

Transport and Main Roads

Sunshine Coast area

First-strike Oil Spill Response Plan

A supplement to the Queensland Coastal Contingency Action Plan

Document control sheet

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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 31207411 or email msqmail@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 to Combat Pollution of the Sea by Oil and other Noxious and Hazardous Substances (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 Sunshine Coast area (the Area), Queensland.

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:

- 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 area are defined as follows:

- Maritime Safety Queensland 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.
- The Department of Environment and Resource Management (DERM) 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 area.
- Maritime Safety Queensland is the combat agency for land-sourced oil spills through a memorandum of understanding with DERM.
- The Sunshine Coast Regional Council (SCRC) is authorised to carry out shoreline cleanup within their jurisdiction and have 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 to Combat Pollution of the Sea by Oil and other Noxious and Hazardous Substances.

5 Direction of Maritime Safety Queensland

The Sunshine Coast Regional Council is authorised to initiate and carry out first-strike response operations within its respective local government area without further direction from Maritime Safety Queensland. However, any response action taken by council must be in accordance with section 9 of this plan and must be reported to Maritime Safety Queensland.

6 Threat assessment

The Area has a high concentration of recreational boating activity along with a large fishing industry and local tourism operations. The major hubs for these activities are centred at the Mooloolaba Boat Harbour and connecting canals, and the Noosa River and lake system. These areas include commercial marinas, many private pontoons and jetties, as well as ship repair, maintenance, and refuelling facilities, and commercial fishing wharves.

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

Depending upon its origin, prevailing weather and tidal conditions, an oil spill will generally move up and downstream with the tides. Most spills are likely to quickly evaporate or disperse without causing significant environmental damage, but vapours from spilled diesel fuel could adversely affect residents and people using marina or tourist facilities within the area. Spills also have the capacity to adversely affect local tourism and small business operators.

A number of activities that regularly occur within the Area represent a probable oil spill threat.

These activities, in order of precedence, include:

- refuelling operations
- large fishing vessels entering and leaving the Mooloolaba Boat Harbour
- small vessels experiencing difficulties on the Caloundra, Maroochy and Noosa bars
- bilge or fuel discharges from small commercial, fishing and recreational vessels
- slipway operations
- land-sourced spills entering the inlet via stormwater drains
- downed aircraft in the sea – light and commercial traffic from local airports.

However, a threat of a heavy fuel or crude oil spill incident is noted and could possibly come from a vessel either running aground on the Gneering Shoals or a vessel collision in the vicinity of the pilot boarding ground south east of Point Cartwright.

Such an incident would be covered by the Port of Brisbane Oil Spill Pollution plan in conjunction with the Queensland Coastal Contingency Action Plan. The booming off of the Mooloolaba Boat Harbour entrance would be the first line of action in such a case to prevent ingress of oil into the boat harbour.

Other phenomena commonly reported as oil pollution incidents, generally from high rise buildings, include:

- coral or reef spawn and trichodesium
- heavy oil tar balls washed up on beaches
- rotting seaweed or similar marine vegetation – generally on beaches
- large schools of fish
- current or tidal eddies forming a ‘smooth sheen’ on the water
- stained brackish water seepage from dunes or rock ledges due to coffee rock or tea tree stained water.

7 Possible spill scenarios

The types of incidents most likely to occur within the Area are small spills of petrol, diesel or bilge oil from commercial, fishing and recreational ships operating or anchored in the waterways area.

However, up to 20 000 litres of diesel could spill from damaged or submerged vessels, ruptured shore refuelling installations; or up to 40 000 litres of light oil products (petrol or diesel) from road tanker accidents could enter the waterways via the Area's storm water networks.

8 Wharf Refuelling Facilities

It has been identified that a high risk area for marine sourced oil incidents are at refuelling locations on the respective waterways. These locations are identified as follows:

- Pilot Station Jetty, Mooloolah River, Mooloolaba
- Mooloolah River Fisheries (MRF), Mooloolah River, Mooloolaba
- Kawana Waters Marina, Buddina (formerly known as Lawries Marina)
- Browns Slipway, Tabuka Wharf, Mooloolah River, Mooloolaba
- De-Brett's Wharf, Mooloolah River, Mooloolaba
- Browns Slipway, Main Wharf, Mooloolah River, Mooloolaba
- 'O' Boats, Noosa River, Gympie Terrace, Noosaville
- Pelican Boat Hire, Noosa River, Gympie Terrace, Noosaville

For the above refuelling locations, wharf plans and emergency contact numbers refer to section 16.

9 Response options

The following guidelines apply to first-strike response within the Sunshine Coast area.

Pumicestone Passage

Area	Monitor	Contain Recover	Protect Resources	Shoreline Cleanup	Apply Dispersant
Caloundra Bar	Yes	No	No	If viable	No *
Pumicestone Passage to Bells Creek	Yes	If viable	If viable	If viable	No *

Currimundi Lake and Two Way Creek

Area	Monitor	Contain Recover	Protect Resources	Shoreline Cleanup	Apply Dispersant
Currimundi Lake	Yes	If viable	If viable	If viable	No *
Two Way Creek	Yes	If viable	If viable	If viable	No *

Mooloolah River

Area	Monitor	Contain Recover	Protect Resources	Shoreline Cleanup	Apply Dispersant
Mooloolah River entrance	Yes	If viable	If viable	If viable	No *
Mooloolaba Boat Harbour	Yes	If viable	If viable	If viable	No *
Kawana Waters and canals.	Yes	If viable	If viable	If viable	No *

Maroochy River

Area	Monitor	Contain Recover	Protect Resources	Shoreline Cleanup	Apply Dispersant
Maroochy River Bar	Yes	No	No	If viable	No *
Maroochy River and canals	Yes	If viable	If viable	If viable	No *

Noosa River

Area	Monitor	Contain Recover	Protect Resources	Shoreline Cleanup	Apply Dispersant
Noosa River Bar	Yes	No	No	If viable	No *
Noosa Sound to Tewantin	Yes	If viable	If viable	If viable	No *
Noosa Lakes	Yes	If viable	If viable	If viable	No *

Note

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

Physical clean-up of oiled shorelines within the of the Noosa Lakes systems is likely to cause additional environmental damage to lakeside vegetation. The preferred response option is low pressure flushing of oiled areas using pumps or boats propeller wash.

