

Amendment List

State Hazard Plan Maritime Environmental Emergencies as at 17 September 2020

The following list identifies amendments to the State Hazard Plan Maritime Environmental Emergencies. These amendments were approved by the State Emergency Management Committee (SEMC) on 16 September 2020 (resolution no. 39/2020) and came into effect on 17 September 2020.

These amendments to State Hazard Plan Maritime Environmental Emergencies relate to amendments made to the suite of State emergency management documents on 30 June 2020. Refer to these previous amendments for details on generic amendments ([Amendments List v02.03 – June 2020](#)).

Please email semc.policylegislation@dfes.wa.gov.au to provide feedback or comment.

State Hazard Plan Maritime Environmental Emergencies **Version 01.03**

SPECIFIC AMENDMENTS – State Hazard Plan Maritime Environmental Emergencies

PAGE	STATEMENT/ SECTION	AMENDMENT	COMMENT
		'Version 01.03', Date of publication added to cover and footers as applicable.	Version control.
		Acronyms updated throughout entire document to ensure use is consistent throughout Plan.	Formatting.
		State Maritime Environmental Emergency Coordinator (SMEEC) updated to State Marine Pollution Coordinator (SMPC) or Hazard Management Agency (HMA) where applicable.	Amendments required resulting from change of HMA to Chief Executive Officer, no longer the same person/position occupying HMA and SMEEC position. SMPC position used when referring to the position under the National Plan to distinguish from HMA under the State EM Framework.

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PAGE	STATEMENT/ SECTION	AMENDMENT	COMMENT
1	1	The Marine Safety, General Manager Chief Executive Officer, Department of Transport (DoT) is the Hazard Management Agency (HMA) for marine oil pollution and marine transport emergencies.	Amended to update the CEO Department of Transport as the HMA for marine transport emergency and marine oil pollution hazards to reflect r. 23A <i>Emergency Management Regulations 2006</i> .
1	1.1	<p>This Plan covers emergency management arrangements within the geographic boundaries of WA, and specifically within the following waters:</p> <ul style="list-style-type: none"> • State Waters of the State: <ul style="list-style-type: none"> ○ All waters within limits of the State; and ○ All coastal waters of the State within the meaning given in the <i>Coastal Waters (State Powers) Act 1980</i> (Australian Government Commonwealth) section 3(1). • Port Waters: <ul style="list-style-type: none"> ○ The area of a port as defined in the <i>Shipping and Pilotage Act 1967</i> section 3. ○ The area described in relation to a port by order made by the Governor under the <i>Port Authorities Act 1999</i> section 24. <p>For the purposes of the Plan, the above waters are referred to collectively as “State Waters”.</p> <p>Spills of oil that impact shorelines from waters outside State Waters and Port Waters are also are covered by this Plan. Specifically, this includes spills of oil originating in Commonwealth Waters.</p> <p>It describes risk reduction strategies, preparedness for, response to and initiation of recovery arrangements following the impact of a marine oil pollution and/or marine transport emergencies within State Waters and Port Waters.</p> <p>This Plan does not include:</p> <ol style="list-style-type: none"> a. Spills of oil originating on land that enter State and Port Waters b. Spills of other hazardous materials in State Waters and Port Waters. c. Fires on-board ships adjacent to any Fire District that are subject to the <i>Fire Brigades Act 1942</i>. 	Jurisdiction of waters updated to align with term used in <i>Emergency Management Regulations 2006</i> . Port Waters inserted to distinguish from State Waters.

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		<p>d. Terrorist acts. e. Radiation escape from a nuclear power warship. f. Marine search and rescue. g. Non-marine oil pollution events involving a vessel/ship less than 400 GRT.</p> <p>Further detail on the management of the hazards not covered by the Plan can be found in Ssection 4.1</p>	
2	1.2	<p>Events, situations and conditions prescribed as hazards under section regulation 15 of the <i>Emergency Management Regulations 2006</i> (EM Regulations) applicable to this Plan are:</p> <ul style="list-style-type: none"> • Marine Transport Emergency: “Actual or impending event involving a ship vessel (including collision, a stranding or an incident of navigation) if that event is capable of causing loss of life, injury to a person or damage to the health of a person, property or the environment” (EM Regulations resulting in – 15(i)); and <ul style="list-style-type: none"> (i) material damage to the vessel or another vessel; (ii) loss of life, injury to a person or damage to the health of a person, property or the environment; or (iii) a hazard to the navigation of other vessels” (EM Regulations r. 15(j)) <p>Note: In the context of the Plan, a ship or large passenger vessel means either a registered ship 400 GRT or greater or a passenger ferry licenced under Division 4A of the <i>Transport Coordination Act 1966</i>.</p> <p>Note: Vessel means a craft for use, or that is capable of being used, in navigation by water, however propelled or moved, and includes an air-cushion vehicle, a barge, a lighter, a submersible, a ferry in chains and a wing-in-ground effect craft (EM Regulations r.14).</p> • Marine Oil Pollution: “Actual or impending spillage, release or escape of oil or an oily mixture that is capable of causing loss of life, injury to a person or damage to the health of a person, property or the environment” (EM Regulations r. 15(j)). 	<p>Amended to reflect jurisdictional scope of marine transport emergency to reflect <i>Emergency Management Regulations 2006</i> r. 15(j) and to update definition of vessel to reflect r. 14 <i>Emergency Management Regulations 2006</i>.</p>

