



Maritime Environmental Emergencies (MEE)

STATE HAZARD PLAN

RESPONSIBLE AGENCY

Department of Transport

APPROVED BY

State Emergency Management
Committee

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Amendments Table

Date	Details	Amended by
August 2018	Amalgamation of Westplan – Marine Oil Pollution and Westplan – Marine Transport Emergency, a new State Hazard Plan format, statement of fact changes, removal of duplication with the State Emergency Management (EM) Plan, inclusion of capability baseline and assurance activities and machinery of Government changes.	Department of Transport, Marine Safety Business Unit
December 2018	Version 01.01 – Statement of fact amendments. Refer also to the generic amendments to the suite of State emergency management documents as per amendments table v02.00 approved by SEMC (Resolution Number 90/2018).	SEMC Business Unit
October 2019	Version 01.02 – Minor amendments approved by SEMC (Resolution Number 91/2019) as per amendments table v02.02 .	SEMC Business Unit
September 2020	Version 01.03 – Amendments to reflect amendments to the <i>Emergency Management Act 2005</i> and <i>Emergency Management Regulations 2006</i> and statement of fact amendments approved by SEMC (Resolution Number 39/2020) as per State emergency management documents amendments table SHP MEE v01.03 . Review date deferred to August 2021 approved by SEMC (Resolution Number 25/2020).	SEMC Business Unit and Department of Transport
December 2021	Version 2.00 - Comprehensive review and reissue approved by SEMC (Resolution 99/2021)	Department of Transport

Date	Details	Amended by
December 2022	Version 2.01 - Amendments approved by SEMC Executive Officer (Resolution Number 17/2021). Statement of fact changes and updated hyperlinks to new SEMC website as per amendments table December 2022 .	SEMC Business Unit
October 2023	Version 2.02 - Consequential amendments approved by SEMC to reflect change in terminology from 'welfare' to 'emergency relief and support' and related terms (resolution number 77/2023) and statement of fact and accessibility amendments approved by the SEMC Executive Officer (resolution number 17/2021) as outlined in State EM documents amendments table October 2023 .	SEMC Business Unit
August 2024	Version 2.03 - Amendments approved by SEMC (resolution number 50/2024) following the 2023 exercise and targeted review as per amendments table August 2024 .	Department of Transport

The SEMC acknowledges the Aboriginal peoples throughout the state of Western Australia as the Traditional Custodians of the lands where we live, work and volunteer. We recognise Aboriginal peoples' continued connection to land, waters and community, and pay our respects to Elders both past and present.

This document was designed to be viewed electronically and aims to meet the West Australian Government's accessibility and inclusivity standard, including meeting the World Wide Web Consortium's Web Content Accessibility Guidelines version 2.1 (WCAG 2.1) at level AA. If anything in this document is inaccessible to you, or you are experiencing problems accessing content for any reason, please contact the State Emergency Management Committee Business Unit at semc.policylegislation@dfes.wa.gov.au.

All of the State emergency management legislation and documents can be accessed via the [State Emergency Management Framework](#) page of the [State Emergency Management Committee website](#).

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A dark, blue-toned photograph of a rocky canyon. A waterfall is visible in the background, cascading over a rock ledge. The foreground shows the rugged, layered rock walls of the canyon. The overall mood is mysterious and dramatic.

Part One:

Introduction

The State Hazard Plan for Maritime Environmental Emergencies (the Plan) provides an overview of arrangements for the management of marine oil pollution and marine transport emergencies in Western Australia and contains information on prevention, preparedness, response and recovery. Collectively these two hazards are referred to as Maritime Environmental Emergencies (MEE).

The Plan refers to a range of existing plans and documents relating to MEE but does not duplicate the information contained in these, instead it provides directions to websites or other sources where further information can be obtained if required.

The Chief Executive Officer, Department of Transport (DoT) is the Hazard Management Agency (HMA) for marine oil pollution and marine transport emergencies.

1.1 Scope

This Plan covers emergency management arrangements within the geographic boundaries of WA, and specifically within the following waters:

- State Waters:
 - All waters within limits of the State; and
 - All coastal waters of the State within the meaning given in the *Coastal Waters (State Powers) Act 1980* (Commonwealth) section 3(1).
- Port Waters:
 - The area of a port as defined in the *Shipping and Pilotage Act 1967* section 3.
 - The area described in relation to a port by order made by the Governor under the *Port Authorities Act 1999* section 24.

Spills of oil that impact shorelines from waters outside State Waters and Port Waters are also covered by this Plan. Specifically, this includes spills of

oil originating in Commonwealth Waters.

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.

This Plan does not include:

- 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 vessels adjacent to any Fire District that are subject to the *Fire Brigades Act 1942*
- d. Terrorist acts
- e. Hostile Acts
- f. Radiation escape from a nuclear power warship
- g. Marine search and rescue.

Further detail on the management of the hazards not covered by the Plan can be found in section 4.1.

This plan will be reviewed five yearly in accordance with section 1.5.10 of the State Emergency Management Policy.

1.2 Hazard Definition

Events, situations and conditions prescribed as hazards under regulation 15 of the *Emergency Management Regulations 2006* (EM Regulations) applicable to this Plan are:

- **Marine Transport Emergency:** "Actual or impending event involving a vessel (including collision, a stranding or an incident of navigation) if that event is capable of causing or resulting in –
 - (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(i)); and

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).

- **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)).

These hazards are collectively referred to within this Plan as MEE.

1.3 Organisational Roles and Responsibilities

The Chief Executive Officer, DoT is the HMA for marine oil pollution and marine transport emergencies and is responsible for ensuring effective prevention, preparedness, response and recovery to these hazards within the State.

The DoT is responsible for the development, implementation and revision of this State Hazard Plan – MEE, in consultation with key stakeholders.

The HMA has assigned various functions to do with management of an incident to senior employees within the DoT.

Under s. 5 of the *Emergency Management Act 2005*, the HMA has delegated all powers and duties under sections 50, 53 and 55 to the following DoT positions:

- Executive Director Maritime
- Director Maritime Environmental Emergency Response (MEER) & Ports

- Director Waterways Safety Management
- Director Coastal Facilities Management.

The Director MEER & Ports 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.

In addition to the Director MEER & Ports, the role of the SMPC during a MEE incident may be performed by any one of the above DoT positions.

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 Plan (State EM Plan).

Information regarding the response roles and responsibilities of relevant agencies and organisations under this Plan is detailed in Appendix C.

1.4 Related Documents and Legislation

This Plan is to be read in conjunction with the following documents:

- National Plan for Maritime Environmental Emergencies 2020 Edition (National Plan)
- DoT WA Incident Management Plan - Marine Oil Pollution
- DoT WA Incident Management Plan – Marine Transport Emergency

- Port Authorities, Port Operator, Maritime Facility Operator and Petroleum titleholder contingency plans
- Western Australian Oiled Wildlife Response Plan
- DoT - Dispersant Consent Use Guidance Note
- DoT Offshore Petroleum Industry Guidance Note – Marine Oil Pollution: Response and Consultation Arrangements
- DoT Ports Guidance Note – Maritime Environmental Emergencies: Response and Collaboration Arrangements
- DoT Local Authority Guidance Note - Maritime Environmental Emergencies: Response and Recovery Arrangements

Legislation and codes relevant to this Plan include but are not limited to:

- *Emergency Management Act 2005*
- *Emergency Management Regulations 2006* (EM Regulations)
- *Marine and Harbours Act 1981*
- *Offshore Petroleum and Greenhouse Gas Storage Act 2006* (Commonwealth)
- *Offshore Petroleum and Greenhouse Gas Storage (Environment) Regulations 2023* (Commonwealth)
- *Petroleum and Geothermal Energy Resources (Environment) Regulations 2012*
- *Petroleum (Submerged Lands) (Environment) Regulations 2012*
- *Petroleum Pipelines (Environment) Regulations 2012*
- *Pollution of Waters by Oil and Noxious Substances Act 1987* (POWBONS)
- *Port Authorities Act 1999*

- *Shipping and Pilotage Act 1967*
- *Western Australian Marine Act 1982.*

1.5 Activities Informing the Assurance Process

The 2002 Inter-Governmental Agreement on the National Plan to Combat Pollution of the Sea by Oil and other Noxious and Hazardous Substances (IGA) commits the Australian Government and State/Territories to implement and maintain a National Plan for Maritime Environmental Emergencies. The IGA commits the State to nominate a responsible 'Jurisdictional Authority' to manage marine oil pollution incidents in State waters and nominate a SMPC.

The National Plan sets out the national arrangements, policies and principles for the management of marine oil pollution. It defines obligations of the States and various industry sectors in respect to marine oil pollution prevention, preparation, response and recovery.

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. The Chief Executive Officer, DoT has nominated the Director MEER & Ports, DoT as the SMPC. The HMA, through the SMPC, engages with intrastate agency stakeholders and national stakeholders to ensure a consistent approach to managing MEE within WA.

