Port of Brisbane

First-Strike Oil Spill Response Plan

A supplement to the Queensland Coastal Contingency Action Plan

Queensland Government

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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

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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 outlines the arrangements for response to marine pollution events that impact on, or likely to have an impact on, the Port of Brisbane Port Limits and Maritime Safety Queensland's (MSQ) Brisbane region.

See Appendix B for map of MSQ's Brisbane region.

3. Objective

The primary objectives of the Port of Brisbane First-strike Oil Spill Response Plan are to:

- Protect the Port of Brisbane and Moreton Bay marine and coastal environment from the effects of oil spills from ships by outlining operational plans, policies and procedures that enable an effective and timely response to incidents within the scope of this plan.
- Provide an adequate level of preparedness for incidents within the scope of the plan by promoting teamwork and cooperation between Department of Transport and Main Roads, Local Governments, the Port of Brisbane Pty Ltd, the oil industry and other agencies.

The plan is not a stand-alone document and should be read in conjunction with:

- Queensland Coastal Contingency Action Plan
- MSQ's Standard Operating Procedures for oil spill response
- the Oil Pollution First-strike Response Deed between Port of Brisbane Pty Ltd and the State of Queensland, acting through Maritime Safety Queensland.

4. Roles and responsibilities

The roles and responsibilities for first-strike response to oil spills within the Port of Brisbane are defined as follows:

- MSQ is both Statutory and Combat Agency for ship sourced oil spills and is the pre-designated Incident Controller for all incidents within the scope of this plan.
- The Port of Brisbane Pty Ltd is responsible for first-strike response for all oil spills within the Port of Brisbane as described in the Oil Pollution First-strike Deed and this response plan (Appendix A).
- For oil spills which occur outside of these defined port limits, MSQ will initiate a response in conjunction with those agencies which are identified within this document (Appendix C).

- The Department of Environment and Heritage Protection (DEHP) is the statutory agency for all land-sourced oil spills and is responsible for providing environmental and scientific advice to the Incident Controller for all spills within the area.
- MSQ is the combat agency for land sourced oil spills through a memorandum of understanding with DEHP.
- The relevant oil company is the combat agency for oils spills from terminals and from oil spills that occur during transfer operations. Maritime Safety Queensland and the Port of Brisbane Pty Ltd will provide trained personnel to assist with spills on the water if requested by the oil company, or if determined by the Incident Controller.
- Sunshine Coast Regional Council, Moreton Bay Regional Council, Brisbane City Council, Redland City Council are responsible for shoreline cleanup in their respective areas and have agreed to provide trained personnel for first-strike response to all incidents within the scope of this plan. See Appendix C for maps of Local Government areas.

Details of the roles and responsibilities relating to oil spill response in Australia may be found in Schedule 1 - Inter-Governmental Agreement on the National Plan to Combat Pollution of the Sea by Oil and Other Noxious and Hazardous Substances.

5. Direction of Maritime Safety Queensland

Maritime Safety Queensland directs the Port of Brisbane Pty Ltd to initiate and carry out first-strike response operations within the Port of Brisbane. Response operations should be in accordance with this plan.

6. Threat assessment

In 2000, Maritime Safety Queensland completed an assessment of the risk of an oil spill for Queensland Coastal Waters. The focus of this assessment was coastal waters and did not include Ports. A key outcome of the assessment was the promulgation of marine environment high risk areas (MEHRAs), Moreton Bay was identified as a MEHRA. See Appendix D for map of MEHRAs.

In 2010 a further risk assessment was commissioned to assess the risk of oil spills in Queensland Ports. The Port of Brisbane and Moreton Bay were assessed as the highest risk port in Queensland with an overall risk score of 4130. The second highest risk port in Queensland is Gladstone with a risk score of 643 with all other ports well below this by at least a factor of 10.

The Port of Brisbane includes a large part of Moreton Bay Marine Park. Moreton Bay Marine Park protects a vast array of marine habitats, plants and animals. The park includes some of Australia's premier wetlands. Extensive mangroves and tidal flats support and shelter fish, birds and other wildlife. Sand flats provide roosting sites for migratory birds and sea-grass beds nurture fish, shellfish, dugong and turtles.

As well as large commercial fisheries in the marine park, the port has a significant recreational usage that includes fishing, boating, water sports and swimming at many of the sandy beach surrounding the area.

As accessed in the report commissioned in 2010 the risk of a major oil spill in the port is high and could potentially originate from any of the following:

- A marine incident involving a tanker or other ship entering or leaving the port. Crude oil shipments are generally in ships in the 70 000 to 150 000 dwt range while refined products are transported in vessels up to 60 000 dwt.

- A spillage of bunker fuel from a ship in port.
- Accidents involving fishing or recreational ships which may result in the spillage of diesel or lubricating oils.
- Bunkering operations from fixed shore installations or bunker barges.

There is also a potential of land based oil spills that may originate from:

- an accident during a discharge operation at a product berth
- loss of containment from a shore based storage terminal
- a road bunkering operation within the port
- a ruptured pipeline
- refuelling operations at marinas.

6. RAMSAR sites

The Ramsar Convention, to which Australia is a signatory, is an international convention that aims to halt the worldwide loss of wetlands and to conserve, through wise use and management, those that remain.

The convention seeks to conserve wetland habitat of international importance, but especially that which is of importance to waterbirds. Many parts of Moreton Bay, including the vegetated intertidal flats immediately adjacent to Fisherman Islands, are internationally recognised as significant wetlands.

These areas are vital resources for many species of waterbird, including migratory birds which stay in the southern hemisphere over winter before returning to the northern hemisphere (as far as Siberia and the Arctic Circle) to breed.

The wetlands adjacent to Fisherman Islands are vital feeding areas for wader species and enable them to obtain enough food resources to build up energy reserves for the 3,000km migration in our winter months.

Additionally, the Moreton Bay Ramsar Wetlands provide an essential habitat for a huge array of marine species (many of which are endangered), and support large commercial and recreational fisheries. See Appendix E for map of Ramsar sites.

7. Possible spill scenarios

The following types of spills could occur within the port:

- Three hundred tonnes of heavy fuel oil from a trading ship occurring from collisions and serious contact with other objects.
- Ten tonnes of petroleum products, including heavy fuel oil, during bunkering operations at berths.
- Five tonnes of petroleum products, including heavy fuel oil, during bunkering operations associated with the bunker barges.
- The types of incidents most likely to occur within the port are small spills of petrol, diesel fuel or bilge oil from commercial, fishing and recreational ships operating or refuelling in the port area.

However up to 20 000 litres of diesel fuel could spill from damaged or submerged vessels, ruptured shore refuelling installations or 40 000 litres of light oil products (petrol or diesel fuel) from road tanker accidents could enter the waterways via the areas storm water networks.