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2	1.3	<p>The Marine Safety, General Manager Chief Executive Officer, DoT is the HMA for marine oil pollution and marine transport emergencies The Marine Safety, General Manager and is responsible for ensuring effective prevention, preparedness, response and recovery to these hazards within the State. Maritime Environmental Emergency Coordinator during an actual or impending Maritime Environmental Emergency.</p> <p>The HMA has assigned various functions to do with management of an incident to senior employees within the DoT.</p> <p>Under s. 5 of the <i>Emergency Management Act 2005</i> (EM Act), the HMA has delegated all powers and duties under sections 50,53 and 55 to the following DoT positions:</p> <ul style="list-style-type: none"> • Executive Director Maritime • Assistant Executive Director Maritime • Director Waterways Safety Management • Harbour Master <p>The Assistant Executive Director Maritime has been nominated by the HMA to perform the role of State Marine Pollution Coordinator (SMPC), as detailed in the Intergovernmental Agreement on the National Plan to Combat Pollution of the Sea by Oil and other Noxious and Hazardous Substances 2002, and the National Plan for Maritime Environmental Emergencies 2020 Edition (National Plan) (See 1.5). During a MEE incident within State and Port Waters, the role of SMPC provides strategic management of the incident response on behalf of the HMA.</p> <p>In addition to the Assistant Executive Director Maritime, the role of the SMPC during a MEE incident may be performed by one of the above DoT positions.</p> <p>It is recommended that each agency with a role or responsibility under this Plan has appropriate operational procedures detailing their response arrangements in accordance with this Plan. These arrangements should be complementary to the operational procedures detailing their roles and responsibilities under the State Emergency Management (EM) Plan (State EM Plan).</p>	<p>Amended to update the CEO Department of Transport as the HMA for marine transport emergency and marine oil pollution hazards to reflect r. 23A <i>Emergency Management Regulations 2006</i>.</p> <p>Inserted details of the function of SMPC under the National Plan and operational functions under the State EM Framework as distinguished with HMA.</p>

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2-3	1.4	<p>This Plan is to be read in conjunction with the following documents:</p> <ul style="list-style-type: none"> • Australian Marine Oil Spill Plan (AMOSPlan) • Department of Transport DoT WA Oil Spill Contingency Plans (OSCP) • Intergovernmental Agreement on the National Plan to Combat Pollution of the Sea by Oil and other Noxious and Hazardous Substances 2002 • National Plan for Maritime Environmental Emergencies 2017 2020 Edition (National Plan) • Port, Port Operator, Port Facility Operator and Petroleum titleholder OSCP/OPEPs or Oil Pollution Emergency Plan (OPEP) • Western Australian Oiled Wildlife Response Plan. <p>Legislation and codes relevant to this Plan include but are not limited to:</p> <ul style="list-style-type: none"> • <i>Emergency Management Act 2005</i> (EM Act) • <i>Emergency Management Regulations 2006</i> (EM Regulations) • <i>Marine and Harbours Act 1981</i> • <i>Maritime Transport and Offshore Facilities Security Act 2003</i> (Cth Commonwealth) • <i>Navigation Act 2012</i> (Cth Commonwealth) • <i>Offshore Petroleum and Greenhouse Gas Storage Act 2006</i> (Cth Commonwealth) • <i>Offshore Petroleum and Greenhouse Gas Storage (Environment) Regulations 2009</i> (Cth Commonwealth) 	Statement of fact amendments and formatting.
3	1.5	<p>In effect, the above arrangements prescribe DoT as the Jurisdictional Authority in respect to the IGA for a marine oil pollution event in State waters and the Marine Safety, General Manager, DoT as the State Marine Pollution Controller. In the context of this Plan, the State Marine Pollution Controller is referred to in WA as the State Maritime Environmental Emergency Coordinator (SMEEC). The Chief Executive Officer, DoT has nominated the Assistant Executive Director Maritime, DoT as the SMPC.</p> <p>The HMA, through the SMPC, engages with intrastate agency stakeholders and national stakeholders to ensure a consistent approach to managing Maritime Environmental Emergencies across Australia MEE within WA.</p>	<p>Amended to update the CEO Department of Transport as the HMA for marine transport emergency and marine oil pollution hazards to reflect r. 23A <i>Emergency Management Regulations 2006</i>.</p> <p>Inserted details of the function of SMPC under the National Plan and operational functions under</p>

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			the State EM Framework as distinguished with HMA.
4	2.1	<p>As the HMA, the Marine Safety, General Manager Chief Executive Officer, DoT, is responsible for undertaking prevention and/or mitigation activities in relation to marine oil pollution and marine transport emergencies.</p> <p>It is the responsibility of all Shipmasters, Ports, Port Operators, Port Facility Operators, Boat Harbour Operators and Petroleum Titleholders to ensure that Maritime Environmental Emergency MEE prevention and mitigation strategies relative to their operations are implemented and maintained at an adequate level.</p>	Amended to update the CEO Department of Transport as the HMA for marine transport emergency and marine oil pollution hazards to reflect r. 23A <i>Emergency Management Regulations 2006</i> .
4-5	2.2	<p>The HMA's prevention and mitigation activities include (but are not limited to):</p> <ul style="list-style-type: none"> Ensuring that all Ports, Port Operators, Port Facility Operators, Boat Harbour Operators formulate and maintain an appropriate Oil Spill Contingency Plan (OSCP) detailing their preparedness and response capability commensurate with their identified risk including maintaining a stock pile of marine oil pollution response equipment commensurate with their level of risk. Ensuring that all Petroleum Titleholders formulate and maintain an appropriate Oil Pollution Emergency Plan (OPEP) detailing their preparedness and response capability commensurate with their identified risk including maintaining a stock pile stockpile of marine oil pollution response equipment commensurate with their level of risk. 	Formatting.
6	3.1	<p>As the HMA, the Marine Safety, General Manager Chief Executive Officer, DoT, is responsible for the development of plans and arrangements to manage Maritime Environmental Emergencies MEE.</p> <p>DoT is responsible for the preparation of the State Oil Spill Contingency Plan OSCP and the State Incident Management Plan SIMP and ensuring that Maritime Environmental Emergency MEE preparedness is maintained at an adequate level for State waters Waters and Port Waters.</p>	Amended to update the CEO Department of Transport as the HMA for marine transport emergency and marine oil pollution hazards to reflect r. 23A <i>Emergency Management Regulations 2006</i> .

