

# Port of Gladstone

## 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 sources within the port of Gladstone, Queensland.

# 3. Objective

The aim of this plan is to describe the operational arrangements for first-strike response to oil spills with 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 Queensland Coastal Contingency Action Plan (QCCAP)
- Maritime Safety Queensland 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 Gladstone are defined as follows:

- **Maritime Safety Queensland (MSQ)** is:
  - both Statutory and Combat Agency for response to all ship sourced oil spills.
- **Gladstone Ports Corporation** is
  - responsible for first strike response, as per the Oil Pollution First-Strike Deed and this contingency plan, to all oil spills within the port limits.
- **The Department of Environment and Science (DES)** is
  - the Statutory Agency for land sourced oil spills and is responsible for assuming the role of Environment and Science Coordinator (ESC) for oil and chemical spills in:
    - harbours and working areas of the port outside of the Great Barrier Reef Marine Park, and coastal waters outside the Great Barrier Reef World Heritage Area.

This role will be exercised in full consultation and cooperation with the GBRMPA.

- **The Great Barrier Reef Marine Park Authority (GBRMPA)** is:
  - responsible for assuming the role of ESC where oil or chemical spills occur within the Great Barrier Reef World Heritage Area and adjacent shorelines, excluding those harbours and working areas of the Port which fall outside of the Great Barrier Reef Marine Park. This role will be exercised in full consultation and cooperation with the DES.
- Maritime Safety Queensland will provide first strike capability support for land sourced oil spills, aside from spills from oil terminals, through a memorandum of understanding with DES which is the statutory and Combat Agency.
- The relevant oil company or terminal operator is the designated Combat Agency for first-strike response to oil spills from oil terminals. The cooperative arrangements for response to oil spills by the Australian oil and associated industries are described under the oil industry's AMOS Plan.
- Gladstone Regional Council is responsible for shoreline clean-up operations outside of the port security area 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. Direction of Maritime Safety Queensland

Maritime Safety Queensland directs the Gladstone Ports Corporation to initiate and carry out first-strike response operations within the port of Gladstone 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 results of the study show there is a risk of an oil spill occurring within the port of Gladstone, with the main risk factors being land-based spills, the frequency of small spills, refuelling activities and navigational hazards within the port. The port also has a high sensitivity rating.

The port of Gladstone contains a number of diverse environments, some of which are highly sensitive to the effects of marine pollution. These include large areas of mangroves, intertidal flats and seagrass beds close to the shipping channel and port area. Other areas, particularly The Narrows, are extremely sensitive to the environmental effects of oil spills. Similarly the Gladstone marina, Auckland Creek and Barney Point beach, as well as the islands within the harbour, are important recreational areas for the local community.

While the risk of a significant oil spill in the port is small, a number of activities that regularly occur in the port do present a credible threat. These activities include:

- large trading ships entering and leaving the port via a narrow channel
- oil product tankers discharging oil products at South Trees and Auckland Point Berths
- Chemical tankers discharging Caustic Soda at South Trees Wharf, Fisherman's Landing #2 Berth and Bulk Liquid Ammonia at Fisherman's Landing #5 Berth
- Large trading ships calling to load bunkers
- Large trading ships bunkering whilst undertaking cargo operations
- large trading ships coming in contact with berths or other ships
- significant commercial shipping activity and refuelling operations in the Marina

- commercial and recreational shipping activity in Auckland Creek and the adjacent marina
- commercial and recreational shipping activity in the Boyne River.

## 7. Possible Spill Scenarios

The most common type of oil spills likely to occur in the port are small spills of petrol, diesel fuel or bilge oil from commercial or recreational ships or shore based activities. However it is also possible that the following types of spills may occur within the port.

- 300 tonnes of heavy fuel oil from trading ships resulting from serious contact incidents
- 10 tonnes of petroleum products, including heavy fuel oil, during cargo transfer operations at anchorages and berths during bunkering operations
- 5 tonnes of petroleum products, including heavy fuel oil, during bunkering operations associated with the bunker barge Larcom.

While each of the scenarios listed above could escalate beyond what is generally termed ‘first-strike response’, prompt and effective action will help limit the effects of a spill.

