

Port of Maryborough

First-strike Oil Spill Response Plan

A supplement to the Queensland Coastal Contingency Action Plan

Document control sheet

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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 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 sources within the Port limits of Maryborough, Queensland. See Appendix A for details of port area.

3 Objective

The aim of this plan is to aid effective and efficient first-strike response to oil spills within the port by identifying key threats and providing information on available resources and response options. It should be read in conjunction with the Queensland Coastal Contingency Action Plan (QCCAP) and Maritime Safety Queensland's Standard Operating Procedures for oil spill response.

The plan is not a stand alone document and should be read in conjunction with the Oil Pollution First Strike Response Deed for the port of Maryborough and Maritime Safety Queensland's Standard Operating Procedures for oil spill response.

4 Roles and responsibilities

The roles and responsibilities for first strike response to oil spills within the port limits of Maryborough 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 (NQBP) is responsible for ensuring that an adequate first-strike oil spill response capability is maintained within the Port limits of Maryborough.
- 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.
- 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 to Combat Pollution of the Sea by Oil and other Noxious and Hazardous Substances.

5 Delegations

Ports North along with both Fraser Coast Regional Council and Gympie Regional may initiate and carry out first-strike response operations within the port limits, in accordance with Section 8 of this contingency plan, without further direction from Maritime Safety Queensland.

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 Maryborough is very low some level of risk does exist and a first-strike response capability is required.

The port of Maryborough covers an extensive area from Inskip Point, north to Woodgate beach and east to Fraser Island. The port area, which includes Tin Can Bay, the Great Sandy Strait, the Mary River, the Burrum River and Hervey Bay, contains a number of diverse environments that are highly sensitive to the effects of marine pollution.

There are large areas of mangroves, intertidal flats and seagrass beds within the port. Port waters also support a healthy dugong population and play host to migrating Humpback whales during their annual migration. A number of internationally significant bird nesting and RAMSAR sites may be found within the Great Sandy Strait, Tin Can Bay and Tin Can Inlet.

While the risk of a significant oil spill in the port is low, a number of activities that regularly occur within the port do present a credible hazard. These activities include:

- Barge operations between:
 - Inskip Point and Fraser Island
 - River Heads and Kingfisher Bay Resort
 - River Heads and Wangoolba Creek (Fraser Island)
 - Urangan Boat Harbour and Moon Point (Fraser Island)

- Barge refuelling at:
 - Bullock Point near Inskip Point
 - River Heads at the mouth of the Mary River
 - Urangan Boat Harbour

- Commercial and recreational boating activity and marina operations at:
 - Snapper Creek, Tin Can Bay
 - Mary River, Maryborough
 - Urangan Boat Harbour
 - Commercial vessel refuelling at Urangan and Snapper Creek Boat Harbours

7 Possible Spill Scenarios

The types of incidents most likely to occur within the port are small spills (less than 50 litres) of petrol, diesel fuel or bilge oil from commercial, fishing and recreational ships operating or anchored within the port.

Much larger spills of heavy fuel oil from trading ships operating in or adjacent to the port could also occur but are far less likely.

8 Response Options

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

Area	Monitor	Contain & Recover	Protect Resources	Shoreline Cleanup	Apply Dispersant
Inskip Point	Yes	No **	No **	If viable	No *
Bullock Point	Yes	If viable	If viable	No **	No *
Snapper Creek	Yes	If viable	If viable	If viable	No *
River Heads	Yes	If viable	If viable	No **	No *
Mary River Marina	Yes	If viable	If viable	No **	No *
Urangan	Yes	If viable	If viable	If viable	No *
Hervey Bay	Yes	If viable	If viable	If viable	No *

Note: Dispersants should not normally be used within the port because:

- the types of oil likely to be spilled will disperse naturally, and
- dispersed oil could aggravate damage to seagrass and coral.

However, dispersant use could be considered in certain circumstances for example, to reduce the threat of fire and explosion following a significant fuel spill. Before using dispersants, the Incident Controller should consult with DEHP's Environment and Scientific Coordinator. Any decision to use dispersants should be consensual and in accordance with Maritime Safety Queensland's Dispersant Use Policy. High currents and/or the type of foreshore rule out effective response operations. The preferred response option in these areas is to allow natural flushing.

