

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

**ANNUAL REPORT
2010-11**



Australian Government

Australian Maritime Safety Authority

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

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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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Chair's foreword

On behalf of the National Plan Management Committee (NPMC), I have 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.

After a number of extraordinary years which saw the National Plan responding to the *Pacific Adventurer* and the Montara Wellhead platform incidents, the 2010-11 financial year was a period of consolidation. However, during 2010-11 a number of forward looking initiatives were commenced that will bear fruit in the longer term to provide a more robust framework for spill response in Australia.

The Report of the Montara Commission of Inquiry was released by the Minister for Resources and Energy on 24 November 2010. On 25 May 2011, the Minister released the government's final response to the report, which included accepting 15 recommendations with implications for the National Plan, ranging from strategic issues such as compensation and equitable funding between the shipping and offshore sectors to operational issues such as monitoring dispersant effectiveness during a response.

The other major focus during 2010-11 was the National Plan Review, which is expected to be completed by early 2012. Consideration of recommendations arising from the review will then commence. This process will include a number of recommendations arising from the Montara Commission of Inquiry. Other important initiatives during the year included the successful running of the first fully competency-based National Plan training course and commencement of a five-year strategy to replace and/or upgrade National Plan pollution response equipment.

Further, it is important to note that Australia's consultation process has commenced for the Protocol of 2010 to the International Convention on Liability and Compensation for Damage in Connection with the Carriage of Hazardous and Noxious Substances by Sea, 1996. This Convention is designed to provide an international liability and compensation arrangement for spills of hazardous and noxious substances.

Arising out of the review of the 2009 *Pacific Adventurer* incident was the recognition that the liability and compensation regime underlying the International Convention on Civil Liability for Bunker Oil Pollution Damage 2001 (the Bunkers Convention) was inadequate to cover reasonable cost-recovery and compensation for bunker oil spills. The Australian Maritime Safety Authority (AMSA) has taken this matter up within the International Maritime Organization seeking to increase the applicable liability limits.

There were no major pollution incidents during the year. Other incidents of note included the fuel oil spill in the Port of Newcastle and several incidents involving shifting cargo and the associated dry cargo/container loss.

There were also a number of incidents with the potential for serious pollution. The AMSA Emergency Towing Vessel (ETV) *Pacific Responder*. She was instrumental in preventing the disabled bulk carrier *Ocean Emperor* from grounding on the outer edge of the Great Barrier Reef in July 2010.

The *Pacific Responder* was also tasked to proceed to the aid of a 166 metre Drill ship, the *Noble Discoverer*, that had suffered a main propulsion failure and had undertaken an emergency anchorage only 2 cables (approximately 370 metres) off Gallon Reef in the Great Barrier Reef Marine Park. The *Noble Discoverer* was carrying 910 metric tonnes of diesel onboard at the time.

In all, the Salvage and Intervention section within AMSA has monitored and/or responded to over 120 vessel breakdowns in the past year.

The National Plan was also called upon to respond to several minor spill incidents.

This will be my last foreword as Chair of the National Plan Management Committee as my term will expire on 30 June 2012. There will be much work to be completed following the outcome of the review of the National Plan to ensure it is fit for purpose for the next ten years. I am sure you will all rise to the challenge.

I would like to extend my thanks to all the National Plan stakeholders and in particular to our colleagues in AMSA who have worked tirelessly in responding to the recent incidents that have occurred in Australia.



Malcolm Irving AM
Chair
National Plan Management Committee

Snapshot of the history of the National Plan

1973 - National Plan established with \$1 million contribution from Commonwealth.

1974 - *Syigna* oil spill, Newcastle NSW (700 tonnes).

1981 - *Anro Asia* oil spill, Bribie Island QLD (100 tonnes).

1986 - Trajectory modelling introduced (originally On Scene Spill Model - OSSM).

1987 - *Nella Dan* oil spill, Macquarie Island, Tas (125 tonnes).

1988 - *Korean Star* oil spill, Cape Cuvier WA (600 tonnes).

1988 - *Al Qurain* oil spill, Portland VIC (184 tonnes).

1991 - Australian Marine Oil Spill Centre (AMOSC) established in Geelong, Victoria as a subsidiary of the Australian Institute of Petroleum (AIP).

1991 - *Sanko Harvest* oil spill, Esperance WA (700 tonnes).

1991 - *Kirki* oil spill, off WA coast (17,280 tonnes).

1992 - *Era* oil spill, Port Bonython SA (300 tonnes).

1993 - First National Plan Review, outcomes include purchase of \$5.6m equipment.

1995 - Entry into force for Australia of the International Convention on Oil Pollution Preparedness, Response and Cooperation 1990.



- 1995 - *Iron Baron* oil spill, Hebe Reef TAS (325 tonnes).
- 1997 - Fixed Wing Aerial Dispersant Capability introduced, jointly funded by AMSA and AIP.
- 1998 - National Plan extended to deal with hazardous and noxious substances spills.
- 1999 - Mobil Refinery oil spill, Port Stanvac SA (230 tonnes).
- 1999 - Introduction of Oil Spill Response Atlas (OSRA) with \$1 million provided by the Commonwealth as part of the Natural Heritage Trust.
- 1999 - Implementation of the Incident Control System (ICS).
- 1999 - *Laura D'Amato* oil spill, Sydney NSW (250 tonnes).
- 2000 - Second National Plan Review, outcomes include establishment of the National Plan Management Committee.
- 2001 - MOU on the National Plan signed by AMSA and AIP.
- 2002 - Inter-Governmental Agreement signed by State/NT and Commonwealth Ministers of the Australian Transport Council.
- 2006 - *Global Peace* oil spill, Gladstone QLD (25 tonnes).
- 2007 - Entry into force for Australia of the Protocol on Preparedness, Response and Co-operation to Pollution Incidents by Hazardous and Noxious Substances 2000.
- 2008 - Chemical Spill Trajectory Model (CHEMMAP) introduced.
- 2009 - *Pacific Adventurer* oil spill, Cape Moreton QLD (270 tonnes).
- 2009 - Montara Wellhead platform release, Timor Sea (est. 64 tonnes per day).
- 2011 - Third National Plan Review.



Iron Baron



Port Stanvac



Laura D'Amato



Global Peace



pacific Adventurer



Montara Wellhead Platform

Administration

The National Plan Management Committee

The National Plan Management Committee (NPMC) is responsible for the strategic management of the National Plan and reports to the Australian Transport Council through the Australian Maritime Group and the Standing Committee on Transport. Each state/Northern Territory (NT) member is responsible for the coordination of the local administration and operation of the National Plan in their respective jurisdictions with each state/NT member bringing a whole of government perspective to NPMC meetings. Industry and other related members of NPMC are identified in the Inter-governmental Agreement which underlies the National Plan and are acknowledged as key stakeholders to the National Plan.

Chair

Mr Malcolm Irving AM

Executive Officer

Australian Maritime Safety Authority

Mr John Gillies

Australian Maritime Safety Authority

Mr Toby Stone

General Manager, Marine Environment Division

Commonwealth

Department of Infrastructure and Transport

Ms Philippa Power

General Manager, Maritime Policy Reform Branch

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NSW Maritime

Mr Tony Middleton

Deputy Chief Executive Officer

Northern Territory

Department of Infrastructure, Planning and Environment

Mr Alex Rae

Senior Director (Transport)

Queensland

Maritime Safety Queensland

Mr Patrick Quirk

Executive Director

[South Australia](#)

Department for Transport, Energy and Infrastructure
Mr Brian Hemming
Director, Regulatory Services Transport Services Agency

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Mr Alex Schaap
General Manager, Environment Division

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[Great Barrier Reef Marine Park Authority](#)

Mr Jon Day
Acting General Manager

[Australian Institute of Petroleum](#)

Mr John Tilley
Executive Director

[Australian Shipowners Association](#)

Ms Angela Gillham
Manager, Industry Operations

[Plastics and Chemicals Industries Association](#)

Ms Margaret Donnan
Chief Executive

National Plan 2010-11 financial position

Revenue from the Protection of the Sea Levy provided the main source of funding for National Plan operations.

Total income for the 2010-11 financial year increased by \$0.553 million compared to budget and by \$5.252 million compared to 2009-10 actual income. This was mainly driven by the additional levy of 3 cents to recover the *Pacific Adventurer* incident costs and an increase in shipping activity. The total levy collections for 2010-11 year comprised of \$5.658 million from the base levy and \$6.131 million from the additional 3 cents.

Total operating expenses for the National Plan were slightly below budget by \$0.108 million. Actual expenses increased by \$1.029 million over the 2009-10 year as a result of a restructure of the Marine Environment Division and the allocation of more resources to combat pollution incidents.

The net incident costs for 2010-11 were \$0.133 million. However, there was a write back of \$4.644 million for the *Pacific Adventurer* incident costs taken up in the 2009-10 year as the actual private sector claims were less than estimated. This has resulted in the overall net incident cost recovery of \$4.511 million.

This resulted in an operating surplus of \$8.750 million in 2010-11 compared to an operating deficit of \$9.964 million in 2009-10 year.

Meetings during 2010-11

The National Plan Management Committee met in May 2011. The key agenda items were consideration of the National Plan budget for 2011-12, the National Plan/National Maritime Emergency Response Arrangements (NAMERA) Review and the Montara Incident Analysis Team and Commission of Inquiry Reports.

The National Plan Operations Group (NPOG) met twice during 2010-11, with the 20th meeting held in Brisbane in December and the 21st meeting held in Darwin in May.

Technical issues discussed included:

- on-going work in regards to Dispersant Efficacy and Toxicity Guidelines;
- the National Plan stock take and equipment procurement;
- incident responses to the Deepwater Horizon, *Shen Neng 1* and the Report of the Montara Commission of Inquiry;
- the Oil Spill Response Atlas (OSRA) toolkit rollout to the States and Northern Territory;

- ongoing research into new response technology;
- the Training Review and current and future work programmes; and
- the National Plan/ NEMRA review and associated risk assessment.

Officials from the CSIRO provided a presentation at the 20th meeting on their capabilities, particularly linked to scientific monitoring activities during and post incident response. State/Northern Territory members updated the group on their respective activities. The activities of the associated working groups to NPOG were also discussed at both meetings.