8. Small craft refuelling facilities

It has been identified that marine sourced oil spill incidents from commercial, fishing and recreational ships could occur at refuelling locations in numerous marinas such as:

- Spinnaker Sound
- Newport Waterways
- Scarborough Boat Harbour
- Cabbage Tree Creek
- Brisbane Water Police Depot (Whyte Island)
- Rivergate Marina
- Manly Boat Harbour
- Raby Bay Marina
- Toondah Harbour
- Wynnum Creek Marina.

9. Response options

The following guidelines apply to first-strike response within the Port of Brisbane area.

Area	Monitor	Contain recover	Protect resources	Shoreline cleanup	Apply dispersant
Fisherman Islands Wharves	Yes	If viable	If viable	If viable	No
BP Crude Oil Wharf	Yes	If viable	If viable	If viable	No
Caltex Products Wharf	Yes	If viable	If viable	If viable	No
Cement Australia Wharf	Yes	If viable	If viable	If viable	No
BP Products Wharf	Yes	If viable	If viable	If viable	No
Shell Oil Wharf	Yes	If viable	If viable	If viable	No
Pacific Terminals	Yes	If viable	If viable	If viable	No
Incitec North Wharf	Yes	If viable	If viable	If viable	No
Incitec South Wharf	Yes	If viable	If viable	If viable	No
Pinkenba Wharves	Yes	If viable	If viable	If viable	No
Bulk Sugar Terminal	Yes	If viable	If viable	If viable	No
Forgacs/Cairncross Wharf	Yes	If viable	If viable	If viable	No
Hamilton Wharfs	Yes	If viable	If viable	If viable	No
Brisbane Cruise Terminal	Yes	If viable	If viable	If viable	No
Queensland Water Police Depot	Yes	Yes	If viable	If viable	No
Rivergate Marina	Yes	If viable	If viable	If viable	No
Caloundra Bar	Yes	No	No	If viable	No
Areas to seaward of Bribie Island.	Yes	If viable	If viable	If viable	If viable
Moreton Bay Marine Park	Yes	If viable	If viable	If viable	No
Creeks and Drains entering Brisbane River	Yes	Yes	If viable	If viable	No
RAMSAR Sites	Yes	If viable	If viable	If viable	No

Note:

Dispersants should not normally be used within the port but their use could be considered in certain circumstances for example, to reduce the risk of fire and/or explosion from a petroleum products spill. Before using dispersants, the Incident Controller should consult with 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.

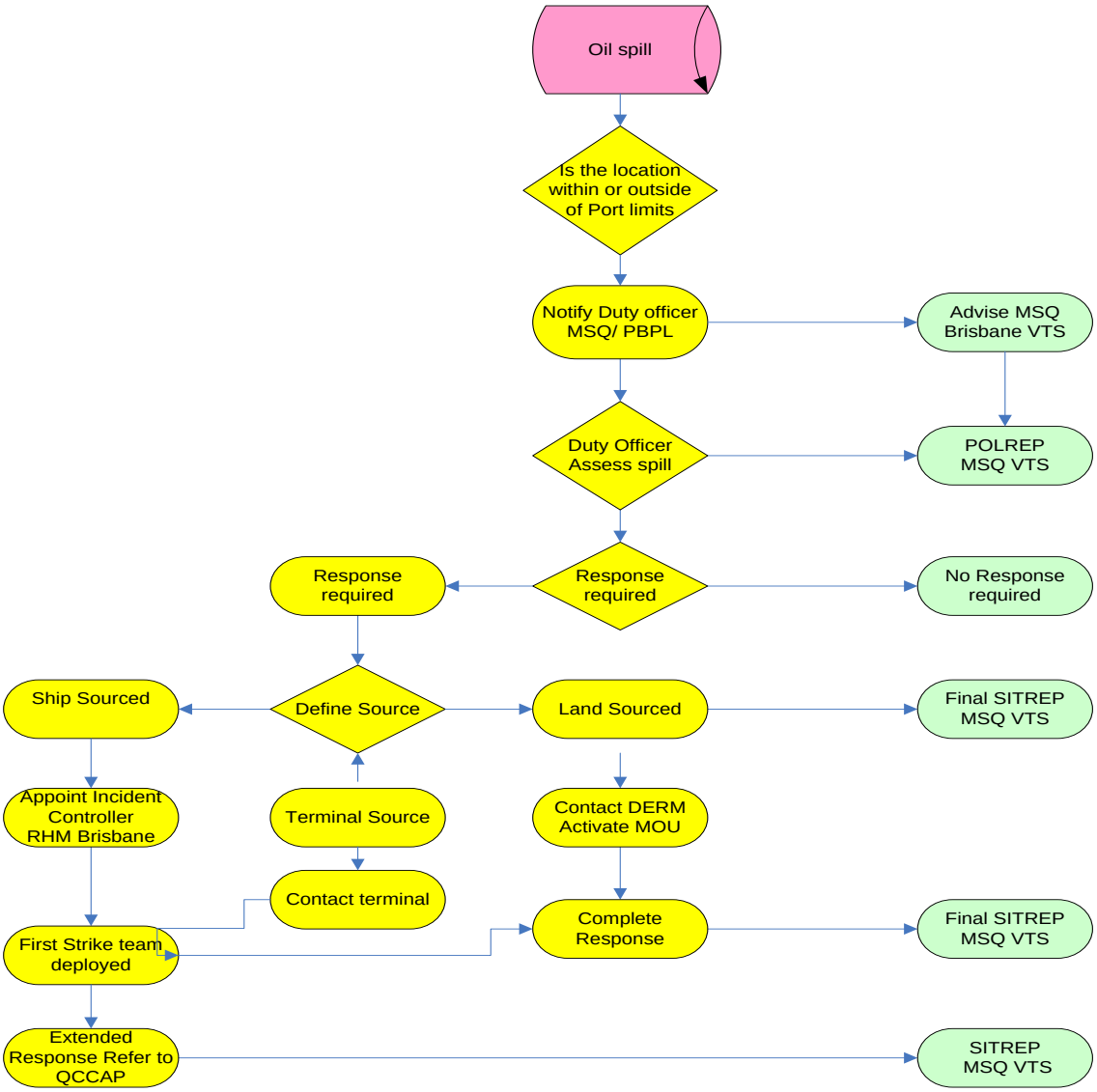
10. Callout and response

The Port of Brisbane Pty Ltd (PBPL) Duty Officer is the first point of contact in respect to a marine sourced oil spill within the Port of Brisbane Limits. The Duty Officer must in all circumstances immediately inform Maritime Safety Queensland (MSQ) Brisbane VTS by phoning (07) 3305 1700. Brisbane VTS will report directly to the regional harbour master (RHM) or his delegate.

