

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

**ANNUAL REPORT  
2011-12**



Australian Government

Australian Maritime Safety Authority



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

# ANNUAL REPORT 2011-12

# 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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# AMSA's foreword

I have pleasure in presenting the 2011-12 annual report of activities of the National Plan to Combat Pollution of the Sea by Oil and other Noxious and Hazardous Substances (National Plan).

The 2011-12 financial year was another busy period for the National Plan, with two significant pollution incidents, in Christmas Island and New Zealand, as well as the completion of the National Plan/National Maritime Emergency Response Arrangements (NAMERA) review.

The fully laden container ship *MV Rena* ran aground at high speed on to a reef in the New Zealand Bay of Plenty on 5 October 2011. The 50,000 tonne container ship was carrying over 1700 tonnes of heavy fuel oil and over 1300 containers at the time of the grounding. The contribution of the National Plan and the Australian Marine Oil Spill Centre was significant, with 75 Australians and 40 tonnes of equipment deployed to New Zealand between 7 October 2011 and 28 January 2012. With the *Rena* response activities continuing, on 8 January 2012 the *MV Tycoon* broke free from its mooring during bad weather at Christmas Island. The ship washed against the seawall and nearby cliff face at Flying Fish Cove, and broke in half. The ship was carrying around 102 tonnes of intermediate fuel oil, 11,000 litres of lubricant oil, 32 tonnes of diesel oil and 260 tonnes of phosphate. Clean-up of the spilled oil proved to be challenging during the swell season. However, the rough weather also assisted in naturally dispersing much of the leaked oil into deeper waters offshore. Sporadic re-oiling of the beaches continued as the vessel was impacted by the varying weather and sea conditions, requiring ongoing involvement of the National Plan until 17 February 2012.

There were also a number of incidents with the potential for serious pollution. In May 2012, AMSA's Emergency Towing Vessel (ETV) *Pacific Responder* provided crucial towing assistance in preventing the disabled bulk carrier, the *ID Integrity*, from grounding on the outer edge of the Great Barrier Reef. In all, the Salvage and Intervention section within AMSA has monitored and/or responded to four vessel breakdowns in the past year.

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

On the training front, it is particularly pleasing to report that the Introduction to Pollution Response online learning program has been recognised with a LearnX Learning and Technology Impacts Award for the Asia-Pacific region. The award represents a fitting tribute to our hard working training team for their efforts in the successful transition of the National Plan to competency-based training over the past two years.

The program of equipment replacement and upgrade continued during 2011 12. We established standing offer arrangements for new oil spill response equipment and orders were placed for a range of items that included oil skimmers, booms and dispersant spray systems, with the first shipments received prior to 30 June 2012.

As mentioned above, a major focus during the year was completion of the National Plan/NMERA Review. Details of the review are provided in this report. There is no doubt that the outcomes of the review represent a landmark in the almost 40-year history of the National Plan, and take into account the collective views of the more than 90 stakeholders from Australia and overseas that were contacted during the process. The key outcome is that the National Plan and NMERA will be integrated into a single emergency response arrangement. These changes will, however, take time to implement, and we can expect the next year to be one of significant change for both the National Plan and NMERA. As foreshadowed in the previous annual report, there is much work to be completed, and I'm sure all of our National Plan and NMERA stakeholders look forward to the challenges ahead.



Toby Stone  
General Manager and Maritime Emergency Response Commander (MERCOT)  
Marine Environment Division  
AMSA

# 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

## National Plan 2011-2012 financial position

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

Total income for the 2011-12 financial year increased by \$1.495 million compared to 2010-11 actual income, and \$1.268 million compared to the 2011-12 budget. This was mainly driven by an increase in shipping activity.

Total operating expenses for the National Plan were on budget. Actual expenses increased by \$0.891 million over 2010-11 due to the National Plan Review that was carried over from the year 2010-11 and the allocation of additional resources to combat pollution incidents.

The net incident costs for 2011-12 was \$10.392 million. The *Shen Neng 1*, *MV Rena* and *MV Tycoon* incidents were the major contributors 2011-12 incident costs.

This resulted in an operating deficit of \$5.549 million in the 2011-12 financial year. Detailed financial statements are available on page 55.

## Meetings during 2011-12

The National Plan Management Committee did not meet formally during 2011-12 due to the ongoing National Plan/NMERA Review. However, a Strategic Stakeholder Group (which included all members of the committee), met several times to oversee the review process.

AMSA also chaired the meeting of the National Plan Operations Group in November 2011.

A range of operational issues were progressed, including:

- equipment replacement and procurement plans
- preparations for the national exercise
- National Plan training
- Victorian equipment gap and capability analysis.

In October 2011, AMSA chaired a meeting of the Oil Operations Working Group

in Melbourne. This working group 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. The meeting continued work towards the development of an equipment catalogue, standard operating procedures and electronic recording of National Plan equipment to manage its maintenance, storage and movement. The working group also provided significant input into the development of occupational health and safety and fatigue management guidelines for the National Plan.

The Environment Working Group meets to provide guidance on all aspects of environment and science in spill response and decision making. Members represent state maritime and environment agencies, the Australian and New Zealand maritime agencies and the Royal Australian Navy. The one meeting during 2011 immediately preceded the 2011 Environment and Science Coordinators (ESC) workshop held in Hobart in mid-August 2011. Its primary focus was on issues of relevance to the National Plan Review and the working group's future terms of reference. It also committed to continuing support of the ESC national network. Other topics canvassed included post-spill waste management and disposal arrangements, the progress on oil spill control agent guidelines, and ecotoxicology testing for new products.

The Chemical Operations Working Group met once this year (due to operational constraints provided by incidents), in March 2012 in Melbourne. The new Australian Fire Authorities Council representative from the Victorian Metropolitan Fire and Emergency Services chaired the meeting, which was also attended by representatives from Australian and New Zealand maritime and transport agencies, Ports Australia, Queensland Fire and Rescue Services and the Plastics and Chemical Industries Association. The working group continues to prioritise and deliver its work to address operational, technical, funding and administrative issues delegated to it by the National Plan Operations Group. The committee was provided with a briefing on the hazardous materials in response to New Zealand's *Rena* incident. The committee also reviewed the operational and technical effectiveness of the various state and national programmes designed to enhance the National ChemPlan.

## Montara Commission of Inquiry

The Report of the Montara Commission of Inquiry was released on 24 November 2010. AMSA made a number of submissions to the Inquiry to assist with its consideration of the issues involved in the oil spill response operation. The report and draft Commonwealth response were released by the Minister for Resources and Energy on 24 November 2010.

The final Commonwealth response was released by the Minister on 25 May 2011. Chapter 6 of the report is titled Environmental Response and includes 7 findings and 13 recommendations requiring some level of AMSA involvement, either directly or by providing input to other agencies.

During 2011-12, AMSA continued to be closely involved in the ongoing work to implement the recommendations, and was a member of the Montara Better Regulation Partnership Inter-Departmental Committee, chaired by the Department of Resources, Energy and Tourism. A number of the recommendations were addressed during the National Plan/NMERA Review (see below).

## National Plan/NMERA Review

In January 2011, AMSA commenced a review of the National Plan and NMERA by engaging third party contractors to undertake a risk assessment and review to determine if current arrangements are adequate to provide an effective response to marine casualties and pollution of the sea by oil and chemicals, and where deficiencies are identified, make recommendations to rectify them.

The review also took into account recommendations arising from the incident reports for both the *Pacific Adventurer* and Montara Wellhead incidents, and well as a number of recommendations of the Montara Commission of Inquiry.

As part of the review, a report on assessment of the risk of pollution from marine oil spills in Australian ports and waters was completed and issued in December 2011 (see below).

A consultant's report on the overall review was completed and issued in March 2012, making a total of 70 recommendations. All recommendations will now be considered by relevant Commonwealth agencies and the National Plan Management Committee which includes representatives from the states and Northern Territory and industry. Implementation of agreed recommendation is expected to commence in early 2012-13.

## 2011 risk assessment

The first consultancy project commissioned as part of the National Plan/NMERA Review was a risk assessment to determine the likely risk profile around the coast of pollution of the sea by discharges of oil from ships. Det Norske Veritas (DNV) was commissioned to review and report by location on the level of risk of pollution of the sea, coastline and ports of Australia by oil and other noxious and hazardous substances, taking into account:

- environmental sensitivity
- industries (e.g. fishing, tourism) which would be most adversely affected ecologically or financially by a spill
- commercial cargo shipping size, frequency, trading patterns and amounts of oil carried as bunker fuel
- tanker frequency, sizes, shipping patterns and quantities shipped
- properties of oil shipped as cargo
- type, density and movement of shipping including concentration of fishing vessels and tourist vessels
- areas that pose a high level of difficulty to safe navigation
- changes in the operation and construction of ships such as the introduction of double hulls, amendments to the *International Convention for the Prevention of Pollution from Ships* (MARPOL), International Safety Management Code, etc.
- amount and properties of oil produced offshore and transported by pipeline
- location of offshore production and pipeline facilities
- extent of offshore exploration drilling
- future trends, including proposed new ports and projected changes to trading patterns.

To undertake the risk assessment, DNV divided the Australian coastal environment into 120 sub-regions covering Australia's exclusive economic zone (EEZ). Each was allocated an environmental sensitivity – AMSA's Oil Spill Resource Atlas (OSRA) provided much of this data. Shipping densities and ship type and size distributions in each sub-region were estimated from AMSA's Australian Ship Reporting (AUSREP) data. Oil spill frequencies for ships and offshore installations were obtained from recent worldwide accident data, and validated against Australian experience. Characteristic oil spill size distributions for ships and offshore installations were obtained from actual oil spill experience worldwide.

The probabilities of oil spills at sea impacting on the coastline were estimated by using models, which depend on the oil type, the spill size and location, and the weather conditions. The overall spill risk is determined using a spreadsheet calculation, and displayed using the ArcMap Geographical Information System (GIS).