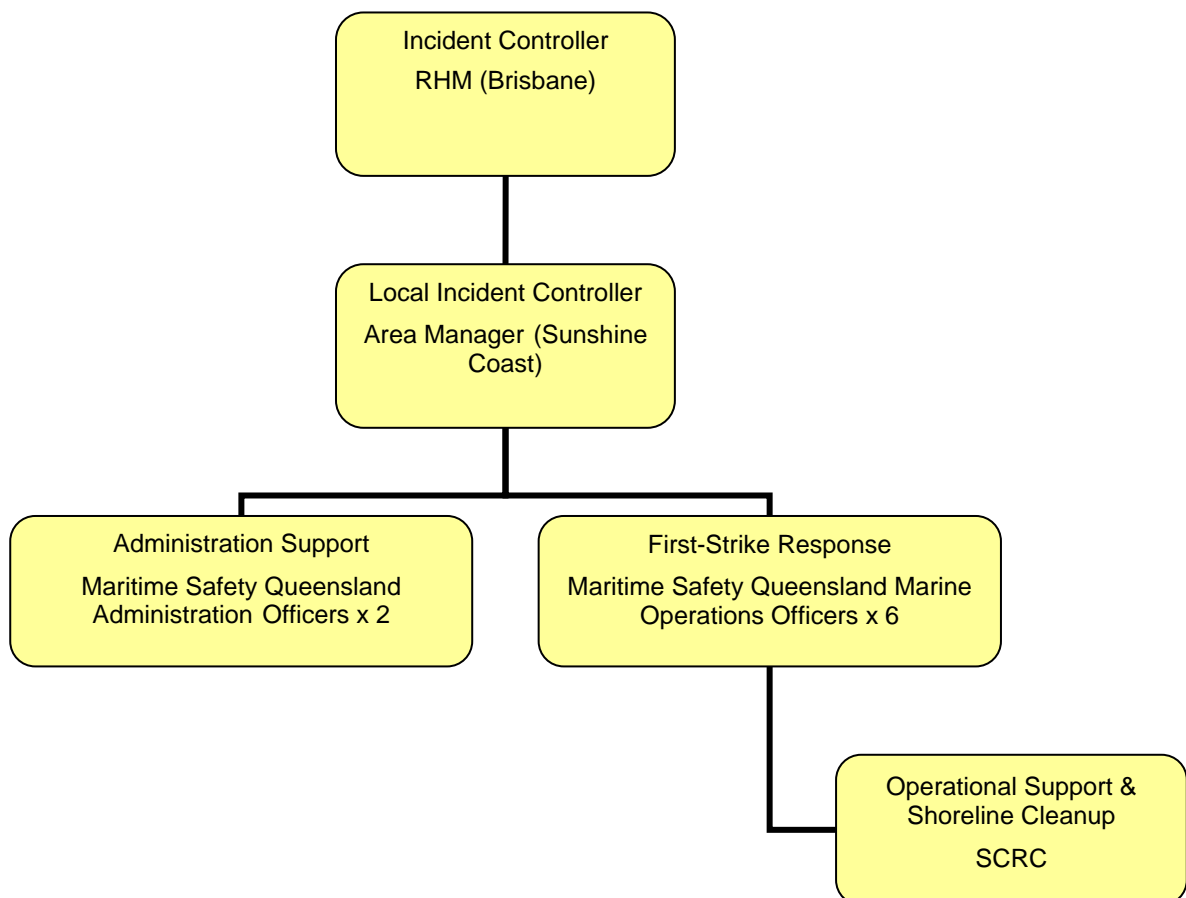
10 Callout and response

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 region's first-strike response capacity, assistance should be requested from other Maritime Safety Queensland regions. When determining the need for assistance, the Incident Controller 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 region's first-strike response equipment. Requests for assistance should be made as soon as possible and preferably in the first SITREP.

11 Incident Control Centre

Depending upon the severity of the incident, the Controller may establish an Incident Control Centre at Maritime Safety Queensland's Marine Operations Base at the Old Pilot Station in Parkyn Parade, Mooloolaba. In most cases, local operations will be coordinated from a car or vessel at or close to the site of the incident.

12 Response team structure



13 First-strike equipment

First-strike oil spill response equipment is located at Maritime Safety Queensland's Marine Operations Base at the Old Pilot Station in Parkyn Parade, Mooloolaba.

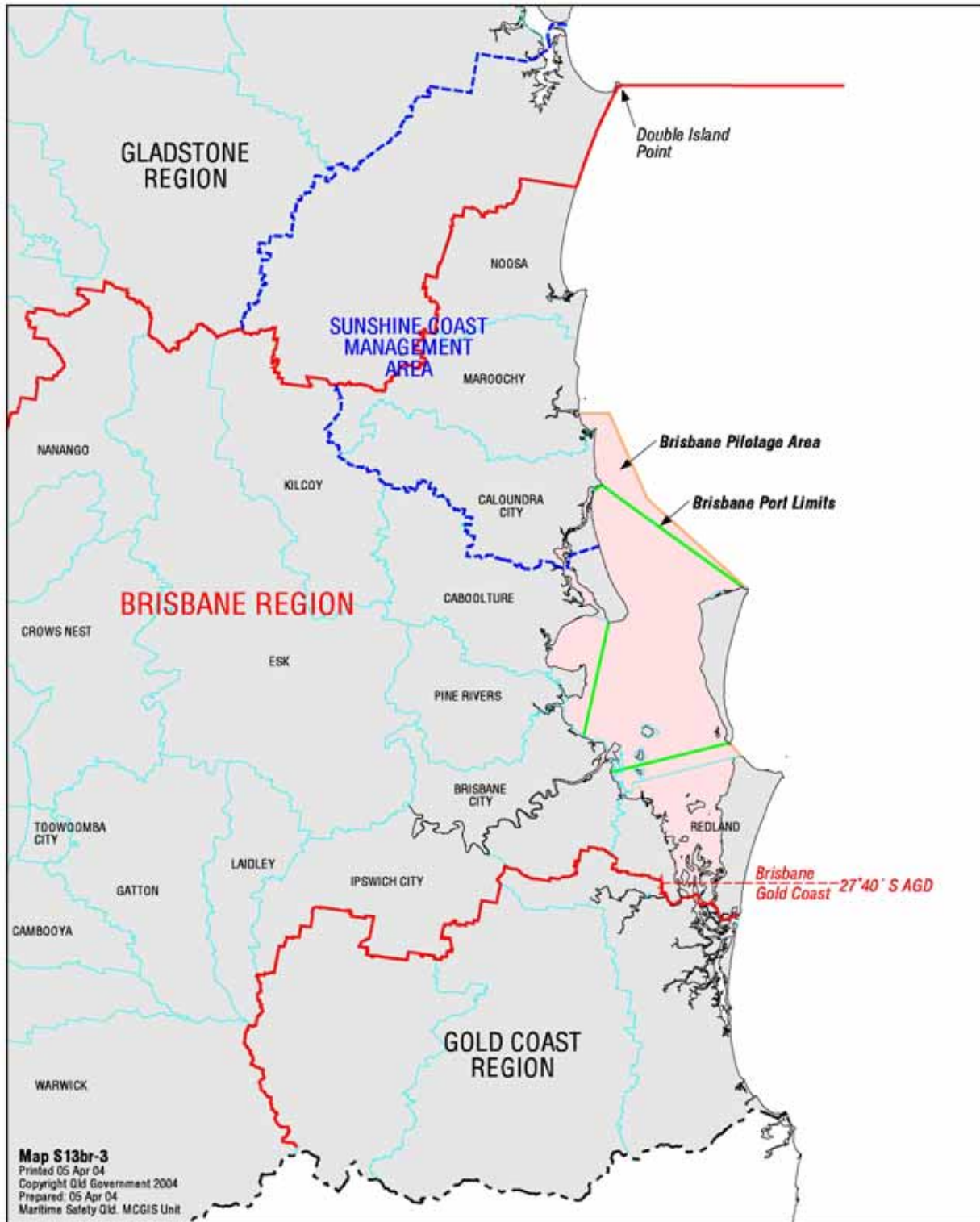
Equipment type	Quantity
General Purpose Boom	200m
Pacific Alpha Skimmer and Pump	1
Sorbent Boom (3 m sections)	20
Sorbent Pads (bales 100)	5
Portable tank (10,000 litre capacity)	1