PBPL Duty Officer will investigate the report and determine the extent of the spill and the appropriate response action. The Duty Officer will arrange for the initial deployment of personnel and equipment. Based on the report from this officer through MSQ VTS, the RHM will determine and appoint the appropriate Incident Controller (IC). MSQ VTS will prepare and distribute a POLREP followed by a SITREP as appropriate. In the event of a large spill, the Duty Officer will coordinate spill response on the scene until the appropriate IC takes control.

See Appendix G for the Oil Spill Response Incident Control System (OSRICS).

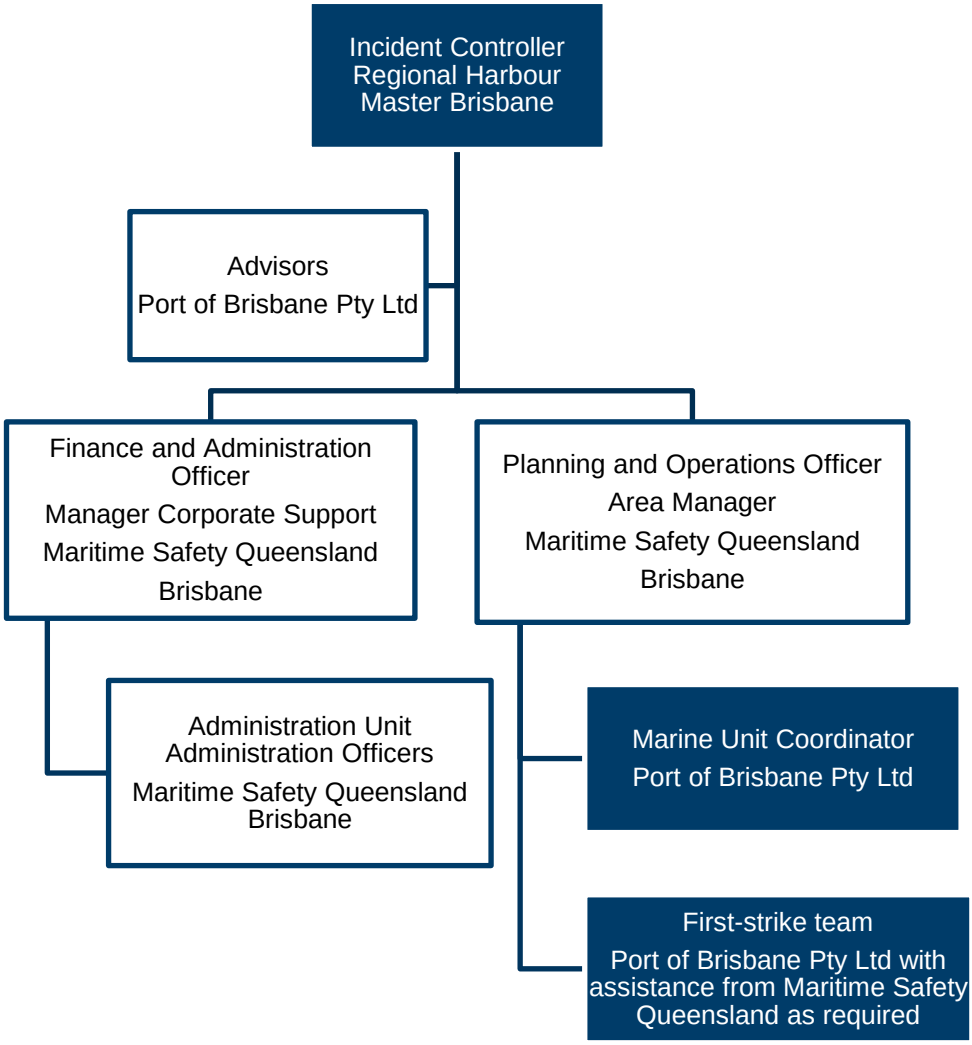
OSRICS definitions are available at Appendix H.



11. Incident Control Centre

Depending upon the severity of the incident the Incident Controller may establish an Incident Control Centre at Maritime Safety Queensland's Marine Operations Base, Pinkenba. If the Oil Spill Response escalates to a multi-agency response it may be necessary for sections of the OSRICS structure to move to other offices within the Administration Building. See Appendix F for Incident Control Centre layout.

12. Response team structure



13. First-strike equipment

First-strike oil spill response equipment is located at the Port of Brisbane Operations Base Howard Smith Drive Whyte Island.

Additional oil spill response equipment is located at:

- Maritime Safety Queensland Marine Operations Base, MacArthur Avenue East, Pinkenba
- OPEC Systems Pty Ltd at Hemmat

14. Tidal compensator piles

The Port of Brisbane Pty Ltd has fitted a system of two piles and tidal compensators near the Captain Bishop Bridge in the Boat Passage at Whyte Island. The configuration of the piles allows pollution containment boom to be fitted to the piles to halt the egress of oil through the passage. The boom is fitted to the piles using standard ATSM fittings. See Appendix M for drawings of the layout.

15. Incident investigation

Maritime Safety Queensland with assistance from the Port of Brisbane Pty Ltd will investigate all instances of ship-sourced marine pollution.

The investigation process should begin as soon as possible following the occurrence of the incident. The investigation is to be undertaken by authorised officers under the Transport Operations (Marine Pollution) Act 1995 (TOMPA). Appropriate evidence is to be collected to support any potential prosecution.

Investigation of land-sourced incidents is the responsibility of the Department of Environment and Resource Management.

16. Waste management

Early consideration must be given to the task of removal and disposal of recovered material. This requires liaison between the Operations Officer, the Environment Coordinator, the Waste Management Coordinator and relevant local governments.

Where the method of permanent disposal is unable to be determined in the short term, arrangements for temporary disposal must be made.

Temporary disposal options that may be considered include:

- portable purpose built tanks available under National Plan arrangements;
- oil terminal tanks, both portable and in situ
- road tankers or rail tank wagons
- refuse tips
- lined and bunded earth or sand pits.

