

Port of Cairns

First-Strike Oil Spill Response Plan

A supplement to the Queensland Coastal Contingency Action Plan

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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

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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 into waters within the port of Cairns, Queensland. See Appendix A for details of geographical area.

3. Objective

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

The 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

4. Roles and Responsibilities

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

- **Maritime Safety Queensland** is:
 - both Statutory and Combat Agency for all ship sourced oil spills that impact Queensland 's coastal waters
- **Ports North** is:
 - responsible for first strike response, and this contingency plan, to all oil spills within the port limits, but excluding Navy waters.

Department of Environment and Safety (DES) is:

- the Statutory Agency for all land sourced oil spills and is also responsible for assuming the role of Environment and Science Coordinator (ESC) for incidents where oil and chemical spills occur in the harbours and working areas of the port outside of the Great Barrier Reef Marine Park, and all coastal waters outside the Great Barrier Reef World Heritage Area.

This role will be exercised in full consultation and cooperation with the GBRMPA.

- **The Great Barrier Reef Marine Park Authority (GBRMPA)** is
 - responsible for assuming the role of ESC where oil or chemical spills occur within the Barrier Reef World Heritage Area and adjacent shorelines, excluding those harbours and working areas of the Port which fall outside of the Great Barrier Reef Marine Park. This role will be exercised in full consultation and cooperation with the DES

- The relevant oil company or terminal operator is the designated Combat Agency for first-strike response to oil spills from oil terminals and associated pipelines on land. The cooperative arrangements for response to oil spills by the Australian oil and associated industries are described under the oil industry's AMOS Plan .

- **The Australian Defence Force (ADF)** is:
 - responsible for first-strike response to oil spills from defence ships or shore establishments.
- **The Cairns Regional Council** is
 - authorised by Maritime Safety Queensland to clean oil from impacted shorelines within its jurisdiction. 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 directs Ports North to initiate and carry out first-strike response operations within the port of Cairns in accordance with section 8 of this plan.

6. Threat Assessment

A semi-qualitative risk analysis of oil spills from ships over 10 metres in length for all ports in Queensland which was commissioned by Maritime Safety Queensland in 2010 showed there is a risk of an oil spill occurring within the port of Cairns. The main risk factors are the sensitivity of the environment within and adjacent to the port, the frequency of small spills in the port and land-based threats. Refuelling activities, navigational hazards and weather conditions also contribute to the port's risk profile. The port of Cairns contains a number of diverse environments, some of which are highly sensitive to the effects of marine pollution. These include large areas of mangroves, seagrass beds and intertidal flats and the coral reef systems around Green and Fitzroy Islands. Other areas within the port, particularly those in Trinity Inlet have very high commercial, tourism and amenity values. While the risk of a significant oil spill in the port is small, a number of activities that regularly occur in the port do present a credible threat. These activities include:

- large ships entering and leaving the port via a narrow congested channel and the associated risk of collision and/or contact with the seabed or other structures
- oil tankers discharging oil products at the Tanker Wharf (berth 10)
- bunkering operations at most berths in Trinity Inlet and Smiths Creek
- commercial and recreational shipping activity in Trinity Inlet and Smiths Creek

7. Possible Spill Scenarios

The most common type of oil spills likely to occur in the port are small spills of petrol, diesel fuel or bilge oil from commercial, fishing or recreational ships or shore based activities. Prompt and effective action will help limit the effects of a spill.

8. Response Options

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

Area	Monitor	Contain Recover	Protect Resources	Shoreline Cleanup	Apply Dispersant
Green and Fitzroy Islands	Yes	If viable	If viable	If viable	No
Cairns Outer Harbour	Yes	If viable	If viable	If viable	No *
Esplanade Foreshore	Yes	If viable	If viable	If viable	No *
Trinity Inlet Pile Moorings	Yes	If viable	If viable	If viable	No *
Marlin Marina	Yes	Yes	If viable	If viable	No *
Tourist Wharves	Yes	If viable	If viable	If viable	No *
General Cargo Wharves	Yes	If viable	If viable	If viable	No *
Tanker Wharf	Yes	If viable	If viable	If viable	No *
Naval Wharf	Yes	If viable	If viable	If viable	No *
Bulk Sugar Wharf	Yes	If viable	If viable	If viable	No *
Tropical Reef Slipways	Yes	If viable	If viable	If viable	No *
Commercial Fisherman's Base 1	Yes	Yes	If viable	If viable	No *
NQEA Slipway	Yes	If viable	If viable	If viable	No *
Smiths Creek Wharves	Yes	If viable	If viable	If viable	No*
Commercial Fisherman's Base 2	Yes	Yes	If viable	If viable	No*
Admiralty Island and East Trinity shores	Yes	If viable	In viable	No	No*

Note

Dispersants will not normally be used within the port because they are unlikely to be effective on the types of oil most likely to be spilled. However they may be used in certain circumstances, for example, to reduce the risk of fire or explosion from a petroleum product spill.