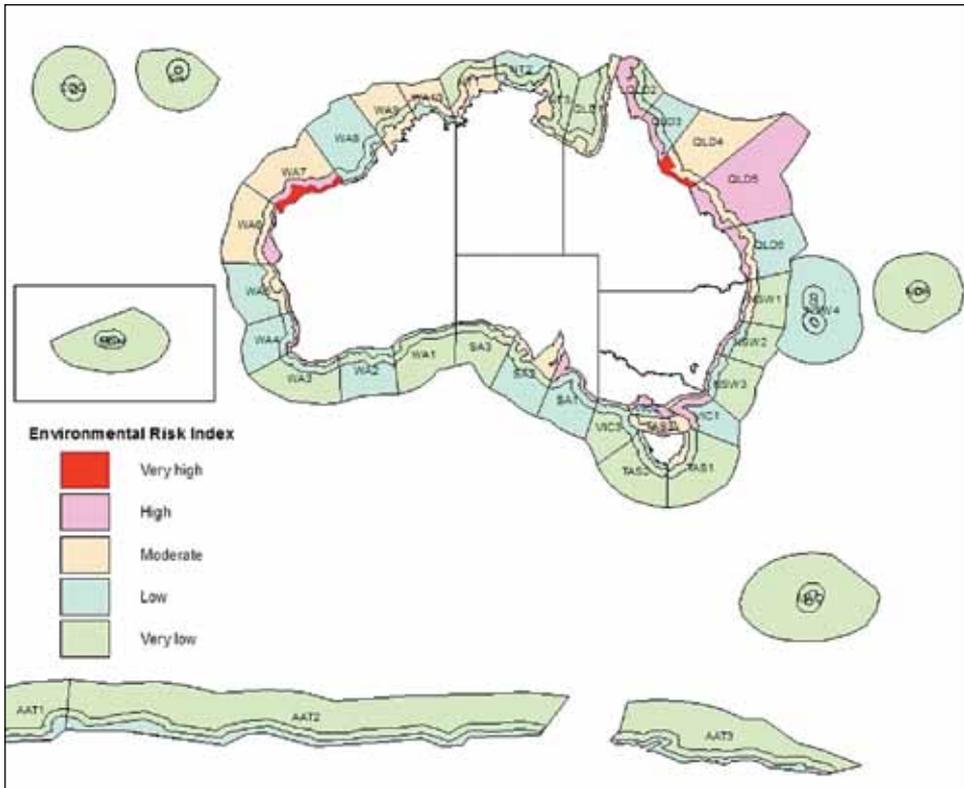
DNV was also requested to estimate the risks for 2020, and modelling included the following major changes:

- 79 per cent growth in national port traffic by 2020
- 81 per cent growth in total national traffic at sea by 2020
- offshore drilling is assumed to remain at the current level of activity
- offshore oil production is predicted to reduce by 89 per cent by 2020, while condensate production is predicted to increase by 73 per cent, giving an overall decline of 35 per cent.

In terms of sources of pure oil spill risk (that is, expected annual quantities of oil spilled without considering environmental sensitivity), the table below shows the relative levels of risks from the various sectors in 2011 and forecast for 2020.

Source	2011		2020	
	Tonnes/year	%	Tonnes/year	%
Trading ships at sea	212	22.3	387	32.2
Trading ships in port	174	18.3	337	28.1
Small commercial vessels	2	.2	2	.2
Offshore production	310	32.7	217	18.1
Offshore drilling	209	22	209	17.4
Shore-based	42	4.5	48	4
<b>Total</b>	<b>948</b>	<b>100%</b>	<b>1200</b>	<b>100%</b>

Overall results for the level of risk in 2011 (i.e. taking into account spill frequencies and environmental sensitivity) are that the highest risk areas (referred to as Environmental Risk Index in the report) are sub-regions that combine high shipping activity with high environmental sensitivity. There are two areas of very high risk – a sub-region on the central Queensland coast (around Hay Point), and a sub-region in north-west WA (Dampier and Port Hedland) (see diagram on page 10).



In terms of highest risk regions, the new study indicates a number of changes from a previous risk assessment completed in 1999, with the major changes being higher risks along the coastlines of northern Queensland, central and eastern Victoria, eastern South Australia, north-western Western Australia and the Northern Territory. The risk in Australia's offshore areas has also increased overall. The full report of this project is available on the AMSA web site at [www.amsa.gov.au/Marine\\_Environment\\_Protection/National\\_plan/Reports-Fact\\_Sheets-Brochures/DNVReport.asp](http://www.amsa.gov.au/Marine_Environment_Protection/National_plan/Reports-Fact_Sheets-Brochures/DNVReport.asp).

## Liability and compensation

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

In order for the matter to be formally discussed, Australia needed to secure agreement from 19 countries 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 matter was considered by the 99th Session of the IMO Legal Committee in April 2012. The Committee agreed an increase of 51 per cent of the current LLMC limits. The entry into force of the new limits will be 8 June 2015. Some legislative amendment will be required in due course to give effect to these changes.

During 2011-12, we attended several meetings of the governing bodies of the London-based International Oil Pollution Compensation (IOPC) 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 working groups examining claims handling experience and the definition of 'ship' applied in the conventions.

In January 2012 AMSA attended the Melanesian Sub-region Compensation and Liability Workshop held in Port Moresby, Papua New Guinea (PNG). The workshop was jointly sponsored by the International Oil Pollution Compensation (IOPC) Fund and the South Pacific Regional Environment Programme (SPREP), and hosted by the PNG National Maritime Safety Authority (NMSA). AMSA's representatives provided presentations on administration of the funds and claims experience in Australia.

AMSA is responsible for administering contributions to the IOPC Funds from Australian oil importers. In 2011-12, we carried out our regular activities facilitating and auditing annual oil reports to the IOPC Funds.

## Improving marine pollution response environment, science and technical capability

The two areas of focus for the last year have been to move as much of the science support into the mainstream of the National Plan and to reinvigorate the specialist expertise available across the country. The appointment by AMSA, in early 2010, of a Senior Scientific Coordinator has increased our capability to translate more of the science-related programmes into National Plan capability: decision-support tools, expertise and advice.

The new oil spill control agents (OSCA) application and listing process was produced, tested and revised over the year, and then published in its final form in June 2011. This new approach provides more certainty for National Plan responders about the effectiveness and environmental impacts of products they can use under their plans, including dispersants, which attracted so much attention during the Macondo (Gulf of Mexico) and Montara responses.

The one science and research project underway during the year was the analysis of the effectiveness and net environmental benefit of using vegetable-oil based biodiesels as biodegradable cleaning agents for cleaning up heavy oil spills. The transition from laboratory-based work to field trials was delayed due to the principal investigator changing institutions from University of Queensland to James Cook University. The project now has new impetus on a slightly delayed timetable, but the results are still anticipated to provide new insight into dealing with very sticky shoreline response problems. The unique opportunity for real field trials at the Port Curtis site supplied by the Gladstone Port Corporation is also attracting other research proposals from commercial suppliers of potential OSCAs seeking opportunities to test the effectiveness of their products under rigorous scientific scrutiny.

Commencing in late 2011, and expected for delivery in 2012, we are developing a specialist web-based incident management and decision support tool to assist with marine casualty and pollution responses. The Montara and *Rena* (NZ) incidents reinforced the need for contingency plans and combat agencies to have available to them a modern system for consistent, consolidated and coordinated incident response management. Hence we have begun a project to provide a suitable web-based tool that can be accessed and used by all National Plan combat and support agencies, and accessed by other stakeholders, including media. The system should be able to provide better situational awareness and planning, integrated decision support tools, improved processes and information sharing, communication and capture during the response and after, and better financial tracking and management. Being web-based, it will provide specialist incident response tools and still complement (and work alongside) the existing systems used by combat agencies (from email to mapping to financial management). It is expected to be operational in early 2013.

The 20th Environment and Scientific Coordinators (ESC) workshop was held in Hobart in August 2011. The national network of ESCs (and other science and technical experts) is a crucial national resource in the overall National Plan response system and the annual workshop is an invaluable opportunity for this group to share knowledge and experience. The 33 participants in this year's

workshop demonstrate the depth and breadth of expertise available – they came from all the states and the Northern Territory, the Commonwealth Scientific and Industrial Research Organisation, the Department of Sustainability, Environment, Water, Population and Communities and its Australian Antarctic Division, the Australian Marine Oil Spill Centre, Maritime New Zealand, as well as AMSA.

The workshop's major outcomes included advice to the National Plan Review and AMSA of the variety of spill response specialist science, environmental and technical functions and roles, and recommendations on how this capability should be better recognised, developed, supported and delivered. Having developed the theory at the workshop, the *Rena* response provided a unique opportunity for the ESC network members to successfully implement and refine the new approach.

Oil and chemical spill trajectory modelling are key decision support tools which AMSA greatly values and we are committed to improving for Australian response capability in this area. Supported by constant improvements in local data, the models can predict the behaviour and fate of oils and chemicals in the water during a response, and can also be used in contingency planning, for backtracking mystery spills and in support of prosecutions. AMSA has a 24/7 response contract with Asia-Pacific Applied Science Associates (APASA) to provide trajectory modelling during incidents, based on their world-class models (HYDROMAP, OILMAP and CHEMMAP) and environmental data sources. This complements AMSA's existing in-house trajectory modelling capability for exercises and training. New software upgrades were rolled out to AMSA in April 2012. Modelling was used in the MV *Tycoon* response in early 2012, supported by visual observations and a tracker buoy to validate predictions, and in the development and execution of Exercise Sea Dragon in May 2012.

Another key environmental support tool is the growing and improving coverage of the nationwide oil spill response atlas (OSRA). Together with our National Plan stakeholders in the states and the Northern Territory, AMSA maintains a purpose-built resource atlas to provide up-to-date information on 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. Over the past two years the OSRA toolkit has been rebuilt and upgraded to improve its functionality, and Exercise Sea Dragon provided an excellent opportunity for Victorian mapping specialists to test the functionality of this tool in an operational environment. Each year the National Plan (through AMSA) supports states and the Northern Territory to update and improve their datasets. In 2011-12 Western Australia, Tasmania, New South Wales, Queensland and Victoria all completed jointly funded projects.

