

Port of Thursday Island (Port Kennedy)

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 marine sources within the Port of Thursday Island, also known as Port Kennedy (see Appendix A for map).

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

4. Roles and Responsibilities

The roles and responsibilities for first strike response to oil spills within the port are:

- **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 port.
- **Far North Queensland Ports Corporation Limited (Ports North)** is:
 - responsible for ensuring that an adequate first-strike oil spill response capability is maintained within the port.
- **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.
- Maritime Safety Queensland is the Combat Agency for land-sourced oil spills that occur outside of port limits through a memorandum of understanding with DES.
- Local Authorities generally assume responsibility for clean-up of oiled shorelines. Torres Shire Council is the Local Authority for the Port of Thursday Island and is authorised to undertake shoreline clean-up operations within the port.

Details of the roles and responsibilities may be found in Schedule 1 to the Inter-Governmental Agreement on Australia's National Plan.

5. Delegations

Maritime Safety Queensland authorises and directs the Ports North and authorises its agents who have completed training approved by Maritime Safety Queensland to initiate and carry out first-strike response operations within the port in accordance with Section 8 of this plan.

6. Threat Assessment

The Port of Thursday Island is a community port located at Thursday Island in Torres Strait. The port services the needs of Thursday and Horn Islands and also acts a major trans-shipment point for building materials, food, household goods and fuel for other Torres Strait Islands. The port also includes passenger and refuelling facilities for small to medium sized vessels. Almost 800 large commercial vessels, mainly barges, use the port each year. The port is also close to major international shipping routes through Torres Strait.

A semi-qualitative risk analysis commissioned by Maritime Safety Queensland in 2010 indicated that the risk of a significant oil spill from a marine source within the port was low. However, fuel storage on the islands could result in a larger spill reaching the water from a land-based source, which has occurred in recent times. A first-strike response capacity is therefore required for the port.

The port contains extensive seagrass meadows containing 11 species of seagrass. These play an important role in providing nursery grounds for juvenile fish, prawns and crabs and are an important part of the diet of the dugong and turtles. Mangroves, which provide important habitat areas for fish and other marine life, are also found on some coastlines within the port. Extensive sandbanks supporting colonies of yabbies, sand bubbler crabs and other organisms commonly associated with sandy environments occur throughout much of the port area. Coral reefs occur along the coastlines of some areas of Thursday and Prince of Wales Islands and in the channel between Thursday and Horn Islands. These reefs typically contain high diversities of benthic invertebrates, which in turn support communities of fish. The channel between Thursday and Horn Islands also contains pearl oyster beds, which contribute to the local commercial aquaculture operations.

Traditional or subsistence fishing is still a major cultural activity and many foreshore areas within the port are of very high amenity value to the local people. There are no aquaculture facilities within port limits but two pearl farms are located in Friday Passage which is just outside of port limits.

7. Possible Spill Scenarios

The types of incidents most likely to occur within the port are small spills of petrol, diesel fuel or bilge oil from commercial and recreational ships. However spills are possible of up to:

- 200 tonnes of diesel fuel from barges or other commercial vessels involved in serious striking or grounding incidents
- 20 tonnes of heavy fuel oil from a damaged container tank at the main wharf
- 10 tonnes of diesel fuel from ships during transfer operations

Land sourced spills of petrol, diesel fuel or other oil products from road tankers could also impact port waters.

8. Response Options

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

| Area | Monitor | Contain Recover | Protect Resources | Shoreline Cleanup | Apply Dispersant |
|-------------------------|---------|-----------------|-------------------|-------------------|------------------|
| Thursday Island Wharves | Yes | Yes | Yes | Yes | No * |
| Horn Island Wharves | Yes | Yes | Yes | If viable | No * |
| Aplin Pass | Yes | If viable | If viable | If viable | No * |
| Ellis Channel | Yes | No | No | If viable | No * |
| Normanby Sound | Yes | No | No | If viable | No * |

Note

Dispersants should not normally be used within the port. However dispersants may be used in certain circumstances, for example, to reduce the risk of fire and/or explosion from a petroleum products spill.

Before using dispersants, the Incident Controller should consult with DES'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 AMSA and Maritime Safety Queensland, in consultation with DES, may authorise the use of dispersants within the port.

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:

- Maritime Safety Queensland's Operations Base, Thursday Island
- AFMA conference room, Pearls Building, Victoria Parade, Thursday Island
- Maritime Safety Queensland Marine Operations Base, Tingira Street, Cairns

10. Response and Handover Arrangements

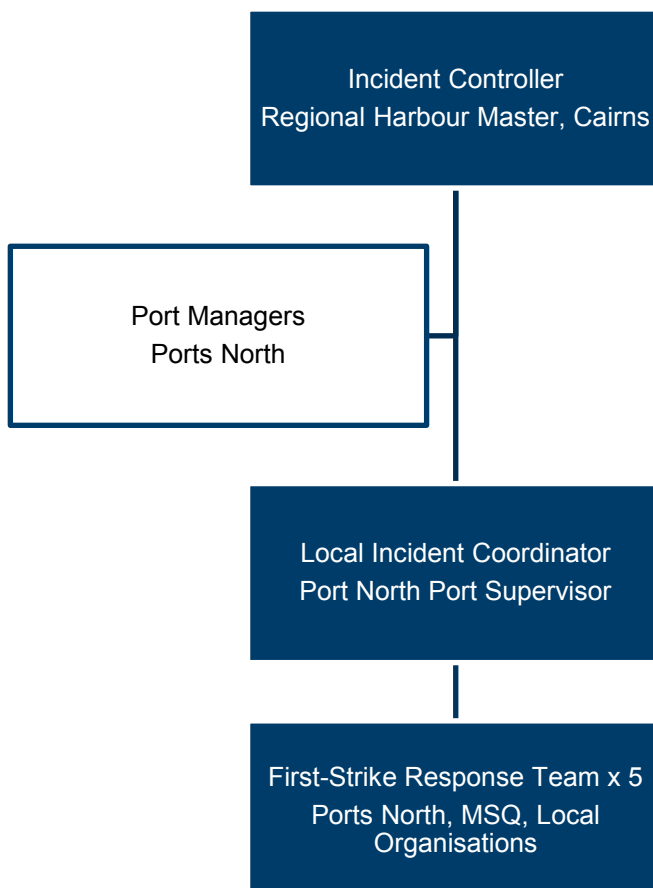
Early first-strike response action should include an assessment of the time and resources required to effectively manage each incident. Where a response is likely to be prolonged or exceed the port's first-strike response capacity, Ports North should request assistance from Maritime Safety Queensland. 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.

