Authorisation

The NSW South Coast Marine Oil & Chemical Spill Contingency Plan (this Plan) has been prepared as a supporting plan to the NSW State Waters Marine Oil and Chemical Spill Contingency Plan to coordinate local resources in responding to a maritime incident in the NSW South Coast area. This Plan complies with the State emergency management arrangements and the National Plan arrangements.

The Plan has been endorsed by the Regional Emergency Management Committee.
NSW South Coast Marine Oil and Chemical Spill Contingency Plan

Contents
Authorisation .............................................................................................................. 2
Contents ..................................................................................................................... 3
Amendments ............................................................................................................. 5
Definitions ............................................................................................................... 7
Abbreviations .......................................................................................................... 9

1 Introduction ............................................................................................................. 10
  1.1 Aim .................................................................................................................... 10
  1.2 Scope of the Plan ............................................................................................. 10
  1.3 Legislation ......................................................................................................... 12
    1.3.1 NSW Marine Pollution Act 2012 ............................................................. 12
    1.3.2 State Waters as Defined in the Marine Pollution Act, 2012..................... 13
    1.3.3 Protection of the Environment Operations Act 1997 ............................... 13
  1.4 Planning Limitations ....................................................................................... 13
  1.5 Activation .......................................................................................................... 14

2 Roles and Responsibilities ..................................................................................... 15
  2.1 Roads and Maritime Services (Combat Agency) ............................................. 15
  2.2 Port Authority of New South Wales ............................................................... 15
  2.3 Fire & Rescue NSW ......................................................................................... 16
  2.4 Functional Areas ............................................................................................ 16
    2.4.1 NSW Environment Protection Authority .............................................. 16
    2.4.2 NSW Department of Primary Industries (DPI) ....................................... 16
  2.5 NSW Office of Environment and Heritage ....................................................... 17
  2.6 Emergency Operations Controller (EOCON) Local, Regional and/or State 17
  2.7 Local Government .......................................................................................... 17
  2.8 Royal Australian Navy ..................................................................................... 17

3 Response Policy ................................................................................................... 18
  3.1 Levels of Response ......................................................................................... 18
    3.1.1 Escalation of a Response ......................................................................... 18
  3.2 Oil Spill Response Incident Control System .................................................... 19
    3.2.1 Marine Pollution Controller (MPC) ........................................................... 20
    3.2.2 Incident Controller ................................................................................... 20
    3.2.3 Operations Section .................................................................................... 21
    3.2.4 Planning Section ....................................................................................... 21
    3.2.5 Logistics Section ....................................................................................... 21
    3.2.6 Finance and Administration Section ....................................................... 21
    3.2.7 Support Staff ............................................................................................. 22
    3.2.8 Liaison Officers ......................................................................................... 22
    3.2.9 Workplace Health and Safety ................................................................. 22
  3.3 Incident Control Centre (ICC) ......................................................................... 22
  3.4 Financial Procedures ....................................................................................... 23
3.5 Obtaining Samples for Evidence ................................................................. 24
3.6 Response ................................................................................................. 24
   3.6.1 Initial Notification .................................................................................. 24
   3.6.2 Incident Assessment and POLREP .......................................................... 24
   3.6.3 Initial Response ...................................................................................... 24
   3.6.4 Overall Protection Priorities ................................................................... 25
3.7 Level One Response Equipment ................................................................. 25
3.8 Level Two/Three Equipment ....................................................................... 26
3.9 Oil Spill Response Options ......................................................................... 26
   3.9.1 Monitor .................................................................................................. 27
   3.9.2 Containment and Recovery .................................................................... 27
   3.9.3 Application of Dispersants to Oil Spills .................................................... 28
   3.9.4 Shoreline Clean-up .................................................................................. 28
   3.9.5 Disposal of Oil and Oily Waste ............................................................... 29
   3.9.6 Termination Phase .................................................................................. 30
3.10 Debriefing Arrangements .......................................................................... 30
3.11 Contingency Plan Support ......................................................................... 31
   3.11.1 Description of the Area ....................................................................... 31
   3.11.2 Geographical Scope .............................................................................. 31
   3.11.3 Natural and Cultural Environment ....................................................... 31
   3.11.4 Environmental Considerations ............................................................ 32
   3.11.5 Climatic Conditions ............................................................................. 33
   3.11.6 Risk Assessment ................................................................................... 35
   3.11.7 Animal Response .................................................................................. 35
4 Administration ............................................................................................... 36
   4.1 Training ..................................................................................................... 36
   4.2 Updating of the Plan .................................................................................. 36
Appendices

Appendix 1. Contact List .................................................................38
Appendix 2. Chart and Map References ........................................39
Appendix 3. Incident Control System Response Structure for Major
Responses ..................................................................................41
Appendix 4. Pollution Report (POLREP) ........................................42
Appendix 5. Situation Report (SITREP) .........................................44
Appendix 6. Guidelines for Collection of Oil Samples .....................47
Appendix 7. Behaviour on Water of Four Representative Petroleum
Products ......................................................................................48
Appendix 8. Oil Pollution Combat Resources .................................49
Appendix 9. Vessel Resources ..........................................................53
Appendix 10. Location of Incident Control Centres ..........................55
Appendix 11. Communications Equipment .................................56
Appendix 12. Entrance condition and closure options for creeks and
rivers .........................................................................................57
Appendix 13. Location of vehicular access to beaches in the region and the
degree of difficulty ....................................................................61
Amendments
This Plan will be subject to annual review and updating. It is essential however, that all organisations listed in this Plan reports any relevant alterations and changes regarding their agency’s structure or functions. Suggested amendments or additions to the contents of this Plan are to be forwarded to:

Manager, Marine Pollution
NSW Maritime Division
Roads and Maritime Services
Locked Bag 5100
CAMPERDOWN NSW 1450

Amendments promulgated should be recorded in the table below.

<table>
<thead>
<tr>
<th>Number</th>
<th>Type</th>
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Definitions

For the purposes of this Plan, except where the context otherwise indicates, the following definitions apply.

**Assessment** - in relation to an incident includes the confirmation of a spill, an initial assessment of the extent of the spill and reporting the finding to the appropriate agency/individual.

**Combat agency** - the agency identified in EMPLAN as the agency primarily responsible for controlling the response to a particular emergency. [Source: *State Emergency and Rescue Management Act 1989 (SERM Act)*].

**EMPLAN** - the NSW Emergency Management Plan. The object of EMPLAN is to ensure the coordinated response to emergencies by all agencies having responsibilities and functions in emergencies. [Source: *SERM Act*]

**Functional Area** - a category of services involved in preparations for an emergency, including the following:

(a) Agriculture and Animal Services;
(b) Communication Services;
(c) Energy and Utility Services;
(d) Engineering Services;
(e) Environmental Services;
(f) Health Services;
(g) Public Information Services;
(h) Transport Services; and
(i) Welfare Services;

[Source: EMPLAN]

**Incident** - any discharge or escape, or potential discharge or escape, of any oil or chemical substance into State waters during its handling, transport or storage that can be dealt with at a local level usually by a single agency with no or limited support by other local agencies/organisations.

**Incident Control Centre** – the centre established at a state, district or local level as a centre for the control and coordination of operations during an emergency. There is only one incident control centre for a response. Other centres established by supporting agencies are referred to as emergency operations centres.

**Incident Controller** - the individual responsible for the management of all operations in response to an incident.

**Marine Pollution Controller** - is responsible for overall management of a Level Two/Three response to an incident and supports the Incident Controller at a senior management level. This person must be capable of high level liaison with Ministers as well as senior government and industry representatives and media liaison.
National Plan – means the National Plan for Maritime Environmental Emergencies. A plan agreed to by the Commonwealth and state/NT governments and the oil, shipping and exploration industries to provide a response capability to the threat posed to the coastal environment by maritime oil and chemical spills.

State waters - as defined in the Marine Pollution Act, 2012. (See the NSW State Waters Marine Oil and Chemical Spill Contingency Plan for full explanation.)

State waters consist of the territorial sea from the low water mark seaward for three nautical miles as well as those waters prescribed by the Marine Pollution Regulation 2014, being:

- Port of Yamba (part of the Clarence River);
- Coffs Harbour
- Port Macquarie (part of the Hastings River);
- Port Stephens (eastern section of Port Stephens)
- Port of Newcastle (part of the Hunter River);
- Sydney Harbour (all of Sydney Harbour and Middle Harbour, Parramatta River and Lane Cove River up to the tidal limits.);
- Port Botany (all of Botany Bay);
- Port Kembla;
- Jervis Bay (except Commonwealth waters)
- Port of Eden (Twofold Bay).

Note: State waters does not include bays such as Port Hacking or local fishing ports or coastal rivers which are inland waters.
### Abbreviations

<table>
<thead>
<tr>
<th>Abbreviation</th>
<th>Description</th>
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<tbody>
<tr>
<td>AASFAC</td>
<td>Agriculture and Animal Services Functional Area Coordinator</td>
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<tr>
<td>AIIMS</td>
<td>Australasian Inter-service Incident Management System</td>
</tr>
<tr>
<td>AMSA</td>
<td>Australian Maritime Safety Authority</td>
</tr>
<tr>
<td>DPI</td>
<td>NSW Department of Primary Industries</td>
</tr>
<tr>
<td>EMPLAN</td>
<td>NSW State Emergency Management Plan</td>
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<tr>
<td>EPA</td>
<td>NSW Environment Protection Authority</td>
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<tr>
<td>FRNSW</td>
<td>Fire &amp; Rescue NSW</td>
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<tr>
<td>IAP</td>
<td>incident action plan</td>
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<tr>
<td>ICC</td>
<td>Incident Control Centre</td>
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<tr>
<td>IGA</td>
<td>Intergovernmental Agreement</td>
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<tr>
<td>LEMO</td>
<td>Local Emergency Management Officer</td>
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<tr>
<td>MPC</td>
<td>Marine Pollution Controller</td>
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<tr>
<td>NPWS</td>
<td>National Parks and Wildlife Service</td>
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<tr>
<td>National Plan</td>
<td>National Plan for Maritime Environmental Emergencies</td>
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<td>OEH</td>
<td>Office of Environment and Heritage</td>
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<tr>
<td>OSRA</td>
<td>Oil Spill Response Atlas</td>
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<tr>
<td>OSRICS</td>
<td>Oil Spill Response Incident Control System</td>
</tr>
<tr>
<td>POEO</td>
<td><em>Protection of the Environment Operations Act 1997</em></td>
</tr>
<tr>
<td>POLREP</td>
<td>Pollution Report</td>
</tr>
<tr>
<td>REMO</td>
<td>Regional Emergency Management Officer</td>
</tr>
<tr>
<td>RMS</td>
<td>Roads and Maritime Services (Maritime Division)</td>
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<tr>
<td>SERM Act</td>
<td><em>State Emergency and Rescue Management Act 1989</em></td>
</tr>
<tr>
<td>SITREP</td>
<td>Situation Report</td>
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Part 1 Introduction

1 Introduction

As a signatory to the Intergovernmental Agreement (IGA) for the National Plan for Maritime Environmental Emergencies (National Plan), NSW has prepared the NSW State Waters Marine Oil and Chemical Spill Contingency Plan which sets out the State arrangements for responding to maritime oil and chemical spills.

This Plan is titled the NSW South Coast Marine Oil and Chemical Spill Contingency Plan. It also describes the roles and responsibilities of Roads and Maritime Services (RMS), the Port Authority of New South Wales (PANSW) and other relevant government agencies. Under these arrangements RMS is the combat agency for maritime incidents in State waters from Gerroa (Seven Mile Beach) to the Victorian Border (Cape Howe) which includes the adjacent coastal waters for three nautical miles seaward (NSW South Coast) and prescribed State waters of Jervis Bay. Responses in Twofold Bay (Port of Eden) are covered by the local port contingency plan.

This Plan should be read in conjunction with the NSW State Waters Marine Oil and Chemical Spill Contingency Plan and is also supported by the Illawarra South Coast Region Emergency Management Plan.¹

1.1 Aim

The aim of this Plan is to outline the arrangements to deal with oil or chemical spills and maritime incidents that could lead to an oil or chemical spill within the NSW South Coast and the adjacent coastal waters seaward to three nautical miles.