The HMA ensures that all aspects of response performance are reviewed, and that a consistent and structured approach is applied to all aspects of response performance. This includes the implementation and evaluation of the outcomes of such reviews.

The State Emergency Management Committee (SEMC) oversees compliance of plans with the State emergency management arrangements (e.g. State Hazard Plan reviews and exercises).

The background is a dark blue, monochromatic photograph of a rocky canyon. A small waterfall is visible in the upper right, cascading over layered rock formations. The rock walls of the canyon are highly textured with visible geological strata. The overall mood is somber and naturalistic.

Part Two:

**Prevention and
Mitigation**

2.1 Responsibility for Prevention and/or Mitigation

As the HMA, the Chief Executive Officer, DoT, is responsible for undertaking prevention and/or mitigation activities in relation to marine oil pollution and marine transport emergencies.

It is the responsibility of all Vessel masters, Port Authorities, Port Operators, Maritime Facility Operators, Boat Harbour Operators and Petroleum Titleholders to ensure that MEE prevention and mitigation strategies relative to their operations are implemented and maintained at an adequate level.

2.2 Prevention and/or Mitigation Strategies

The HMA's prevention and mitigation activities include (but are not limited to):

- Developing and monitoring policies and arrangements to prevent and control MEE.
- Promoting the commitment of Controlling Agencies to implement the State Hazard Plan – MEE.
- Licensing Marine Pilots for operation in Shipping and Pilotage Ports.
- Conducting hydrographical surveys and producing navigation charts of the WA coast, inshore islands and inland waterways.
- Installing and maintaining aids to navigation to promote safe navigation in State waters.
- Monitoring compliance with WA marine safety legislation and regulations. This includes those conventions of the International Maritime Organisation to which Australia is signatory and have been adopted by legislation to apply in WA Waters.
- Assisting the Australian Maritime Safety Authority (AMSA) in monitoring compliance with the *Marine Safety (Domestic Commercial Vessels) National Law Act 2012*.
- Ensuring that all Port Authorities, Port Operators, Maritime 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. This includes maintaining a stockpile of readily accessible marine oil spill pollution response equipment and trained responders 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. This includes maintaining a stockpile of easily accessible marine oil spill pollution response equipment and trained responders commensurate with their level of risk.
- Maintaining a state stockpile of marine oil spill pollution response equipment to meet Controlling Agency responsibilities and supplement other Controlling Agency stockpiles during MEE.
- Promoting public awareness and appropriate community participation in MEE preparedness.
- Participating in the National Plan Strategic Coordination Committee (NPSCC).
- Ensuring the development and ongoing refinement of contingency planning within WA, through support for State Hazard Plan – MEE and incident management or contingency plan auditing procedures.
- Promoting MEE response capability development and response training in WA.

- Consulting with Port Authorities to formulate and maintain an appropriate OSCP detailing the response arrangements and capability in place for timely response to MEE incidents in Port Waters (including actions under the control of the HMA in support of the Port Authority or in State waters).
- Consulting with Petroleum titleholders to formulate and maintain an appropriate OPEP detailing the response arrangements and capability in place for timely response to oil pollution from offshore petroleum activities (including actions under the control of the HMA in State waters) under their legislative obligations of the:
 - *Petroleum and Geothermal Energy Resources (Environment) Regulations 2012*
 - *Petroleum (Submerged Lands) (Environment) Regulations 2012*
 - *Petroleum Pipelines (Environment) Regulations 2012*
 - *Offshore Petroleum and Greenhouse Gas Storage (Environment) Regulations 2009* (Commonwealth).



Part Three:

Preparedness

3.1 Responsibility for Preparedness

As the HMA, the Chief Executive Officer, DoT, is responsible for the development of plans and arrangements to manage MEE.

DoT is responsible for the preparation of the WA Incident Management Plan – Marine Oil Pollution (IMP-Marine Oil Pollution), the WA Incident Management Plan – Marine Transport Emergency (IMP-Marine Transport Emergency) and ensuring that MEE preparedness is maintained at an adequate level for State Waters and Port Waters.

Controlling Agencies have responsibility for ensuring adequate preparedness for MEE within their respective area of responsibility.

3.2 Capability Baseline

To assist with planning and preparedness for incidents relating to MEE, Controlling Agencies are to structure their response based upon the following possible incident scenarios in Table 1.

In Table 1, 'Yes' means there is a possible incident scenario for the facility or operation. 'Dep' means there is a possible incident scenario dependent on the nature of the facility or operation. 'N/A' means the possible incident scenario is not usually relevant to the facility or operation.

Petroleum Titleholders operating in Australian Government Waters are required to follow NOPSEMA's guidance on credible scenarios.

Table 1 - Possible Scenarios

Incident Type	General Shipping	Ports & Port Facilities	Oil Loading & Offloading Facilities	Offshore Exploration	Offshore Production
Vessel Collision	Yes	Yes	Yes	Yes	Yes
Vessel Grounding	Yes	Yes	Yes	Yes	Yes
Mechanical/ System Failure	Yes	Yes	Dep	Dep	Dep
Mooring/ Anchorage Failure	Yes	Dep	Dep	N/A	N/A
Human Error	Yes	Yes	Yes	Yes	Dep
Vessel Transfer/ Bunkering	Yes	Yes	Dep	Yes	Yes
Vessel Tanker Loading/Unloading	N/A	N/A	Yes	N/A	Dep
Pipeline Failure	N/A	N/A	Dep	N/A	Yes
Structural Failure	Yes	N/A	Yes	Yes	Yes
Surface Blowout	N/A	N/A	N/A	Yes	Yes
Sub-Surface Blowout	N/A	N/A	N/A	Yes	Yes

Source: Adapted from 2015 NP-GUI-012: National Plan technical guidelines for preparing contingency plans for marine and coastal facilities.

3.2.1 Marine Transport Emergency

The capability baseline of a marine transport emergency is a commercial shipping incident which significantly impacts infrastructure and/or economic activity.

This capability baseline is based on actual examples of significant shipping incidents both within Australia and globally.

- March 2021 Suez Canal: blockage of major shipping channel due to vessel grounding caused by strong winds and technical/human error, resulting in significant disruption to shipping operations and economic activity.

- August 2014 Fremantle Port: damage to major infrastructure due to vessel collision with rail bridge caused by mooring failure in strong winds, resulting in disruption to port operations and key infrastructure utilisation.

3.2.2 Marine Oil Pollution

The capability baseline of a marine oil pollution emergency is a significant shipping or oil and gas related incident which significantly impacts environmental sensitivities, community amenities and/or economic activity.

This capability baseline is based on maximum credible spill scenarios in Table 2 and oil tanker volumes outlined in Table 3.

Table 2 - Maximum Credible Oil Spill Volumes

Source	Incident	Basis of Volume Calculation	Notes
Oil Tanker [Table note 1]	Major Collision	Volume of largest outside tank + one adjacent inner tank	Assumes penetration of external and internal hull at the water line and based on the loss of contents of largest potentially impacted cargo tank.
	Non-Major Collision	100% of volume of largest wing tank (i.e. not double hulled) or 50% of tank protected by double hull.	Non-major collision is based on the loss of contents of largest outside tank (including fuel tanks). In the case of tanks protected by double hull a maximum potential loss of 50% of the contents is assumed.
	Major Grounding	Volume of largest two consecutive potentially impacted tanks.	Major grounding is based on the total loss of the vessel.
	Non-Major Grounding	100% of volume of largest wing tank (i.e. not double hulled) or 50% of tank protected by double hull.	Non-major grounding is based on vessel with bottom tanks. If no bottom tanks are present, then there is no anticipated volume loss.
Other Vessel [Table note 2]	Collision	Volume of largest tank	Nil
	Major Grounding	Total fuel volume + cargo	Major grounding is based on rupture to all impacted tanks and/or loss of vessel.
	Non-Major Grounding	Total of one fuel tank	Non-major grounding is based on damage to one impacted tank. Note: If tanks cannot be holed, this scenario will result in no loss.