## Promoting public awareness

Following on from the 2011 update of the educational resources tab on our website, we have had an increased number of requests for our educational kits from students, teachers and university lecturers. Included in our kits are a wide range of educational aids such as DVDs, posters, stickers, class room experiments, pamphlets and fact sheets.

In conjunction with the Australian Marine Environment Protection Association (AUSMEPA), AMSA is in the process of updating the DVD titled 'Welcome to Australia- protecting our marine environment'. The DVD is distributed by AMSA surveyors to educate ship's crews about their responsibilities to protect the marine environment while in Australian waters, in accordance with the *International Convention for the Prevention of Pollution from Ships* (MARPOL). The DVD is included in AMSA's educational packages, AUSMEPA's educational programs, and can be requested through the AMSA website or viewed on the AUSMEPA website.

## Spillcon 2013

Planning is underway for the 13th Asia-Pacific Oil Spill Prevention and Preparedness Conference, Spillcon 2013. The event will take place at the Cairns Convention Centre, Queensland, Australia from 8-12 April 2013.

Held every three years, Spillcon operates in cooperation with the International Oil Spill Conference (IOSC) in the United States, and Interspill in Europe. This alignment enhances regional and global knowledge sharing capabilities and provides greater resources for addressing global oil spill issues.

Spillcon 2013 will bring together 400 delegates and 30 exhibitors from all around the world, across industry, government and the service sectors. They will be able to keep abreast of major developments in the field, view new products and technologies, interact with subject matter experts and discuss issues including oil spill cause and prevention, preparedness, response management and environmental issues. The conference will also include an impressive on-water display.

The AMSA Engagement team is the secretariat for the Spillcon 2013 arrangements, in consultation with an organising committee which comprises industry and government representatives.

Further details, as they develop, will be published to [www.spillcon.com](http://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.

AMSA maintains a marine pollution database, which currently contains over 8610 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)

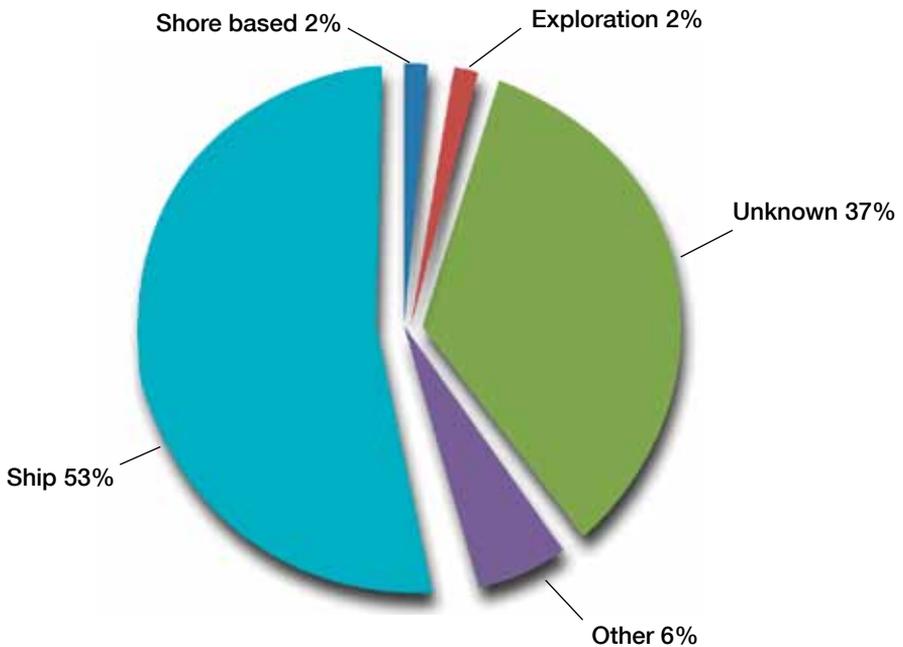
- coral spawn, marine algae or similar natural occurrence, taking into account the location of the report and the time of the year
- discoloured water with no sheen
- washings of coal dust from bulk carriers
- discharge from a sewage outfall.

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

## 2011-12 oil pollution statistics

There were 112 oil discharge sightings and oil spills reported during the 2011-12 reporting period. Some form of National Plan response was required for three of these, which included a request for assistance from Maritime New Zealand in response to the MV *Rena*. This saw the deployment of 75 personnel from Australia's National Response Team between October 2011 and January 2012.

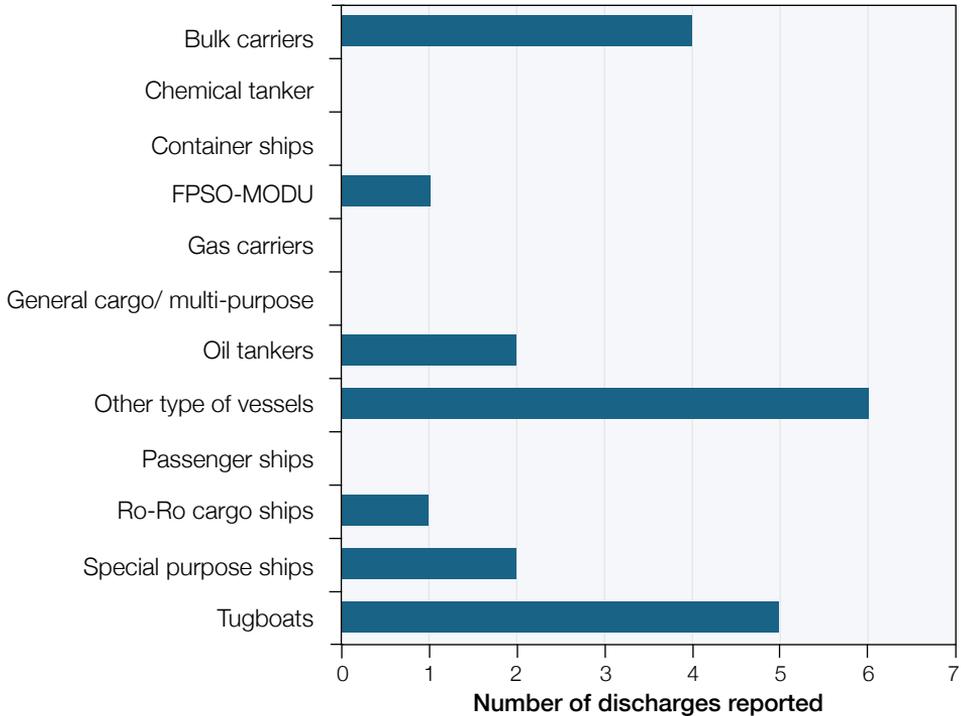
Figure 1 – Sources of reported oil spills during 2011-12



## Oil pollution sources

Figure 2 indicates the types of vessels from which discharges were reported during 2011-12 where the vessel type was identified.

Figure 2 – Discharge sources by vessel type



## 2011-12 chemical pollution statistics

There were no ship-sourced chemical spills reported during 2011-12.

## Vessel grounding – MV *Rena*

On Wednesday 5 October 2011, the fully laden container ship MV *Rena* ran aground at high speed on to a reef 22 kilometres north-north-east of Mount Maunganui, in the New Zealand Bay of Plenty. The MV *Rena*, a 50,000-tonne container ship, was carrying over 1700 tonnes of heavy fuel oil (HFO) and over 1300 containers at the time of the grounding.

Under the terms of the Memorandum of Understanding between AMSA and Maritime New Zealand (MNZ) on Oil Pollution Preparedness and Response, on Friday 7 October a request for assistance was received from the Director of MNZ for the National Plan to provide:

- experienced members of the National Response Team (NRT) capable of providing a high level of support to MNZ;
- oil pollution response equipment
- salvage and intervention experience.

Under National Plan arrangements, including assistance provided by the Australian Marine Oil Spill Centre (AMOSOC), seventy-five Australians were deployed to New Zealand between 7 October 2011 and 28 January 2012, as well as some 40 tonnes of National Plan equipment.

The Australian response team was utilised in a number of key management and operational areas including incident control, specialist advisors, shoreline assessment teams, wildlife coordinators, marine and shoreline operations and intelligence gathering (air observing).

In addition, the MERCOM advised the New Zealand Government in the establishment of a salvage unit.

The New Zealand Parliament and the Director of Maritime New Zealand expressed appreciation for the level of support provided by Australia.

## Vessel grounding – MV *Tycoon*

On Sunday 8 January 2012, the cargo vessel the MV *Tycoon* broke free from its mooring at Flying Fish Cove, Christmas Island and subsequently washed against the seawall and nearby cliff face. After being battered by 4-5 metre seas, she broke in half and sank adjacent to the cliff and port crane. The vessel was carrying around 102 tonnes of intermediate fuel oil, 11,000 litres of lubricant oil, 32 tonnes of diesel oil and 260 tonnes of bagged phosphate dust. Most of the oil on board quickly spilled and was variously dissolved in the heavy sea conditions into the local water column, washing up on nearby beaches, or floating out to sea.

The National Plan was activated and a Marine Pollution Response Incident Coordinator and a Casualty Coordinator from the Western Australia Department of Transport, appointed by AMSA under the National Plan arrangements, arrived on Christmas Island early on 9 January. With the support of the Christmas Island Emergency Management Committee, which includes Parks Australia employees, beach clean-up started as soon as the swell would allow. However, the rough weather also assisted in naturally dispersing much of the leaked oil into deeper waters offshore.

Six AMSA personnel and six National Response Team personnel from Western Australia and South Australia assisted at various times on the island undertaking tasks relating to both casualty/salvage management and pollution response. Intermittent re-oiling of the beaches continued over late January and early February as the vessel was slowly broken up by the heavy weather and sea conditions. This required ongoing presence and involvement of the National Plan until 17 February, when local control was delegated.

