

Port of Bundaberg

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@msg.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 Bundaberg, Queensland. See Appendix A for details of geographical area.

3. Objective

The aim of this plan is to describe the operational arrangements of the first-strike response to oils spills within the area by identifying available resources and providing contact information for the 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 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 Bundaberg are defined as follows:

Maritime Safety Queensland is:

- both Statutory and combat agency for ship-sourced oil spills that impact Queensland's coastal waters.
- the combat agency for response to land-sourced oil spills that fall within the terms of a memorandum of understanding with DES
- the pre-designated Incident Controller for all incidents within the scope of this plan.

Gladstone Ports Corporation 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 Department of Environment and Science (DES) is:

- the Statutory Agency for all land sourced oil spills is also responsible for assuming the role of environment and science advice to the incident Controller for all spills with the area.
- the harbours and working areas of the Port outside of the Great Barrier Reef Marine Park, and 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 (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.

Bundaberg Regional Council:

- Local councils generally assume responsibility for clean-up of oil impacted shorelines. Depending upon the geographical location of stranded oil, the Bundaberg regional council may be requested to undertake shore line clean-up operations following an oil spill 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 for Maritime Environmental Emergencies.

5. Direction of Maritime Safety Queensland

Maritime Safety Queensland directs the Gladstone Ports Corporation to initiate and carry out first-strike response operations within the port limits of Bundaberg 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 study shows there is a risk of an oil spill occurring within the Port of Bundaberg. Whilst small spills of diesel fuel and bilge oil from small commercial and recreational vessels are the most likely to occur, larger spills of heavy fuel oil are also possible. The most likely cause of larger spills is contact with the berths or groundings upon approach to or departure from the port.

The Port of Bundaberg covers a large area which extends from the 'Barrage' to a point approximately 4.5 nautical miles east of Burnett Heads. Most of the small commercial and recreational vessels are located in marinas at Burnett Heads, Port Bundaberg or in the Town Reach of the river. The movement of large trading ships including, bulk sugar carriers, is restricted to the entrance channel and main commercial areas of Port Bundaberg.

Whilst much of the river bank consists of built environment, a large spill of diesel fuel in the Town Reach could have an adverse effect on public safety and the amenity values of the area. Spills of heavy fuel oil at Port Bundaberg or large spills of diesel fuel from either of the marinas at Port Bundaberg or Burnett Heads could move out of the river and impact beaches to the north or south of the river. One area of particular ecological significance is the turtle rookery at Mon Repos.

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
- 5 tonnes of heavy fuel oil or diesel fuel during 'across-the-wharf' bunkering operations

- small spills of bunker fuel or bilge oil during ships internal transfer operations at Port Bundaberg
- small spills of diesel fuel or bilge oil from commercial or recreational vessels or land sources in either of the three marina precincts
- spills from land based sources

but each of the above scenarios could escalate beyond ‘first-strike response’.

8. Response Options

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

Area	Monitor	Contain Recover	Protect Resources	Shoreline Cleanup	Apply Dispersant
Hervey Bay	Yes	If viable	n/a	n/a	If viable
Northern Beaches (Skyringville)	Yes	Yes	Yes	Yes	No *
Southern Beaches (Oaks)	Yes	Yes	Yes	Yes	No *
Burnett Heads Marina	Yes	Yes	Yes	If viable	No *
Port Bundaberg Marina	Yes	Yes	Yes	If viable	No *
Port Bundaberg	Yes	Yes	If viable	If viable	No *
Millaquin Reach	Yes	Yes	If viable	If viable	No *
Distillery Reach	Yes	Yes	If viable	If viable	No*
Town Reach	Yes	Yes	If viable	If viable	No*

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:

- Bundaberg Port Authority, 45 Wharf Drive, Burnett Heads
- MSQ office, Floor 2, Claude Wharton Building, 46 Quay Street, Bundaberg
- MSQ office, Yarroon Street, Gladstone.

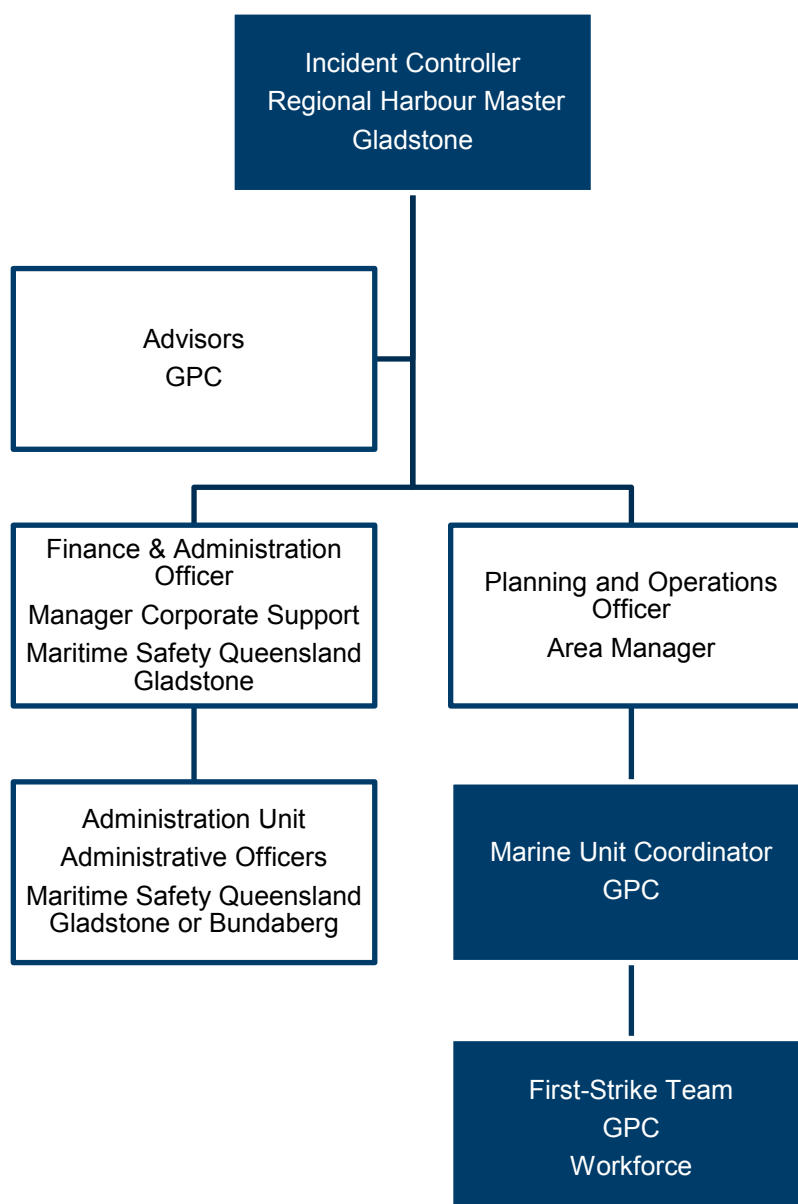
10. Response and Handover Arrangements

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, GPC should request assistance from Maritime Safety Queensland. When determining the need for assistance and hand-over of the response, GPC 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

Equipment	BPA Pollution Shed Wharf St. Burnett Heads
Boom (D2 Lite)	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

12. Response Team Structure



13. Contact

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

Appendix A – Map of Bundaberg Port Limits