The Oil Operations Working Group (OOWG) also met twice during the year, in November 2010 (Brisbane) and April 2011 (Sydney). The OOWG is tasked with considering issues such as the National Contingency Plan, oil spill response equipment and training, fixed-wing aerial dispersant spraying and contingency plan audits. At those meetings, the OOWG reviewed the proposed tender for the renewal of the AMSA oil spill equipment stockpiles, and continued working toward the electronic recording of National Plan equipment to enable its tracking, maintenance, storage and movement. The OOWG also provided significant input into the development of OH&S and fatigue management guidelines for the National Plan.

The Environment Working Group meets to consider and provide guidance and advice on all aspects of environment and science in spill response and decision making. Its members represent state maritime and environment agencies, the Australian and New Zealand maritime agencies and the Navy. One of its primary functions is to support the development of the national network of state/NT and Commonwealth Environmental and Scientific Coordinators. In conjunction with AMSA, the Working Group oversaw the 2010 annual workshop, held in Bondi, Sydney on 16 August, at which industry advisors joined with these highly skilled experts to share their international experience and to enhance their knowledge and capability in dealing with the environmental and scientific effects of spills, both locally within their jurisdictions and nationally within the National Plan. At the two meetings of the working group over the past year (both held in Sydney), the focus has also been on supporting efforts to improve oiled wildlife response, better understand dispersant use and effects, and gaining more from the research programme.

The Chemical Operations Working Group met in December 2010 for their 18th session in Brisbane and again in April 2011 for their 19th session, in Darwin. Members represent Australia and New Zealand maritime agencies, Ports Australia, Queensland Fire and Rescue Services, the Plastics and Chemical Industries Association, under the chairmanship of the Australian Fire and Emergency Services Authorities Council. The committee's work program includes supporting the implementation of planning to mitigate spills, the impact of chemicals on spill recovery equipment and updating the existing information systems used to assess spill movement and effects.

Liability and compensation

Following the *Pacific Adventurer* incident in 2009, AMSA commenced work at the International Maritime Organization (IMO) to achieve an increase in the limits of liability for maritime claims under the Protocol of 1996 to the Convention on Limitation of Liability for Maritime Claims, 1976 (LLMC 96). Australia succeeded in having this issue added to the IMO Legal Committee agenda for consideration. Australia's position is that the current limits are too low to meet international and national expectations that the polluter will pay for damage resulting from an oil spill.

In order for the matter to be formally discussed, Australia needed to secure agreement from 19 countries (being one half of the Member States signatory to the LLMC 96) to co-sponsor Australia's proposal to increase the limits on liability under the Convention. This was achieved in late 2010, and the proposal by Australia, with 20 co-sponsors, was submitted to the IMO in November 2010.

The proposal will now be formally considered at the IMO Legal Committee's 99th session in April 2012. The key issue to be resolved at the Legal Committee will be the amount of any increase.

During the 2010-11 financial year, AMSA attended several meetings of the government bodies of the London-based International Oil Pollution Compensation Funds. The meetings considered claims arising from major global oil spills and matters relating to the administration and governance of the funds as well as a working group examining claims handling practices.

An IOPC Funds Workshop was also held in Brisbane, see page 23 for details.

Environment and scientific coordinators report

Maximising technological advancements to improve marine pollution response capabilities

The National Plan Research, Development & Technology Strategy had two research projects underway during the year. The project investigating the impact of oils and oil spill dispersants on sea grasses (conducted by the University of Technology, Sydney) concluded its field research in 2009 and produced a final report for the AMSA website in August 2010. The second project is analysing

the effectiveness and net environmental benefit of using vegetable-oil based biodiesels as biodegradable cleaning agents for heavy oil spills under the direction of the University of Queensland. Initial set-up laboratory-based work has concluded and field sites agreed for trials to begin in late 2011. We assisted the research teams by providing and facilitating technical advice from EWG and OOWG, and liaising with National Plan stakeholders.

The seagrass project reported that seagrasses were quite resilient to exposure to spilled heavy oils. Adding dispersant appeared to add to the stress of some species, but not so much as to lead to long-term changes. In most cases, affected sea grasses recovered their photosynthetic ability fully prior to the conclusion of the experiment (over 4 days), and in many cases, full recovery occurred within the 10 hour exposure period. Hence, if it is deemed necessary to add dispersant to spilled heavy oil to protect other coastal resources, seagrasses appear to be tolerant of exposure to dispersed heavy oil in the water column and are likely to recover fairly quickly.

For the biodiesel cleaning agent project, contracts were concluded in late 2010, agreeing the relative contributions of the project partners (AMSA, the Australian Research Council, the University of Queensland and Maritime Safety Queensland). Sites for the field trials have been found in Port Curtis with the assistance of Gladstone Ports Corporation and their associates. These trials should begin in August 2011, with full results available in 2014. The proposed experimental design for the field trials requires three years to assess the effects of a range of treatments using heavy oil and the two biodiesels (coconut oil and palm oil based) on the mangroves and associated species.

The development of the Oil Spill Response Atlas (OSRA) has significantly progressed, with all our state/NT National Plan stakeholders contributing data and linking their local geographic information management systems with OSRA. When linked with local information, OSRA also provides a valuable resource for logistical information for combat authorities, as it can now be used on a widely available, modern and comprehensive software platform called ArcGIS. During the past year, OSRA data has been used extensively within both the National and Victorian oil spill risk assessments, with OSRA providing marine and coastal sensitivity data suitable for both a national and state-level analysis.

Promoting public awareness

In March 2011 we completed a revision and update of our educational resources and information tab on our internet site to include a section for kids and teachers. The site is aimed at educating primary school aged children about the marine environment and the harmful effects of pollution. The kids' site offers a variety of activities that include a 'protect our seas' game, which is an animated garbage clean up of the sea, a word search, jigsaw puzzle and a 'did you know' page. The teachers' site includes interesting facts, classroom experiments and many educational aids about the effects of oil on wildlife. The site also offers a 'contact us' section where our educational kits can be requested. The kits contain pamphlets, stickers, posters and a DVD. We are continuing a project to further expand the resources on both the kids' and teachers' sites in the near future.



Spillcon 2013

The next Spillcon conference and exhibition, *Spillcon 2013*, is scheduled for 8-12 April 2013 and will be held at the Cairns Convention Centre, Queensland, Australia.

Spillcon operates in cooperation with the *International Oil Spill Conference* (IOSC) in the United States, and *Interspill* in Europe, each operating in a three-year cycle. Sponsors and organisers of all three conferences believe this alignment enhances regional and global knowledge sharing capabilities and provides greater resources for addressing global oil spill issues.

Spillcon 2013, Asia-Pacific's major international oil spill prevention and preparedness conference, will provide a forum at which experts in spill prevention, preparedness, response and restoration from around the world can share information and experiences. *Spillcon 2013* will continue to provide a unique opportunity for members of industry, government and the service sector to keep abreast of all major developments in the field and interact with subject matter experts and view new products and technologies.

Further details, as developed, will be published to www.spillcon.com.

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 can provide an indication of the effectiveness of the pollution prevention measures being progressively implemented.

We maintain a marine pollution database, which currently contains over 8,500 records. The following definitions are used 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
- reports from other sources (eg Commonwealth agencies, industry, the public).

Approximately 25 per cent of the reports received by AMSA are not entered into the database. Reasons for not entering a reported pollution sighting include where the sighting is assessed 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)

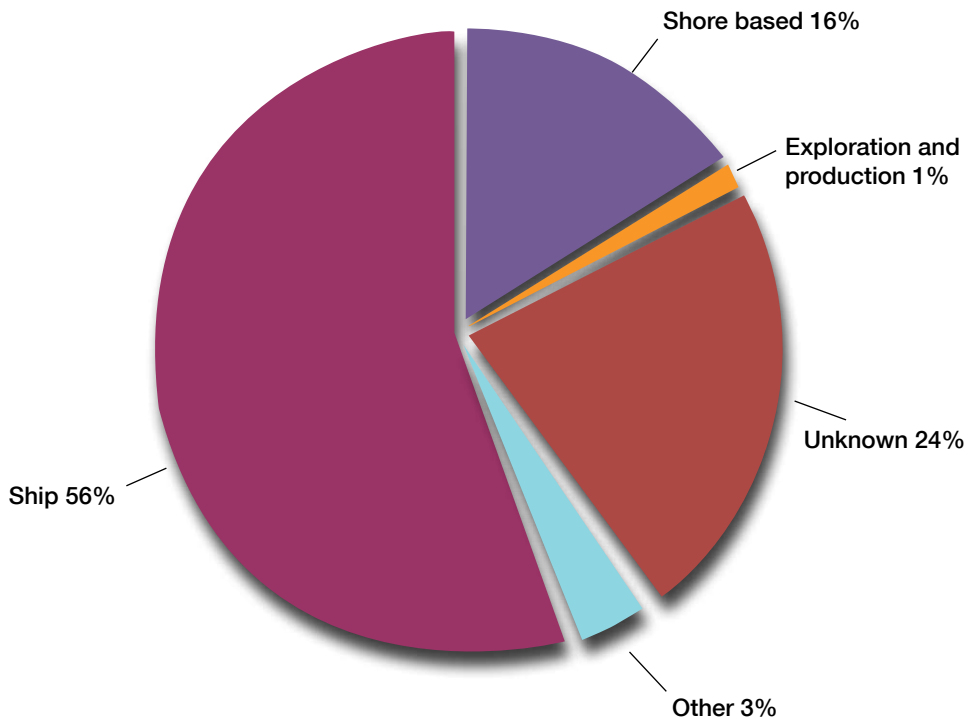
- coral spawn, marine algae or similar natural occurrence, taking into account the location of the report and the time of the year
- discoloured water with no sheen
- washings of coal dust from bulk carriers
- discharge from a sewage outfall.

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

Oil pollution statistics for 2010-11

There were 130 oil discharge sightings and oil spills reported during 2010-2011. Some form of National Plan response was required for 76 of these and ranged from simply advising relevant stakeholders and seeking further information to full mobilisation of personnel and equipment.

