

12. Emergency, pollution, marine incidents

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

12.1 Emergency contact numbers

12.1.1 General

North Queensland Bulk Ports Corporation

Phone: 07 4069 7749

Mobile: 0428 180243

Fax: 07 4069 7518

NQBPC emergency contact number

Phone: 07 3224 7426 (24/7)

Rio Tinto Marine Operations

Phone: 07 4069 8336

Email: weipamarineoperations@riotinto.com

NQBPC port supervisor

Phone: 07 4069 7749

Mobile: 0428 885 022

First strike response team

Phone: 07 4069 8444

12.1.2 Regional Harbour Master/pilot

Regional Harbour Master (Cairns)

Phone: 07 4052 7400

Fax: 07 4052 7451

Manager VTM centre (Cairns)

Phone: 07 4052 7474

Fax: 07 4052 7460

Weipa rostered shipping pilot

Phone: 07 4069 7825

Fax: 07 4069 7860

Weipa pilot (alternate)

Phone: 07 4069 7930

Weipa VTS

Phone: 07 4033 3670

Fax: 07 4052 7460

Manager Pilotage Services (Cairns)

Phone: 07 4040 6365

12.1.3 Government services

Dept Agriculture – Weipa

Phone: 07 4069 7380

Mobile: 0427 747 659

Fax: 07 4069 7390

Dept Agriculture– Cairns

Phone: 07 4030 7800

Fax: 07 4035 9578

ABF– Customs

Phone: 07 4069 7158 Landline diverts to on call mobile

Fax: 07 4069 7496

Bureau of Meteorology

Phone: 07 4069 7059

Fax: 07 4069 7087

Department of Environment and Heritage Protection

Phone: 07 4069 7908

Fax: 07 4069 7739

12.1.4 Emergency Services

Port control – Weipa VTS

Phone: 07 4033 3670

Mobile: 07 4052 7460

Police

Phone: 000

Mobile: 112

Fire

Phone: 000

Mobile: 112

Ambulance

Phone: 000 or 13 12 33

Mobile: 112

Weipa Local Disaster Coordinator

Phone: 07 4030 9402

Mobile: 0427 699 733

Fax: 07 4052 7460

Hospital

Phone: 07 4090 6222

Volunteer Marine Rescue

Phone: 07 4069 7867

Fax: 07 4069 7535

12.1.5 Security

Port security officer

Phone: 07 3224 7729

Mobile: 0417 788 914

Deputy port security officer

Phone: 07 4069 7749

Mobile: 0417 788 914

Rio Tinto Marine Operations

Phone: 07 4069 8336

Email: weipamarineoperations@riotinto.com

Humbug Wharf facility security officer

Phone: 07 4069 7309

Mobile: 0427 771 384

Viva Energy (Evans Landing) security officer

Phone: 07 4722 4601

Mobile: 0419 891726

Viva Energy (supervisor)

Phone: 07 4069 9699

Mobile: 0417 767 417

12.1.6 Security

Tugs –Smit Lamnalco Weipa

Mobile: 0447506927

Lines launches

Mobile: 0427675830

12.2 Authorities

Maritime Safety Queensland's emergency procedures are prepared under the provisions of the [Transport Operations \(Marine Safety\) Act 1994](#) and the [Transport Operations \(Marine Pollution\) Act 1995](#). NQBPC has published an emergency response plan for the port of Weipa which details the required response to an emergency within the port. All emergencies should be reported to Weipa VTS on VHF channel 16, who will activate the emergency response plan and call the appropriate emergency response service.

Fire/Police/Ambulance: 000

12.3 Fire

Call the Queensland Fire and Emergency Service (QFES – phone 000) and notify Weipa VTS on VHF channel 16. QFES is the lead agency.. Response to a fire emergency will be supplied by Rio Tinto Fire and Rescue Service. The Regional Harbour Master (Cairns), in consultation with the facility operator and the NQBPC, will make the decision if the vessel is to be removed from the berth for the safety of the port.

12.3.1 Emergency Plans

It is the responsibility of port users/customers and organisations carrying out an operation or activity within the port to develop and manage their own emergency plan and procedure in accordance with relevant legislation, standards and codes. Depending on the nature and size of the operation or activity the authority may request that a copy of this plan/procedure be provided for the authority's perusal. There may also be a requirement to link this plan/procedure with those used by the authority.

It is an offence to fail or to refuse to supply a copy of the emergency plan/procedure to the authority upon request.