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8	3.3	<p>Preparedness arrangements for a Mmarine Transport Emergency are to be outlined in an Incident Management Plan (IMP).</p> <p>Preparedness arrangements for a Mmarine Oil Pollution incident are to be outlined in an Oil Spill Contingency Plan (OSCP) or Oil Pollution Emergency Plan (OPEP).</p> <p>The contents of IMPs, OSCPs and OPEPs are to be consistent with this Plan, the State EM Plan, other State Hazard Specific Plans and the National Plan for Maritime Environmental Emergencies MEE.</p>	Formatting.
8	3.3.1	<p>It is the responsibility of DoT to formulate, review and exercise an incident management plan-IMP for State wWaters.</p> <p>It is the responsibility of all Port Authorities and DoT to formulate, review and exercise incident management plans for their respective Port waters. The HMA may periodically review these plans in respect to Mmarine Transport Emergencies.</p> <p>Preparing to respond appropriately to a Mmarine Transport Emergencies requires a joint collaborative effort by the HMA, Controlling Agency, emergency management agencies and key stakeholders.</p>	Formatting.
8-9	3.3.2	<p>It is the responsibility of DoT to formulate, review and exercise an OSCP for State Waters.</p> <p>It is the responsibility of all Port, Port Operator, Port Facility Operator, Boat Harbour Operator and Petroleum Titleholders to formulate, review and exercise their own OSCP/OPEPs. The HMA may periodically review these plans.</p> <p>Preparing to respond appropriately to a marine oil pollution incident requires a joint collaborative effort by the HMA, Controlling Agency, emergency management agencies and key stakeholders.</p> <p>Relevant Controlling Agencies are required by legislation to prepare OSCP/OPEPs setting out arrangements to respond to marine oil pollution incidents that might occur in their areas of responsibility.</p>	Statement of fact amendment to include DoT's function. SMPC inserted as this relates to operational function not HMA strategic function under State EM Framework

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		<p>OSCP/OPEPs will document the identified hazard and risks, available response resources, response arrangements, procedures and reporting requirements.</p> <p>The HMA SMPC will represent the WA government in matters pertaining to the assessment or granting of a place of refuge request during a marine transport emergency, particularly in relation to dealings with AMSA through the Maritime Emergency Response Commander (MERCOCOM). Further information on this process is contained within AMSA's <i>Place of Refuge Guidelines</i>.</p>	
11	3.3.7	<p>Surveillance Aircraft</p> <p>OSCPs/OPEPs are to identify any existing local arrangements for accessing aircraft for surveillance during a Maritime Environmental Emergency MEE.</p> <p>If local aircraft are unavailable, or sources cannot be located sourced by the Controlling Agency during a Maritime Environmental Emergency, an initial MEE, a request can be made to the State Maritime Environmental Emergency Coordinator. SMPC to assist in securing a suitable aircraft.</p> <p>Where commercial aircraft are unsuitable, or not available, Department of Defence aircraft may be available. Request for Defence resources can be made through the State Maritime Environmental Emergency Coordinator.</p> <p>All requests for Australian Government physical assistance are to be made external to the AMSA National Plan Arrangements are to be coordinated through the HMA in accordance with State EM Policy Ssection 5.10, State EM Plan Ssection 5.6.1 and State EM Response Procedure 20.</p>	SMPC inserted as this relates to operational function to distinguish between HMA role to make Australian Government assistance under the State EM Framework and statement of fact amendments.
11	3.3.8	<p>Aircraft for Dispersant Spraying Operations</p> <p>AMSA have established a Fixed Wing Aerial Dispersant Capability for the application of oil spill dispersants. Activation of the contract is through the State Maritime Environmental Emergency Coordinator SMPC.</p> <p>Emergency Towing Arrangements</p> <p>AMSA is responsible for the delivery of a national emergency towing capability within Australia's designated regions.</p>	SMPC inserted to reflect arrangements under the National Plan.

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		All emergency towage requests should, as far as practically possible, be made through AMSA's Joint Rescue Coordination Centre (JRCC) through the SMPC.	
12	3.5.1	Requests for Australian Government assistance during a MEE incident will be coordinated through the State Maritime Environmental Emergency Coordinator SMPC on behalf of the HMA.	SMPC inserted as this relates to operational function to distinguish between HMA role to make Australian Government assistance under the State EM Framework.
12	3.5.2	Any requests for assistance from WA under the National Plan arrangements for a Maritime Environmental Emergency MEE in another jurisdiction will be made through the HMA SMPC.	SMPC inserted to reflect arrangements under the National Plan.
12	3.6.1	If a Maritime Environmental Emergency MEE occurs close to the WA State borders , the Controlling Agency will be decided through consultation between the relevant HMA and Jurisdictional Authorities and will be assigned to the . The agency deemed most capable of performing the role of will be assigned as the Controlling Agency.	Statement of fact amendments.
12-13	3.7	Maritime Environmental Emergency Response MEE response is based on the principle of proportionate response whereby the Controlling Agency, and amount of resources mobilised, will vary according to the scale and location of the incident. The Incident Controller has a responsibility to continually assess the incident level and regularly confirm that assessment with the State Maritime Environmental Emergency Coordinator SMPC. If deemed appropriate, the HMA, or SMPC as a delegate of the HMA, may declare an emergency situation in response to a Maritime Environmental Emergency MEE (refer to S section 4.4.1). In this instance, the incident may be referred to as an emergency. SHP - MEE identifies three levels of incidents as follows: <ul style="list-style-type: none"> • Level 1 Incidents are generally able to be resolved through the application of local or initial resources only (e.g. first-strike capacity). <ul style="list-style-type: none"> ○ In the case of a maritime transport emergency, Level 1 Incidents are generally able to be resolved through the application of local or initial 	SMPC inserted as this relates to operational function to distinguish between HMA role in making incident level declaration for Level 2 and 3 incidents.

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		<p>resources only. In many cases may be managed through standard DoT or Port Waterways Safety arrangements.</p> <ul style="list-style-type: none"> Level 2 Incidents are more complex in size, duration, resource management and risk and may require deployment of jurisdiction resources beyond the initial response. Level 3 Incidents are generally characterised by a high degree of complexity that is likely to require national and international resources. <p>If assessed as a Level 2 or 3 incident, the Incident Controller must make an 'Incident Level Declaration' to the State Maritime Environmental Emergency Coordinator. SMPC. If a Level 2 incident has the potential to escalate to a Level 3 Incident, or a Level 3 Incident is declared by the Incident Controller, the State Maritime Environmental Emergency Coordinator must HMA/SMPC, will contact the State Emergency Coordinator to:</p> <ul style="list-style-type: none"> Advise of the incident level declaration. Discuss activation of the State Emergency Coordination Group (SECG). Consider an 'Emergency Situation' declaration. <p>Error! Reference source not found. provides a non-exhaustive list of the general characteristics of each of the three levels.</p> <p>These characteristics can be used to develop criteria for consideration when evaluating the need to escalate response arrangements. These criteria should be embedded within the relevant OSCP/OPEP or adapted to the specific emergency. Not all characteristics will apply in all cases, or to all MEE.</p>	
16-17	4.1	<p>As the HMA, the Marine Safety, General Manager Chief Executive Officer, DoT, has overall responsibility for ensuring there is an adequate response to a marine oil pollution and/or a marine transport emergency in all State and Port waters.</p> <p>DoT, Port Authorities and Petroleum Titleholders are responsible for developing and implementing adequate response arrangements for MEE within their respective area of responsibility.</p>	Amended to update the CEO Department of Transport as the HMA for marine transport emergency and marine oil pollution hazards to reflect r. 23A <i>Emergency Management Regulations 2006</i> .