On 16 April AMSA formally announced the government's decision to step in and manage the wreck removal operation, after failure of the owner to take responsibility. The wreck removal was undertaken by a contractor to AMSA and managed through a cooperative agreement between AMSA and the Department of Regional Australia, Local Government, Arts and Sport.



## CV *Eline Enterprise* (NT)

On 26 January AMSA was informed that the container vessel *Eline Enterprise* had suffered damage to several deck-stowed ethylene ISO containers (a highly flammable and explosive gas) as a result of rough weather during its inward passage to Darwin. The vessel was inspected and allowed into the port for recovery operations to begin, only for Hazmat specialists to discover that more containers were damaged than first thought and a significant risk had been created by mooring the vessel to close to a nearby LNG plant. The ship was carefully moved back out to a more remote anchorage.

The incident was managed by the Northern Territory Government and Darwin Port Corporation. AMSA provided support through early technical hazmat advice, gas plume modelling and eventually deployed two personnel from Canberra to provide salvage and pollution advice. After seeking international technical advice from company representatives flown in from Singapore, a salvor was appointed and the damaged containers vented and removed using a local barge.



# Resources and training

## Storage and maintenance

Storage and maintenance audits were carried out in eight of the nine locations over the past financial year. Audits found there to be no significant issues and audit reports were forwarded to the agencies/companies providing the services. As part of the audit process a significant amount of equipment has been identified to be disposed of and replaced with the new equipment currently being purchased.

Contract documentation is currently being developed for the ongoing storage and maintenance of the national plan equipment. These contracts are required to be in place by January 2013 and will have the following validity:

- storage: 5 years with 2 x 2 years options
- maintenance: 3 years with 3 x 1 year options.

## New National Plan equipment

We are currently undertaking an extensive acceptance testing regime on the newly delivered National Plan equipment. The equipment currently being tested includes:

- skimmers
- shoreline boom
- general purpose boom
- open water boom
- new power packs
- dispersant spray systems
- sweep boom systems.

Through the acceptance testing process we have identified a few small issues and have worked closely with the contractors to fix these issues.

We have also taken delivery of stillages (storage cages) which is an ongoing contract, to ensure that the new equipment can be stored efficiently and to aid AMSA to reduce the overall storage footprint required for the National Plan equipment.

We have identified, and become a user of, the Department of Defence transport contract that will aid us in the transportation of equipment and dispersant both domestically and internationally. This contract covers all forms of road, rail, sea and air freight services.

## Dispersant

We commissioned the Australian Marine Oil Spill Centre to undertake testing of the dispersant stockpiles in order to determine the efficiencies of the dispersant. The initial result from the testing have been received and indicated a large percentage of dispersant within the stockpiles have less than 50 per cent efficiency. As a consequence, we purchased an additional 48,000 litres of Slickgone NS dispersant. We are also working towards establishing a panel arrangement for dispersant providers. This arrangement will streamline the future procurement of new dispersant stocks.

## Fixed wing aerial dispersant capability

Two KPI meetings and annual contract reviews were held with our fixed wing contractor Aerotech. The reviews resulted in the contractor being fully compliant with all performance indicators. Consequently a recommendation was made to pay the performance payment consistent with the contract conditions.

Fixed Wing Aerial Dispersant Contract Audits were also undertaken as follows:

- Northern Zone – 16 August 2011
- South-eastern Zone – 7 June 2012
- Aerotech First Response's operational procedures.

The audits found no obvious failing within the operational procedures or the aircraft capability.

## Wildlife kits

One audit was undertaken on the Darwin Wildlife Kit. The audit found that most of the medical equipment was out of date. We are currently working with the relevant agency to rectify this issue.

## Oiled wildlife response capability

Over 2011-12, the issue of improving oiled wildlife response arose in a number of contexts and forums, including the National Plan Review. As oiled wildlife response is primarily a state/NT responsibility there were concerns that it had become less nationally significant and supported than in the past, and so might benefit from a revised approach. The Environment Working Group proposed that as it was primarily an operational issue (notwithstanding that the species involved might be of scientific or environmental interest) and could benefit from becoming a responsibility of the Operations Working Group.

The 2011 Environmental and Science Coordinators Workshop recommended a similar approach, with an emphasis on reinvigorating and supporting a national network of likeminded experts to coordinate training and share expertise. AMSA, along with New South Wales and Western Australia, has been improving wildlife response equipment stocks, in anticipation of a stronger national focus on oiled wildlife response capability over coming years.

## Training

AMSA delivers competency-based training courses under the National Plan and Intergovernmental Arrangements, as well as online training and workshops. During 2011-12, we developed and delivered the following accredited competency-based training courses.

Number of courses delivered	Course	Participants
6	Incident Management Course (in Australia)	108
	Incident Management Course (Philippines/Vietnam)	38
2	Incident Controller Course	36
1	Logistics	
1	Operations	30
1	Shoreline CBT Course	24

A Planning course has been developed and is scheduled for delivery late 2012.

Western Australia's Department of Transport has been working under National Plan Training to deliver competency-based courses under AMSA's Registered Training Organisation (RTO). The department has delivered two basic operations courses with 34 participants, and is also working on the development of a Shoreline Course.

The online learning Introduction to Pollution Response has been adopted by various organisations within Australia as well as Philippines, China, Vietnam, New Zealand, and Spain. America, Canada and Korea have also approached us about using it. This highly interactive programme won first place in the Asia-Pacific Region LearnX Awards for best training programme – environment.

The Training Coordinators Workshops focussed on assessment skills required in competency based training to improve knowledge of the comprehensive approach required for assessment. Guest speakers focussed on the requirement for quality trainers and assessors and varying teaching styles. This assisted in the development of a stronger training focus in the jurisdictions, with Terms of Reference being developed for the group. The workshop is now followed up with quarterly newsletters and teleconferences between the coordinators to support them in their roles.

The Environmental and Science Coordinators Workshop saw the completion of a Training Needs Analysis for the varying roles that an Environmental and Scientific Coordinators may have during an incident. A training program was developed to align with the varying roles and will be incorporated in the near future.

In excess of 900 people participated in AMSA-managed competency-based training, online learning and workshops throughout 2011-12.

During October 2011 and June 2012, we conducted training programmes in Marine Pollution Response Management for the Philippines Coastguard and Maritime Administration of Vietnam respectively, as part of the APEC Maritime Partnership Project. The training focused on developing the skills required to effectively manage a large pollution incident, including:

- understanding marine pollutants (oil and chemicals) and selecting appropriate response strategies
- forming and managing an effective Incident Management Team
- implementing an effective response planning process
- management of field operations
- delivering the logistical requirements of an incident.

A large component of the training was exercise-based and the course participants enthusiastically applied themselves to the tasks set for them. This particular training course piloted material developed specifically for future international cooperation programmes.

As part of the International Maritime Organization (IMO) Technical Cooperation Program, we facilitated a national training course on Flag State Implementation, with emphasis on the MARPOL Convention, from 11-13 October 2011 in Port Moresby, Papua New Guinea. The course was arranged in collaboration with the National Maritime Safety Authority (NMSA) of Papua New Guinea, and provided in-depth understanding of the obligations of the flag State, as set out in the Code for the implementation of mandatory IMO instruments (Resolution A.996(25)).

#### AMSA National Plan training courses held during 2011-12

Course	Location	Date	Attendees
Incident Management Team	Sydney	July 2011	19
ESC Workshop	Hobart	August 2011	28
OILMAP/ CHEMMAP Refresher	Canberra	August 2011	4
Incident Management Team	Mt Macedon Vic	September 2011	16
Incident Controllers Course	Mt Macedon Vic	September 2011	23
Incident Management Team	Cancelled Qantas strike	October 2011	0
Incident Management Team	Philippines	October 2011	25
Operations Course	Mt Macedon Vic	November 2011	14
Shoreline Response	Batemans Bay	March 2012	22
WA Basic Equipment Course	Fremantle	March 2012	20
Incident Management Team	Mt Macedon, Vic	March 2012	23
Training Coordinators Workshop	Mt Macedon, Vic	March 2012	12
Logistics Course	Mt Macedon, Vic	April 2012	16
Incident Management Course	Darwin, NT	May 2012	18
Incident Controllers Course	Mt Macedon, Vic	May 2012	13
Incident Management Course	Mt Macedon, Vic	May 2012	18
WA Basic Equipment Course	Bunbury	June 2012	19
Incident Management Course	Vietnam	June 2012	27
Online Learning	Multiple	July 11 – June 12	685
<b>TOTAL</b>			<b>1047</b>

## Exercises

A national marine pollution exercise, *Exercise Sea Dragon*, was successfully completed during the year. The exercise was conducted in two phases. Phase one of the exercise was held in Melbourne on 29 November 2011 involving a broad range of senior participants from across state and territory governments, the Commonwealth, the emergency management community and industry.



Oil Recovery Vessel Marco being deployed at Cribb Point, Western Port, during *Exercise Sea Dragon*

The exercise explored the implementation of Commonwealth, Victorian and industry marine pollution response arrangements to a Tier Three pollution incident, in accordance with the National Plan and the Victorian Marine Pollution Contingency Plan (VICPLAN). Phase two of the exercise was held in Western Port Victoria from 5-7 June 2012 and involved over 200 exercise participants, control staff and observers. The scenario involved a 100,000-tonne oil tanker breaching her cargo hold, releasing significant amounts of crude oil. This phase included a large scale deployment involving operational strategy development through an Incident Management Team, combined with tactical operations conducted in shoreline, marine, aviation and wildlife responses.