Source	Incident	Basis of Volume Calculation	Notes
Mobile Offshore Drilling Unit/ Production Platform	Blowout	Predicted flow rates per day multiplied by days estimated to get a relief rig on site + 20 days to cap well	Estimated days to get a relief rig onsite should be supported by a Blow-out Management Plan or other documentation. Alternative strategies for well control may be used but should be supported.
	Refueling (continuous supervision)	Transfer rate x 15 minutes of flow	If spills can only be to deck then volume held by scuppers etc. may be deleted from the total provided that this volume will be recovered.
	Refueling (intermittent supervision)	Transfer rate x two hours of flow	If spills can only be to deck then volume held by scuppers etc. may be deleted from the total provided that this volume will be recovered.
Onshore Pipeline	Rupture	100% of maximum flow or one hours + volume of affected pipeline section	Calculation is based on presence of leak detection system, block valves and automatic shutdown systems. Note one hour shutdown time may be reduced if effectiveness of systems can be supported.
	Leak (above LoD)	2% of maximum daily flow multiplied by four days or time taken to reach and repair leak	LOD means Level of Detection, as stipulated by pipeline automatic detection systems. Calculation times taken to reach and repair leak sites may be reduced if shorter times can be demonstrated.
	Leak (below LoD)	2% of maximum daily flow multiplied by 90 days or time taken to reach and repair leak	LOD means Level of Detection, as stipulated by pipeline automatic detection systems. Calculation times taken to reach and repair leak sites may be reduced if shorter times can be demonstrated.
Offshore Pipeline	Rupture	Maximum daily flow rate multiplied by one hour + volume of oil in the pipeline	Calculation is based on ability to detect major faults but absence of block valves.
	Leak	2% of maximum daily flow rate multiplied by one day + time taken to clear/flush the pipeline with seawater	Calculation assumes daily over flights that will detect sheens.

Notes: To be used for planning purposes if actual volumes cannot be, or have not been, calculated.

Table note 1: See Table 3 for volumes based on tanker size.

Table note 2: Where other vessel is a supply vessel carrying fuel as cargo, treat as an oil tanker.

Source: Adapted from AMSA 2015 'NP-GUI-012: National Plan technical guidelines for preparing contingency plans for marine and coastal facilities'.

Table 3 – Credible Oil Spill Volumes based on tanker size

Typical Tonnage Deadweight)	Slight Grounding or Collision (one wing tank)	Grounding with Rupture (Two wing tanks plus one centre tank)	Bunker Oil
30,000	700	3,000	1,350
50,000	1,100	5,000	2,300
70,000	3,000	12,500	5,200
100,000	5,500	21,000	7,000
200,000	10,500	45,000	8,300
240,000	15,000	60,000	12,000

Notes: Volumes are tonnes.

Source: Adapted from AMSA 2015 ‘NP-GUI-012: National Plan technical guidelines for preparing contingency plans for marine and coastal facilities’.

3.3 Planning and Arrangements

Preparedness arrangements for a marine transport emergency or marine oil pollution incident are to be outlined in OSCP/OPEP and Incident Management Plans (IMP), as relevant.

The contents of these plans are to be consistent with this Plan, the State EM Plan, other State Hazard Plans and the National Plan for MEE.

These plans will document risk identification and assessment, response strategies, response capability, reporting requirements, location and management of resources as well as documented guidelines, templates and forms.

The 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 (MERCOT). Further information on this process is contained within AMSA’s Place of Refuge Guidelines.

3.3.1 Incident Management Plans

It is the responsibility of DoT to formulate, review and exercise an incident management plan (IMP) for both a marine transport emergency and marine oil pollution incident in State Waters.

It is the responsibility of all Port Authorities and Port Operators, to formulate, review and exercise an IMP for their respective port waters as it pertains to marine transport emergencies. It is in the best interest of all parties that these IMPs are developed and reviewed in consultation with the HMA to ensure they are consistent with the relevant national and state arrangements.

Preparing to respond appropriately to a marine transport emergency requires a joint collaborative effort by the HMA, Controlling Agency, emergency management agencies and key stakeholders.

3.3.2 Oil Spill Contingency Planning

It is the responsibility of all Port Authorities, Port Operators, Maritime Facility Operators, Boat Harbour Operators and Petroleum Titleholders to formulate, review and exercise their own OSCP/OPEP. It is in the best interest of all parties that these OSCP/OPEPs are developed and reviewed in consultation with the HMA to ensure they are consistent with the relevant national and state arrangements.

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.

Relevant agencies are required by legislation to prepare an OSCP/OPEP, setting out arrangements to respond to marine oil pollution incidents that might occur in their areas of responsibility.

An OSCP/OPEP will document the identified hazard and risks, available response resources, response arrangements, procedures and reporting requirements.

3.3.3 WA Oiled Wildlife Response Plan

Oiled wildlife response is an integral part of a MEE response.

The Western Australian Oiled Wildlife Response Plan for a MEE is administered by the Department of Biodiversity, Conservation and Attractions (DBCA). During a MEE, DBCA will lead the oiled wildlife response under the control of the appointed Controlling Agency.

The Western Australian Oiled Wildlife Response Plan is consistent with arrangements in the State Support Plan Animal Welfare in Emergencies.

3.3.4 Safety Management System (SMS)

DoT as a Control Agency maintains a MEE safety management system (SMS) to ensure the safety of personnel and responders who are conducting work in preparation for or during a MEE, where controlled by DoT.

Other Control Agencies should maintain an SMS that is capable of ensuring the safety of personnel and responders who are conducting work in preparation for or during a MEE under their control.

No Controlling Agency SMS should prevent others from also adhering to additional minimum personal safety standards and controls as required from their own agency or organisation.

It is a requirement under the Safety of Life at Sea (SOLAS) Convention that all vessels of over 400 GRT operate under a Flag Administration approved SMS.

It is a requirement under the *Marine Safety (Domestic Commercial Vessel) National Law Act 2012* that all domestic commercial vessels operate under a SMS.

The Vessel Operator has a general safety obligation to implement and

maintain a SMS that ensures that the vessel and the operations of the vessel are so far as reasonably practicable and safe.

The Vessel Master also has a general safety obligation aboard the vessel to, so far as reasonably practicable, implement and comply with the SMS for the vessel and the operations of the vessel.

In the event of an incident involving a vessel, the Vessel Owner and/or Vessel Operator and Vessel Master are responsible for undertaking prompt and effective action to ensure the safety of their vessel and cargo, including the engagement of commercial assets, where necessary and available. These actions include:

- engagement of emergency towage services
- engagement of salvage contractors
- effective communication to AMSA on the actions being taken to manage the situation.

3.3.5 State Maritime Environmental Emergency Response Committee (SMEERC)

The State Maritime Environmental Emergency Response Committee (SMEERC) assists the HMA in the development, implementation and review of the State Hazard Plan – MEE. Comprising of representatives from Controlling Agencies and other government and industry organisations, the SMEERC provides a forum for collaboration to promote prevention of, preparation for, response to and recovery from MEE.

3.3.6 Human Resources

The DoT, through collaboration with Port Authorities and other relevant agencies maintains awareness of WA personnel who have been trained by DoT and/or AMSA as incident management and/or oil spill responders. Participants who have completed the relevant training courses may be called upon to assist in MEE.

Maritime Incident Management Team

The Maritime Incident Management Team (MIMT) is comprised of personnel from DoT and other State Government organisations who are trained to perform roles within an Incident Management Team (IMT). Activation of individuals in the MIMT during MEE is through the SMPC.

State Response Team

The State Response Team (SRT) comprises of personnel from DoT, other State Government organisations and selected external organisations trained to perform field response operations. Activation of individuals in the SRT during MEE is through the SMPC.

National Response Team / Industry Core Group

The National Response Team (NRT) and Industry Core Group comprises of experienced personnel who can be seconded from Australian Government/ State/Territory Agencies and industry to perform a range of response roles. NRT members are managed, trained and seconded through AMSA. Industry Core Group members are managed by the Australian Marine Oil Spill Centre (AMOSC).

Requests to AMSA for activation of the NRT and/or Core Group during a MEE is through the SMPC.

Environmental Liaison Group

The Environmental Liaison Group (ELG) is comprised of nominated individuals from key State Government Agencies who provide support to the Environmental Scientific Coordinator (ESC). Membership of the ELG includes the DBCA, the Department of Primary Industries and Regional Development (DPIRD) and the Department of Water and Environmental Regulation (DWER). Additional representatives from the ChemCentre, Department of Energy, Mines, Industry Regulation and Safety (DEMIRS), Water Corporation and the Department of Health (DoH) may also be requested to participate as appropriate.

Requests to activate the ELG is through the ESC via the SMPC. The ESC is a member of the MEEC/ISG during a MEE.

3.3.7 Equipment Resources

The DoT maintains an awareness of MEE response equipment managed by DoT, the Port Authorities, Maritime Facility Operators, Boat Harbour Operators and the Petroleum Industry. In addition, AMSA maintains a database of MEE response equipment managed by AMSA.

Western Australian Government and Port Owned Equipment

Each Port Authority, Port Operator, Maritime Facility Operator and Boat Harbour Operator is required at a minimum to hold and maintain a stockpile of equipment commensurate with their identified risk and suitable for the response to a level 1 incident as outlined in their relevant OSCP.

State Response Equipment

State response equipment owned and maintained by DoT is stored in two stockpiles located in Fremantle and Karratha. Other smaller stockpiles or equipment focused on initial appraisal of MEE incidents is also held in Broome, Carnarvon, Geraldton, Albany, and Esperance.

Requests for access to this equipment during a MEE are through the SMPC.

National Plan Equipment

National Plan response equipment owned and maintained by AMSA is stored in two stockpiles located in Fremantle and Karratha. National Plan dispersant stocks are also stored with these stockpiles.