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

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

12.4.1 Reporting

Section 67 of the [Transport Operations \(Marine Pollution\) Act 1995](#) requires the master of a ship to report a discharge or probable discharge without delay to the RHM. The Regional Harbour Master (Cairns) can be contacted via Weipa VTS (24 hours) on:

VHF radio: channel 16/12

Phone: 07 4033 3670

Email: vtscairns@msq.qld.gov.au

The marine unit coordinator for the NQBPC can be contacted on:

Phone: 1800 641 792 (24 hours)

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
- any additional information that relates to the spill.

The Maritime Safety Queensland regional office will complete [Marine Pollution Report \(F3968\)](#) based on the above information and email to the relevant authorities.

In addition to advising the RHM office in Cairns, any incidents relating to vessels loading from the Lorim Point Terminal are to be reported to Rio Tinto Marine Operations / Phone: +617 40698336 and email: weipamarineoperations@riotinto.com

12.5 Marine incidents

Under the [Transport Operations \(Marine Safety\) Act 1994](#), 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

- danger of serious damage to a structure caused by a ship's operations.

12.5.1 Procedures subsequent to serious marine incidents

In the case of a serious marine incident as defined in section 12.5 including a vessel grounding or if structural damage has occurred, the vessel is to be removed to a position of safety. The Regional Harbour Master (Cairns) through Weipa VTS is to be immediately advised and advice sought.

The vessel will be surveyed by the appropriate authority (AMSA or classification society) to ensure seaworthiness before it leaves port limits.

12.5.2 Marine Incident Reporting – Maritime Safety Queensland

A marine incident must be reported to a shipping inspector within 48 hours of the incident unless there is a reasonable excuse. Shipping inspectors are marine safety officers (located at Maritime Safety Queensland marine operations bases), and 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 reporting form used for recreational vessels is:

Maritime Safety Queensland - [Marine Incident Report \(F3071\)](#) Recreational Vessels

The form is available on line from Maritime Safety Queensland and AMSA websites or from Department of Transport and Main Roads customer service centres, Maritime Safety Queensland regional offices, Queensland Boating and Fisheries Patrol and Water Police offices. This form is used to report all incidents, no matter the type of ship involved.

The form may be completed with the assistance of a shipping inspector to ensure the information is accurate, unbiased and as reliable as possible. It is important that the form is filled in completely, with the incident described in as much detail as possible. The shipping inspector who receives the form will check to ensure it has been correctly completed.

If the initial report is not made in the approved form, the owner or master must make a further report to a shipping inspector in the approved form as soon as possible. The master would normally report a marine incident but the owner would report if the master, for some justifiable reason, was not able to make the report. Each marine incident reported will be investigated by a shipping inspector and the results of the investigation reported in the approved form.

Section 124 of the [Transport Operations \(Marine Safety\) Act 1994](#) 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.

- Give the master of the other ship reasonable particulars adequate to identify the ship and its owner.

Section 129 of the [Transport Operations \(Marine Safety\) Act 1994](#) 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.

12.5.3 Marine Incident Reporting – Australian Maritime Safety Authority

Under section 19 of the *Transport Safety Investigation Act 2003* any incident involving a ship in Australian waters including:

- breakage of gear or injury to any person during cargo work
- damage or defect to ship, machinery or equipment
- peril or a close quarters situation
- stranding or disappearance
- death, serious injury or a dangerous occurrence
- a birth.

must be reported to the Australian Maritime Safety Authority (AMSA)

- AMSA Incident form Domestic Commercial Vessels (DCV)
- AMSA form 18 (incident alert within 4 hours of the incident occurring)
- AMSA form 19 (detailed incident report must be submitted within 72 hours of the incident occurring)

Reports are to be submitted by fax +61 2 6230 6868 or 1800 622 153 or email Reports@amsa.gov.au.

Complete details of these requirements are available on the AMSA web site.

12.5.4 GBRMPA Incident Report Form

To report an incident where a breach of GBRMPA regulations is observed witnesses are asked to complete the [incident report form – GBRMPA](#). Urgent matters should be reported by phone to the appropriate number listed on the form.

12.5.5 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 the 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 Department of Environment and Heritage Protection and/or Cairns Regional Council where the incident is of the nature that requires notification under the *Environmental Protection Act 1994* and environmental protection policies.

12.6 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 the MSQ regional office (VTS) and/or the emergency response agencies of police, fire or ambulance.

AMSA requests pilots, stevedores, port authority officers and others to notify them of suspected deficiencies on ships.