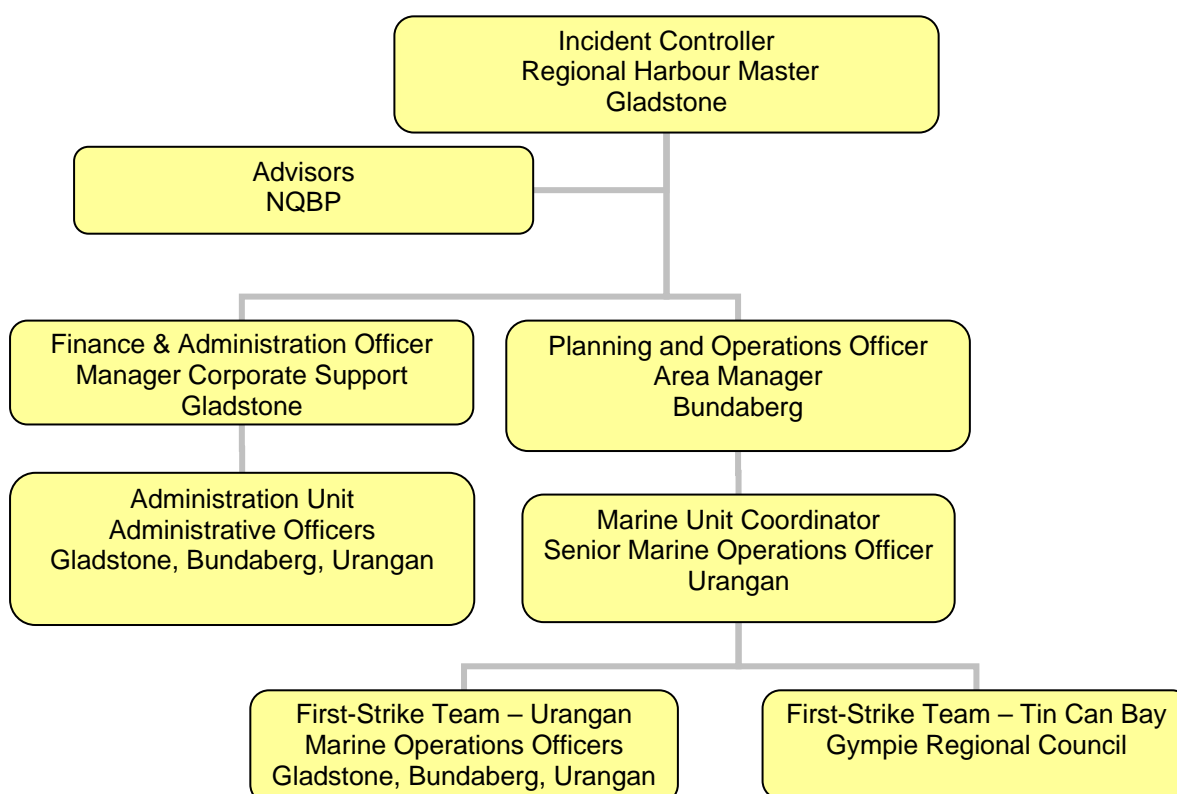
9 Callout and Response

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.

10 Incident Control Centre

The Incident Controller may establish an Incident Control Centre at Maritime Safety Queensland's Offices, 136 Goondoon Street, Gladstone. If required an Advanced Operations Centre will be established at Maritime Safety Queensland's Marine Operations Base, Buccaneer Avenue at Urangan. In most cases incidents that occur at Tin Can Bay or other areas within the port will be controlled locally from a vehicle or boat with information relayed to the Forward Operations Base at Urangan or the ICC at Gladstone.

11 Response Team Structure



12 First-Strike Equipment

First-strike response equipment is located at Maritime Safety Queensland's marine operations base at Urangan. An additional stockpile of oil sorbents is located in a converted shipping container at Norman Point, Tin Can Bay. Backup equipment is available regionally from Brisbane, Bundaberg and Gladstone.

Equipment	Urangan	Tin Can Bay
GP Boom (Maxi-max)	200 metres	Available x Urangan
Skimmer (Pacific Weir)	1	Available x Urangan
Container (10m ³ Porta Tank)	1	Available x Urangan
Anchor Kit	1	Available x Urangan
Sorbent Boom	120 metres	120 metres
Sorbent Pads	500 pads	500 pads
Sorbent Mops	150 mops	150 mops

13 Contact List

Role	Position	Phone	Mobile
Incident Controller	Regional Harbour Master, Gladstone	4971 5200	0407 878 852
Finance & Administration Officer	Manager Corporate Support, Gladstone	4971 5276	0409 340 365
Marine Unit Coordinator	Senior Marine Operations Officer, Urangan	4194 9600	0417 074 252
Team Leader, Urangan & Tin Can Bay	Boat Harbour Controller, Urangan	4128 9600	0418 747 029
Environment and Science Coordinator for spills that are unlikely to impact the GBRMP	DEHP	4121 1889	1300 130 372 Extension 2 24 hours
Environment and Science Coordinator for spills that are likely to impact the GBRMP	GBRMPA	4750 0700	3830 4919 quote "oil spill"
Shoreline Cleanup	Fraser Coast Regional Council (Community Safety Manager)	4125 9742 or 0419 028 218	1800 881 400 24 hours
Shoreline Cleanup	Gympie Regional Council (Compliance & Local Disaster Coordinator)	5481 0611	1300 307 800 24 hours

Appendix A – Map of Maryborough Port Limits

