

Port of Lucinda

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 Lucinda - First-Strike Oil Spill Response Plan
Division	Maritime Safety Queensland
Location	Floor 2, 61 Mary Street, Brisbane QLD 4000
Version No	7
Revision Date	September 2018
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 Lucinda Port Limits	6
	Appendix B – Map of Resources at Lucinda	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 Lucinda, Queensland. See Appendix A for details of port area.

3. Objective

The aim of this plan is to describe the operational arrangements for first-strike response to oil spills within the area by identifying available resources, and providing contact information for key oil spill response personnel.

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 Lucinda.

4. Roles and Responsibilities

The roles and responsibilities for first strike response to oil spills within the port limits of Lucinda are defined as follows:

- **Maritime Safety Queensland (MSQ)** 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.
- **Port of Townsville Limited (POTL)** is:
 - responsible for ensuring that an adequate first-strike oil spill response capability is maintained within the Port of Lucinda.
- **Department of Environment and Science (DES)** is:
 - the Statutory Agency for all land sourced oil spills. DES is also responsible for providing environmental and scientific advice to the Incident Controller for spills within the port.
 - is responsible for clean-up of oiled shorelines in National Parks
- **Great Barrier Reef Marine Park Authority (GBRMPA)** 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.

- **Hinchinbrook or Cardwell Shire Councils:**

- Local councils generally assume responsibility for clean-up of oil impacted shorelines outside of National Parks. Either the Hinchinbrook or Cardwell Shire Councils may be requested to undertake shore line clean-up operations following an oil spill within the port.

- Maritime Safety Queensland is the Combat Agency for land-sourced oil spills through a memorandum of understanding with DES.

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. Direction of Maritime Safety Queensland

Maritime Safety Queensland authorises and directs the Port of Townsville Limited and its agents, which includes staff of the Lucinda Bulk Sugar Terminal, 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. The study indicated that a first-strike response capability is required for adequate oil spill response at Lucinda.

The sugar export port of Lucinda is located approximately 100 km north of Townsville. Its loading facilities and berth are located approximately 5.8 km offshore at the end of jetty. The port limits extend between 8.5 km and 10 km offshore from the southern end of Hinchinbrook Island to a point approximately 2 km south of Gentle Annie Creek.

The port is located within the Great Barrier Reef World Heritage Area and the Great Barrier Reef Marine Park extends into a large part of the port's waters. Nearby Hinchinbrook Island is a National Park. The Lucinda region is an area of cultural importance to the Wargamay-Banijin and Nyawaygi peoples. Dense seagrass communities occur in the lower intertidal and shallow areas of the port region, including the nearby Hinchinbrook Channel. The closest seagrass meadow to the off-shore berth is located on part of the large sandbank near Lucinda Point. The channel and mangrove creeks on the mainland and Hinchinbrook Island support a number of marine animals/mammals that have been prescribed as either rare or vulnerable, including dolphins, dugong and turtles. Loggerhead turtles are relatively abundant in the port, with an inshore feeding ground located immediately to the south of the sugar-loading jetty. Green turtles utilise areas of low-density seagrass within the port area for feeding.

The types of oil spills most likely to occur within the port limits are small operational discharges of ships bilge and fuel oils. However, there is also a chance of larger spills of heavy fuel oil resulting from grounding or contact incidents.

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
- 10 tonnes of bunker fuel or bilge oil during ships internal transfer operations.

Spills of diesel fuel could also occur during refuelling operations near the inner wharf.

8. Response Options

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

Area	Monitor	Contain Recover	Protect Resources	Shoreline Cleanup	Apply Dispersant
Lucinda Berth	Yes	If viable	No	No	No *
Eastern Hinchinbrook Island	Yes	If viable	If viable	Yes	No*
Beaches south of Lucinda	Yes	If viable	If viable	Yes	No *
Hinchinbrook Channel	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.

Note

The banks of Hinchinbrook Channel and its tributaries are heavily forested with mangroves. The preferred response option in these areas is to allow natural flushing.

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:

- POTL Office, Lucinda
- Maritime Safety Queensland marine operations base, Ross Street, Townsville.