A significant amount of additional equipment is available from within the National Plan, Tier 2 and Tier 3, resource centre in Brisbane. This centre is located at the Maritime Safety Queensland Marine Operations Base at MacArthur Avenue East, Pinkenba. For details, contact the Incident Controller (Regional Harbour Master (Brisbane)) by phone on 07 3860 3549.

14 Contact list

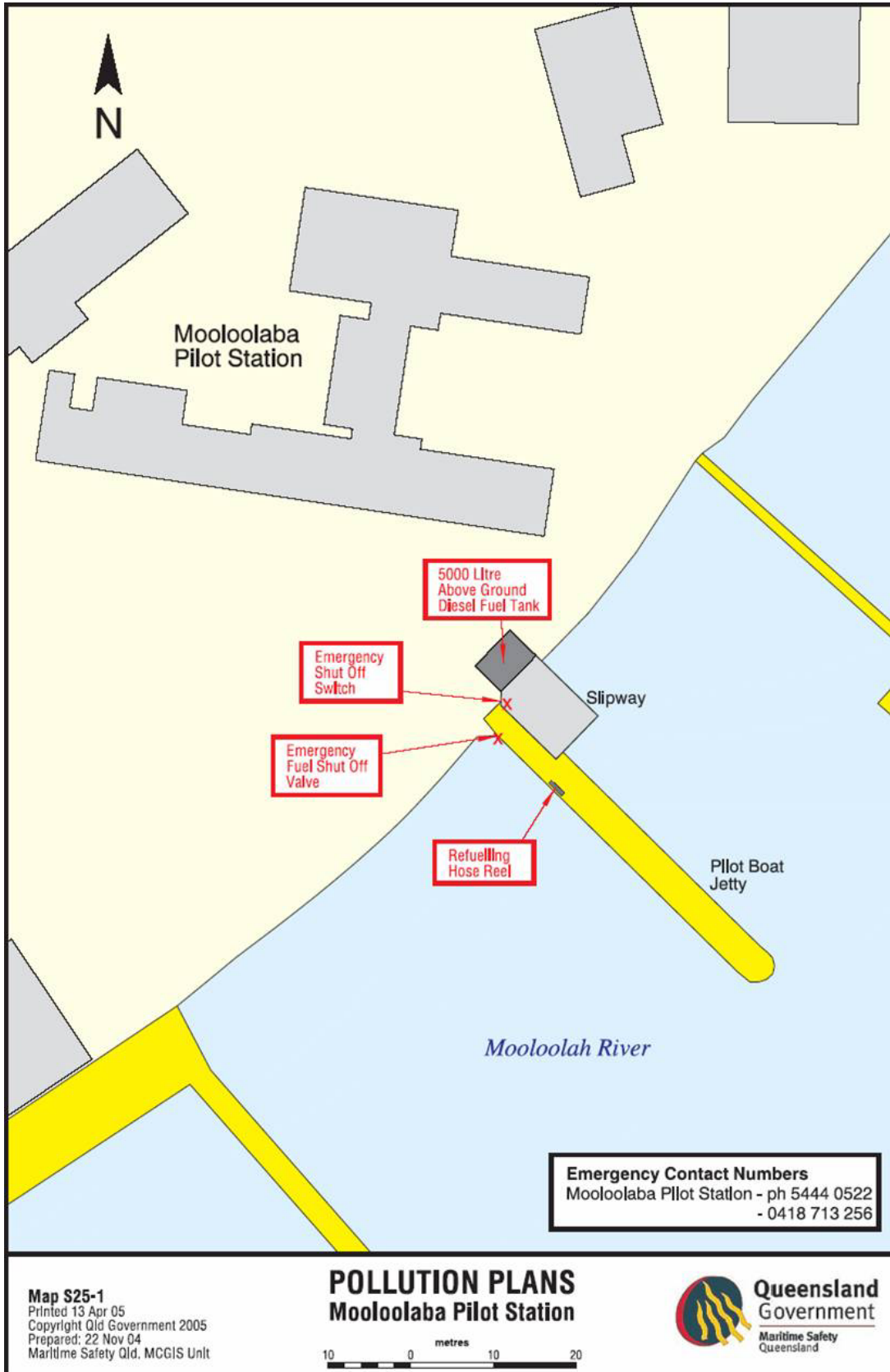
Role	Position	Phone	Mobile/AH
Process Spill Report Send POLREP	Mooloolaba Boat Harbour Controller	5477 8492	0407 587 862
	Brisbane Harbour Port Control Fax	3305 1700 3305 1708	3305 1700
Shoreline Cleanup Caloundra	Sunshine Coast Regional Council - Caloundra	5420 7443	24 hrs
Shoreline Cleanup Maroochydore	Sunshine Coast Regional Council - Maroochy	5475 8501	24 hrs
Shoreline Cleanup Noosa	Sunshine Coast Regional Council - Noosa	5449 5200	24 hrs
Incident Controller (Local)	Area Manager (Sunshine Coast)	5477 8408	0419 742 592
Incident Controller (Overall)	Regional Harbour Master (Brisbane)	3860 3549	0419 600 261
Finance & Administration	Manager (Corporate Support) Brisbane	3860 3508	0417 713 963
Environment and Scientific support for spills within Area limits	Duty Officer, Environmental Protection Agency	1300 130 372 24 hrs	
Queensland Police Service	Maroochydore Police Communications Centre	5475 2444	
Sunshine Coast District Water Police	Sunshine Coast District Water Police Station	5437 7396	0438200705
Queensland Fire and Rescue Service	Caloundra Area Office	5436 4222	
	Maroochydore Area Office	5477 1185	