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		<p>The HMA is designated as has delegated powers and duties under the State Maritime Environmental Emergency Coordinator during EM Act to employees within the DoT (see appendix B for more detail).</p> <p>During an actual or impending Maritime Environmental Emergency incident, the role of SMPC provides strategic management of the incident response.</p> <p>Responsibilities for response to a Maritime Environmental Emergency MEE, including identification of HMA/jurisdiction Jurisdictional Authorities and Controlling Agencies, are described in Error! Reference source not found.</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th rowspan="2" style="text-align: center;">Location</th> <th rowspan="2" style="text-align: center;">Incident</th> <th rowspan="2" style="text-align: center;">Hazard Management Agency/Jurisdictional Authority</th> <th colspan="2" style="text-align: center;">Controlling Agency</th> </tr> <tr> <th style="text-align: center;">Level 1</th> <th style="text-align: center;">Level 2/3</th> </tr> </thead> <tbody> <tr> <td rowspan="3" style="text-align: center;">Australian Government Waters</td> <td style="text-align: center;">Marine Transport Emergency</td> <td style="text-align: center;">AMSA</td> <td style="text-align: center;">AMSA</td> <td style="text-align: center;">AMSA</td> </tr> <tr> <td style="text-align: center;">Offshore Petroleum Activity Marine Oil Pollution</td> <td style="text-align: center;">NOPSEMA</td> <td style="text-align: center;">Petroleum Titleholder</td> <td style="text-align: center;">Petroleum Titleholder</td> </tr> <tr> <td style="text-align: center;">Vessel Marine Oil Pollution</td> <td style="text-align: center;">AMSA</td> <td style="text-align: center;">AMSA</td> <td style="text-align: center;">AMSA</td> </tr> <tr> <td rowspan="2" style="text-align: center;">WA State Waters</td> <td style="text-align: center;">Marine Transport Emergency</td> <td style="text-align: center;">Marine Safety, General Manager Chief Executive Officer, DoT</td> <td style="text-align: center;">DoT¹DoT</td> <td style="text-align: center;">DoT</td> </tr> <tr> <td style="text-align: center;">Offshore Petroleum Activity Marine Oil Pollution</td> <td style="text-align: center;">Marine Safety, General Manager Chief Executive Officer, DoT</td> <td style="text-align: center;">Petroleum Titleholder</td> <td style="text-align: center;">DoT²DoT¹</td> </tr> </tbody> </table>	Location	Incident	Hazard Management Agency/Jurisdictional Authority	Controlling Agency		Level 1	Level 2/3	Australian Government Waters	Marine Transport Emergency	AMSA	AMSA	AMSA	Offshore Petroleum Activity Marine Oil Pollution	NOPSEMA	Petroleum Titleholder	Petroleum Titleholder	Vessel Marine Oil Pollution	AMSA	AMSA	AMSA	WA State Waters	Marine Transport Emergency	Marine Safety, General Manager Chief Executive Officer, DoT	DoT ¹ DoT	DoT	Offshore Petroleum Activity Marine Oil Pollution	Marine Safety, General Manager Chief Executive Officer, DoT	Petroleum Titleholder	DoT ² DoT ¹	<p>Inserted footnote to indicate that level 1 incidents may be managed under existing Waterways Safety Management protocols or Port Operation procedures to reflect existing business as usual arrangements.</p>
Location	Incident	Hazard Management Agency/Jurisdictional Authority				Controlling Agency																										
			Level 1	Level 2/3																												
Australian Government Waters	Marine Transport Emergency	AMSA	AMSA	AMSA																												
	Offshore Petroleum Activity Marine Oil Pollution	NOPSEMA	Petroleum Titleholder	Petroleum Titleholder																												
	Vessel Marine Oil Pollution	AMSA	AMSA	AMSA																												
WA State Waters	Marine Transport Emergency	Marine Safety, General Manager Chief Executive Officer, DoT	DoT ¹ DoT	DoT																												
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			Vessel Marine Pollution	Marine Safety, General Manager Chief Executive Officer, DoT	DoT ³ DoT ²	DoT	
		Port Authority (PA) Waters	Marine Transport Emergency	Marine Safety, General Manager Chief Executive Officer, DoT	PA ² PA ³	PA/DoT ⁴ DoT ³	
			Offshore Petroleum Activity Marine Oil Pollution	Marine Safety, General Manager Chief Executive Officer, DoT	Petroleum Titleholder	DoT	
			Vessel Marine Oil Pollution	Marine Safety, General Manager Chief Executive Officer, DoT	PA ² PA ³	PA/DoT ⁴ DoT ³	
		Shipping and Pilotage Port (SPA) Waters	Marine Transport Emergency	Marine Safety, General Manager Chief Executive Officer, DoT	DoT ³ DoT ²	DoT	
		Shipping and Pilotage Port (SPA) Waters	Offshore Petroleum Activity Marine Oil Pollution	Marine Safety, General Manager Chief Executive Officer, DoT	Petroleum Titleholder	DoT	
		Shipping and Pilotage Port (SPA) Waters	Vessel Marine Oil Pollution	Marine Safety, General Manager Chief Executive Officer, DoT	DoT	DoT	

