

Sunshine Coast area

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, Marine Environment Protection on 07 3066 3911 or email 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 Sunshine Coast area (the Area), Queensland.

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.

The plan is not a stand-alone document and should be read in conjunction with the:

- 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 area are:

- The **Department of Environment and Science (DES)** is:
 - the statutory agency for all land sourced oil spills
 - is responsible for providing environmental and scientific advice to the Incident Controller for all spills within the area.
- **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.
- The **Sunshine Coast Regional Council (SCRC)** is authorised to carry out shoreline cleanup within their jurisdiction and have agreed to provide trained personnel for first-strike response to all incidents within the scope of this plan.

Details of the roles and responsibilities relating to oil spill response in Australia may be found in Schedule 1 to the National Plan.

5. Direction of Maritime Safety Queensland

The Sunshine Coast Regional Council is authorised to initiate and carry out first-strike response operations within its respective local government area without further direction from Maritime Safety Queensland. Any response action taken by council must be in accordance with section 9 of this plan and must be reported to Maritime Safety Queensland.

6. Threat assessment

The Area has a high concentration of recreational boating activity along with a large fishing industry and local tourism operations. The major hubs for these activities are centred at the Mooloolaba Boat Harbour and connecting canals, and the Noosa River and lake system. These areas include commercial marinas, many private pontoons and jetties, as well as ship repair, maintenance, and refuelling facilities as well as commercial fishing wharves.

While the risk of a large oil spill is very low, the Area has a history of frequent small spills (less than 20 litres) of diesel fuel or bilge oil. These spills invariably come from commercial and recreational vessels moored or operating within the Mooloolaba Boat Harbour, marinas, and from private pontoons.

Depending upon its origin, prevailing weather and tidal conditions, an oil spill will generally move up and downstream with the tides. Most spills are likely to quickly evaporate or disperse without causing significant environmental damage, but vapours from spilt diesel fuel could adversely affect residents and people using marina or tourist facilities within the area. Spills also have the capacity to adversely affect local tourism and small business operators.

Activities that regularly occur within the Area and represent a probable oil spill threat include:

- refuelling operations
- large fishing vessels entering and leaving the Mooloolaba Boat Harbour
- small vessels experiencing difficulties on the Caloundra, Maroochy and Noosa bars
- bilge or fuel discharges from small commercial, fishing and recreational vessels
- slipway operations
- land-sourced spills entering the inlet via stormwater drains
- downed aircraft in the sea – light and commercial traffic from local airports.

However, a threat of a heavy fuel or crude oil spill incident is noted and could possibly come from a vessel either running aground on the Gneering Shoals or a vessel collision in the vicinity of the pilot boarding ground south east of Point Cartwright.

Such an incident would be covered by the Port of Brisbane Oil Spill Pollution plan in conjunction with the Queensland Coastal Contingency Action Plan. The booming off of the Mooloolaba Boat Harbour entrance would be the first line of action in such a case to prevent ingress of oil into the boat harbour.

Consideration should also be given to booming or closing off other waterways;

- Bells Creek
- Pelican Waters canal
- Tooway Creek
- Currimundi Lake
- Stumers Creek

Other phenomena commonly reported as oil incidents, generally from high rise buildings, include:

- coral or reef spawn and trichodesium
- heavy oil tar balls washed up on beaches
- rotting seaweed or similar marine vegetation – generally on beaches
- large schools of fish
- current or tidal eddies forming a 'smooth sheen' on the water
- brackish water seepage from dunes or rock ledges due to coffee rock or tea tree stained water.

7. Possible spill scenarios

The types of incidents most likely to occur within the area are small spills of petrol, diesel or bilge oil from commercial, fishing and recreational ships operating or anchored in the waterways area.

However, up to 20 000 litres of diesel could spill from damaged or sunken vessels, ruptured shore refuelling installations; or up to 40 000 litres of light oil products (petrol or diesel) from road tanker crashes could enter the waterways via the area's storm water networks.

8. Wharf refuelling facilities

It has been identified that a higher risk for marine sourced oil incidents are at refuelling facilities on the respective waterways. These locations are identified as follows:

- Pilot Station Jetty, Mooloolah River, Mooloolaba
- Mooloolah River Fisheries (MRF), Mooloolah River, Mooloolaba
- Kawana Waters Marina, Buddina (formerly known as Lawries Marina)
- Browns Slipway, Tabuka Wharf, Mooloolah River, Mooloolaba
- De-Brett's Wharf, Mooloolah River, Mooloolaba
- Browns Slipway, Main Wharf, Mooloolah River, Mooloolaba
- 'O' Boats, Noosa River, Gympie Terrace, Noosaville
- Pelican Boat Hire, Noosa River, Gympie Terrace, Noosaville

For the above refuelling facilities, wharf plans and emergency contact numbers refer to section 16.

9. Response options

The following guidelines apply to first-strike response within the Sunshine Coast area.