In this Plan a reference to an oil or chemical spill includes a reference to any maritime incident that has the potential to result in an oil or chemical spill.

1.2 Scope of the Plan

This Plan covers the State waters of the NSW South Coast and adjacent foreshores, see Figure 1.

This Plan details procedures for:
- notification of a maritime incident to relevant agencies;
- assessment of, and initial response to, the incident;
- establishing a response structure using the Oil Spill Response Incident Control System (OSRICS); and
- escalating the response if the local resources are unable to deal with the incident.

¹ Working Draft Pending final Endorsement – November 2012
Figure 1  Map of NSW South Coast Response Area
1.3 Legislation

Maritime incidents involving trading ships and commercial vessels are covered under the Marine Pollution Act 2012, however, recreational vessels are specifically excluded from the Marine Pollution Act 2012.

The Protection of the Environment Operations Act 1997 (POEO) also covers commercial vessels as well as recreational vessels. Hence commercial vessels such as fishing boats and passenger ferries are covered by both Acts with respect to dealing with pollution from these vessels.

These Acts give RMS the flexibility and power to respond to and clean up oil and chemical spills from any type of vessel.

1.3.1 NSW Marine Pollution Act 2012

The Marine Pollution Act 2012 provides the Minister with powers of intervention in regard to the detention or direction of commercial and trading vessels and for preventing, combating and cleaning up of oil and other noxious substance spills in State waters. The Minister has delegated these functions to RMS.

Certain RMS personnel are delegated powers under Section 183 of the Marine Pollution Act 2012 which provides the authority to:

- prevent or limit a discharge;
disperse or contain any oil or oily mixture or noxious liquid substance that has been discharged;

remove any oil or oily mixture or noxious liquid substance from waters or land affected by any discharge; and

minimise the damage from pollution resulting from or likely to result from any discharge.

The RMS Chief Executive, Executive Director Maritime, General Manager Operations and Compliance, Principal Manager Industry and Environment and Manager Marine Pollution have additional powers to direct and/or detain a vessel.

1.3.2 State Waters as Defined in the Marine Pollution Act, 2012

State waters are defined in section 3 of the Marine Pollution Act, 2012 and a detailed explanation can be found in the NSW State Waters Marine Oil and Chemical Spill Contingency Plan. For the purpose of this Plan, State waters include the coastal waters seaward for three nautical miles including the prescribed waters of Jervis Bay (Figure 2).

1.3.3 Protection of the Environment Operations Act 1997 and Protection of the Environment Operations (General) Regulation 2009

The POEO Act applies to all navigable waters. RMS Authorised Officers have certain powers delegated under the POEO Act. These powers apply to non-pilotage vessels in navigable waters. This may include:

- give clean up direction to the owner or occupier of a vessel in writing or orally;
- direct a person to take preventative action by notice in writing; and
- take action to cause the notice to be complied with.

Additionally, an Authorised Officer has the power to enter certain types of premises for the purpose of taking action to cause the notice to be complied with.

The Marine Parks Authority (Marine Estate Management Authority) is listed as the Appropriate Regulatory Authority (ARA) under Clause 85 of the Regulation for non-scheduled activities within Marine Parks. Under Clause 86 RMS are listed as the ARA for non-scheduled activities involving non-pilotage vessels, therefore consultation with the relevant Marine Park should be undertaken during the early stages of any pollution incident from a vessel within a Marine Park to determine the combat agency and most appropriate response.

1.4 Planning Assumptions

This Plan is applicable to maritime oil and chemical spills and any maritime incident that could lead to an oil or chemical spill in the State waters, and assumes that the non-pilotage vessel means any vessel other than:

(a) a vessel for which pilotage is compulsory under Part 6 of the Marine Safety Act 1998 in any port, and

(b) a vessel for which pilotage would be compulsory under Part 6 of the Marine Safety Act 1998 in any port if the master did not hold a pilotage exemption certificate.

Source – Clause 86 Protection of the Environment Operations (General) Regulation 2009
resources on which this Plan relies are available when required and additional support is available through the *Illawarra South Coast Region Emergency Management Plan*, the *NSW State Waters Marine Oil and Chemical Spill Contingency Plan*, the National Plan and the NSW emergency management arrangements.

1.5 Activation

The NSW EMPLAN and other NSW emergency management plans, including this Plan, do not require formal activation, they are active at all times. However, the notification procedures in Section 3.6.1 must be followed.
Part 2 Roles and Responsibilities

2 Roles and Responsibilities

Responsibility for responding to maritime oil and chemical spill incidents is set out in the *NSW State Waters Marine Oil and Chemical Spill Contingency Plan*. NSW Maritime (RMS) Division is the combat agency for maritime incidents within the NSW South Coast and coastal waters seaward to three nautical miles from Gerroa (Seven Mile Beach) to the Victorian Border (Cape Howe), including the prescribed State waters of Jervis Bay.

NSW Maritime (RMS) has overall responsibility for ensuring that marine oil and chemical spills are responded to quickly and effectively. This includes providing an Incident Controller, personnel and relevant expert advice where required.

The Port Authority of New South Wales, as the manager of the Port of Eden is the combat agency for the waters of Twofold Bay. Port Kembla (PANSW) is the combat agency for State waters from Garie Beach to Gerroa, including Port Kembla. Fire & Rescue NSW (FRNSW) is the combat agency for oil and chemical spills in all inland waters. Gippsland Ports (Victoria) is responsible for responses in the adjacent Victorian waters.

Regardless of which agency bears combat responsibility, other agencies shall assist in accordance with this Plan and the NSW EMPLAN arrangements.

Depending on the size of an oil or chemical spill a number of different agencies may be involved. Section 2 of the *NSW State Waters Marine Oil and Chemical Spill Contingency Plan* sets out the roles and responsibilities of agencies that may to be involved in a major maritime incident response. For the purposes of this Plan the agencies most likely to be involved in a Tier One response are:

2.1 Roads and Maritime Services (Combat Agency)

NSW Maritime in its capacity as Combat Agency is to:
- provide an Incident Controller;
- provide trained emergency response staff to fill OSRICS positions to control the incident/emergency response;
- make available emergency response equipment under its control;
- provide trained equipment operators;
- notify the appropriate agencies and higher level control within the agency; and
- establish an incident control centre from which the incident/emergency will be controlled.

NSW Maritime, when supporting the Combat Agency is to:
- provide trained emergency response staff;
- make available emergency response equipment under its control; and
- provide a liaison officer.
2.2 Port Authority of New South Wales

The Port Authority when supporting the Combat Agency is to:

- provide trained emergency response staff to fill ALIMS positions to control the incident/emergency response;
- provide trained equipment operators;
- make available emergency response equipment under its control; and
- establish an incident control centre from which the incident/emergency will be controlled.

2.3 Fire & Rescue NSW

FRNSW is a supporting agency that may be called upon to provide advice and support to the combat agency as follows:

- protecting and saving life and property endangered by chemical spill incidents;
- provision and coordination of the supply of specialist resources for oil and chemical spills;
- rendering the site of an incident safe; and
- provide a liaison officer on request.

2.4 Functional Areas

Under the NSW emergency management planning arrangements, Functional Areas are a category of Government agency involved in the provision of support and resources for emergency response and initial recovery operations. Functional Areas are coordinated by various government agencies and would support a maritime incident response. The most likely agencies to be involved in a local response are listed below.

2.4.1 NSW Environment Protection Authority

The Environment Protection Authority (EPA) is the coordinating agency for the Environmental Services Functional Area and is to:

- provide environmental and scientific advice to the Incident Controller;
- provide advice on suitable disposal strategies for the recovered oil and oiled debris; and
- provide a liaison officer on request.

2.4.2 NSW Department of Primary Industries (DPI)

The Department of Primary Industries (DPI) is the coordination agency for the Agricultural and Animal Services Functional Area and is responsible for the rescue and rehabilitation of oiled wildlife. The Agricultural and Animal Services Functional Area is to activate the Agriculture and Animal Services Plan utilising the assistance of the participating and supporting agencies. Activation of the plan may include:

- establishing a wildlife treatment centre;
- on-site assessment of wildlife;
- coordinate the transport of wildlife as needed;
provide appropriate personnel for the response; and
provide a Liaison Officer on request.

2.5 NSW Office of Environment and Heritage

The Office of Environment and Heritage (OEH) is to:
- provide heritage advice to the Incident Controller;
- provide National Parks and Wildlife Service (NPWS) support to the Incident;
- provide a liaison officer on request.

2.6 Emergency Operations Controller (EOCON) Local, Regional and/or State

The EOCON at local, district and/or state level may be called upon to support the Combat Agency as follows:
- monitor the response;
- coordinate support resources at the appropriate level if requested to do so by the Combat Agency.

2.7 Local Government

The local council has a significant role in providing local knowledge and linkages to communities that may be impacted by an oil or chemical spill. The local council via the Local Emergency Management Officer (LEMO) will:
- provide advice and resources to support the incident response particularly for shoreline clean-up activities;
- assist in community liaison if the incident has the potential to adversely impact the local community; and
- provide a liaison officer on request.

2.8 Royal Australian Navy

The Royal Australian Navy (RAN) has accepted responsibility for dealing with oil spills within naval waters, such as Jervis Bay. The RAN is able to deal with minor spills using its own combat resources. More significant spills will require the assistance from the RMS, PANSW or AMSA.

The RAN can provide support when requested to help in combating spills outside Naval Waters as follows:
- Make available oil spill equipment and resources immediately in Jervis Bay and Sydney Harbour on request. Requests should be directed to the Headquarters Joint Operations Command – Maritime Operations Watch Keeper;
- provide RAN personnel on request; and
- provide a liaison officer on request.
Part 3 Control and Coordination

3 Response Policy

3.1 Levels of Response

In Australia, oil and chemical spills and the responses they require are categorised into ‘levels’. The National Plan has adopted the concept of three (3) Levels which links the credible spill scenarios to attainable scales of response and, by linking joint arrangements, enables escalation from one level response to another, should the need arise. It is a practical method of planning a spill response in terms of impacts and thus required resources. The National Plan’s three levels of response are described in section 3.1 of the NSW State Waters Marine Oil and Chemical Spill Contingency Plan. This Plan is designed to respond to Level One spills as described in Section 2.0 and Error! Reference source not found..

The quantity of oil or chemical discharged does not automatically determine the response level but is used as a guide to determine the most appropriate response. The level of response will depend upon the type of oil or chemical, magnitude of the spill, its potential and immediate threat to human health and the environment, as well as the available combat resources.

For oil or chemical spills of greater than 10 tonnes or where the local resources are inadequate, the response will be escalated and the provisions in the NSW State Waters Marine Oil and Chemical Spill Contingency Plan would be implemented as well as the Regional EMPLAN.

3.1.1 Escalation of a Response

Control and co-ordination of incidents are conducted at the lowest effective level. Responsibility for response to, and recovery from, oil or chemical pollution incidents rests initially at the local level. Initially oil spill response equipment will be mobilised from the RMS stockpile held in Nowra on the NSW South Coast, additionally the Port of Eden and Port Kembla and also use any other suitable local resources. For an incident that cannot be effectively managed at the local or regional level the arrangements in the NSW State Waters Marine Oil and Chemical Spill Contingency Plan will be used to mobilise additional resources.