Operations Centre at Moorooduc, Victoria, during *Exercise Sea Dragon*

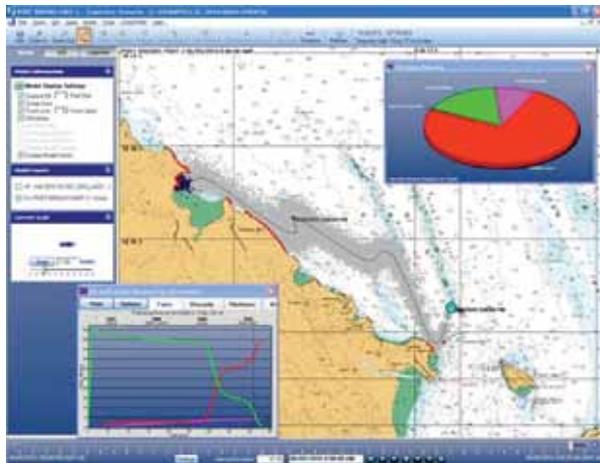
# Environmental and scientific issues

## 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 behaviour and fate of oil plumes.

AMSA has, since December 2008, a contract with Asia-Pacific Applied Science Associates (APASA) to provide a 24/7 trajectory modelling service to AMSA. During 2011-12 APASA produced OSTM outputs for a number of incidents. This service is complementary 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.

A new version of the OILMAP software that is used for creating the spill models was rolled out within AMSA in April 2012.



## Chemical spill trajectory modelling

CHEMMAP is a computer modelling 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 modelling are the same as OSTM modelling above.

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

A new version of the CHEMMAP software was also rolled out within AMSA in April 2012.

## 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 the Environmental Systems Research Institute (ESRI) ArcGeographic Information Systems application-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 ESRI ArcGIS platform and has been further upgraded during 2011-12 to make it fully compatible with the new ArcGIS version 10 platform and, more recently, to improve some of its functionality. It is expected that this latest version 2.2 will be released towards the end of 2012. Exercise Sea Dragon provided an excellent opportunity for Victorian mapping specialists to test the functionality of this tool in an operational environment.

It is envisaged 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 2011-12 OSRA tasks for the states/NT were successfully completed, and included updated datasets from Western Australia, Tasmania, New South Wales, Queensland and Victoria.

# Australian Marine Oil Spill Centre

## Staff changes

The Australian Marine Oil Spill Centre (AMOSC) has had some significant staff changes over the last twelve months. Matt Smith resigned and moved across to Perth joining the NOPSEMA team towards the end of 2011. Ivan Skibinski and Tom Budd both retired from AMOSC in early 2012. Neil Rowarth and Phillip Starkins both joined AMOSC in their respective roles of Senior Technical Advisor and Manager Preparedness, and Andrew McCallum joined as the Technical Officer (Equipment).

## Training

During this period AMOSC attained international accreditation from the Nautical Institute for its training packages delivered to the International Maritime Organization Oil Spill Response level 1, 2 & 3 standard. This is a significant step for industry in its participation in the *The International Convention on Oil Pollution Preparedness, Response and Co-operation 1990 (OPRC 90)* derived courses.

Fourteen scheduled training courses were conducted at AMOSC with 181 participants successfully completing the training.

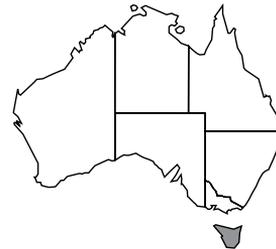
Course	No. of Courses	Participants
Operations (IM01)	4	65
Management (IM02)	3	41
Command & Control (IM03)	4	29
Core Group Workshop	3	46
<b>Total</b>	<b>14</b>	<b>181</b>

The industry Core Group Workshops have increased the current core group numbers to nearly 100 being trained variously to IMO level 1, 2 and 3. AMOSC has undertaken to achieve a baseline level of training and skill with the industry Core Group and this will be complete by the end of 2012.

AMOSC also significantly reworked the delivery of its Command and Control/ Management course by concurrently running two streams for the management and command/control participants. This brings distinct advantages to the participants including greater networking and discussion opportunities, and the opportunity for Incident Controllers to control a management team made up of managers (under training) rather than other incident controllers under training. Four of these concurrent courses have been run so far and have been well received.

Due to increased demand for courses in Western Australia, two courses were conducted in Perth.

# Activities in states and the Northern Territory



## Tasmania

### Significant incidents

Tasmania assisted AMSA's response to the New Zealand MV *Rena* incident by sending three National Response Team (NRT) members to New Zealand during October and November 2011.

State incidences included six vessel incidents – (only one releasing some oil diesel), and four slicks in marine waters.

The most significant of these events was the sinking and subsequent refloating of the *Arctic Bear*, – a Tassal-owned (Salmon) harvest vessel which sank whilst berthed at Mead's Wharf, in Dover.

As part of the response, National Plan oil spill combat equipment from the Environment Protection Authority Division Mornington stockpile was placed on standby at Mead's Wharf during the salvage/refloating of the vessel however, this equipment was not deployed during the salvage. Tier 1 equipment - GP Structureflex Oil Spill Containment Boom from the TasPorts stockpile in Hobart was deployed around the vessel during the salvage. In addition, the weir skimmer and two fast tanks were placed on standby at the wharf but were not required.

A small volume of oil/diesel was spilled during the salvage. It was recovered using sorbent booms and pads and later placed in two large plastic crates for transport and ultimate disposal. The salvage operation was successfully

undertaken by a private salvage company, and a training company was also hired to assist Tassal staff in the familiarisation and deployment of oil spill containment booms and associated equipment prior to the commencement of the salvage operation. The Tasmanian State Oil Pollution Control Officer from the EPA Division was involved in the response with regards to planning, operations, transport and logistics.



The *Arctic Bear* on the bottom lying on the starboard side alongside Mead's Wharf with GP Oil Spill Containment Boom deployed



GP Boom from TasPorts, Hobart Tier 1 stockpile being repacked back into container following refloating of the vessel



The *Arctic Bear* refloated and berthed at Mead's Wharf

## New or updated contingency plans

A ports of refuge plan for Tasmania and waste management plan to augment Tasmania's oil spill contingency plan are now in draft form and once completed will significantly add to the response preparedness of the state.

A Natural Values Priority Layer has now been completed and added to the Oil Spill Response Atlas data base. This layer forms stage one of a three-stage Risk Analysis project for the state.

## Training

Planning workshops have continued on a regular basis. Collaboration between all members of the group continue to improve understanding of preparedness requirements. An opportunity to meet with AMOSC at a planning workshop allowed members of TasPorts, Environment Protection Authority (EPA) and mapping to gain a better appreciation of industry activity.

An industry exercise at Self's Point in August allowed the testing of several response mechanisms, and involved Industry working with Tasmanian Fire Service, TasPorts and EPA.

Equipment Operator training was conducted in Devonport for two days in August 2011. TasPorts and EPA as well as representation from the Police, all worked together to further equipment deployment capabilities for Devonport Port.

Equipment Familiarisation – a one day hands on course designed to inform and improve overall understanding of operational activities in oil spill response. The course was attended by people with logistic, planning and administration and finance responsibilities under the Oil Spill Response Incident Control System (OSRICS) structure as well as local private industries that have small scale response activities, for their own operational upskilling.

In addition to state-based training a very high attendance rate was maintained at the AMSA competency-based training courses. These included Incident Management Team course, ESC workshop, Incident Controllers workshop, Operations course, Logistics course and Training Coordinator's workshop.

## Exercises

Seven NRT members from Tasmania participated in the first and second phase of the National Plan *Exercise Sea Dragon* held in Victoria.

In March 2012, TasPorts held an exercise to test the ports' response capabilities, this year focussing on the Port at Burnie. The exercise was conducted in two parts – a desktop and field component. The desktop exercise saw a collaboration of TasPorts, EPA, Parks, Police and other emergency services to successfully set up and operate an Incident Management Team.

At the same time an exercise to deploy equipment was held at Burnie Ports. This part of the operation was run as a training program for staff members to familiarise themselves with the equipment.

## Administrative changes in the state response arrangements

There have been no changes in administrative or state response arrangements in the last year.



# New South Wales

## State arrangements

With the establishment of Transport for NSW and Roads and Maritime Services on 1 November 2011, the management of the state maritime incident response arrangements moved to Transport for NSW. This also includes the role of the state Marine Pollution Controller, with the Deputy Director-General, Freight and Regional Development fulfilling this role, along with two deputies.

Combat agency roles remain relatively unchanged and are undertaken in accordance with the state waters oil and chemical spill contingency plan. Combat agencies include Roads and Maritime Services (areas previously covered by NSW Maritime) and the NSW Port Corporations for incidents in their port areas and adjacent state waters. Sydney Ports Corporation (as the port manager) is also responsible for responses in the Port of Yamba (Clarence River) and Port of Eden (Twofold Bay).

Rob Lea, Shipping Safety Officer, retired at the end of September 2011. Rob made a major contribution to both the NSW and national responses over a number of years, including undertaking numerous roles during major responses. A replacement for Rob, Alex Hamilton, has recently been appointed and will commence on the 27 August 2012.

An additional position of Training Officer has also been created.

## Significant incidents

There have been no significant spills during the last 12 months in NSW. Combat agencies (the Port Corporations and Roads and Maritime Services) have responded to numerous minor incidents or reports of oil on the water or ashore. This included a number of leaking containers at Port Botany, whereby packaged chemicals had leaked in the container and onto the vessel deck.

### *Island Trader* grounding

The vessel MV *Island Trader* grounded on the Monday 17 October in the lagoon at Lord Howe Island after offloading its cargo on the island. There were no reported injuries or structural damage. As part of its cargo and bunkers, the vessel carries fuel in both elevated and double bottom tanks, with a total of 20 tonnes of marine diesel being on board at the time.

Although no bunker or cargo fuel had been released, a boom was deployed around the vessel on 18 October as a precaution. Most of the bunker fuels were also moved to bulk portable containers on board, which was completed on Friday 21 October. Following discussions between NSW Maritime (Combat Agency), the State Emergency Operations Controller/ State Emergency Operations Centre personnel, Marine Area Command and the Lord Howe Island Board, it was agreed that the Police vessel *Nemesis* would be tasked in providing assistance with the re-float, in addition to transporting additional spill response equipment to the island.

