

# Port of Mourilyan

## 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)

# 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	4
9.	Incident Control Centre	4
10.	Response and Handover Arrangements	4
11.	First-Strike Equipment	5
12.	Response Team Structure	5
13.	Contact List	6
	Appendix A – Map of Mourilyan Port Limits	7
	Appendix B – Maps of Resources at Mourilyan	8

# 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 Mourilyan, 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 Mourilyan.

## 4. Roles and Responsibilities

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

- **Maritime Safety Queensland (MSQ)** is :
  - both Statutory and Combat Agency for ship sourced oil spills that impact Queensland Coastal waters
  - is the pre-designated Incident Controller for all incidents within the scope of this plan.
- **The 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 of Mourilyan. Bulk Sugar Terminal maintain required number of trained responder to assist Ports North
- **Department of Environment and Heritage 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.
- **The 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.

- **Cassowary Coast Regional Council** is:
  - responsible for shoreline clean-up of oiled beaches within its boundaries.
- 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. Delegations

Maritime Safety Queensland authorises and directs Ports North and its local agents to initiate and carry out first-strike response operations within the Port of Mourilyan in accordance with Section 8 of this plan in the event of a spill to port waters.

## 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. While the study indicates that the likelihood of a significant oil spill within the Port of Mourilyan is very low, some level of risk does exist and a first-strike response capability is required.

The Port of Mourilyan is a sheltered natural harbour at the mouth of the Moresby River. Its principal exports are sugar and molasses. Live cattle are also exported from the Port. However a number of small commercial fishing vessels also use the port. Entrance to the port's harbour is via a narrow rocky channel approximately 90 metres wide by 400 metres long. Each side of the channel is lined by hard, rocky foreshores.

Inside the port lie extensive areas of seagrass, mangroves and other habitats that provide nursery and feeding grounds for many important species including dugong and turtles. The area is a barramundi spawning area. High biomass seagrass meadows are located along the Seaforth Valley mangrove fringe and the sand banks between Armit and Walter Creek mouths. Two aquaculture operations are located in or near the port. A water intake to one aquaculture operation is located on the Mourilyan wharf.

The Mourilyan Harbour and the entrance channel to the harbour are outside the Great Barrier Reef Marine Park.

The most likely type of pollution incidents within the port are small spills of diesel fuel and bilge oil from fishing vessels. However any grounding or striking incident involving a large trading ship is likely to result in a significant spill of heavy fuel oil and other oil products.

## 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 operating in the port. However spills of up to:

- 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

- 50 litres of diesel fuel or bilge oil from commercial or recreational vessels are possible.

Large spills of fuel oil and other oil products and from road tankers or other land based sources are also possible.

## 8. Response Options

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

Area	Monitor	Contain Recover	Protect Resources	Shoreline Cleanup	Apply Dispersant
Ocean Approaches to Mourilyan Harbour	Yes	If viable	N/a	N/a	No *
Beach to the north and south of the entrance channel	Yes	If viable	Yes	Yes	No *
Entrance Channel	Yes	No	No	No	No *
Sugar Berth and Swing Basin	Yes	Yes	Yes	Yes	No *
Moresby River upstream to Innisfail	Yes	Yes	Yes	Yes	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 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 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.

The large areas of mangroves along the Moresby River provide habitat for crocodiles and these have been frequently observed in the Harbour. Personnel should take appropriate safety measures for crocodiles throughout any response.

## 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:

- The Ports North office at Mourilyan Harbour
- 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

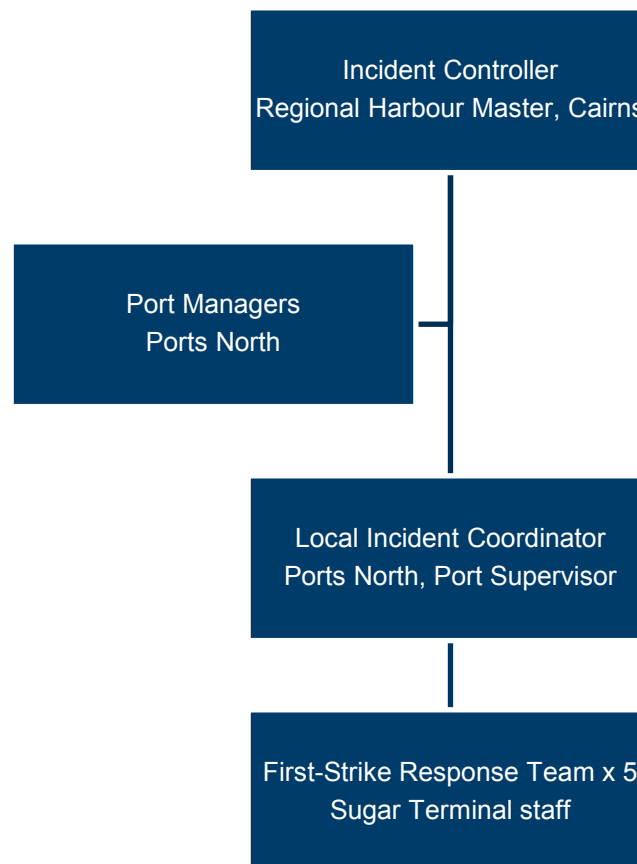
equipment. Requests for assistance should be made as soon as possible and preferably in the first or subsequent SITREPs.

