

Oil Spill Response arrangements in Australia

- Overview of Australia's National Plan
 - Australian environment, origin, role of AMSA, funding, management structure, response organisation.
- Emergence and integration of industry response arrangements
 - Establishment and operation of AMOSC, sharing resources, fixed wing dispersant spraying.
- Current/Future issues
 - Competency based training, chemical spill response, places of refuge/ETV arrangements



Japan:
0.36 m km² land
29,020 kms coastline
Pop. 127.6 million
96% population near coast
Territorial sea 373,800 square kms
EEZ 3,648,393 square kms
5 main islands



Australia:
7.6 m km² land
66,500 kms coastline
Pop. 20.4 million
90% population near coast
Territorial sea 773,000 square kms
EEZ 6,664,000 square kms
6 States
2 territories

Spills in Australia >1000 tons



Petriana, 1903
1,300 tons

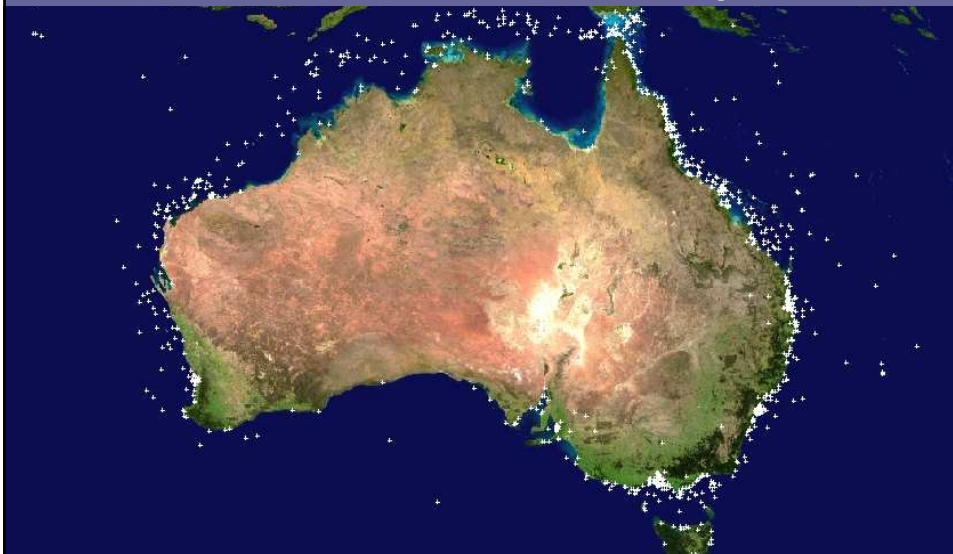


Oceanic Grandeur, 1970
1,100 tons



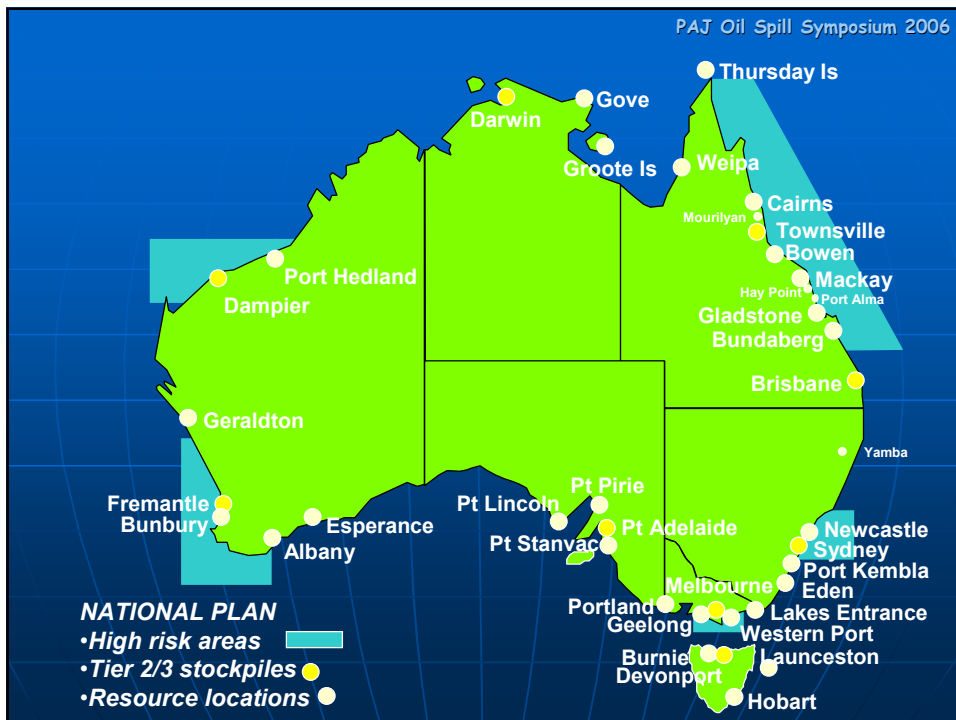
Kirki, 1991
17,000 tons

Oil Spills Reported to AMSA Over 10 Year Period Jan. 1995 - Dec. 2004 = 3514 Reports



Origin and Aims

- Result of 1970 *Oceanic Grandeur* incident in Torres Strait, commenced in 1973
- National Oil and Chemical Spill Contingency Plans
- State, local and industry contingency plans
- Strategically positioned response equipment
- Comprehensive national training program including regular exercises
- Implements Australia's obligations as signatory to OPRC 90.