Once an accurate picture is obtained of the incident the Incident Controller, in consultation with the Principal Manager South Area and the Manager Marine Pollution Response, will decide the level of response required to combat the spill. Resource requirements will be constantly re-evaluated as the combat phase proceeds.
Table 1. Level of Response Used in the National Plan

<table>
<thead>
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<th>Level</th>
<th>Levels of Response</th>
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| 1     | **Potential Emergency Condition - small spill/incident**  
An incident that only requires response within the boundaries of the berth, vessel or small geographical area.  
No public health and/or environmental impact or problems are anticipated outside the operations area.  
The Combat Agency will generally be able to respond to and clean up a spill utilising local resources. In cases where additional resources are required, these will generally be available from the local port authority, HAZMAT or industry resources under mutual aid arrangements. |
| 2     | **Limited Emergency Condition - a medium or significant spill/incident**  
A significant incident/emergency that can be responded to within the boundaries of the berth, vessel or geographical area, but which may have a serious impact on public health and/or the environment.  
The Combat Agency will initiate a response with support being provided by other agencies, including and the MPC where necessary.  
Local and regional resources may need to be supplemented by other intra-state or interstate resources.  
AMSA will facilitate provision of interstate resources upon request from the MPC. |
| 3     | **Full Emergency Condition - a major spill/incident**  
An incident/emergency that will pose a very serious impact on human life and/or affect the environment significantly.  
It requires the activation of support resources up to national or international level.  
The Combat Agency with the assistance of the MPC would require local, district and national assistance. For catastrophic spills, resources from overseas may also be required. These can be sought by the MPC through AMSA, and, in the case of incidents involving chemical tankers, in consultation with industry.  
A spill of this magnitude may require additional coordination via the SEOCON. |

### 3.2 Oil Spill Response Incident Control System

The National Plan arrangements use the AIIMS (Australasian Inter-service Incident Management System) model to manage the response to a maritime oil or chemical spill. In NSW AIIMS has been modified to suit the nature of a maritime incident response.

A more detailed description of the system is provided in Section 3 of the *NSW State Waters Marine Oil and Chemical Spill Contingency Plan*. At a local level, for Level One oil spills that are likely to be encountered in the port, a small team is usually sufficient to manage the response. OSRICS is implemented in a simplified structure, as shown in
Figure 2. For large or complex incidents the structure shown in Appendix 3 would be implemented.

Initially the Incident Controller may carry out all of the OSRICS functions (operations, planning, logistics and administration). As the response develops some of these functions may be delegated to other persons as the workload increases. The Operations Officer is typically the first position to be delegated functions.

![Diagram of AIIMS structure for small incidents]

**Figure 2** AIIMS structure for small incidents.

### 3.2.1 Marine Pollution Controller (MPC)

The portfolio Minister has appointed the Executive Director NSW Maritime as the MPC who is responsible for coordinating the overall State response to an actual or potential oil or chemical spill into State waters.

The MPC supports the combat agency in responding to a maritime incident and will take responsibility for liaison with the relevant Ministers, industry representatives, vessel owner, salvor and media as required in consultation with the Port Authority. This will allow the Incident Controller to focus on managing the operational aspects of the response.

At times when the MPC is not available an appointed alternate will act as the MPC. This role is generally not activated for Level One incidents; however, the MPC will monitor the response and provide additional support as necessary.

### 3.2.2 Incident Controller

The Incident Controller will be the Principal Manager South Operations, or Manager Marine Pollution or other designated RMS personnel, who will take action to:

- ensure that the appropriate organisations and individuals are notified of the spill and kept informed of events;
3.2.3 Operations Section

The Operations Section is responsible for implementing the operational requirements of a response and providing operational input to the planning process. For small incidents that only require a simple response the Incident Controller may also undertake this role, eg removing scattered tar balls from a beach. If the incident requires a complex response then an Operations Officer may need to be appointed.

3.2.4 Planning Section

The Planning Section is responsible for the provision of information on all aspects of an incident, the response to that incident and the development of an Incident Action Plan. For small incidents the Incident Controller usually undertakes the planning role. If the incident requires a complex response then a Planning Officer may need to be appointed.

3.2.5 Logistics Section

The Logistics Section is responsible for the supply of services and resources to support and sustain the operational response to an incident. For small incidents the Incident Controller usually undertakes the logistics role. If the incident requires a complex response then a Logistics Officer may need to be appointed.

Both the planning and logistics roles can be undertaken by the same officer for small incidents.

3.2.6 Finance and Administration Section

The Finance and Administration Section is responsible for the provision of finance and administrative services to the response organisation and for the collation of costs and all records related to an incident. During small incidents the Incident Controller can usually manage this aspect of a response. The local RMS Area Coordinator or Product Services Officer may also assist in this aspect of a response.
3.2.7 Support Staff

Depending on the size and complexity of an incident, the Incident Controller will be assisted and advised by designated support staff from RMS and other local agencies. The Local Emergency Management Officer (LEMO) should be available to support the Incident Controller.

3.2.8 Liaison Officers

Each organisation involved in a response may be asked to provide a liaison officer to be deployed to the ICC. Liaison officers represent their organisation or functional area and maintain communications with and convey directions/requests to their organisation or functional area, and provide advice on the status, capabilities, actions and requirements of their organisation or functional area.

3.2.9 Workplace Health and Safety

The health and safety of emergency responders and the general public is of paramount importance in any response operation. The NSW Work Health and Safety Act 2011 places a duty on all persons conducting a business or undertaking (PCBU), for example a Combat Agency or a Functional Area agency, to ensure the health and safety, so far as is reasonably practicable, of all "workers". "Workers" include persons who carry out work in any capacity for a PCBU including work as an employee, a contractor and its employees, a subcontractor and its employees, labour hire workers and volunteers.

The OSRICS structure (Appendix 2) provides for the appointment of an Incident Safety Officer. This appointment should be made as early as possible in a response. The Incident Safety Officer reports directly to the Incident Controller. The Incident Safety Officer is responsible for developing and maintaining an incident work health and safety (WHS) plan. It is important that all risks be evaluated prior to any personnel entering the incident/emergency area. Operations must be suspended or terminated if any unsafe conditions arise during a response. Issues including the management of volunteers and the management of fatigue should be considered in a response.

All response personnel must understand that their safety, the safety of other responders and that of the community is paramount. Consequently, all personnel engaged in clean-up activities must be instructed in the WHS risks in their area of activity and how to perform tasks safely. All personnel must be provided with personal protective equipment including clothing, appropriate to the activity being undertaken, to protect them from injury. Where necessary, personal flotation devices should be worn in the proper manner.

The limitations of available equipment and vessels should be identified and managed throughout all phases of the operation. Responders should be made aware that many chemicals can be destructive to equipment and fresh crude oil and many petroleum products emit flammable gases. The risk of fire or explosion should always be considered, particularly when fresh oil is confined by booms or under harbour/wharf structures (for example, in a confined space), etc. The risk of fire must also be considered in shoreline disposal operations. The degree of risk will depend on the type of oil, its location and the extent of weathering.
Equipment deployed in close proximity to fresh oil and chemicals must be safe. Operators of vessels used in clean-up operations should be made aware of the dangers that exist through:

- the use of internal combustion engines and electric motors;
- concentrations of flammable gases entering the air intakes of diesel engines, causing the machinery to race;
- personnel smoking; and
- exposure and contact with wildlife.

Materials which may assist a Combat Agency or Functional Area Agency to manage WHS issues in response to an incident include:

- a generic WHS Plan that can be used as the basis for the preparation of a detailed site specific WHS plan (contact NSW Maritime for copy);
- the Volunteer Management Policy for Marine Incident Response in NSW; and
- the Fatigue Management Guidelines for Marine Incident Response in NSW. (Contact NSW Maritime for copy)

### 3.3 Incident Control Centre (ICC)

The ICC used by the Incident Controller will vary depending upon the size of the incident. At the simplest level the ICC may be the Incident Controller’s vehicle at the scene of the incident. For more complex incidents the ICC will initially be located at the local RMS Maritime Division office or alternative locations decided upon by the Incident Controller in consultation with the Local Emergency Management Officer. Location details are provided in Appendix 10.

For Level 2/3 incidents the designated ICC will be determined in conjunction with the Regional Emergency Management Officer (REMO). This may include the use of Emergency Operation Centres (EOC) located in each of the Local Government Areas within the area covered by the Plan. Location details are provided on Appendix 10.

### 3.4 Financial Procedures

Response costs associated with oil spills are generally recovered from the polluter, where identified. A range of International agreements and conventions exist generally ensuring that costs of response to and clean-up of ship sourced oil spills can ultimately be recovered. Where the responsible person cannot be identified, or costs cannot be recovered (after due effort has been taken to recover them), response costs beyond an agreed limit can be claimed from the National Plan.

Where the polluter is identified or suspected, an acceptable financial guarantee should be sought from the vessel’s insurers (Protection and Indemnity Club) prior to allowing the vessel to depart. A request for a financial guarantee should be made as early as possible after determining the source of the spill. Any request must be made by the Executive Director Maritime (Marine Pollution Controller or Deputies) or other personnel who have the delegated authority to make such a request.
Throughout a maritime oil pollution incident detailed records must be kept of the cost of all operations (use of personnel, equipment, etc.). This will assist in cost recovery from the polluter and any legal action that may be required to recover costs.

Agencies providing oil spill response equipment must be reimbursed hire and maintenance costs following each occasion when their equipment and consumables are used.

3.5 Obtaining Samples for Evidence

It is the responsibility of the local Boating Safety Officer or Incident Controller to ensure that adequate samples are taken for analysis. The vessel suspected of causing the pollution and any other vessels in the vicinity of the incident as well as the pollutant itself should be sampled. The number of samples taken will be dependent on the nature of the incident. Samples should be taken without delay to minimise changes in composition of the pollutant. Every effort should be made to obtain an uncontaminated sample of pollutant for comparison purposes, particularly if prosecution is envisaged.

Sampling bottles used must be specially prepared to ensure that they are free from any contamination. Once samples are taken (Appendix 6 provides guideline for sampling) it is of the utmost importance to ensure a verifiable ‘chain of custody’ is recorded and maintained and given to the analytical laboratory along with the samples.

Appendix 6 describes the behaviour on water of four representative petroleum products and Appendix 7 describes the behaviour on water of four representative crude oils.

3.6 Response

3.6.1 Initial Notification

The Principal Manager South Area and Manager Marine Pollution Response must be notified as soon as possible of any oil or chemical spills or shipping incidents within the State waters of the NSW South Coast (See Appendix 1).

The local Boating Safety Officer is to provide initial notification of all incidents, as soon as possible, to the Duty Officer via the 24 hour Marine Pollution Response telephone number.

3.6.2 Incident Assessment and POLREP

The local Boating Safety Officer will normally investigate all reported spills within their respective operational areas. Once the assessment is made the information must be sent to, the Principal Manager South Area and the Manager Marine Pollution Response in the form of a Pollution Report (POLREP) see Appendix 4.

3.6.3 Initial Response

Initial response will depend on the size and location of the spill and is shown below:

For a Level One spill, the Incident Controller:
- provides the Principal Manager South Area and the Manager Marine Pollution Response with an initial Pollution Report (POLREP);
notifies local agencies and coordinates the clean up, using local resources;

- sends daily Situation Reports (SITREP) to the Principal Manager South Area and the Manager Marine Pollution Response, and

- provides a final report of the incident to the Principal Manager South Area and the Manager Marine Pollution Response when the incident response is completed.

For a Level Two or three spill the Incident Controller:

- provides the Principal Manager South Area and the Manager Marine Pollution Response with a POLREP;

- notifies local agencies;

- initiates a first strike response using local resources; and

- requests additional resources and support.

It is important that appropriate agencies are kept advised of all significant developments during a response. The Incident Controller should ensure that periodic SITREPs are dispatched to the appropriate agencies.

SITREPs should take the form outlined in Appendix 5. The last SITREP in a series covering one incident should display the words FINAL SITREP.

3.6.4 Overall Protection Priorities
Protection priorities to be employed during a response to an oil or chemical spill are, in order of descending priority:

1. human safety and health;
2. habitat and cultural resources;
3. rare and/or endangered flora and fauna;
4. commercial resources, such as oyster farms; then
5. amenities, such as beaches.

In assessing protection priorities, a balanced view needs to be maintained on the likely success of protection strategies. This is of particular importance when it is unlikely that such strategies will be successful in protecting a higher sensitive resource, but could be successful in the protection of other less sensitive resources.

Every oil and chemical spill incident has its own unique health and safety dangers to which response personnel may be exposed. The protection of the public and that of response personnel should always be of prime importance in the decision making. Any response should be carried out in accordance with expert advice regarding the health and safety of personnel and the public. It is important that all risks are evaluated prior to personnel entering the incident area. Operations must be suspended or terminated if an unsafe condition arises during a response.

3.7 Level One Response Equipment
The NSW South Coast has a Level One response capability for up to a ten tonne oil spill response. The equipment is stored at the NSW Maritime operational base in Nowra.
as well as the Port Authority who have a Level One stockpile located at Snug Cove and at the Eden Pilot Station. A list of the equipment is at Appendix 8. Additional Equipment is also located at Port Kembla.