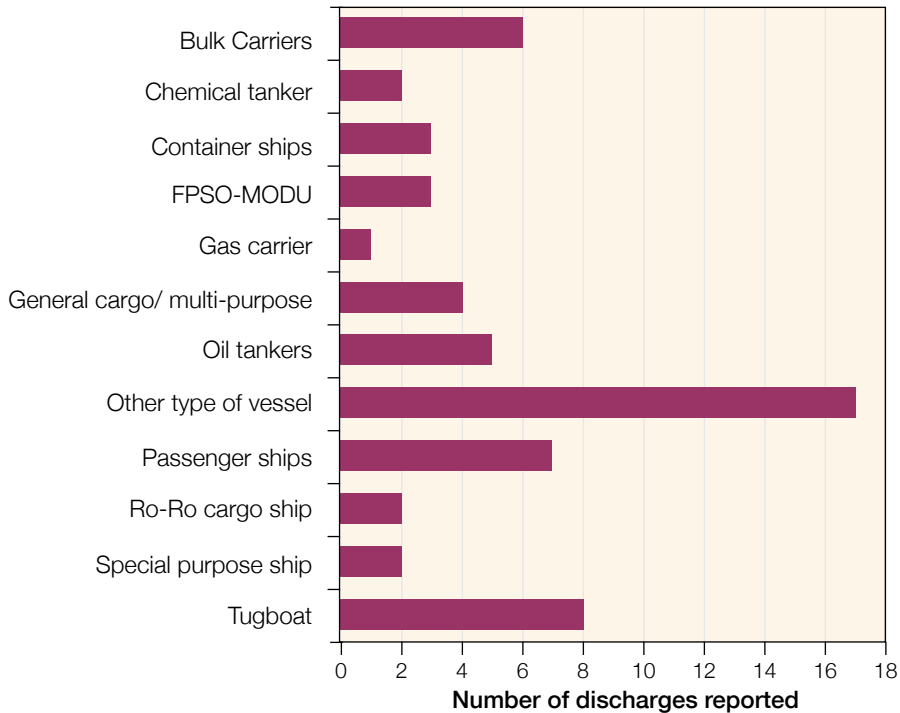
Figure 1 – Sources of reported oil spills during 2010-11



Oil pollution sources

Figure 2 indicates the types of vessels from which discharges were reported during 2010-2011 where the vessel type was identified.

Figure 2 – Discharge sources by vessel type



Chemical pollution statistics for 2010-11

There was one ship-sourced chemical spill reported during 2010-2011.

Incidents in Australian waters 2010-11

We have responsibility for managing the National Plan. This is achieved primarily through the provision of support and advice to state and Northern Territory authorities for incidents within state and Northern Territory waters, and coordinating responses to incidents within the Commonwealth marine area.

During 2010-11, there were no major oil spills.

The breakdown of the *Ocean Emperor* – 26 July 2010

On 26 July 2010 at 2.00am a fully loaded bulk carrier, the *Ocean Emperor* broke down in the Coral Sea north east of Bougainville Reef after a series of breakdowns and erratic drifts. The vessel was 38 nautical miles (approx 71km) offshore and drifting toward the Great Barrier Reef. AMSA was tasked to respond on the basis that repair of the engine could not be carried out without assistance. Initially the tug *PB Karori* remained in company to ensure response capability was available to cover the risk associated with the drift toward Bougainville Reef.



AMSA and Maritime Safety Queensland (MSQ) monitored and prepared for a potential pollution response.

On 27 July AMSA's Emergency Towage Vessel (ETV) *Pacific Responder* attached a line to the *Ocean Emperor* with the assistance of tug *Wonga* and a harbour tug, to tow the vessel toward a safe anchorage in the Cairns harbour area. With the help of MSQ and the Great Barrier Reef Marine Park Authority, a proposed action plan was developed to safely tow the vessel to safe anchorage to facilitate repairs to the main engine.

The vessel arrived into the safe anchorage off Cairns around noon on Saturday 31 July 2010, where the engine repairs were successfully completed.



Resources and training

National Plan equipment

Storage and maintenance – Short term contracts for the storage of National Plan Equipment Stockpiles were negotiated for the following stockpiles:

- Queensland – Brisbane, Mackay, Townsville and Cairns
- Sydney
- Melbourne.

Short term contracts for the maintenance of National Plan Equipment were negotiated for the following stockpiles:

- Queensland – Brisbane, Mackay, Townsville and Cairns
- Sydney
- Melbourne
- Adelaide
- Fremantle
- Dampier
- Darwin.

These contracts are for a period ending in January 2012, with the possibility of a one-year extension.

Audits of the stockpiles located in Tasmania and South Australia were undertaken. Both audits found there to be no significant issues and audit reports were forwarded to the agencies/companies providing the services.

Procurement of equipment – In May 2010, AMSA began a stocktake and assessment of its pollution response equipment held under the National Plan, which included spill control booms, dispersant chemicals and oil skimming equipment. This audit has now been finalised and the findings have been utilised to develop a five-year procurement strategy.

The initial stages of the procurement strategy commenced in November 2010 with the development and finalisation of equipment specifications and the approach to market for the supply of new equipment.

The tender process will result in the establishment of five year standing offer arrangements with the successful tenderers. The equipment proposed to be purchased includes:

- skimmers (weir and disk)
- shoreline boom
- general purpose boom
- open water boom
- replacement power packs
- dispersant spray systems
- sweep boom systems
- Paravanes (fast water oil boom deployment system).

AMSA has also taken delivery of 20 new aluminium storage boxes for the Sydney stock pile. These storage boxes were specifically designed to meet AMSA's requirements. These requirements included:

- Safe working load of 800kg
- Must be stackable
- Rated lifting points
- Lift off lid
- Fold down front door.

National Plan dispersant

In the last 12 months AMSA procured 144,000 litres of the dispersant Slickgone NS. This dispersant replaced stockpiles used in the Montara incident in 2009.

With the assistance of storage and maintenance contractors, AMSA undertook a detailed audit of its dispersant stockpiles in order gain an understanding of the condition of current stocks.

AMSA also commissioned AMOSC to undertake testing of the dispersant stocks to determine the efficiency of the dispersant. Initial results from the testing indicate a large percentage of dispersant within the stockpiles have less than 50 per cent efficiency. Based on the results, dispersant stocks will be written down and replaced as required.

Fixed Wing Aerial Dispersant Capability (FWADC)

Two key performance indicator meetings and an annual contract review meeting were held with the FWADC contractor. All reviews resulted in the contractor being fully compliant with all performance indicators.

A FWADC audit of the Southern Zone aircraft and contractor's operational procedures was conducted in Adelaide on 20 December 2010 .

Both audits identified no obvious failings within the operational procedures or the aircraft capability.

The FWADC contract was extended for an additional year. During this period AMSA will investigate future options in relation the provision of the fixed wing aerial dispersant capability.

Oiled wildlife response capability

AMSA is working with the custodians of the oiled wildlife kits to establish an audit process that will ensure stores kept within the kits are maintained and in date. This process will ensure the kits remain in a response ready state.

A review of the current storage method is also being conducted with a view to providing a more robust/durable system.

Training

Working with our National Plan stakeholders, we have continued to progress in developing our Competency Based Training Courses for the National Plan. Part of the training is web based and is accessible through our AMSA intranet.

The four modules for this are:

- The National Plan
- Health and Safety at an Oil Spill
- Introduction to Oil Spills
- Introduction to Chemical Spills.

These courses are now available to everyone as an introduction to National Plan training.

During 2010-11, approximately 160 personnel from AMSA and all states/NT successfully completed Australian Inter-service Incident Management Systems (AIIMS) training. The courses were run in each state and territory of Australia.

The course provided potential responders the basic skills in understanding the incident management process.

The inaugural training coordinators workshop was held in Perth in March 2011. The workshop was highly successful, with participants able to share information about training within their jurisdictions. A national document was created showing the various jurisdictions and combat agencies in each state and territory. Input was received from New Zealand on their training focus as well as from AMOSC. The focus of the workshop was competency based assessment and three of the Units of Competency from the Training and Education qualification were examined in detail in order to increase awareness of the requirements of assessment in a competency based system under the Australian Qualification Training Framework.

The pilot Incident Management Team Course was held in Canberra in June 2011. The pilot course ensures that a quality training programme has been devised that will produce quality outcomes.

Four Units of Competency from the Aerial Observers Skills set were delivered in July 2010 with the final unit provided in Canberra in May 2011, for the National Response Team. Most air observers have now have achieved competency in this skill set

A series of familiarisation workshops are being run for equipment operators as part of the National Response Team training. These workshops are designed to provide additional familiarity to items of equipment that may not be used on a regular basis and to ensure that member's skills are kept up to date.

The Australian Emergency Management Institute has been contracted to develop and deliver our specialist courses, including Incident controller, Planning and Logistics. These became available after June 2011.

We are continuing planning and negotiation to develop more courses to meet the needs of our National Plan stakeholders, including but not exclusive to:

- Finance and Administration in an oil spill response
- Health and Safety in a spill
- Planning
- Marine Pollution Response familiarity/awareness course (designed for non-government organisations with an interest or responsibility for marine pollution).

Table 2 – AMSA National Plan training courses held during 2010-11

Course	Location	Date	Attendees
OSRA Toolkit	Canberra	July	14
ESC Workshop	Bondi	August	25
Petrosearch oil industry training	Canberra	September	20
Hazardous and Noxious Substances	Melbourne	October	20
Environment for Visualising Images (ENVI)	Canberra	November	20
AIIMS Victoria	Melbourne	February	25
AIIMS Canberra	Canberra	March	20
AIIMS Queensland	Brisbane	March	25
Training Coordinators Workshop	Fremantle	March	24
AIIMS Tasmania	Hobart	April	20
AIIMS Northern Territory	Darwin	April	14
AIIMS NSW	Sydney	May	25
National Response Team Aerial Observers	Canberra	May	10
AIIMS South Australia	Adelaide	May	20
National Response Team Equipment Exercising	Brisbane	May	13
AIIMS Western Australia	Fremantle	June	25
Incident Management Team Skill Set	Canberra	June	19
National Response Team Equipment Exercising	Brisbane	June	23
Introduction to Pollution Response Online Learning	Online enrolments	March – June 2011	213
TOTAL			575

Exercises

We commenced planning for the next major National Plan exercise to be held in Victoria at the end of November 2011. The three-day exercise will test the strategic, operational and tactical aspects of both NMERA and the National Plan and is being developed in conjunction with the Australian Marine Oil Spill Centre, Port of Melbourne Authority, Victorian Department of Transport and Environment Protection Agency Victoria.

