

# Port of Townsville

## First-Strike Oil Spill Response Plan

A supplement to the Queensland Coastal Contingency Action Plan

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## Document control options

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### 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](mailto: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 within the port of Townsville, Queensland. See Appendix A for details of geographical area.

# 3. Objective

The aim of this plan is to describe the operational arrangements of the Oil Pollution First Strike Response Deed between Maritime Safety Queensland and the Port of Townsville Limited (POTL) by describing the first-strike response and handover arrangements for oil spills within the port, identifying available resources, and providing key contact information.

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
- the Oil Pollution First-strike Response Deed for the port of Townsville.

# 4. Roles and Responsibilities

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

- **Maritime Safety Queensland (MSQ)** is:
  - both Statutory and Combat Agency for response to all ship sourced oil spills.
- **Port of Townsville Limited (POTL)** is:
  - responsible for first-strike response, as per the Oil Pollution First-Strike Deed and this contingency plan, to all oil spills within the port limits. The waters of Nelly Bay Harbour and Breakwater marina are within the port limits but excluded from the Port of Townsville – First-strike Oil Spill Response Plan.
- **Department of Environment and Science (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.
- **Great Barrier Reef Marine Park Authority (GBRMPA)** is:
  - responsible for assuming the role of ESC where oil or chemical spills occur within the Great 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.
- Maritime Safety Queensland is the Combat Agency for land sourced oil spills, aside from those from oil terminals, through a memorandum of understanding with DES.
- The relevant oil company or terminal operator through the Australian Marine Oil Spill Response Centre (AMOSOC) is the designated Combat Agency for first-strike response to oil spills from oil terminal at Berth 1. However Maritime Safety Queensland is likely to assume control in major incidents and may seek operational assistance from Port of Townsville Limited.
- Townsville City Council is responsible for shoreline clean-up operations under the direction of Maritime Safety Queensland within their respective areas.

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

Port of Townsville Limited will respond in accordance with the First-strike Deed of Agreement under the direction of Maritime Safety Queensland. Maritime Safety Queensland directs the Port of Townsville Limited to initiate and carry out first-strike response operations within the Port limits of Townsville 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 results of the study show there is a risk of an oil spill occurring within the port of Townsville. The study also indicates the main risk factors are land-based spills, the frequency of small spills and navigational hazards associated with the port.

The port of Townsville contains a number of diverse environments some of which are highly sensitive to the effects of marine pollution. These include large areas of mangroves, intertidal flats and seagrass beds close to the shipping channel and port area. Other areas, particularly Magnetic Island, Ross Creek, Breakwater Marina and Ross River are extremely sensitive to the economic and community effects of oil spills.

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 trading ships entering and leaving the swing basin area via a narrow channel
- oil product tankers discharging oil products at berth 1
- large trading ships coming in contact with berths or other ships
- significant commercial shipping activity and refuelling operations in Ross River
- commercial and recreational shipping activity in Ross Creek and the Breakwater Marina

## 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 or recreational ships or shore based activities. However it is also possible that the following types of spills may occur within the port.

- 300 tonnes of heavy fuel oil from trading ships resulting from serious contact incidents
- 10 tonnes of petroleum products, including heavy fuel oil, during cargo transfer operations at berth 1
- 5 tonnes of petroleum products, including heavy fuel oil, during bunkering operations at berths 2 – 11

While each of the scenarios listed above could escalate beyond what is generally termed ‘first-strike response’ 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
Cleveland Bay	Yes	If viable	If viable	If viable **	If viable
Berths 1 – 10 & Swing Basin	Yes	Yes	If viable	If viable	No *
Ross Creek	Yes	Yes	If viable	If viable	No *
Ross River	Yes	Yes	If viable	If viable	No *
The Strand	Yes	Yes	If viable	If viable	No *
Breakwater Marina	Yes	Yes	Yes	If viable	No *
Nelly Bay	Yes	Yes	Yes	If viable	No*
Magnetic Island	Yes	Yes	Yes	If viable **	No*

### Note

Dispersants will not normally be used within the port of Townsville because they are unlikely to be effective on the types of oil most likely to be spilled in the port. 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 DEHP, may authorise the use of dispersants in port areas.

