

## 12. Emergency, Pollution, Marine Incidents

The aim of this section is to provide guidance to the port community for initial response procedures in the event of dangerous incidents, emergencies, terrorist acts and disasters.

### 12.1 Emergency Contact Numbers

Organisation	Telephone
North Queensland Bulk Ports Corporation Limited	+61 7 4955 8147
Police (Mackay)	000 or +61 7 4968 3444
Department of Environment and Science	1300 130 372 (Press option 2)
Ambulance (Mackay)	000
Fire	000 + 61 7 4898 2100
Hay Point VTS (Port Control)	1300 645 022 (24 hrs)
Pollution reports – Hay Point VTS	1300 645 022
Hospital (Mackay Base Hospital)	+61 7 4885 6000
Regional Harbour Master (Mackay)	1300 645 022
Department of Agriculture, Fisheries & Forestry	13 25 23
Australian Border Force (ABF)	13 18 81
Maritime Safety Queensland (Mackay)	+61 7 4944 3700
Volunteer Marine Rescue (VMR)	+61 7 4955 5448

**Table 26 - Emergency contacts**

### 12.2 Authorities

Maritime Safety Queensland's emergency procedures are prepared under the provisions of the [Transport Operations \(Marine Safety\) Act 1994](#) and the [Transport Operations \(Marine Pollution\) Act 1995](#).

North Queensland Bulk Ports Corporation Limited has published an emergency response plan. Contact emergency response for details:

#### **Emergency Response**

24 hours – 7 days

NQBP Duty Officer Phone: +61 7 4955 8147 or 0417 761 086

All emergencies should be reported to Hay Point VTS on VHF channel 16, (or 1300 645 022) who will call the appropriate emergency response service.

Call police, fire, or ambulance on 000.

## 12.3 Fire

Call the Queensland Fire and Rescue Service (QFRS phone 000) and notify Hay Point VTS on VHF channel 16. Queensland Fire and Rescue Service is the lead agency when the ship is alongside the berth and MSQ when the ship is off the berth. The RHM, in consultation with the facility operator and North Queensland Bulk Ports Corporation Limited, will make the decision if the vessel is to be removed from the berth for the safety of the port.

## 12.4 Marine Pollution

The [Transport Operations \(Marine Pollution\) Act 1995](#) is designed to protect Queensland's marine and coastal environment by minimising deliberate and negligent discharges of ship-sourced pollution. Discharges of oil, noxious liquid substances, packaged harmful substances, sewage, and garbage (MARPOL annexes I, II, III, IV and V) from ships are prohibited in Queensland coastal waters and pilotage areas.

Maritime Safety Queensland has the authority to detain any vessel suspected of causing marine pollution and to intervene where there is imminent danger to the coastline.

Ships should dispose of all waste ashore using the waste reception facilities available ([15.3 Waste](#)).

### 12.4.1 Reporting

Section 67 of the [Transport Operations \(Marine Pollution\) Act 1995](#) requires the master of a ship to report a discharge or probable discharge without delay to the RHM. The initial report should be made via Hay Point VTS (24 hours) on VHF radio Channel 16 or phone 1300 645 022.

The Port Authority duty officer (24 hours) can be contacted on:

Phone: ..... +61 7 4955 8147

Mobile: ..... +61 417 761 086

The following details should be provided in a report of marine pollution:

- Date/time of incident
- Location (latitude, longitude, and physical site)
- Report source and contact number
- Nature, extent and estimated quantity of spill
- Type of oil or description
- Spill source and point of discharge from source
- Identity and position of nearby ships or name of alleged polluter
- Nature and extent of spill and movement and speed of spill
- Local weather/tide/sea conditions
- Whether a sample of the substance spilled has been collected

And any additional information that relates to the spill.

The VTS centre will complete [Form F3968 - Marine Pollution Report](#) based on the above information and fax to the relevant authorities.