9.1 Pumicestone Passage

Area	Monitor	Contain Recover	Protect Resources	Shoreline Cleanup	Apply Dispersant
Caloundra Bar	Yes	No	No	If viable	No *
Pumicestone Passage to Bells Creek	Yes	If viable	If viable	If viable	No *

9.2 Currimundi Lake and Two Way Creek

Area	Monitor	Contain Recover	Protect Resources	Shoreline Cleanup	Apply Dispersant
Currimundi Lake	Yes	If viable	If viable	If viable	No *
Tooway Creek	Yes	If viable	If viable	If viable	No *

9.3 Mooloolah River

Area	Monitor	Contain Recover	Protect Resources	Shoreline Cleanup	Apply Dispersant
Mooloolah River entrance	Yes	If viable	If viable	If viable	No *
Mooloolaba Harbour	Yes	If viable	If viable	If viable	No *
Kawana Waters and canals.	Yes	If viable	If viable	If viable	No *

9.4 Maroochy River

Area	Monitor	Contain Recover	Protect Resources	Shoreline Cleanup	Apply Dispersant
Maroochy Bar	Yes	No	No	If viable	No *
Maroochy River and canals	Yes	If viable	If viable	If viable	No *

9.5 Noosa River

Area	Monitor	Contain Recover	Protect Resources	Shoreline Cleanup	Apply Dispersant
Noosa Bar	Yes	No	No	If viable	No *
Noosa Sound to Tewantin	Yes	If viable	If viable	If viable	No *
Noosa Lakes	Yes	If viable	If viable	If viable	No *

Note: Oil spill dispersants should not be used within the scope of this plan.

Physical clean-up of oiled shorelines within the Noosa Lakes systems is likely to cause additional environmental damage to lakeside vegetation. The preferred response option is low pressure flushing of oiled areas using pumps or boats propeller wash.

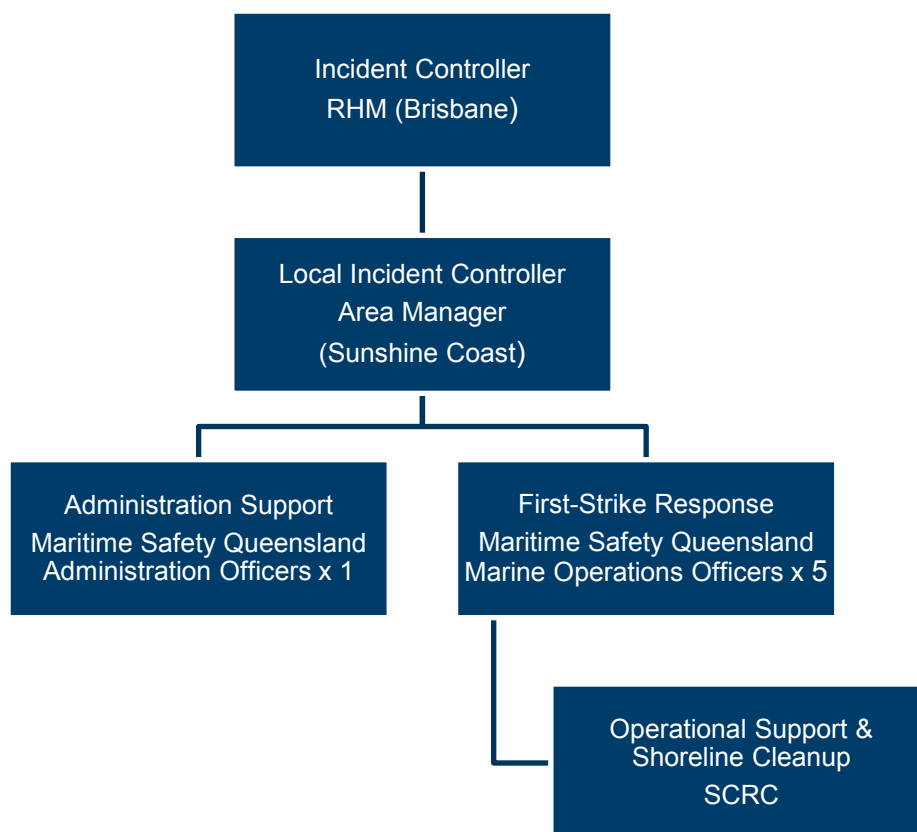
10. Callout and response

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 area's first-strike response capacity, assistance should be requested from other Maritime Safety Queensland regions. When determining the need for assistance, the Incident Controller 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 area's first-strike response equipment. Requests for assistance should be made as soon as possible and preferably in the first SITREP.

11. Incident Control Centre

Depending upon the severity of the incident, the Controller may establish an Incident Control Centre at Maritime Safety Queensland's Marine Operations Base at the Old Pilot Station in Parkyn Parade, Mooloolaba. In most cases, local operations will be coordinated from a car or vessel at or close to the site of the incident.

12. Response team structure



13. First-strike equipment

First-strike oil spill response equipment is located at Maritime Safety Queensland's regional office at the Old Pilot Station in Parkyn Parade, Mooloolaba.

Equipment type	Quantity
General Purpose Boom	200m
Pacific Alpha Skimmer and Pump	1
Sorbent Boom (3 m sections)	20
Sorbent Pads (bales 100)	5
Portable tank (10,000 litre capacity)	1

A significant amount of additional oil spill response equipment is available from:

Maritime Safety Queensland's Marine Operations Base

MacArthur Avenue East

Pinkenba 4008

14. Contact list

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