South Pacific training

In October and November 2010 we conducted workshops in Kiribati and Fiji on *Investigating Shipping Pollution Violations* in partnership with the Secretariat of the Pacific Regional Environment Programme (SPREP) and assistance from INTERPOL.

The workshops are part of the Pacific Ocean Pollution Prevention Programme strategy to address issues of oil, garbage and sewage pollution, and invasive alien species. The aim is to increase awareness and capacity building in vessel pollution investigations and enhance practical enforcement actions utilising available resources. Both countries have large exclusive economic zones (EEZ) to control and have experienced increases in pollution incidents from foreign fishing vessels and other vessels, prompting requests for this training.

We presented state-of-the-art oil sample kits to the Officer in Charge of Kiribati Ministry of Communication, Transport and Tourism Development and to the Fiji Permanent Secretary for Works and Transport. These donations were gratefully received by the countries and will enable them to facilitate evidence collection for illegal polluting activities.

The governments of Kiribati and Fiji, as well as SPREP, expressed their appreciation for the opportunity to learn about Australian pollution enforcement experiences.

Further workshops are planned in the South Pacific region.



AMSA / IOPC Funds Oil Pollution Claims and Compensation Workshop

In conjunction with the International Oil Pollution Compensation (IOPC) Funds, we hosted an Oil Pollution Claims and Compensation Workshop in Brisbane on 9-11 February 2011. The workshop was the first of its type in Australia and was attended by 30 finance and administration personnel from all Australian states/NT, AMSA, the Commonwealth Department of Infrastructure and Transport, the Great Barrier Reef Marine Park Authority, the oil industry and New Zealand.

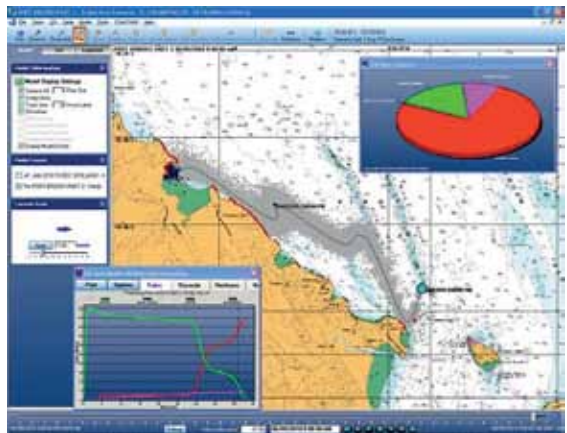
The workshop, which was aimed at enhancing the skills of Australia's finance and administration personnel, outlined information on the international oil spill claims and compensation regime combined with a range of practical domestic experience gained from recent Australian incidents. The workshop will assist all jurisdictions in maximising the return of monies and compensation payable following an incident.

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 with model hydrodynamic currents and predict the behaviour and fate of oil plumes.

AMSA has, since December 2008, a contract with Asia-Pacific Applied Science Associates (APASA) to provide a 24 hour/7 day per week trajectory modelling service to AMSA. During 2010-2011 APASA produced OSTM outputs for a number of incidents. This service is complimentary to AMSA's existing in-house trajectory modelling capability for state/NT exercises and National Plan training courses. In addition, AMSA now has access to an Environmental Data Server (EDS) which allows OSTM users to access real-time wind and current data as critical modelling inputs.



Chemical Spill Trajectory Modelling

CHEMMAP is a computer modeling program designed to model the fate and trajectory of chemical spills in the marine environment.

The design of CHEMMAP is similar to OSTM but with increased functionality, given the relative complexity of chemical behaviour. The model uses physical-chemical properties to predict the fate of chemicals and produces a three-dimensional model including surface, sub-surface and atmospheric outputs. Arrangements for CHEMMAP modeling are the same as OSTM modeling outlined above.

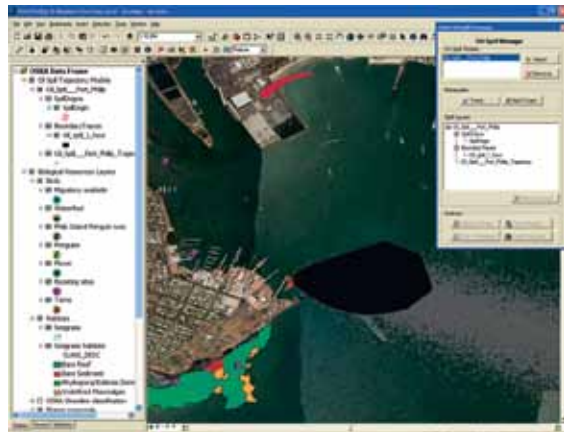
AMSA produces CHEMMAP modelling for state exercises and as part of National Plan marine chemical spill training courses, when required.

Oil Spill Response Atlas

Together with our National Plan stakeholders in the states and the Northern Territory, we use a purpose-built resource atlas based on an ESRI ArcGIS-embedded toolkit and spatial database – the Oil Spill Response Atlas (OSRA) – as a means of determining sensitive marine and coastal areas that could be affected by a pollution incident. The atlas also provides a valuable source of logistical information for combat authorities.

Since June 2010, the OSRA toolkit has been rebuilt for integration into the current ESRI ArcGIS platform. It is expected that in the future, a purpose-built online web application will also be available to enable casual and remote users to access limited sets of OSRA data as part of incident response. AMSA will convene a working group established by the National Plan Operations Group to test versions of both the toolset and the web application when they become available.

Scheduled 2010-11 OSRA tasks for the states/NT were successfully completed, and included updated datasets from Western Australia, Tasmania, New South Wales and Victoria.



Australian Marine Oil Spill Centre

As the oil industry resource in the National Plan infrastructure, the Australian Marine Oil Spill Centre (AMOSC) continues to provide personnel and equipment in support of National Plan activities. This support includes representation on several committees; participation in the delivery of AMSA managed training programs; response operations and the provision of specialised training programmes to industry, government personnel and other interested parties.

The current review of the National Plan and implementation of outcomes from the National Pan Montara Incident Analysis Team report and Montara Commission of Inquiry has required AMOSC as the industry representative/coordinator to work with AMSA and other departments to ensure that resources and systems are identified and developed to enable ongoing improvement of national preparedness and response capability.

Post the Macondo spill in the United States, AMOSC worked with other oil spill response cooperatives and representatives of industry associations and provided an Australian perspective into the review of industry preparedness and response capability globally. Outcomes of this activity are to be presented at the International Offshore Petroleum Regulators and Operators Summit due to be held in Perth during August 2011.

AMOSC has increased the industry Core Group numbers to 84 and the dispersant stockpile from 150 to 200 tonnes. Further expansion, if required, will follow the National Plan risk assessment and National Plan/NMERA review.

During the reporting period AMOSC finalised the framework and content for a series of competency based courses which will deliver training in oil spill operation, management and command and control. These programs have been accepted for accreditation nationally (Australian Quality Training Framework) and internationally (Nautical Institute/IMO).

Focus of Programme	Number courses	Participants
Operators	4	262
Supervisors	3	48
Incident Controllers	3	34
External Courses	19	255
Core Group	2	29

Activities in states and the Northern Territory

Tasmania



Significant incidents

A total of 12 minor, but no major, marine oil pollution incidents were recorded over the 2010-11 financial year in Tasmanian waters and no National Plan oil spill combat equipment was used in responding to any of these spills.

A significant volume of oil was spilled onto the deck of a vessel whilst berthed at Devonport. The oil was contained on board and cleaned-up when the vessel berthed back in Victoria.

New or updated contingency plans

Reviews of the TasPorts Oil Spill Contingency Plan and the Tasmanian Marine Oil Spill Contingency Plan were both completed. The Tasmanian Marine Oil Spill Contingency Plan has been distributed as a CD and is also to be made available on the Environment Protection Authority (EPA) website.

The Curtis/ Hogan seabird survey is complete and has now updated Tasmania's OSRA data base. Also included is information useful for a first strike wildlife response.

Training

- Planning workshops have been held on a regular six weekly interval. The emergency Geographic Information System (GIS) team were added to this group and are working to improve mapping requirements for response.
- Hydro Tasmania ran independent training for inland oil spill events. The EPA provided assistance with supply of a skimmer and boom for demonstration purposes.
- Extension to groups regarding state response structure and roles in oil spill response occurred around the state including presentations to the Derwent Estuary Penguin Group and council environmental health officers.
- A successful collaboration between Swansea Police, Glamorgan Spring Bay Council, National Parks and community groups resulted in a two day Shoreline cleanup workshop held in Swansea.
- Equipment operator training was conducted in the North at Bell Bay and the South in Hobart in September. Representatives from organisations including TasPorts, Police, EPA Division, and Antarctic Division attended.
- In addition to state-based training Tasmanian participants were active in a number of AMSA courses, including the inaugural Training co-ordinators workshop, Environment and Scientific Coordinator's workshop, OSRA skills update, fatigue management workshop, and National Response Team (NRT) team leader training.
- Tasmania also participated in the NSW incident management course.



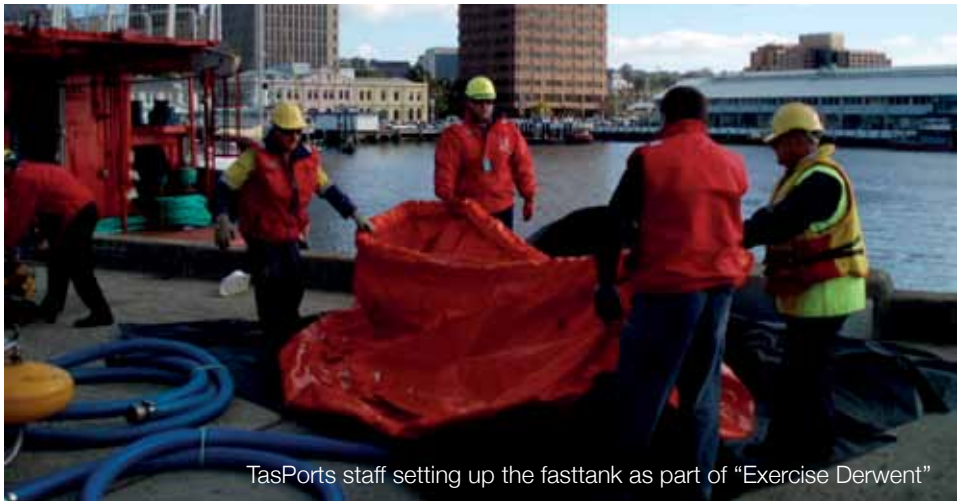
Shoreline Cleanup course in Swansea

Exercises

Several mini desktop exercises were conducted to increase awareness of preparedness requirements, and establish links between agencies. Desk top discussions were held for the State Marine Pollution Committee and the Southern Region Emergency Management Committee, as well as scenarios regularly held in two-hour grabs as part of the planning group's regular workshop meetings.

