

# 49Port of Hay Point

## First-Strike Oil Spill Response Plan

A supplement to the Queensland Coastal Contingency Action Plan

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## Document control options

<b>Prepared by</b>	Maritime Services Branch
<b>Title</b>	Port of Hay Point - First-Strike Oil Spill Response Plan
<b>Division</b>	Maritime Safety Queensland
<b>Location</b>	Floor 2, 61 Mary Street, Brisbane QLD 4000
<b>Version No</b>	7
<b>Revision Date</b>	September 2018
<b>Status</b>	Final
<b>File Number</b>	225/00457

### 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 marine sources within the Port limits of Hay Point, 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:

- 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 limits of Hay Point are defined as follows:

- **Maritime Safety Queensland (MSQ)** is:
  - both Statutory and Combat Agency for ship sourced oil spills that impact Queensland Coastal waters are the pre-designated Incident Controller for all incidents within the scope of this plan.
- **North Queensland Bulk Port (NQB)** is:
  - responsible for ensuring that an adequate first-strike oil spill response capability is maintained within the Port of Hay Point
- **The 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. In addition DES is responsible for clean-up of oiled shorelines in National Parks.

- **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.
  
- **Mackay Regional Council:**
  - may be requested to clean oiled shorelines following an oil spill in the port.

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 to Combat Pollution of the Sea by Oil and other Noxious and Hazardous Substances.

## 5. Direction of Maritime Safety Queensland

NQBP is authorised to initiate and carry out first-strike response operations within the port limits of Mackay in accordance with Section 8 of this plan without further direction from Maritime Safety Queensland.

## 6. Threat Assessment

The Port of Hay Point is located approximately 40 km south of Mackay. It comprises two separate coal export terminals, Dalrymple Bay Coal Terminal (DBCT) and the Hay Point Services Coal Terminal (HPS). Both terminals have off-shore wharves. The DBCT wharf is situated 3.8 km off-shore whilst the wharf of the HPS terminal is situated 1.8 km offshore. The port has a separate tug harbour that is located at the Half Tide area, south of the HPS terminal.

The port is located within the Great Barrier Reef World Heritage Area and the Great Barrier Reef Marine Park extends into a large part of the port's waters. However, the port does not contain significant areas of seagrass or coral, although some fringing coral is located around Round Top and Victor Islands, which are both just outside port limits. Marine fauna is sometimes observed within the port which also includes extensive areas of mangroves. These mangrove and intertidal areas provide nursery habitats for prawns, crabs and many fish species.

The Mount Hector Conservation Park is located approximately two kilometres north of DBCT and borders the waters of the port. The Park is a mountain headland on the coast. Low lying mangroves and pandanus swamp occur behind the dunes, some of which are important bird habitats.

Coastal and foreshore areas adjacent to the port are the traditional territory of the Yuibera (Yuwiburra) clan of the Birri Gubba tribe. Land occupied by the DBCT has been extensively developed and hence has no archaeological significance. Similarly, offshore areas adjacent to the port, with the exception of a fish trap which is located in a small bay between DBCT and HPS appear to not contain any areas of cultural significance.

The types of oil spills most likely to occur within the port limits are small operational discharges of ships bilge and fuel oils. However, there is also a chance of larger spills resulting from collisions or contact incidents with a berth.

## 7. Possible Spill Scenarios

The following types of oil spills could occur within the port:

- 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.
- Smaller spills of diesel fuel could also occur during tug or small craft bunkering operations in the Half Tide Tug Harbour.
- Oil spills that occur within the Hay Point Anchorage area or alongside one of the coal berths could impact beaches between Dudgeon Point and Mackay.

## 8. Response Options

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

Area	Monitor	Contain Recover	Protect Resources	Shoreline Cleanup	Apply Dispersant
Port of Hay Point Anchorages	Yes	No	No	No	No *
Waters around DBCT and HPS terminals and wharves	Yes	If viable	If viable	No	No *
Salonika and Half Tide beaches	Yes	If viable	If viable	If viable	No*
Half Tide Tug Harbour	Yes	Yes	Yes	If viable	No *
Dalrymple Bay foreshores	Yes	If viable	If viable	If viable	No *
Louisa Creek beach	Yes	If viable	If viable	If viable	No *
Sandringham Bay foreshores including Bakers Creek	Yes	If viable	If viable	If viable	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 banks of Louisa, Alligator, Sandy and Baker's creeks are heavily forested with mangroves. The preferred response option in these areas is to allow natural flushing.