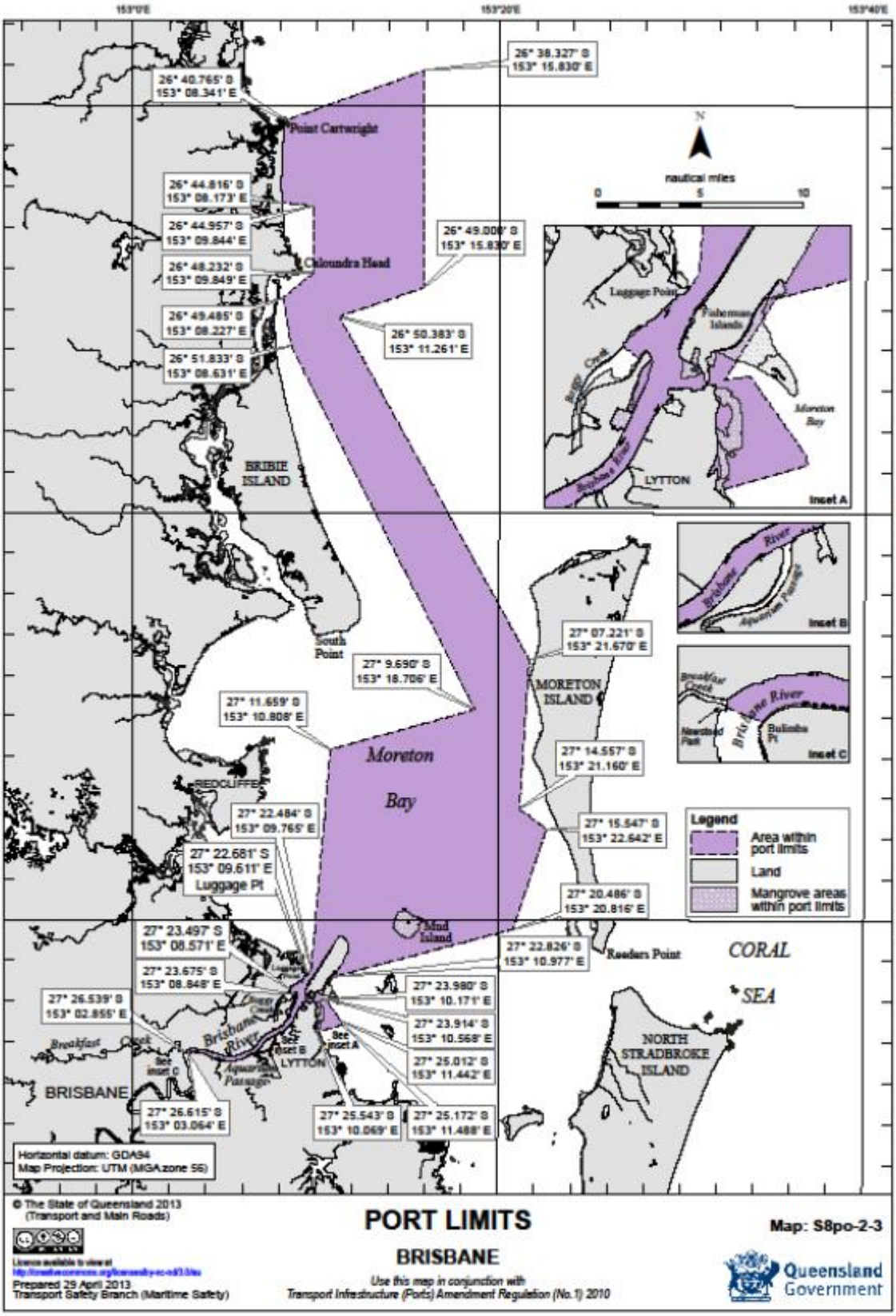
Potential permanent landfill sites, including municipal tips and disused quarries, may be suitable disposal sites, but these sites must be agreed on by the local government and the Department of Environment and Heritage Protection. Use of these sites will depend largely on the amount of oil and oiled debris recovered during a spill response. Potential disposal sites need to be identified early in a major clean up operation.

The Brisbane Region has identified a number of service providers that provide pickup, disposal and remediation of oil and oily waste. These services providers are listed at Appendix J.