On 31 March 2011 TasPorts held an exercise to test the port's plan. EPA provided several staff to work in this exercise, which resulted in a very successful collaboration between the two groups.

Tasmania supplied an officer to act as umpire for shoreline cleanup in the Geraldton exercise "Menacing Wind".



TasPorts staff setting up the fasttank as part of "Exercise Derwent"

Prosecutions

No prosecutions, by court proceedings or infringement notice, were undertaken in relation to oil pollution by the EPA Division for 2010-11 financial year.

Administrative changes in the state response arrangements

With the review of roles in the Oil Spill Response Incident Control System (OSRICS) and the need for backup it was identified that additional support for the delivery of OSRA in actual incidents was necessary. The State Government Emergency GIS Team has now been inducted and trained in the use of OSRA to provide this additional support. The team brings a wealth of expertise in providing GIS support in emergency management

New South Wales



State arrangements

Integration of the marine incident response arrangements into the state emergency management arrangements has continued in NSW throughout the last 12 months. NSW Maritime has provided input into a major review of the state's response arrangements and emergency management legislation. Promulgation of the new arrangements through relevant state and local forums has been ongoing, and NSW Maritime and the NSW Port Corporations have continued to participate in their relevant District Emergency Management Committee meetings and exercises.

Significant incidents

There was one significant incident in NSW during the year. Approximately 12 tonnes of fuel oil was discharged at Kooragang Basin in the port of Newcastle on 25 August 2010. The area was boomed, however, due to a combination of strong winds and a flood tide a quantity of oil escaped from the containment area and entered the North Arm of the Hunter River.

Consequently, an area of mangroves and saltmarsh, which was inhabited by migratory birds, was lightly oiled. The shoreline cleanup of this area continued for four weeks and thirty pelicans were treated for minor oiling.

Several minor incidents also occurred within the port limits of the three major trading ports, and a number of drifting and disabled vessels were detected off the NSW coast. The NSW Port Corporations responded to all incidents appropriately.

Review of contingency plans

The following contingency plans were updated during the year:

- Port of Eden (Twofold Bay) Oil and Chemical Spill Contingency Plan
- Port of Yamba Oil and Chemical Spill Contingency Plan
- NSW State Waters Marine Oil and Chemical Spill Contingency Plan
- Port of Newcastle Incident Control Plan.

Exercises and training

The following exercises were carried out during the year:

- NSW Maritime - Lord Howe Island exercise and training 9-10 Aug 2010
- NSW Maritime - Yamba annual exercise 12 Aug 2010
- NSW Maritime (with Port Kembla Port Corporation) - Annual State exercise 13-14 Oct 2010
- NSW Maritime - Eden oiled shoreline response desktop exercise 30 June 2011
- Sydney Ports Corporation - Deployment exercise in conjunction with Caltex 6 Sept 2010
- Sydney Ports Corporation - Deployment exercise in conjunction with Shell 10 Dec 2010
- Sydney Ports Corporation - Deployment exercise in conjunction with Caltex 2 May 2011
- Newcastle Port Corporation - Desk top exercise with Local Emergency Management Officer's as observers. August 2010
- Newcastle Port Corporation - Deployment exercises for oil spill equipment at Mayfield 4 November 2010
- Newcastle Port Corporation - Deployment exercises for oil spill equipment at Channel Berth March 2011
- Newcastle Port Corporation - Deployment exercises for oil spill equipment for David Allan April 2011

The following training courses were conducted during the year:

- NSW Maritime - Senior Executive Maritime Incident and Crisis Management Workshop 1-2 March 2011
- NSW Maritime - Finance, Administration and Logistics course 21-22 Sept 2010

Equipment acquisition

The following equipment was purchased during the year:

- Trailer for decontamination shelter (Eden) NSW Maritime
- Mobile oiled wildlife washing facility NSW Maritime
- 300 metres General Purpose Boom (Eden) NSW Maritime
- 300 metres High Spring Boom Newcastle Port Corporation
- River keeper vessel (flat bottom punt) for pollution response Newcastle Port Corporation
- Sentinel Boom 300 metres Sydney Ports Corporation
- Large amount of second hand oil spill response equipment purchased and in the process of servicing and repairing the equipment. Sydney Ports Corporation

State prosecutions

No prosecutions were commenced in 2010-11. A number of Penalty Infringement Notices were issued by NSW Port Corporations for minor incidents.

NSW data updates

Migration of NSW Maritime’s spatial data to a new geodatabase continued during the period, this included migration of NSW’s Oil Spill Response Atlas data. NSW Maritime also held discussions with the NSW Emergency Information Coordination Unit to establish an arrangement for NSW Maritime to utilise the spatial software tools specifically developed for the NSW emergency services.

During the period, the NSW Office of Environment and Heritage (previously the Department of Environment, Climate Change and Water) received AMSA funding for the creation of a marine habitats data layer. Stage one of this two-stage project has been completed.

New equipment

NSW Maritime recently acquired a mobile oiled wildlife washing facility which has been built into a shipping container. The facility includes three washing bays and provides all requirements for cleaning wildlife including; warm softened water, ventilation, and a 240 volt system for small electrical appliances such as hair dryers.

The unit is located in Sydney, but will be made available for deployment to other states if there is a requirement to clean oiled wildlife.



Victoria



Significant incidents

St Kilda cruiser

On the evening of the 30 November 2010, a forty foot fibreglass recreational vessel was stranded on the St Kilda breakwater which is home to approximately 1000 Little Penguins. By morning the vessel had found its way into the water alongside the breakwater and had leaked a small amount of hydraulic fluid, with an estimated 1000 litres of diesel still on board. A 24 hour response was undertaken for five days, including monitoring of the penguin colony until weather permitted a salvage operation.



Recreational vessel grounded on St Kilda breakwater

The *Lady Chelmsford* salvage operation

A former Sydney ferry, the *Lady Chelmsford*, sunk at her berth at Central Pier in the Melbourne Docklands on 18 February 2008. Legal issues relating to an insurance claim for the vessel resulted in a delay in commencing salvage operations until April 2011. During this time the Department of Transport (DOT) undertook ongoing pollution mitigation activities around the site of the sunken vessel.

In October 2010, the DOT commenced negotiations with the vessels insurer and stakeholders to ensure that salvage operations could begin as soon as the specialised equipment required for the salvage became available.

The salvage commenced on 16 May 2011 and was successfully finalised on 21 June 2011. The site has been remediated to a better condition than that prior to the sinking of the vessel.



The *Lady Chelmsford* salvage operation

Sorrento palm oil spill

On 12 February 2011 a report was received that a white substance had been found washed up over a large stretch of Sorrento back beach between landmarks London Bridge to Koonya Beach with the heaviest areas affected at Sphinx Rocks.

It was later determined that a quantity of Palm Oil had washed ashore, initiating a four day shoreline clean-up, with efforts focussing on the protection of Hooded Plover and related habitat areas. The EPA is currently investigating the cause of the incident.



Palm oil washed up on the beach



Shoreline clean up operations, Sorrento

New or updated contingency plans

The Department of Transport (DOT) has commenced a review of the Victorian Marine Pollution Contingency Plan (VICPLAN) as one of its priority tasks.

The first phase of the review was to develop a contemporary understanding of the level of risk posed to the Victorian coastline and coastal waters by marine pollution.

The Victorian Marine Risk Assessment (VMRA11) was completed in June 2011 and examined the likelihood of spills occurring from ships, offshore facilities and land based sources and the consequence of spills on the marine and coastal environments. In a departure from more traditional risk assessment processes, VMRA11 used four different categories – economics, social & amenity, natural environment and cultural – to evaluate the consequences of pollution coming ashore in Victoria. Sophisticated cellular level modelling has enabled the DOT to rank the coastline into areas from the highest to the lowest level of risk and accurately describe the source(s) of risk. The model has been constructed in a manner that allows for detailed data interrogation which will assist the DOT to determine appropriate, proportionate risk mitigations.

Phase two of the review will be to conduct an equipment capability and gap analysis which is due to be finalised by the end of 2011. Phase three of the review is to take the findings of the VMRA11, the gap and capability analysis, and update the VICPLAN and the Regional Marine Pollution Contingency Plans to ensure that they are fit-for-purpose. Any changes to assets, incident management systems or governance structures will also be decided upon during this final phase.

As part of this ongoing review of VICPLAN, the DOT has also reviewed and updated the VICPLAN – Media Sub Plan.

Training and exercises conducted

Course	Date
Shoreline Clean Up	31st August - 1st September 2010
AIIMS	14th - 15th February 2011
Introduction to Oil Spills	15th March 2011
Equipment Operator	16th - 17th June 2011

In addition to the above training, the Marine Pollution Team hosted a Victorian Emergency Management Breakfast on 8 April 2011 with a focus on raising awareness of Marine Pollution Response. There were a range of guest speakers,

including the General Manager of Maritime Safety Queensland and the General Manager, Marine Environment Division of the Australian Maritime Safety Authority. Topics discussed included marine pollution command, control and coordination, and how these integrate with the Victorian and Australian emergency management arrangements. The breakfast was attended by more than 80 guests from emergency service organisations, state and Australian Government agencies and the maritime industry.

Equipment

A comprehensive state-wide audit was conducted in October - November 2010. This involved the stock take of all department owned marine pollution response assets in both the states major stockpile and smaller, regional stockpiles.

