

Port of Abbot Point

First-strike Oil Spill Response Plan

A supplement to the Queensland Coastal Contingency Action Plan

Document control sheet

Prepared by	Maritime Services Branch
Division	Maritime Safety Queensland
Location	Floor 6, Transport House 230 Brunswick Street Fortitude Valley, Brisbane 4006
Version no.	4.1
Revision date	February 2014
Status	Final
File Number	225/00028

Document sign-off

Version 1 of this document was approved by the Chair of the Queensland National Plan State Committee in July 2006. Subsequent amendments have been of an administrative nature only and have not changed the intent of the document.

Contact for enquiries and proposed changes

If you have any questions or suggested improvements please phone the Manager, Pollution Response on 07 3066 3911 or email pollution@msq.qld.gov.au

Contents

- 1 Introduction 4
- 2 Scope 4
- 3 Objective 4
- 4 Roles and Responsibilities 4
- 5 Delegations 5
- 6 Threat Assessment 5
- 7 Possible Spill Scenarios..... 6
- 8 Response Options..... 6
- 9 Incident Control Centre 6
- 10 Response and Handover Arrangements..... 7
- 11 First-Strike Equipment..... 7
- 12 Response Team Structure 7
- 13 Contact List 8
- Appendix A – Port Limits Map for Abbot Point 9
- Appendix B – Resources Map for Abbot Point..... 10

1 Introduction

This plan has been prepared by the Department of Transport and Main Roads in accordance with the agreed arrangements of Australia's *National Plan for Maritime Environmental Emergencies* (National Plan) and the requirements of the Transport Operations (Marine Pollution) Act 1995. It is a supplement to the Queensland Coastal Contingency Action Plan.

2 Scope

This plan deals with first-strike response to oil spills from ships and other marine sources within the port limits of Abbot Point, Queensland. See Appendix A for details of the port area. The port limits exclude the Crown Boat Harbour in Bowen and Maritime Safety Queensland is responsible for oil spill response in this area.

3 Objective

The aim of this plan is to describe the operational arrangements of the Oil Pollution First-Strike Response Deed between Maritime Safety Queensland and the Ports Corporation of Queensland. In doing so, the plan describes the first-strike response and handover arrangements for oil spills within the port, identifies available resources, and provides key contact information.

This plan is not a stand alone document and should be read in conjunction with the following:

- the Queensland Coastal Contingency Action Plan (QCCAP)
- Maritime Safety Queensland's Standard Operating Procedures for oil spill response
- the Oil Pollution First-Strike Response Deed for the port of Abbot Point.

4 Roles and Responsibilities

The roles and responsibilities for first strike response to oil spills within the port limits of Abbot Point are defined as follows:

- Maritime Safety Queensland is both Statutory and Combat Agency for ship sourced oil spills that impact Queensland Coastal waters and is the pre-designated Incident Controller for all incidents within the scope of this plan.
- North Queensland Bulk Ports is responsible for ensuring that an adequate first-strike oil spill response capability is maintained within the port limits of Abbot Point.
- The Department of Environment and Heritage Protection (DEHP) is the Statutory Agency for all land-sourced oil spills. DEHP is also responsible for providing environmental and scientific advice to the Incident Controller for spills within the port.
- The Great Barrier Reef Marine Park Authority is responsible for providing environmental and scientific advice to the Incident Controller on spills that impact, or are likely to impact, waters of the Great Barrier Reef Marine Park.

- Local councils generally assume responsibility for cleanup of oil impacted shorelines outside of National Parks. Depending upon the geographical location of stranded oil the Bowen Shire Council may be requested to undertake shore line cleanup operations following an oil spill within the port.
- DEHP is responsible for clean-up of oil from beaches within National Parks.
- Maritime Safety Queensland is the Combat Agency for land-sourced oil spills outside of port limits through a memorandum of understanding with DEHP.

Details of the roles and responsibilities may be found in Schedule 1 to the Inter-Governmental Agreement on the National Plan.

