

# Port of Weipa

## 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)

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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 Weipa, Queensland. See Appendix A for a map of the port limits.

# 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

# 4. Roles and Responsibilities

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

- **Maritime Safety Queensland (MSQ)** is:
  - both Statutory and Combat Agency for ship sourced oil spills that impact Queensland Coastal waters and is the pre-designated Incident Controller for all incidents within the scope of this plan.
- **North Queensland Bulk Ports (NQBP)** is
  - responsible for ensuring that an adequate first-strike oil spill response capability is maintained within the Port of Weipa.
- **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.
- **Local Authorities** generally
  - assume responsibility for clean-up of oiled shorelines. There is no shire council covering Weipa. Rio Tinto Alcan Pty Ltd is the recognised local authority for Weipa and is authorised to undertake shoreline clean-up operations within the port of Weipa.

Maritime Safety Queensland is the Combat Agency for land-sourced oil spills outside of port limits 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 the NQBP and its first strike response agent, Rio Tinto Alcan Pty Ltd, to initiate and carry out first-strike response operations within the Port of Weipa in accordance with Section 8 of this plan.

## **6. Threat Assessment**

The Port of Weipa is located on the north-west coast of Cape York in the Gulf of Carpentaria. The main port facility is principally involved with the export of bauxite from the nearby mine and live cattle. Other port facilities handle general cargo and fuel.

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 Weipa is low, some level of risk does exist and a first-strike response capability is required.

The Port of Weipa handled 578 ships in 2012, carrying a record 28,500,000 tonnes of bauxite, 75 960 tonnes of fuel and 43596 tonnes of general cargo.

The seaward approach to the port is by transiting Albatross Bay via the South Channel and entering the Embley River.

The Port of Weipa contains a large area of seagrass that provide habitat for commercial and recreational fish and prawn species and food for dugong and turtle. Many of these meadows are found near port facilities and shipping activity. Protection of seagrass will be one of the main environmental issues in a response.

Albatross Bay is a large shallow bay on the western coast of Cape York that lies within the port limits. The bay is fed by four rivers (Pine, Mission, Embley and Hey), which comprise an extensive estuarine system supporting a diversity of habitats and wildlife, including seagrass beds, mangrove communities, soft bottom habitats, fisheries resources, rocky reefs, and significant populations of seabirds, dugongs, turtles and saltwater crocodiles.

## **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:

- 250 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
- 2000 litres of diesel fuel or bilge oil from commercial or recreational vessels

are possible within the port. Large spills of fuel from 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
Approaches to Weipa Harbour	Yes	If viable	If viable	If viable	No *
Coastline to the north and south of the entrance channel	Yes	If viable	If viable	Yes	No *
Entrance Channel	Yes	No	No	No	No *
Berths and Swing Basin	Yes	Yes	Yes	Yes	No *
Embley River	Yes	Yes	Yes	If viable	No *
Hey River	Yes	Yes	Yes	If viable	No*
Mission River	Yes	Yes	Yes	If viable	No *
Pine River	Yes	Yes	Yes	If viable	No *

### Note

Dispersants should not normally be used within the port but their use could be considered in certain circumstances. However dispersants may be used in certain circumstances, for example, 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 AMSA and Maritime Safety Queensland, in consultation with DES, may authorise the use of dispersants within the port.

## 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:

- Maritime Safety Queensland Marine Operations Base, Weipa.
- NQBP office, Evan's Landing, Weipa.
- Maritime Safety Queensland Marine Operations Base, Tingira Street, Cairns.

## 10. Response and Handover Arrangements

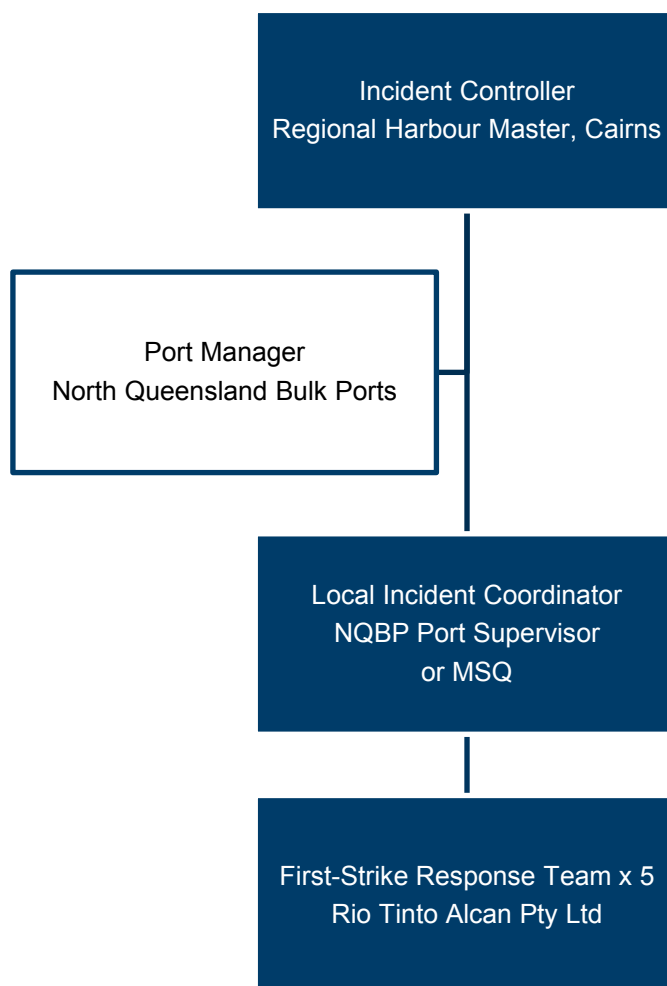
Early first-strike response action should include an assessment of the time and resources required to effectively manage each incident. Where a response is likely to be prolonged or exceed the port's first-strike response capacity, NQBP should request assistance from Maritime Safety Queensland. When determining the need for assistance and hand-over of the response, NQBP 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