## 12.5 Marine Incidents

Under the [Transport Operations \(Marine Safety\) Act 1994](#), a marine incident is classified as an event causing or involving:

- the loss of a person from a ship,
- the death of, or grievous bodily harm to, a person caused by a ship's operations,
- the loss or presumed loss or abandonment of a ship,
- a collision with a ship,
- the stranding of a ship,
- material damage to a ship,
- material damage caused by a ship's operations,
- danger to a person caused by a ship's operations,
- danger of serious damage to a ship,
- danger of serious damage to a structure caused by a ship's operations.

### 12.5.1 Marine Incident Reporting

A marine incident must be reported to a shipping inspector within 48 hours of the incident, unless there is a reasonable excuse. Shipping inspectors are marine safety officers (located at MSQ marine operations bases), and officers of Queensland Water Police and Queensland Boating and Fisheries Patrol. If you are unable to access one of these offices, contact a shipping inspector by phone, they will advise you what to do next.

The report must be made on the approved [Marine Incident Report Form 3071](#). These forms are also available from Department of Transport and Main Roads customer service centres, Maritime Safety Queensland regional offices, Queensland Boating and Fisheries patrol and Water Police offices. This form is used to report all incidents, no matter the type of ship involved.

The form may be completed with the assistance of a shipping inspector to ensure the information is accurate, unbiased and as reliable as possible. It is important that the form is filled in completely, with the incident described in as much detail as possible. The shipping inspector who receives the form will check to ensure it has been correctly completed.

If the initial report is not made in the approved form, the owner or master must make a further report to a shipping inspector in the approved form as soon as possible. The master would normally report a marine incident, but the owner would report if the master for some justifiable reason was not able to make the report. Each marine incident reported will be investigated by a shipping inspector and the results of the investigation reported in the approved form.

Section 124 of the [Transport Operations \(Marine Safety\) Act 1994](#) requires ships masters to assist if a marine incident involves two or more ships. The master of each ship involved in the marine incident must to the extent that he can do so without danger to his ship or persons on board his ship:

- give the other ship involved in the incident, its master and persons onboard the ship the help necessary to save them from danger caused by the marine incident
- stay by the other ship until no further assistance is required
- give the master of the other ship reasonable particulars adequate to identify the ship and its owner

Section 129 of the [Transport Operations \(Marine Safety\) Act 1994](#) requires the master of a ship to promptly report dangers to navigation including, an abandoned ship, a damaged aid to navigation, severe weather conditions and so on.

## 12.5.2 Marine Incident Reporting — AMSA

Under section 19 of the [Transport Safety Investigation Act 2003](#) any incident involving a ship in Australian waters including:

- breakage of gear or injury to any person during cargo work
- damage or defect to ship, machinery or equipment
- peril or a close quarters situation
- stranding or disappearance
- death, serious injury or a dangerous occurrence
- a berth

must be reported to the AMSA using form 18 — [incident alert](#) within four hours of the incident occurring. A detailed [incident report](#) must be submitted to AMSA Canberra on AMSA form 19 within 72 hours of the incident occurring.

Reports are to be submitted by fax: +61 2 6230 6868 or phone 1800 622 153 or email: [reports@amsa.gov.au](mailto:reports@amsa.gov.au).

Complete details of these requirements are available on the [AMSA](#) website.

## 12.5.3 Parting Lines at Berth

Refer to section [4.7 Mooring Line Management](#) for information relating to parted lines and mooring line management.

## 12.5.4 Procedures Subsequent to Serious Marine Incidents

In the case of a vessel grounding or if structural damage has occurred, the vessel is to be removed to a position of safety.

Immediate advice from the RHM should be sought in this instance. The vessel will be surveyed by the appropriate authority (the AMSA or classification society) to ensure seaworthiness before it leaves port limits.

## 12.5.5 Port Community Responsibilities

As a responsible member of the maritime community, any person witnessing an incident which was or is capable of becoming an emergency is obliged to report the matter to the RHM's office (VTS) and/or the emergency response agencies of police, fire or ambulance.

Australian Maritime Safety Authority requests pilots, stevedores, port authority officers and others to notify them of suspected deficiencies on ships.