Requests to AMSA for access to this equipment during MEE are through the SMPC.

Response equipment owned by other States can also be accessed during MEE under the National Plan arrangements by request through the SMPC.

Petroleum Industry Equipment

Each Petroleum Titleholder is required to hold and maintain a stockpile of equipment commensurate with their identified risk as outlined in their relevant OPEP.

The AMOSC holds and maintains a stockpile of equipment commensurate to their obligations to AMOSC members.

AMOSC equipment can be accessed during MEE under the National Plan arrangements through AMSA by request through the SMPC

Surveillance Aircraft

Contingency plans are to identify any existing local arrangements for accessing aircraft for surveillance during MEE.

If local aircraft cannot be sourced by the Controlling Agency during a MEE, a request can be made to the SMPC to assist in securing a suitable aircraft.

Where commercial aircraft are unsuitable or not available, Department of Defence aircraft may be available.

3.3.8 Standing Contracts

Aircraft for Dispersant Spraying Operations

AMSA have established a Fixed Wing Aerial Dispersant Capability for the application of oil spill dispersants. Activation of the contract is through the SMPC.

Emergency Towage Arrangements

AMSA is responsible for the delivery of a national emergency towage capability within Australia's designated regions.

All emergency towage requests should, as far as practically possible, be made through AMSA's Joint Rescue Coordination Centre (JRCC) through the SMPC.

3.4 Community Information and Education

Preparedness includes MEE response training and general public awareness.

DoT maintains a Community Engagement Plan and conducts regular liaison with Local Government Authorities, District Emergency Management

Committees and other key stakeholders in relation to community information and education pertaining to MEE.

3.5 Assistance Arrangements with Other Jurisdictions

3.5.1 Australian Government Assistance

External to the National Plan arrangements, the provision of Australian Government physical assistance is dependent upon established criteria and requesting arrangements. All requests for Australian Government physical assistance are to be made in accordance with the State EM Policy section 5.10, State EM Plan section 5.6.1 and State EM Response Procedure 4.20.

Requests for Australian Government assistance during MEE will be coordinated through the SMPC on behalf of the HMA.

3.5.2 National Plan Assistance

The SMPC will request National Plan assistance through AMSA's JRCC Duty Officer. AMSA will activate and coordinate the deployment of NRT, National Plan resources and any overseas assistance as outlined in the National Plan.

Any requests for assistance from WA under the National Plan arrangements for MEE in another jurisdiction will be made through the SMPC.

3.6 Coordination Control Arrangements with Other Jurisdictions

3.6.1 Western Australia Border Agreements

If a MEE occurs close to the WA State border, the Controlling Agency will be decided through consultation between the relevant Jurisdictional Authorities. The agency deemed most capable of performing the role will be assigned as the Controlling Agency.

In these instances, the SMPC will represent WA in consultations with other State or Australian Government Jurisdictional Authorities.

Situations/arrangements when the Australian Government or any others will assume control an event or part thereof are described and summarised in Table 5.

3.7 Levels of Response

MEE response is based on the principle of proportionate response whereby the Controlling Agency, and number 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 SMPC.

If deemed appropriate, the HMA, or SMPC as a delegate of the HMA, may declare an emergency situation in response to a MEE (refer to State EM Response Procedure 4.5). In this instance, the incident may be referred to as an emergency.

SHP - MEE identifies three levels of incidents as follows:

- Level 1 Incidents are generally able to be resolved through the application of local or initial resources only (e.g. first-strike capacity).
 - In the case of a maritime transport emergency, Level 1 Incidents are generally able to be resolved through the application of local or initial resources only. In many cases, this may be managed through standard DoT or Port Waterways Safety arrangements.
- 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.

If assessed as a Level 2 or 3 incident, the Incident Controller must make an 'Incident Level Declaration' to the 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 HMA/SMPC, will contact the State Emergency Coordinator to:

- Advise of the incident level declaration.
- Discuss activation of the State Emergency Coordination Group (SECG).
- Consider an 'Emergency Situation' declaration.

Table 4 provides a non-exhaustive list of the general characteristics of each of the three levels.

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 contingency plans or adapted to the specific emergency. Not all characteristics will apply in all cases, or to all MEE.

Table 4 – Incident Levels and Activation Triggers

Table 4A Management

Characteristic	Level 1	Level 2	Level 3
Jurisdiction	Single jurisdiction	Multiple jurisdictions	Multiple jurisdictions
Delegation	Incident Controller responsible for all functions	Some functions delegated or divisions created	All functions delegated and/or divisions created
Number of agencies	First-response agency	Routine multi-agency response	Agencies from across government and industry
Incident Action Plan	Simple/Outline	Outline	Detailed
Resources	Resourced from within one area	Requires intrastate resources	Requires national or international resources

Table 4B - Type of Emergency

Characteristic	Level 1	Level 2	Level 3
Type of response	First-strike	Escalated	Campaign
Duration	Single shift	Multiple shifts Days to weeks	Extended response. Weeks to months
Hazards	Single hazard	Single hazard	Multiple hazards

Table 4C - Resources at Risk

Characteristic	Level 1	Level 2	Level 3
Human	Potential for serious injuries	Potential for loss of life	Potential for multiple loss of life
Vessel	Vessel recovery/wreck removal is able to be resolved through the use of local or initial resources	Deployment of State resources beyond those available for local/initial response for vessel recovery or wreck removal	Deployment of State or National resources to support vessel recovery/wreck removal.
Environment	Isolated impacts or with natural recovery expected within weeks	Significant impacts and recovery may take months. Remediation required	Significant area and recovery may take months. Remediation required
Wildlife	Individual fauna	Groups of fauna or threatened fauna	Large numbers of fauna
Economy	Business level disruption	Business failure	Disruption to a sector
Social	Reduced services	Ongoing reduced services	Reduced quality of life
Infrastructure	Short term failure	Medium term failure	Severe impairment
Public Affairs	Local and regional media coverage	National media coverage	International media coverage

Notes: (Reference National Plan – Table 5 Guidance for emergency classification)



Part Four:

Response

4.1 Responsibility for Response

As the HMA, the Chief Executive Officer of 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.

DoT, Port Authorities, Petroleum Titleholders and Maritime Facility Operators are responsible for developing and implementing adequate response arrangements for MEE within their respective area of responsibility. The responsibilities of relevant agencies, organisations, and service providers during a response to a MEE are listed in Appendix C of this Plan and should be outlined in individual contingency plans as relevant.

The HMA has delegated powers and duties under the *Emergency Management Act 2005* to employees within the DoT (see the definition of HMA in appendix B for more detail). During an incident, the role of SMPC provides strategic management of the incident response.

The Controlling Agency has responsibility to control response activities to an actual or impending MEE. The initial location of the MEE will determine the Controlling Agency for incident, as described in Table 5. The SMPC is to confirm in writing the Controlling Agency during a MEE.

Table 5 – WA MEE Response Arrangements

Location	HMA	Controlling Agency
State Waters	DOT	DOT (Table note 1)
Port Authority Act (PAA) Port Waters	DOT	Port Authority (Table note 2)
Shipping and Pilotage Port Act (SPA) Port Waters	DOT	DOT (Table note 3)

Table note 1: A level 1 incident may be managed under existing Waterways Safety Management protocols or Maritime Facility Operator procedures. Decision to appoint an

Incident Controller and nominate a Controlling Agency will be based on the nature of the incident.

Table note 2: A Port Authority may assign emergency response functions (other than Controlling Agency) to Maritime Facility Operators for incidents originating from their activities.

Table note 3: DoT may assign emergency response functions (other than Controlling Agency) to Maritime Facility Operators for incidents originating from their activities.

Control arrangements pertaining to Australian Government Waters can be found within the National Plan.

If a MEE 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, and in the following pre-determined circumstances:

- For any incident originating in PAA port waters, the relevant Port Authority will be the Controlling Agency, unless for Level 2 and 3 incidents it is deemed by the HMA/SMPC in consultation with the Port Authority that it is more suitable for DoT to be the Controlling Agency. In this circumstance, the role of Controlling Agency will be performed by DoT for response activities in PAA port waters (See Ports Guidance Note for further details).
- In the event of a marine transport emergency incident that originates in or transitions to State Waters, where a MERCOM intervention or direction is made or is in place, the role of Controlling Agency will be performed by AMSA for response activities while an intervention or direction remains in effect.
- In the event of a marine oil pollution 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 (See Offshore Petroleum Industry Guidance Note for further details). 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).

