

Port of Quintell Beach

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.

Contents

1.	Introduction	1
2.	Scope	1
3.	Objective	1
4.	Roles and Responsibilities	1
5.	Delegations	2
6.	Threat Assessment	2
7.	Possible Spill Scenarios	2
8.	Response Options	2
9.	Callout and Response	3
10.	Incident Control Centre	3
11.	Response Team Structure	3
12.	First-Strike Equipment	4
13.	Contact List	4
	Appendix A – Map of Quintell Beach Port Limits	5

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 ship-sourced oil spills within the Port limits of Quintell Beach, 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.

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

- Oil Pollution First-strike Response Deed for the port of Quintell Beach
- 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 Quintell Beach are defined as follows:

- **Maritime Safety Queensland (MSQ)** is :
 - both Statutory and Combat Agency for ship sourced oil spills that impact Queensland Coastal waters
 - is the pre-designated Incident Controller for all incidents within the scope of this plan
- **Far North Queensland Ports Corporation Limited (Ports North)** is:
 - responsible for maintaining an adequate first-strike oil spill response capability within the Port limits of Quintell Beach.
- **Department of Environment and Heritage Protection (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.
- **Great Barrier Reef Marine Park Authority (GBRMPA)** is:
 - responsible for providing environmental and scientific advice to the Incident Controller for spills that impact, or are likely to impact, waters of the Great Barrier Reef Marine Park.

- **SeaSwift Pty Ltd :**

- the owners and operators of the barge that delivers cargo to Quintell Beach, has a duty of care to minimise the risk of an oil spill and if one occurs to mitigate its effects on the marine environment.

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 (National Plan).

5. Delegations

Ports North and SeaSwift Pty Ltd may initiate and carry out first-strike response operations within the Port limits of Quintell Beach 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 an oil spill within the port of Quintell Beach is extremely low a small level of risk does exist. Therefore a first-strike response capability is required within the port.

The port of Quintell Beach is a small community port that is serviced by a 24 metre barge, the *Temple Bay*, per week. From time to time the *Temple Bay* carries up to 3000 litres of AVGAS in 1500 litre International Bulk Containers and up to 8000 litres of diesel fuel in bulk. The bulk diesel fuel is carried in the barge's fuel/cargo tanks and is transferred to a small road tanker whilst the barge is on the Quintell Beach barge ramp. Although not required under current legislation the *Temple Bay* has a Shipboard Oil Spill Emergency Plan that meets Maritime Safety Queensland's requirements. The managers of the *Temple Bay* have established and documented adequate procedures for the fuel transfer operation and there is sufficient oil spill response equipment onboard the barge.

Due to the climate and prevailing weather conditions any oil spilled within the port is likely to quickly evaporate and disperse naturally without affecting the local marine environment.

7. Possible Spill Scenarios

Although the risk is extremely low it is possible for spills of up to:

- 1500 litres of AVGAS from a ruptured IBC or
- 200 litres of diesel fuel from a burst transfer hose to occur within the port.

8. Response Options

The most appropriate response option is to contain and recover any spilt oil onboard the *Trinity Bay*. Any oil that escapes from the barge should be monitored if possible recovered using oil sorbents.

Area	Monitor	Contain Recover	Protect Resources	Shoreline Cleanup	Apply Dispersant
All areas within the port	Yes	If viable	If viable	If viable	No

Onboard the Temple Bay	Yes	Yes	No	No	No
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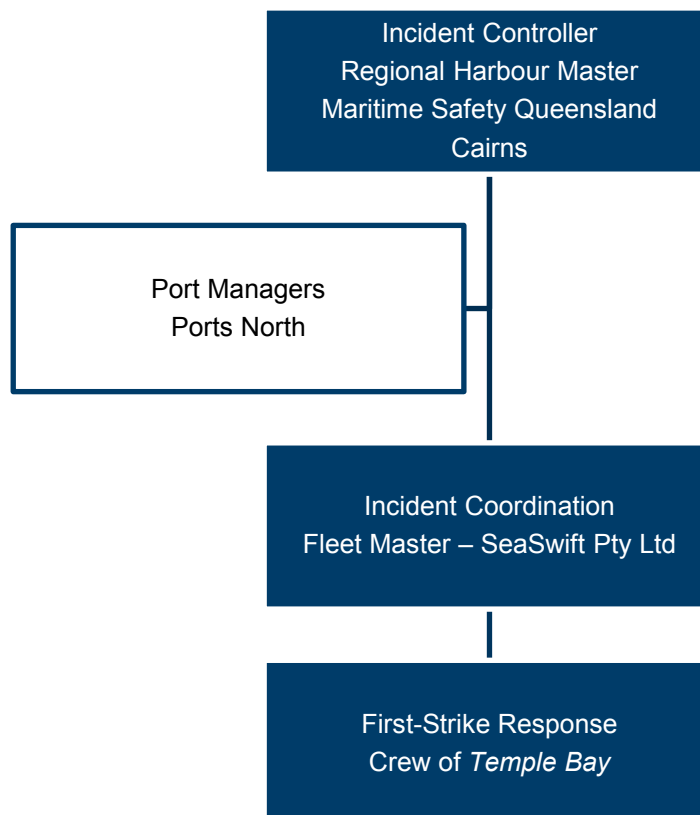
9. Callout and Response

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 port's first-strike response capacity, Ports North should request assistance from Maritime Safety Queensland. When determining the need for assistance and hand-over of the response, Ports North 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

Most incidents will be handled locally from on board the *MV Trinity Bay*. However, depending upon the scale of an incident, the Incident Controller may also establish an Incident Control Centre at the Maritime Safety Queensland Operations Base, 64 – 66 Tingira Street, Cairns.

11. Response Team Structure



12. First-Strike Equipment

There is no first-strike oil spill response equipment located at Quintell Beach. However the barge Temple Bay does carry oil sorbents that are adequate for the types of operations being undertaken. The closest regional stockpile of Tier 2 equipment is located at Maritime Safety Queensland's Marine Operations Base, 64 – 68 Tingira Street, Cairns.

13. Contact List

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

Appendix A – Map of Quintell Beach Port Limits

