

Maritime Environmental Emergency Management in Australia:

How we do it, and Implementing PACPLAN

Matt Johnston, Scott Willson & Susie Kropman
AMSA

Outline

- Being ready for a Maritime Environmental Emergency: How Australia does it
 - The framework
 - Practical considerations
 - Cost recovery
- PACPLAN: What it means for Australia
 - What works, what are the challenges
 - Practical example: *Kea Trader*

The Framework: National Plan

- Joint government and industry arrangement
- Sets out national arrangements, policies and principles for the management of maritime environmental emergencies
- Funded by *Protection of the Sea* levy

<https://www.amsa.gov.au/marine-environment/national-plan-maritime-environmental-emergencies>



Protection of the Sea Levy

- 11.25 cents per net registered ton per quarter
- Applies to ships >24 metres length entering an Australian port carrying more than 10 tonnes of oil in bulk or fuel as cargo
- AUD \$10 million pollution response reserve

Practical Considerations

- Being ready:
 - Risk assessment
 - Response preparedness exercises
 - Equipment and Stockpiles
 - Fixed wing aerial dispersant capability
 - Additional response tools



Training

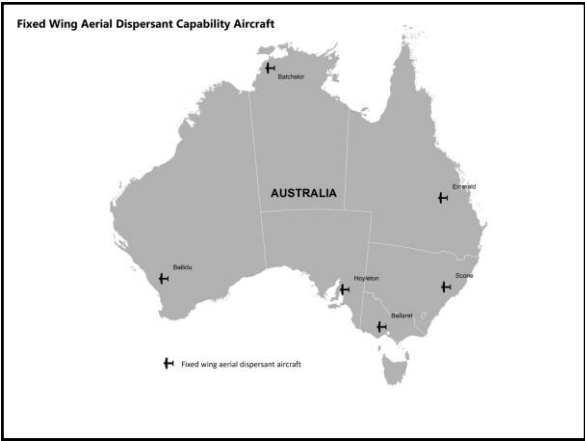





Australian Government
Australian Maritime Safety Authority

Fixed Wing Aerial Dispersant Capability

- Dispersant
 - OSCA Register
- Six aircraft strategically located:
 - Ballarat, Victoria;
 - Hoyleton, South Australia;
 - Ballidu, Western Australia;
 - Batchelor, Northern Territory;
 - Emerald, Queensland; and
 - Scone, New South Wales.




 **Additional response tools**


- National Response Team
- Oil trajectory modeling
- Satellite imagery – KSAT
- Transportation


 **Cost Recovery** 


- Australia's cost recovery is based on:
 - The *Polluter Pays* principle
 - The International liability & compensation regime
 - Civil Liability Convention
 - Fund Convention
 - Bunker Convention
- The regime is implemented in Australia by the *Protection of the Sea* legislation
- Requires ships visiting Australia to hold appropriate insurance


 **Cost Recovery: Claims Management**

- The National Plan Claims Management Guidelines provide assistance to agencies seeking reimbursement from AMSA under the National Plan.
- Jurisdictions have particular obligations
- Some costs may *not* be reimbursed under the guidelines