4.1.1 Functional Responsibilities

In addition to the response arrangements outlined in section 4.1, and based on incident type or source, plus as required under obligations outlined in *Pollution of Waters by Oil and Noxious Substances Act 1987* (POWBONS) or other relevant legislation, the following key functional responsibilities exist for responding to a MEE:

- **Department of Transport:** Preparation for a response to a MEE incident across WA.
- **Australian Maritime Safety Authority:** Preparation for a response to an Marine Transport Emergency incident where a MERCOT intervention or direction is made or is in place.
- **Port Authority:** Preparation for a response to a MEE incident in their Port Waters.
- **Facility Operator:** Preparation for a response to a MEE incident resulting from their Maritime Facility (including conduct of First Strike Actions and ongoing support to the relevant Controlling Agency).
- **Petroleum Titleholder:** Preparation for a response to a MEE incident resulting from their Activities (including conduct of First Strike Actions, Source Control, and ongoing support to the relevant Controlling Agency).
- **Vessel Operator:** Preparation for a response to a MEE incident resulting from their Vessel (including conduct of Source Control, Maritime Casualty Stabilisation, and ongoing support to the relevant Controlling Agency).

For marine oil pollution incidents, the incident source is critical to determining who might have functional responsibilities as part of the incident as outlined above. The differing possible sources of an marine oil pollution incident and their relevant definitions are described in Table 6:

Table 6 – Marine Oil Pollution Incident Source Types

Source	Definition
Vessel	The occurrence of marine oil pollution from a vessel.
Petroleum Activity	The occurrence of marine oil pollution from operations, works or pipelines as part of a 'Petroleum Activity', as defined in the <i>Petroleum (Submerged Lands) (Environment) Regulations 2012</i> .
Maritime Facility	The occurrence of marine oil pollution from a wharf, jetty, anchorage or mooring, used for the process of loading, or unloading of cargo, passengers, stores, equipment, or bunkers within a port.
Unknown/Other	The occurrence of marine oil pollution where the source is not clear, or it is not attributable to a Vessel, Petroleum Activity or Maritime Facility.

4.1.1 Maritime Transport Emergency Incidents

During a marine transport emergency incident, the nominated Controlling Agency will only assume control where the Vessel Owner, Vessel Operator and/or Vessel Master 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.

4.1.2 Vessel Fires

Fires on-board vessels lying in any river, harbour, or other waters within or adjacent to any Fire District are subject to the *Fire Brigades Act 1942* that is administered by the Department of Fire and Emergency Services (DFES).

Arrangements for responding to vessel fires in accordance with the *Fire*

Brigades Act 1942 will be determined by DFES, in conjunction with the relevant Port Authority, Port Operator, Maritime Facility Operator and Boat Harbour Operator.

The management arrangements for fire emergencies, including vessel fires, are detailed in the State Hazard Plan – Fire. If the mitigating actions to control a vessel fire result in an MEE becoming a greater risk, then the emergency shall be regarded as a MEE.

If a vessel fire incident becomes a MEE in State waters, but outside gazetted Port Authority waters, the DoT shall be the Controlling Agency. Within gazetted 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.

In instances where a vessel fire and a MEE are occurring simultaneously, DFES will remain the primary emergency management agency in relation to the response to the fire component of the MEE. DFES have procedures and resources to assist the Controlling Agency in providing an appropriate response to a vessel fire. This capability can be deployed State-wide within a reasonable timeframe, depending on geographic location, to combat a fire and augment local resources.

The Controlling Agency may opt to appoint a suitable DFES Officer as the Incident Controller or establish a unified command structure within the IMT with the senior DFES on-scene officer. Local response arrangements for vessel fires are to be detailed in the relevant IMP.

In formulating their response plans for a vessel fire, all Port Authorities, Port Operators, Maritime Facility Operators and Boat Harbour Operators who plan on utilising the fire-fighting capability of support vessels such as tugs, should endeavour to comply with Australian Standards AS3846, or an international equivalent, with regards to the technical requirements for the fire-fighting capacity of that support vessel.

4.1.3 Hazardous Materials

The management arrangements for Hazardous Materials (HAZMAT) Emergencies are detailed in the State Hazard Plan – HAZMAT, however whereas part of a HAZMAT incident occurring on or from a vessel, the hazard and/or the mitigating actions required result in an MEE becoming a greater risk, then the emergency shall be regarded as an MEE.

If a vessel-based HAZMAT incident becomes an MEE in State waters, but outside gazetted Port Authority waters, the DoT shall be the Controlling Agency. Within gazetted Port Authority waters, the relevant Port Authority shall be the Controlling Agency. The Controlling Agency function will remain with the agency nominated for the MEE hazard unless otherwise directed by the HMA/SMPC.

In instances where a vessel-based HAZMAT and MEE incident are occurring simultaneously, DFES will remain the primary emergency management agency in relation to the response to the HAZMAT component of the MEE. DFES have procedures and resources to assist the Controlling Agency in providing an appropriate response to a vessel-based HAZMAT. This capability can be deployed State-wide within a reasonable timeframe, depending on geographic location, to combat a HAZMAT incident and augment local resources.

The Controlling Agency may opt to appoint a suitable DFES Officer as the Incident Controller or establish a unified command structure within the IMT with the senior DFES on-scene officer. Local response arrangements for vessel-based HAZMAT are to be detailed in the relevant IMP.

4.1.4 Spills of Oil Originating on Land

Where spills of oil originating on land enter State or Port waters, the 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 discharge into 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 section 5.1.2. In this instance, the emergency would be managed in accordance with State Hazard Plan – MEE.

4.1.5 Other Related Hazards

For all MEE related incidents, the SMPC will facilitate clarification of incident management arrangements for the MEE component if there is uncertainty because of the occurrence of multiple, consequential hazards. This will be done in accordance with the State EM Plan section 5.1.2

The SMPC will work with the relevant other agencies to clarify and communicate incident management arrangements relating to the MEE component of an incident and any interplay with other hazard components on a case-by-case basis where a MEE incident includes other hazards from situations such as:

- A MEE incident resulting from a 'Hostile Act'
- A MEE incident requiring or resulting from the conduct of a 'Rescue'
- A MEE incident including 'Biosecurity' or 'Animal Welfare' considerations
- A MEE incident contributing to an 'Energy Supply Disruption'.

For any incidents where a Controlling Agency is unclear or an agreement cannot be reached, the process outlined in State Emergency Management Response Procedure 4.1 will be applied, this will be adhered to by the SMPC for incidents including a MEE component if necessary.

4.1.6 Place of Refuge

A place of refuge is a place where a vessel in need of assistance during a marine transport emergency can take action to enable it to stabilise its condition (including the status of cargo), protect human life and the environment and reduce the hazards to navigation.

The National Maritime Place of Refuge Risk Assessment Guidelines is an arrangement, agreed by the Commonwealth, State and Northern Territory governments, for the management of requests for, or circumstances that require a place of refuge.

All place of refuge requests should, as far as practically possible, be made through AMSA's JRCC. Within Australia, only a state or Northern Territory government agency or AMSA has the authority to assess and grant a place of refuge request from a vessel.

The SMPC will represent the WA Government in matters pertaining to the assessment of granting of a place of refuge request during a MEE, particularly in relation to dealings with AMSA through the MERCOM.

4.2 Response Arrangements

The HMA has overall responsibility for ensuring there is an adequate response to MEE.

During an incident, the role of SMPC provides strategic management of the incident response.

4.2.1 Maritime Environmental Emergency Coordination Centre (MEECC)

During Level 2 or 3 MEE, the SMPC will establish a Maritime Environmental Emergency Coordination Centre (MEECC).

The MEECC will be comprised of individuals able to coordinate the strategic incident management activities of the SMPC.

Should an incident escalate to an emergency, an Operational Area Support Group (OASG) comprising of senior representatives from other Government organisations, will be established and located in the MEECC.

4.2.2 Incident Controller

The Incident Controller is the individual responsible for the management of all response activities to a MEE.

In a marine transport incident, the Incident Controller can be referred to as the Maritime Casualty Coordinator or the Maritime Casualty Coordinator can be subordinate to the Incident Controller.

Appointment of Incident Controller

The Controlling Agency is responsible for appointing the Incident Controller and ensuring they are competent to undertake the incident control function at a level commensurate with the defined level of incident.

For Level 2 and Level 3 MEE, the appointment of an Incident Controller by the Controlling Agency will be confirmed in writing by the SMPC to the nominated Controlling Agency.

DoT is responsible for maintaining a database of individuals deemed by the HMA/SMPC as being competent to perform the role of Incident Controller.

4.2.3 Incident Management Team (IMT)

The IMT is the group of incident management personnel comprised of the Incident Controller and other personnel appointed by the Incident Controller to be responsible for the response to a MEE.

The exact composition and structure of the IMT will be determined by the Incident Controller, however it must be based upon Australasian Inter-Service Incident Management System (AIIMS).

For Level 2 incidents, consideration must be given by the Controlling Agency to establishing an Incident Support Group (ISG) to enhance coordination and support arrangements. For Level 3 incidents, an ISG must be established by the Controlling Agency.