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		<p>Notes:</p> <p>The Controlling Agency remains true to the incident initial location. If a Maritime Environmental Emergency crosses over defined waters boundaries, the Controlling Agency will remain with the original nominated agency or organisation unless otherwise appointed through agreement between the HMA / Jurisdictional Authority of both waters.</p> <p>AMSA may request that DoT manage an incident in Australian Government waters.</p> <p>DMIRS is the Regulatory Agency for Offshore Petroleum Activities in State waters and have the responsibility to approve OSCP's and to administer their relevant legislation. DoT remains the HMA for spills sourced from Offshore Petroleum Activities in State waters.</p> <p>(1) A level 1 incident may be managed under existing Waterways Safety Management protocols or Port Operation procedures. Decision to appoint an Incident Controller and nominate a Controlling Agency will be based on the nature of the incident.</p> <p>(1) (2) In the event of a Level 2/3 incident resulting from an Offshore Petroleum activity in Australian Government waters that impacts State waters, the role of Controlling Agency will be performed by DoT for response activities in State waters. Petroleum Titleholders are to ensure they are compliant with the Offshore Petroleum and Greenhouse Gas Storage (Environment) Regulations 2009, Reg 14 (8AA), (a), (b), (c) (d).</p> <p>(2) (3) DoT and PA may assign, through IMPs/OSCPs/OPEPs, emergency response functions to a Port Operator or Port Facility Operator for spills originating from their activities, however the role of Controlling Agency will remain with the nominated agency or organisation as above.</p> <p>(3) (4) In the event of a Level 2/3 incident in PA waters, the role of Controlling Agency may fall with the PA or DoT and will be determined by the HMA in consultation with the PA. The Controlling Agency will be the agency deemed most capable of performing the role of Controlling Agency.</p> <p>The Controlling Agency has responsibility to control response activities to an actual or impending Maritime Environmental Emergency MEE.</p> <p>The State Maritime Environmental Emergency Coordinator SMPC is to confirm in writing the Controlling Agency during a Maritime Environmental Emergency MEE.</p> <p>In a Maritime Environmental Emergency MEE, should a Controlling Agency be deemed by the State Maritime Environmental Emergency Coordinator to be HMA/SMPC as being incapable of providing an adequate response, they he/she may reassign the role of Controlling Agency.</p>	

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		The responsibilities of Service Providers during a response to a Maritime Environmental Emergency MEE are listed in Appendix C of this Plan or individual IMPs/O SCPs/OPEPs.	
17	4.1.1	During a Marine Transport Emergency incident, the nominated Controlling Agency will only assume control where the Shipowner, Ship Operator and/or Shipmaster does not have capacity or capability to fulfil their responsibility to manage the marine transport emergency incident effectively, or in a timely manner, or in the interest of protecting the community and the environment. The decision to assume control of the marine transport incident will be made by the nominated Controlling Agency with notification to the HMA.	Statement of fact amended to align with assignment of Controlling Agency depending on jurisdiction per Table 5.
18	4.1.3	In the event of a marine transport emergency becoming a greater risk than that of a shipboard fire, and a significant and coordinated response is required, the Marine Safety, General Manager Chief Executive Officer, DoT, as the relevant HMA, or the SMPC as a delegate of the HMA, may make an emergency situation declaration for the hazard of marine transport emergency, in an area of the State where the emergency exists.	Amended to update the CEO Department of Transport as the HMA for marine transport emergency and marine oil pollution hazards to reflect r. 23A <i>Emergency Management Regulations 2006</i> . Inserted details of the support function of the SMPC.
18	4.1.4	Where an a shipboard incident occurs becomes a marine transport emergency in State waters, but outside Port Authority waters, the DoT shall be the Controlling Agency. Within Port Authority waters, the relevant Port Authority shall be the Controlling Agency. The Controlling Agency function will remain with the agency nominated unless otherwise directed by the SMPC/HMA.	Statement of fact amendment and inserted details of the support function of the SMPC.
19	4.1.6	Where spills of oil originating on land enter State or Port waters, the DFES Fire and Emergency Services Commissioner is the HMA. The management arrangements for these land spills are detailed in the State Hazard Plan – HAZMAT. Where a subsequent spill discharge into State waters the marine environment caused by an initial land spill presents a significantly greater risk, management of the incident may be transferred to the relevant Controlling Agency and/or HMA for the subsequent spill by agreement between the two agencies. This is in accordance with State EM Plan S section 5.1.2. In this instance, the emergency would be managed in accordance with State Hazard Plan – MEE.	Statement of fact amendment.

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PAGE	STATEMENT/ SECTION	AMENDMENT	COMMENT
19	4.2	<p>4.2.1 State Maritime Environment Emergency Coordinator (SMEEEC) The Marine Safety, General Manager, DoT is the HMA for a MEE incident and is designated as the State Maritime Environmental Emergency Coordinator during an actual or impending Maritime Environmental Emergency. The State Maritime Environmental Emergency Coordinator HMA has overall responsibility for ensuring there is an adequate response to that Maritime Environmental Emergency MEE.</p> <p>During a Maritime Environmental Emergency, the State Maritime Environmental Emergency Coordinator will provide overall an incident, the role of SMPC provides strategic management of the incident response and executive level support and guidance to the Incident Controller.</p> <p>In the event that the General Manager, Marine Safety, DoT, is not available to perform the function of the State Maritime Environmental Emergency Coordinator during a MEE incident, then that function will be designated to the Harbour Master, DoT, or the Director Waterways Safety Management, DoT.</p>	Reference to SMEEEC position deleted to reflect the CEO Department of Transport as the HMA for marine transport emergency and marine oil pollution hazards to reflect r. 23A <i>Emergency Management Regulations 2006</i> and inserted details of the support function of the SMPC.
19	4.2.1	<p>During a Level 2 or 3 Maritime Environmental Emergency MEE, the State Maritime Environmental Emergency Coordinator SMPC will establish and operate from the a Maritime Environmental Emergency Coordination Centre (MEECC).</p> <p>The MEECC will be comprised of individuals able to assist coordinate the State Maritime Environmental Emergency Coordinator to provide strategic incident management activities of a Maritime Environmental Emergency and provide executive support to the Incident Controller. SMPC.</p>	Reference to SMEEEC position deleted to reflect CEO Department of Transport as the HMA for marine transport emergency and marine oil pollution hazards to reflect r. 23A <i>Emergency Management Regulations 2006</i> and inserted details of the support function of the SMPC.
20	4.2.3	DoT is responsible for maintaining a database of individuals deemed by the HMA/SMPC as being competent to perform the role of Incident Controller.	Inserted to reflect support function of the SMPC.
20	4.2.4	The exact composition and structure of the Incident Management Team IMT will be determined by the Incident Controller, however it will must be based upon Australasian Inter-Service Incident Management System (AIIMS).	Statement of fact amendment.