FRNSW also maintains standard HAZMAT trailers at a number of local fire stations (see Appendix 8) and additional resources at Shellharbour.

### 3.8 Level Two/Three Equipment

In addition to the Level One stockpiles discussed above, the Port Authority of New South Wales maintains its own stockpile of Level Two/Three equipment which is stored with its Level One equipment locations in Sydney and Newcastle. Oil companies also own a quantity of oil spill response equipment which is stored on their individual premises.

NSW Maritime also owns a purpose built Wildlife Wash Facility that is available for deployment to anywhere in the state which is stored and maintained by the Port Authority of NSW at its Glebe Island base. Incorporated into a 20’ shipping container the facility can be transported to a site to enable immediate setup for wildlife treatment and washing pending development of a larger capability.

The Australian Institute of Petroleum, on behalf of the petroleum industry, owns and maintains an equipment stockpile located at the Australian Marine Oil Spill Centre (AMOSC) in Geelong, Victoria.

Some port authorities in other states/NT also own response equipment and this is also available for use.

### 3.9 Oil Spill Response Options

A number of options exist for the treatment of oil, which has been released into the marine environment. These are described in the *NSW State Waters Marine Oil and Chemical Spill Contingency Plan*. All may be effective to a degree, according to the type of oil, the prevailing conditions and the sensitivity of the environment under threat.

The following basic oil spill response options are available to the Incident Controller in the NSW South Coast:

- if possible, control or stop the discharge of oil or chemical from the source;
- monitor;
- containment and recovery;
- application of dispersant; and
- shoreline clean-up.

The response options for chemicals spills are limited in number due to the range of behaviours of chemicals in the marine environment and generally not tested due to the infrequency of such spills. It is paramount that when a chemical spill does occur specialist advice is sought from the FRNSW, Environment Protection Authority and the chemical industry. A detailed chemical supplement can be found in section 4.11 of the *NSW State Waters Marine Oil and Chemical Spill Contingency Plan*. 
Before decisions can be made on a control strategy, specific local information is essential. Apart from determining the exact location of the slick, information must be obtained on:

- The quantity of oil spilled and its chemical and physical characteristics. Crude oils and petroleum products have a wide range of characteristics, which will influence spreading, evaporation, dissolution, emulsification and weathering.
- The quantity of oil spilled will govern the “scale” of control operations.
- Conditions affecting the direction and speed travelled by the slick. Surface-wind velocity and direction and surface-current velocity and direction will influence the movement of the slick, the current having more influence than the wind. Forecasts of wind and weather changes must be considered.
- Conditions affecting the likely choice of strategy. Surface conditions such as wave heights and directions of swells, water temperature and meteorological conditions (rain, mist, visibility, cloud cover) will influence the practicability of either containment and recovery or chemical dispersion.

3.9.1 Monitor

Depending on the location of the spill, if there are no threats to environmentally sensitive areas or it is unlikely that the oil will come ashore, biological and physical processes will naturally disperse most of the oil over a period of time. In these circumstances the most appropriate action may be to do nothing other than monitor the movement of the oil.

Leaving the oil to disperse and degrade naturally creates the least disturbance to the marine environment. However, the ‘do nothing’ option requires sound advice to the media to clearly explain why no other action, apart from monitoring the pollutant, has been taken.

3.9.2 Containment and Recovery

The traditional response to an oil spill is containment and recovery of the oil on the water. The decision to contain and recover the oil will be greatly influenced by prevailing weather conditions. In some cases it may be appropriate to allow the oil to come ashore, then undertake a shoreline clean-up.

Oil may be recovered from the surface of the water using booms and skimmers. This method is generally only effective:

- in relatively smooth waters with a minimum influence of wind, tide or currents;
- an adequate supply of storage facilities are available for recovered oil and debris; and
- access to the area is possible without causing additional damage to the environment.

Use of booms alone may protect environmentally sensitive areas, allowing oil to be deflected to other areas from where it may be recovered or allowed to degrade naturally.
3.9.3 Application of Dispersants to Oil Spills

There will be occasions when offshore containment is impractical. Depending on the resources at risk and the feasibility of other response options, the use of dispersant to accelerate the dispersal of the oil slick can be an effective option.

Dispersants reduce the surface tension of the oil, allowing the formation of very small droplets, which become suspended in the water column, where they can be rapidly dispersed, thus increasing the rate of natural biodegradation.

Where a sensitive environment is under threat, the use of dispersants will be considered as an early response option. It should be recognised that the decision to use dispersants needs to be made as early as possible in the assessment of response options as there is a limited “window of opportunity” during which dispersant use can be successful before weathering of the oil commences.

The use of dispersant should be done in conjunction with expert environmental advice from the Environmental and Scientific Coordinator (ESC) who will undertake a Net Environmental Benefit Analysis (NEBA). Only those dispersants that have been tested and approved in accordance with ‘National Plan Guidelines for Acceptance’ will be considered for use in NSW State waters. In determining whether or not to use dispersants there are a number of criteria that need to be considered including:

- is the oil of a type amenable to dispersion?
- does the area have active water exchange?
- is there an adequate depth of water? and
- resources available to undertake the operation.

The Incident Controller will maintain close consultation with the planning section to ensure that all environmental considerations are taken into account including the nature of the resource under threat and the distance between the resource and the spill. The ESC has access to a dispersant test kit and should deploy the kit if dispersant spraying is being considered.

3.9.4 Shoreline Clean-up

Weather and other circumstances permitting, every effort should be made to either disperse or contain and recover oil as close as possible to the source of the spill. However, it is inevitable that some oil may come ashore. The location of a spill, oil type, weather conditions, rate of oil movement and speed will determine whether the bulk of the spilled oil can be recovered before it reaches the shore.

Where oil does come ashore, the extent of clean-up of oiled shorelines is to be carefully planned with the view of minimising further environmental damage which may result from the clean-up operation.

Sometimes, oil on shorelines may best be left to weather and degrade naturally. This option must be considered where oil impacts a sensitive area such as mangroves, salt marshes, mud flats or remote areas. In these areas the clean-up operations can result
in more environmental damage than the oil itself due to physical disturbance and substrate erosion.

The selection of shoreline clean-up techniques depends on many different factors, including:
- type of substrate;
- characteristics of oil (tar balls, pooled, thin coating, etc);
- amount of oil on the shoreline;
- depth of oil in the sediments;
- presence of wildlife and/or environmental or culturally significant sites;
- prevailing oceanographic and meteorological conditions; and
- access for personnel and equipment.

Shoreline clean-up methods may consist of one or more of the following methods, depending on the extent of oiling and the shoreline environment:
- removal of floating or pooled oil;
- use of sorbent materials;
- low pressure flushing;
- high pressure flushing;
- mechanical collection and removal of oiled material and vegetation;
- manual collection and removal of oiled material and vegetation; and
- use of bioremediation agents.

When planning a shoreline clean-up the decision making procedures and clean-up methods as described in the “Shoreline Response Handbook” published by Wardrop Consulting should be followed.

**3.9.5 Disposal of Oil and Oily Waste**

Oil recovery operations can generate large amounts of oil and oiled materials. It is therefore crucial that management strategies and disposal methods be addressed as early as possible by the combat agency and relevant authorities. As oil spills have the potential to generate differing types of waste it is important that these products be kept segregated if they are in significant quantities. A management strategy should be developed for each of the different waste streams.

Oil recovered from the sea surface may be emulsified and also contaminated with a variety of solids such as seaweed, wood, plastic materials of various types, dead birds and animals which complicate handling and disposal. Appropriate collection and disposal techniques have to be selected for the particular circumstances.

Oil recovered from the shoreline may also contain sand and gravel, pebbles, rocks, seaweed and beach debris.
When removing sand or structural material from a beach it is paramount that a minimum volume should be taken to preserve the integrity of the beach and to minimise the volume of waste requiring disposal.

Disposable personal protective equipment and other products such as absorbent materials, rags etc can also generate large amounts of waste that need a collection, management and disposal strategy to be detailed in a waste management plan.

The type and volume of waste will depend upon the size and location of the spill and the clean-up methods employed. Generally, significant volumes of solid debris will be generated and collected as a result of clean-up efforts. It has been estimated that for an oil spill at sea the volume of any recovered oil requiring disposal will the collected oil volume multiplied by a factor of five to take into account the entrained water content. For shore based cleanup, the volume of collected oil should be multiplied by a factor of ten.

The collected mass of oil spill debris must be properly stored, transported and disposed of to minimise the potential for further adverse environmental impacts.

The Engineering Services Functional Area and Environmental Services Function Area can assist in the management of waste disposal.

3.9.6 Termination Phase

In any clean-up operation a point is reached when the marginal benefits of further clean up are outweighed by the effort and costs of continuing. The Incident Controller should determine the point at which further effort and expenditure in the clean-up becomes unreasonable and terminate the clean-up phase of the response. Guidelines for determining the degree of cleanliness required can be found in the NSW State Waters Marine Oil and Chemical Spill Contingency Plan.

It is the responsibility of the Incident Controller to ensure that:

- Shoreline areas are agreed by relevant stakeholders to be clean to a satisfactory level and “signed off” as requiring completed;
- plant and equipment is clean and returned to its owners;
- any labour contracts are terminated;
- any requirements for ongoing site monitoring is put into place and the appropriate agency has responsibility for it; and
- the necessary paperwork for claims against either the polluter or the National Plan Levy Fund is completed.

3.10 Debriefing Arrangements

As soon as practicable after completion of the clean-up operations, a full debriefing session should be held to evaluate the response and to assist in planning future operations.

The debriefing session should be organised by the Incident Controller and attended by all key personnel and appropriate members of the support teams.
3.11 Contingency Plan Support

3.11.1 Description of the Area

The NSW South Coast Oil and Chemical Spill Contingency Plan covers the State waters from Seven Mile Beach near Gerroa (approximately 160 km south of Sydney) to the Victorian border at Cape Howe (a further 320 km south) which lay in the local government areas of the Shoalhaven, Eurobodalla, and Bega Valley.

The region is a prime recreational and tourist area with a large number of coastal settlements, beaches, rocky headlands and national parks. The region supports a large aquaculture industry and a highly productive commercial fishing industry, and is popular with recreational fishing and whale watching.

The region also includes two (2) of the six (6) NSW Marine Parks within the NSW Marine Estate, being Jervis Bay and Batemans.

3.11.2 Geographical Scope

The geographical area of this plan is the State waters from Seven Mile Beach near Gerroa to the Victorian border at Cape Howe bounded by a line 3 nautical miles east of the territorial sea baseline and the mean low water mark including the prescribed waters of Jervis Bay (Figure 2).

Charts and map references covering the area are contained in Appendix 2.

Note. The Port of Eden (Twofold Bay) is covered by a separate plan.

3.11.3 Natural and Cultural Environment

The NSW South Coast is comprised of fine sand beaches and rocky headlands intersected by either drowned river valleys, barrier or saline coastal lake estuaries.

There are numerous complex and major river estuaries and associated wetlands systems, many of which are open to the sea. Many of these estuary systems are in a pristine condition. Coastal estuaries and associated wetlands are fundamental to the terrestrial and ocean food chains and are therefore critical resources.

Many beach and foredune areas are managed by NPWS and are a part of a large National Park/Nature Reserve system along the NSW South Coast. Some beach, foredune and headland areas contain significant Aboriginal artefacts and some are considered sacred sites by the Aboriginal community.³

The region covers a diverse range of habitats, including continental shelf sea floor along with sponge gardens, beaches, rocky shores, kelp beds, coralline algal banks, rocky reefs, islands, seagrass, mangroves and estuarine habitats⁴.

³ Coastal Wetlands of NSW, Coastal Council of NSW 1985
⁴ NSW Marine Parks Authority (2013), www.mpa.nsw.gov.au
Marine life includes many species of dolphins, turtles, fish, invertebrates, seabirds and seaweeds along with several protected and / or threatened species and such as the weedy sea dragon, eastern blue devil fish, elegant wrasse and the grey nurse shark. A variety of whales can be observed through the months of September to November including Humpback Whales, Southern Right Whales, Pilot Whales and Killer Whales1.