 **Australia and PACPLAN:**
What it means for us

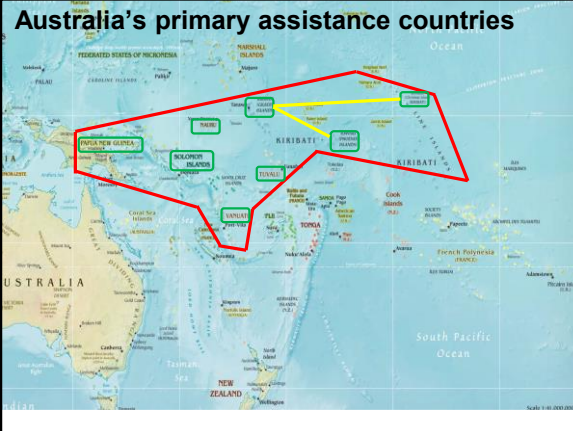


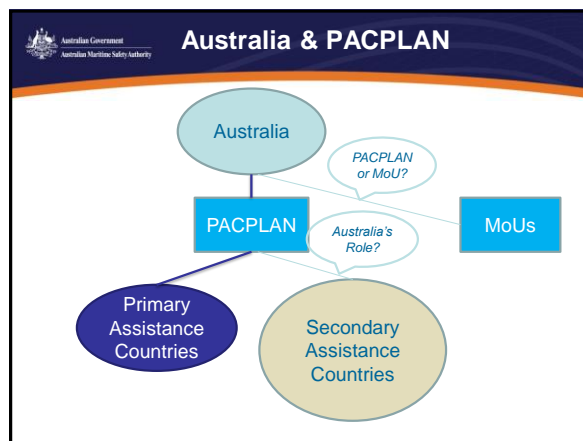
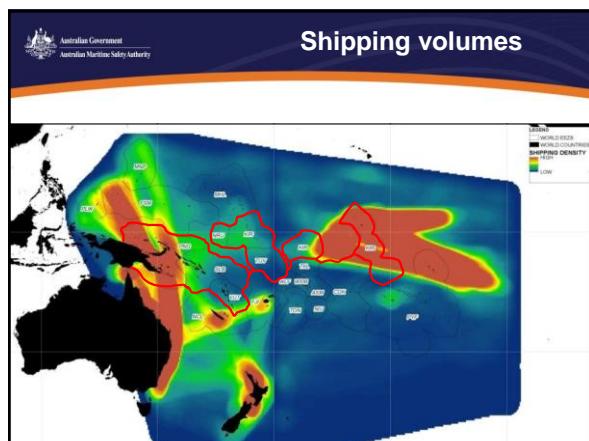
 **International incident response obligations**

- Australia is party to OPRC Convention and OPRC-HNS Protocol
- Article 10 requires parties to endeavour to establish bilateral or multilateral agreements for preparedness and response, such as PACPLAN



Australia's primary assistance countries



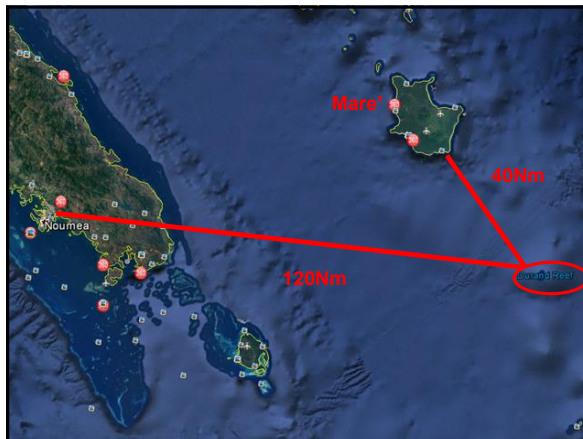


Kea Trader Stats

Australian Government
Australian Maritime Safety Authority

- Year Built: **2017**
- Flag: **Malta**
- Cargo capacity: **2,194 TEU**
- Cargo on board: **782 containers**
- Deadweight: **25000 t**
- Length Overall **184.92m**
- Breadth Extreme: **30.04m.**

- ### Timeline
- Australian Government
Australian Maritime Safety Authority
- En route from Papeete port to Port of Noumea, New Caledonia
 - July 12th 2017 - Kea Trader run aground on Durand Reef, Pacific Ocean
 - Ardent appointed as salvor
 - Almost two weeks after its grounding, oil spill prevention measures and equipment were on site.



Activation of AMSA Equipment

- PACPLAN request discussed
- Salver to conduct oil spill response
- Briggs Environmental Services Limited
- Contract
- Equipment contracted.

Equipment

- Boom
 - 600m Ro-Boom
 - 300m High Sprint
 - Current Buster 4
- Skimmers
 - 50T Weir Skimmer
 - Desmi Termite Skimmer
- 20T Towable Storage bag
- AMSA personal.



Recovery

- 600 tons of heavy fuel oil
- 697 TEU's brought ashore (532 removed by Sikorsky Sky crane helicopter)
- [Oil Transfer](#)
- Cyclones.



Post Cyclones

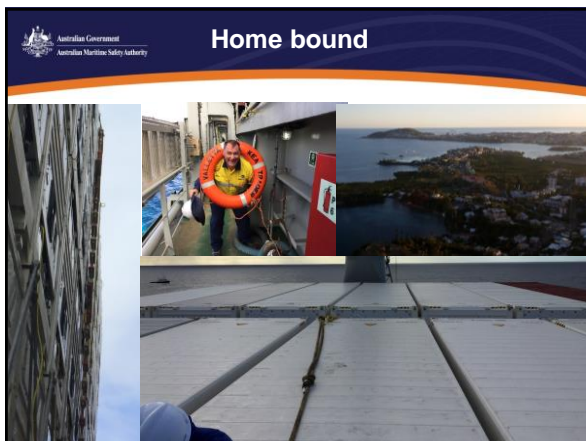



Current Status

- Shanghai Salvage Company awarded wreck removal contract



Home bound



To Conclude..

- Kea Trader illustrated several of the major issues we identified:
 - Role of metropolitan members to secondary assistance countries
 - PACPLAN or MoUs
 - Proximity/location of assets
 - Logistics
- Our aim for this review: practical, equitable solutions that improve how we operate under PACPLAN