5 Delegations

Maritime Safety Queensland authorises and directs the North Queensland Bulk Ports and authorises its agents who have completed training approved by Maritime Safety Queensland to initiate and carry out first-strike response operations within the port in accordance with Section 8 of this plan.

6 Threat assessment

In 2010, Maritime Safety Queensland commissioned a semi-qualitative risk analysis of oil spills from ships over 10 metres in length for all ports in Queensland. The study indicated that a first-strike response capability is required for adequate oil spill response at Abbot Point.

The Port of Abbot Point covers a large area extending from Abbot Bay south east to Gloucester Island including Edgecombe Bay and Bowen Harbour. However the main focus of the port is coal export and these operations are centred on a coal berth located 2.75 km offshore from Abbot Point, which is approximately 25 km north of Bowen.

The port is located within the Great Barrier Reef World Heritage Area, and the Great Barrier Reef Marine Park extends into a large part of the port's waters. The near shore subtidal areas of the Port of Abbot Point are dominated by sand sheets interspersed with seagrass beds. Eleven species of seagrass occur in the beds, which occur in the shallow near shore areas from Abbot Bay to Edgecombe Bay. The seagrass beds are patchy and highly variable in density. These seagrass beds provide a nursery ground for juvenile fish, prawns and crabs. Turtles, dugong and sea snakes are commonly found within the port limits. Turtle nests have been observed along the beach between Euri Creek and the coal terminal and along the beaches in Brisk Bay, which is in the southern section of Edgecombe Bay. Turtles forage in low density seagrass beds in the creek systems and coastal flats around Euri Creek and the Don River, as well as along the entire length of seagrass flats located along the southwest coast of Edgecombe Bay. A Fish Habitat Area has been declared in Edgecombe Bay.

The beaches to the east of the Abbot Point Coal Terminal have cultural significance and are recognised as an important cultural place by the wider Aboriginal community.

The most likely type of pollution incidents to occur within the port are small operational discharges from commercial, fishing and recreational vessels. However there is also a chance of larger operation discharges of fuel oil or waste oil from large bulk carriers at the berth and/or significant spills of heavy fuel oil resulting from contact incidents within the port.

7 Possible Spill Scenarios

The types of incidents most likely to occur within the port are small spills of petrol, diesel fuel or bilge oil from commercial and recreational ships operating in the port. Spills of up to:

- 300 tonnes of heavy fuel oil and other oil products from ships involved in serious striking or grounding incidents within the port
- 10 tonnes of bunker fuel or bilge oil during ships' internal transfer operations
- 50 litres of diesel fuel or bilge oil from commercial or recreational vessels could also occur in the port. Large spills of fuel oil and other oil products and from road tankers or other land based sources are also possible.

8 Response Options

The following guidelines apply to first-strike response within the port.

Area	Monitor	Contain Recover	Protect Resources	Shoreline Cleanup	Apply Dispersant
Abbot Point Berth	Yes	If viable	No	No	No *
Dingo Beach/Abbot Bay	Yes	If viable	If viable	Yes	No *
Queens Bay and Bowen foreshores	Yes	If viable	If viable	Yes	No *
Edgecombe Bay and Gloucester Island	Yes	If viable	If viable	Yes	No *
Bowen Harbour	Yes	Yes	Yes	Yes	No *

NOTE

Dispersants should not normally be used within the port but their use could be considered in certain circumstances, such as to reduce the risk of fire and/or explosion from a petroleum products spill. Before using dispersants, the Incident Controller should consult with DEHP's Environment and Scientific Coordinator. Any decision to do so should be consensual and in accordance with the Dispersant Use Guidelines outlined in the Queensland Coastal Contingency Action Plan.

Under the dispersant use guidelines:

- Prescribed Officers from GBRMPA, AMSA and Maritime Safety Queensland may authorise the use of dispersants within areas of the port that lie within the Marine Park.
- Prescribed Officers from AMSA and Maritime Safety Queensland, in consultation with DEHP, may authorise the use of dispersants in port areas outside the Marine Park.