4.2.4 Maritime Casualty Coordination Unit

The Maritime Casualty Coordination Unit (MCCU) is the group of incident management personnel comprised of the Maritime Casualty Coordinator and other personnel appointed by the Maritime Casualty Coordinator to be responsible for the response to a maritime casualty. Specifically, the MCCU will:

- Oversee and monitor actions taken in response to a maritime casualty.
- Review salvage and other relevant response plans.
- Provide a platform for key stakeholders to discuss and maintain situational information.
- Provide an avenue for informed government intervention when required.

The composition and operation of the MCCU is guided by the Part 3 of the National Plan and AMSA Maritime Casualty Management Guidelines.

4.2.6 DoT Liaison Officer

During a MEE, the SMPC may deploy a DoT Liaison Officer to an external Incident Control Centre to assist effective communications between the SMPC and the Incident Controller. The DoT Liaison Officer may also offer subject matter expert advice to the Incident Controller as appropriate.

4.2.7 Environmental Scientific Coordinator

The Environmental Scientific Coordinator (ESC) is a nominated officer from the DBCA.

The ESC is a member of the SMEERC and may be requested during a MEE to provide whole of government, expert environmental and scientific advice to the HMA, SMPC or Incident Controller.

In the performance of their duties, the ESC is supported by the Environmental Liaison Group and is generally a member of any ISG.

In a MEE, access to the ESC is coordinated through the SMPC. The role and responsibilities of the ESC are further defined in the WA IMP- Maritime Oil Pollution.

4.2.8 Maritime Environmental Emergency Incident Coordination Structure

The coordination structure for responding to a MEE is shown in Figure 1.

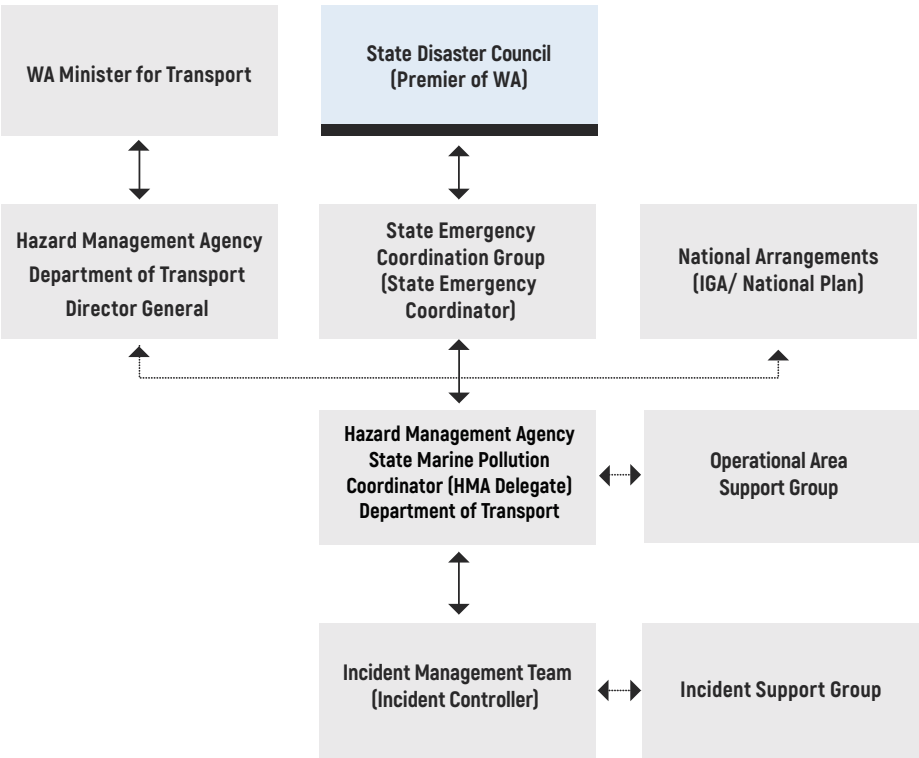


Figure 1: Maritime Environmental Emergency Response Coordination Structure

Note: Print on A3 to pass accessibility standards

In the event of a simultaneous marine transport emergency and marine oil pollution event related to one event, the SMPC will seek to manage both hazards under a single Incident Controller with a single IMT.

For actual or impending simultaneous hazards from one event, the likely overall coordination structure is shown in Figure 2.



Figure 2: Maritime Environmental Emergency Coordination Structure for Simultaneous Hazards from One Event

Note: Print on A3 to pass accessibility standards

If the event is complex, or the simultaneous marine transport emergency and marine oil pollution events are related to separate events or subject to MERCOT interventions or directions, the SMPC may appoint multiple Incident Controllers with separate IMTs. In this circumstance, the SMPC will perform the role of Operational Area Manager (OAM) to facilitate control across the operational area of the simultaneous hazards.

For actual or impending simultaneous hazards from complex or separate events, the likely overall coordination structure is shown in Figure 3.

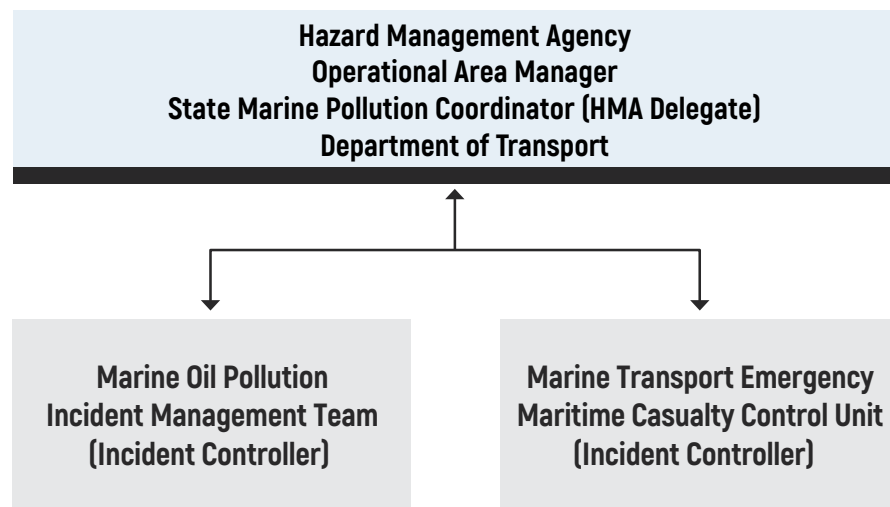


Figure 3: Maritime Environmental Emergency Coordination Structure for Simultaneous Hazards from Complex or Separate Events

Note: Print on A3 to pass accessibility standards

4.3 Offshore Petroleum Incidents

Marine oil pollution incidents originating from offshore petroleum activities that impact State Waters require a high level of coordination between DoT, the Australian Government and the respective Petroleum Titleholder.

Specifically, the Offshore Petroleum Industry Guidance note - Response and Consultation Arrangements covers the coordination arrangements between DoT as the Controlling Agency in State Waters, and the Petroleum Titleholder as the Controlling Agency in Australian Government Waters.

This includes the establishment of a Joint Strategic Coordination Committee (JSCC) to ensure appropriate coordination between the respective IMTs established by multiple Controlling Agencies as shown in Figure 4.

If a significant offshore incident has occurred in Commonwealth waters, the National Offshore Petroleum Safety and Environmental Management Authority (NOPSEMA) CEO may declare an 'Oil Pollution Emergency' and, in accordance with section 576B, Division 2A of the *Offshore Petroleum and Greenhouse Gas Storage Act 2006* (OPGGSA), give a written direction to the registered titleholder, requiring them to undertake (or not undertake) specific actions for preventing, eliminating, managing, or remediating that petroleum escape, including on land or in the waters of the State. NOPSEMA is required to consult with the SMPC prior to declaring an emergency or issuing a significant incident direction.

In the event that an oil pollution emergency has been declared, NOPSEMA inspectors may conduct oil pollution environmental inspections and exercise compliance monitoring and enforcement powers under schedule 2A of the OPGGS Act in State waters during those inspections.

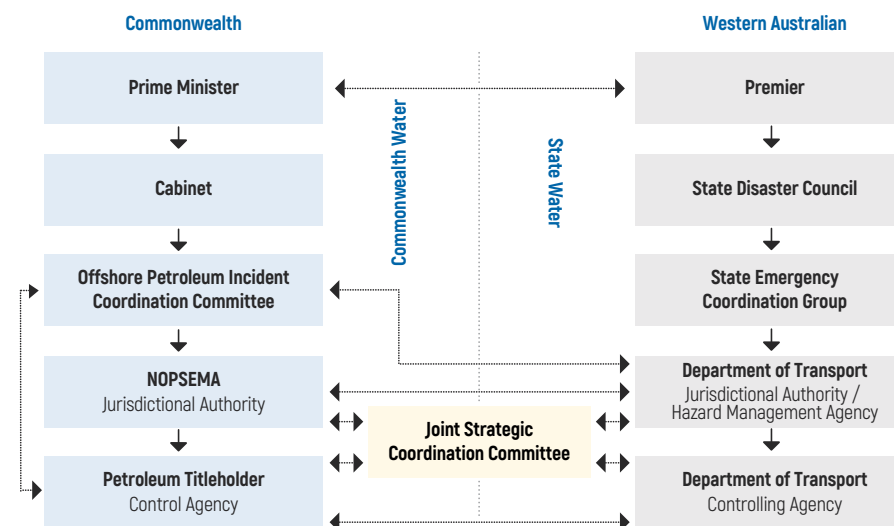


Figure 4: Overall Control and Coordination Structure - Offshore Petroleum Cross Jurisdiction Incident

Note: Print on A3 to pass accessibility

4.4 Notifications

Initial notification and reporting procedures for an actual or impending MEE are to be prescribed in the relevant Port Authorities, Port Operator, Maritime Facility Operator, Boat Harbour Operator, Vessel Master and Petroleum Titleholder IMPs/OSCPs/OPEPs.