The purchase of several oiled fauna kits was completed this financial year. This was a joint project undertaken by the Department of Sustainability and Environment (DSE) and the DOT, with advice provided by AMOSC. Four first strike kits have now been prepared for placement around the State with a back up surge kit located at a central DSE depot for state-wide deployment.

Administrative changes in the state response arrangements

In 2010, the Victorian Government reviewed the manner in which safety regulation is undertaken. As a result of this review, Transport Safety Victoria was created as an independent safety regulator, incorporating most of the functions previously undertaken by Marine Safety Victoria.

Due to this new arrangement, as of 1 September 2010 the responsibility for ensuring adequate marine pollution preparedness and response in the State of Victoria was transferred to the Security and Emergency Management Division (SEMD) of the DOT.

The existing Marine Pollution Team was transferred to the DOT to work under the new State Marine Pollution Controller, Mr Tony Pearce, Executive Director Security and Emergency Management. A new manager was appointed (Mr Phillip Starkins) and the DOT team was enhanced with the addition of two new full time staff members. The Marine Pollution Team is also bolstered with support from other areas within the division during exercises and incidents.

The DOT's priorities over this time have been to facilitate the successful transition of the Marine Pollution team into the DOT and to enhance the state's preparedness for marine pollution incidents by more closely aligning marine pollution response within broader emergency management arrangements in the state and the national arrangements for marine pollution response. The DOT has also had a large focus on building the capability of the state to respond through the proposed development of a State Response Team.



The Marine Pollution team in the DOT - from Left: Amanda Priest, Tony Pearce, Lynn Blades, Aleksandra Henclewska, Phillip Starkins

South Australia



Significant incidents

The Department of Transport, Energy & Infrastructure (DTEI) respond to a major incident in South Australia occurred on 8 October 2010 at Port Lincoln where a Liberian registered grain carrier MV *Grand Rodosi*, collided with a 47 metre long tuna vessel, the *Apollo S* which was tied up at Brennan’s Wharf. As a result the *Apollo S* sustained severe damage and sank. A multi-agency operation then took place and resources within the emergency services community at Port Lincoln responded. The initial priority was to ascertain whether any person was on board *Apollo S* at the time and to commence the oil spill response to contain any hydrocarbons. Once it was confirmed that no person was on board, the oil spill become the sole priority. A quick response from Flinders Ports and the Emergency Services resulted in boom being placed around the stricken vessel to contain any spilled hydrocarbons and ultimately prevented it from washing up on the beaches at Port Lincoln. It was ascertained that the *Apollo S* had

approximately 15,000 litres of diesel on board in tanks that were ruptured. The *Grand Rodosi* suffered damage to its hull, although this damage did not result in any spill. DTEI Incident Management Team began managing the oil spill incident from Regency Park and later moved to Port Lincoln. Flinders Ports and emergency services, DTEI, Flinders Ports, South Australian Metropolitan Fire Service (SAMFS), South Australia Police (SAPOL), State Emergency Service (SES) and Volunteer Marine Rescue as well as other emergency service staff played a key roll in what was a very successful oil spill response.



The *Apollo S* sitting on the bottom alongside Brennan’s Wharf with the *Grand Rodosi* in the background

New or updated contingency plans

DTEI is in the process of reviewing the SA Marine Spill Contingency Action Plan (SAMSCAP) and will be shortly appointing a consultant to undertake the process.

Training

Due to the October oil spill incident at Port Lincoln and subsequent salvage operation all training was cancelled.

Exercises

Due to the October oil spill incident at Port Lincoln and subsequent salvage operation all exercises were cancelled.

Administrative changes in the state response arrangements

OSRICS structure within South Australia has remained constant this year with the inclusion of Peter Pfennig from the Environment Protection Authority as an advisor and Environmental Scientific Coordinator (ESC) to the Incident Controller.

Queensland



Significant incidents

Maritime Safety Queensland received 41 reports of marine pollution in the period from 1 July 2010 until 30 June 2011. Most of these were small spills of diesel fuel or lubricating oil from commercial and recreation vessels.

The majority of spills (71 per cent) occurred in ports, marinas and boat harbours while the remainder (29 per cent) occurred outside of port limits but within Queensland or Great Barrier Reef waters.

The most significant spills occurred at Port Hinchinbrook when approximately 130 boats were either stranded or sunk during Cyclone Yasi.



Damaged and sunken boats at Port Hinchinbrook¹

Maritime Safety Queensland also played key roles in the Queensland Government's response to the natural disasters that impacted much of the state during summer. In many areas serious damage to Queensland's marine and coastal environment was minimised by fast and appropriate response action during and following the floods in Brisbane, Bundaberg and Rockhampton and Cyclone Yasi in Far North Queensland.

New or updated contingency plans

During the year, Maritime Safety Queensland completed a comprehensive review of the Queensland Coastal Contingency Action Plan (QCCAP). This new edition of QCCAP was compiled following extensive consultation with a wide group of stakeholders and addresses many of lessons learned from both the *Pacific Adventurer* oil spill in March 2009 and the grounding of the *Shen Neng 1* in April 2010.

In addition to being a sub-plan under Australia's National Plan, QCCAP now aligns more closely with Queensland's disaster management arrangements and is a hazard specific plan that falls under the umbrella of Queensland's State Disaster Management Plan.

One of the most significant differences with past versions of the plan is that it is now based on the prevention, preparation, response and recovery (PPRR) model, used throughout Australia by emergency services organisations. For the first time QCCAP also addresses both oil and chemical spill incidents in one document.

QCCAP is supported by 23 first-strike response plans for ports and other high risk areas throughout Queensland.

Copies of QCCAP and its supporting documents are available on the Maritime Safety Queensland's website at www.msq.qld.gov.au/Environment/Contingency-plans.aspx

Training conducted

Maritime Safety Queensland continued to deliver specialised oil spill response training courses for response personnel. The main focus of training was on up-skilling operations and administration personnel from various government and industry based organisations that have roles to play in marine pollution response.

Summary of courses conducted and number of people trained

Course Type	Number of Participants
Logistics, Finance and Administration	70
Introduction to Marine Oil Spill Response	149
Marine Oil Spill Responder Level 3	82
Marine Oil Spill Responder Level 4	27
Total	328

Two personnel from Maritime Safety Queensland also attended an Oil Spill Management course in Canberra.

Exercises

On 24 November 2010 Maritime Safety Queensland hosted *Exercise Waterwitch* in Cairns. The purpose of the exercise was to examine joint operations involving Queensland's disaster management agencies and marine pollution response agencies in response to a marine chemical spill in Far North Queensland.

Exercise Waterwitch was the third in a series of exercises designed to enhance the Queensland government's capacity to respond to a marine pollution event. The exercise was designed to build on and further explore the issues and lessons learned from recent marine incident responses in Queensland.

A number of small first-strike response field exercises were conducted as part of normal training activities in ports and boat harbours throughout the state.

Administrative changes in response arrangements

The most significant change to marine pollution response arrangements in Queensland was the amendment of the *Disaster Management Act 2003* to create the new positions of State Disaster Coordinator (SDC) and State Recovery Coordinator (SRC). These positions are charged with managing disaster operations for the state disaster management group. Both positions are appointed by the chairperson of the state disaster management group. Where appointed, the SDC is to manage disaster operations for the purpose of disaster response whilst the SRC is to manage the recovery stage. Generally a senior Queensland Police Service officer will be appointed the position of SDC. The SDC role does not replace that of the Marine Pollution Controller but instead will provide whole-of-event strategic disaster management support to marine pollution response efforts that are part of a wider disaster event.

Western Australia



Significant incidents

In the past financial year the Department of Transport (DoT) Oil Spill Response Coordination (OSRC) has had a total of 176 notifications of possible incidents. The 24hr pager recorded 120 notifications while a total of 52 POLREPs have been received. The remaining four notifications were received through other sources such as direct notification to a team member. Oil was spilt on 68 occasions and of these 17 were considered to be moderate events that either required a larger response or had the potential to become a much larger spill. No oil spill notifications were considered major. Serious potential for a significant incident occurred in three events and two events involved spillage of drilling muds which are now being recorded to establish a history of their occurrence.

Parmelia

On 3 May 2011 the bunkering barge *Parmelia* collided with the Fremantle Rail Bridge while manoeuvring to bunker a cruise ship in port. The collision resulted in no serious damage to the vessel, though passenger train movements from Fremantle terminal were postponed for two days as a structural evaluation of the bridge and repairs to a damaged power pole occurred. Although no oil was spilt the incident occurred on a strong incoming tide and had significant potential for harm to the Swan-Canning river system.

P&O Mobile Crane

On 10 August 2010 the P&O 18T Mobile Crane experienced brake failure and fell off the wharf into the berth pocket at Esperance Port. No injuries were sustained to any personnel. Esperance Ports Sea and Land staff responded to boom off an area of oil released. There was no evidence that the diesel or hydraulic tanks on the crane had been breached. An area of approximately 50 metres x 20 metres was contained, skimmed and mopped up using absorbent pads and the crane was recovered without further incident.

Toisa Dauntless

On the 6th of October 2010 the *Toisa Dauntless*, a 70 metre Anchor Handling Tender (AHT), suffered prop damage during operations and lost 50-80 litres of lubricating fluid from the header tank. Initial page suggested a loss of up to 1100 litres of oil however this was not confirmed. The slick dispersed naturally and no further action was required.

Apache Stag Facility

On 10 January 2011 production and transportation of oil was stopped on the Apache Stag Facility when an 8" import hose between the CALM buoy and tanker *Dampier Spirit* developed a split. The split occurred overnight and was noticed in the morning. It was estimated that 800 litres of oil was spilt. Oil spill modelling was carried out to predict where the oil would move and how it would weather. Aerial monitoring was carried out twice per day though the oil remained relatively stationary north of the FSO *Dampier Spirit*. The spill was naturally dispersed over a period of several days and during inclement weather. Apache continued monitoring the oiled area and no shoreline impact was recorded (Dampier Archipelago or Montebello Islands).

Barrow Island and Dampier

On 6 February 2011 the vessel *BKM 102* made contact with the anchor of the *Taurus II* resulting in a breach of the hull taking on water. The initial actions were to beach the vessel on site at Barrow Island materials offloading facility. Oil spill boom was deployed and 150 litres of oil was reported spilt. After the vessel was stabilised it was towed into Dampier Port Mermaid Marine Supply Base where a controlled spill of over 5000 litres occurred on the slip. Prior deployments of absorbent booms were positioned to contain possible spills. Approximately 300 litres of oily water was spilt into the slipway channel. Cleaning works commenced immediately coordinated by Dampier Port Authority.