Shoreline clean-up operations on or adjacent to marine protected areas (Palleranda, areas of Magnetic Island etc) come under the jurisdiction of Queensland Parks and Wildlife Service. Nevertheless Maritime Safety Queensland is responsible for directing shoreline cleanup operations in these areas.

## 9. Response and Handover Arrangements

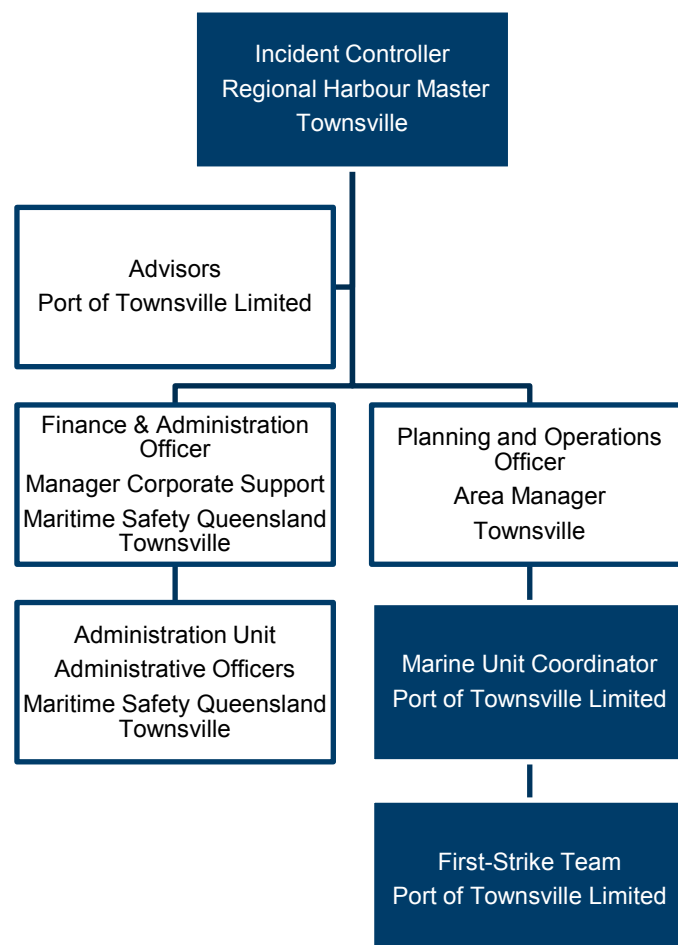
Early first-strike response action should include an assessment of the time and resources required to effectively manage each incident. Where a response is likely to be prolonged or exceed the port's first-strike response capacity, POTL should request assistance from Maritime Safety Queensland. When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

## 10. Incident Control Centre

The incident the Incident Controller may elect to establish an Incident Control Centre (ICC) at either of the following locations:

- the Engineering Conference Room, 1<sup>ST</sup> Floor, Engineering Building, Benwell Road, South Townsville. This is within the Port of Townsville Limited 'secure' area.
- the ground floor of the Vessel Traffic Services building at 60 Ross Street, Townsville.

## 11. Response Team Structure



## 12. First-Strike Response Equipment

Equipment	Suter Pier Shed – Berth 9
Boom (Structurflex GP)	300 metres
Boom (Structurflex Land/Sea)	60 metres
Skimmer (Foilex weir and Spate pump)	1
Container (10m <sup>3</sup> Flexidam)	2
Anchor Kit	1
Sorbent Boom	120 metres
Sorbent Pads	500 pads
Sorbent Mops	150 mops

## 13. Contact List

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



# Appendix A – Map of Townsville Port Limits