15 Map – Sunshine Coast management area



16 Wharf refuelling facilities

16.1 Map – Mooloolaba Pilot Station Jetty



16.2 Refuelling Facilities – Pilot Station Jetty, Mooloolaba



5,000 Litre Diesel Fuel Tank
Mooloolaba Pilot Station



Emergency Shut-off Switch
Mooloolaba Pilot Station

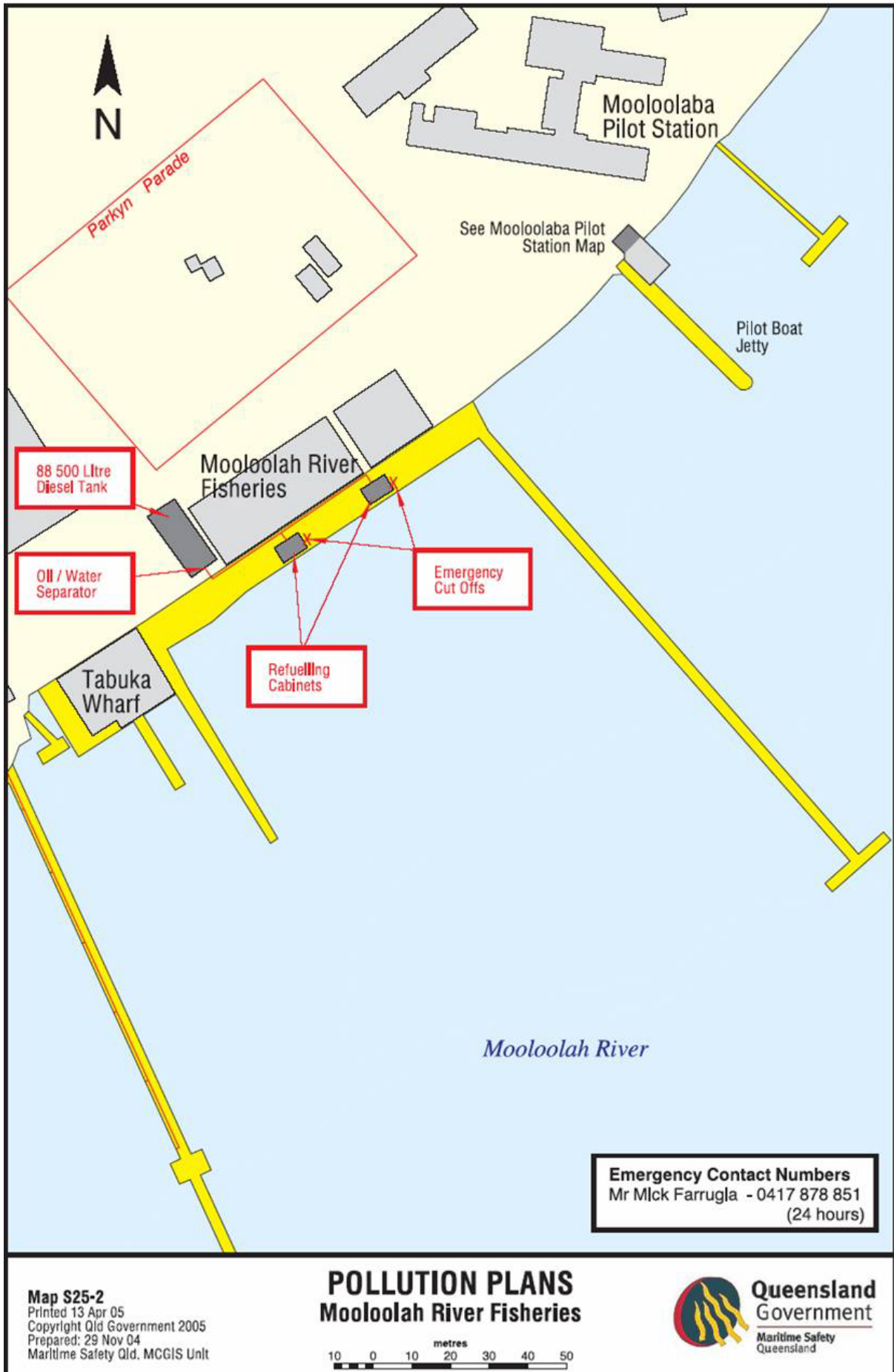


Emergency Fuel Shut-off Valve
Mooloolaba Pilot Station



Refuelling Hose Reel
Mooloolaba Pilot Station

16.3 Map – Mooloolah River Fisheries



16.4 Refuelling Facilities – Mooloolah River Fisheries



88,200 Litre Fuel Storage Tank
Mooloolah River Fisheries



88,200 Litre Fuel Storage Tank
Mooloolah River Fisheries



Oil / Water Separator
Mooloolah River Fisheries



Fuel Pump Emergency Shut-off
Mooloolah River Fisheries

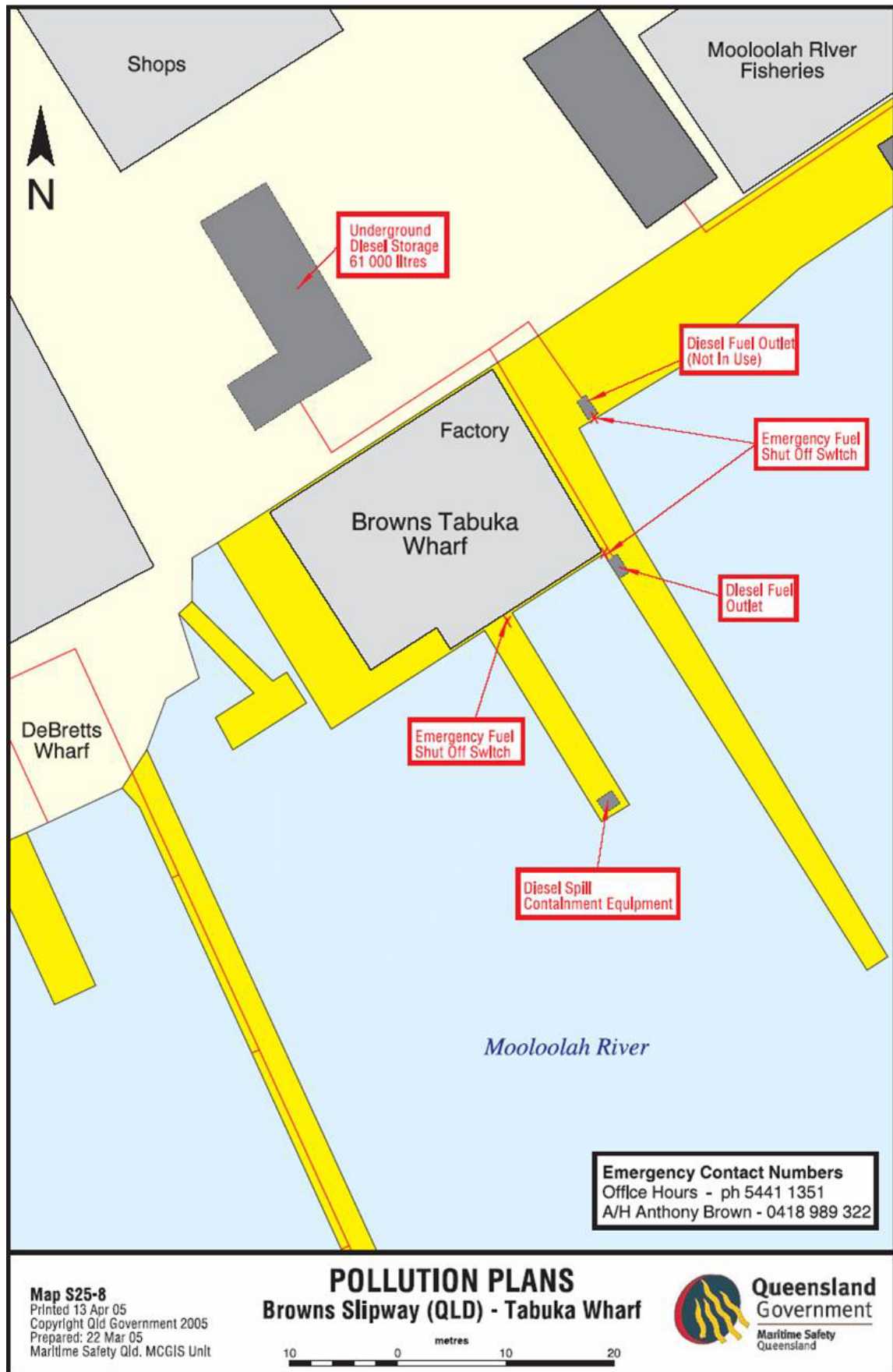


Refuelling Cabinet No 1