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PAGE	STATEMENT/ SECTION	AMENDMENT	COMMENT		
20	4.2.5	<p>4.2.5 State Maritime Environmental Emergency Coordinator DoT Liaison Officer (SMEECLO)</p> <p>During a Maritime Environmental Emergency MEE, the State Maritime Environmental Emergency Coordinator SMPC may deploy a DoT Liaison Officer (SMEECLO) to the an external Incident Control Centre to assist effective communications between the State Maritime Environmental Emergency Coordinator SMPC and the Incident Controller. The SMEECLO DoT Liaison Officer may also offer subject matter expert advice to the Incident Controller as appropriate.</p> <p>In the event that a Forward Operating Base is established to respond to a Maritime Environmental Emergency, the State Maritime Environmental Emergency Coordinator may also opt to deploy an additional SMEECLO to the Forward Operating Base.</p> <p>In all instances, a SMEECLO reports directly to the SMEEC.</p>	Statement of fact amendment to reflect change in internal DoT positions.		
20-21	4.2.6	<p>The Environmental Scientific Coordinator (ESC) is a nominated officer from the Department of Biodiversity Conservation and Attractions (DBCA).</p> <p>The Environmental Scientific Coordinator ESC is a member of the State Maritime Environmental Emergency Response Committee (SMEERC) and may be requested during a Maritime Environmental Emergency MEE to provide whole of government, expert environmental and scientific advice to the State Maritime Environmental Emergency Coordinator HMA, SMPC or Incident Controller.</p> <p>In a Maritime Environmental Emergency MEE, access to the Environmental Scientific Coordinator ESC is coordinated through the State Maritime Environmental Emergency Coordinator SMPC. The role and responsibilities of the Environmental Scientific Coordinator ESC are further defined in the DoT State OSCP.</p>	Reference to SMEEC position deleted to reflect the CEO Department of Transport as the HMA for marine transport emergency and marine oil pollution hazards to reflect r. 23A <i>Emergency Management Regulations 2006</i> and inserted details of the support function of the SMPC.		
21	4.2.7	<p>Figure 1:</p> <table border="1" style="width: 100%;"> <tr> <td style="padding: 2px;"> Hazard Management Agency Department of Transport Director General Chief Executive Officer </td> </tr> <tr> <td style="padding: 2px;"> Hazard Management Agency </td> </tr> </table>	Hazard Management Agency Department of Transport Director General Chief Executive Officer	Hazard Management Agency	Amended to reflect the CEO Department of Transport as the HMA for marine transport emergency and marine oil pollution hazards to reflect r. 23A <i>Emergency Management Regulations 2006</i> and inserted
Hazard Management Agency Department of Transport Director General Chief Executive Officer					
Hazard Management Agency					

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PAGE	STATEMENT/ SECTION	AMENDMENT	COMMENT
		<p>(State Maritime Environmental Emergency Coordinator) State Marine Pollution Coordinator (HMA Delegate) Department of Transport</p> <p>In the event of a simultaneous marine transport emergency and marine oil pollution event, the General Manager, Marine Safety, DoT, operating under the title of State Maritime Environmental Emergency Coordinator, would in effect SMPC will perform the role of an Operational Area Manager (OAM) with overall responsibility for the response to two simultaneous hazard events facilitate control across the operational area.</p> <p>In this instance, the State Maritime Environment Emergency Coordinator may SMPC may also appoint multiple Incident Controllers with separate Incident Management Teams IMTs or opt for a single Incident Controller with a single Incident Management Team IMT.</p> <p>Figure 2:</p> <p>Hazard Management Agency (State Maritime Environmental Emergency Coordinator) (Operational Area Manager) State Marine Pollution Coordinator (HMA Delegate) Department of Transport</p> <p>Figure 3:</p> <p>Hazard Management Agency (State Maritime Environmental Emergency Coordinator) (Operational Area Manager) State Marine Pollution Coordinator</p>	<p>details of the support function of the SMPC.</p>

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PAGE	STATEMENT/ SECTION	AMENDMENT	COMMENT
		(HMA Delegate) Department of Transport	
23	4.4	<p>The relevant Port, Port Operator, Port Facility Operator, Boat Harbour Operator, Shipmaster or Petroleum Titleholder must report all actual or impending MEE incidents in State waters to the State Maritime Environmental Emergency Coordinator as soon as reasonably practicable through the DoT Maritime Environmental Emergency Response Unit (MEER) Duty Officer via the 24-hour reporting number (08) 9480 9924, as soon as reasonably practicable.</p> <p>The State Maritime Environmental Emergency Coordinator SMPC is responsible for the provision of alerts during actual or impending Maritime Environmental Emergencies MEE to potential Controlling Agencies, emergency management agencies and Service Providers. This will be achieved through notifications to members of both the Operational Area Support Group OASG and State Maritime Environmental Emergency Response Committee the SMEERC and follow up communications as required.</p> <p>The State Maritime Environmental Emergency Coordinator HMA/SMPC, is responsible for the notification of an actual or impending Maritime Environmental Emergency MEE in State waters or Port Waters to the Director General – Transport, the Minister for Transport and the State Emergency Coordinator, as required. This obligation extends to the provision of regular briefings and updates as required.</p>	Amended to reflect the CEO Department of Transport as the HMA for marine transport emergency and marine oil pollution hazards to reflect r. 23A <i>Emergency Management Regulations 2006</i> and inserted details of the support function of the SMPC.
24	4.5	<p>The State Maritime Environmental Emergency Coordinator HMA, through the SMPC, has overall responsibility for the provision of media management and public information during a Maritime Environmental Emergencies MEE.</p> <p>For Level 1 Maritime Environmental Emergencies MEE the Incident Controller will be responsible for appointing a Public Information Officer to assist the Incident Controller to facilitate media conferences, prepare media releases and co-ordinate on-scene media visits. The State Maritime Environmental Emergency Coordinator The SMPC may provide strategic guidance to the Incident Controller in this regard.</p> <p>For Level 2 and Level 3 MEE incidents, the State Maritime Environmental Emergency Coordinator may require that final approvals and releases for the release of information</p>	Amended to reflect the CEO Department of Transport as the HMA for marine transport emergency and marine oil pollution hazards to reflect r. 23A <i>Emergency Management Regulations 2006</i> and inserted details of the support function of the SMPC.