National Plan Funding

- Quarterly Shipping Levy ships carrying > 10 tonnes of oil
 - amount based on size of vessel
 - Raised \$A4.3 million in 2003/2004
- Pays for
 - Administration costs
 - Contingency Planning
 - Equipment and support systems
 - Training
- Contingency for unidentified polluter
- Costs recovered direct from the polluter wherever possible



National Plan Management Structure

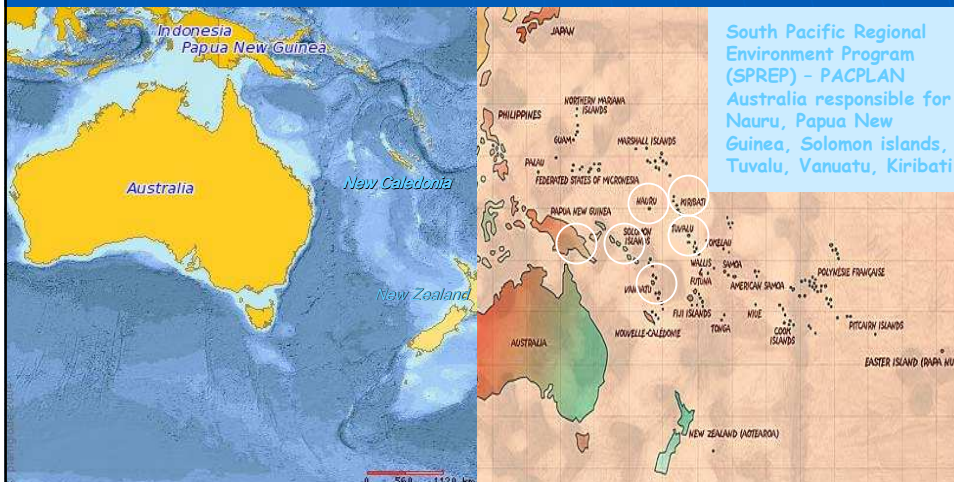


Role of Australian Maritime Safety Authority

- Response to pollution outside 3 nautical miles
- Assist State/industry combat agencies
 - National Response Team
- Maintaining National Oil and Chemical Contingency Plans
- Databases of trained personnel and equipment
- Standards and testing protocols for oil spill dispersants
- Database of pollution incidents
- Regional MOU's