Drilling muds

DoT has received reports of large quantities of drilling muds, both synthetic based and water based, being spilled from offshore petroleum and exploration activities. Little information has been recorded previously by DoT on the frequency of such spills and their potential impacts. This is to be rectified in the future by noting the occurrence and quantities of such spills. The two spills recorded last financial year spilt approximately 10m³ on one event and 4 barrels on the second.

OSRA

The OSRC Environmental Officer has overseen transition to ArcGIS 9.3.1 utilising the OSRA toolset provided by AMSA. Upgrades to ArcGIS 10 are planned for the coming year.

Annual updates for OSRA 2010-11 are complete. The following datasets received spatial and attribute updates:

- Shoreline classification
- Sea Birds
- Seals
- Sea Lions
- Dugong
- Coral Reefs
- Aquaculture
- Aboriginal Heritage
- Airfields
- Ports
- MOSES
- Boat Ramps
- Jetty

As not all stakeholders have the necessary expertise or software to utilise the ArcGIS version of OSRA, a simple Published Map File version of the 2011 OSRA was created and distributed. This allows data to be viewed in the free ArcREADER software. This was seen as an intermediate step, while Web browser options are considered.

Basic training in the OSRA toolset (for ArcGIS 9.3.1) was provided to the oil spill response coordination team and members of the spatial information unit.

Funding has been approved for the 2011/12 period, with the following datasets to be updated:

- Bathymetry
- Estuaries/River Entrances
- DPI Nautical Charts – ECW format
- CAMBA Buffer
- JAMBA Buffer
- Water Intakes
- LGA Boundaries
- Port Limits
- Navigable Water Regulation Areas
- MOSES (Marine Oil Spill Equipment System)
- Oil & Gas facilities
- Oil & Gas pipelines
- High Res Aerial Photography
- Telstra Coverage
- Metadata to xml format

New or updated contingency plans

- HESS WA 390 P (Revision 4)2010
- Total E&P 2010
- Oakajee Port and Rail Construction Draft 2010

- ADA WA-360-P Artemis-1 Drilling 2010
- Geraldton Port Authority 2010
- Shell SDA20100068 Carnarvon Basin 2010
- Japan Energy Fullswing 2010
- Woodside - Dampier Sub-Basin (Revision 7) 2010
- Eni Australia Exploration Drilling WA-362-P, WA-363-P 2010
- Swan River Trust Hydrocarbon Spills Response Plan
- ConocoPhillips Exploration Drilling Campaign Draft 2011
- Shark Bay Resources 2011
- SANTOS NWS Drilling (WA-26-1, WA-27-L, WA-191-P) 2011
- Chevron ABU (Revision 1) 2011
- Greater Gorgon Drilling 2011
- AGR Cliff Head (Revision 4) 2011
- Woodside Corporate & Pluto Draft 2011
- Eni - Joseph Bonarparte Gulf 2011.

Training

Training delivered by the Oil Spill Response Coordination team during 2010-2011

Course	Month	Location
Three-day Operator Training	August 2010	Geraldton
Introduction to AIIMS	September 2010	Geraldton
Shoreline Response Training	September 2010	Geraldton
Introduction to AIIMS	October 2010	Bunbury
Three-day Operator Training	February 2011	Albany
One-day deployment exercise	March 2011	Bunbury
Chemical Workshop	March 2011	Port Hedland
One-day deployment exercise	April 2011	Dampier
Three-day Operator Training	May 2011	Fremantle
Half-day AIIMS and equipment awareness training for Regional Transport Officers	May 2011	Fremantle
Introduction to AIIMS (AMSA)	June 2011	Fremantle

Metro State Response Team

During the year the Metropolitan State Response Team (SRT) was convened on a four to six-weekly basis to undertake various types of training. The SRT training for the year included deployments of Ro Boom, GT 185 skimmer and transfer pumps, rope mop, multi skimmer, Lancer barge and sea slug towable storage.

SRT also conducted a Rottneest Island logistical deployment exercise in conjunction with local Island authorities.

A core group of about 30 members are registered on the team with representatives from DoT, Port Authorities, Department of Environment and Conservation, Fisheries, Department of Mines and Petroleum, Police, Fire and Emergency Services Authority, oil and shipping industries along with their support industries.



Fremantle Ro Boom SRT

DoT continues to support the Pilbara Regional Response Team with the Ports of Dampier and Port Hedland taking on a joint coordination role.

Training record system

An electronic training record keeping system has been sourced by OSRC. Consideration was given to the importance of keeping relevant records of all trained personnel in a way that can be accessed quickly in the case of an incident. It was also important that the system be AVETMISS compliant to effectively record accredited training. A web based product has been selected and has been in use since July 2011.

Oil Spill Response Coordination (OSRC) team development

OSRC team members have attended training in the following areas; DEC Oiled Wildlife course, AMOSC assessor roles, AMSA HNS, AMSA NRT Team Leader Training Project Management, Forklift ticket, Light rigid licence, IMT Core course training, TAE40110 Training and Assessment, internal OSRA training and truck mounted crane operation.

Exercises

Exercise 'Menacing Wind'

Geraldton Port Authority hosted a state wide oil spill response exercise from 9-11 November 2010. The exercise was based on ship grounding while departing GPA laden with 60,000 tonnes of Iron Ore. The scenario developed from an initial 5 tonne release of heavy fuel oil to over 50 tonnes released in total throughout the course of the exercise.

The exercise involved the deployment of a range of response equipment and involved 169 personnel representing from a variety of agencies including: Geraldton Port Authority, Albany Port Authority, Bunbury Port Authority, Fremantle Port Authority, Dampier Port Authority, Port Hedland Port Authority, Mining Industry, AMSA, DoT, Department of Environment & Conservation and the City of Geraldton Greenough.

OSRC deployed 15 State Response Team members and 5 members of the OSRC team.

It has now been formally proposed that a major marine oil spill response exercise take place once every two years in WA with all WA Ports Authorities contributing to the costs. The next exercise is scheduled to be held in Bunbury, November 2012.

Exercise Ningaloo

DoT and Emergency Management WA (EMWA) hosted a Hypothetical Discussion Exercise. DoT invited stakeholders within marine oil pollution response to consider the administrative arrangements that apply to a marine oil spill from an offshore oil/gas facility outside of state waters (three nautical miles). The aim of the exercise was to review / improve state and national protocols and arrangements including the transfer of combat agency for response to a Tier 2/3 Oil Spill in an offshore environment. Participants included AMSA, AMOSC and affiliated WA Hazard Management Agencies.

OSRC facilitated a one day deployment exercise with Bunbury Port Authority in March 2011, and a similar exercise with Dampier Port Authority in April 2011.

Equipment

Equipment acquisition

WA OSRC recently purchased two iSPHERE Oil Spill and Current Tracking Buoys. The buoys transmit data once every 30 minutes as standard (this can be altered). They have a battery life of 24 months and can transmit actively for a period of 180-365 days (depending on transmission rates etc). The system allows for bi-directional communication and has a data latency of 60 seconds.

In addition to the tracking buoys OSRC has purchased:

- decontamination tent
- scorpion response dinghy
- magnetic clamps
- muck truck
- water transfer pumps
- cage sided response trailer
- high pressure washer unit
- assortment of lifting slings.

Asset management and maintenance

OSRC has carried out equipment audits on State owned equipment in a number of Ports and Boat Harbours including Esperance, Albany, Bunbury, Hillarys, Geraldton, Dampier, Beadon Creek, Port Hedland and Broome. OSRC is using these audits as an opportunity to update it's equipment data set in an effort to implement a software based oil spill equipment management and maintenance system.

Dispersant recall

OSRC has also assisted AMSA at a state level by facilitating the recall of BP-AB Dispersant and associated dispersant spray equipment currently stored at a number of port sites throughout WA.

Administrative changes

WestPlan MOP and WestPlan MTE

DoT was prescribed as the Hazard Management Agency for Marine Oil Spill and Marine Transport Emergencies under the *Emergency Management Act 2005*. This was completed in September 2010.

WestPlan Marine Transport Emergency was formally approved by the State Emergency Management Committee in June 2011.

Northern Territory



Significant incidents

There were no significant incidents in the Northern Territory during the reporting period.

The following minor incidents occurred during the period:

Fort Hill Wharf Darwin 9 September 2010

An oil slick two to four metres wide was observed passing on the inside of Fort Hill Wharf. Darwin Port Corporation reported the slick, an NRT member attended and advised that the fast current and wave action had dissipated the slick before any containment and recovery action could take place. AMSA was informed.

NRETA – 22 September 2010 East Point Darwin

The NT Pollution Hotline received a call at 9:00am. A pilot had reported a possible oil slick at Lat. 1224 South, Long. 13048 East.

The Department of Natural Resources, Environment, The Arts and Sport sent a team to check from the land. Darwin Port Corporation sent a pilot boat to assess from the sea. The incident was confirmed as a coral spawn. AMSA was informed.

Inner Fort Hill Wharf Darwin 13 October 2010

Darwin Port Corporation reported an oily sheen on the water, an NRT member attended and advised that the slick was approximately 100 square metres and wave action had dissipated the slick before any containment and recovery action could take place. AMSA was informed. Darwin Port Corporation to investigate source.

Bonaparte Basin – 26 October 2010

Marine Safety received a call at 1103pm.

Seismic survey vessel *Aquila Explorer*, passed through a zone of possible oil spill. The worst concentration was at 12 Degrees 02.28 minutes South, 128 Degrees 19.72 Minutes East at 1628 Darwin Time (approximately 150 nautical miles

279 Degrees West of Darwin). The vessel was travelling on a course of 270 Degrees. The slick extended 15 kms before and after this point. AMSA was informed.

Marine Safety received further correspondence at 12:00pm advising that the slick had been identified as coral spawn. AMSA was advised.

Fort Hill Wharf Seaside Darwin 27 October 2010

Darwin Port Corporation forwarded a POLREP to Marine Safety at 1330pm regarding a light oil type sheen over a 2500 square metre area going with the out bound tide. The incident was investigated by the Darwin Port Corporation Harbourmaster. The source was inconclusive, the advice was that a clean up was impractical. The slick was monitored and left to disperse naturally. AMSA was advised.