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		to the media and the Minister's office are will be undertaken by the State Maritime Environmental Emergency Coordinator SMPC.	
25	5	The State Maritime Environmental Emergency Coordinator The HMA has overall responsibility for ensuring an effective recovery process is initiated for a MEE incident. The Controlling Agency has responsibility for initiating and coordinating an effective recovery process for a MEE incident in their jurisdictional waters. This includes liaising with the relevant Local Recovery Coordinator/s and including them in the incident management arrangements during the response phase.	Amended to reflect the CEO Department of Transport as the HMA for marine transport emergency and marine oil pollution hazards to reflect r. 23A <i>Emergency Management Regulations 2006</i> .
25	5.1	The Recovery Committee will be established by the Incident Controller, in consultation with the State Maritime Environmental Emergency Coordinator HMA/SMPC, before the termination of response activities to Maritime Environmental Emergencies MEE. The Recovery Committee may comprise representatives from the HMA, Controlling Agency, Local Governments, S support O rganisations, S service P roviders and representatives from any of the coordination structure groups.	Amended to reflect the CEO Department of Transport as the HMA for marine transport emergency and marine oil pollution hazards to reflect r. 23A <i>Emergency Management Regulations 2006</i> and inserted details of the support function of the SMPC.
25-26	5.3	In a Maritime Environmental Emergency In MEE, the Controlling Agency is responsible for initiating recovery activities to an emergency. This may include transition arrangements whereby the end point criteria and triggers for the transition from response to recovery are determined. The end point criteria will be established and assessed by the Incident Controller, in consultation with the State Maritime Environmental Emergency Coordinator, SMPC , Controlling Agency, HMA and relevant technical experts. The Incident Controller will confirm with the State Maritime Environmental Emergency Coordinator and HMA/SMPC, the impacted local government/s, when the response phase has concluded.	Amended to reflect the CEO Department of Transport as the HMA for marine transport emergency and marine oil pollution hazards to reflect r. 23A <i>Emergency Management Regulations 2006</i> and inserted details of the support function of the SMPC.
27	5.6	The custodian will ensure the equipment is serviced and repaired or replaced as per the equipment maintenance schedules prior to returning to storage. Reasonable costs incurred by the custodian requiring reimbursement by the polluter must be submitted with justification to the HMA/SMPC to be included in the overall cost recovery process.	Amended to reflect the CEO Department of Transport as the HMA for marine transport emergency and marine oil pollution hazards to reflect r. 23A

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			<i>Emergency Management Regulations 2006</i> and inserted details of the support function of the SMPC.
27	5.7	The State Maritime Environmental Emergency Coordinator The HMA shall provide a representative (if requested) for State level recovery coordination activities.	Amended to reflect the CEO Department of Transport as the HMA for marine transport emergency and marine oil pollution hazards to reflect r. 23A <i>Emergency Management Regulations 2006</i> .
27	5.8	The State Maritime Environmental Emergency Coordinator HMA, through the SMPC , in consultation with State Maritime Environmental Emergency Response Committee SMEERC , will provide advice and approve proposed monitoring program prior to their implementation.	Amended to reflect the CEO Department of Transport as the HMA for marine transport emergency and marine oil pollution hazards to reflect r. 23A <i>Emergency Management Regulations 2006</i> and inserted details of the support function of the SMPC.
27	5.9	Cost recovery arrangements for Maritime Environmental Emergencies MEE are in accordance with the AMSA National Plan and the 'polluter pays principle'.	Formatting and statement of fact amendment.
28	5.10	Any investigation into the cause of the Maritime Environmental Emergencies MEE will be conducted in accordance with the existing maritime legislation, both Australian Government and State, as appropriate. Investigative activities of a Maritime Environmental Emergencies MEE under State legislation will be conducted by the DoT Marine Safety Investigations Unit DoT .	Formatting.
28	5.10.1	Following a Maritime Environmental Emergencies MEE response, the HMA/SMPC , in consultation with the Controlling Agency, will undertake a Post Incident Analysis (PIA) or review to assess the effectiveness of relevant IMPs/O SCPs/OPEPs and State Hazard Plan – MEE.	Amended to reflect the CEO Department of Transport as the HMA for marine transport emergency and marine oil pollution hazards to reflect r. 23A

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			<i>Emergency Management Regulations 2006</i> and inserted details of the support function of the SMPC.
30-31	Appendix B1	<p>HAZARD MANAGEMENT AGENCY (HMA) The Hazard Management Agency is a public authority or person prescribed under the <i>Emergency Management Act 2005</i> who is responsible for emergency management, or the prescribed emergency management aspect, in the area prescribed of the hazard for which it is prescribed.</p> <p>The Marine Safety, General Manager Chief Executive Officer, DoT is the HMA for the hazards of Mmarine Ooil Pollution and Mmarine Transport Emergency.</p> <p>Section 5 of the <i>Emergency Management Act 2005</i> provides for the delegation of some or all of the powers, duties of an HMA. The Chief Executive Officer, DoT as the HMA has delegated all powers and duties under sections 50,53 and 55 to the following DoT positions:</p> <ul style="list-style-type: none"> • Executive Director Maritime • Assistant Executive Director Maritime • Director Waterways Safety Management • Harbour Master <p>MARINE TRANSPORT EMERGENCY EVENT An actual or impending event involving a ship that is capable of causing material damage to the vessel or another vessel, loss of life, injury to a person or damage to the health of a person, property or the environment or a hazard to the navigation of other vessels.</p> <p>MARITIME ENVIRONMENTAL EMERGENCY EMERGENCIES (MEE) Collective name given to a marine oil pollution event and/or marine transport emergency.</p> <p>OFFSHORE PETROLEUM FACILITY Means a facility operating in accordance with the provisions of the <i>Offshore Petroleum and Greenhouse Gas Storage Act 2006 (Commonwealth)</i> or the equivalent State legislation.</p> <p>PORT AUTHORITY WATERS The area described in relation to a port by order made by the Governor under the <i>Port Authorities Act 1999</i> section 24.</p>	<p>Amended to reflect the CEO Department of Transport as the HMA for marine transport emergency and marine oil pollution hazards to reflect r. 23A <i>Emergency Management Regulations 2006</i> and scope of marine transport to reflect <i>Emergency Management Regulations 2006</i> r. 15(j).</p> <p>SMEEC position deleted and replaced with SMPC to reflect arrangements under the National Plan and support function of the SMPC to the HMA under internal DoT processes.</p>