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

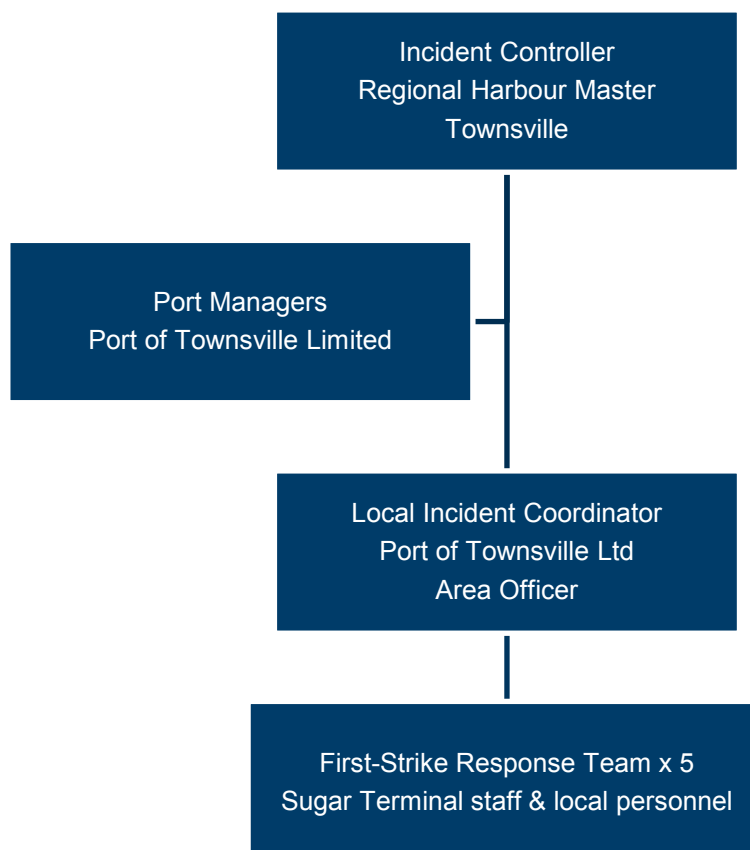
first-strike response capacity, POTL should request assistance from Maritime Safety Queensland. When determining the need for assistance or hand-over of the incident, POTL should consider the number and availability of local trained response personnel, their ability work safely without the need for excessive 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 in a container at the POTL (Lucinda Operations Base) with some GP boom also located on the ground floor of the building. The building is close to the barge ramp and inshore jetty.

Equipment Type	Quantity
General Purpose Boom (Structure-Flex)	300m
Land Sea Boom Kit (boom, pump and blower)	60m
Weir Skimmer Kit (Foilex weir skimmer, spate pump)	1
Flexi-Dam recovered oil container	2
Anchor Kit	1
Sorbent Boom	120m
Sorbent Pads	500
Sorbent Mops	150

