

Port of Karumba

First-Strike Oil Spill Response Plan

A supplement to the Queensland Coastal Contingency Action Plan

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Document control options

Prepared by	Maritime Services Branch
Title	Port of Karumba - First-Strike Oil Spill Response Plan
Division	Maritime Safety Queensland
Location	Floor 2, 61 Mary Street, Brisbane QLD 4000
Version No	6
Revision Date	May 2017
Status	Final
File Number	225/00457

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

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 Karumba, 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 between Maritime Safety Queensland and the Far North Queensland Ports Corporation (Ports North) dated 26 September 2003. 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 Karumba.

4. Roles and Responsibilities

The roles and responsibilities for first strike response to oil spills within the port limits of Karumba 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 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 of Karumba.
- 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.
- Carpentaria Shire Council is responsible for shoreline clean-up of oiled beaches within the shire.
- Maritime Safety Queensland is the Combat Agency for land-sourced oil spills 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 Australia's *National Plan for Maritime Environmental Emergencies*.

5. Delegations

Maritime Safety Queensland authorises and directs the Ports North 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. While the study indicates that the likelihood of a significant oil spill within the port of Karumba is low, some level of risk does exist and a first-strike response capability is required.

The seaward approach to the port is via a 60 metre wide dredged channel into the Norman River. The port serves a seasonal fishing industry. Zinc and lead concentrates are exported from the port by a self load/self discharge 110 metre transfer vessel to vessels anchored at an offshore roadstead outside of coastal waters.

The Port of Karumba has a tropical climate and is situated in the south-eastern corner of the Gulf of Carpentaria. The estuarine river system is flanked by extensive mangrove stands, drying mud flats and seagrass beds. Broad intertidal sand flats extend for distances of 3-10 km from the beach line to shallow sub-tidal areas on both sides of the mouth of the Norman River. The habitats within the area are rated high to medium sensitivity and support nursery/feeding grounds for many species such as prawns, mud crabs, dugong and turtle.

Seagrass beds occur around the mouth of the Norman River and on the northern and southern banks of the shipping channel. The main seagrass area in the port area is Alligator and Elbow banks, which are just outside the mouth of the Norman River. Dugongs have been observed in local seagrass beds.

Sea turtles including Green, Loggerhead, Flatback, Hawksbill and Olive Ridley turtles have been recorded from the southern Gulf of Carpentaria and are expected to inhabit coastal waters around Karumba.

Commercial, Aboriginal subsistence and recreational fisheries are conducted in the waters of the south-east Gulf of Carpentaria and in the Norman and Bynoe rivers. Commercial fisheries include prawn trawling, coastal net and line fishing and crab pot fisheries. The recreational fishery is of high commercial importance to the local community with around twenty-five thousand visitors, whose primary purpose is fishing. Aboriginal fishing activities are usually conducted closer to the communities to the north and to the west of Karumba as well as further upstream near Normanton.

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. However spills are possible of up to:

- 200 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
- 10 000 litres of diesel fuel or bilge oil from commercial or recreational vessels.
- Large spills of fuel oil and other oil products from road tankers or other land based sources could also occur.

8. Response Options

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

Area	Monitor	Contain Recover	Protect Resources	Shoreline Cleanup	Apply Dispersant
Approaches to Norman River & Karumba township	Yes	If viable	N/a	N/a	No *
Coastline to the north and south of the entrance channel	Yes	If viable	If viable	If viable	No *
Entrance Channel	Yes	No	No	No	No *
Berth and Swing Basin	Yes	If viable	If viable	If viable	No *
Norman River upstream to Normanton	Yes	If viable	If viable	If viable	No *

Note

Dispersants should not normally be used within the port. However dispersants may be used 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 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 AMSA and Maritime Safety Queensland, in consultation with DEHP, may authorise the use of dispersants within the port.

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:

- Maritime Safety Queensland's Operations Base, Karumba
- Maritime Safety Queensland Marine Operations Base, Tingira Street, Cairns.

