

Port of Cape Flattery

First-Strike Oil Spill Response Plan

A supplement to the Queensland Coastal Contingency Action Plan

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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@msg.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 deals with first-strike response to oil spills from ships and other marine sources within the Port limits of Cape Flattery, Queensland. See Appendix A for details of port area.

3. Objective

The aim of this plan is to describe the operational arrangements of the Oil Pollution First Strike Response Deed for the port of Cape Flattery. 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 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 Cape Flattery.

4. Roles and Responsibilities

The roles and responsibilities for first strike response to oil spills within the port limits of Cape Flattery 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.
- The operator of the port of Cape Flattery, Far North Queensland Ports Corporation Limited (Ports North) is responsible for ensuring that an adequate first-strike oil spill response capability is maintained within the Port limits.
- 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.
- The foreshores within the Port of Cape Flattery are part of a mining lease. Cape Flattery Silica Mines Pty Ltd is responsible for shoreline cleanup within the port.
- DEHP is responsible for cleanup of oiled shorelines in 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 *National Plan for Maritime Environmental Emergencies*.

5. Delegations

Maritime Safety Queensland authorises and directs the Ports North and Cape Flattery Silica Mines Pty Ltd to initiate and carry out first-strike response operations within the Port of Cape Flattery 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 Cape Flattery.

The Port of Cape Flattery is situated approximately 200 kilometres north of Cairns on the east coast of Cape York Peninsula. It is used for the export of silica sand from the Cape Flattery mine. The port terminal is operated by Cape Flattery Silica Mines Pty Ltd (CFSM).

The main risk factors for the port are:

- Fuel brought into the port by barge
- Fuel oil bunkers carried by ships visiting the port
- Environmental sensitivity of the area

Cape Flattery is part of the traditional area of the Guugu Yimithirr Aboriginal people. They continue to use the area for hunting and fishing and as such it still contains significant historical and cultural values for them.

Approximately 1100 ha of seagrass have been mapped in the port area, between Cape Flattery and Lookout Point, although more extensive areas of seagrass occur further north. None of the meadows extended deeper than 7.5 m below Mean Sea Level. Dugongs utilise these seagrass beds for feeding, while the area is also important for juvenile fish and crustaceans as nurseries and breeding grounds. Five species of turtle have been recorded in the port area.

The port also is within the Great Barrier Reef World Heritage Area, and part of the port falls within the Great Barrier Reef Marine Park.

A map of marine resources in the port is provided in Appendix B.

7. Possible Spill Scenarios

The following types of oil spills could occur within the port:

- 300 tonnes of heavy fuel oil and other oil products from ships involved in serious striking or grounding incidents within the port
- 1000 litres of diesel fuel from barges servicing the port
- small spills of diesel fuel resulting from small craft bunkering operations.

8. Response Options

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

Area	Monitor	Contain Recover	Protect Resources	Shoreline Cleanup	Apply Dispersant
Cape Flattery Berth	Yes	If viable	If viable	No	No *
Beaches south to Cape Flattery wharf	Yes	If viable	If viable	If viable	No *
Beaches and creeks to the north of Cape Flattery Wharf	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 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 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 that are 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:

- Cape Flattery Silica Mines office, Cape Flattery
- Maritime Safety Queensland marine operations base, Tingira street Cairns

10. Response and Handover Arrangements

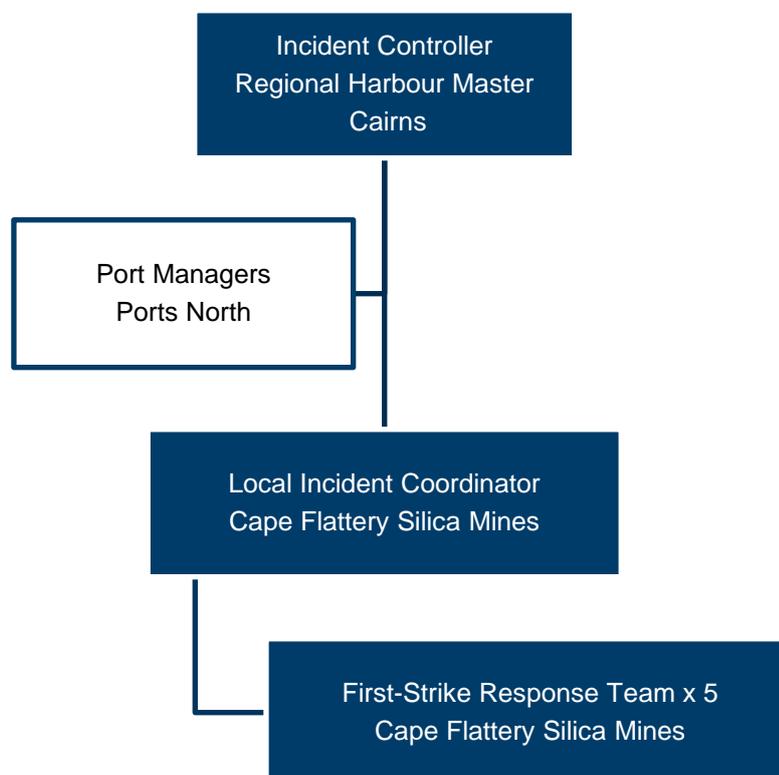
Ports North does not have any staff based in the port and initial response will be solely by CFMS staff. Early first-strike response action should include an assessment of the time and resources required to effectively manage each incident. Where a response is likely to be prolonged or exceed the port's first-strike response capacity, Ports North should request assistance from Maritime Safety Queensland. When determining the need for assistance or hand-over of the response to Maritime Safety Queensland, Ports North and CFMS 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