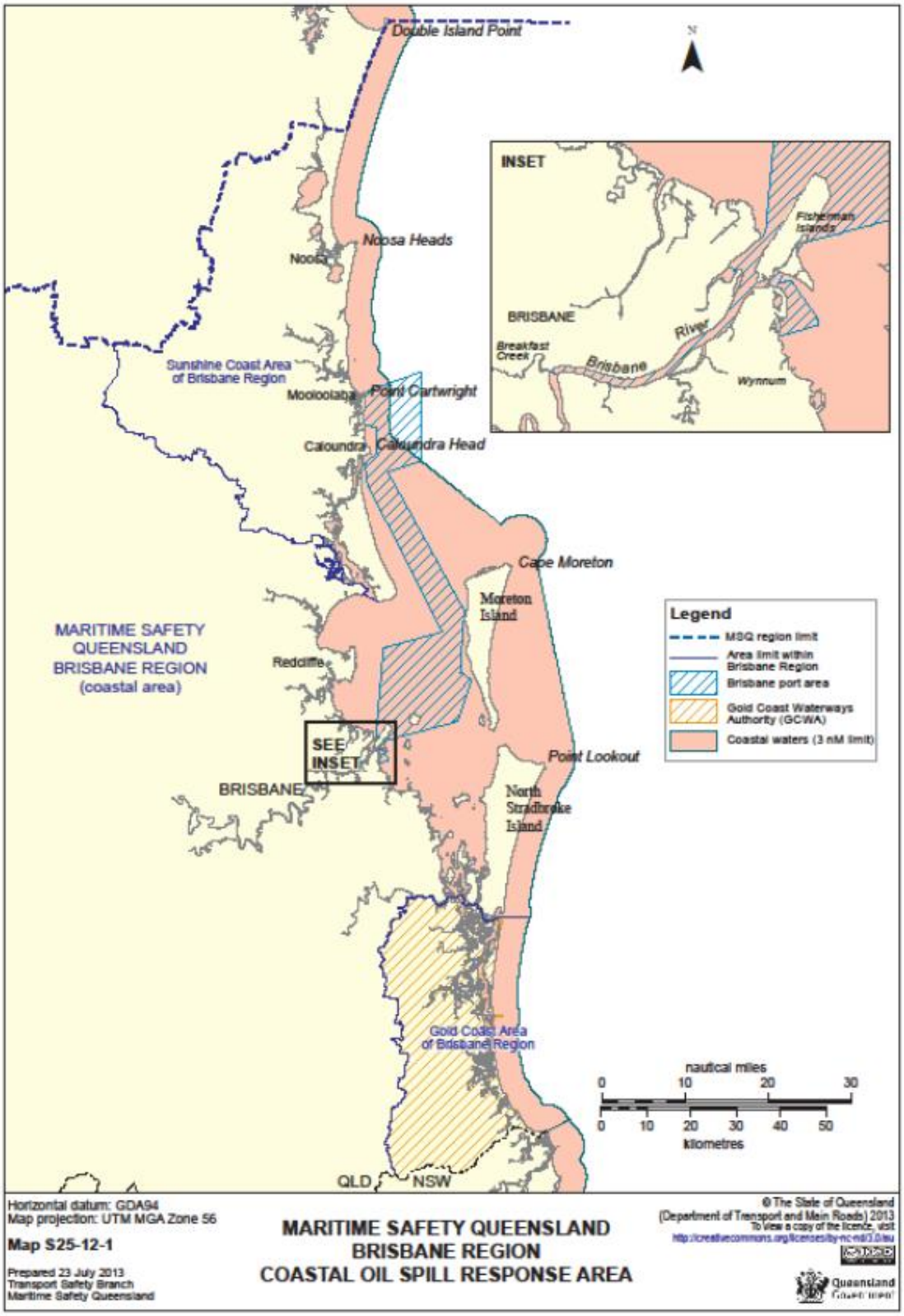
Appendix A - First-strike contact list

Role	Agency	Phone	Mobile/AH
Process Spill Report Send POLREP	Brisbane VTS Centre Maritime Safety Queensland Fax	3305 1700 33051708	3305 1700
First-strike Responder	Port of Brisbane Duty Officer Port Security	3258 4609 3258 4601	24 hours 0410 506 279
Shoreline Coordinator	Brisbane City Council Fax	3403 8888 3403 8439	24 hours
Shoreline Coordinator	Moreton Bay Regional Council	5420 0609	0438 173 552
Shoreline Coordinator Sunshine Coast Regional Council	Caloundra Maroochy Noosa	5420 7443 5475 8501 5449 5200	24 hours
Shoreline Coordinator	Redland City Council	3829 8262	3829 8633
Incident Controller (Local)	Area Manager (Brisbane) Area Manager (Sunshine Coast) Maritime Safety Queensland	3632 7538 5452 1808	0418 883 110 0419 742 592
Incident Controller (Overall)	Regional Harbour Master (Brisbane) Maritime Safety Queensland	3632 7500	0419 600 261
Deputy Incident Controller (Overall)	Assistant Harbour Master (Brisbane) Maritime Safety Queensland	36327549	0417 606 152
Finance and Administration	Manager Corporate Support, MSQ Maritime Safety Queensland Brisbane	3632 7508	0437 549 410
Environment and Scientific Support for Spills	Duty Officer, Department of Environment and Heritage Protection	1300 130 372	24 hours
Police	Brisbane communications Redcliffe communications Maroochydore communications	3364 6464 3283 0555 5475 2444	24 hours
Brisbane Water Police	Whyte Island	3258 4609	24 hours
Queensland Fire and Rescue Service	Hendra area office Cleveland area office	3866 6511 3383 1144	24 hours
Emergency services	Police Fire Ambulance	000 Mobile 112	24 hours

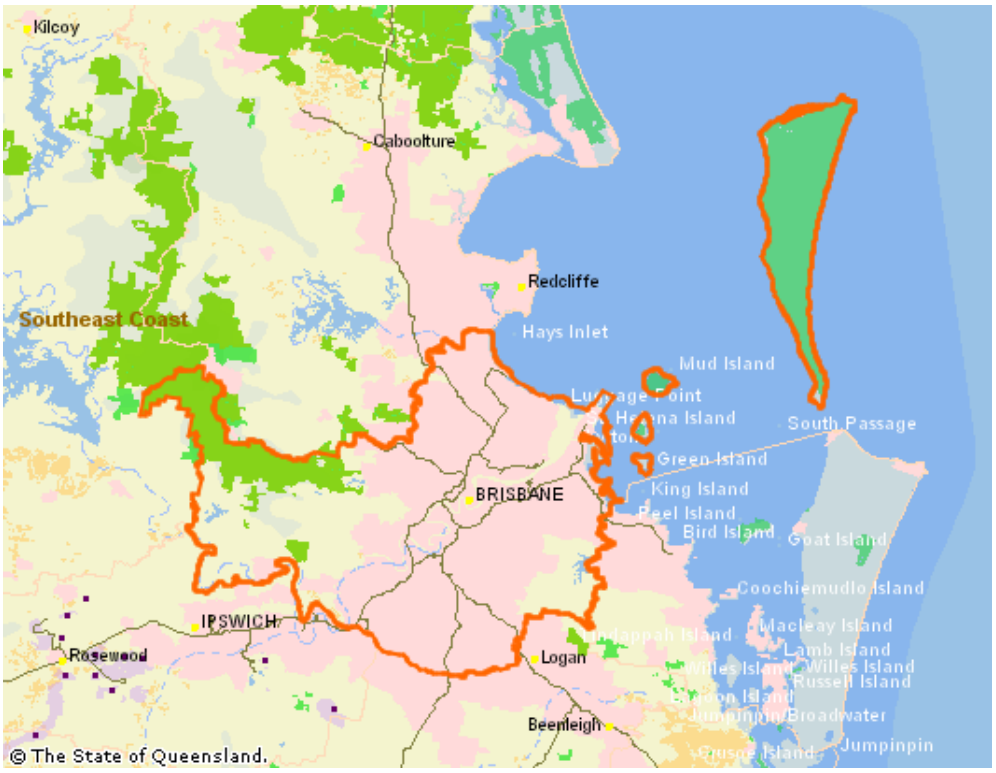
Appendix B – Map of Port of Brisbane Limits



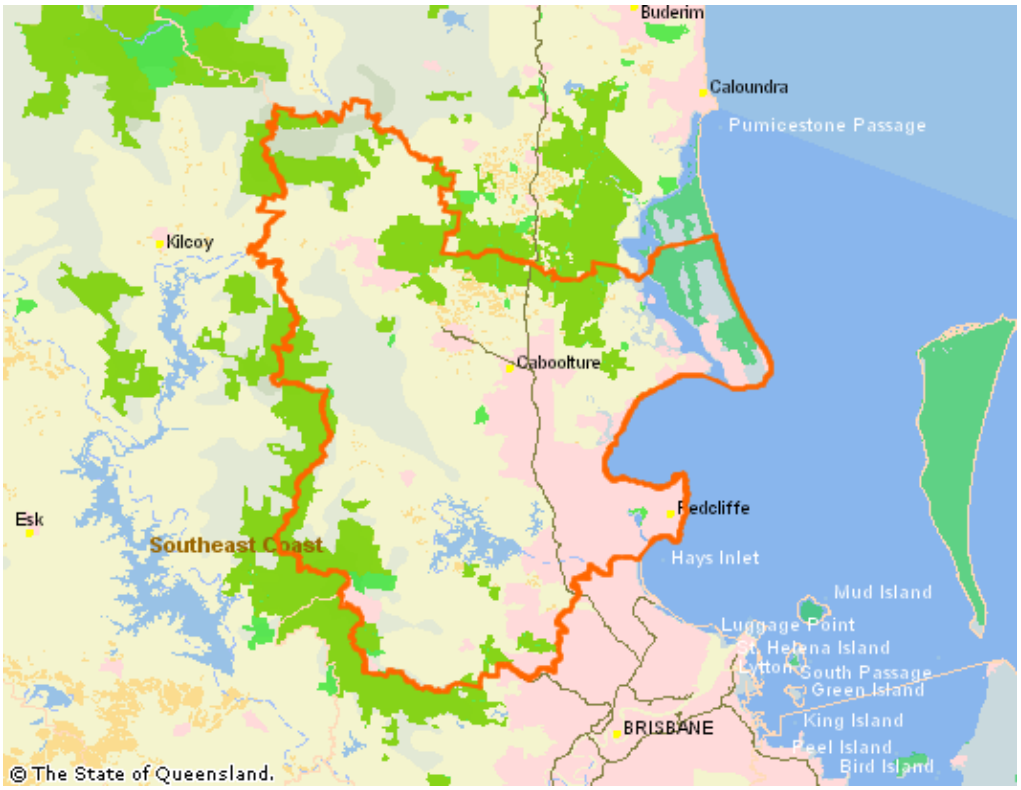
Appendix C – Maritime Safety Queensland Brisbane region



