

# Port of Abbot 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 Abbot 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 Abbot Point, Queensland. See Appendix A for details of the port area. The port limits exclude the Crown Boat Harbour in Bowen and Maritime Safety Queensland is responsible for oil spill response in this area.

# 3. Objective

The aim of this plan is to describe the operational arrangements of the 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 Abbot Point are defined as follows:

- 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 spills within the port
- **Maritime Safety Queensland (MSQ)** is:
  - both statutory and combat agency for ship- sourced oil spills that impact Queensland Coastal waters
  - the combat agency for response to land-sourced oil spills that fall within the terms of a memorandum of understanding with DES

is the pre-designated Incident Controller for all incidents within the scope of this plan.
- **North Queensland Bulk Ports (NQBPs)** is:

responsible for ensuring that an adequate first-strike oil spill response capability is maintained within the port limits of Abbot Point

- **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.
- **The Bowen Shire Council Local Council** :  
generally assume responsibility for clean-up of oil impacted shorelines outside of National Parks. Depending upon the geographical location of stranded oil the Bowen Shire Council may be requested to undertake shore line clean-up operations following an oil spill within the port.

Details of the roles and responsibilities may be found in Schedule 1 to the Inter-Governmental Agreement on the National Plan.

## 5. Direction of Maritime Safety Queensland

Maritime Safety Queensland authorises and directs the North Queensland Bulk Ports and authorises its agents who have completed training approved by Maritime Safety Queensland to initiate and carry out first-strike response operations within the port in accordance with Section 8 of this plan.

## 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. The study indicated that a first-strike response capability is required for adequate oil spill response at Abbot Point.

The Port of Abbot Point covers a large area extending from Abbot Bay south east to Gloucester Island including Edgecombe Bay and Bowen Harbour. However the main focus of the port is coal export and these operations are centred on a coal berth located 2.75 km offshore from Abbot Point, which is approximately 25 km north of Bowen.

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. The near shore subtidal areas of the Port of Abbot Point are dominated by sand sheets interspersed with seagrass beds. Eleven species of seagrass occur in the beds, which occur in the shallow near shore areas from Abbot Bay to Edgecombe Bay. The seagrass beds are patchy and highly variable in density. These seagrass beds provide a nursery ground for juvenile fish, prawns and crabs. Turtles, dugong and sea snakes are commonly found within the port limits. Turtle nests have been observed along the beach between Euri Creek and the coal terminal and along the beaches in Brisk Bay, which is in the southern section of Edgecombe Bay. Turtles forage in low density seagrass beds in the creek systems and coastal flats around Euri Creek and the Don River, as well as along the entire length of seagrass flats located along the southwest coast of Edgecombe Bay. A Fish Habitat Area has been declared in Edgecombe Bay.

The beaches to the east of the Abbot Point Coal Terminal have cultural significance and are recognised as an important cultural place by the wider Aboriginal community.

The most likely type of pollution incidents to occur within the port are small operational discharges from commercial, fishing and recreational vessels. However there is also a chance of larger operation discharges of fuel oil or waste oil from large bulk carriers at the berth and/or significant spills of heavy fuel oil resulting from contact incidents within the port.

## 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. Spills of up to:

- 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
- 50 litres of diesel fuel or bilge oil from commercial or recreational vessels could also occur in the port. Large spills of fuel oil and other oil products and from road tankers or other 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
Abbot Point Berth	Yes	If viable	No	No	No *
Dingo Beach/Abbot Bay	Yes	If viable	If viable	Yes	No *
Queens Bay and Bowen foreshores	Yes	If viable	If viable	Yes	No *
Edgecombe Bay and Gloucester Island	Yes	If viable	If viable	Yes	No *
Bowen Harbour	Yes	Yes	Yes	Yes	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 dispersant use 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 outside the Marine Park.