## 8. Response Options

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

Area	Monitor	Contain Recover	Protect Resources	Shoreline Cleanup	Apply Dispersant
Gladstone Marina	Yes	Yes	If viable	If viable	No
Auckland Creek	Yes	If viable	If viable	If viable	No
Fisherman's Landing	Yes	If viable	If viable	If viable	If viable
Clinton Wharves	Yes	If viable	If viable	If viable	If viable
Auckland Point Wharves	Yes	If viable	If viable	If viable	If viable
Barney Point Wharf	Yes	If viable	If viable	If viable	If viable
South Trees Wharf	Yes	If viable	If viable	If viable	If viable
Boyne Wharf	Yes	If viable	If viable	If viable	If viable
Areas seaward of Facing Island	Yes	If viable	If viable	If viable	If viable
Boyne River	Yes	If viable	If viable	If viable	No

### Note :

Any decision to use 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. Under the 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 EPA, may authorise the use of dispersants in port areas that are outside the Marine Park.

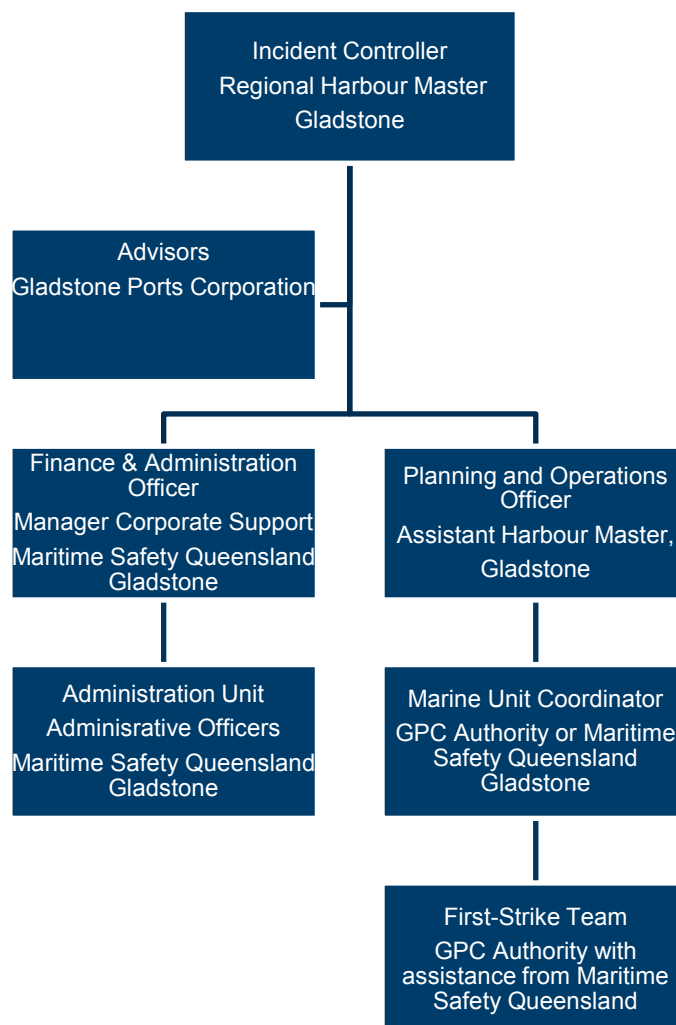
## 9. Response and Handover Arrangements

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, GPC should request assistance from Maritime Safety Queensland. When determining the need for assistance and hand-over of the response, GPC 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

The Incident Controller may elect to establish an Incident Control Centre (ICC) to aid in management of an incident within the port. If required, the ICC will be established in the office of the Regional Harbour Master (Gladstone).