Any decision to use dispersants within the port area should be made in accordance with the dispersant use policy and 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 DES, may authorise the use of dispersants in port areas that are outside the Marine Park.

9. Response and Handover Arrangements

Ports North is responsible for first-strike response to oil spills that occur within port waters.

Initial response may include deployment of equipment and resources by Ports North to limit the effect of a spill. It may also include initial investigation, preliminary assessment and advice to Maritime Safety Queensland on the nature of the spill and any recommended additional first-strike response activities including, where appropriate, aiding natural dispersion, containment, protection, recovery and clean up.

First-strike response operations will be coordinated by Ports North's marine unit coordinator who is also responsible for liaison with Maritime Safety Queensland.

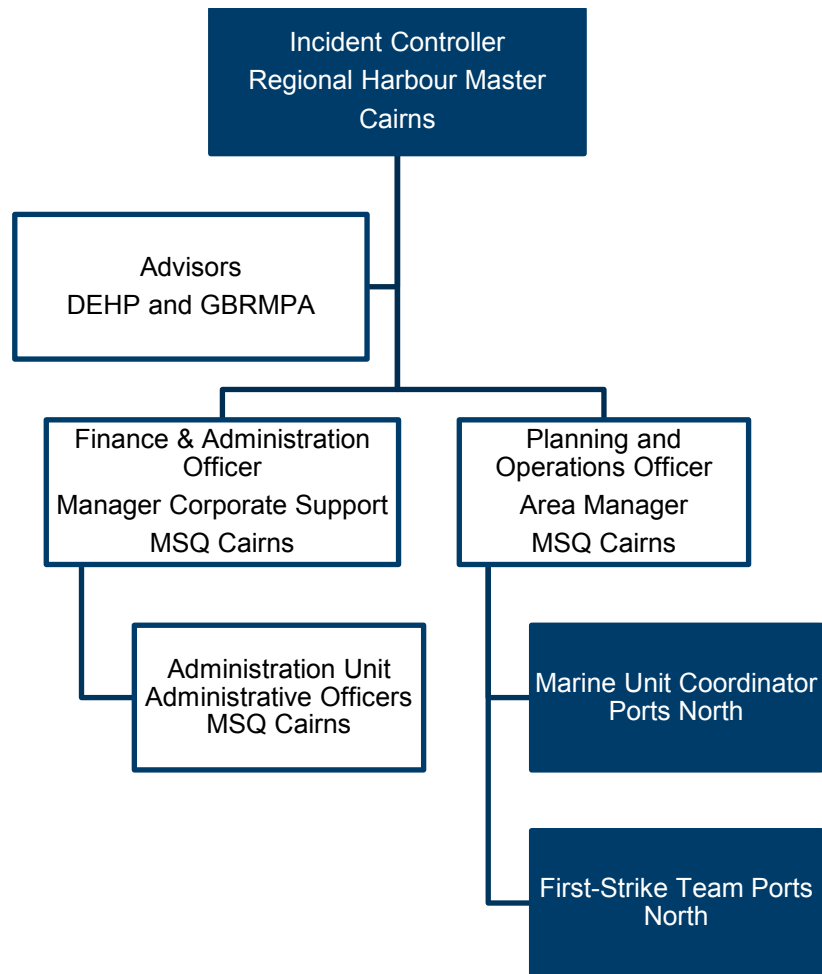
Where a response is likely to be prolonged or exceed the port's first-strike response capacity, Ports North's marine unit coordinator should request assistance from Maritime Safety Queensland. When determining the need for assistance and hand-over of the response, Ports North's marine unit coordinator should consider the number and availability of Ports North trained response personnel, their ability to work safely, taking into account fatigue, and 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 elect to establish an Incident Control Centre (ICC) to aid in management of an incident within the port. If required, the ICC will be established at the Maritime Safety Queensland Marine Operations Base, Tingira Street, Cairns.

11. Response Team Structure



12. Authorised Officers

No Ports North personnel have been appointed Authorised Officers within the meaning of that phrase under Part 12 of the Transport Operations (Marine Pollution) Act 1995.

Ports North personnel provide first-strike response under the direction of an Authorised officer of Maritime Safety Queensland as required under this plan.

13. First-Strike Equipment

Equipment	Cairns Port Authority Workshops Wharf Street, Cairns
Boom (Structurflex GP)	300 metres
Boom (Structurflex Land/Sea)	60 metres
Skimmer (Foilex weir and Spate pump)	1
Container (10m ³ Flexidam)	2
Anchor Kit	1
Sorbent Boom	120 metres
Sorbent Pads	500 pads
Sorbent Mops	150 mops

14. Contact List

For contact details refer to appendix 1 of the Queensland Coastal Contingency Action Plan.

Appendix A – Map of Cairns Port Limits