## 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:

- Hay Point VTS, including the use of the NQBP Conference Room on the lower floor
- Maritime Safety Queensland marine operations base and offices, Nelson Street, Mackay

## 10. Response and Handover Arrangements

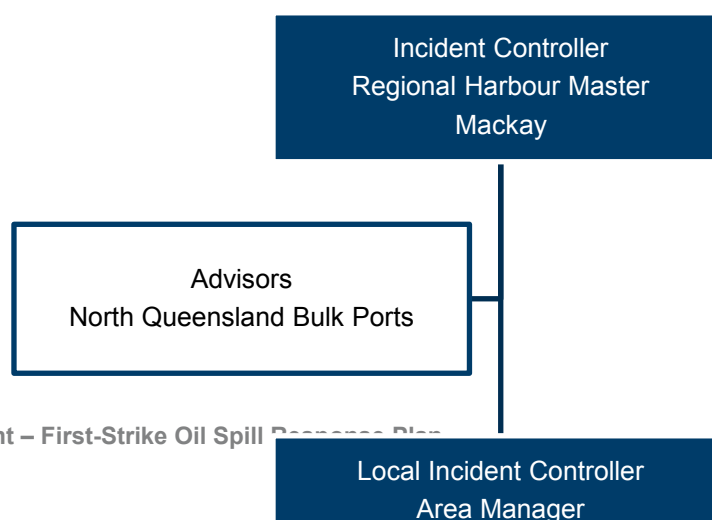
Early first-strike response action should include an assessment of the time and resources required to effectively manage each incident. The response in the port will be carried out by Maritime Safety Queensland staff from Mackay. Where a response is likely to be prolonged or exceed the port's first-strike response capacity, local Maritime Safety Queensland staff should request assistance from Maritime Safety Queensland in other regions. When determining the need for assistance, Maritime Safety Queensland/ NQBP should consider the number and availability of local trained response personnel, their ability to 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 for the Port of Hay Point is located at the NQBP precinct at Mackay Port.

Equipment Type	Quantity
General Purpose Boom (Structure-Flex)	300m
Land Sea Boom Kit (boom, pump and blower)	100m
Weir Skimmer Kit (Foilex weir skimmer and spate pump)	1
Flexi-Dam recovered oil container	2
Anchor Kit	1
Sorbent Boom	120m
Sorbent Pads	500
Sorbent Mops	150