10. Response and Handover Arrangements

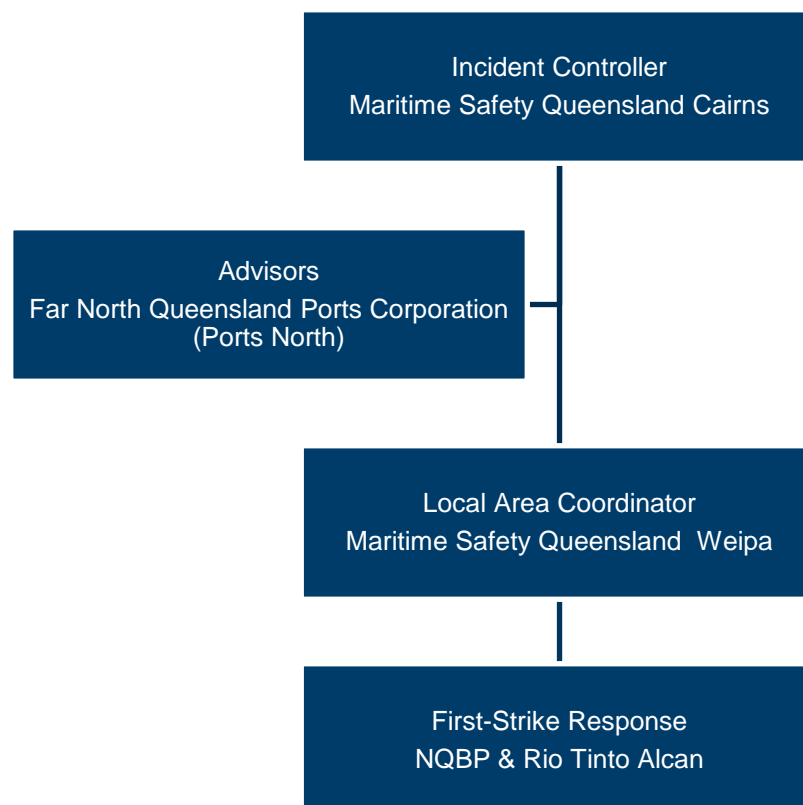
Early first-strike response action should include an assessment of the time and resources required to effectively manage each incident. Where a response is likely to be prolonged or exceed the port's first-strike response capacity, Ports North should request assistance from Maritime Safety Queensland. When determining the need for assistance and hand-over of the response, Ports North 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 oil spill response equipment is located at the Ports Corporation Queensland work shed at 130 Yappar St in Karumba.

Equipment Type	Quantity
General Purpose Boom (GP Structureflex boom)	255m
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	240 m
Sorbent Pads	1,000
Sorbent Mops	300