9 Incident Control Centre

Depending upon the severity of an incident, the Incident Controller may establish an Incident Control Centre and/or Advanced Operations Centre at:

- NQBP Office, Cr of George and Sinclair Streets, Bowen
- Maritime Safety Queensland Office, Santa Barbara Parade, Bowen
- Maritime Safety Queensland marine operations base, Ross Street, Townsville

10 Response and Handover Arrangements

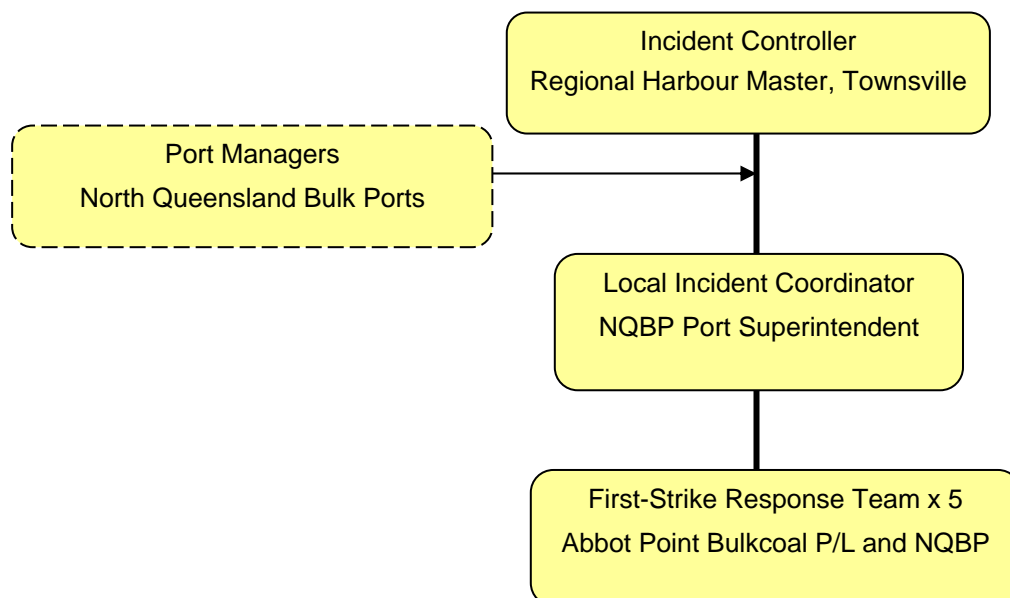
Early first-strike response action should include an assessment of the time and resources required to effectively manage each incident. Where a response is likely to be prolonged or exceed the port's first-strike response capacity, NQBP should request assistance from Maritime Safety Queensland. When determining the need for assistance or hand-over of the response to Maritime Safety Queensland, NQBP should consider the number and availability of local trained response personnel, their ability work safely without the need for excessive work hours, and the capacity of the ports' first-strike response equipment. Requests for assistance should be made as soon as possible and preferably in the first or subsequent SITREPs.

11 First-Strike Equipment

First-strike equipment is located in a container at Abbot Point Bulk Coal, Abbot Point.

Equipment Type	Quantity
General Purpose Boom (Structure -Flex)	300m
Land Sea Boom Kit (boom, pump and blower)	60m
Weir Skimmer Kit (Foilex weir skimmer and spate pump)	1
Flexi-Dam recovered oil container	2
Anchor Kit	1
Sorbent Boom	120 m
Sorbent Pads	500
Sorbent Mops	120

