

Port Douglas Pilotage Area

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	3
9.	Callout and Response	3
10.	Incident Control Centre	3
11.	Response Team Structure	4
12.	First-Strike Equipment	4
13.	Contact List	5
	Appendix A – Map of the Port Douglas Pilotage Area	6

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 Douglas pilotage area, Queensland. See Appendix A for details of pilotage area.

3. Objective

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

- 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 Douglas pilotage area 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
- **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 for all spills within the port
- Maritime Safety Queensland is the Combat Agency for land sourced oil spills through a memorandum of understanding with DES.
- Cairns Regional Council is responsible for shoreline clean-up and has agreed to provide trained personnel for first-strike response to all incidents within the scope of this plan.

Details of the roles and responsibilities relating to oil spill response in Australia may be found in Schedule 1 to the Inter-Governmental Agreement on Australia's National Plan for Maritime Environmental Emergencies.

5. Delegations

There are currently no delegations associated with first-strike response to marine pollution events at Port Douglas. Maritime Safety Queensland is the responsible authority and will respond from Cairns.

6. Threat Assessment

Port Douglas is important transit point for local tourism operations and is the centre of the areas commercial and recreational boating activity. The hub of these activities encompasses an area stretching from the mouth of Dickson Inlet to the Port Douglas Yacht Club. It includes the Marina Mirage development and other ship repair, maintenance and refuelling facilities along the southern bank of Dickson Inlet.

While the risk of a large oil spill is very low, the area has a history of frequent small (are less than 20 litres) spills of diesel fuel or bilge oil. These spills invariably come from small commercial and recreational vessels moored or operating within the inlet or marinas.

There are extensive areas of mangrove habitat within Dickson Inlet which lies within the Great Barrier Reef Marine Park and is zoned as a Conservation Park.

Depending upon its origin and prevailing weather and tidal conditions, an oil spill will either move upstream into Dickson Inlet and the associated mangrove habitats or downstream and out of the inlet. Most spills are likely to quickly evaporate or disperse without causing significant environmental damage but vapours from spilled diesel fuel could adversely affect people using marina or tourist facilities within the inlet. Spills also have the capacity to adversely affect local tourism and small business operators.

A number of activities that regularly occur within the port present a credible oil spill threat. These activities, in order of precedence, include:

- refuelling operations
- large passenger ferries entering and leaving the Dickson Inlet via a narrow channel
- bilge or fuel discharges from small commercial, fishing and recreational vessels
- slipway operations
- land sourced spills entering the inlet via stormwater drains.

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, fishing and recreational ships operating or anchored in Dickson Inlet or one of the marinas.

However up to 2000 litres of diesel fuel could spill from damaged or submerged vessels, or 10 000 litres of light oil products (petrol or diesel fuel) from road tanker accidents could enter the inlet via the town's storm water network.

8. Response Options

The following guidelines apply to first-strike response within the Port Douglas pilotage area.

Area	Monitor	Contain Recover	Protect Resources	Shoreline Cleanup	Apply Dispersant
Approaches to Dickson Inlet	Yes	If viable	If viable	If viable	No *
Dickson Inlet in the vicinity of Marina Mirage	Yes	If viable	If viable	If viable	No *
Dickson Inlet upstream of Port Douglas Yacht Club.	Yes	If viable	If viable	No	No *

Note

Oil spill dispersants should not be used within the scope of this plan.

9. Callout and Response

Maritime Safety Queensland is responsible for first-strike response to oil spills that occur within port waters.

Initial response may include deployment of equipment and resources by MSQ to limit the effect of a spill. It may also include initial investigation, preliminary assessment and advice on the nature of the spill and any recommended additional first-strike response activities including, where appropriate, aiding natural dispersion, containment, protection, recovery and clean up.

First-strike response operations will be coordinated by MSQ's Incident Controller who is the Regional Harbour Master in Cairns or a delegate.

Where a response is likely to be prolonged or exceed the regions first-strike response capacity, the Incident Controller may request assistance from other regions. When determining the need for further assistance the Incident Controller should consider the number and availability of trained response personnel, their ability to work safely, taking into account fatigue, and 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 an Advanced Operations Centre will be established at the Douglas Shire Council Office. Depending upon the scale of the incident the Incident Controller may also establish an Incident Control Centre at the Maritime Safety Queensland Operations Base, 100-106 Tingira Street, Cairns.

11. Response Team Structure



12. First-Strike Equipment

First-strike oil spill response equipment and the regional stockpile of Tier 2 equipment is located at Maritime Safety Queensland's Marine Operations Base, 64 – 68 Tingira Street, Cairns.

Equipment Type	Quantity
* General Purpose Boom	200 m
* Pacific Alpha Skimmer and Pump	1
* Recovered Oil Container	1
* Anchor Kit	1
Sorbent Boom	120 metres
Sorbent Pads	500 pads
Sorbent Mops	150 mops

* Equipment stored in Cairns at MSQ base

13. Contact List

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

Appendix A – Map of the Port Douglas Pilotage Area