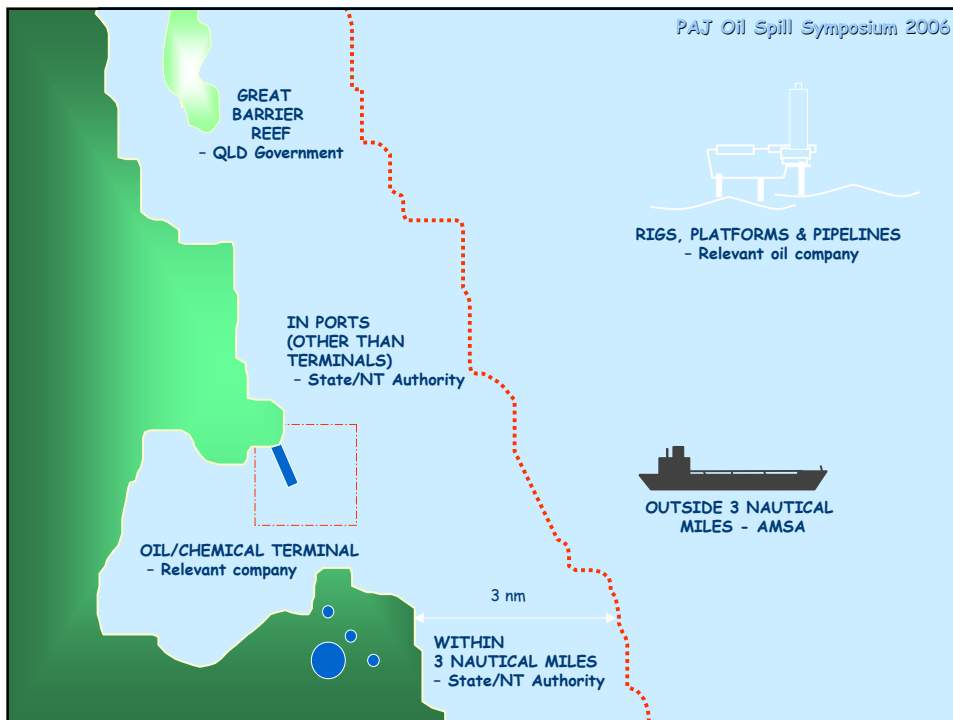


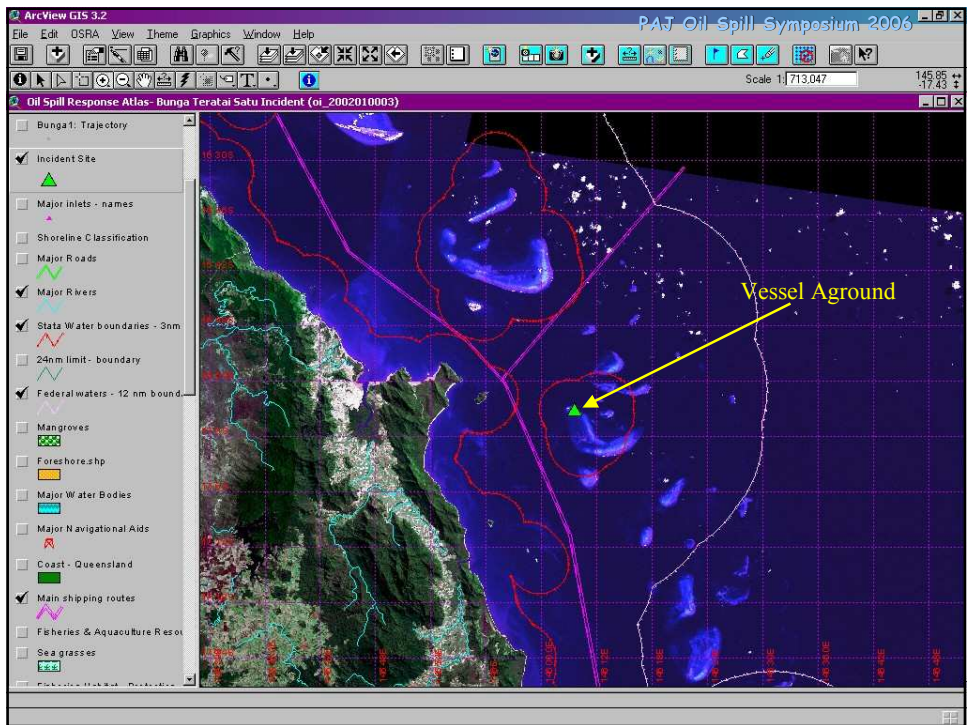
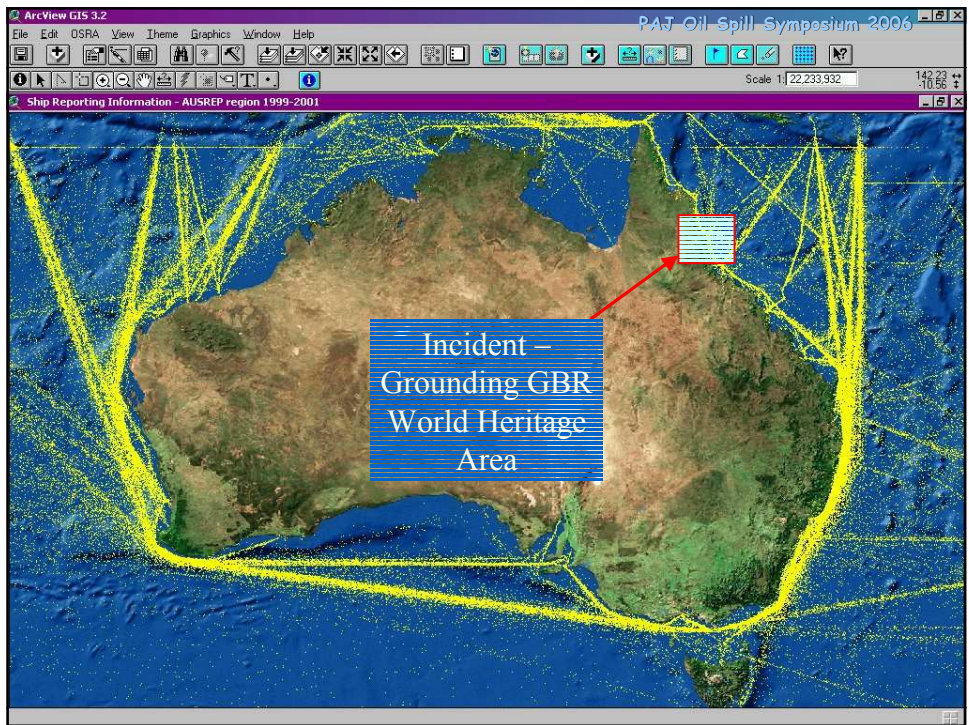
Regional Agreements - OPRC

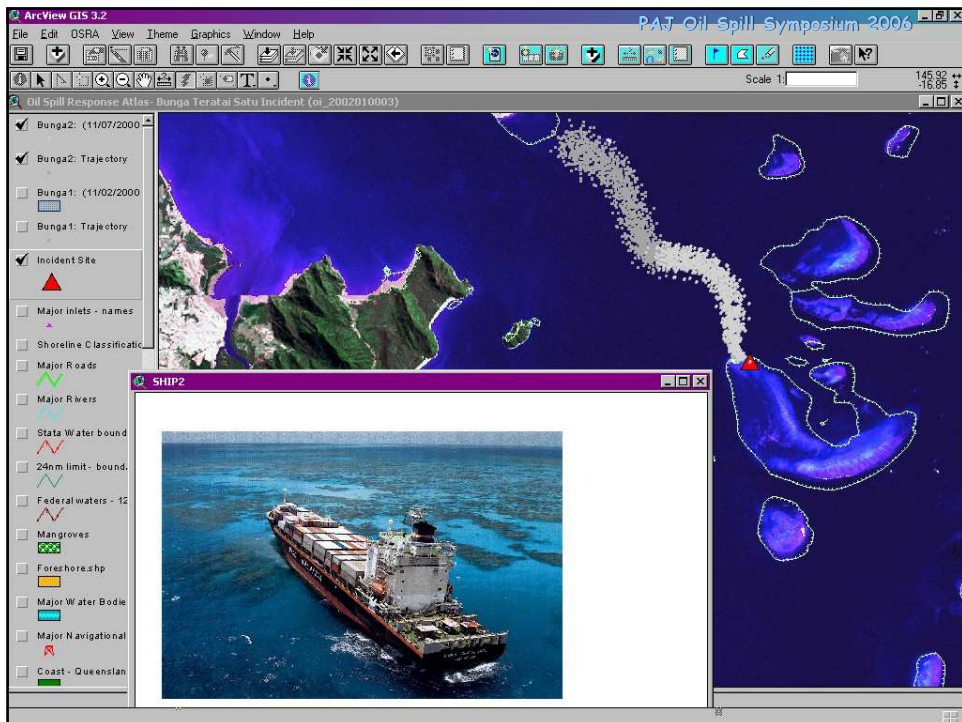
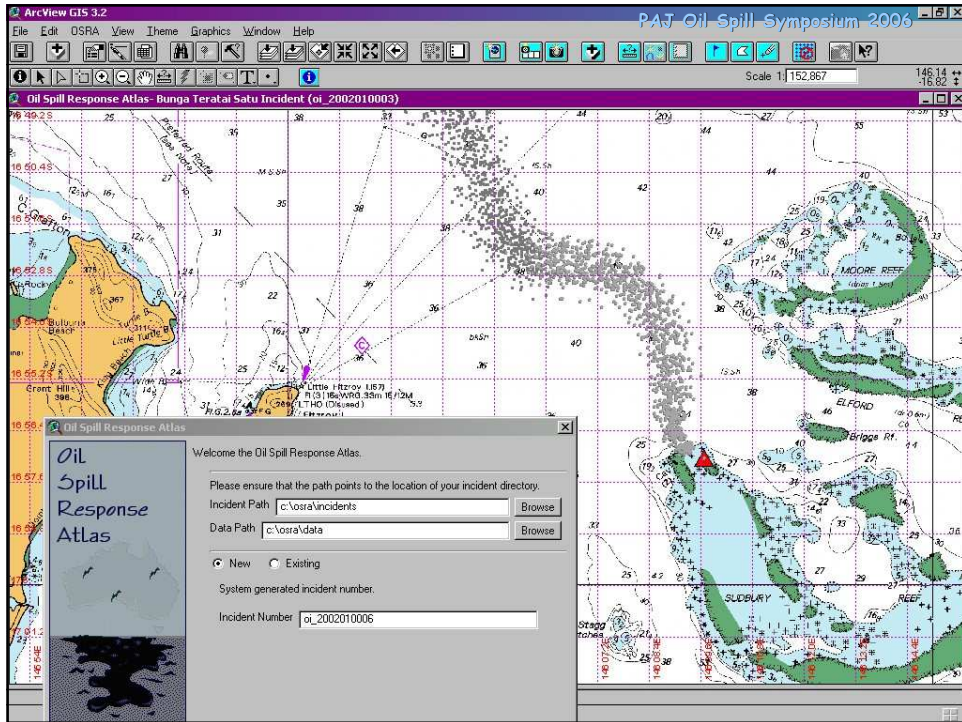