## 11. First-Strike Equipment

First-strike oil spill response equipment is located in the Sugar Terminal Shed in the Port of Mourilyan.

Equipment Type	Quantity
General Purpose Boom (D2 Lite 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	120 m
Sorbent Pads	500
Sorbent Mops	120

## 12. Response Team Structure

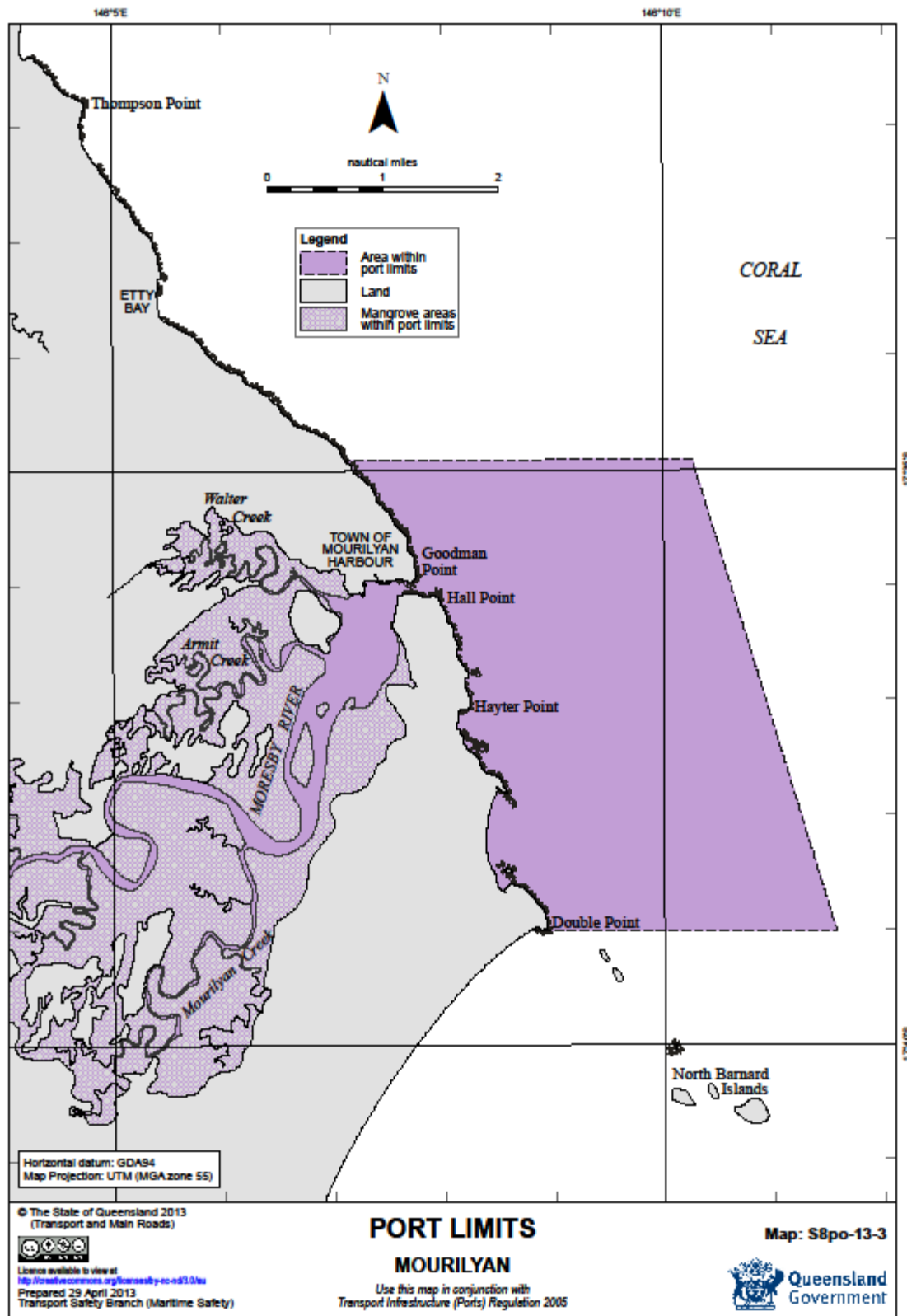