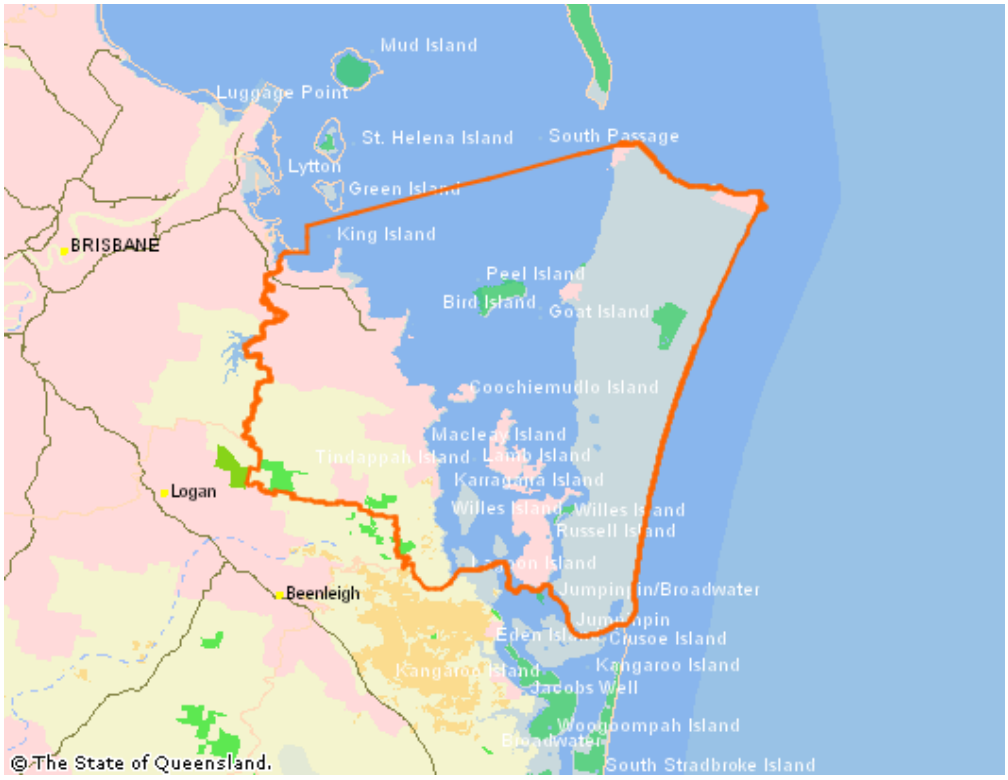
Appendix D – Local government area maps



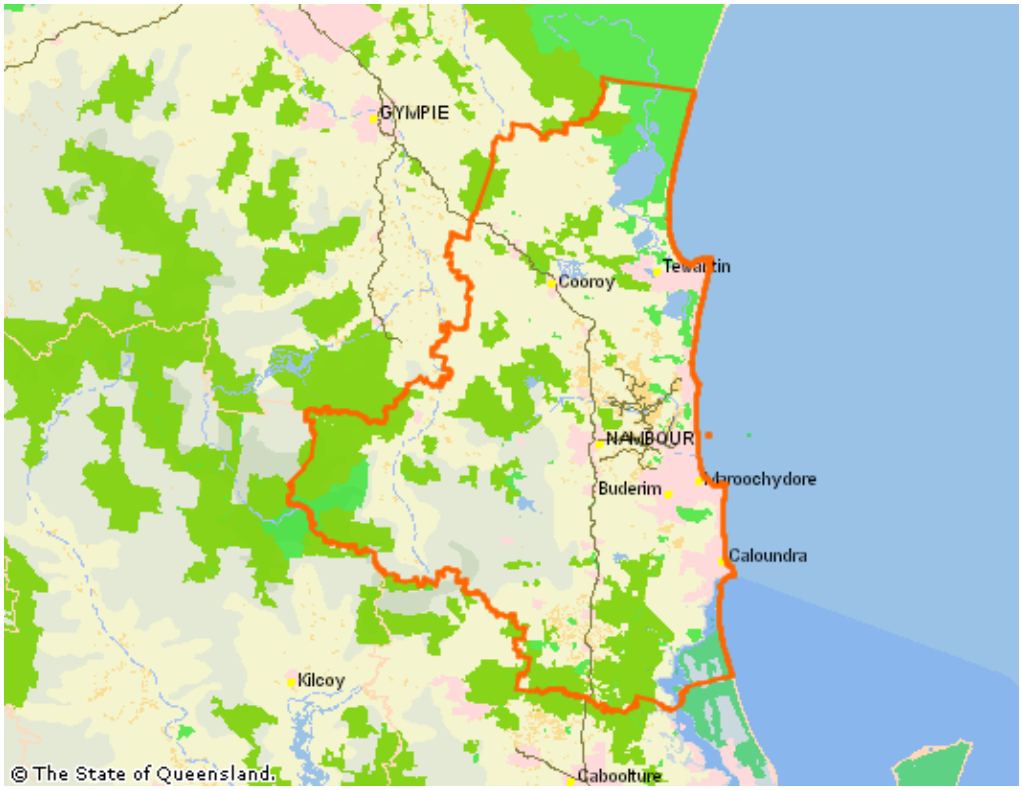
Brisbane City Council



Moreton Bay Regional Council