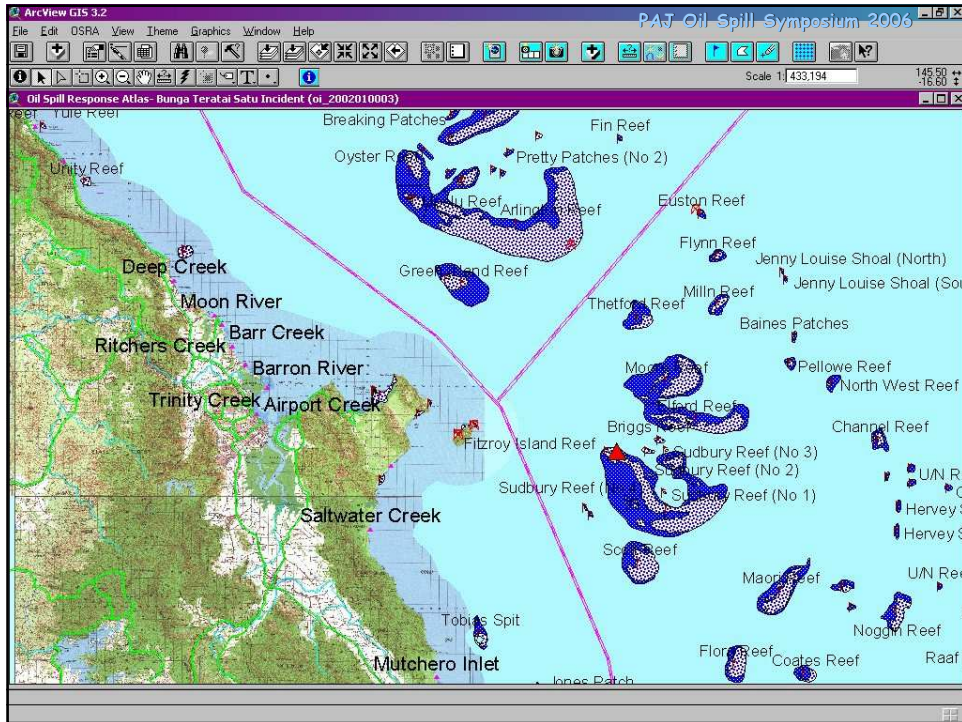
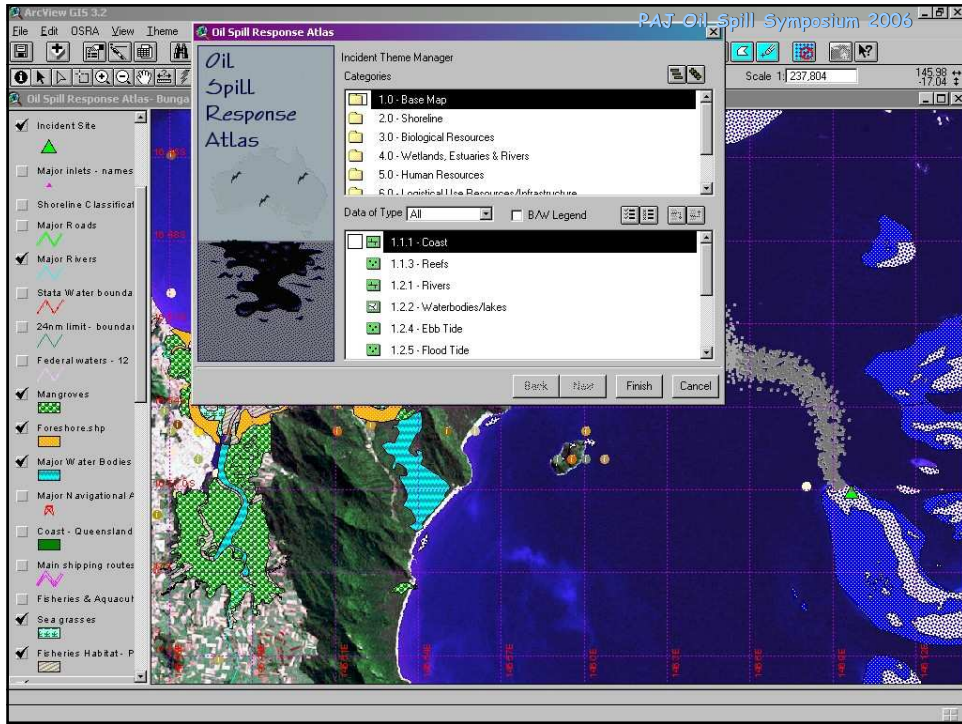
Role of Australian Maritime Safety Authority