**Jervis Bay Marine Park**
The Jervis Bay Marine Park was declared in January 1998 and covers an area of 220 km². This includes the waters of the Bay and beyond the Bay from Kinghorn Point (in the north) and extends to Sussex Inlet (in the south) and from the mean high water mark to the three nautical miles offshore.

**Batemans Marine Park**
The Batemans Marine Park was declared in April 2006 and covers an area of 850 km² from the north end of Murraramarang Beach near Bawley Point (in the north) and extends to Wallaga Lake north of Bermagui (in the south) and from the mean high water mark to the three nautical miles offshore. It also includes the Montague Island Nature Reserve which is 82 hectares in size and located 5 nautical miles South East of Narooma2.

Montague Island is culturally significant to Aboriginal people. It is a breeding place for over 40,000 sea birds including 3 species of Shearwaters (Mutton Birds), Little Penguins (Australia’s only native penguin – between 8000 -12000 nest at Montague Island), Crested Terns and Silver Gulls and is a haul out site for up to 1,000 Australian and New Zealand Fur Seals which populate the island in their greatest numbers between the months of October and December. It is one of two remaining fur seal haul out sites along the East Coast of Australia, the other site being located on the southern shore of Jervis Bay3.

Montague Island is an integral component of the Japan-Australia Migratory Bird Agreement (JAMBA), the Chinese-Australian Migratory Bird Agreement (CAMBA) and the Republic of Korea-Australia Migratory Bird Agreement (ROKAMBA). The Island is also a significant regional tourist destination and is on the National Estates register as a Class “A” historic site. The Island is considered highly significant to the Aboriginal community in their dreaming and traditional land use associations.5

Both Montague Island in the south and the Tollgate Islands in the north of the park are aggregation sites for Grey Nurse Sharks1.

**3.11.4 Environmental Considerations**
The NSW Environment Protection Authority (EPA) coordinate scientific support in the event of an oil spill in NSW State waters, which also includes expert advice from the Office of Environment and Heritage (OEH). To support the EPA and OEH in this role, an Oil Spill Response Atlas (OSRA) exists which is designed to provide information on environmentally and socio-economically sensitive areas, potential conflicts of interest and oil spill countermeasures for resource protection. The OSRA can be accessed by contacting the NSW Maritime Incident Duty Officer.

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5 Montague Island Nature Reserve, Plan of Management 1994
The condition of estuary entrances and their suitability for the use of booms or closure by mechanical means is outlined in **Appendix 12**.

Access points to beaches and their degree of difficulty is outlined in **Appendix 13**.

### 3.11.5 Climatic Conditions

One particular reason for the Region’s popularity is the climate.

The climate in the northern area of the South Coast region is mild/warm. The mean summer temperatures range 17-24°C, while the mean winter temperatures range from 10-16°C. The rainfall is moderate with a summer monthly average of 12 days of rain measuring 93 mm and 11 days measuring 78mm during the winter months. Rainfall averages around 1150 mm per year.

**Temperature and Rainfall Data – Northern Area***

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*BoM 2017 – Point Perpendicular

The climate in the central area of the South Coast region is mild/warm characterised by wet Autumn and moderate. The mean summer temperatures range 16-24°C while the mean winter temperatures range from 9-15°C. The rainfall is moderate with a summer monthly average of 8 days of rain measuring 88 mm and 6 days measuring 65mm during the winter months. Rainfall averages around 950 mm per year.

**Temperature and Rainfall Data – Central Area***

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*BoM 2017 – Moruya Heads

In the southern area of the South Coast region the climate is mild/warm, characterised by wet summers and dry winters. The mean summer temperatures in the region ranges from 15-24°C while the mean winter temperatures range from 5-17°C. The rainfall is moderate with a summer monthly average of 8 days of rain measuring 65 mm and 9 days measuring 57mm during the winter months. Rainfall averages around 750 mm per year.
Temperature and Rainfall Data – Southern Area*

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<th>Feb</th>
<th>Mar</th>
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<td>17.3</td>
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<tr>
<td>Min (°C)</td>
<td>16.2</td>
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<td>16.0</td>
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<tr>
<td>Rainfall (mm)</td>
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*BoM 2017– Green Cape Lighthouse

The prevailing winds are from the Northeast during summer while cold Westerly winds dominate during winter. Cold fronts of Southeast to Southwest winds pass through the Region.

The maximum tidal range in the region is approximately 2 metres, however, local weather and river flood conditions may alter this at times.

Ocean currents consist of two streams; the outer, warm East Australian Current flowing south, and a colder, inshore coastal counter current, which flows northward. The East Australian Current comes to within 2 kilometres of the shore and flows at a speed of up to 3 knots. The inner current flows close to the coastline at much slower speeds and is more prone to eddies.

Sea surface temperatures are listed below for Point Perpendicular, Moruya Heads and Green Cape as indicative of what may be encountered in the area covered by this plan.

**Sea surface Temperatures – Northern Area (Point Perpendicular)**

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Min 15.9
Max 22.1
Yearly Average 19.0

**Sea surface Temperatures – Central Area (Moruya Heads)**

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Min 15.3
Max 21.8
Yearly Average 18.9
Sea surface Temperatures – Southern Area (Green Cape)

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<td>Yearly Average</td>
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Note. Average sea surface temperatures can vary by 0.1 – 1.5°C

3.11.6 Risk Assessment

The NSW South Coast ocean waters are a thoroughfare for over 3,800 passing ships. Locally the Port of Eden services bulk carriers engaged in woodchip and logging trades. Naval ships, offshore supply vessels and passenger ships make up the balance of trades utilising the Port of Eden.

The Port of Eden currently services about 70 visits each year from trading ships and about 40 naval ships. In addition, several minor ports are the home to a commercial fishing fleet of about 20 vessels as well as cruising yachts.

The adjacent coastline is susceptible to constant changes in the weather and wind speeds in excess of 30 knots are not uncommon.

Due to the diverse nature of vessels plying the coast, marine oil spill threats exist from heavy fuel oil, gasoline and marine diesel oil. The largest ships visiting the port of Eden can carry quantities of HFO up to 1,500 mt. Naval ships and offshore oil and gas vessels can carry quantities of MDO up to about 500 mt. Passing ships can also carry quantities of HFO up to 4,500 mt.

3.11.7 Animal Response

In accordance with the Agriculture and Animal Services Functional Area Supporting Plan and associated policies and procedures, the response will assess agriculture (including fisheries and aquaculture) and animals (livestock, companion and wildlife) at risk and coordinate appropriate response and recovery measures to minimise harm to agriculture and animals and ensure the welfare of animals through:

- rescue, evacuation and emergency care;
- assessment, humane destruction and disposal; and
- treatment and rehabilitation.

A containerised oiled wildlife wash facility owned by NSW Maritime and an AMSA wildlife kit are stored by Port Authority of New South Wales at Glebe Island. These can be mobilised by contacting the NSW Maritime Incident Duty Officer. Associated veterinary supplies are held by Taronga Park Zoo.
Part 4 Administration

4 Administration

4.1 Training

Oil spill response training is carried out by NSW Maritime, the Port Authority of New South Wales and AMSA. NSW Maritime will ensure that training opportunities are made available for personnel and other supporting agencies.

Dates and venues for these and other courses will be promulgated through the NSW Technical Working Group and the Regional Emergency Management Committee.

4.2 Updating of the Plan

This Plan will be exercised and reviewed annually and after any Level One oil or chemical spill in NSW South Coast that has required a significant response or a Level 2/3 spill response.

The most recent version of this Plan will be available on the RMS Intranet and Internet sites. Plan holders are encouraged to check the website for the latest version of the Plan.

Update information will be described in the amendments section on Page 6 of the Plan.
Appendices
## Appendix 1. Contact List

### Initial Notification

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<th>Contact</th>
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<td>Roads and Maritime Services</td>
<td>24 Hour Pager</td>
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</tr>
<tr>
<td>Manager Marine Pollution Response, Roads and Maritime Services</td>
<td>Number not for Publication</td>
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<tr>
<td>Port of Eden (Port Authority of New South Wales)</td>
<td>[02] 6496 1719 (BH) 0438 374 034</td>
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<td></td>
<td><strong>VHF Maritime</strong></td>
</tr>
<tr>
<td></td>
<td>Channel 16</td>
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<td></td>
<td>Or Via Sydney Ports VTS (02) 9296-4001 (24 Hrs)</td>
</tr>
<tr>
<td>Port Kembla (PANSW)</td>
<td>(02) 4274 4571</td>
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<tr>
<td>Fire &amp; Rescue NSW</td>
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<tr>
<td>Australian Maritime Safety Authority - Rescue Coordination Centre</td>
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Appendix 2. Chart and Map References

The following chart and map references cover the areas under this Plan:

**Hydrographic Charts**

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<td>Point Hicks to Montague Island</td>
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<td>AUS808</td>
<td>Jervis Bay to Port Jackson</td>
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**Topographical Maps (1:100,000)**

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Appendix 3. Incident Control System Response Structure for Major Responses

Marine Pollution Controller

ESC, Advisers & State Committee

Incident Controller

ESC, Advisers & State and National Response Team

Media Liaison Officer

Incident Safety Officer

Planning Section
(Planning Officer)

Operations Section
(Operations Officer)

Logistics Section
(Logistics Officer)

Finance & Administration Section
(F & A Officer)

Situation Unit
(Situation Co-ordinator)

Resource Unit
(Resource Co-ordinator)

Environment Unit
(Environment Co-ordinator)

Consultation Unit
(Consultation Co-ordinator)

Response Planning Unit
(Response Planning Co-ordinator)

Marine Unit
(Marine Co-ordinator)

Aviation Unit
(Aviation Co-ordinator)

Shoreline Unit
(Shoreline Co-ordinator)

Wildlife Unit
(Wildlife Co-ordinator)

OH&S Unit
(OH&S Co-ordinator)

Waste Management Unit
(Waste Management Coordinator)

Procurement Unit
(Procurement Co-ordinator)

Services Unit
(Services Co-ordinator)

Transport Unit
(Transport Co-ordinator)

Communications Unit
(Communications Co-ordinator)

Medical Unit
(Medical Manager)

Staging Area Unit
(Staging Area Manager)

Administration Unit
(Administration Co-ordinator)

Finance Unit
(Finance Co-ordinator)

Records Unit
(Records Co-ordinator)

Incident Control Centre Management Unit
(ICC Manager)
Appendix 4. Pollution Report (POLREP)

A POLREP should be sent to Principal Manager South Operations, and the Manager Marine Pollution once an initial assessment of an incident has been completed. The POLREP can also be filled out online using the RMS intranet page (http://intranet/PSS/OilSpillResponse/default.aspx).

The online POLREP will be automatically emailed to the Principal Manager South Operations and the Manager, Marine Pollution once the form is submitted.

The Principal Manager South Operations and the Manager Marine Pollution must also be notified verbally as soon as possible of the incident.

The hardcopy form of the POLREP is shown on the following page. This form can be filled out and faxed to the respective officers and should be followed up by a telephone call to inform that the POLREP fax has been sent.
Pollution Report (POLREP)

Report prepared by:          Contact Details:

Location:                   

Latitude:    Longitude:    

Original Report Source:    Date/Time of Incident:    

Date/Time Reported:    

Safe Approach Possible: □ Yes □ No    Injuries: □ Yes □ No    

Description of Injuries:    

Description of Incident:    

Sea/Tide (calm etc./ebb, flood): Movement & Speed of Pollution:

Weather: Wind Speed & Direction:

POLLUTION INCIDENT:

Type of Substance:    

Alleged Source of Spill:    

Current Situation:    Yes No    Remarks:

Has discharge stopped?    □ □    

Estimated volume (specify units)    

Size of spill (length & width)    

Fauna affected    □ □    

Samples taken    □ □    

Photographs/video taken    □ □    

Records of interview taken    □ □    

P&I Club undertaking obtained    □ □    

Financial guarantee obtained    □ □    

Salvor engaged    □ □    

Any additional comments    

Response Action Taken:

COPY TO:   Principal Manager, South Operations and Manager, Marine Pollution
Appendix 5. Situation Report (SITREP)

During a maritime pollution incident SITREPS should be sent regularly from the Incident Control Centre to keep relevant authorities advised of significant developments during the spill response.

The SITREP form is available on the RMS Intranet.

