

Port of Mackay

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@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 port limits of Mackay, Queensland. See Appendix A for details of geographical area.

3. Objective

The aim of this plan is to describe the operational arrangements for the first-strike response to oil spills with 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:

- 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 with the area are:

- **Maritime Safety Queensland (MSQ)** is:
 - both Statutory and Combat Agency for ship sourced oil spills and is the pre-designated Incident Controller for all incidents within the scope of this plan.
- **The Department of Environment and Science (DES)** is:
 - the Statutory Agency for all land sourced oil spills and is responsible for providing environmental and scientific advice to the Incident Controller in all spills within the port.
- **North Queensland Bulk Ports (NQBP)** is:
 - responsible for first-strike response to ship-sourced oil spills, and land-sourced oil spills as agreed in a Memorandum of Understanding between the Queensland Ports Association and the DES.
- Maritime Safety Queensland is the Combat Agency for land sourced oil spills outside of port limits, through a Memorandum of understanding with DES.
- **The oil industry, through agreement with the Australian Oil Spill Response Centre, is the designated Combat Agency for first-strike response to oil spills from oil terminals. However Maritime Safety Queensland may assume control of an incident response and may initiate first-strike action in all significant incidents.**

- **Mackay Regional Council:**

- may be asked by Maritime Safety Queensland to carry out for shoreline clean-up operations under the direction of Maritime Safety Queensland.

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

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

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 Mackay is low, a first-strike response capability is required. Further consultation with port management and user groups indicates there is a relatively high frequency of small spills of diesel fuel and bilge oil from small commercial and recreational vessels within the port.

The port of Mackay does not contain any areas of high biological significance, nor does it contain extensive habitat zones. Nevertheless Mackay Marina is located within the port limits and is extremely sensitive to the economic and political effects of oil spills.

Depending upon its origin and prevailing weather and tidal conditions, an oil spill will either move north and impact beaches near Slade Point or, in certain conditions, impact the Mackay Marina. Therefore, every attempt should be made to contain and recover an oil spill at or near its source and prevent it from moving out of the harbour. Consideration should also be given to placing booms at the entrance to Mackay Marina to stem or divert the flow of oil.

Whilst the likelihood of a significant oil spill is low, a number of activities that regularly occur within the port do present a credible threat.

These activities, in order of precedence, include:

- large trading ships entering and leaving the port through rock breakwaters
- oil tankers discharging products at the oil terminal
- large trading ships coming in contact with berths within the port
- significant commercial and recreational boating activity in the Mackay Marina

7. Possible Spill Scenarios

The types of oil spills most likely to occur within the port are small spills of petrol, diesel fuel or bilge oil from commercial and recreational ships in Mackay Marina. However it is also possible that spills of up to:

- 3000 tonnes of light oil products and/or up to 300 tonnes of heavy fuel oil from large trading ships or tankers coming in contact with the ports' breakwaters or grounding on reef south of Slade Island

- 1500 tonnes of light oil products and/or 150 tonnes of heavy fuel oil from large trading ships involved in serious contact with berths
- 5 tonnes of light oil products during transfer operations at the oil berth may occur within the port.

8. Response Options

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

Area	Monitor	Contain Recover	Protect Resources	Shoreline Cleanup	Apply Dispersant
Mackay port limits	Yes	If viable	If viable	If viable	If viable
Port area (inside breakwaters)	Yes	If viable	If viable	If viable	No *
Mackay Marina	Yes	If viable	If viable	If viable	No *

Note

Before authorising the use of chemical dispersants, the Incident Controller should consult with DES's National Plan Environment and Scientific Coordinator. Any decision to use oil spill dispersants within the port area should be made in accordance with the dispersant use policy and guidelines outlined in the Queensland Coastal Contingency Action Plan.

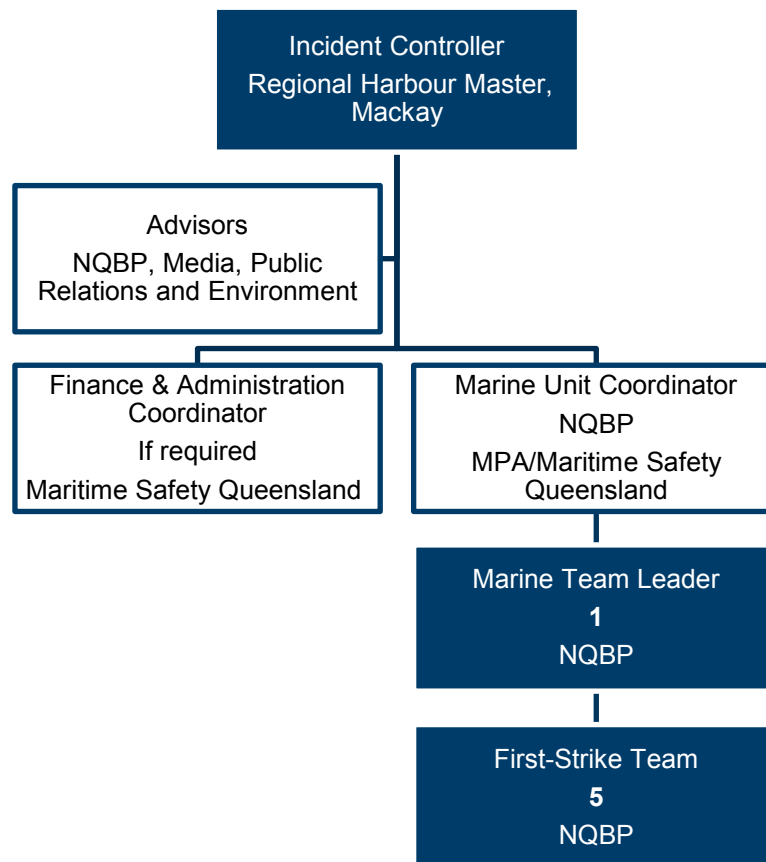
9. Response and Handover Arrangements

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 or hand-over of the incident, 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.

10. Incident Control Centre

If required, the Incident Controller will establish an Incident Control Centre in Maritime Safety Queensland's offices, 1st floor, 44 Nelson Street, Mackay 4740.

11. Response Team Structure



12. First-Strike Equipment

A stockpile of first-strike oil spill response equipment is located at Mackay Port. This is within the NQB precinct.

Equipment	#3 Shed, George Bell Drive
Boom (Austpol D2 Lite)	300 metres
Boom (Structurflex Land/Sea)	60 metres
Skimmer (Foilex weir and Spate pump)	1
Container (10m ³ Flexidam)	2
Anchor Kit	4
Sorbent Boom	120 metres
Sorbent Pads	500 pads
Sorbent Mops	150 mops

Note

Additional Tier 2 oil spill response equipment is located in the Mackay Port Authority Workshops.

13. Contact List

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

Appendix A – Map of Mackay Port Limits