Mooloolah River Fisheries



Refuelling Cabinet No 2
Mooloolah River Fisheries

16.5 Map – Browns Slipway, Tabuka Wharf



16.6 Refuelling Facilities – Browns Slipway, Tabuka Wharf



Diesel Fuel Outlet Tabuka Main Wharf



Diesel Fuel Outlet (not in use) Tabuka Wharf



Fuel Shut-off Location Tabuka Wharf



Close up of Fuel Shut-off Location Tabuka Wharf

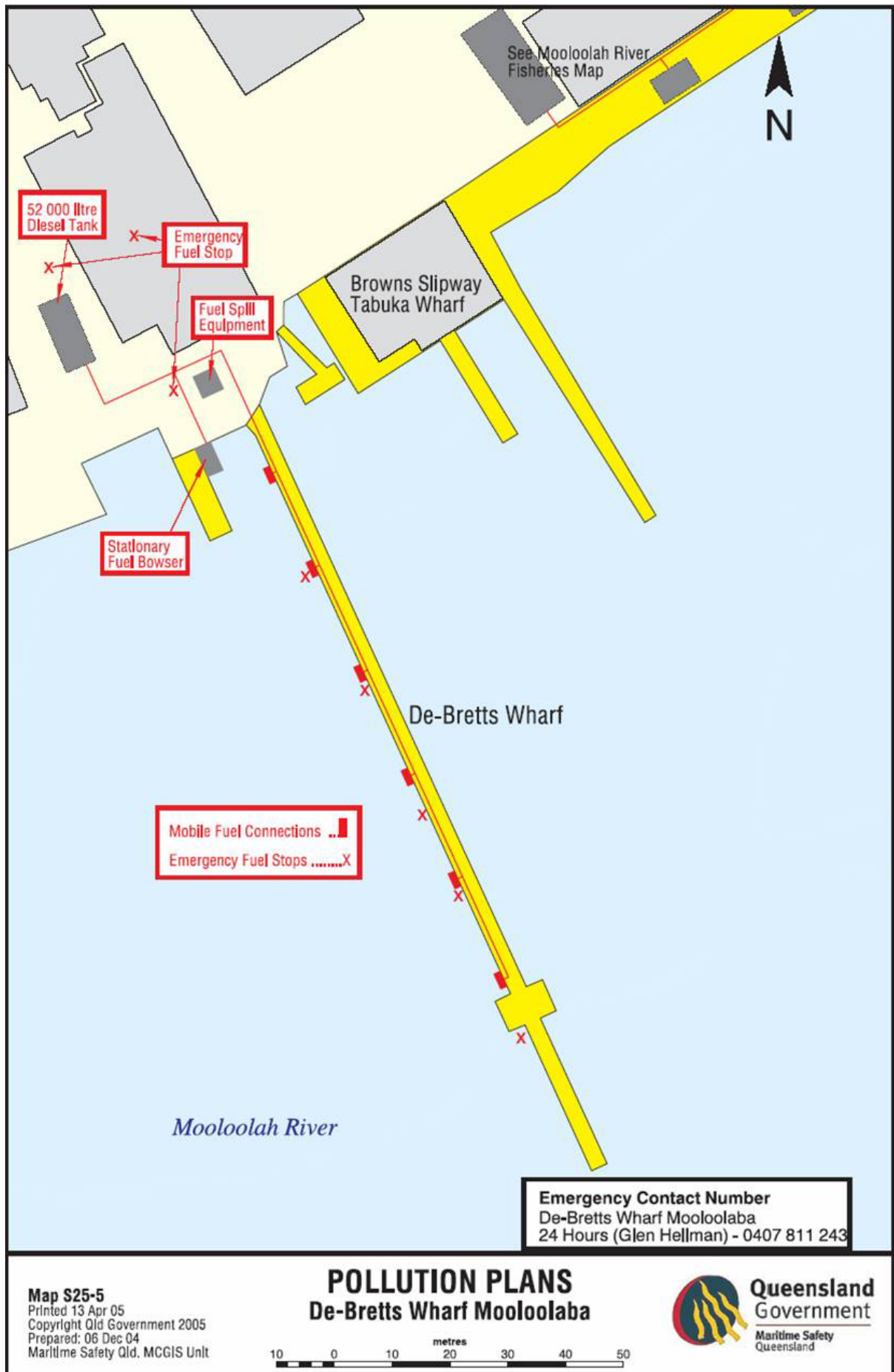


Oil Spill Equipment Tabuka Secondary Wharf



Oil Spill Equipment Tabuka Wharf 1

16.7 Map – De-Brett's Wharf



16.8 Refuelling Facilities – De-Brett's Wharf



56,000 Litre Diesel Fuel Tank
De-Brett's Wharf



Fuel Pump Emergency Shut-off
De-Brett's Wharf



Diesel Tank Outlet & Pump
De-Brett's Wharf



Diesel Tank Oil / Water Separator
De-Brett's Wharf



Cabinet for Mobile Fuel Pump
De-Brett's Wharf



Oil Spill Response Equipment in Bins