Response equipment is located at the Cape Flattery Silica Mine's workshop at Cape Flattery.

Equipment Type	Quantity
General Purpose Boom (Structure-Flex)	300m
Land Sea Boom Kit (boom, pump and blower)	100m
Weir Skimmer Kit (Foilex weir skimmer and spate pump)	1
Flexi-Dam recovered oil container	2
Anchor Kit	1
Sorbent Boom	120m
Sorbent Pads	500
Sorbent Mops	150

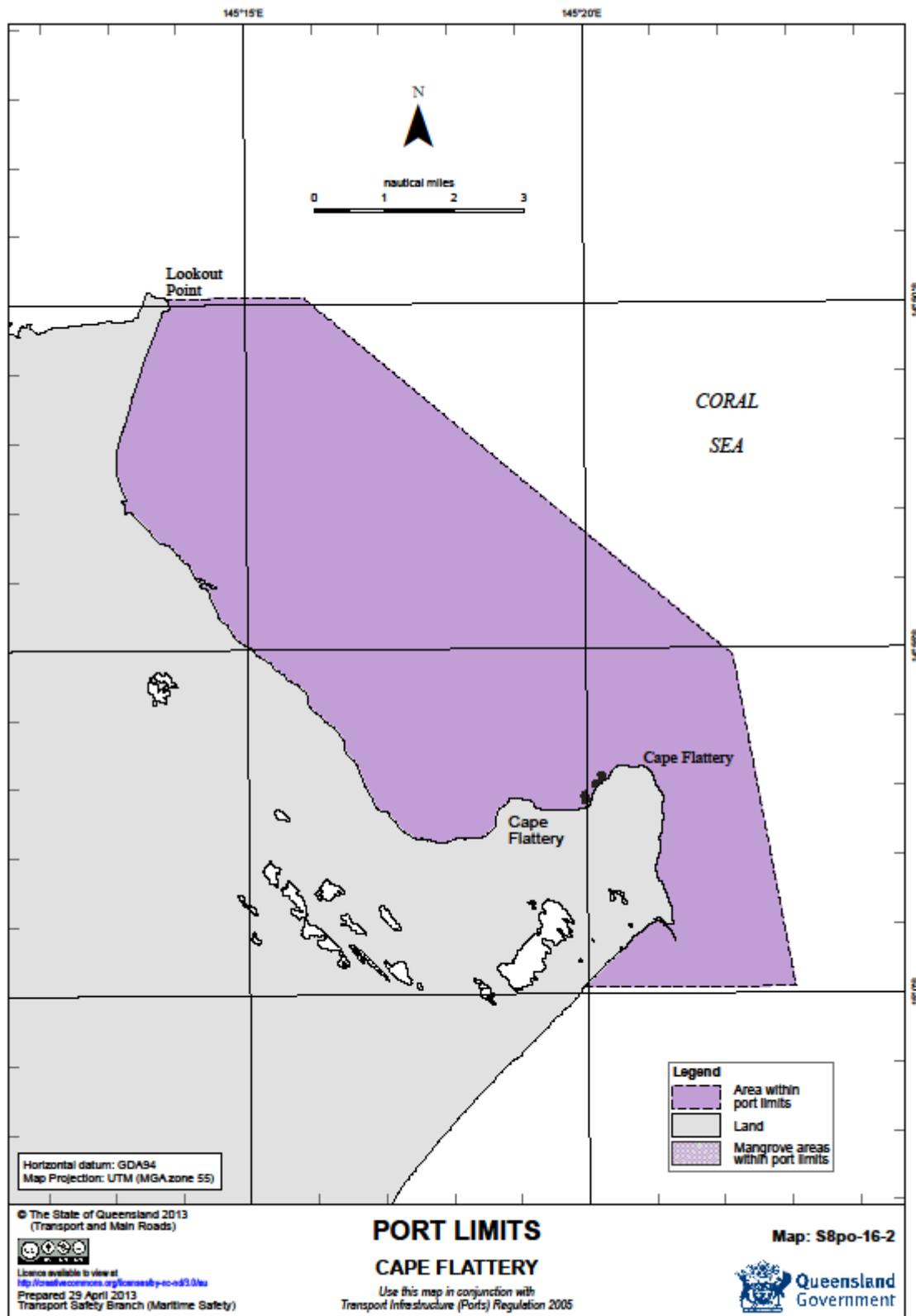
12. Response Team Structure



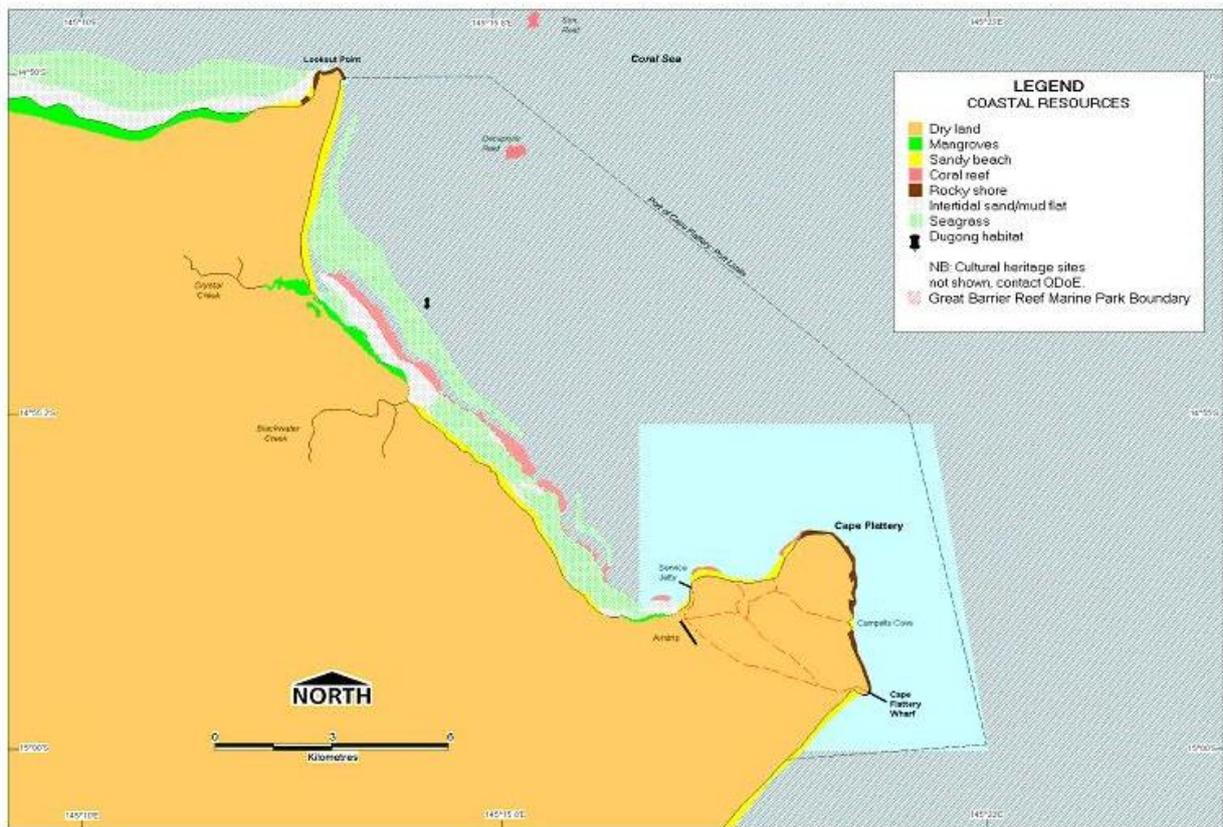
13. Contact List

Role	Position	Phone	Mobile
Cairns Port Control	Duty VTS Officer Maritime Safety Queensland	4052 7470	24 hours
Maritime Safety Queensland Incident Controller	Regional Harbour Master Maritime Safety Queensland Cairns	4052 7494	0459 812 653
Planning & Operations Officer	Area Manager Maritime Safety Queensland Cairns	4052 7424	0419 553 317
Finance & Administration Officer	Manager Corporate Support, Maritime Safety Queensland Cairns	4052 7452	0400 205 330
Local Incident Coordinator/ Marine Team Leader	CFSM Site General Manager OH&S Manager	4043 1111 4043 1177	0417 000 995
Environment and Science Coordinator DEHP	Environmental Protection Agency	1300 130 372 24 hours	1300 130 372 24 hours
Environment and Science Coordinator GBRMPA	GBRMPA	4750 0700	3830 4919 quote "oil spill"
Shoreline Cleanup Coordinator	CFSM P/L OH&S Manager	4043 1177	

Appendix A – Map of Cape Flattery Port Limits



Appendix B – Map of Cape Flattery Resources



Source: Ports Corporation of Qld Port EMP