The *Island Trader* was refloated on the high tide the evening of Monday 24 October 2011 and moved and secured alongside the island's wharf and boomed as a precaution. Following assessment by the Classification Society surveyor, the vessel was declared seaworthy and able to resume operations.

### Review of contingency plans

The following contingency plans were updated during the year:

- 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:

- the 2011 state maritime incident exercise was held on 20 September 2011 and consisted of a desktop discussion and equipment deployment exercise based on a significant oil spill in the Naval Waters of Sydney Harbour
- NSW Maritime – Eden annual exercise (June 2011)
- NSW Maritime - Yamba annual exercise (August 2011)
- Sydney Ports - Deployment exercise in conjunction with Shell (October 2011)
- Newcastle Port - Desk top exercise (December 2011)
- Sydney Ports - Deployment exercise in conjunction with Caltex (March 2012)
- Port Kembla – Desktop exercise (May 2012).

## State prosecutions

There were no prosecutions in 2011-12. A number of Penalty Infringement Notices were issued to trading ships for minor breaches of State Environment Legislation.

## Oil Spill Response Atlas

The migration of NSW Maritime spatial data to a new geodatabase continued and included the OSRA specific data. Discussions were also held with the NSW Emergency Information Coordination Unit with a view to using the spatial software tools developed for the NSW emergency services. The Office of Environment and Heritage (previously the Department of Environment, Climate Change and Water) received funding for the creation of a marine habitats data layer. Stage one of the project has been completed and the data migrated. The OSRA Data has been provided to users with an appropriate viewer on portable hard drives.

## Assistance to New Zealand – *Rena* Grounding

NSW provided significant assistance to the MV *Rena* incident in New Zealand by providing personnel on a rotational basis, along with a limited amount of equipment. NSW Maritime (Transport for NSW) coordinated the requested assistance through AMSA under National Plan arrangements.

Agencies that provided personnel included NSW Maritime, Sydney Ports Corporation, Newcastle Ports Corporation and the Office of Environment and Heritage. Extensive shoreline assessment and environmental impact assessment support and advice was provided by NSW Environmental and Science Coordinators



# Victoria

## Significant incidents

On 21 March 2012, a 24-metre luxury cruiser caught on fire and sank at berth in Docklands, Melbourne. The vessel leaked a small amount of diesel into the Yarra River, with an estimated 20,000 litres still on board. The spill was contained quickly and allowed for salvage operations to commence. The operation to remove the cruiser from Docklands took nine days. The owner purchased the multi-million dollar luxury cruiser just days before the incident.



A local deep sea fishing trawler, the *Lady Cheryl*, hit a rock at Port Phillip Heads on 24 March 2012 and sank. The vessel was carrying approximately 27,000 litres of marine diesel and 500 litres of hydraulic oil. Relatively small slicks and sheens were observed in the weeks following the incident. However, the affected area was in close proximity to a marine park and a dolphin sanctuary and received significant media and community attention. An Incident Management Team was mobilised to manage the spill with operations continuing for approximately two weeks. The *Lady Cheryl* deteriorated over several days and is now a permanent wreck at its grounding site.

*Lady Cheryl*  
sinking at Port  
Phillip Heads



## New or updated contingency plans

The Victorian Department of Transport (DOT) conducted an administrative review of the Victorian Marine Pollution Contingency Plan (VICPLAN) in October 2011, to reflect the changes in responsibility for marine pollution preparedness and response from Marine Safety Victoria to the DOT.

The Marine Pollution Team has also completed the Marine Pollution Equipment Capability and Gap Analysis project, aimed at assessing the state's capacity to respond to marine pollution incidents, with a focus on equipment and personnel levels. The Capability and Gap Analysis project and the Victorian Risk Assessment completed in June 2011 will inform the next comprehensive VICPLAN review.

## Training and exercises conducted

Shoreline	25-26 August 2011
Equipment Operator	22-23 September 2011
AIIMS	4-5 October 2011

The DOT has commenced the implementation of Victoria's Marine Pollution State Response Team (SRT). The SRT is a multi-agency initiative and aims to train up to 150 marine pollution response personnel from across state government, emergency service organisations and industry. SRT personnel will be trained in positions under the OSRICS structure over the next three years, and provide surge capacity for the state in the event of a complex oil spill in Victoria.

## Equipment

The DOT has recently purchased a range of first strike equipment, including skimmers and booms, based on the recommendations of the Marine Pollution Equipment Capability and Gap Analysis report. The equipment will replace some of Victoria's existing aging stock and was procured in conjunction with AMSA's tender process for marine pollution assets. The equipment will be distributed strategically across the state in areas which have been identified as high risk as recommended by the Capability and Gap Analysis report.

## Administrative changes in the state response arrangements

There were no administrative changes in state response arrangements throughout the reporting period. However, as of 1 July 2012, the Victorian Government will be introducing the new *Marine Safety Act* to address the changing safety profile of the maritime industry. As a result of this legislative change, the *Marine Act 1988*, which is the principal statute that deals with marine pollution, will be renamed the *Marine (Drug, Alcohol and Pollution Control) Act 1988*. The sections in the *Marine (Drug, Alcohol and Pollution Control) Act 1988* relating to marine pollution will remain the same and have no impact on the normal operations of the Marine Pollution Team.



The Marine Pollution Team (L-R): Alex Briggs, Christine Kousidis, Anna Silvestri, Alex Henclewska, Sean Moran



# South Australia

## Significant incidents

Of the 15 recorded incidents, there was one significant incident in South Australia (SA) during the last financial year. This occurred at around 11:30am on Tuesday 13 March 2012, when sparks from a welding machine caused a major fire at the Mulhern Waste Oil Depot.

As a consequence of heavy overnight rain, a considerable amount of fire water mixed with waste oils escaped the Mulhern Waste Oil Depot and entered the Dry Creek Wetlands. As a result, an area of wetlands and saltmarsh, which was inhabited by birds, was lightly oiled. The clean-up of this area continued for weeks and pelicans were treated for minor oiling.

Several other minor incidents were reported within the port and state waters during the year, with a number of drifting and disabled vessels being assisted off the SA coast.



View of the smoke from Techport early afternoon, 13 March 2012



Western side of South Road - road works material bunding oily waste



View of 'Elvis' en route to assist the fire fighting effort (taken next to the creek where boom was being deployed)

## New or updated contingency plans

Transport Safety Regulation commenced a review of the South Australian Marine Spill Action Contingency Plan (SAMSCAP).

## Training

South Australia continues to progress the development of its Marine Pollution Training in conjunction with the National Plan. Courses are available to everyone as an introduction to marine pollution.

During the year courses, conducted throughout the state, were attended by members of the Metropolitan First Response Team, State Emergency Service, Country Fire Service, Vessel Marine Rescue, Flinders Ports and One Steel.

SA personnel also attended the Australian Emergency Management Institute to complete a range of specialist courses. These included courses in Incident Controller Management, Planning, and Logistics.

South Australia attended the inaugural Training Coordinators Workshop in Perth in March 2011, and believes the workshop was highly successful, with participants able to share information about training within their jurisdictions. The focus of the workshop was competency-based assessment, where three units of competency from the Training and Education qualification were examined in detail, in order to increase awareness of the requirements of assessment under the Australian Qualification Training Framework.

Course/Exercise	Participants	Location
Shoreline Response Training	DPTI – Compliance Unit (Marine)	Adelaide
Two-day Theory Oil Spill Awareness Training	Flinders Ports, SES, SANTOS, Local Government	Thevenard
One-day Deployment Exercise	Flinders Ports, SES, SANTOS, Local Government	Thevenard
One-day Deployment Exercise	DPTI – Compliance Unit (Marine, Road)	Thevenard
One-day Deployment Exercise	DPTI – Compliance Unit (Marine)	Adelaide

Training delivered by Transport Safety Regulation during 2011-12

## Exercises

The Department of Planning, Transport, and Infrastructure participated in a major marine oil spill exercise under the auspices of the National Plan. A Victorian Incident Management Team (IMT) was formed for the exercise, to manage a Tier Three response to a marine pollution incident in Western Port Victoria. The IMT was heavily supported by SA throughout the exercise.

## State prosecutions/investigations

No prosecutions were commenced in 2011-12. However, numbers of Penalty Infringement Notices were issued by SA Transport Safety Compliance for minor offences.

## Equipment acquisition

South Australia acquired no additional equipment in the reporting period.

A comprehensive statewide audit was conducted, from March to July 2012, of all department-owned marine pollution response assets, in both the state's major stockpile and smaller, regional stockpiles.

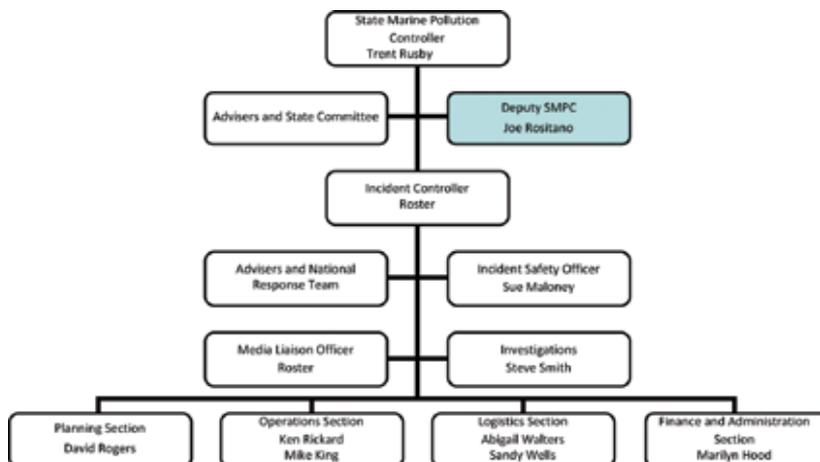
SA has been advised by AMSA that the following equipment will be transported to Adelaide in the near future with additional equipment to follow.