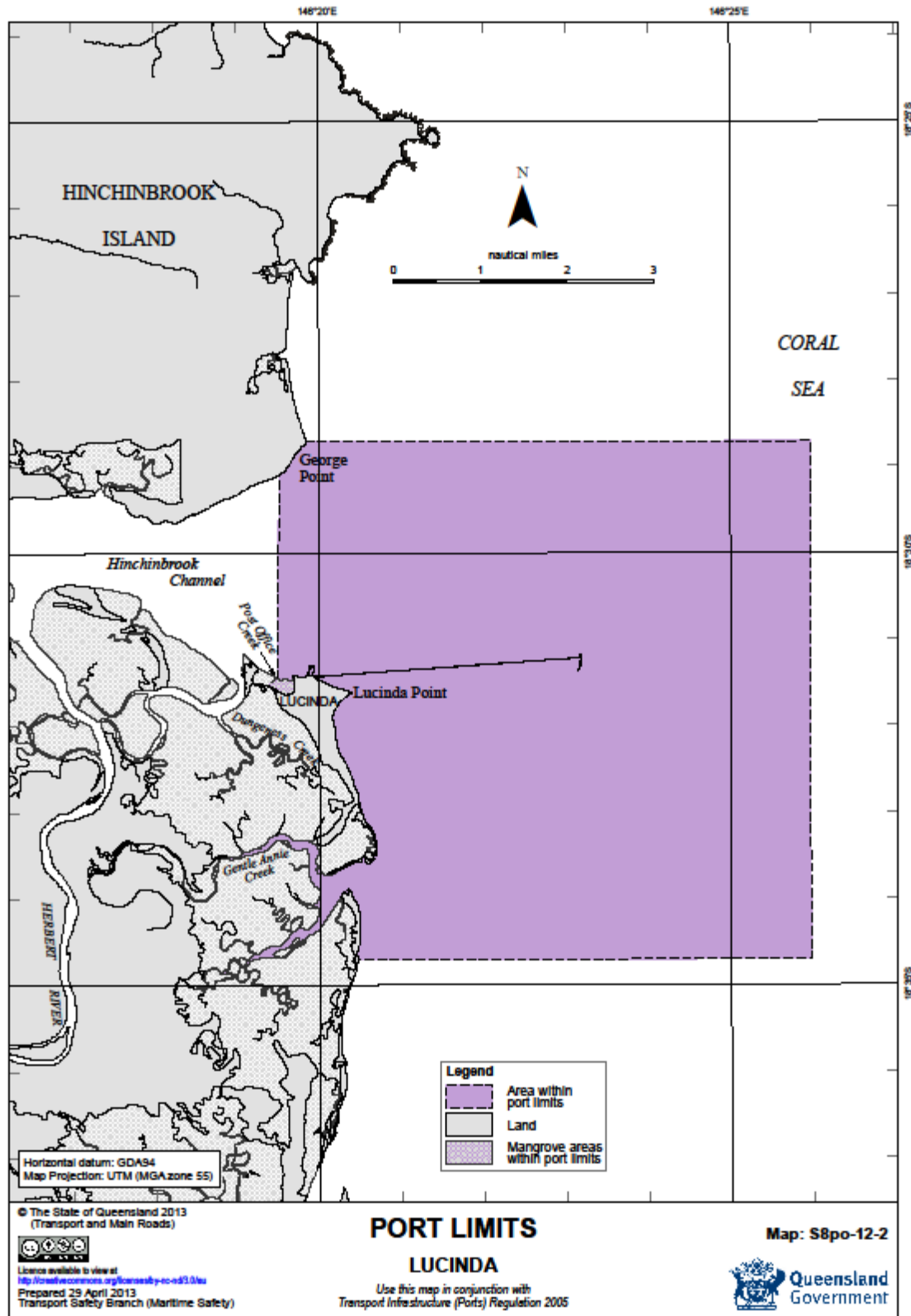
12. Response Team Structure



13. Contact List

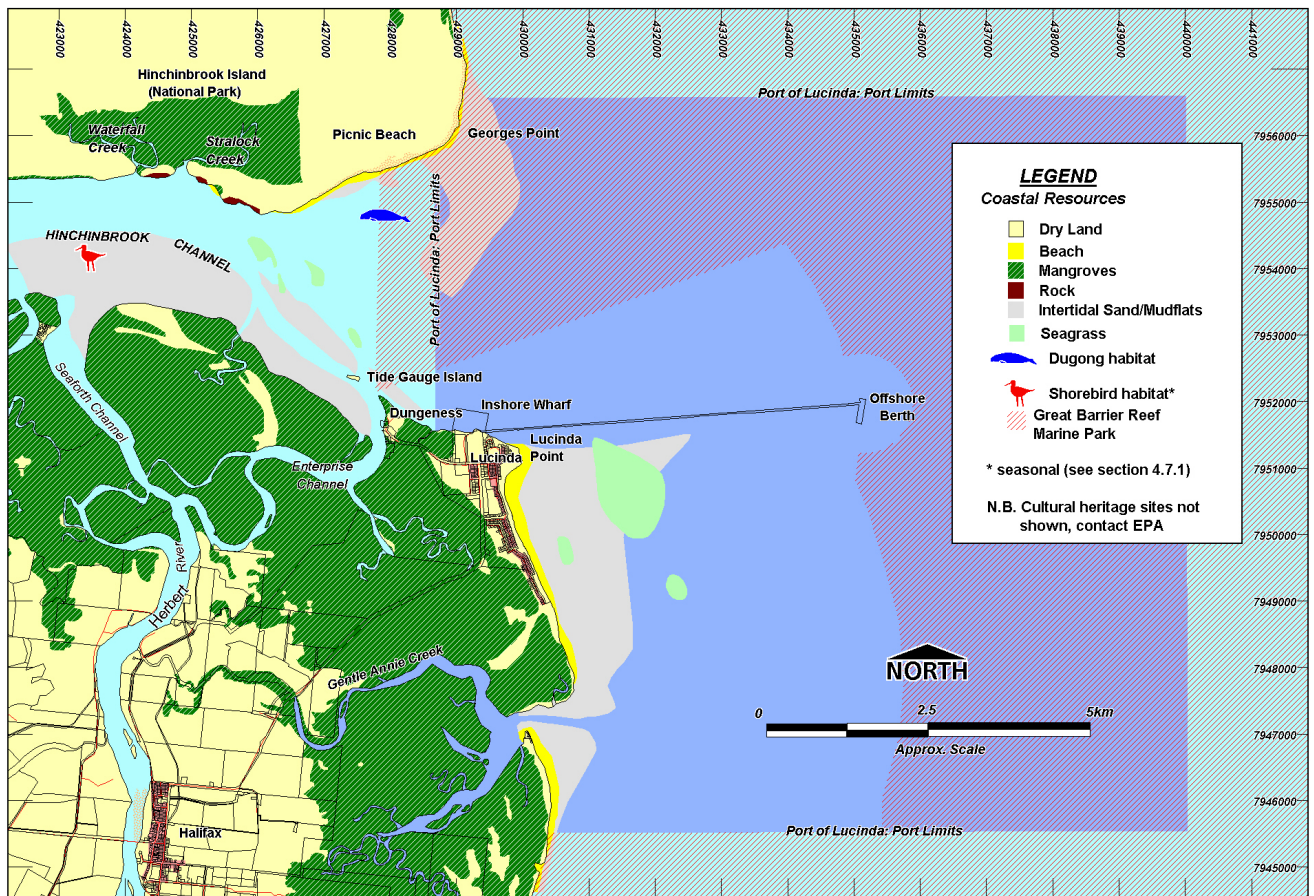
For contact details refer to Appendix 1 of the Queensland Coastal Contingency action Plan

Appendix A – Map of Lucinda Port Limits



Appendix B – Map of Resources at Lucinda

Map courtesy of Port of Townsville Limited



Lucinda