## 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:

- NQBP Office, Cr of George and Sinclair Streets, Bowen
- Maritime Safety Queensland Office, Santa Barbara Parade, Bowen
- Maritime Safety Queensland marine operations base, Ross Street, Townsville

## 10. Response and Handover Arrangements

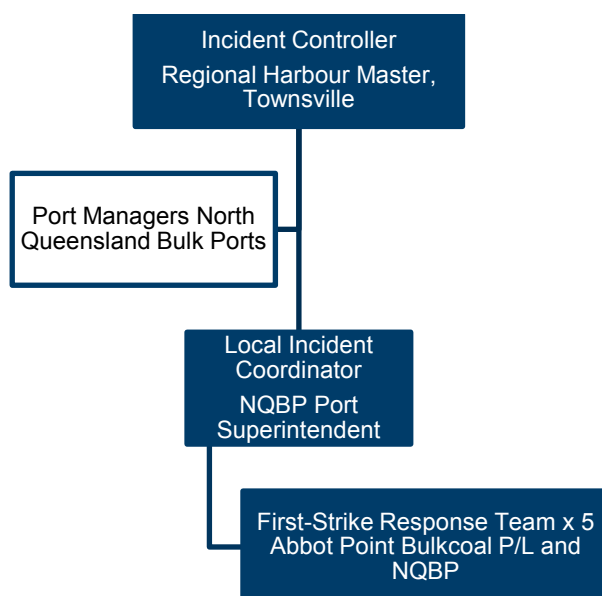
Early first-strike response action should include an assessment of the time and resources required to effectively manage each incident. Where a response is likely to be prolonged or exceed the port's first-strike response capacity, NQBP should request assistance from Maritime Safety Queensland. When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

First-strike equipment is located in a container at Abbot Point Bulk Coal, Abbot Point.

Equipment Type	Quantity
General Purpose Boom (Structure -Flex)	300m
Land Sea Boom Kit (boom, pump and blower)	60m
Weir Skimmer Kit (Foilex weir skimmer and spate pump)	1
Flexi-Dam recovered oil container	2
Anchor Kit	1
Sorbent Boom	120 m
Sorbent Pads	500
Sorbent Mops	120

## 12. Response Team Structure



### Note:

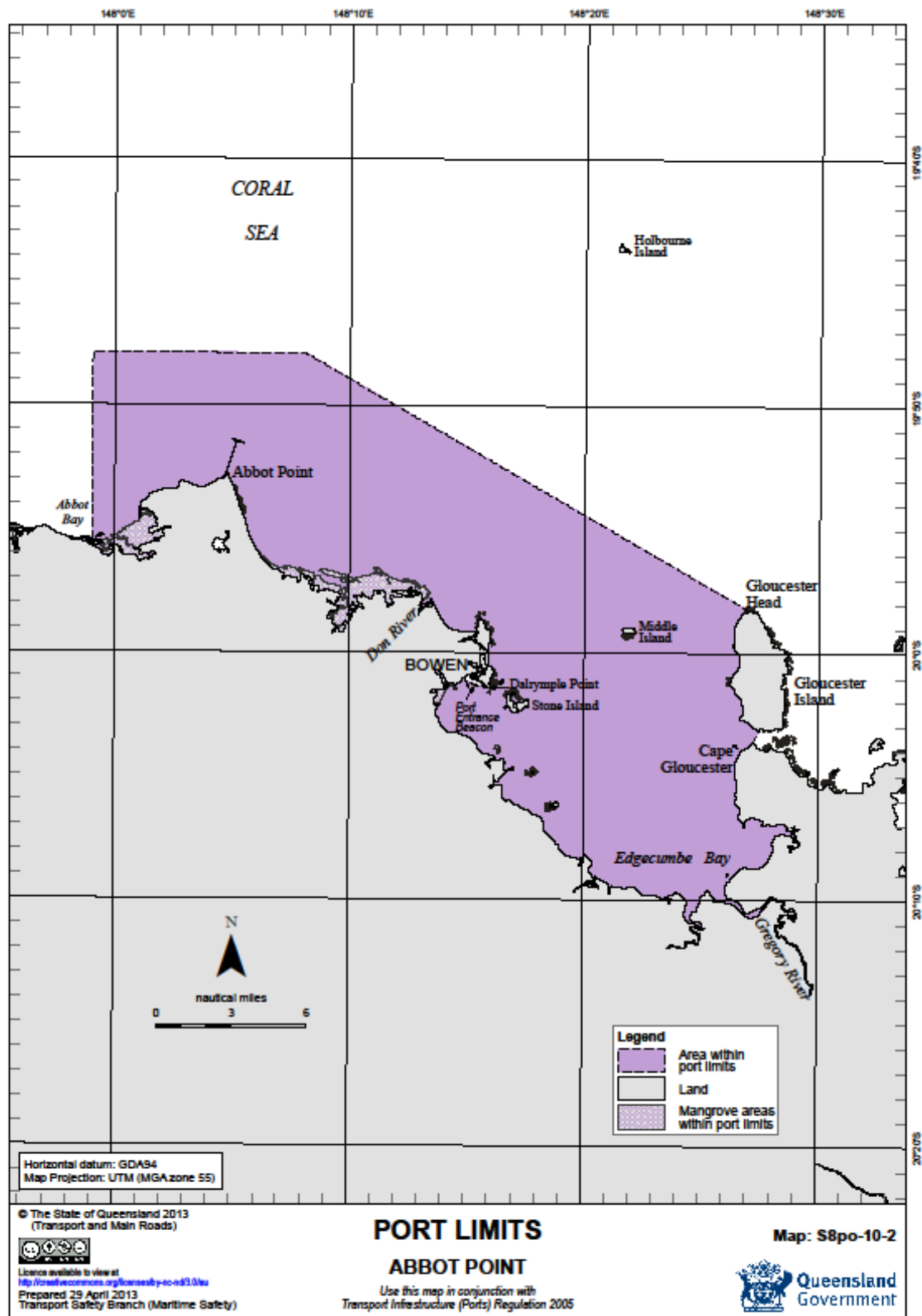
Maritime Safety Queensland is responsible for responding to spills that occur within the Crown Boat Harbour in Bowen.