12 Response Team Structure

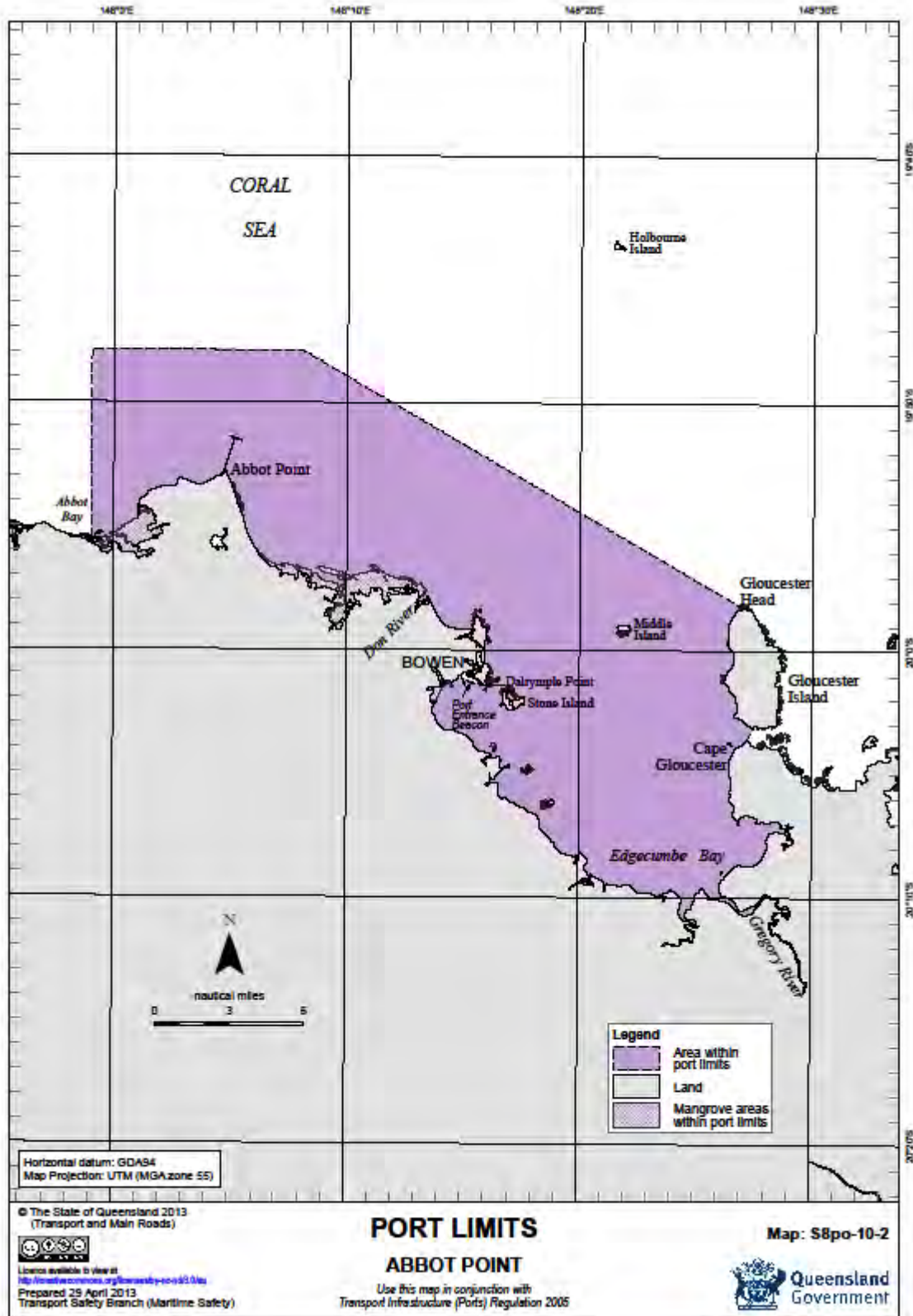


Note: Maritime Safety Queensland is responsible for responding to spills that occur within the Crown Boat Harbour in Bowen.