Oil spill response equipment is located at the Perkins Shipping, Humbug Wharf shed.

Equipment Type	Quantity
General Purpose Boom (GP 800 Boom)	200m
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	240m
Sorbent Pads	1000
Sorbent Mops	500

## 12. Response Team Structure

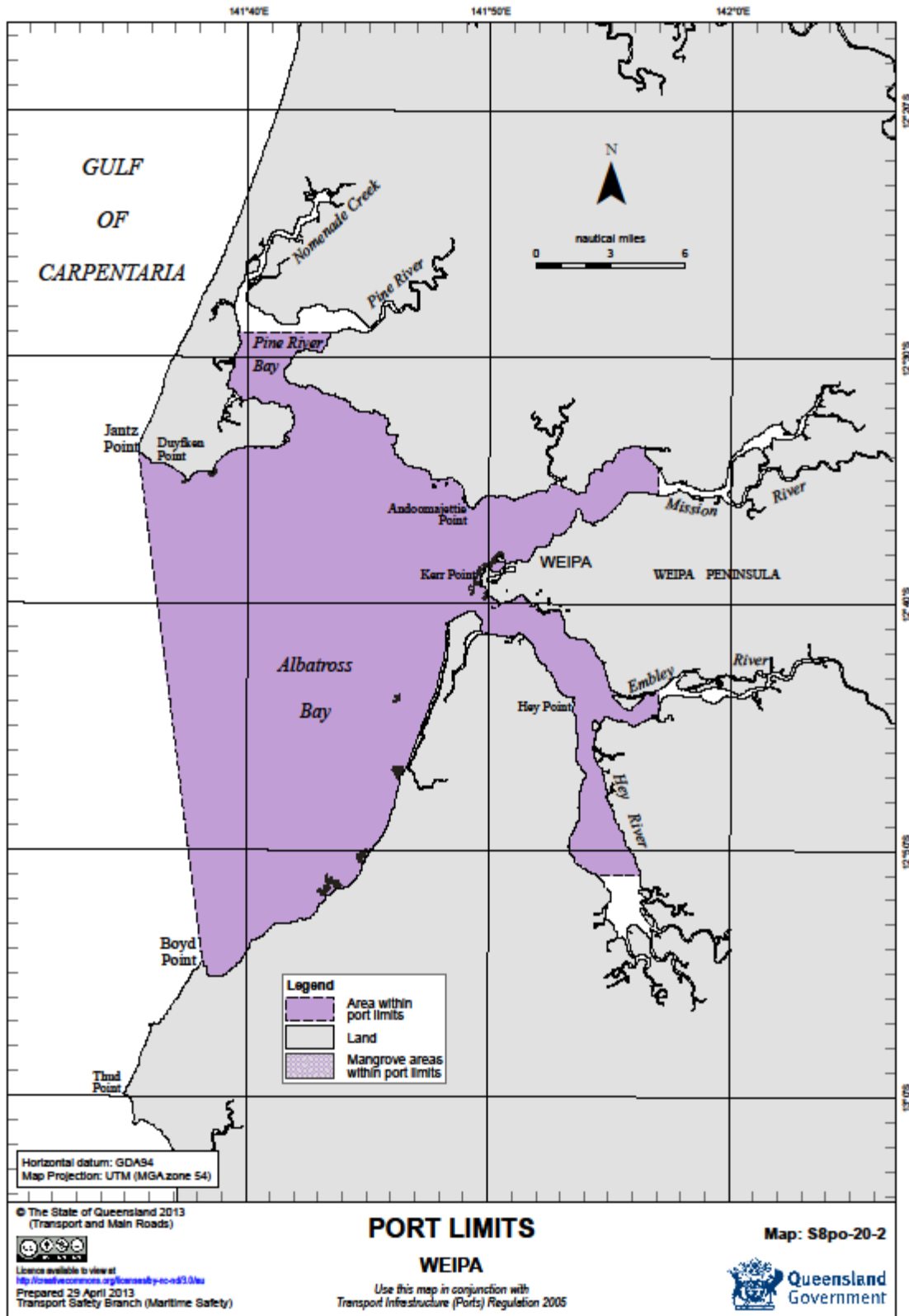


## **13. Contact List**

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



# Appendix A – Map of Weipa Port Limits



# Appendix B - Port of Weipa Resources Map

Source: Ports Corporation of Qld Port EMP