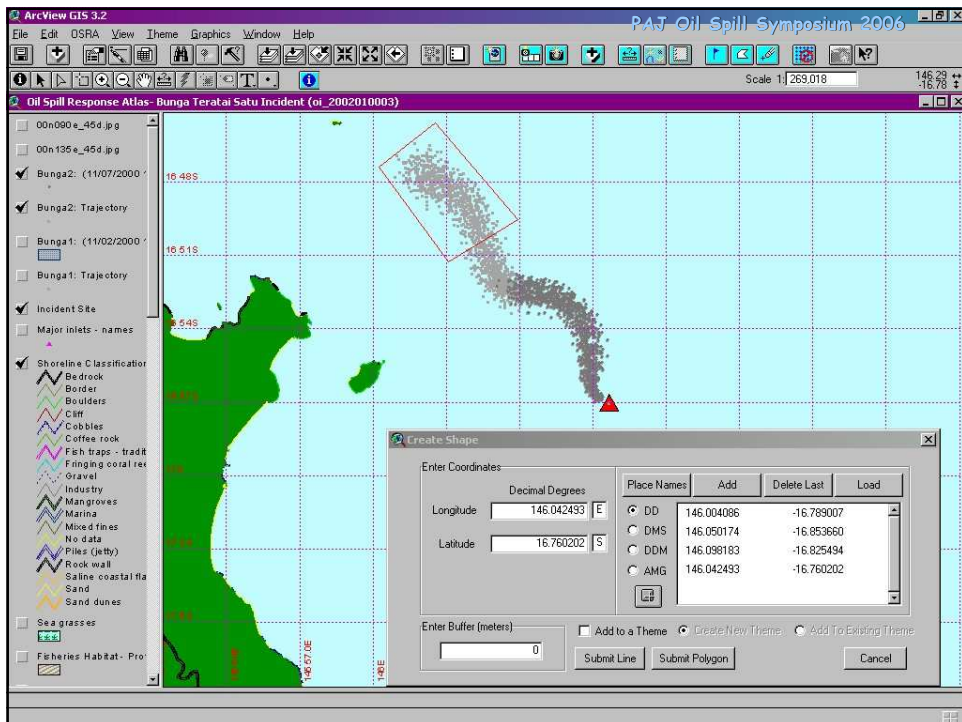
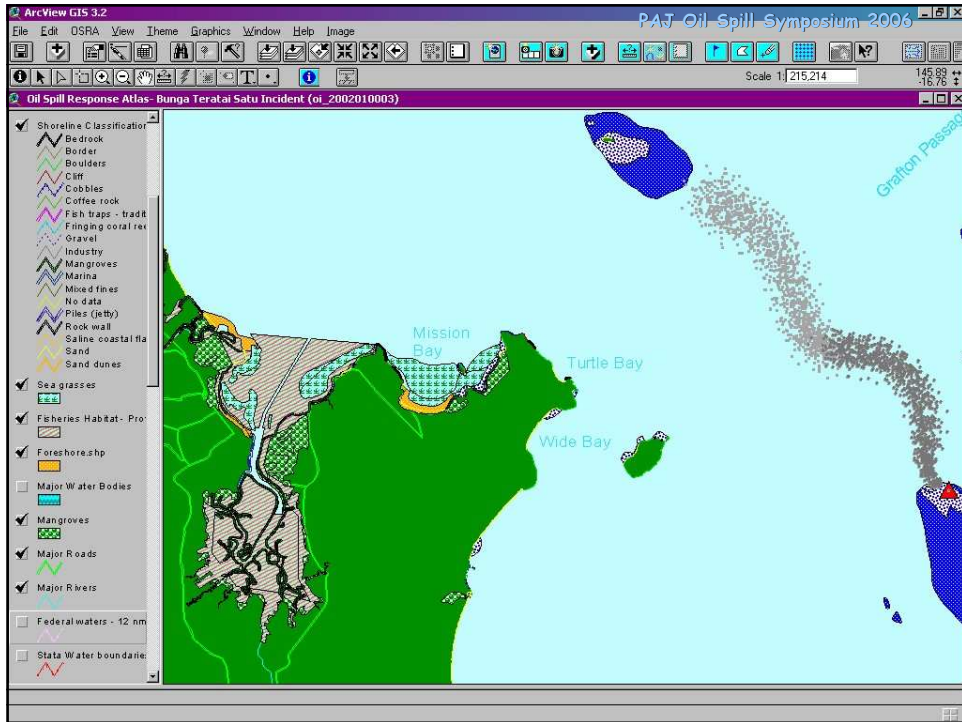
- Development and delivery of annual equipment acquisition programs
- Auditing and inspecting equipment stockpiles;
- Co-ordinating and auditing the National Training program
- Managing R&D Projects
- Managing revenue collected by levy
- Oil Spill Response Atlas and Oil Spill Trajectory Model
- International representation (IMO/OPRC, IOPC Fund)