Alternatively a hard copy SITREP form can be used and the preferred form of the SITREP is shown on the following page.

The last SITREP in a series covering one incident should display the words: “FINAL SITREP”
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## Resources Available and Deployed

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## Expected Developments

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## Other Information

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### SITREP Prepared By:

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</thead>
<tbody>
<tr>
<td></td>
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</table>

<table>
<thead>
<tr>
<th>Attachments</th>
<th>Number of Pages Attached</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
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</tr>
</tbody>
</table>

### Incident Controller

<table>
<thead>
<tr>
<th>Name (print)</th>
<th>Approved (Signature)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
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</tr>
</tbody>
</table>

### Distribution

<table>
<thead>
<tr>
<th>Status Board</th>
<th>IC and IMT</th>
<th>Records</th>
<th>NSWMP</th>
<th>AMSA</th>
<th>RCC</th>
<th>SEOC</th>
<th>REMO</th>
<th>Email list</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

---

Internal use only – not for distribution

Page 2 of 2
Appendix 6. Guidelines for Collection of Oil Samples

The following guidelines are to be adhered to for the taking of oil samples and the transportation of samples:

1. Samples, of at least 100 grams, must be taken with the minimum of delay to minimise changes in composition. Every effort should be made to obtain an uncontaminated sample of oil for comparison purposes, particularly if prosecution is envisaged.

2. They are to be placed in clean glass jars/bottles with a secure lid and are to be individually sealed with a paper or wax seal.

3. Sample bottles are to appropriately numbered and noted with:
   a. Name of officer taking the sample;
   b. Time and Date of sample taken;
   c. Location at which sample was taken;
   d. Reference to the incident being investigated;
   e. For those samples taken from a vessel, a signature on the sample bottle from a representative of that vessel; and
   f. Direction of the movement of the oil, wind and current details.

4. Once taken the sample bottles are to be placed in a lockable transportation bag, locked and sealed with a lead seal. If more than one officer is involved with the collection of samples, each officer should have a box for the samples that they have taken.

5. When the sampling has been completed, the transportation box is to be kept in the possession of the officer that collected the samples until he/she delivers it, or sends it by courier, to the designated laboratory. (TNT Failsafe ☑ 131150)

6. The sealed transportation box is then taken or delivered by courier to the designated laboratory where written confirmation of delivery is obtained.

7. The chemist analysing the samples is the only person to break the lead seal on the box.

Designated Laboratory

Leeder Consulting
U 5/18 Redland Drive
MITCHAM VIC 3132

Ph (03) 9874 1988
Mob 0418 344 987
Fax (03) 9874 1933
## Appendix 7. Behaviour on Water of Four Representative Petroleum Products

<table>
<thead>
<tr>
<th></th>
<th>Gasoline</th>
<th>Kerosene</th>
<th>Diesel</th>
<th>Fuel Oil 650 Sec</th>
</tr>
</thead>
<tbody>
<tr>
<td>Risk of fire or explosion</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>No</td>
</tr>
<tr>
<td>Evaporation 100%</td>
<td>Yes</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td>Containable in boom</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>Skimming feasible</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>Pumping feasible</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>Vacuum equipment useable</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>Containable in fish nets</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
<td>No</td>
</tr>
<tr>
<td>Containable in hessian</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
<td>No</td>
</tr>
<tr>
<td>Physical removal on shore</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>Synthetic absorbent</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>Organic absorbent</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td>Dispersant effective</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>Persistent</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>Flash Point °C</td>
<td>15</td>
<td>43</td>
<td>70</td>
<td>&gt;70</td>
</tr>
<tr>
<td>Specific Gravity at 15°C</td>
<td>0.74</td>
<td>0.78</td>
<td>0.94</td>
<td>0.94</td>
</tr>
<tr>
<td>Viscosity cSt at 15°C</td>
<td>0.57</td>
<td>1.5</td>
<td>5.0</td>
<td>0.65</td>
</tr>
<tr>
<td>Pour Point °C</td>
<td>&lt;-18</td>
<td>-18</td>
<td>-9</td>
<td>15</td>
</tr>
</tbody>
</table>
Appendix 8. Oil Pollution Combat Resources

RMS (NSW Maritime) Eden

<table>
<thead>
<tr>
<th>ITEM</th>
<th>QUANTITY</th>
<th>Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Shoreline response trailer</td>
<td>1</td>
<td>Tradesman trailer</td>
</tr>
<tr>
<td>Decontamination Station</td>
<td>1</td>
<td>Stored on trailer</td>
</tr>
</tbody>
</table>

RMS (NSW Maritime) Nowra

<table>
<thead>
<tr>
<th>ITEM</th>
<th>QUANTITY</th>
<th>Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Anchor Packs (15Kg) with line &amp; buoys</td>
<td>8</td>
<td>On storage racks</td>
</tr>
<tr>
<td>Foilex Weir Skimmer and ELRO Diesel Transfer Pump</td>
<td>1</td>
<td>On storage racks</td>
</tr>
<tr>
<td>Flexidam 5,000 litre Recovery Tanks complete with valves and fittings</td>
<td>1</td>
<td>On storage racks</td>
</tr>
<tr>
<td>Structurflex Shoreline Boom, + air blower + water pump (20 metre lengths)</td>
<td>60 m</td>
<td>On storage racks</td>
</tr>
<tr>
<td>Structurflex General Purpose 500 Boom</td>
<td>120m</td>
<td>On storage racks</td>
</tr>
<tr>
<td>Absorbent Booms (3 metre lengths)</td>
<td>Various</td>
<td>On storage racks</td>
</tr>
<tr>
<td>Absorbent Pads (Grabol) 100/pack</td>
<td>Various</td>
<td>On storage racks</td>
</tr>
</tbody>
</table>

Port of Eden (Port Authority of New South Wales)

<table>
<thead>
<tr>
<th>ITEM</th>
<th>QUANTITY</th>
<th>Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>AustPol Lite Boom Model D2</td>
<td>500m</td>
<td>Harbour Master Building</td>
</tr>
<tr>
<td>Anchor Packs (Small) with line &amp; buoys</td>
<td>5</td>
<td>Pollution Shed</td>
</tr>
<tr>
<td>Foilex Weir Skimmer (75mm hoses) = Spate Pump</td>
<td>1</td>
<td>Pollution Shed</td>
</tr>
<tr>
<td>Flexidam 10,000 litre Recovery Tanks complete with valves and fittings</td>
<td>2</td>
<td>Pollution Shed</td>
</tr>
<tr>
<td>Structurflex Shoreline Boom, + air blower + water pump (20 metre lengths)</td>
<td>120 m</td>
<td>Pollution Shed</td>
</tr>
<tr>
<td>Structurflex General Purpose 900 Boom</td>
<td>300</td>
<td>Container</td>
</tr>
<tr>
<td>Portable barriers for road closure</td>
<td>6</td>
<td>Pollution Shed</td>
</tr>
<tr>
<td>Absorbent Booms (3 metre lengths)</td>
<td>Various</td>
<td>Pollution Shed</td>
</tr>
</tbody>
</table>
### Port Kembla (Port Authority of New South Wales)

Stored in the Port Kembla Oil Spill Response Shed, Foreshore Road, Port Kembla

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>AustPol D2 Boom (with ASTM adapters)</td>
<td></td>
<td>TRAILER 1</td>
</tr>
<tr>
<td>3.66m Aluminium Punt + 15hp Outboard Boom Anchors</td>
<td>105m</td>
<td>2.4m x 1.5m Single axle box Trailer with lockable front compartment and boat racks</td>
</tr>
<tr>
<td></td>
<td>1</td>
<td></td>
</tr>
<tr>
<td></td>
<td>5</td>
<td></td>
</tr>
<tr>
<td>6.0m Aluminium Punt + 60hp Outboard &amp; 15HP spare. Boom Anchors</td>
<td></td>
<td>TRAILER 2</td>
</tr>
<tr>
<td></td>
<td>1</td>
<td>Dual axle multi roller boat trailer</td>
</tr>
<tr>
<td></td>
<td>6</td>
<td></td>
</tr>
<tr>
<td>AustPol D2 Boom (with ASTM adapters)</td>
<td></td>
<td>TRAILER 5</td>
</tr>
<tr>
<td>4.3m Stessco Aluminium Punt with 25hp Outboard &amp; Safety Equipment</td>
<td>270 m</td>
<td>3.7m x 2.0m Dual axle box trailer</td>
</tr>
<tr>
<td></td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>Box Trailer – General Purpose</td>
<td></td>
<td>TRAILER 6</td>
</tr>
<tr>
<td></td>
<td></td>
<td>2.4m x 1.2m Dual axle box Trailer</td>
</tr>
<tr>
<td>Utility Trailer fitted with Hydraulic Loading Crane</td>
<td></td>
<td>TRAILER 7</td>
</tr>
<tr>
<td></td>
<td></td>
<td>2.4m x 2.0m Dual axle Utility trailer</td>
</tr>
<tr>
<td>AustPol D2 Boom</td>
<td></td>
<td>In Store</td>
</tr>
<tr>
<td></td>
<td>225m</td>
<td></td>
</tr>
<tr>
<td>Structurflex Shoreline Boom, + air blower + water pump (20 metre lengths)</td>
<td></td>
<td>In Store</td>
</tr>
<tr>
<td></td>
<td>60m</td>
<td></td>
</tr>
<tr>
<td>Flexidam 10,000 litre Recovery Tanks complete with valves and fittings</td>
<td></td>
<td>In Store</td>
</tr>
<tr>
<td></td>
<td>2</td>
<td></td>
</tr>
<tr>
<td>Foilex Weir Skimmer (75mm hoses) + Spate Pump</td>
<td></td>
<td>In Store</td>
</tr>
<tr>
<td></td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>Heavy Boom Anchor Kits</td>
<td></td>
<td>In Store</td>
</tr>
<tr>
<td></td>
<td>5</td>
<td></td>
</tr>
<tr>
<td>Coreexit 9527 Oil Dispersant</td>
<td></td>
<td>In Store (4 x 200 litres)</td>
</tr>
<tr>
<td></td>
<td>800 litres</td>
<td></td>
</tr>
<tr>
<td>Grabol Absorbent Boom (150mm x 3m)</td>
<td></td>
<td>In Store</td>
</tr>
<tr>
<td></td>
<td>4 bales 96m</td>
<td></td>
</tr>
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</table>
### NSW South Coast Marine Oil and Chemical Spill Contingency Plan

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>T-270 Absorbant Boom (200mm x 3m) (4/bale)</td>
<td>1 Bale</td>
<td>In Store</td>
</tr>
<tr>
<td>Maxwell L5 Absorbent Granules 12.5kg/bag</td>
<td>30 bags</td>
<td>In Store</td>
</tr>
<tr>
<td>Oilsnare Mops (30/box)</td>
<td>13 boxes</td>
<td>In Store</td>
</tr>
<tr>
<td>Global Mops (75/box)</td>
<td>5 boxes</td>
<td></td>
</tr>
<tr>
<td>Global Mops (30/bale)</td>
<td>7 bales</td>
<td></td>
</tr>
<tr>
<td>Global Mops (30/box)</td>
<td>4 boxes</td>
<td></td>
</tr>
<tr>
<td>3M Mop Boom (15m)</td>
<td>1 Bale (15m)</td>
<td>In Store</td>
</tr>
<tr>
<td>Absorbent Pads (100/Bale)</td>
<td>8 Bales</td>
<td>In Store</td>
</tr>
<tr>
<td>Intermediate Bulk Containers (1100 litres)</td>
<td>3</td>
<td>In Store</td>
</tr>
</tbody>
</table>