## 11. Response Team Structure



## 12. First-Strike Equipment

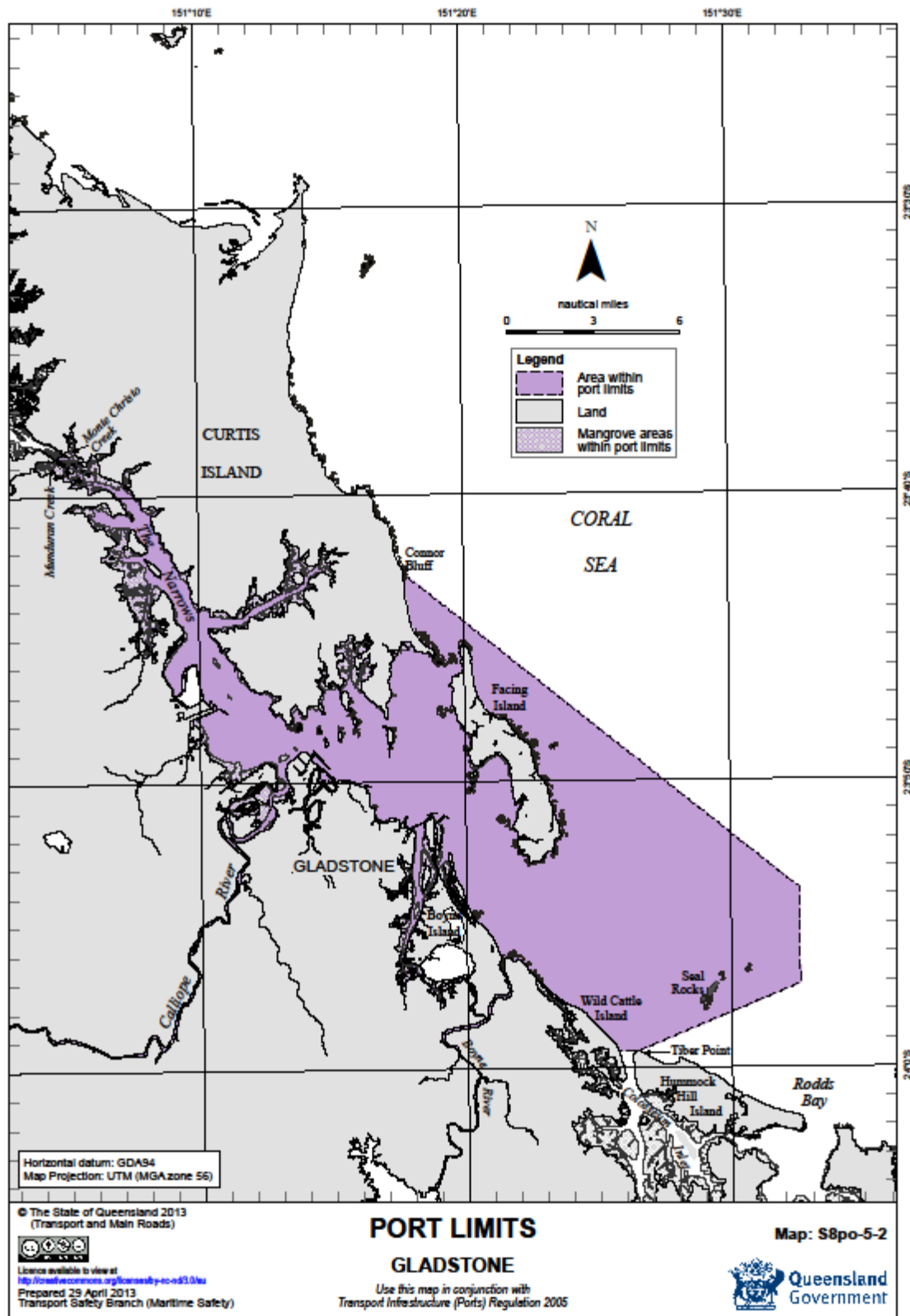
Equipment	Maritime Safety Queensland Marine Operations Base Alf O'Rourke Drive, Gladstone
Boom (Structurflex GP)	300 metres
Boom (Structurflex Land/Sea)	60 metres
Skimmer (Foilex weir and Spate pump)	1
Container (10m <sup>3</sup> Flexidam)	2
Anchor Kit	1
Sorbent Boom	120 metres
Sorbent Pads	500 pads
Sorbent Mops	150 mops

## 13. Contact List

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



# Appendix A – Map of Gladstone Port Limits



# Appendix B – GPC Oil Spill Response Procedure