## 12. Response Team Structure

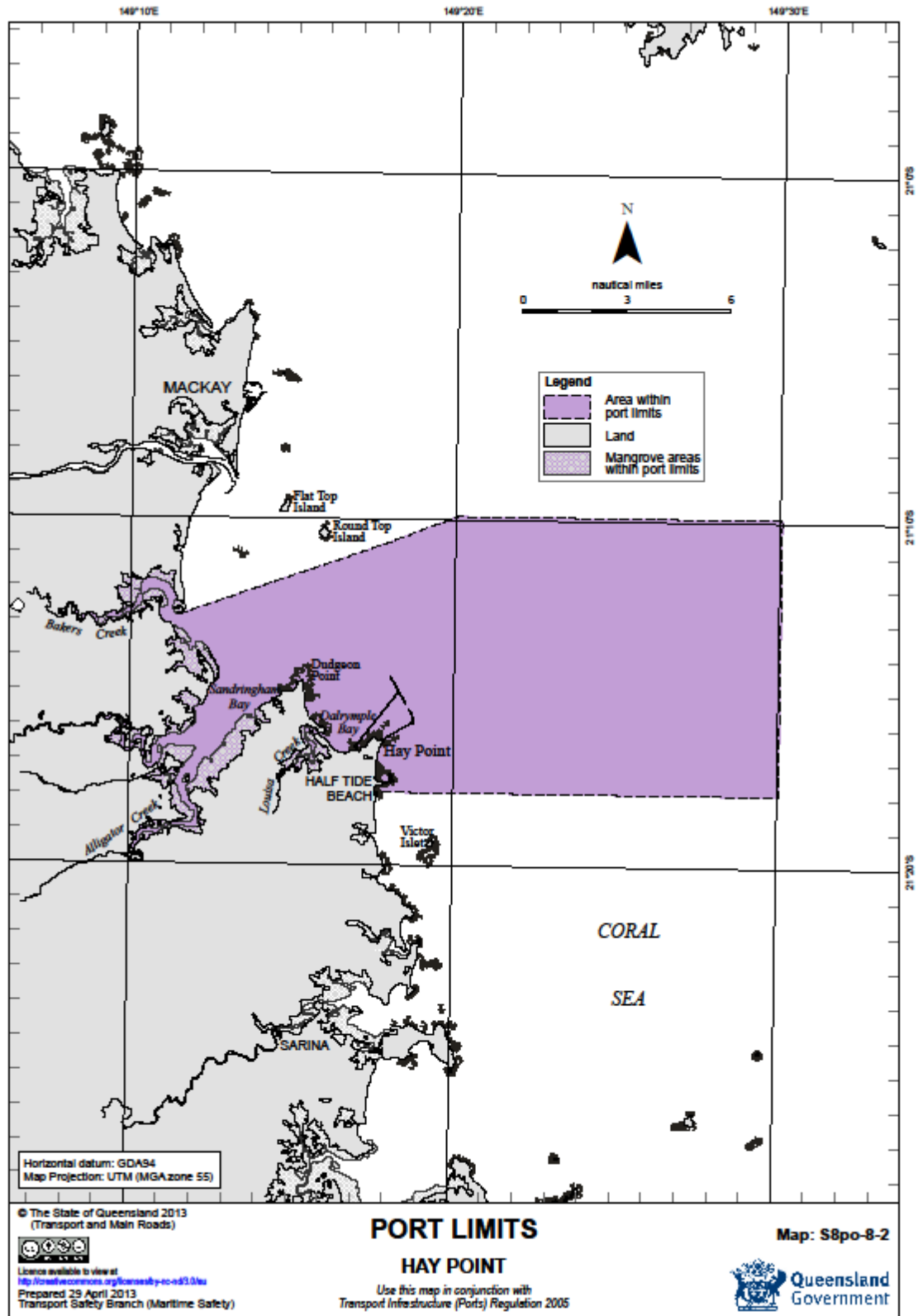


## **13. Contact List**

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

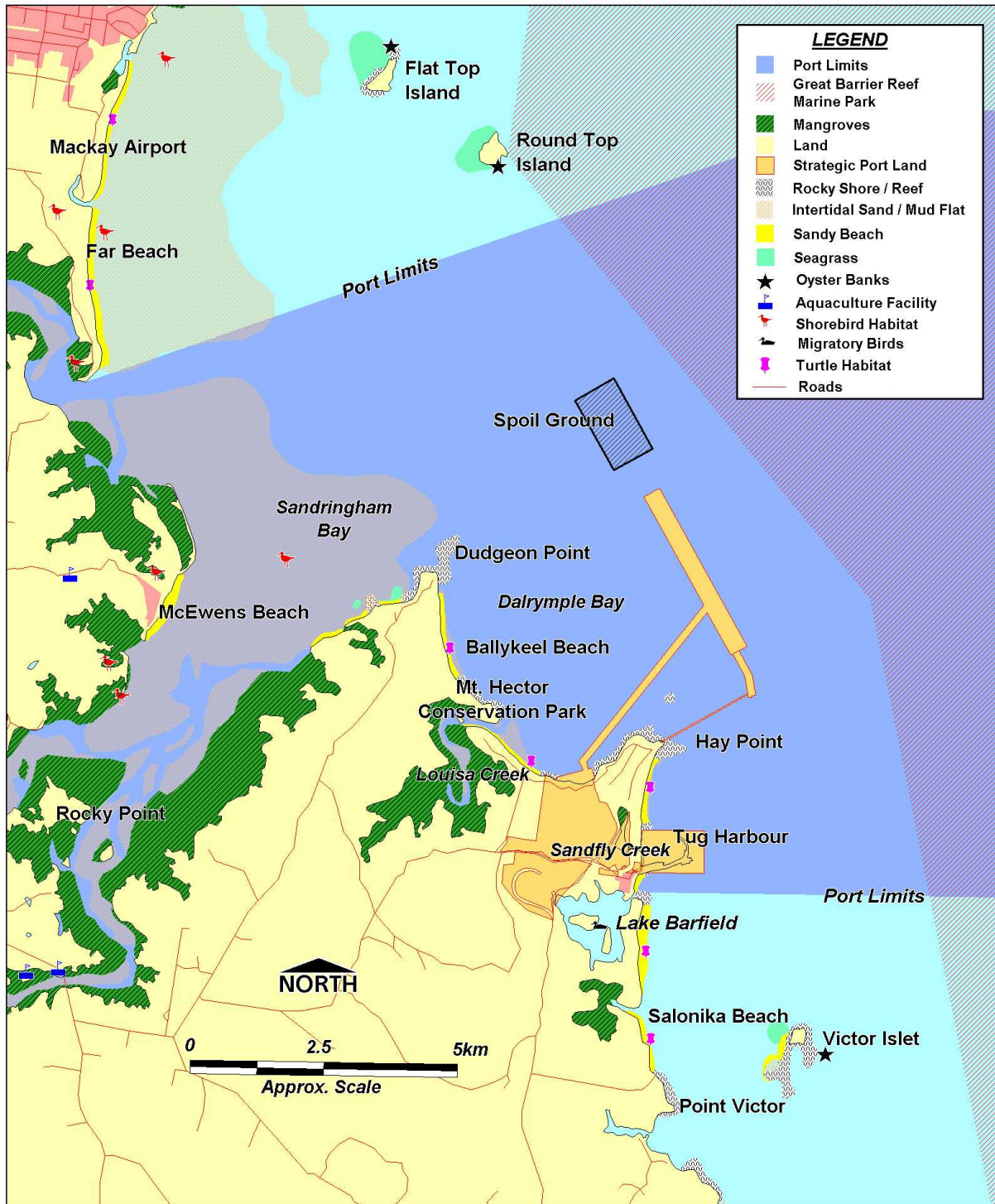


# Appendix A – Map of Hay Point Port Limits



# Appendix B- Port of Hay Point Resources Map

Source: Ports Corporation of Qld Port EMP



Port of Hay Point - Resources Map

Figure 2