### Item List

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>SBW-SH6 Absorbent Boom (2 x 200mm x 6m)</td>
<td>1 Bale (12m)</td>
<td>TRAILER 4 3.7m x 2.0m Dual axle covered stores trailer (lockable roller doors)</td>
</tr>
<tr>
<td>Oilsnare Mops (30/box)</td>
<td>6 Boxes</td>
<td>1.5 Bales (18m)</td>
</tr>
<tr>
<td>Grabol Absorbent Boom (6 x 125mm x 3m)</td>
<td>1.5 Bales (18m)</td>
<td>1 Bale 12m (42m)</td>
</tr>
<tr>
<td>Envirosorb Absorbent Mini Boom (6 x 3.6m x 100mm)</td>
<td>2 Bales</td>
<td>1.5 Box 18m (42m)</td>
</tr>
<tr>
<td>Unleaded Fuel (20 litres)</td>
<td>40 litres</td>
<td></td>
</tr>
<tr>
<td>2 Stroke Fuel (20 litres)</td>
<td>40 litres</td>
<td></td>
</tr>
<tr>
<td>Emergency Lighting Stands (5 Lamps ea)</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td>Garden Hose and attachments</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>Sledge Hammers</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td>Plastic Rakes</td>
<td>3</td>
<td></td>
</tr>
<tr>
<td>Metal Rakes</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td>Brooms</td>
<td>4</td>
<td></td>
</tr>
<tr>
<td>Long Handle Shovels</td>
<td>3</td>
<td></td>
</tr>
<tr>
<td>Square Mouth Shovel</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>Star Post Slammer</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>Pinch Bar</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>Star Posts</td>
<td>6</td>
<td></td>
</tr>
<tr>
<td>Breaker Bar &amp; Wobbly</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>Flat Bastard Files</td>
<td>6</td>
<td></td>
</tr>
<tr>
<td>Shifting Spanners (Assorted Sized)</td>
<td>4</td>
<td></td>
</tr>
<tr>
<td>Pliers (Assorted Types)</td>
<td>3</td>
<td></td>
</tr>
<tr>
<td>Ball Pien Hammers (24oz &amp; 32oz)</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td>Screwdriver Kit</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>Wire Brushes</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td>Hacksaws</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td>Hacksaw Blades</td>
<td>1 Box</td>
<td></td>
</tr>
</tbody>
</table>
Dolphin Torches | 2
6V Lantern Batteries | 6
RP7 Type Spray | 2
Plastic Buckets | 2
Plastic 20 ltr Drum and Lid | 1
Plastic Funnels | 2
Safety Glasses | 30 pair
Solvol Hand Cleaner | 4
Heavy Duty Garbage Bags | 150
Plastic Garbage Bins | 3
Rubber Gauntlet Gloves | 27 pair
Disposable Overalls (Size Large) | 100 pairs
Polypropylene Rope (Blue 8mm) | 150 mtrs
Rope Silver P/E 8mm | 300 mtrs

**Fire & Rescue NSW**

A number of FRNSW Fire Stations in the area have an intermediate Hazmat capability. This includes Stations at Nowra, Batemans Bay, Bega and Eden. Capabilities at Eden and Batemans Bay also include a small boat.

The local resources are further supported by a “fly away” capability located in Sydney and additional recourses located at Shell Harbour, which includes a large store of small booms.
## Appendix 9. Vessel Resources

**RMS (Maritime Division)**

<table>
<thead>
<tr>
<th>Location</th>
<th>Contact</th>
<th>Vessel</th>
</tr>
</thead>
<tbody>
<tr>
<td>Port Kembla</td>
<td>Boating Safety Officer</td>
<td>10m NAIAD RHIB&lt;br&gt;In-water full cabin&lt;br&gt;2 x 300hp outboards&lt;br&gt;FLIR, RADAR&lt;br&gt;VHF, 27Mhz and GRN&lt;br&gt;Seadoo RXT PWC&lt;br&gt;Handheld GRN</td>
</tr>
<tr>
<td>Nowra</td>
<td>Boating Safety Officer</td>
<td>8.5m NAIAD RHIB&lt;br&gt;In-water full cabin&lt;br&gt;2 x 250hp outboards&lt;br&gt;FLIR, RADAR&lt;br&gt;VHF, 27Mhz and GRN&lt;br&gt;Seadoo RXT PWC&lt;br&gt;Handheld GRN</td>
</tr>
<tr>
<td>Nowra South</td>
<td>Boating Safety Officer</td>
<td>6.3m NAIAD RHIB&lt;br&gt;2 x 140hp outboards&lt;br&gt;VHF, 27Mhz and handheld GRN&lt;br&gt;4.5m side console&lt;br&gt;1 x 90hp outboard&lt;br&gt;Side access door&lt;br&gt;VHF and Hand held GRN</td>
</tr>
<tr>
<td>Batemans Bay North</td>
<td>Boating Safety Officer</td>
<td>6.3m NAIAD RHIB&lt;br&gt;2 x 140hp outboards&lt;br&gt;VHF, 27Mhz and handheld GRN&lt;br&gt;Seadoo RXT PWC&lt;br&gt;Handheld GRN</td>
</tr>
<tr>
<td>Batemans Bay South</td>
<td>Boating Safety Officer</td>
<td>10.5m Steber&lt;br&gt;In-water full cabin&lt;br&gt;2 x 440hp inboard diesel&lt;br&gt;FLIR, RADAR&lt;br&gt;VHF, 27Mhz and GRN&lt;br&gt;5.8m centre console RHIB&lt;br&gt;2 x 70hp outboards&lt;br&gt;VHF, 27Mhz and hand held GRN</td>
</tr>
</tbody>
</table>
## Narooma
- **Boating Safety Officer**
- **8.5m RHIB**
  - In-water full cabin
  - 2 x 250hp outboards
  - FLIR, RADAR
  - VHF, 27Mhz and GRN

- **5.8m centre console RHIB**
  - 1 x 150hp outboard
  - VHF, 27Mhz and Hand held GRN

## Eden
- **Boating Safety Officer**
- **6.3m NAIAD RHIB**
  - 2 x 115hp outboards
  - VHF, 27Mhz and handheld GRN

- **Seadoo RXT PWC**
  - Handheld GRN

Additional resources for the region are also located at RMS Jindabyne, Wagga Wagga and along the Murray River which can be deployed if required.
Appendix 10. Location of Incident Control Centres

RMS (Maritime Division) Regional Offices

<table>
<thead>
<tr>
<th>Location</th>
<th>Address</th>
<th>Contact No.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Port Kembla</td>
<td>91 Foreshore Road Port Kembla</td>
<td>13 12 36</td>
</tr>
<tr>
<td>Nowra</td>
<td>1/17 Bellevue Street South Nowra</td>
<td>13 12 36</td>
</tr>
<tr>
<td>Batemans Bay</td>
<td>5/62 Cranbrook Cres Batemans Bay NSW 2536</td>
<td>13 12 36</td>
</tr>
<tr>
<td>Narooma</td>
<td>Cnr Burrawang &amp; Graham St Narooma</td>
<td>13 12 36</td>
</tr>
<tr>
<td>Eden</td>
<td>Main Jetty Snug Cove Eden</td>
<td>13 12 36</td>
</tr>
</tbody>
</table>

Local Emergency Operations Centres

<table>
<thead>
<tr>
<th>LEMC AREA</th>
<th>LOCATION</th>
<th>ADDRESS</th>
</tr>
</thead>
<tbody>
<tr>
<td>BEGA VALLEY</td>
<td>Bega EOC</td>
<td>Maher Street, BEGA</td>
</tr>
<tr>
<td>EUROBODALLA</td>
<td>RSL Memorial Hall</td>
<td>11 Page Street, MORUYA</td>
</tr>
<tr>
<td>SHOALHAVEN</td>
<td>Integrated Emergency Management Centre</td>
<td>92 Albatross Road, NOWRA</td>
</tr>
<tr>
<td>KIAMA</td>
<td>SES Local Unit Headquarters</td>
<td>Terralong Street, KIAMA</td>
</tr>
<tr>
<td>SHELLHARBOUR</td>
<td>Illawarra Zone RFS Headquarters</td>
<td>37 Airport Road, ALBION PARK RAIL</td>
</tr>
<tr>
<td>WOLLONGONG</td>
<td>Wollongong City Council Administration Building</td>
<td>Level 10, 41 Burelli Street WOLLONGONG</td>
</tr>
</tbody>
</table>
## Appendix 11. Communications Equipment

<table>
<thead>
<tr>
<th>Company / Location</th>
<th>Address</th>
<th>Radio Equipment</th>
</tr>
</thead>
</table>
| RMS – Port Kembla  | 91 Foreshore Road Port Kembla 2505 | 1 x VHF portable  
1 x 27Mhz portable  
2 x GRN potable |
| RMS – Nowra        | 1/17 Bellevue Street South Nowra 2541 | GRN portable  
4 x UHF Handheld |
| RMS – Batemans Bay | 5/62 Cranbrook Cres Batemans Bay NSW 2536 | GRN portable |
| RMS – Narooma      | Cnr Burrawang & Graham St Narooma 2546 | GRN portable |
| RMS – Eden         | Main Jetty Snug Cove Eden NSW 2551 | GRN portable |
| Port of Eden       | Main Jetty Snug Cove Eden NSW 2551 | 1 x Icom IC-M505 Marine VHF Radio  
2 x ICOM IC-M1V handheld VHF |
Appendix 12. Entrance condition and closure options for creeks and rivers

**Note**  Environmental advice must be sought and National Parks contacted before any plant/equipment is used on dunes and foreshores to ensure that Aboriginal sites and artefacts are not disturbed.