HMAS Armidale Fuel Spill Navy Basin Darwin 15 November 2010

Navy officer forwarded a POLREP to the Darwin Harbourmaster on 15 November 2010 regarding a diesel fuel spill of approximately 5 litres into the water. Soaker pads and snares were deployed on board; spill booms were deployed in the water. The majority of diesel evaporated in the hot conditions. AMSA was advised

Perkins Fuel Wharf Gove 22 January 2011

Fuel escaped at the completion of a fuel transfer, the diesel fuel spill of approximately 5-15 litres spilled onto the wharf and approximately 5 litres into the water. Soaker pads were deployed on the wharf; spill booms were deployed in the water. All relevant authorities were advised.

Vessel *Mermaid Vigilance*, Fort Hill Wharf Darwin – 02 March 2011

Discharge of waste oil approximately 0.5 litres, during transfer to a road tanker. Offside waste discharge manifold valve was not closed, the oil leaked past the blank. Bunker checklist was not applied. The item on the checklist for checking the offside valve was inadequate. The ships procedures and documentation was amended. NT Marine Branch were advised.

Fisherman's Wharf Darwin 02 March 2011

Darwin Port Corporation reported a light oil slick less than 0.5 litres adjacent to the end of Fisherman's Wharf on the water, the Darwin Port Corporation Harbourmaster attended and advised that the slick was approximately 100 metres x 3 metres and wave action had dissipated the slick before any containment and recovery action could take place. NT Marine Branch were advised.

[HMAS Balikpapan Fuel Spill Navy Basin Darwin 29 March 2011](#)

Navy officer forwarded a POLREP to the Darwin Harbourmaster on 29 March 2011 regarding a diesel fuel spill of approximately 5 litres into the water. No fuelling operations were being conducted at the time, however the ships generator was operating, the spill occurred due to a fuel system misalignment. Soaker pads and spill booms were deployed in the water. The spill was contained and cleaned up. NT Marine Branch was advised.

New or updated contingency plan

There have been no changes to the Northern Territory Contingency Plan during the reporting period

Training

One representative from both the Department of Lands and Planning and the Darwin Port Corporation attended the Training Coordinator workshop in Fremantle, Western Australia in March 2011.

Exercises

[Operation Black Pearl](#)

A three day exercise hosted by Darwin Port Corporation and facilitated by Chris Priestly integrating a security exercise and an oil spill exercise to test the port capabilities was held on 19-21 October 2010. Government agencies and industry attended the exercise to provide input in to the security procedures of the DPC and to engage in an oil spill exercise.

Administrative changes in response arrangements

Ian Niblock joined the Northern Territory as the Darwin Port Corporation Harbour Master.

Bradley Thomson replaced Albert Simonato as the Northern Territory Oil Spill Coordinator.

Financial statements

NATIONAL PLAN 2010-11 FINANCIAL POSITION

Revenue from the Protection of the Sea Levy provided the main source of funding for National Plan operations.

Total income for the 2010-11 financial year increased by \$0.553 million compared to budget and by \$5.252 million compared to 2009-10 actual income. This was mainly driven by the additional levy of 3 cents to recover the *Pacific Adventurer* incident costs and an increase in the shipping activity. The total levy collections for 2010-11 year comprised of \$5.658 million from the base levy and \$6.131 million from the additional 3 cents.

Total operating expenses for the National Plan was slightly below budget by \$0.108 million. Actual expenses increased by \$1.029 million over the 2009-10 year as a result of a restructure of the National Plan unit and the allocation of more resources to combat pollution incidents.

The net incident cost for 2010-11 was \$0.133 million. However, there was a write back of \$4.644 million for the *Pacific Adventurer* incident costs taken up in the 2009-10 year as the actual private sector claims were less than what was estimated. This has resulted in the overall net incident cost recovery of \$4.511 million.

This resulted in an operating surplus of \$8.750 million in 2010-11 compared to a operating deficit of \$9.964 million in 2009-10 year.

FINANCIAL STATEMENT

	2009-10	2009-10	2010-11	2010-11	2010-11	Notes**
	Budget	Actual	Budget	Actual	Variance to Budget	
	\$	\$	\$	\$	\$	
Income						
Protection of the Sea Levy						
Base Levy	3,854,849	5,297,420	5,498,856	5,657,803	158,947	1.1
Additional 3 cents levy	1,500,000	1,466,965	5,964,632	6,130,694	166,062	1.2
Other Revenue	-	-	-	227,883	227,883	1.3
Total Income	5,354,849	6,764,385	11,463,488	12,016,380	552,892	
Expenses						
Operating Costs:						
Staff Costs	981,658	948,851	1,581,912	1,373,126	208,786	1.4
Travel & Transport	487,588	247,822	567,970	455,789	112,181	1.5
Materials & Services	2,361,256	3,059,495	3,477,795	3,298,975	178,820	1.6
Communication Expenses	48,301	51,287	39,667	22,125	17,542	
Occupancy Costs	254,000	239,670	304,800	317,014	12,214	
Administrative Expenses	18,700	18,723	19,167	19,788	621	
Depreciation	784,179	1,272,289	819,693	1,174,022	354,329	1.7
Corporate Cost *	913,189	910,814	1,074,302	1,116,609	42,307	
Total Expenses	5,848,870	6,748,951	7,885,306	7,777,448	107,858	
Incident Costs						
Incident Costs		20,681,175		692,429	692,429	1.8
less Incident Costs Recovery		10,701,799		559,398	559,398	1.9
Net incident costs - from operations for the year		9,979,376		133,031	133,031	
Special Item write back of Pacific Adventurer costs		-		4,644,176	4,644,176	2.0
Total net Incident Costs / net recovery		9,979,376		4,511,145	4,511,145	
Operating Surplus / (Deficit)	(494,021)	(9,963,942)	3,578,182	8,750,077	5,171,895	

* Corporate costs include insurance, security, software and hardware maintenance, audit costs, communication landlines, service contracts (central), copyright, superannuation administration, office repair and maintenance, rental and depreciation, as well as corporate support fees such as human resources, business services, information systems and finance.

**The above Financial Statement should be read in conjunction with the accompanying notes.

FINANCIAL REPORT

	2009-10 Actual \$	2010-11 Actual \$	
RECEIVABLES			
Trade debtors	120,169	447,660	Notes* 2.1
less Provision for doubtful debts	-	-	
	120,169	447,660	
Other debtors	-	-	
GST receivable	-	-	
	120,169	447,660	
INVENTORY			
Oil dispersant stocks	1,781,200	2,118,052	2.2
	1,781,200	2,118,052	
PROPERTY PLANT & EQUIPMENT			
Plant and equipment			
fair value	2,540,912	2,284,550	
Accumulated depreciation	(158,322)	(3,216)	
Total plant and equipment	2,382,591	2,281,334	
Office and computer equipment:			
fair value	32,900	46,200	
Accumulated depreciation	(1,942)	-	
Total office and computer equipment	30,958	46,200	
Vehicles:			
fair value	24,900	15,400	
Accumulated depreciation	(2,015)	-	
Total vehicles	22,885	15,400	
Vessels and amphibians:			
fair value	1,442,000	1,249,400	
Accumulated depreciation	(38,753)	-	
Total vessels and amphibians	1,403,247	1,249,400	
Capital works in progress			
Total property, plant and equipment	3,839,681	3,592,334	2.3
INTANGIBLE ASSETS			
Software			
Externally Acquired Computer software	249,580	249,579	
Accumulated amortisation	(205,973)	(239,593)	
Total Intangibles	43,607	9,986	
CREDITORS			
Trade creditors	\$253,629	416,803	2.4
Salaries and wages	-	-	
Other creditors	-	-	
	253,629	416,803	
COMMITMENTS			
Commitments (eg. relating to Fixed Wing Aerial Dispersant Capability, equipment/ dispersant storage) based on signed contracts (inclusive of GST)			
Within one year	1,962,000		
Later than one year but not later than five years	2,678,095		
	126,322		
	4,766,417		

*The above Financial Report should be read in conjunction with the accompanying notes.

NOTES TO THE FINANCIAL STATEMENTS

for the year ended 30 June 11

1.1 Protection of the Sea Levy - base levy

Revenue relating to the core operating activities of the National Plan. This is primarily levies received by the Commonwealth under the *Protection of the Sea (Shipping Levy) Act 1981*.

1.2 Protection of the Sea Levy – additional 3 cents levy

The Protection of the Sea Levy was increased by 3 cents per net registered tonne to fund the *Pacific Adventurer* incident costs.

1.3 Other Revenue

Primarily from equipment usage rental income for National Plan equipment used in the Queensland floods.

1.4 Staff Costs

The underspend on staff costs against budget was due to a delay in recruitment action relating to several positions.

1.5 Travel & Transport

The underspend against budget is due to the cancelation of several international conferences.

1.6 Materials and Services

The underspend was largely due to delays with the commencement of contracts associated with the National Plan Review.

1.7 Depreciation

The overspend is due to a reassessment of the useful lives of the National Plan equipment which increased depreciation costs.

1.8 Incident Cost

Incident costs were mainly incurred in relation to the *Ocean Emperor* and *Shen Neng 1* incidents.

1.9 Incident Cost Recovery

Incident cost recovery related to the *Montara*, *Shen Neng 1* and *Atlantic Eagle* incidents.

2.0 Write back of the *Pacific Adventurer* Costs

As the private sector claims came in less than the initial estimate a write back of \$4.644 million resulted.

2.1 Debtors

This mainly comprises of a debt from a cost recovery claim for the *Ocean Emperor* Incident.

2.2 Oil Dispersant stocks

Replacement of dispersant stock of \$0.650 million offset by write downs of \$0.313 million for dispersants used.

2.3 Fixed Assets

The majority of fixed assets were revalued as at 30 June 2011 and their associated accumulated depreciation was written back as part of the revaluation exercise. In the case of new purchases depreciation amounts are shown.

2.4 Creditors

Creditors as at 30 June 2011 is greater than 2009-10 mainly due to work completed for the National Plan Review for which invoices had not been received as at 30 June 2011.