Location	GP Self Inflating Boom	Heavy Duty Ocean Boom	Weir Skimmer	Dispersant Spray System	Oil Recovery Vessel Refit
Adelaide	400m	600m	1	2	1

## Administrative changes in the state response arrangements

Following on from Brian E. Hemming's retirement in April, Trent Rusby has taken over the role of Director, Transport Safety Regulation/State Marine Pollution Controller.

Additional responders have been placed on the on-call roster to ensure a rapid response, and to improve team member's skills.



## Data updates

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.

Existing data was reviewed and priority data sets will be updated. The following datasets will be reviewed during the next year spatial and attribute updates:

- shoreline classification
- ports
- sea birds
- aquaculture
- Marine Oil Spill Equipment System (MOSES)
- seals
- Aboriginal heritage
- boat ramps
- airfields
- jetties.

Basic training in the OSRA toolset (for ArcGIS 9.3.1) was provided to the Oil Spill Response team members.

## Attendance at major oil spill incidents

SA provided personnel assistance for the groundings of the MV *Rena* and MV *Tycoon* in the Bay of Plenty, New Zealand and Christmas Island in October 2011 and January 2012.

The SA response team was utilised in a number of key management and operational areas including shoreline assessment teams, marine and shoreline operations, and intelligence gathering (air observing).



# Queensland

## Significant incidents

Maritime Safety Queensland received 56 reports of marine pollution during 2011-12 that required some form of response. Most of the reported incidents were small spills of diesel fuel or hydraulic oil from commercial vessels operating within port limits.

The most significant incident was a spill of 5000 litres of heavy fuel oil from the livestock carrier *GL Lan Xiu* in Brisbane, on 23 January 2012. The incident had the potential to cause serious harm to both natural and built environments along the Brisbane River from Breakfast Creek to the Gateway Bridge. However, prompt action by Maritime Safety Queensland, the Department of Environment and Resource Management and the Port of Brisbane Limited, helped to mitigate the effects of the spill. During the response approximately 26,000 litres of oily water was recovered and disposed of. In addition, three oiled pelicans were captured and taken to a clean-up and rehabilitation centre at Manly in Brisbane before being successfully released on 10 February 2012.

On 25 February 2012, the owners of the ship along with the Master and Chief Engineer were charged under Section 26 of the *Transport Operations (Marine Pollution) Act 1995* with discharging oil into Queensland coastal waters.

Marco skimmers in action during response to the *GL Lan Xiu* incident



## New or updated contingency plans

There were no significant updates or changes to marine pollution contingency plans in Queensland during the year.

## Training conducted

Maritime Safety Queensland continued to deliver high quality specialised oil spill response training for responders from government and industry-based organisations. The main focus of the training was on honing management procedures and enhancing the practical skills of marine and shoreline responders.

Course type	Number trained
Logistics, Finance and Administration	21
Introduction to Marine Oil Spill Response	163
Marine Oil Spill Responder Level 3	72
Marine Oil Spill Responder Level 4	22
Shoreline Responder	12
Total	290

Summary of the courses conducted and the number of people trained

In addition, 18 officers from Maritime Safety Queensland and the Emergency Management Division of the Department of Transport and Main Roads, completed AMSA competency-based oil spill management training in Mt Macedon, Victoria.

## Exercises

Exercise *Lean Forward* was held in Brisbane in November 2011. The activation exercise was designed to test procedures associated with establishment and running of the State Incident Control Centre and prepare staff for possible activation during the summer cyclone season.

This was followed in January 2012 by Exercise *Northern Pioneer*. Exercise *Northern Pioneer* was a discussion exercise based on a grounding, oil spill and evacuation from a cruise ship in the Whitsunday Islands. Participants in the exercise included representatives from the Great Barrier Reef Marine Park Authority, regional councils, the Australian Defence Force and various emergency services organisations.

In March 2012 Maritime Safety Queensland assisted the Gold Coast Regional Council to develop Exercise Black Gold. The cross border oil spill response exercise was hosted by the Gold Coast Regional Council and involved participants from both Queensland and New South Wales Governments and emergency services organisations.

Maritime Safety Queensland conducted Exercise *Curtis Plume* in Gladstone in June 2012. Exercise *Curtis Plume* was a discussion exercise based on three separate chemical spill scenarios that could potentially occur within the Port of Gladstone and adjacent sea areas. Participants from both government and industry based organisations discussed the possible response strategies for each of the chemical spills.

Each of the exercises resulted in a number of recommendations that have either been implemented or are in the process of being implemented by the participating agencies.

## Administrative changes in response arrangements

There were no significant changes to marine pollution administration or response arrangements in Queensland.



# Western Australia

## Significant incidents

In the last financial year the Department of Transport (DoT) Oil Spill Response Coordination (OSRC) had a total of 161 notifications of possible incidents. The 24-hour pager recorded 96 notifications with a total of 44 Pollution reports having been received. The remaining 44 notifications were received through other sources such as direct notifications to team members. Oil was spilt on 73 occasions, 6 of these were considered to be moderate events with 1 considered as being a major event that either required a larger response or had the potential to become a much larger spill. The potential for a significant incident occurred once and three events involved spillage of drilling muds.

### Drummond Cove

On 30 July 2011 oil globules were found washed up along the beaches at Drummond Cove, Geraldton. Geraldton Port Authority responded to the incident taking samples of the washed up oil to compare with samples taken from two vessels that were located offshore at the time. While investigation of the samples found that it was most likely be weathered bunker oil, there was no match to either of the vessels.

### Christmas Island

On 8 January 2012 the vessel *MV Tycoon* broke off from its mooring at Christmas Island. (see 'Pollution incidents' section of this report). The OSRC unit assisted in the response with the deployment of personnel, and response equipment, including the Oiled Wildlife Response Kit. Severe weather conditions limited response options and assisted in the natural dispersion of the oil to break up and be washed offshore. The OSRC tracking buoy was deployed and was found to be effective in following the path of the oil slick. Oil washed offshore and quickly dispersed – there was no sign of it being stranded on other beaches. Environmental monitoring included surveys by the Department of Fisheries which have shown minimal environmental impact from the incident.

## Double Island Monopod Platform

On 29 May 2012, a release of Double Island crude oil was reported from the Apache Double Island Monopod Platform. Maximum possible release was estimated at 2m<sup>3</sup> however, the final report is likely to suggest the actual release as being very minimal. Aerial surveillance and vessel monitoring including tracking buoys, did not find signs of surface slick.

## Fremantle Port North Quay

On 16 May 2012, the BP Refinery bunker line under the apron at berth 8 failed resulting in HFO F60 spilling into Fremantle Port waters. Oil was sighted stretching from berth 8-12 under the apron and out into the harbour sheen and oil was sighted in the river in small quantities due to tide flow. Clean-up operations included boom, skimmers and Marco with staff from Fremantle Port Authority, BP and DoT assisting. Monitoring was ongoing for several days. Oiled wildlife was sighted in the area and reported to the Department of Environment and Conservation (DEC) where it was captured and sent to a Malaga Animal Welfare Centre (registered with DEC) for clean-up and recovery.

## Drilling muds

DoT has received reports of large quantities of drilling muds, both synthetic water-based, being spilled from offshore petroleum and exploration activities. There were three spills recorded last financial year spilling approximately 8.8m<sup>3</sup>, 2.4m<sup>3</sup> and 2.5m<sup>3</sup> respectively.

## OSRA

OSRA has been updated to ArcGIS 10 utilising the OSRA toolset provided by AMSA. The OSRA 2012 update has been completed and distributed as in previous years. The Published Map File version brought about last year proved popular with stakeholders and has been reproduced for 2012.

2011-12 period datasets updated:

- Bathymetry
- Estuaries/River Entrances
- Department Planning Infrastructure (DPI) (now DoT) Nautical Charts – Enhanced Compression Wavelet (electronic charts) format
- China Australia Migratory Bird Agreement (CAMBA Buffer)
- Japan Australia Migratory Bird Agreement (JAMBA Buffer)
- Water Intakes

- Local Government Authority (LGA) Boundaries
- Port Limits
- Navigable Water Regulation Areas
- MOSES
- Oil & Gas facilities
- Oil & Gas pipelines
- High Res Aerial Photography
- Telstra Coverage
- Metadata to xml format

## New or updated contingency plans

- Exxon Mobil - JANSZ-IO Drilling
- BHP Billiton North Scarborough-1
- BHP Billiton Tallaganda-1
- Esperance Port Authority
- Dampier Port Authority
- Port of Ashburton
- Shell Development Australia Palta OSCP



# Northern Territory

## Significant incidents

There was one significant incident in the Northern Territory during the reporting period.

### 26 January 2012 – *Eline Enterprise*

The 101-metre long container vessel *Eline Enterprise* reported having defective steering during a large tropical storm encountered troubles and was anchored in Darwin Harbour. A number of containers of ethylene became damaged and were reported to be leaking. The Darwin Harbour Master was Incident Controller and ensured public safety was maintained throughout the period of leaking gas and salvage.



In addition the following minor incidents occurred during the period:

### 12 July 2011 - Fort Hill Wharf, Darwin

Darwin Port Corporation (DPC) reported light oil sheen on the water surface from an unknown source. The Acting Harbour Master investigated Fort Hill Wharf activity and questioned vessels in the vicinity. None were running bilges and the source couldn't be identified. Oil sheen was no longer visible at 1:15pm.

### 2 August 2011 - *Far Fosna*

East Arm Wharf - Darwin

Less than two litres of oily bilge water was spilled into the harbour during discharge to a sucker truck. Discharging was stopped immediately and the spilt oil naturally dispersed and broke up quickly.

### 10 August 2011 - *HMAS Pirie*

Coonawarra Naval Basin – Darwin

35 litres of diesel engine oil and 15 litres of sump oil was inadvertently discharged overboard. The spill was contained in the naval basin and dispersed naturally.