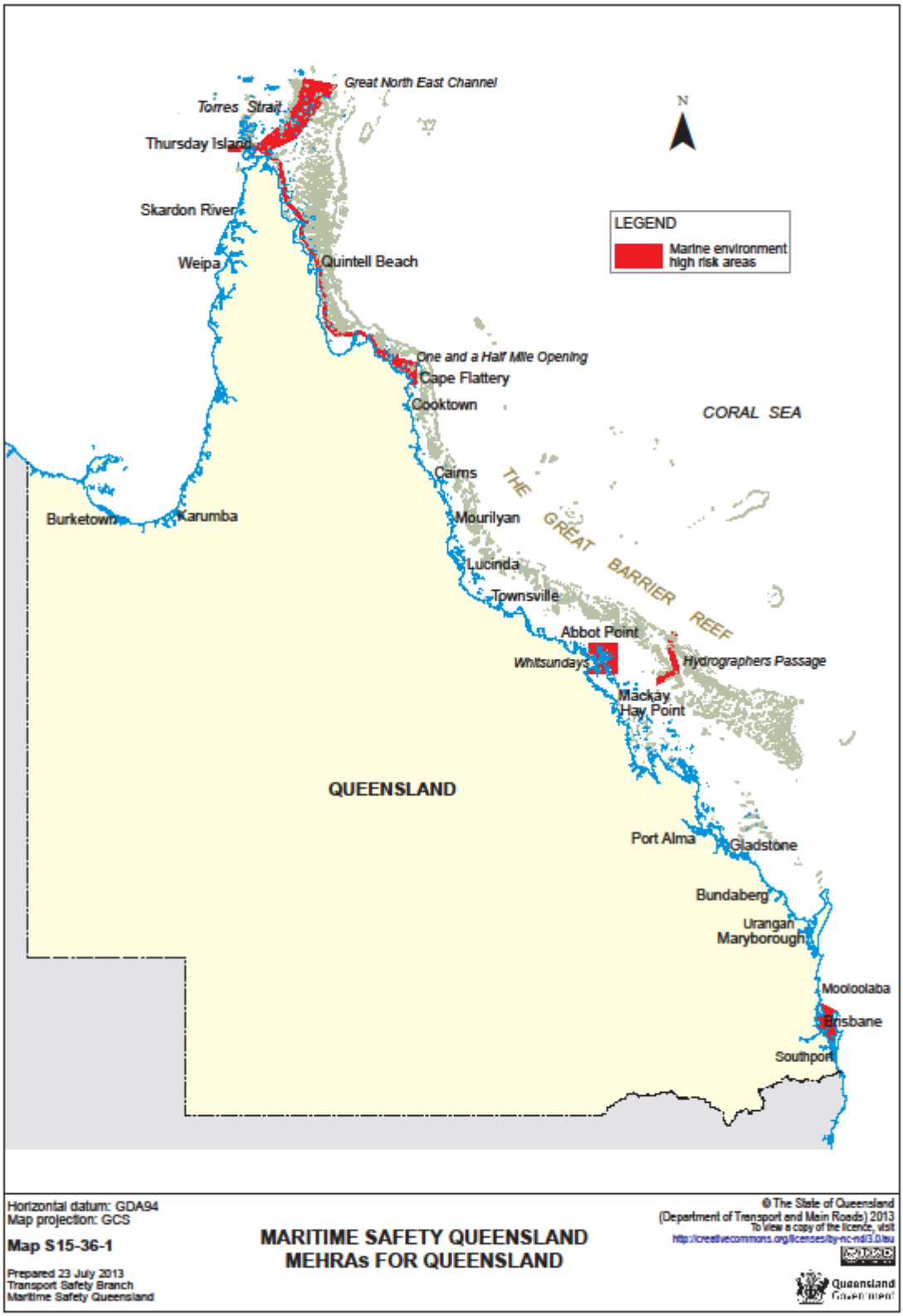


Redland City Council



Sunshine Coast Regional Council

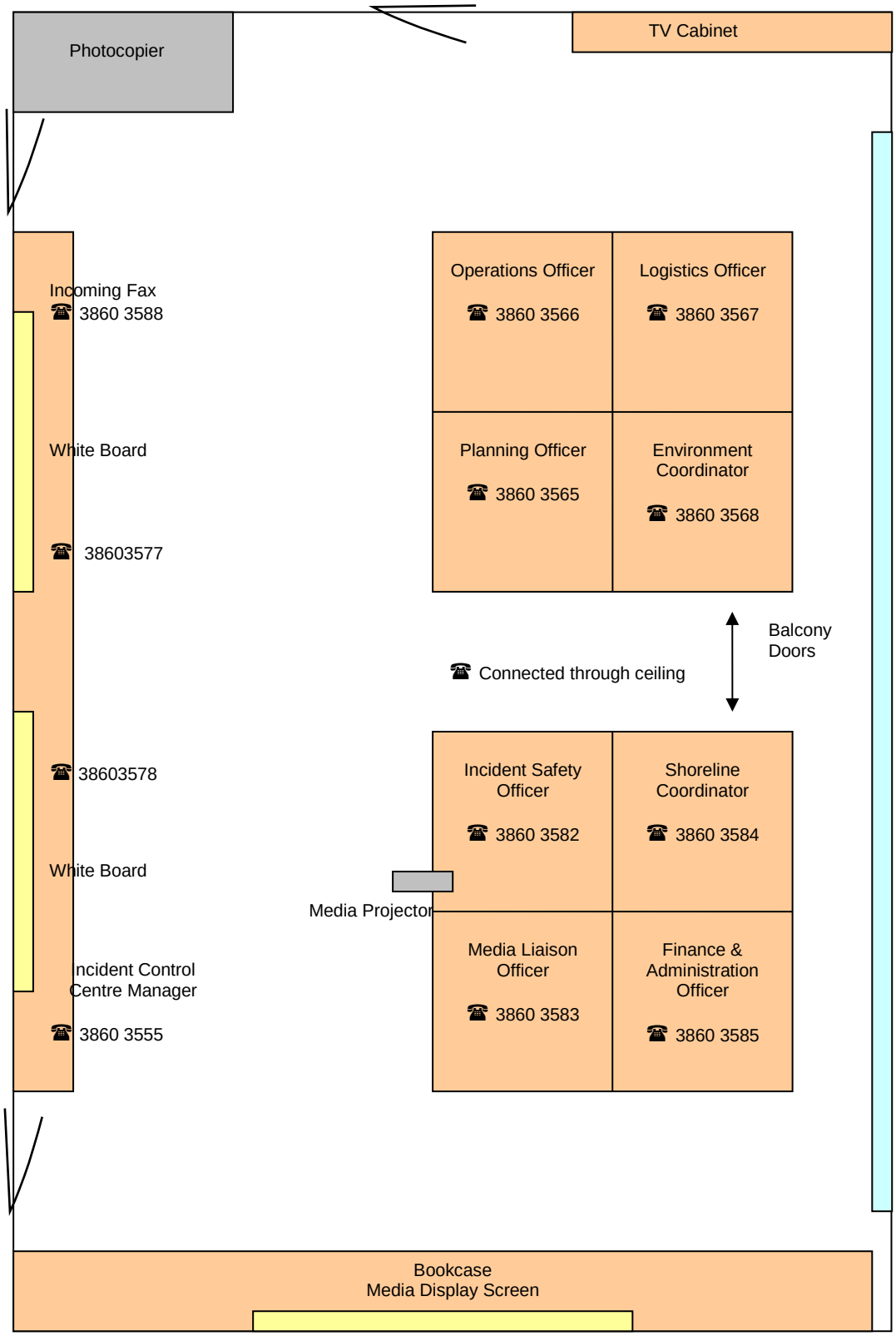
Appendix E – Marine Environmental High Risk Areas