De-Brett's Wharf



Fixed Bowser Cabinet & Emergency Stop
De-Brett's Wharf



Wharf with 6 Remote Fuel Outlets
De-Brett's Wharf

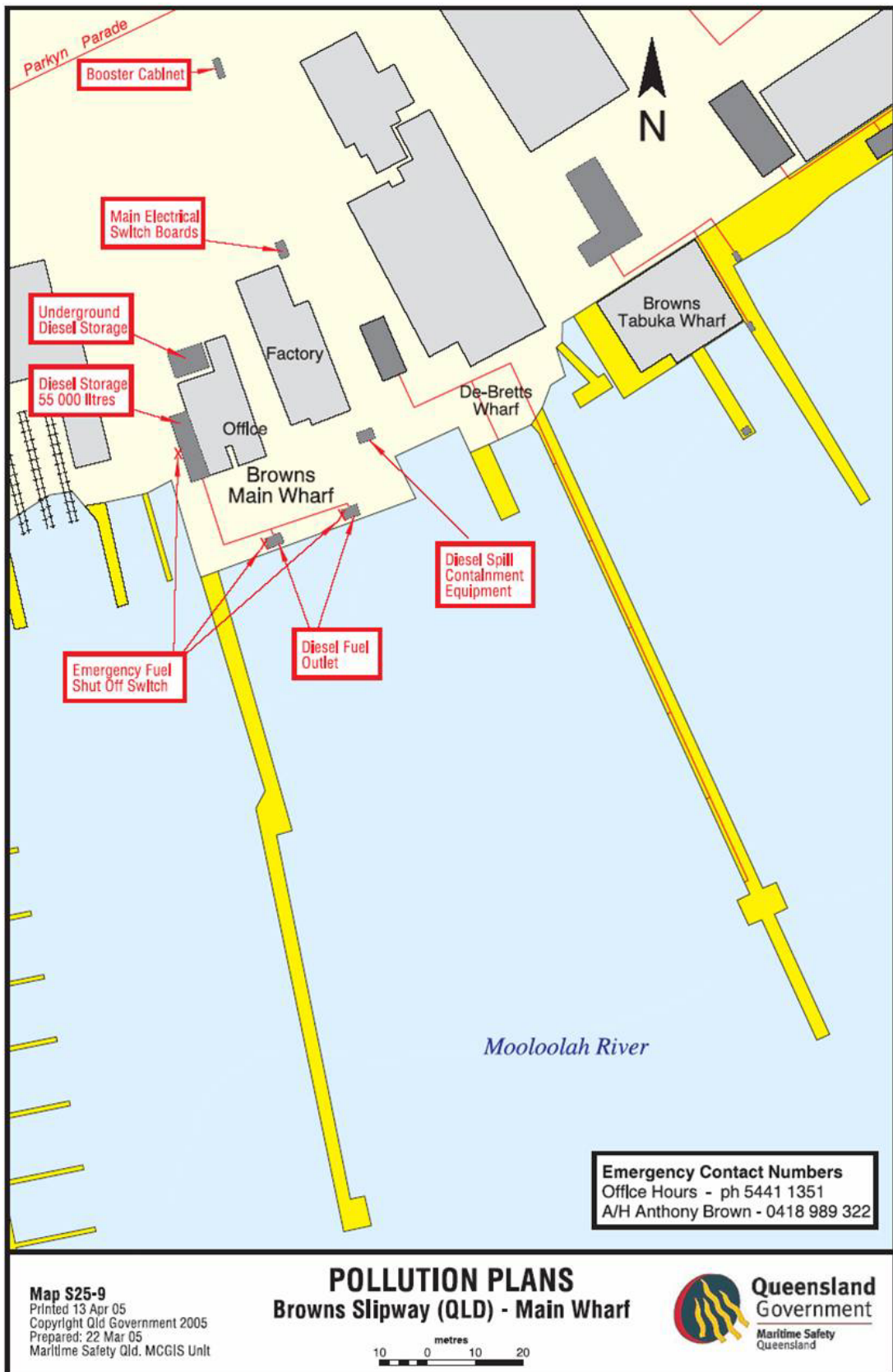


Close up of the Fuel Outlets
De-Brett's Wharf



Emergency Fuel Shut-off at the 6 Fuel Outlets
De-Brett's Wharf

16.9 Map – Browns Slipway, Main Wharf



16.10 Refuelling Facilities – Browns Slipway, Main Wharf



55,000 Litre Fuel Storage in Shed
Browns Main Wharf



Storage Tank Filling Point
Browns Main Wharf



Oil Spill Equipment in Shed
Browns Main Wharf



Emergency Fuel Shut-off
Browns Main Wharf

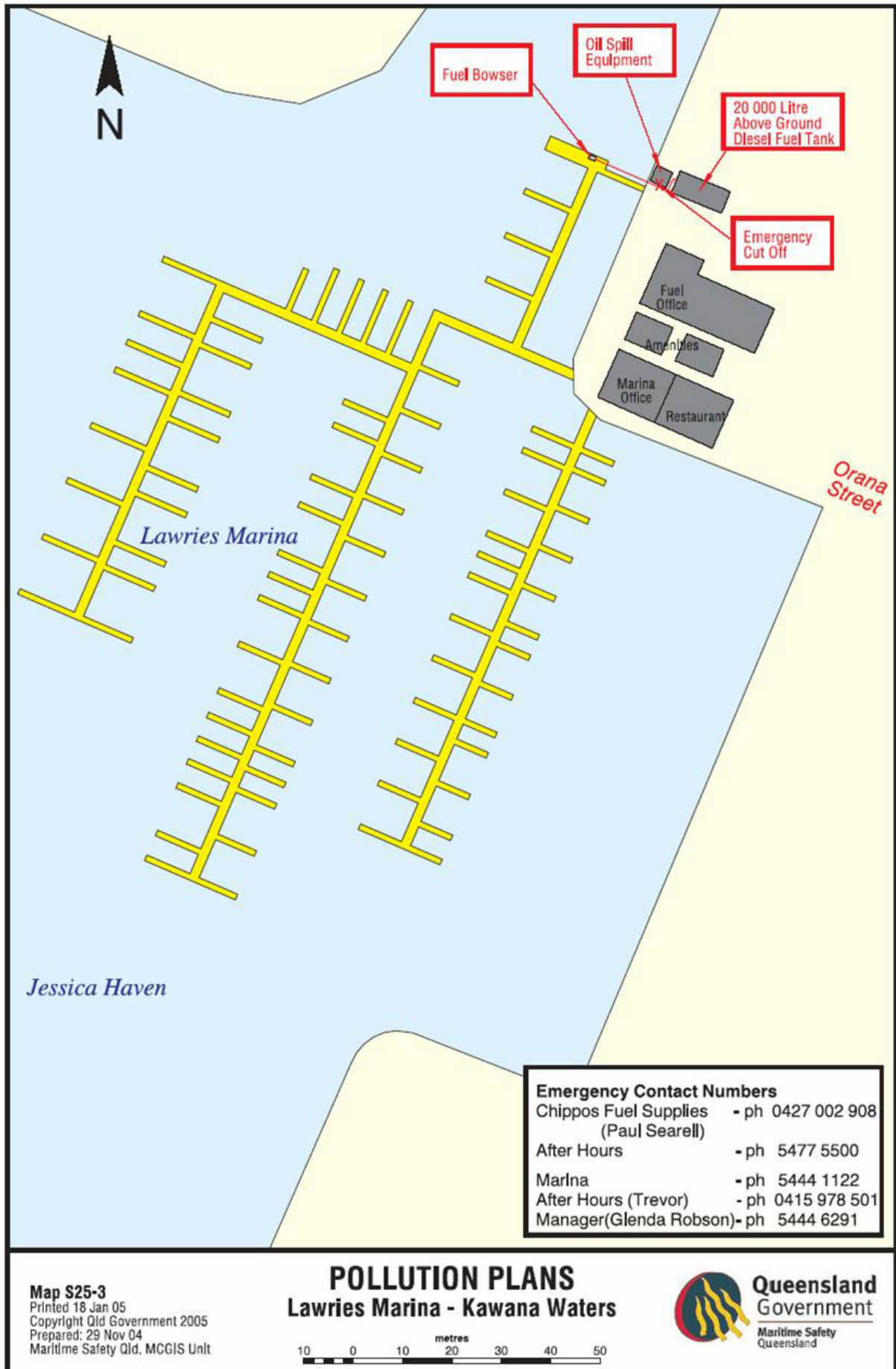


ULP/Diesel Storage Container (12500 litre)
Browns Slipway



ULP/Diesel Bowser
Browns Slipway

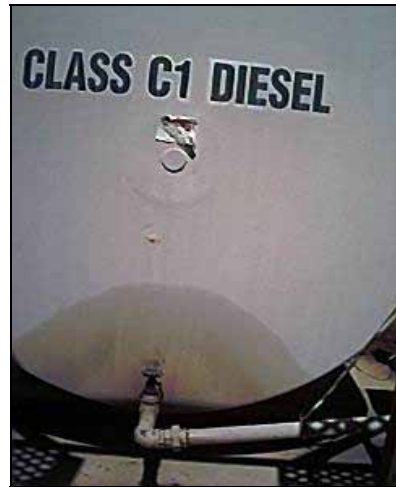
16.11 Map – Kawana Waters Marina (formerly Lawries Marina)