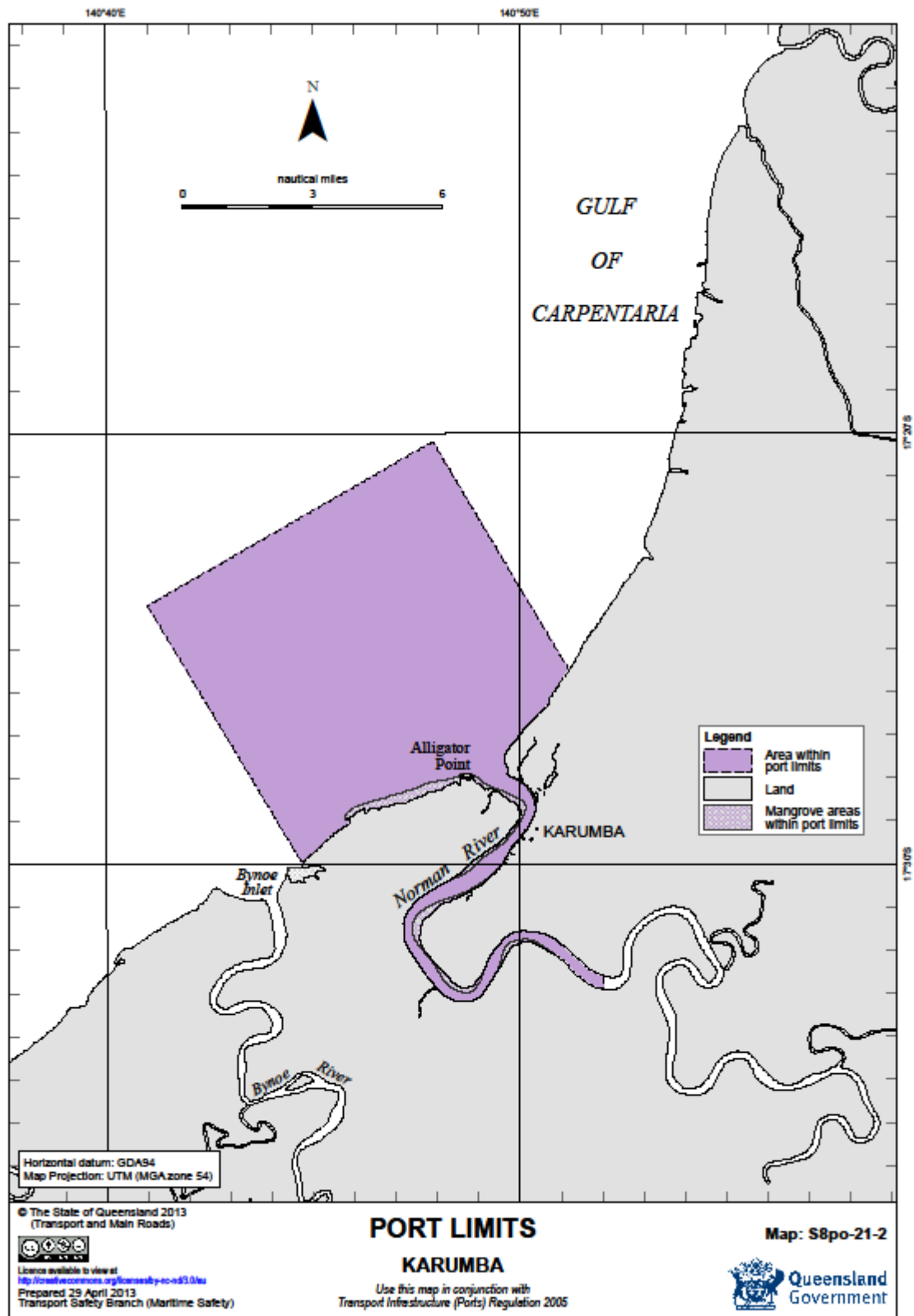
12. Response Team Structure



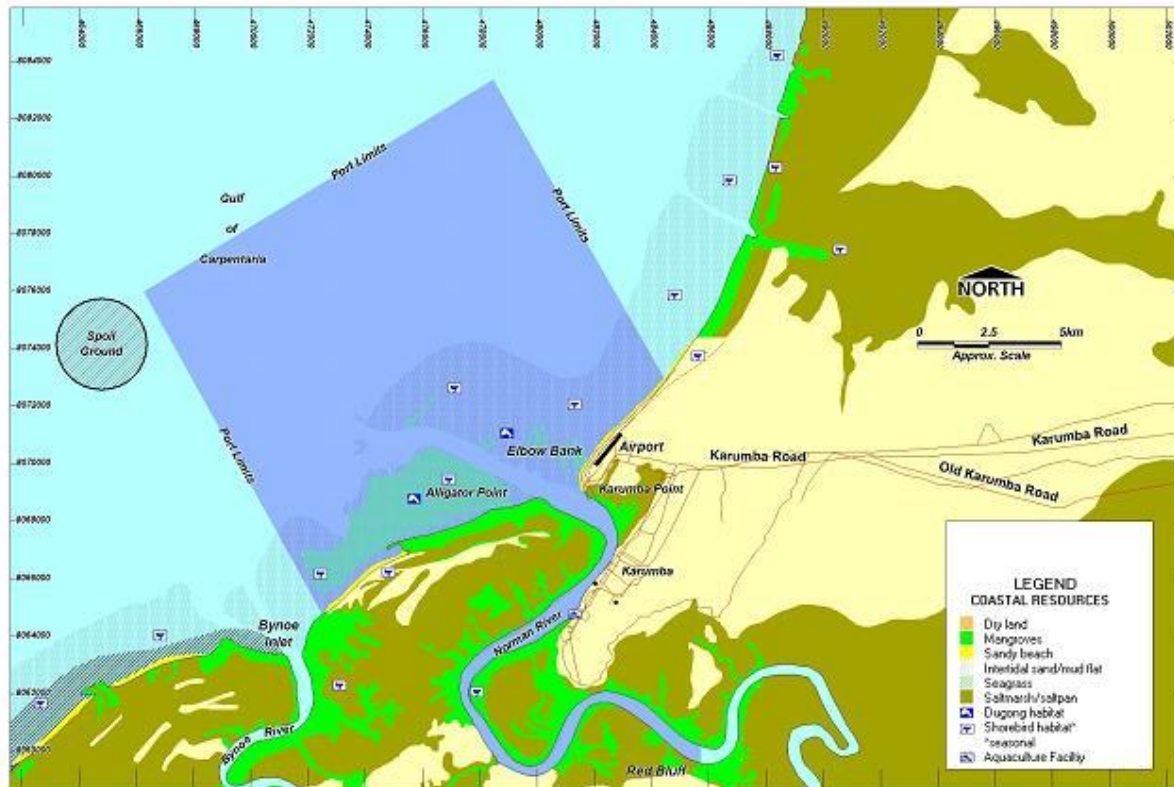
13. Contact List

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 Officer Maritime Safety Queensland Karumba	4745 9281	0447 824 486
Environment and Science Coordinator	DEHP	1300 130 372	24 hours
Shoreline Cleanup Coordinator	Carpentaria Shire Council, Director Engineering	4745 2200	0429 139 836

Appendix A – Map of Karumba Port Limits



Appendix B- Port of Karumba Marine Resources



Map courtesy of Ports Corporation of Queensland