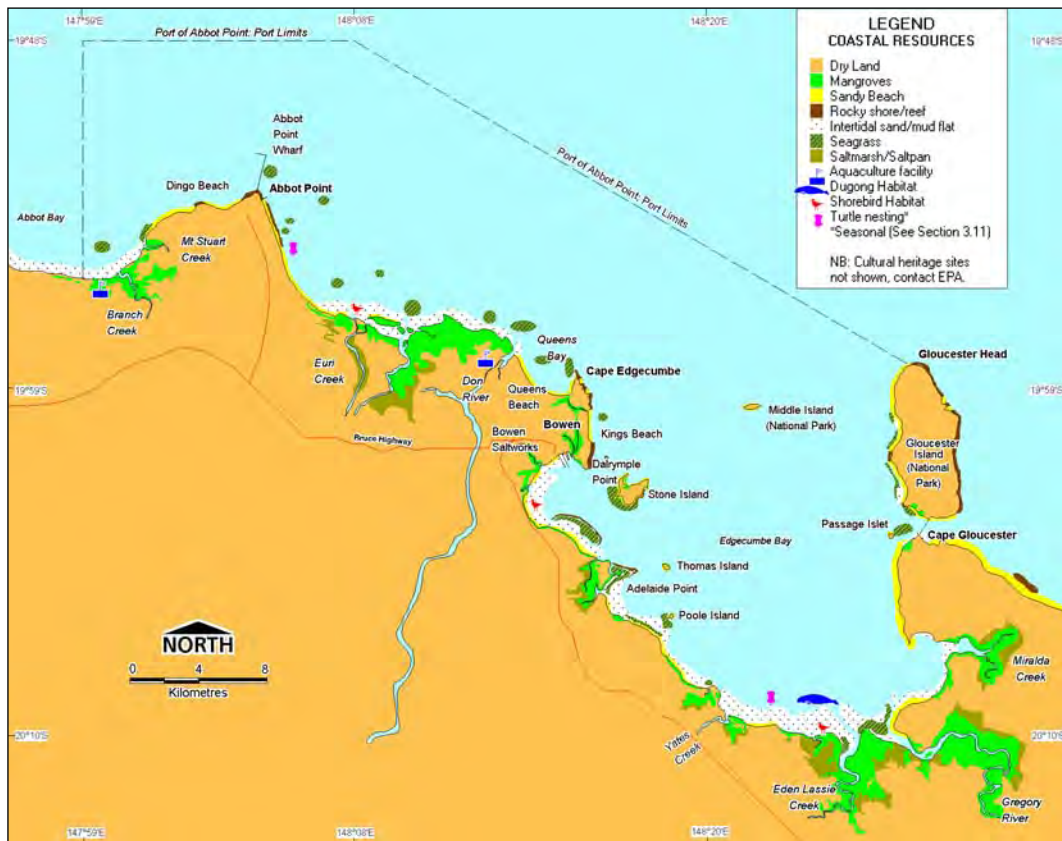
13 Contact List

Role	Position	Phone	Mobile
Townsville Vessel Traffic Services (MSQ)	Duty VTS Officer	1 300 721 263 24 hours	N/A
Maritime Safety Queensland Incident Controller	Regional Harbour Master, Townsville	4421 8102	0428113089
Planning & Operations Officer	Area Manager, MSQ Townsville	4421 8102	0477316997
Finance & Administration Officer	Manager Corporate Support, MSQ Townsville	4421 8105	0439 878945
Local Incident Coordinator and Marine Team Leader	NQBP Regional Superintendent	4786 4187	0428 180 243
First Strike team from Abbot Point Coal terminal	Operations Manager Abbot Point Bulkcoal trained staff	4786 0332	0428 710 777
Svitzer (Bowen Towage)	Abbot Point	1 300 662377 4786 3073	0409 273 601
Environment and Science Coordinator DEHP	DEHP	1300 130372 24 hours	
Environment and Science Coordinator GBRMP	GBRMPA	4750 0700	3830 4919 quote 'oil spill'
Shoreline Cleanup Coordinator	Whitsunday Regional Council	4945 0681 4761 3600	0428 766 629 0414 671606
NQBP Environmental Coordinator for oil spills in port limits	Environment Manager	4969 0734 4969 0705	0418 538 084
NQBP Emergency Contact	Brisbane Head Office	3011 7908	0409967357
NQBP Emergency Contact	Mackay Office	4955 8165	0408 558 169

Appendix A – Port Limits Map for Abbot Point



Appendix B – Resources Map for Abbot Point



Above: Marine Resources in Port of Abbot Point



Above: Great Barrier Reef Marine Park Boundaries