Appendix F – RAMSAR sites

Appendix G – Incident Control Centre layout

Maritime Safety Queensland Pinkenba Incident Control Centre



Appendix H – Waste management service providers

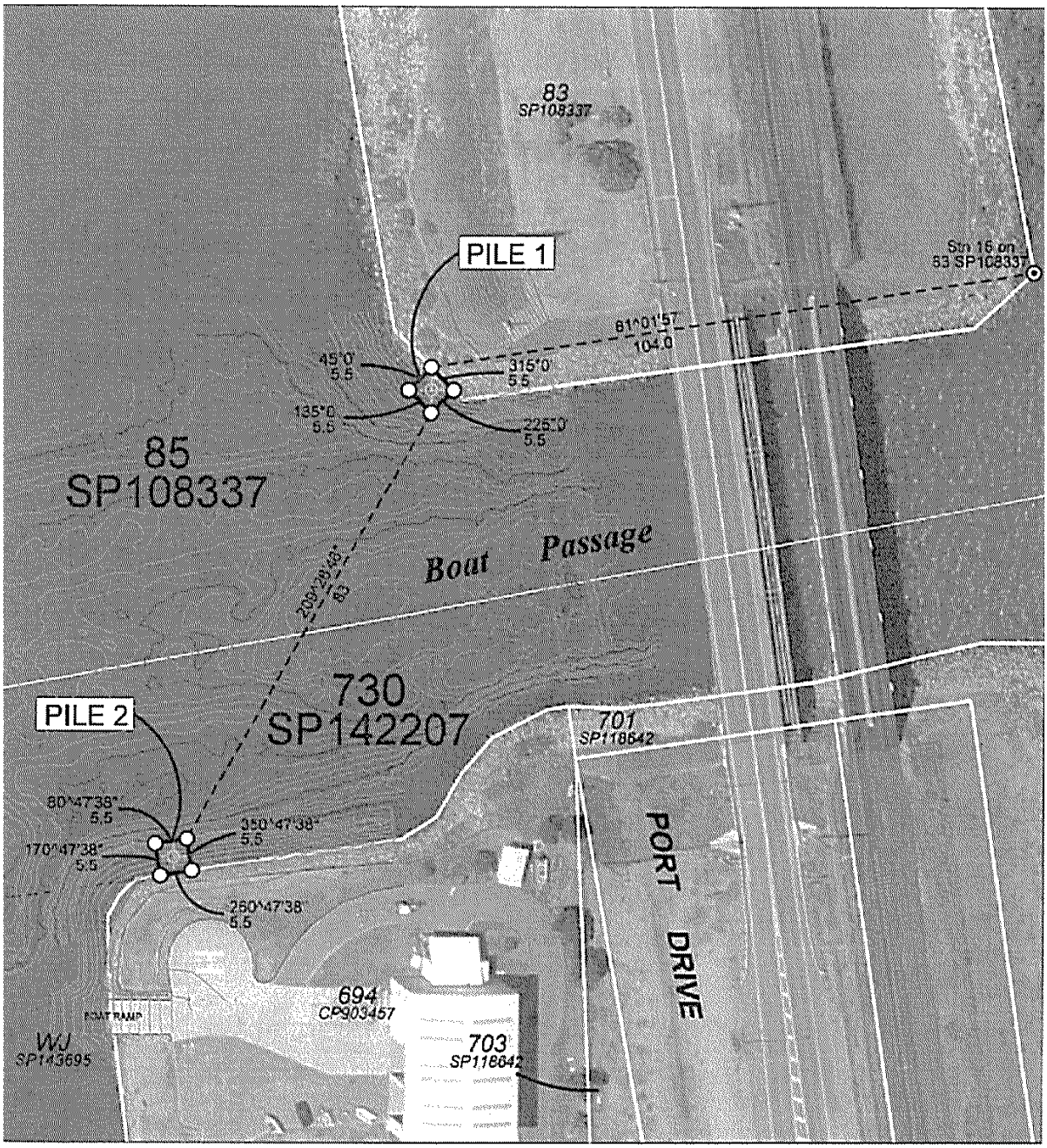
Service provider	Services	Location	Contacts
Veolia Environmental Services	Contaminated waste disposal and remediation	Disposal and Soil Treatment Facility Willowbank, Qld	Phone: 07 3275 0111 E: qld@veolia.com.au W: www.veoliaes.com.au
Wainless Enviro Services	Transport services	Brisbane Metro	Phone: 07 3875 9000 Fax: 07 3875 9001 W: www.wainless.com.au
Thiess Services	Contaminated waste disposal and remediation	Swanbank Landfill Site, Ipswich, Qld	Phone: 07 3288 7344 Fax: 07 3288 6795 E: info@thiess-services.com.au W: www.theiess-services.com.au
JJ Richards and Sons	Contaminated waste disposal and remediation	Disposal and Soil Treatment Facility Willowbank, Qld	Phone: 07 3488 9600 Fax: 07 3488 9699 E: enquires@jjrichards.com.au W: www.jjrichards.com.au
SITA Environmental Solutions	Liquid waste removal	28 Weyba Street Lower Nudgee Qld 4014	Phone: 07 3212 8000 Fax: 07 3267 8264 W: www.sita.com.au
Austrans Haulage	Liquid waste removal	980 Lytton Road Murarrie Qld 4174	Phone: 07 3890 7210 Fax: 07 3390 6110 W: www.austranshaulage.com.au
Zappaway	Liquid waste removal	10 Platinum St, Crestmead Qld 4132	Phone: 07 3489 5600

Appendix I – Equipment list

A kit of first strike oil spill response equipment is located at Port of Brisbane Corporation operations base, Howard Smith Drive, Whyte Island. This should be adequate for most small spills within the port.

If more equipment is required it can be obtained from the Tier 2 stockpile at Maritime Safety Queensland's marine operations base, MacArthur Avenue East, Pinkenba or from the National Plan stockpile at Hemmant. A procedure for release of National Plan equipment from the stockpile from Hemmant and other areas around Australia need to be completed to access the National Plan stockpile.

Appendix J – Captain Bishop Bridge, boom configurations



CAPTAIN BISHOP BRIDGE
PORT OF BRISBANE UBD - 143 E1