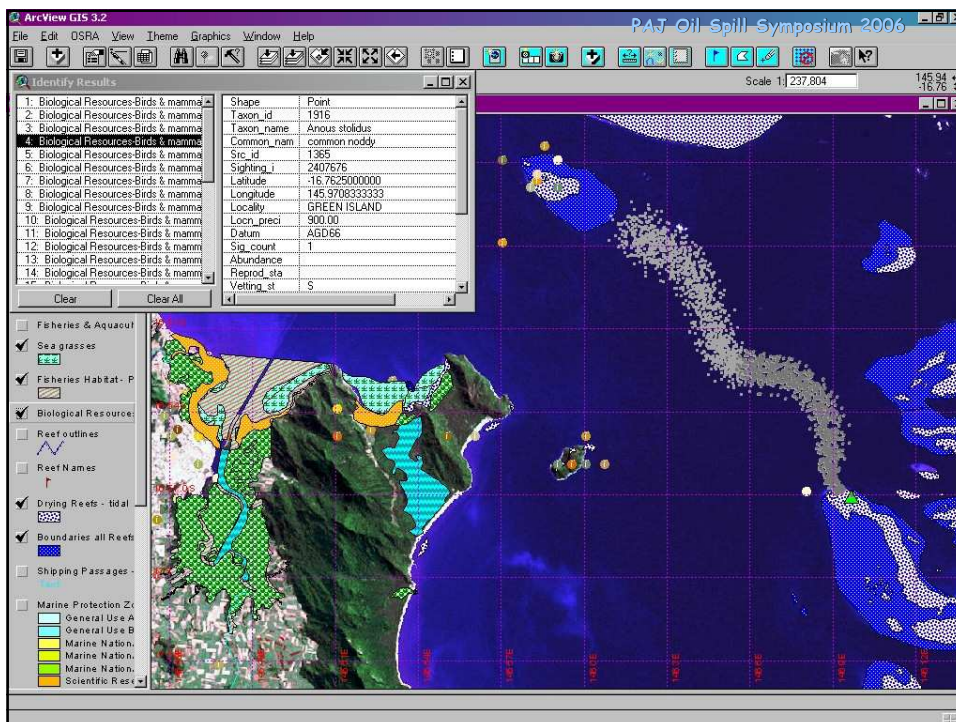
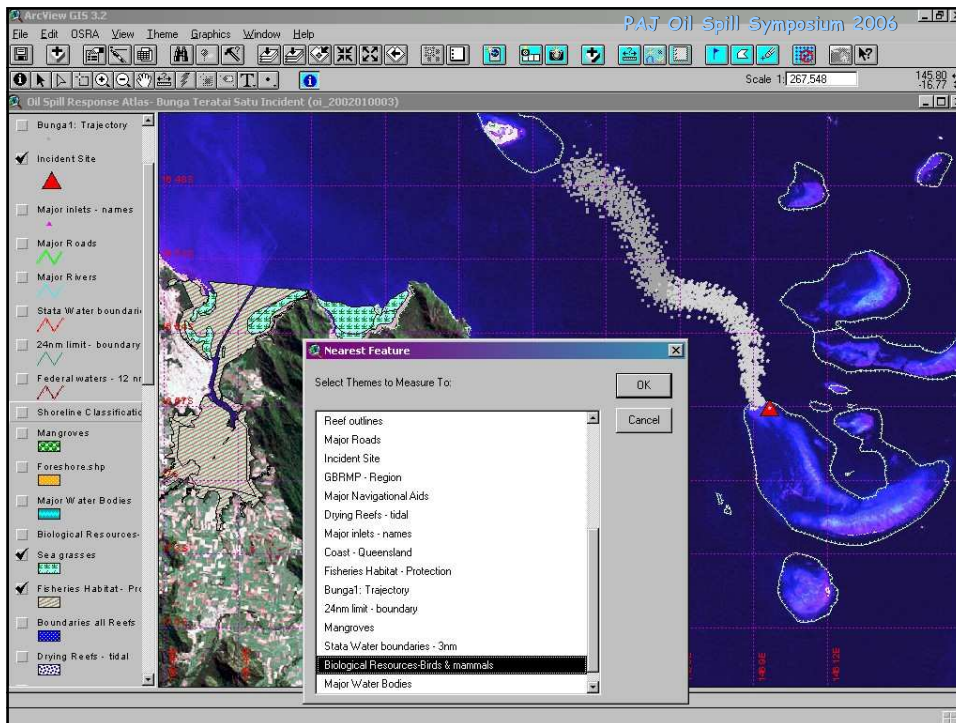


