procedures – July 2007.
- ▶ Darwin Port Corporation – Exercise Firestorm to test preparedness.
- ▶ Operator and equipment training – October 2007.

### Equipment

There were no new additions in 2007-2008 to report.

AMSA audited equipment held by Darwin Port Corporation at East Arm Wharf on 5 March 2008.

### Administrative Changes

Alex Rae has replaced Nick Papanodakis as the Deputy NT Marine Pollution Controller.

The NT Marine Pollution Management Committee was reconstituted and met on the 29 April 2008. Lee Carmody from AMSA attended and gave new members a brief introduction into the National Plan, AMSA's role and services for jurisdictions.

# FINANCIAL STATEMENTS

## INCOME STATEMENT

	2006-07 Budget	2006-07 Actual	2007-08 Budget	2007-08 Actual	2007-08 Variance to Budget
	\$	\$	\$	\$	\$
<b>Income</b>					
Protection of the Sea Levy	4,877,307	5,138,569	5,300,777	<b>5,291,200</b>	(9,577)
Other revenue	40,000	114,530.15	332,868	<b>288,032</b>	(44,836)
Interest	200,091	-	146,263	-	(146,263)
Sale of assets	-	-	-	<b>112,000</b>	112,000
<b>Total Income</b>	<b>5,117,398</b>	<b>5,253,099</b>	<b>5,779,908</b>	<b>5,691,232</b>	<b>(88,675)</b>
<b>Expenses</b>					
Staff costs	763,604	642,111	864,123	<b>406,175</b>	(457,948)
Travel and Transport	541,902	450,920	383,904	<b>317,938</b>	(65,966)
Materials and Services	1,727,155	1,371,756	1,490,985	<b>1,635,152</b>	144,167
Communication expenses	67,999	55,735	81,951	<b>33,640</b>	(48,311)
Occupancy costs	330,069	323,814	352,269	<b>317,687</b>	(34,583)
Administrative expenses	125,347	67,196	58,768	<b>72,729</b>	13,961
Depreciation	982,847	1,067,544	1,149,915	<b>965,873</b>	(184,042)
Incident costs	-	43,422	-	<b>1,252,501</b>	1,252,501
Incident costs recovered	-	-	-	<b>(162,928)</b>	(162,928)
Corporate costs	586,506	268,542	754,566	<b>210,238</b>	(544,328)
Abnormal & Extraordinary	-	-	-	<b>11,253</b>	11,253
<b>Total Expenses</b>	<b>5,125,429</b>	<b>4,291,041</b>	<b>5,136,481</b>	<b>5,060,258</b>	<b>(76,223)</b>
<b>Operating Surplus/(Deficit)</b>	<b>(8,031)</b>	<b>962,058</b>	<b>643,427</b>	<b>630,975</b>	<b>(12,452)</b>

# FINANCIAL STATEMENTS

## VARIANCE ANALYSIS

Name Revenue or Expense Line	Variance		Explanation of Variance
	> than 10%	> \$50,000	
Other revenue	(44,836)		No revenue received for Yokohama Fender hire.
Interest		(146,263)	Corporate recharge.
Sale of assets		112,000	Revenue from sale of Yokohama Fenders.
\Staff costs		(457,948)	Significant staff turnover.
Travel and Transport		(65,966)	Lower staff levels reduced travel costs.
Materials and Services		144,167	Includes full cost of FWADC Contract. AMOSC contribution to contract price reflected against 'Other Revenue' above
Communication expenses	(48,311)		Communication costs lower due to reduced staffing.
Occupancy costs	(34,583)		
Administrative expenses	13,961		National Plan DVD production costs higher than budgeted due to refilming.
Depreciation		(184,042)	Due to revaluation of National Plan equipment.
Incident costs		1,252,501	<i>Pasha Bulker</i> and <i>MSC Lugano</i> incident costs. Cost recovery in progress.
Incident costs recovered		162,928	Income from <i>Global Peace</i> incident cost recovery.
Corporate costs		(544,328)	Budgeted amount covered all of the Environment Protection responsibility centre, not just National Plan component.
Abnormal & Extraordinary	11,253		Corporate allocated costs for redundancies.

# FINANCIAL STATEMENTS

## FINANCIAL REPORT

	2006-2007 Actual \$	2007-2008 Actual \$
<b>RECEIVABLES</b>		
Trade debtors	82,180	219,086
less Provision for doubtful debts	-	-
	<u>82,180</u>	<u>219,086</u>
Other debtors	-	-
GST receivable	49,866	29,231
	<u>132,046</u>	<u>248,317</u>
<b>INVENTORY</b>		
Oil dispersant stocks	2,826,700	2,826,700
	<u>2,826,700</u>	<u>2,826,700</u>
<b>PROPERTY PLANT &amp; EQUIPMENT</b>		
<b>Plant and equipment:</b>		
fair value	10,523,640	10,523,640
Accumulated depreciation	(7,578,841)	(8,234,922)
<b>Total plant and equipment</b>	<u>2,944,799</u>	<u>2,288,718</u>
<b>Office and computer equipment:</b>		
fair value	40,927	156,066
Accumulated depreciation	(22,588)	(36,952)
<b>Total office and computer equipment</b>	<u>18,339</u>	<u>119,114</u>
<b>Vehicles:</b>		
fair value	355,000	30,900
Accumulated depreciation	(290,200)	-
<b>Total vehicles</b>	<u>64,800</u>	<u>30,900</u>
<b>Vessels and amphibians:</b>		
fair value	5,328,674	1,123,525
Accumulated depreciation	(3,214,882)	(5,389)
<b>Total vessels and amphibians</b>	<u>2,113,792</u>	<u>1,118,136</u>
<b>Capital works in progress</b>	98,528	
<b>Total property, plant and equipment</b>	<u>5,141,730</u>	<u>3,556,868</u>
<b>INTANGIBLE ASSETS</b>		
<b>Software</b>		
Externally Acquired Computer software	128,080	128,080
Accumulated amortisation	(104,145)	(117,981)
<b>Total Intangibles</b>	<u>23,935</u>	<u>10,099</u>
<b>CREDITORS</b>		
Trade creditors	441,881	321,545
Salaries and wages	16,030	19,187
Other creditors	-	-
	<u>457,911</u>	<u>340,732</u>
<b>COMMITMENTS</b>		
<b>Other Commitments</b>		
Commitments for expenditure in relation to purchase orders that have been made and are payable as follows:		
Within one year	321,122	160,531
Later than one year but not later than five years	160,561	
<b>Total Other commitments</b>	<u>481,683</u>	<u>160,531</u>



