

# 11. Emergency Management

The aim of this section is to provide guidance to the port community about initial response procedures to dangerous incidents, emergencies, terrorist acts and disasters.

## 11.1 Authorities

MSQ's emergency procedures are prepared under the provisions of the [Transport Operations \(Marine Safety\) Act 1994](#) and the [Transport Operations \(Marine Pollution\) Act 1995](#).

## 11.2 Roles and responsibilities

The roles and responsibilities of the combating/lead response agency authorities for all threats are as follows:

Threat	Lead response agency	Support agency
<b>Port security</b> Level 1 – low Level 2 – medium Level 3 – high	Normal port operations PBPL Port security	MSQ QPS QAS QFES
<b>Marine incident</b> (see also search and rescue)	MSQ	AMSA PBPL QPS QAS QFES
<b>Fire</b>	Queensland Fire and Emergency Service (QFES)	MSQ PBPL QAS QPS
<b>Explosion</b>	QFES	MSQ PBPL QAS QPS
<b>Chemical/hazardous substance incident</b>	QFES (Haz/Mat unit)	MSQ PBPL QAS QPS
<b>Oil pollution</b>	MSQ	Refer to QCCAP arrangements on MSQ website
<b>Search and rescue</b>	QPS – Queensland Water Police	MSQ JRCC(Canberra) QAS

Table 19 – Emergency – Roles and Responsibilities

## 11.3 Emergency Contact Numbers

Organisation	Telephone
Police	000
Water Police (Whyte Island)	+61 7 3895 0333
Ambulance	000
Fire	000
VTS	+61 7 3623 3900 (24 hrs) <b>VHF 16, 12</b> , (secondary 14, 13, 10, 9, 8, 6, 67, 63 and 73)
Security – Port of Brisbane	+67 3258 4601 / + 61 410 506279
Regional Harbour Master	+61 7 3632 7500
Department of Agriculture - Biosecurity (Canberra)	1800 020504
Department of Agriculture - Biosecurity (Brisbane)	+61 7 3268 8273
Australian Border Force (Brisbane)	+61 7 3835 3444
Volunteer Marine Rescue Mooloolaba (VMR 406)	+61 7 5444 3222
Marine Radio Moreton Bay	+61 7 3396 2778
Volunteer Marine Rescue Seaway Tower (VMR 414)	+61 7 5591 2948
Hospital (Brisbane General)	+61 7 3636 8111
Brisbane City Council	+61 7 3403 8888

Table 20 – Emergency Contact Numbers

## 11.4 Actions in the event of an emergency

### 11.4.1 Port community responsibilities

As a responsible member of the maritime community, any person witnessing an incident which was/or is capable of becoming an emergency is obliged to report the matter to VTS and/or the emergency response agencies of Police, Fire or Ambulance.

### 11.4.2 VTS Centre responsibilities

VTS is operated on a 24 hour, seven days a week basis. In the event of being notified of an emergency, VTS will act as an initial notification and communications facility that will activate the appropriate response agencies.

## 11.5 Marine pollution

The [\*Transport Operations \(Marine Pollution\) Act 1995 \(TOMPA\)\*](#) is designed to protect Queensland's marine and coastal environment by minimising deliberate and negligent discharges of ship sourced pollution. Discharges of oil, noxious liquid substances,

packaged harmful substances and sewage and garbage (MARPOL Annexes I, II, III, IV and V) from ships are prohibited in Queensland coastal waters and pilotage areas.

Maritime Safety Queensland has the authority to detain any vessel suspected of causing marine pollution and to intervene where there is imminent danger to the coastline.

Ships should dispose of all waste ashore using waste reception facilities. The service is available in Brisbane for the collection of tank washing slops, oily bilge water, and oily mixtures containing chemicals, oil sludge, garbage and sewage. The service is provided by [Transpacific Industries Group Ltd.](http://www.transpacific.com.au)

Phone: +61 7 3489 4100

Email: [enquiries@transpac.com.au](mailto:enquiries@transpac.com.au)

Web: [www.transpacific.com.au](http://www.transpacific.com.au)

## 11.5.1 Reporting

Section 67 of the [Transport Operations \(Marine Pollution\) Act 1995 \(TOMPA\)](#) requires the master of a ship to report a discharge or probable discharge without delay to the Harbour Master.

The Regional Harbour Master (Brisbane) can be contacted via VTS at any time on VHF channels 16 and 12 or phone: 3623 3900.

The following details should be provided in a report of marine pollution:

- Date/time of incident;
- Location (latitude, longitude and physical site);
- Report source and contact number;
- Nature, extent and estimated quantity of spill;
- Type of oil or description;
- Spill source and point of discharge from source;
- Identity and position of nearby ships or name of alleged polluter;
- Nature and extent of spill and movement and speed of spill;
- Local weather/tide/sea conditions;
- Whether a sample of the substance spilled has been collected; and
- Any additional information that relates to the spill.

VTS will complete [Form F3968 – Marine Pollution Report](#) based on the above information and fax to the relevant authorities.

## 11.5.2 Environmental incident reporting

Incidents with potential to cause or which have caused ‘environmental harm’ as defined in the [Environmental Protection Act 1994](#) within the port including land and facilities under the control of port authority must be reported to the authority as soon as reasonably practicable. Failure to report an incident that impacts adversely on the environment is an offence.

Port users, owners, masters and organisations are reminded it is their responsibility to notify the Queensland Environmental Protection Agency and/or Brisbane City Council

where the incident is of the nature that requires notification under the [Environmental Protection Act 1994](#) and environmental protection policies.