The relevant Port Authorities, Port Operator, Maritime Facility Operator, Boat Harbour Operator, Vessel Master or Petroleum Titleholder must report all actual or impending MEE incidents in State waters to the DoT MEER Team.

4.5 Public Warnings/Information

The HMA, through the SMPC, has overall responsibility for the provision of media management and public information during MEE.

For Level 1 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 SMPC may provide strategic guidance to the Incident Controller in this regard.

For Level 2 and Level 3 MEE, final approvals for the release of information to the media will be undertaken by the SMPC.

Where suitable, public warnings will be facilitated primarily through use of the Emergency WA website and application in collaboration with DFES.

The State Support Plan - Emergency Public Information may also be activated through the State Emergency Public Information Coordinator, WA Police Force, as appointed by the State Emergency Coordinator.

Further detail about public warnings and information is contained in the DoT Public Information and Media Plan.

4.6 Evacuation Arrangements During Response

Evacuation is a risk mitigation strategy that may be used to mitigate the effects of an emergency on a community. The decision to evacuate is complex and requires careful consideration to ensure residents are not placed at greater risk.

Evacuation arrangements will be determined in the response phase and will be dependent on the nature and location of the emergency.

A dark, blue-toned photograph of a rocky canyon. A waterfall is visible in the background, cascading over a rock face. The foreground shows the rugged, layered rock walls of the canyon. The overall mood is somber and contemplative.

Part Five:

Recovery

5.1 Responsibility for Recovery

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. It is the responsibility of the Controlling Agency to gain an understanding of the known and emerging impacts during the response to an emergency and provide this awareness to the State, Marine and Local recovery coordinators, as soon as possible. The Controlling Agency must liaise with the relevant Local Recovery Coordinator/s and any appointed Marine Recovery Coordinator and include them in the incident management arrangements during the response phase.

Completion of an Impact Statement by the Controlling Agency for all level 2 and 3 incidents must occur where there are impacts requiring recovery activities in accordance with State EM Recovery Procedure 54.

Where there are no recovery impacts identified by the Controlling Agency during a level 2 incident, the State Recovery Coordinator/Deputy State Recovery Coordinator will determine if an Impact Statement is required, partially required, or required in full. This determination from the State Recovery Coordinator/Deputy must be provided in writing. Consultation with any impacted local government or agency responsible for a marine area (such as Port Authority, DBCA or DPIRD) will occur prior this determination, as necessary [State EM Plan section 64.1].

The Impact Statement must be approved by both the IC, and the local government CEO or the relevant representative from the agency responsible for the impacted marine area. The State Recovery Coordinator will note the co-approved Impact Statement. During the initial response the SMPC will appoint a Recovery Coordinator to coordinate recovery actions during the response phase.

The impacted local government is responsible for managing recovery following an emergency affecting the community in its district. Similarly,

the agency responsible for an impacted marine area is responsible for supporting recovery following an emergency affecting the waters in its area of responsibility.

The responsibilities of relevant agencies, organisations, and service providers to support a recovery process to MEE are listed in Appendix C of this Plan or individual contingency plans and area agreements.

Assessment of the recovery and rehabilitation requirements should be coordinated by the Controlling Agency, as soon as practicable after the impact of the event and implemented in conjunction with the incident response.

In addition, the Controlling Agency is responsible for coordinating the completion of an Impact Statement prior to the transfer of responsibility for management of recovery to the affected local government(s) and/or DoT for an impacted marine area and providing it to members of the ISG and State, Marine and Local Recovery Coordinators, in line with State EM Recovery Procedure 54.

5.2 Recovery Committee

A Recovery Committee will be established by the Recovery Coordinator, in consultation with the HMA/SMPC, before the termination of response activities to MEE. The Recovery Committee may comprise representatives from the HMA, Controlling Agency, Local Governments, agencies responsible for marine areas, support organisations, service providers and representatives from any of the coordination structure groups.

Depending on the nature of an incident, there may be multiple recovery committees where both community and environmental impacts have occurred, including both local recovery committee(s) and a marine recovery committee. Likewise, there may only be a marine recovery committee which will specifically be focused on marine recovery where environmental impacts have occurred.

5.3 Recovery Arrangements

Recovery activities support the affected community and environment in reconstruction of the marine environment and port infrastructure, restoration of navigational safety to the required level, and provide for emotional, social, economic and physical wellbeing. Marine accident and coronial investigations may continue and records and accounts must be kept.

The arrangements for managing the community recovery process, including arrangements for State level involvement, are detailed in State EM Policy section 6, State EM Plan section 6 and State EM Recovery Procedures 5.1-5.4.

5.4 Transition to Recovery

Recovery activities are initiated and retained by the Controlling Agency until such time as the local recovery or maritime structure is established in accordance with State EM Policy section 6.2 and 6.3 and State EM Plan section 6.4 and 6.5.

In a MEE, the Controlling Agency is responsible for initiating recovery activities to an emergency and specifically supporting marine recovery activities throughout. This may include transition arrangements whereby the end point criteria and triggers for the transition from response to recovery are determined.

5.5 Recovery Functions

The recovery process after MEE typically addresses four functions: environmental (natural), economic, social and infrastructure (built). Table 7 below provides guidance on the types of activities required to address each of these recovery functions.

Table 7 - Recovery Functions

Environmental (Natural)	Economic	Social	Infrastructure (Built)
Assessing and documenting the impact of the incident on natural resources	Assessing and documenting the impact of the incident on the local, regional, & national economy	Assessing and documenting the impact to cultural and heritage & other community resources	Assessing and documenting the impact to infrastructure and services
Rehabilitating impacted areas where possible and measuring recovery over time	Support Organisations recovering response costs	Rehabilitating and conserving impacted cultural and heritage resources where possible	Rehabilitating or returning to service the impacted infrastructure, e.g. damaged navigation aids and restoring production
Communicating to the public the impacts of the incident	Facilitating the recovery of losses incurred by business as a result of the incident	Restoring community services as soon as possible, e.g. re-opening beaches & boat ramps	Prioritising the rebuilding of impacted infrastructure
Engaging with the community to assist with the assessment and rehabilitation process	Assisting business to recover from the intangible impacts of the incident, e.g. loss of confidence in the fishery or tourism sectors	Engaging with the community on the recovery process	Engaging with affected stakeholders on the recovery process

Source: National Plan for Maritime Environmental Emergencies

5.6 Removal and Disposal of Maritime Environmental Emergency Response Waste

The site clean-up, removal and disposal of MEE response waste will be conducted in accordance with the DoT Waste Management Guidelines and the respective Port Authority, Port Operator, Maritime Facility Operator, Vessel Owner or Petroleum Titleholder IMPs/OSCPs/OPEPs.

The DWER administers the *Environment Protection Act 1986* and regulations for the disposal of MEE response waste.

5.7 Equipment

The Controlling Agency will initiate and coordinate demobilisation or recovery of all equipment and unused materials once no longer required to support the MEE incident response.

A demobilisation or recovery plan will be prepared by the IMT, in consultation with the Recovery Committee, to ensure all equipment is cleaned and returned to its custodian as soon as is reasonably practicable.

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.

5.8 State Level Recovery Coordination

The HMA shall provide a representative (if requested) for State level recovery coordination activities. Escalation to state level recovery will occur as per State EM Plan and State EM Recovery Procedures arrangements. Generally, if multiple recovery committees (local or maritime) are required consideration of the appropriateness of referral to be considered for state level recovery coordination should be made.

5.9 Post Oil Spill Monitoring

The Controlling Agency has the responsibility to implement a post spill scientific monitoring program as appropriate.

The HMA, through the SMPC, in consultation with ESC and ELG, will provide advice and approve proposed or conducted monitoring programs prior to their implementation and termination.

5.10 Cost Recovery

Cost recovery arrangements for MEE are in accordance with the AMSA National Plan and the 'polluter pays principle'.

In addition to the National Plan arrangements, DoT and Port Authorities have statutory powers in State and Port waters to recover all costs and expenses incurred in relation to discharges or probable discharges in accordance with the Western Australian *Pollution of Waters by Oil and Noxious Substances Act 1987*.