11. First-Strike Equipment

First-strike oil spill response equipment is located at the Ports Corporation Queensland base.

| Equipment Type | Quantity |
|---|----------|
| General Purpose Boom (GP Structureflex boom) | 300m |
| Land Sea Boom Kit (boom, pump and blower) | 60m |
| Weir Skimmer Kit (Foilex weir skimmer and spate pump) | 1 |
| Flexi-Dam recovered oil container | 2 |
| Anchor Kit | 1 |
| Sorbent Boom | 240 m |
| Sorbent Pads | 1000 |
| Sorbent Mops | 300 |

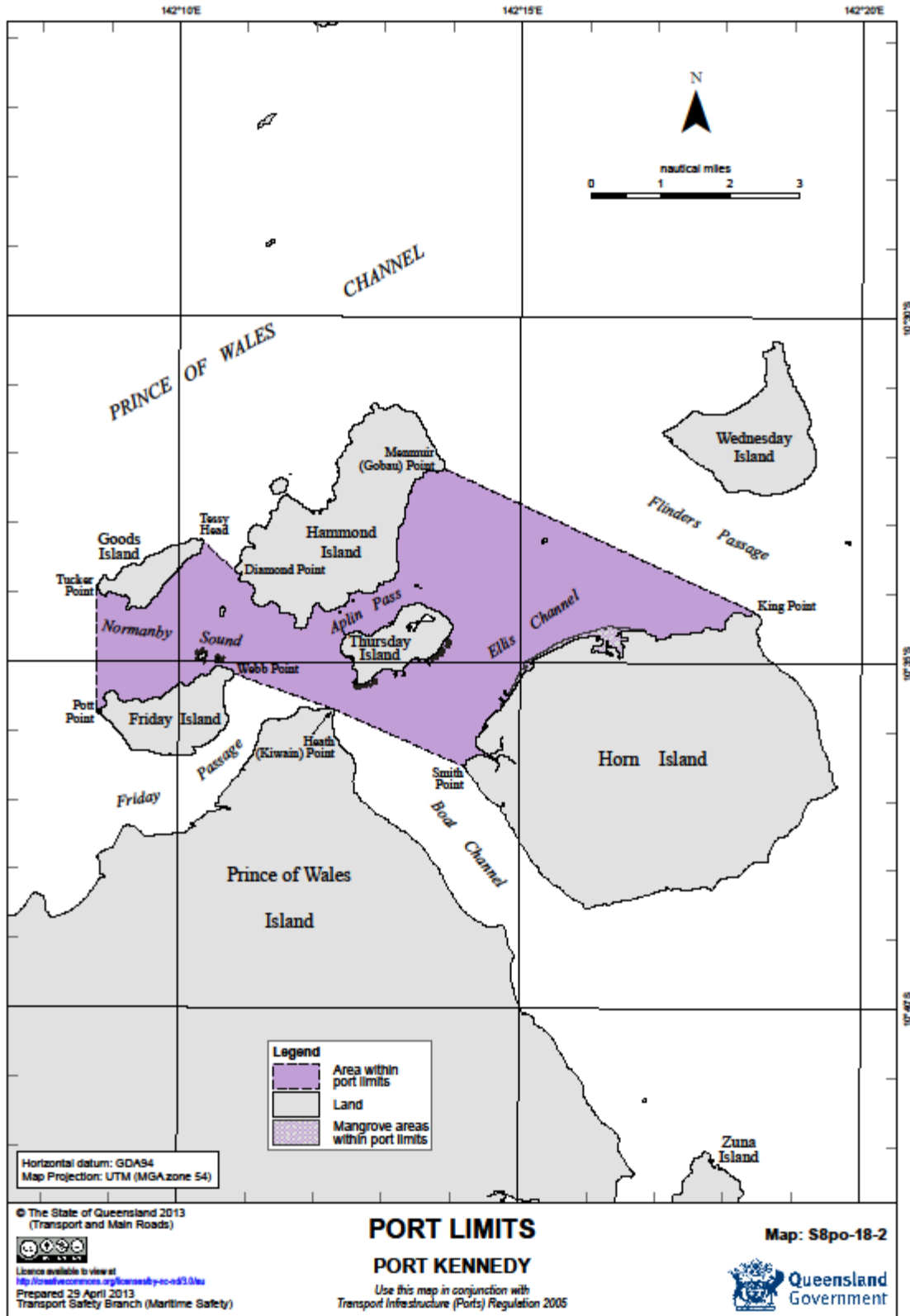
12. Response Team Structure



13. Contact List

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

Appendix A – Map of Thursday Island Port Limits



Appendix B – Map of Marine Resources

Map courtesy of the Ports Corporation of Queensland