## **13.    Contacts**

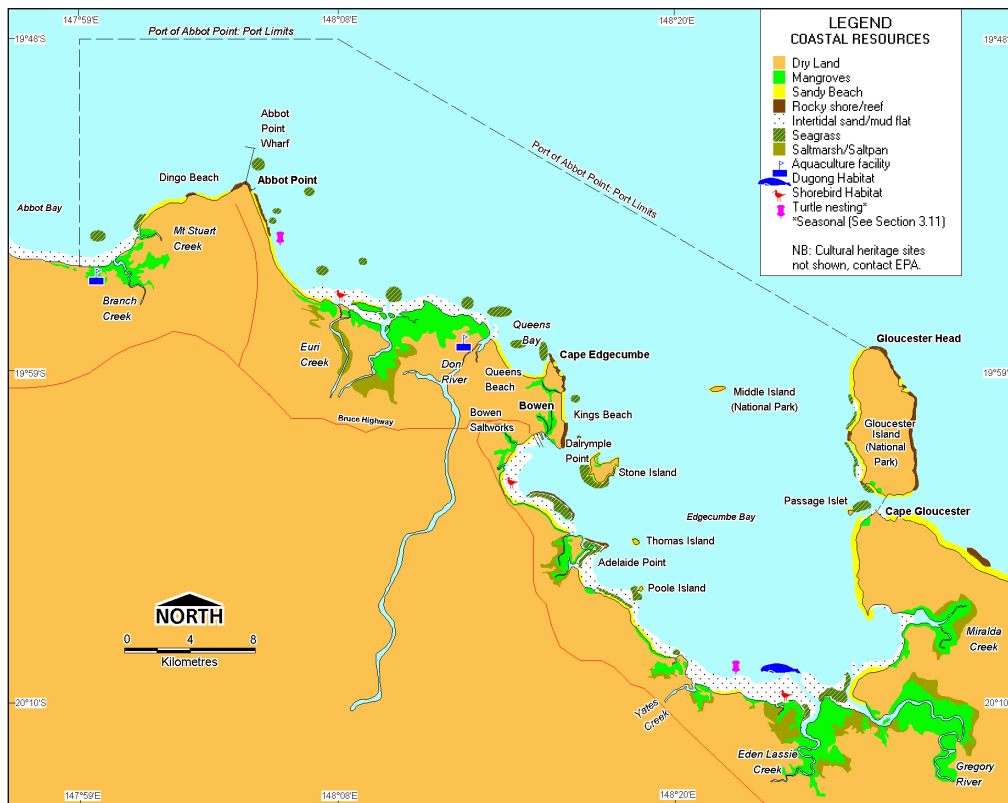
For contact details refer to Appendix 1 of the Queensland Coastal Contingency Action Plan.



# Appendix A – Port Limits Map for Abbot Point



## Appendix B – Resources Map for Abbot Point



Above: Marine Resources in Port of Abbot Point



Above: Great Barrier Reef Marine Park Boundaries