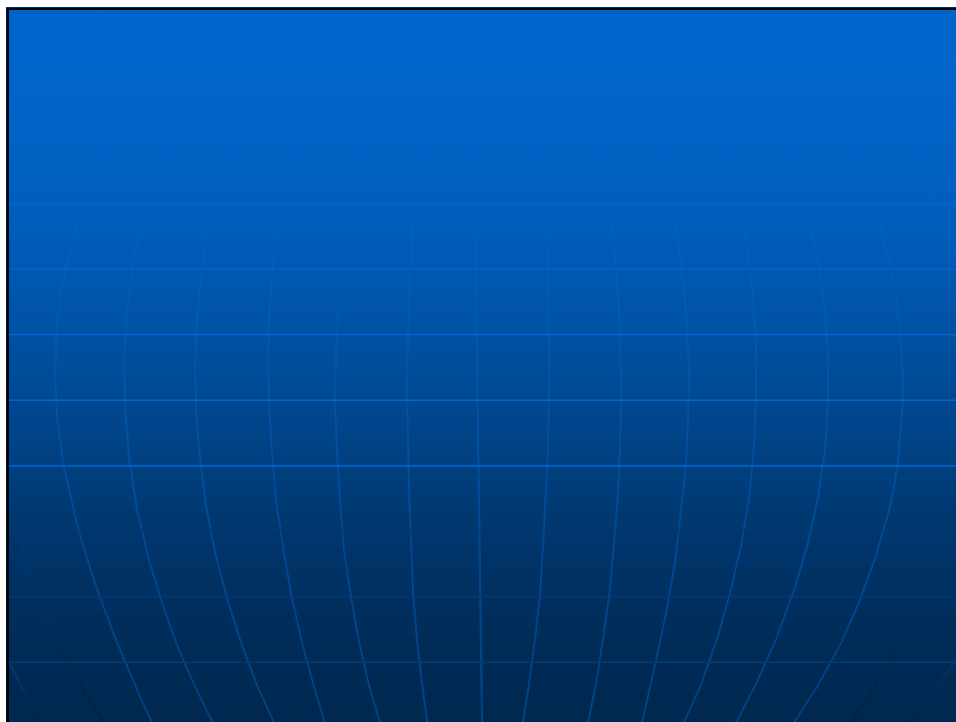
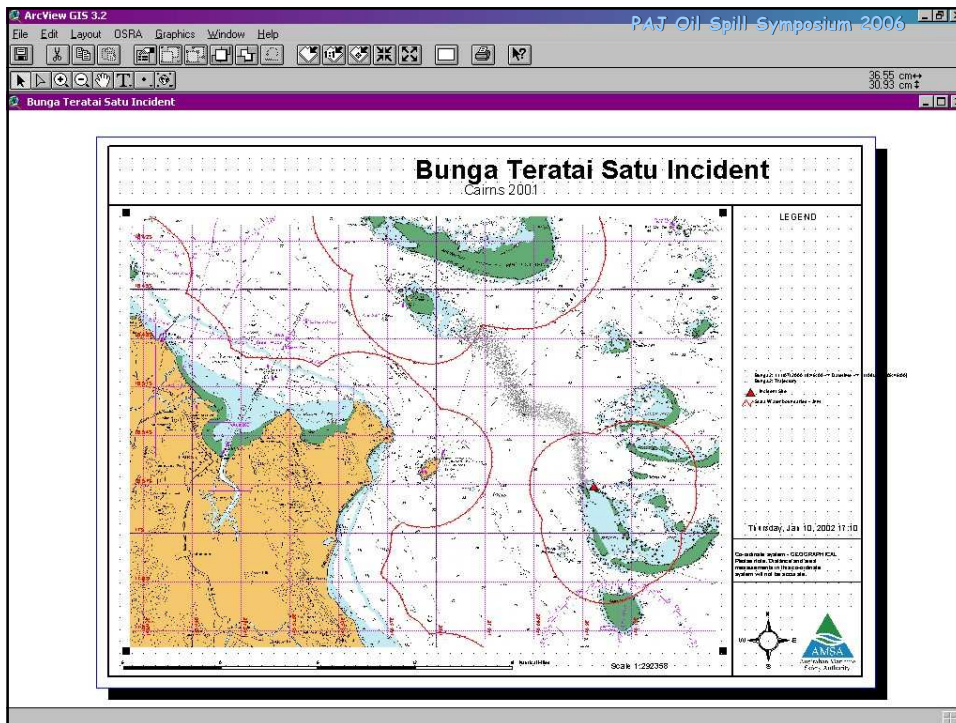










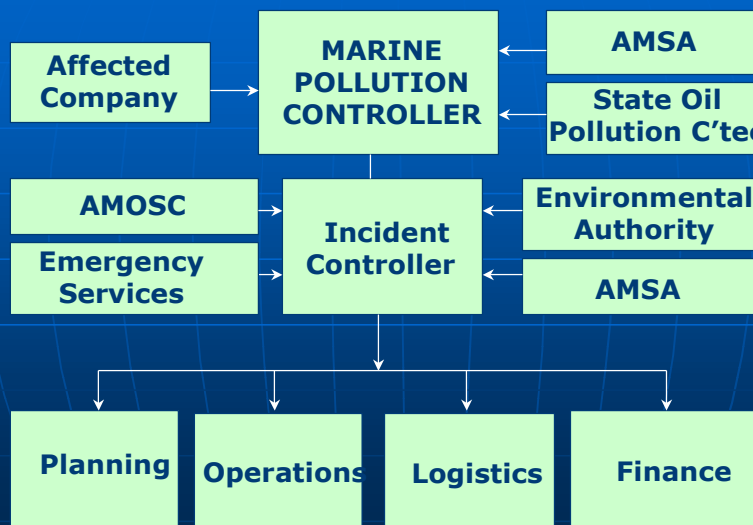


Basis of Response Planning

- Tier 1 - small spill, less than 10 t (local response)
- Tier 2 - medium spill, 10 - 1000 t (regional response)
- Tier 3 - large spill, more than 1000 t (national response)

Note: Quantities are indicative and are for planning only

Example of a Tier 3 Response Organisation



Training

- **Senior Management (IMO Level 3)**
 - Marine Pollution Controller
- **Middle Management (IMO Level 2)**
 - Oil Spill Management Course
 - Chemical Spill Response Course
 - Environment & Scientific Coordinator
- **Operator/Admin (IMO Level 1)**
 - Equipment Operator
 - Foreshore Cleanup
 - Finance/Administration