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		<p>STATE MARITIME ENVIRONMENTAL EMERGENCY MARINE POLLUTION COORDINATOR Is the Marine Safety, General Manager, DoT, as the HMA for marine oil pollution and marine transport emergencies, or their nominated proxy, who has overall responsibility for ensuring an appropriate response during a Maritime Environmental Emergency. The Assistant Executive Director Maritime, DoT is the nominated State Marine Pollution Coordinator under AMSAs National Framework to Combat Pollution of the Sea by Oil and other Noxious and Hazardous Substances. During a Maritime Environmental Emergency incident, the role of the SMPC is to coordinate strategic management of the incident response. This includes the provision of strategic guidance to the Incident Controller.</p> <p>During an incident the role of SMPC will be performed by one of the following DoT positions:</p> <ul style="list-style-type: none"> • Executive Director Maritime • Assistant Executive Director Maritime • Director Waterways Safety Management • Harbour Master 																							
32	Appendix B2	<table border="1"> <tr> <td>AIIMS</td> <td>Australasian Inter-Service Incident Management System</td> </tr> <tr> <td>AIP</td> <td>Australian Institute of Petroleum</td> </tr> <tr> <td>AMOSC</td> <td>Australian Marine Oil Spill Centre</td> </tr> <tr> <td>AMOSPlan</td> <td>Australian Marine Oil Spill Plan</td> </tr> <tr> <td>AMSA</td> <td>Australian Maritime Safety Authority</td> </tr> <tr> <td>DBCA</td> <td>Department of Biosecurity, Conservation and Attractions</td> </tr> <tr> <td>DFES</td> <td>Department of Fire and Emergency Services</td> </tr> <tr> <td>DoT</td> <td>Department of Transport</td> </tr> <tr> <td>DoT OSCP</td> <td>Department of Transport Oil Spill Contingency Plan</td> </tr> <tr> <td>DPIRD</td> <td>Department of Primary Industries and Regional Development</td> </tr> <tr> <td>DWER</td> <td>Department of Water and Environmental Regulation</td> </tr> </table>	AIIMS	Australasian Inter-Service Incident Management System	AIP	Australian Institute of Petroleum	AMOSC	Australian Marine Oil Spill Centre	AMOSPlan	Australian Marine Oil Spill Plan	AMSA	Australian Maritime Safety Authority	DBCA	Department of Biosecurity, Conservation and Attractions	DFES	Department of Fire and Emergency Services	DoT	Department of Transport	DoT OSCP	Department of Transport Oil Spill Contingency Plan	DPIRD	Department of Primary Industries and Regional Development	DWER	Department of Water and Environmental Regulation	List updated.
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PAGE	STATEMENT/ SECTION	AMENDMENT	COMMENT
		ESC	Environmental and Scientific Coordinator
		IGA	2002 Inter-Governmental Agreement on the National Plan to Combat Pollution of the Sea by Oil and other Noxious and Hazardous Substances
		JA	Jurisdictional Authority
		HMA	Management Agency
		IMP	Incident Management Plan
		IMT	Incident Management Team
		ISG	Incident Support Group
		JRCC	Joint Rescue Coordination Centre – Australia
		LEMC	Local Emergency Management Committee
		MCCU	Maritime Casualty Control Unit
		MCO	Maritime Casualty Officer
		MEECC	Maritime Environmental Emergency Coordination Centre
		MEER	Maritime Environmental Emergency Response
		MERCOM	Maritime Emergency Response Commander
		MOP	Marine Oil Pollution
		MIMT	Maritime Incident Management Team
		MTE	Marine Transport Emergency
		National Plan	The National Plan for Maritime Environmental Emergencies 2017
		NOPSEMA	National Offshore Petroleum Safety and Environmental Management Authority
		NPSCC	National Plan Strategic Coordination Committee
		NRT	National Response Team
		OAM	Operational Area Manager
		OPEP	Oil Pollution Emergency Plan
		OSCP	Oil Spill Contingency Plan
		POWBONS	Pollution of Waters By Oil and Noxious Substances, 1987
		PIA	Post Incident Analysis
		RC	Recovery Committee

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		<table border="1" style="width: 100%; border-collapse: collapse;"> <tr><td style="background-color: yellow;">SECG</td><td>State Emergency Coordination Group</td></tr> <tr><td style="background-color: yellow;">SEMC</td><td>State Emergency Management Committee</td></tr> <tr><td style="background-color: yellow;">SIMP</td><td>State Incident Management Plan</td></tr> <tr><td style="background-color: yellow;">SMEERC</td><td>State Maritime Environmental Emergency Response Committee</td></tr> <tr><td style="background-color: yellow;">SMPC</td><td>State Marine Pollution Coordinator</td></tr> <tr><td style="background-color: yellow;">SOLAS Convention</td><td>Safety of Life at Sea Convention</td></tr> <tr><td>SRT</td><td>State Response Team</td></tr> <tr><td style="color: red;">SMEEEC</td><td style="color: red;">State Maritime Environmental Emergency Coordinator</td></tr> <tr><td style="color: red;">SMEECLO</td><td style="color: red;">State Maritime Environmental Emergency Coordinator Liaison Officer</td></tr> <tr><td style="color: red;">SMEERC</td><td style="color: red;">State Maritime Environmental Emergency Response Committee</td></tr> </table>	SECG	State Emergency Coordination Group	SEMC	State Emergency Management Committee	SIMP	State Incident Management Plan	SMEERC	State Maritime Environmental Emergency Response Committee	SMPC	State Marine Pollution Coordinator	SOLAS Convention	Safety of Life at Sea Convention	SRT	State Response Team	SMEEEC	State Maritime Environmental Emergency Coordinator	SMEECLO	State Maritime Environmental Emergency Coordinator Liaison Officer	SMEERC	State Maritime Environmental Emergency Response Committee	
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33-35	Appendix C	<p>Department of Transport</p> <ul style="list-style-type: none"> • CEO is HMA/Jurisdictional Authority / Controlling Agency as per State Hazard Plan – MEE <p>Western Australia Police Force (WA Police Force)</p> <ul style="list-style-type: none"> • Crowd control/management 	Statement of fact amendments.																				

Note: Page numbers listed refer to the previous document.