## 11.6 Marine incidents

Under the [Transport Operations \(Marine Safety\) Act 1994 \(TOMSA\)](#), a marine incident is classified as an event causing or involving:

- The loss of a person from a ship;
- The death of, or grievous bodily harm to, a person caused by a ship's operations;
- The loss or presumed loss or abandonment of a ship;
- A collision with a ship;
- The stranding of a ship;
- Material damage to a ship;
- Material damage caused by a ship's operations;
- Danger to a person caused by a ship's operations;
- Danger of serious damage to a ship; and
- Danger of serious damage to a structure caused by a ship's operations.

### 11.6.1 Marine incident reporting

A marine incident must be reported to a shipping inspector within 48 hours of the incident unless there is a reasonable excuse. Shipping inspectors include marine officers (located at Maritime Safety Queensland marine operations bases), officers of Queensland Water Police and Queensland Boating and Fisheries Patrol. If you are unable to access one of these offices, contact a shipping inspector by phone, they will advise you what to do next.

The report must be made on the approved [Form 3071 - Marine Incident Report](#) for all Queensland Registered vessels. For all domestic commercial vessels and foreign trading vessels, the form [AMSA 592](#), available at AMSA website must be used.

Form 3071 is also available from Department of Transport and Main Roads customer service centres, Maritime Safety Queensland regional offices, Queensland Boating and Fisheries patrol and Water Police offices.

#### 11.6.1.1 Reports to other government agencies

For all domestic commercial vessels and foreign trading vessels, the AMSA [Form 18](#) and [Form 19](#), available at [AMSA website](#) must be used. Under the *Transport Accident Investigation Act 2003*, this extends to responsible persons with further details available on the [ATSB website](#).

#### 11.6.1.2 Assistance to vessels involved in a Marine Incident

Section 124 of the [Transport Operations \(Marine Safety\) Act 1994 \(TOMSA\)](#) requires ships masters to assist if a marine incident involves two or more ships. The master of each ship involved in the marine incident must, to the extent that he can do so without danger to his ship or persons on board his ship:

- Give the other ship involved in the incident, its master and persons onboard the ship the help necessary to save them from danger caused by the marine incident;

- Stay by the other ship until no further assistance is required; and
- Give the master of the other ship reasonable particulars adequate to identify the ship and its owner.

### 11.6.1.3 Reporting Navigation Hazards

Section 129 of the [Transport Operations \(Marine Safety\) Act 1994 \(TOMSA\)](#) requires the master of a ship to promptly report dangers to navigation including, an abandoned ship, a damaged aid to navigation, severe weather conditions and so on.

## 11.6.2 Procedures subsequent to serious marine incidents

In the case of a vessel grounding or if structural damage has occurred, the vessel is to be removed to a position of safety. Immediate advice from the Regional Harbour Master should be sought in this instance and the vessel surveyed by the appropriate authority (Australian Maritime Safety Authority or classification society) to ensure the seaworthiness of the vessel before it leaves port limits.

## 11.6.3 Environmental incident reporting

Incidents with potential to cause or which have caused 'environmental harm' as defined in the [Environmental Protection Act 1994](#) within the port including land and facilities under the control of port authority must be reported to the authority as soon as reasonably practicable. Failure to report an incident that impacts adversely on the environment is an offence.

Port users, owners, masters and organisations are reminded it is their responsibility to notify the Queensland Environmental Protection Agency and/or Brisbane City Council where the incident is of the nature that requires notification under the [Environmental Protection Act 1994](#) and environmental protection policies.

## 11.7 Extreme Weather Event

Port of Brisbane can experience extreme weather events at any time but with increased frequency during October to May. This can include severe thunderstorms, flooding, high winds, hazardous surf conditions and Tsunami. These conditions can develop at short notice and all members of the port community should maintain a frequent review of the weather conditions relative to their operations, through the [Bureau of Meteorology](#).

Potential impacts from extreme weather can result in additional movement restrictions, reduced movements and evacuation or closure of the port.

Port evacuation will be considered on a case-by-case basis for each vessel taking account of the risk with the vessel, the risk associated with the departure manoeuvre and where the vessel will likely be relocated to.

In response to extreme weather, operational limitations will be developed to ensure safety of the port and re-establishment of critical supply chains.

VTS will forward weather impact advice that may potentially impact port operators via email to terminal operators and agents and via VHF channel 12. Noting vessels may not be actively monitoring VHF during cargo operations, it is requested that agents and terminals ensure their respective vessels are aware of the forecasted weather. Further information is available on the MSQ [website](#).

### **11.7.1 Mooring Considerations**

If vessels are unable to safely depart, it is recommended that early action is taken to increase mooring forces through additional lines, long lines on a bight, anchor walked to the seabed and other opportunities depending upon available vessel equipment and terminal infrastructure. Information related to restrictions will be communicated by the Regional Harbour Master, through VTS.

### **11.7.2 Extreme Weather Events Operational Limitations**

During weather events, there may be operational limits imposed at short notice to ensure safety across the port. These can be associated with manoeuvring limitations, such as additional tugs or berth direction. They may also be associated with environmental limits such as light conditions, current and additional UKC requirements. These will be advised through VTS and as the event transitions to the recovery phase be updated regular as the Port returns to normal operations.

### **11.7.3 Communications during Extreme Weather Events.**

For trading ships within Port of Brisbane, communication will be provided through VTS. This will include emails, SMS alerts and VHF broadcasts. All ships are to maintain a listening watch on VHF channel 12 during extreme weather events. Further information in regional [Extreme Weather Event plans](#) on the MSQ website.

### **11.7.4 Port Evacuation**

In the event of extreme weather, in particular riverine flooding, there may be the requirement to evacuate trading vessels over 50m LOA. Contingency planning guidelines are available at [15.10.5 Port Evacuation Guidelines](#).