### 15 August 2011 - Rio Tinto Refinery

Rio Tinto Sea Water Channel – Gove

It is estimated that 200 litres of heavy fuel oil was spilt in the Rio Tinto Alcan Refinery sea water channel. The leaking pipe was isolated and clean-up commenced. Oil globules were present on the beach and quickly cleaned up by the company.

### 20 October 2011 - Rio Tinto Refinery

Rio Tinto Sea Water Channel – Gove

It is estimated that 20 litres of heavy fuel oil was spilt in the Rio Tinto Alcan Refinery sea water channel. The leaking pipe was isolated and clean up commenced. Oil globules were present on the beach and quickly cleaned up by the company.

### 3 November 2011 – unknown source

Fort Hill Wharf - Darwin

An oil slick observed moving on the ebb tide through Kitchener Bay. The slick was monitored as it broke down naturally, and appeared to be dissipating rapidly as it was a very light sheen of oil. The source of the spill was unable to be identified.

### 9 November 2011 – ACV *Corio Bay*

Elcho Island

Spilt hydraulic hose on tender vessel - 60 litres of fluid was spilled on deck, with approximately 1-5 litres escaping into the sea. The spill was contained and cleaned up on deck. The spill in the water dispersed with agitation and natural evaporation.

### 4 January 2012 - unknown source

Fort Hill Wharf - Darwin

An oil shimmer was noticed at Fort Hill Wharf. The source could not be located and the oil shimmer was rapidly dispersed. The spill was estimated to be four litres of oil, based on observation.

### 31 January 2012 – HMAS Bathurst

Coonawarra Naval Basin – Darwin

An oily film was reported from transom of vessel. Investigations revealed it to be a faulty seal in the trim tab hydraulic ram. The source of the leak was isolated and a small amount of oily sheen was cleaned up by the Royal Australian Navy, with the remainder dispersing naturally.

### 30 March 2012 – unknown source

Darwin Harbour

A small oil slick was observed off the Navy Base entrance by a Darwin Port employee. The rainbow sheen was monitored and allowed to disperse naturally. There were no potential spill vessels in the area.

## New or updated contingency plans

The Northern Territory Contingency Plan was updated during the reporting period to reflect new department names and to update responsible persons.

## Training conducted

Workshop	Location	Date	Number of Participants
ESC Workshop	Hobart	August 2011	2
Incident Management Team	Darwin	30 April- 4 May 2012	19
IMT Training	Various	Throughout 2011-12	6
Incident Controllers Course	Various	Throughout 2011-12	2
Logistics	Various	Throughout 2011-12	2

## Exercises

Two representatives attended *Exercise Sea Dragon* in Victoria as observers.

## Administrative changes in response arrangements

There were no administrative changes in response arrangements during the reporting period.

# Financial statements

## **PROTECTION OF THE SEA LEVY 2011-12**

### **FINANCIAL POSITION**

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

Total income for the 2011-12 financial year increased by \$1.495 million compared to 2010-11 actual income and \$1.268 million compared to 2011-12 budget. This was mainly driven by an increase in shipping activity.

Total operating expenses for the National Plan was on budget. Actual expenses increased by \$0.891 million over 2010-11 due to the National Plan Review that was carried over from the year 2010-11 and the allocation of additional resources to combat pollution incidents.

The net incident costs for 2011-12 was \$10.392 million. *Shen Neng 1*, *MV Rena* and *MV Tycoon* incidents were the major contributors of 2011-12 incident costs.

This resulted in an operating deficit of \$5.549 million in the 2011-12 financial year.

## INCOME STATEMENT

	2010-11 Budget (\$)	2010-11 Actual (\$)	2011-12 Budget (\$)	2011-12 Actual (\$)	2011-12 Variance to Budget (\$)	Notes**
<b>Income</b>						
<b>Protection of the sea levy:</b>						
PSL Base Levy	5,498,856	5,657,803	5,957,082	6,576,277	(619,195)	1.1
PSL increase @ 3c	5,964,632	6,130,694	6,287,158	6,898,110	(610,952)	1.2
Other Revenue	0	227,883	0	37,403	(37,403)	
<b>Total Income</b>	<b>11,463,488</b>	<b>12,016,380</b>	<b>12,244,240</b>	<b>13,511,790</b>	<b>(1,267,550)</b>	
<b>Expenses</b>						
<b>Operating Costs:</b>						
Staff Costs	1,581,912	1,373,126	1,593,404	1,704,993	(111,589)	1.3
Travel & Transport	567,970	455,789	571,400	494,588	76,812	
Materials & Services	3,477,795	3,298,975	3,087,600	3,704,152	(616,552)	1.4
Communication Expenses	39,668	22,125	40,000	53,906	(13,906)	
Occupancy Costs	304,800	317,014	640,000	464,089	175,911	1.5
Administrative Expenses	19,168	19,788	29,886	13,387	16,499	
Depreciation	819,693	1,174,022	1,394,565	826,410	568,155	1.6
Central Cost	228,299	348,446	400,873	436,032	-35,159	
Corporate Cost	846,003	768,163	923,654	971,071	-47,417	
<b>Total Operating Costs</b>	<b>7,885,306</b>	<b>7,777,448</b>	<b>8,681,382</b>	<b>8,668,628</b>	<b>12,754</b>	
<b>Incident Costs:</b>						
Incident Costs	0	692,429	0	13,556,298		1.7
Incident Costs Recovery	0	559,398	0	(3,164,040)		1.8
Net incident costs - from operations for the year		133,031		10,392,258		
Special Item - write back of Pacific Adventurer Costs		4,644,176				
<b>Total Incident Costs</b>	<b>0</b>	<b>4,511,145</b>	<b>0</b>	<b>10,392,258</b>		
<b>Operating Surplus/(Deficit)</b>	<b>3,578,182</b>	<b>8,750,077</b>	<b>3,562,858</b>	<b>(5,549,096)</b>		

\* 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

	2010-11 Actual \$	2011-12 Actual \$	Notes**
<b>RECEIVABLES</b>			
Trade debtors	447,660	3,735,853	1.9
less Provision for doubtful debts	-	-	
	<b>447,660</b>	<b>3,735,853</b>	
Other debtors	-	-	
GST receivable	-	-	
	<b>447,660</b>	<b>3,735,853</b>	
<b>INVENTORY</b>			
Oil dispersant stocks	2,118,052	2,388,794	2.0
	<b>2,118,052</b>	<b>2,388,794</b>	
<b>PROPERTY PLANT &amp; EQUIPMENT</b>			
<b>Plant and equipment:</b>			
fair value	2,284,550	1,950,496	
Accumulated depreciation	(3,216)	(291,454)	
<b>Total plant and equipment</b>	<b>2,281,334</b>	<b>1,659,042</b>	
<b>Office and computer equipment:</b>			
fair value	46,200	49,200	
Accumulated depreciation	-	(11,600)	
<b>Total office and computer equipment</b>	<b>46,200</b>	<b>37,600</b>	
<b>Vehicles:</b>			
fair value	15,400	15,300	
Accumulated depreciation	-	-	
<b>Total vehicles</b>	<b>15,400</b>	<b>15,300</b>	
<b>Vessels and amphibians:</b>			
fair value	1,249,400	1,061,700	
Accumulated depreciation	-	(31,500)	
<b>Total vessels and amphibians</b>	<b>1,249,400</b>	<b>1,030,200</b>	
<b>Capital works in progress</b>	-	11,611,137	
<b>Total property, plant and equipment</b>	<b>3,592,334</b>	<b>14,353,279</b>	2.1
<b>INTANGIBLE ASSETS</b>			
<b>Software</b>			
Externally Acquired Computer software	249,579	249,580	
Accumulated amortisation	(239,593)	(249,580)	
<b>Total Intangibles</b>	<b>9,986</b>	<b>0</b>	
<b>CREDITORS</b>			
Trade creditors	416,803	11,490,333	2.2
Salaries and wages	-	-	
Other creditors	-	-	
	<b>416,803</b>	<b>11,490,333</b>	
<b>COMMITMENTS</b>			
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	6,158,179	
Later than one year but not later than five years	2,678,095	443,848	
More than five years	126,322	0	
<b>Total commitments</b>	<b>4,766,417</b>	<b>6,602,027</b>	2.3

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

## **NOTES TO THE FINANCIAL STATEMENTS**

### **for the year ended 30 June 2012**

#### 1.1 Protection of the Sea Levy - base levy

Revenue relating to the core operating activities of the National Plan. This was 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 Staff Costs

The overspend was due to an increase of one staff as a result of the National Plan National Maritime Emergency Response Arrangements (NEMERA) Review.

#### 1.4 Materials and Services

The contribution to the overspend was mainly in relation to the National Plan/NEMERA Review that was carried over from the year 2010-11.

#### 1.5 Occupancy Costs

The underspend was largely due to cost savings in changing suppliers and negotiating favourable rates for National Plan equipment storage.

#### 1.6 Depreciation

The underspend was primarily caused by delayed capital projects.

#### 1.7 Incident Costs

Incident costs were mainly incurred in relation to the *Shen Neng 1*, *MV Rena* and *MV Tycoon* incidents.

## 1.8 Incident Costs Recovery

Incident cost recovery related primarily to the MV *Rena* and MV *Tycoon* incidents.

## 1.9 Debtors

This mainly comprised of a debt from a cost recovery claim of \$2.6 million for MV *Tycoon* incident wreck removal.

## 2.0 Oil Dispersant stocks

This was due to replacement of dispersant stock of \$0.327 million which was offset by a stock adjustment of \$0.056 million for dispersant disposal.

## 2.1 Fixed Assets

The increase in fixed assets related to the replacement/refurbishment of equipment following 2010 assessment/stocktake.

## 2.2 Creditors

Creditors as at 30 June 2012 was greater than 2010-11 mainly due to \$5.152 million of additional claim for *Pacific Adventurer* from Maritime Safety Queensland (MSQ), and several outstanding key performance index (KPIs) being for some major service deliveries in 2011-12.

## 2.3 Commitments

The increase in commitments was due to the delayed capital projects in relating to oil spill equipment.