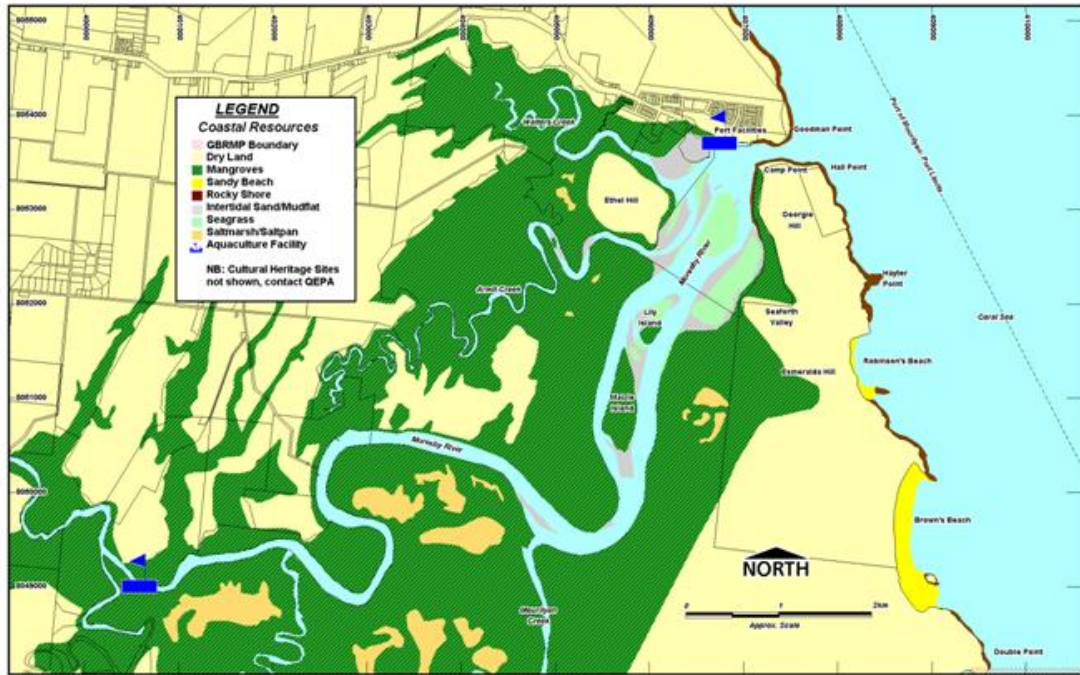
## **13. Contact List**

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

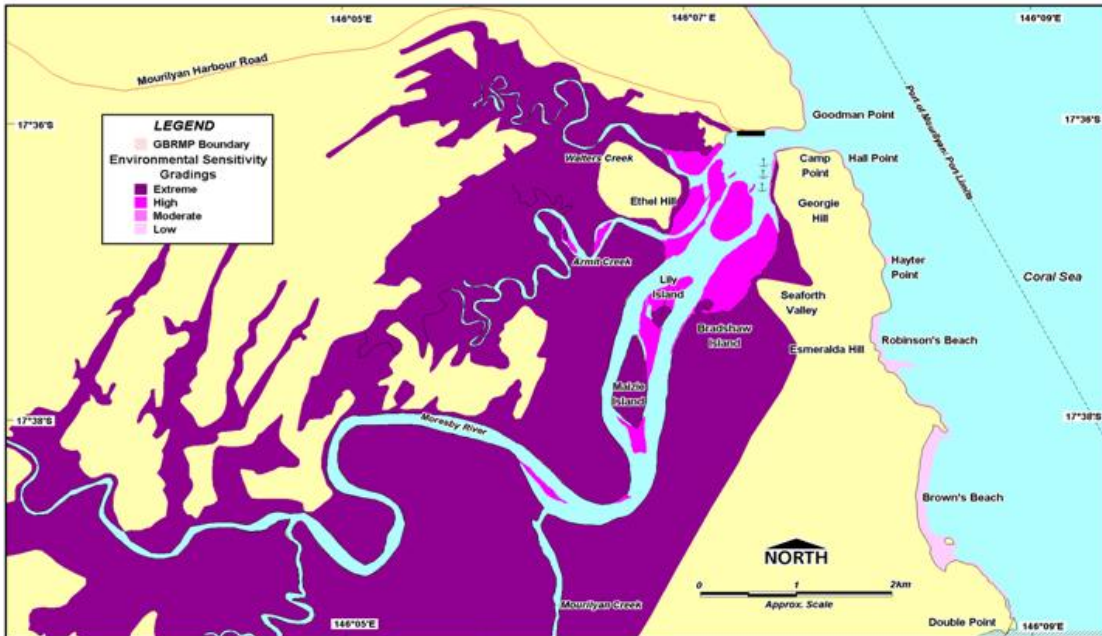
# Appendix A – Map of Mourilyan Port Limits



# Appendix B – Maps of Resources at Mourilyan



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