Australian Oil Industry Initiatives

- Individual company plans and resources
- Mutual aid arrangements (AMOSPlan)
- The Australian Marine Oil Spill Centre (AMOSC)



Australian Marine Oil Spill Centre (AMOSC)

- Formed in 1991 as subsidiary of Australian Institute of Petroleum
- \$10 million capital cost and net \$900,000 annual operating cost provided by 23 industry companies
- Major response equipment stockpile and training centre located in Geelong



AMOSC Area of Operation



The Role of AMOSC is: Industry Tier 3 Response



- Hire of resources for oil spill response
- Provision of training in oil spill response
- Administration of AMOSPlan
- Provision of response planning, auditing and exercise services
- Representation of industry oil spill issues

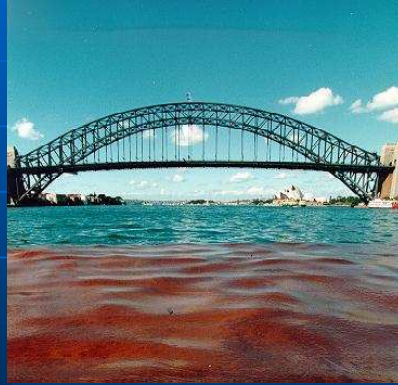
AMOSC Response

- Australia's Tier 3 equipment stockpile
- Equipment fully packaged into containers and prepared for immediate road or air transport
- Approx one third of equipment immediately available outside Australia
- Optimum combination of road or air transport used
- 5 permanent staff
- Core Group of 45 company personnel



Industry Mutual Aid (AMOSPlan)

- Equipment and personnel of the AMOSC subscriber companies are available for mutual aid to other companies through AMOSC
- Managed by AMOSC
- Delivery of mutual aid is coordinated through local Mutual Aid Contacts.



Resources



- AMOSC/AMSA Agreement makes AMOSC's stockpile an integral part of the National Plan
- AMOSC resources available for any incident regardless of source

Resources

- Industry equipment can be made available to the National Plan via AMOSC
- AMOSC funds half of the \$620,000 annual cost of the National fixed wing aerial dispersant spray standby contract



Australian Dispersant Distribution and Air Service





Global Response Network

- A coordinated network of international response organisations to achieve these objectives:
 - To enhance utilisation of industry resources across the globe
 - To seek coordination of response to major spills wherever this may be beneficial
 - To share best practices to promote good industry standards
 - Launched in May 2005



Global Response Network





Benefits

- Improved world coverage – “Call one call all”
- Backing up one another’s organisations with personnel and equipment during a spill situation
- Setting of industry-wide standards for personnel and equipment
- Training opportunities through staff exchanges

Government/Industry Integration – Summary

- Industry representation in management structure
- Signed agreement between AMSA/AMOSC on use of equipment
- Shared costs of aerial dispersant spraying
- Industry personnel able to fill roles in response structure
- Integrated training program
- Industry provides the major Tier 3 equipment stockpile in Australia, part of National Plan response arrangements
- Joint sponsorship of SPILLCON, every three years

Competency Based Training

- Nationally agreed competency standards and courses
 - Developed, delivered, managed and audited internally by National Plan stakeholders
 - Consistent with International Maritime Organization Standards
 - Only changed if agreed to by all stakeholders
 - More appropriate to meet needs of OPRC 90
 - Making use of subject experts internal and external to National Plan
 - Initial focus on operational personnel (IMO level 1 courses)

Chemical Spill Response

- Australia has acceded to OPRC HNS Protocol
- National Chemical Contingency Plan (Chemplan) adopted in 1998, title of National Plan changed to include HNS.
- Unresolved funding basis for chemical spill preparedness
- Lack of data/confidentiality issues regarding types of chemicals being carried by sea



Places of Refuge



- Since *Castor*, *Erika* and *Prestige*, issue of places of refuge has been at forefront of IMO's work
 - Guidelines on Places of Refuge for Ships in Need of Distress adopted by Assembly Resolution A.949(23) in Dec 2003
- National Maritime Place of Refuge Risk Assessment Guidelines
- Assists Australian administrations, Masters and industry identify:
 - place of refuge when incident can't be dealt with at sea; and,
 - procedures to access a place of refuge
- No pre-designation.

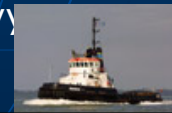
Places of Refuge

- Requests for a Place of Refuge
- Deciding Whether to Grant a Request for a Place of Refuge
- Management issues
 - Handing over coordination between jurisdiction
 - Intervention powers
 - Liability and compensation
- Annexes
 - Contact details
 - Initial Information to be Supplied With a Place of Refuge Request
 - Respond to Maritime Casualty at Sea (checklist)
 - Selecting a Place of Refuge (checklist)



National Emergency Towage Scheme

- Integrated package of measures to
 - Ensure a minimum level of emergency towage coverage in strategic regions around the Australian coastline;
 - dedicated vessel in the northern GBR region, will also undertake navigation aid maintenance
 - In other regions, ETV capability likely to be based on existing port or offshore sector or other commercial towage activities.
 - Provide an appropriate regulatory framework for a single national decision maker in response to incidents involving significant pollution
 - Based on UK "SOSREP" model.
- Funding from existing oil pollution levy
 - Proportion of salvage award



Summary

- Establishment of AMOSC in 1991 provided basis for effective Government/Industry integration
 - Essential for best use of limited resources to protect large coastline and EEZ, with many remote areas.
- Now a genuine "partnership" at management and operational levels
 - Proven effective in incident response
 - Personal relationships, no "us and them".
- Enables a co-operative approach to examine new and emerging issues, such as competency based training and places of refuge.
- Need to improve co-operative arrangements with chemical industry.