16.12 Refuelling Facilities – Kawana Waters Marina



20,000 Litre Diesel Fuel Storage Tank
Kawana Waters Marina



Fuel Storage Tank Shut-off Valve
Kawana Waters Marina



Emergency Fuel Shut-off
Kawana Waters Marina

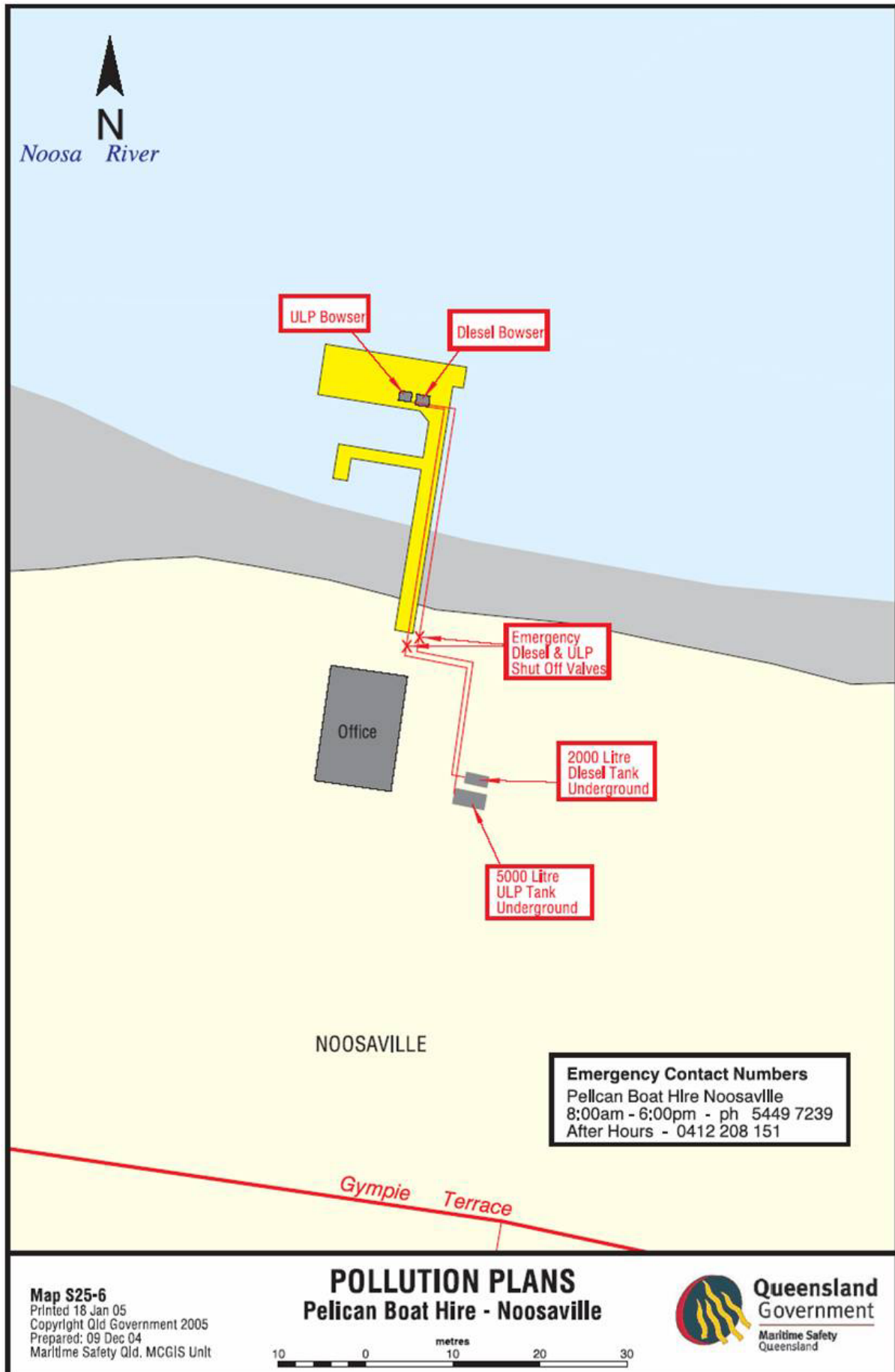


Fuel Line to Dock
Kawana Waters Marina



Fuel Bowser
Kawana Waters Marina

16.13 Map – Pelican Boat Hire



16.14 Refuelling Facilities – Pelican Boat Hire



Fuel Storage Tank Filling Point
Pelican Boat Hire



Underground Fuel Storage Tank & Vent Pipe
Pelican Boat Hire



Emergency Shut-off Valve 1