<table>
<thead>
<tr>
<th>Estuary</th>
<th>Condition</th>
</tr>
</thead>
<tbody>
<tr>
<td>Crooked River</td>
<td>Permanently Open. Mechanical closure possible</td>
</tr>
<tr>
<td>Shoalhaven River</td>
<td>Intermittently Open. Mechanical closure possible depending on conditions</td>
</tr>
<tr>
<td>Crookhaven River</td>
<td>Permanently Open. Closure not possible</td>
</tr>
<tr>
<td>Downs Creek</td>
<td>Permanently Open. Mechanical closure possible but access difficult</td>
</tr>
<tr>
<td>Wollong Creek</td>
<td>Permanently Open. Mechanical closure possible but access difficult</td>
</tr>
<tr>
<td>Coonemia Creek</td>
<td>Permanently Open. Mechanical closure possible but access difficult</td>
</tr>
<tr>
<td>Wowly Gully</td>
<td>Intermittently Open. Mechanical closure possible</td>
</tr>
<tr>
<td>Lake Wollumboola</td>
<td>Intermittently Open. Mechanical closure possible with favourable tide</td>
</tr>
<tr>
<td>Hare Bay</td>
<td>Permanently Open. Closure not possible</td>
</tr>
<tr>
<td>Carama Creek</td>
<td>Permanently Open. Mechanical closure possible</td>
</tr>
<tr>
<td>Plutus Creek</td>
<td>Intermittently Open. Mechanical closure possible</td>
</tr>
<tr>
<td>Currarong Creek</td>
<td>Permanently Open. Mechanical closure possible</td>
</tr>
<tr>
<td>Blacks Cave Creek</td>
<td>Permanently Open. Mechanical closure possible</td>
</tr>
<tr>
<td>Abrahams Bosom Creek</td>
<td>Intermittently Open. Mechanical closure possible</td>
</tr>
<tr>
<td>Bream Creek</td>
<td>Permanently Open. Mechanical closure possible but access difficult</td>
</tr>
<tr>
<td>Duck Creek</td>
<td>Permanently closed</td>
</tr>
<tr>
<td>Callala Creek</td>
<td>Intermittently Open. Mechanical closure possible</td>
</tr>
<tr>
<td>Currambene Creek</td>
<td>Permanently Open. Closure not possible</td>
</tr>
<tr>
<td>Moona Moona Creek</td>
<td>Permanently Open. Mechanical closure possible</td>
</tr>
<tr>
<td>St. Georges Basin</td>
<td>Permanently Open. Closure not possible</td>
</tr>
<tr>
<td>Worrowing Waterway</td>
<td>Permanently Open. Mechanical closure possible</td>
</tr>
<tr>
<td>Tomerong Creek</td>
<td>Permanently Open. Closure not possible</td>
</tr>
<tr>
<td>Pats Bay</td>
<td>Permanently Open. Closure not possible</td>
</tr>
<tr>
<td>Estuary</td>
<td>Condition</td>
</tr>
<tr>
<td>------------------------------</td>
<td>---------------------------------------------------------------------------</td>
</tr>
<tr>
<td>Wandandian Creek</td>
<td>Permanently Open. Closure not possible</td>
</tr>
<tr>
<td>Tullarwalla Inlet Lagoon</td>
<td>Permanently Open. Closure not possible as access difficult</td>
</tr>
<tr>
<td>Swan Bay</td>
<td>Permanently Open. Closure not possible as access difficult</td>
</tr>
<tr>
<td>One Tree Bay</td>
<td>Permanently Open. Closure not possible as access difficult</td>
</tr>
<tr>
<td>Booroowungan Creek</td>
<td>Permanently Open. Closure not possible as access difficult</td>
</tr>
<tr>
<td>Stony Creek</td>
<td>Permanently Open. Mechanical closure possible</td>
</tr>
<tr>
<td>Sussex Inlet</td>
<td>Permanently Open. Closure not possible</td>
</tr>
<tr>
<td>Swan Inlet, Lake</td>
<td>Mouth Open Intermittently, Mechanical closure possible</td>
</tr>
<tr>
<td>Berrara Creek</td>
<td>Mouth Open Intermittently, Mechanical closure possible</td>
</tr>
<tr>
<td>Nerrindillah Creek</td>
<td>Mouth Open Intermittently, Mechanical closure possible</td>
</tr>
<tr>
<td>Washerwomans Creek</td>
<td>Mouth Open Intermittently, Mechanical closure possible</td>
</tr>
<tr>
<td>Lake Conjola</td>
<td>Intermittently Open. Mechanical closure possible</td>
</tr>
<tr>
<td>Narrawallee Inlet</td>
<td>Permanently Open. Closure not possible</td>
</tr>
<tr>
<td>Burrill Inlet, Lake</td>
<td>Mouth Open Intermittently, Mechanical closure possible</td>
</tr>
<tr>
<td>Tabourie Creek, Lake</td>
<td>Intermittently Open. Mechanical closure possible</td>
</tr>
<tr>
<td>Termiel Lake</td>
<td>Mouth Open Intermittently, Mechanical closure possible</td>
</tr>
<tr>
<td>Meroo Lake</td>
<td>Intermittently Open. Closure not possible as access difficult</td>
</tr>
<tr>
<td>Termiel Creek</td>
<td>Permanently Open. Closure not possible as access difficult</td>
</tr>
<tr>
<td>Willinga Lake</td>
<td>Intermittently Open. Mechanical closure possible</td>
</tr>
<tr>
<td>Durras Lake</td>
<td>Intermittently Open. Mechanical closure possible</td>
</tr>
<tr>
<td>Benandarah Creek</td>
<td>Mouth Open Intermittently, Mechanical closure possible</td>
</tr>
<tr>
<td>Durras Lake</td>
<td>Mouth Open Intermittently, Mechanical closure possible</td>
</tr>
<tr>
<td>Clyde River</td>
<td>Mouth Open Continuously, Limited booming possible</td>
</tr>
<tr>
<td>Tomaga River</td>
<td>Mouth Open Continuously, Suitable for Booming</td>
</tr>
<tr>
<td>Candalagan Creek</td>
<td>Mouth Open Continuously, Mechanical closure possible</td>
</tr>
<tr>
<td>Moruya River</td>
<td>Mouth Open Continuously, Not suitable for closing</td>
</tr>
<tr>
<td>Congo Creek</td>
<td>Mouth Open Intermittently, Mechanical closure possible</td>
</tr>
<tr>
<td>Meringo Creek</td>
<td>Mouth Normally Closed</td>
</tr>
<tr>
<td>Colia Lake</td>
<td>Mouth Open Intermittently, Mechanical closure possible</td>
</tr>
<tr>
<td>Tuross Inlet</td>
<td>Mouth Open Continuously, Not suitable for closing</td>
</tr>
<tr>
<td>Lake Brunderee</td>
<td>Mouth Normally Closed, Mechanical closure possible</td>
</tr>
<tr>
<td>Lake Tarourga</td>
<td>Mouth Open Intermittently, Mechanical closure possible</td>
</tr>
<tr>
<td>Lake Brou</td>
<td>Condition</td>
</tr>
<tr>
<td>---------------</td>
<td>---------------------------------------------------------------------------</td>
</tr>
<tr>
<td>Dalmeny (Mummuga Lake)</td>
<td>Mouth Open Intermittently, Mechanical closure possible</td>
</tr>
<tr>
<td>Kianga Lake</td>
<td>Mouth Open Intermittently, Mechanical closure possible</td>
</tr>
<tr>
<td>Wagonga Inlet</td>
<td>Mouth Open Continuously, Not suitable for closing</td>
</tr>
<tr>
<td>Little Lake</td>
<td>Mouth Normally Closed</td>
</tr>
<tr>
<td>Bullengella Lake</td>
<td>Mouth Open Intermittently, Mechanical closure possible</td>
</tr>
<tr>
<td>Nangudga Lake</td>
<td>Mouth Open Intermittently, Mechanical closure possible</td>
</tr>
<tr>
<td>Nargal Lake</td>
<td>Mouth Normally Closed</td>
</tr>
<tr>
<td>Corunna Lake</td>
<td>Mouth Intermittently Open, Mechanical closure possible</td>
</tr>
<tr>
<td>Tilba Tilba Lake</td>
<td>Mouth Intermittently Open, Mechanical closure possible</td>
</tr>
<tr>
<td>Wallaga Lake</td>
<td>Mouth Normally Open, Mechanical closure possible</td>
</tr>
<tr>
<td>Bermagui River</td>
<td>Mouth Open all year round to service Bermagui Harbour, booming possible near road bridge.</td>
</tr>
<tr>
<td>Barragoot Lake</td>
<td>Mouth Open Intermittently, Mechanical closure possible</td>
</tr>
<tr>
<td>Cuttagee Lake</td>
<td>Mouth Open Intermittently, Mechanical closure possible</td>
</tr>
<tr>
<td>Murrah Lagoon</td>
<td>Mouth Open Intermittently, Mechanical closure possible</td>
</tr>
<tr>
<td>Wapengo Lagoon</td>
<td>Mouth Open Intermittently, Mechanical closure possible</td>
</tr>
<tr>
<td>Middle Lagoon</td>
<td>Mouth Open Intermittently, Mechanical closure possible</td>
</tr>
<tr>
<td>Nelson Lagoon</td>
<td>Mouth Open Intermittently, Mechanical closure possible</td>
</tr>
<tr>
<td>Bega River</td>
<td>Mouth Open Intermittently, Mechanical closure possible</td>
</tr>
<tr>
<td>Mogareka Inlet</td>
<td>Mouth Open Intermittently, Mechanical closure possible</td>
</tr>
<tr>
<td>Wallagoot Lagoon</td>
<td>Mouth Open Intermittently, Mechanical closure possible</td>
</tr>
<tr>
<td>Merimbula Lake</td>
<td>Mouth Open Continuously, Suitable for Booming</td>
</tr>
<tr>
<td>Pambula Lake</td>
<td>Mouth Open Continuously, Suitable for Booming</td>
</tr>
<tr>
<td>Twofold Bay</td>
<td>This Bay is covered under its own Marine Oil Spill Contingency Plan</td>
</tr>
<tr>
<td>Saltwater Creek</td>
<td>Mouth Open Continuously, Suitable for Booming</td>
</tr>
<tr>
<td>Woodburn Creek</td>
<td>Mouth Open Intermittently, Mechanical closure possible</td>
</tr>
<tr>
<td>Bittangabee Bay</td>
<td>Mouth Open Continuously, Not suitable for closing</td>
</tr>
<tr>
<td>Wonboyn Lake</td>
<td>Mouth Open Continuously, Mechanical closure difficult</td>
</tr>
<tr>
<td>Merrica River</td>
<td>Mouth Open Continuously, Suitable for Booming</td>
</tr>
<tr>
<td>Wirra Birra Creek</td>
<td>Mouth Open Intermittently, Mechanical closure possible</td>
</tr>
<tr>
<td>Little or Table Creek</td>
<td>Mouth Open Intermittently, Mechanical closure possible</td>
</tr>
<tr>
<td>Location</td>
<td>Spill Contingency Description</td>
</tr>
<tr>
<td>------------</td>
<td>-------------------------------------------------------</td>
</tr>
<tr>
<td>Nadgee River</td>
<td>Mouth Open Continuously, Suitable for Booming</td>
</tr>
<tr>
<td>Nadgee Lake</td>
<td>Mouth Open Continuously, Mechanical closure difficult</td>
</tr>
</tbody>
</table>
## Appendix 13. Location of vehicular access to beaches in the region and the degree of difficulty.

<table>
<thead>
<tr>
<th>Beach</th>
<th>Access</th>
</tr>
</thead>
<tbody>
<tr>
<td>Seven Mile Beach</td>
<td>Easy, Several access points along beach</td>
</tr>
<tr>
<td>Hare Bay Beach</td>
<td>Possible 4WD</td>
</tr>
<tr>
<td>Culburra Beach</td>
<td>Difficult 4WD</td>
</tr>
<tr>
<td>Warrain Beach</td>
<td>Difficult 4WD</td>
</tr>
<tr>
<td>Curramong Beach</td>
<td>Easy</td>
</tr>
<tr>
<td>Abrahams Bosom Beach</td>
<td>Easy</td>
</tr>
<tr>
<td>Wilsons Beach</td>
<td>4WD Access (NPWS Locked Gate)</td>
</tr>
<tr>
<td>Lobsters Beach</td>
<td>4WD Access (NPWS Locked Gate)</td>
</tr>
<tr>
<td>Target Beach</td>
<td>No Access</td>
</tr>
<tr>
<td>Honeymoon Bay</td>
<td>No Access</td>
</tr>
<tr>
<td>Binijine Beach</td>
<td>Easy via Honeymoon Bay camping area</td>
</tr>
<tr>
<td>Long Beach</td>
<td>Easy via Southern end</td>
</tr>
<tr>
<td>Cabbage Tree Beach</td>
<td>Easy via Red Point</td>
</tr>
<tr>
<td>Chinamans Beach</td>
<td>No Access</td>
</tr>
<tr>
<td>Callala Beach</td>
<td>Easy via Callala Creek</td>
</tr>
<tr>
<td>Shark Net Beach</td>
<td>No Access</td>
</tr>
<tr>
<td>Huskisson Beach</td>
<td>No Access</td>
</tr>
<tr>
<td>Collingwood Beach</td>
<td>Difficult</td>
</tr>
<tr>
<td>Orion Beach</td>
<td>Easy</td>
</tr>
<tr>
<td>Barfleur Beach</td>
<td>No Access</td>
</tr>
<tr>
<td>Nelsons Beach</td>
<td>Difficult 4WD</td>
</tr>
<tr>
<td>Blenheim Beach</td>
<td>4WD Access</td>
</tr>
<tr>
<td>Cudmirrah Beach</td>
<td>4WD Access</td>
</tr>
<tr>
<td>Berrara Beach</td>
<td>Difficult 4WD</td>
</tr>
<tr>
<td>Conjola Beach</td>
<td>Difficult 4WD</td>
</tr>
<tr>
<td>Buckleys Beach</td>
<td>4WD Access (NPWS Locked Gate)</td>
</tr>
<tr>
<td>Tabourie Beach</td>
<td>4WD Access</td>
</tr>
<tr>
<td>Sunburnt Beach</td>
<td>No Access</td>
</tr>
<tr>
<td>Termeil Beach</td>
<td>No Access</td>
</tr>
<tr>
<td>Beach</td>
<td>Access</td>
</tr>
<tr>
<td>---------------------</td>
<td>---------------------------------------</td>
</tr>
<tr>
<td>Meroo Beach</td>
<td>No Access</td>
</tr>
<tr>
<td>Willinga Beach</td>
<td>Difficult 4WD (SCC Locked Gate)</td>
</tr>
<tr>
<td>Murraramarang Beach</td>
<td>Difficult 4WD</td>
</tr>
<tr>
<td>Bull Pup Beach</td>
<td>Difficult 4WD</td>
</tr>
<tr>
<td>Pretty Beach</td>
<td>No access</td>
</tr>
<tr>
<td>Pebbly Beach</td>
<td>Difficult 4WD (NPWS Locked Gate)</td>
</tr>
<tr>
<td>Depot Beach</td>
<td>4WD Access</td>
</tr>
<tr>
<td>North Durras Beach</td>
<td>4WD Access (NPWS Locked Gate)</td>
</tr>
</tbody>
</table>
End of Document