Pelican Boat Hire



Emergency Shut-off Valve 2
Pelican Boat Hire

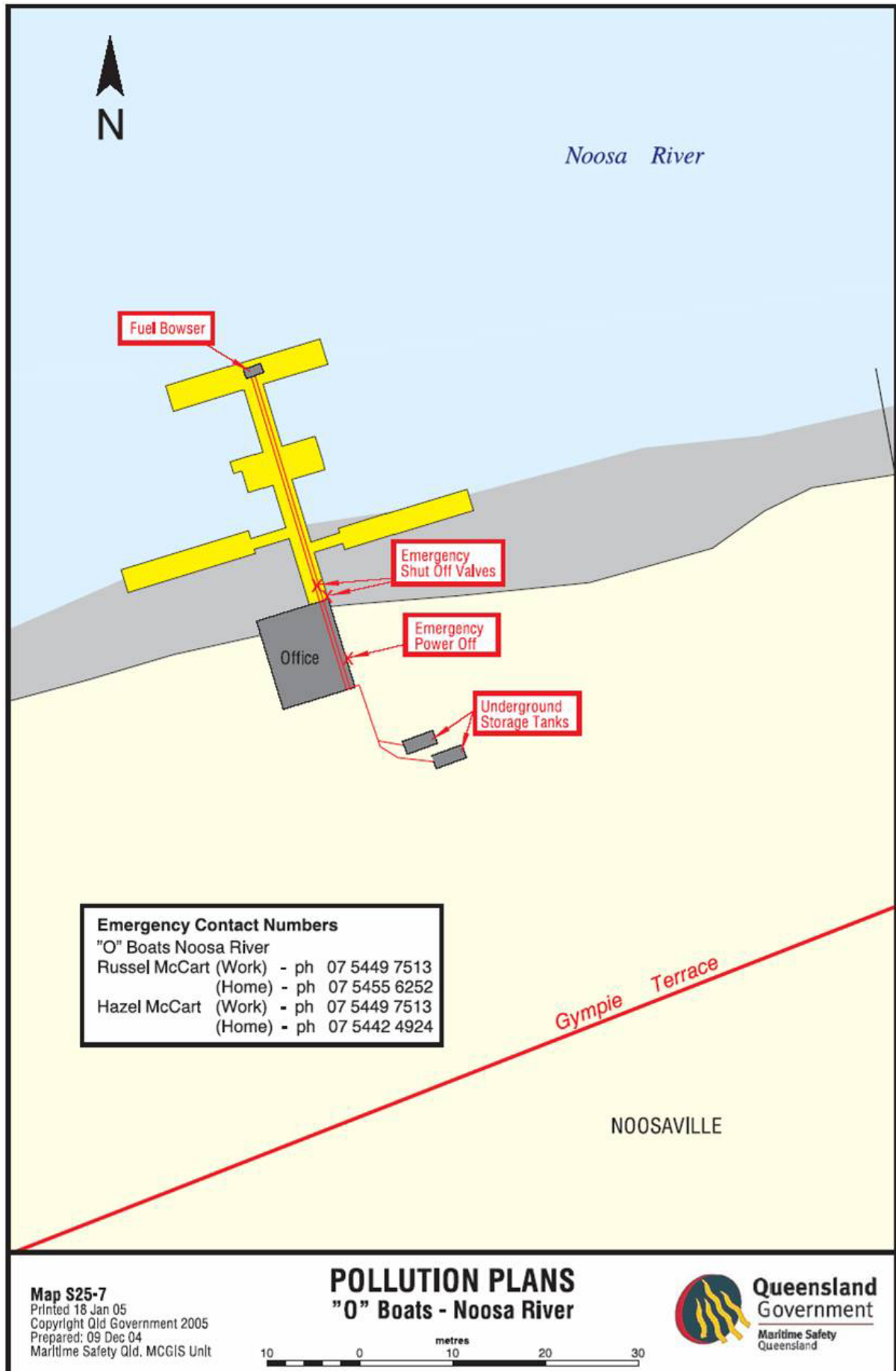


Fuel Lines Along Wharf
Pelican Boat Hire



Diesel and ULP Bowsers
Pelican Boat Hire

16.15 Map – 'O' Boats



16.16 Refuelling Facilities – ‘O’ Boats



Underground Fuel Storage Tank Vent Pipe
‘O’ Boats



Underground Fuel Storage Tank Filling Point
‘O’ Boats



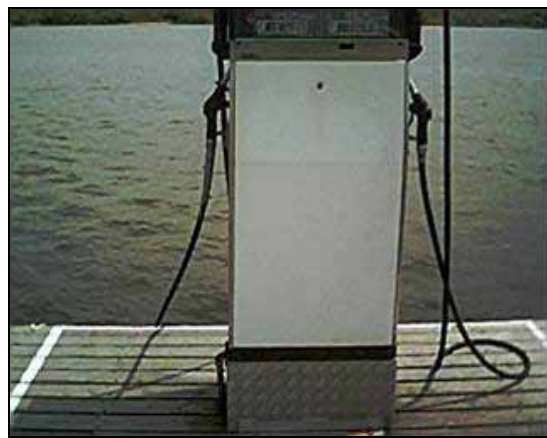
Emergency Shut-off Valve 1
‘O’ Boats



Emergency Shut-off Valve 2
‘O’ Boats



Emergency Shut-off Valve to Left
‘O’ Boats



Fuel Bowser
‘O’ Boats