For the offshore petroleum industry, the OSCP/OPEP must confirm that cost recovery arrangements apply in full for all documented expenses incurred by DoT and Service Providers. Expenses include any costs resulting from any action or inaction taken by DoT in association with an actual or impending MEE incident.

This is achieved through the *Offshore Petroleum and Greenhouse Gas Storage Act 2006* for Australian Government and the *Petroleum and Geothermal Energy Resources Act 1967*, *Petroleum (Submerged Lands) Act 1982* and *Petroleum Pipelines Act 1969* for State.

The Controlling Agency is responsible for initiating and preparing claims for cost recovery in line with the polluter pays principles outlined in the National Plan, AMSA guidance on cost recovery and relevant legislation.

5.11 Investigation

Any investigation into the cause of the MEE will be conducted in accordance with the existing maritime or offshore petroleum industry legislation, both Australian Government and State, as appropriate. Investigative activities of MEE under State legislation will be conducted by DoT, Port Authorities, DWER or DEMIRS as relevant.

5.12 Post Incident Analysis

Following a 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 contingency plans and State Hazard Plan – MEE.

The PIA should include a collaboration of responder experiences, formal debrief outcomes, incident reports, incident investigation reports and any outcomes of inquiries. The PIA will be conducted in accordance with 'The Conduct of Post Event and Incident Analysis' guidelines published AMSA.

A Post Operation Report will be provided to the SEMC in accordance with State EM Policy section 5.11, State EM Plan section 5.7 and State EM Response Procedure 4.22.

A dark, blue-toned photograph of a rocky cave interior. A small waterfall is visible in the background, cascading over a rock ledge into a pool of water. The rock walls are textured and layered, with some light reflecting off the wet surfaces. The overall mood is mysterious and serene.

Appendices

Appendix A: Distribution List

This State Hazard Plan for Maritime Environmental Emergencies is available on the [SEMC website](#). The agencies below will be notified by the HMA (unless otherwise specified) when an updated version is published on this website.

- All agencies and organisations with responsibilities under this Plan
- Emergency Management Australia (SEMC Business Unit to notify)
- Minister for Emergency Services (SEMC Business Unit to notify)
- Minister for Transport
- State Emergency Management Committee (SEMC), SEMC subcommittee and SEMC reference group members (SEMC Business Unit to notify)
- State Library of Western Australia (SEMC Business Unit to notify).

WA Based Agencies

- Australian Marine Oil Spill Centre (AMOSC) Fremantle
- Australian Maritime Safety Authority: Fremantle
- Australian Maritime Safety Authority: Karratha
- ChemCentre
- Department of Water and Environmental Regulation (DWER)
- Department of Biodiversity Conservation and Attractions (DBCA) – Parks and Wildlife Service
- Department of Fire and Emergency Services (DFES)
- Department of Primary Industries and Regional Development (DPIRD) – Sustainability and Biosecurity Pillar
- Department of Transport (DoT)

- Department of Health (DoH)
- Department of Energy, Mines, Industry Regulation and Safety (DEMIRS)
- Rottnest Island Authority
- Water Corporation
- Western Australia Police Force.

Port, Port Operator, Port Facilities Operators

- Kimberley Ports Authority
- Pilbara Ports Authority
- Mid-West Ports Authority
- Fremantle Ports Authority
- Southern Ports Authority
- Port Walcott (RTIO)
- Cape Preston Port Company (CPPC)
- Port of Barrow Island (Chevron)
- Onslow Salt (Mitsui)
- Onslow Marine Support Base (OMSB)
- Cape Cuvier (Dampier Salt Ltd)
- Useless Loop (Mitsui).

Interstate Agencies

- Australian Maritime Safety Authority (AMSA), Canberra
- Australian Marine Oil Spill Centre (AMOSC)

- Australian Energy Producers (AEP)
- Department of Planning, Transport and Infrastructure, South Australia
- Marine and Safety Tasmania
- Marine Safety Queensland
- Maritime New South Wales
- National Offshore Petroleum Safety and Environmental Management Authority (NOPSEMA)
- NT Department of Transport
- Transport Safety Victoria.

Appendix B: Glossary of Terms/Acronyms

Terminology used throughout this document has the meaning prescribed in section 3 of the *Emergency Management Act 2005* or as defined in the State Emergency Management Glossary. In addition, the following hazard-specific definitions apply.

B1 Glossary of Terms

Term	Definition
Boat Harbour Operator	The agency or organisation responsible for the management and operation of a Boat Harbour or Marina.
Controlling Agency	The agency or organisation that has responsibility to control response activities to an actual or impending Maritime Environmental Emergency.
Environmental Scientific Coordinator (ESC)	The nominated person who provides scientific and environmental advice to the Incident Controller or State Maritime Environmental Emergencies Coordinator during a Maritime Environmental Emergency.
Hazard Management Agency (HMA)	<p>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 Chief Executive Officer, DoT is the HMA for the hazards of marine oil pollution and marine transport emergency. 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• Director Maritime Environmental Emergency Response (MEER) & Ports• Director Waterways Safety Management• Director Coastal Facilities Management.

Term	Definition
Jurisdictional Authority	The Agency identified in the National Plan for Maritime Environmental Emergencies that has the jurisdictional or legislative responsibility to ensure there is adequate prevention of, preparedness for, response to and recovery from a Maritime Environmental Emergency.
Marine Oil Pollution Event	An 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.
Marine Transport Emergency Event	An actual or impending event involving a vessel that is capable of 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.
Maritime Casualty	A collision of vessels, stranding or other incident of navigation or other occurrence on board a vessel or external to it resulting in material damage or imminent threat of material damage to the vessel, its cargo, or persons on board the vessel.
Maritime Emergency Response Commander (MERCOT)	A person responsible for the management of emergency intervention issues in response to a maritime casualty. The MERCOT is appointed by AMSA and is supported by statutory powers under the <i>Protection of the Sea (Powers of Intervention) Act 1981</i> (Commonwealth).
Maritime Environmental Emergencies (MEE)	Collective name given to a marine oil pollution event and/or marine transport emergency event.
Maritime Facility Operator	An entity with responsibility for the safe operation of a maritime facility, being a wharf, jetty, anchorage or mooring, used for the process of loading or unloading of cargo, passengers, stores, equipment or bunkers within a port.
Maritime Incident Management Team (MIMT)	A group of personnel from DoT and other State Government organisations trained to perform roles within an Incident Management Team.
National Plan For Maritime Environmental Emergencies	A nationally endorsed Plan that sets out national arrangements, policies and principles for the management of Maritime Environmental Emergencies.

Term	Definition
National Plan Strategic Coordination Committee (NPSCC)	A committee responsible for the strategic coordination of the National Plan for Maritime Environmental Emergencies.
National Response Team (NRT)	A group of experienced personnel who can be seconded from Australian Government/State/Territory Agencies and industry to perform a range of response roles.
Offshore Petroleum Facility	Means a facility operating in accordance with the provisions of the <i>Offshore Petroleum and Greenhouse Gas Storage Act 2006</i> (Commonwealth) or the equivalent State legislation.
Oil	Hydrocarbons in any liquid form including crude oil, fuel oil, sludge, oil refuse, refined products and condensates. Also including dissolved or dispersed hydrocarbons, whether obtained from plants or animals, mineral deposits, or by synthesis.
Oil Spill Contingency Plan (OSCP) / Oil Pollution Emergency Plan (OPEP)	A documented scheme of assigned responsibilities, actions and procedures, required in the event of a marine oil pollution event.
Port Authority	A body established by section 4 of the <i>Port Authorities Act 1999</i> to carry out the functions prescribed in Part 4 of that Act within a port that the Port Authority controls and manages.
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.
Port Operator	A body with responsibility to carry out the duties of a Harbour Master prescribed in section 5 of the <i>Shipping and Pilotage Act 1967</i> within a port declared pursuant to section 10(1) of the Act.
Service Provider	An agency or organisation that provides assistance to the Controlling Agency in response to a Maritime Environmental Emergency.

Term	Definition
State Marine Pollution Coordinator (SMPC)	<p>The Director Maritime Environmental Emergency Response (MEER) & Ports from 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.</p> <p>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 • Director Maritime Environmental Emergency Response (MEER) & Ports • Director Waterways Safety Management • Director Coastal Facilities Management.
State Response Team (SRT)	A group of personnel from DoT, State Government organisations and selected external organisations trained to perform field response operations.
Vessel	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).
Vessel Master	The person having command or charge of a vessel. Also referred to as the Captain.
Vessel Owner	An entity owning a vessel or shares in a vessel.
Vessel Operator	A person or company that runs the vessel. The entity responsible for the commercial decisions concerning the employment of a vessel and therefore decides how and where that asset is employed.

B2 Acronyms

Acronym	Meaning
AIIMS	Australasian Inter-Service Incident Management System
AIP	Australian Institute of Petroleum
AMOSC	Australian Marine Oil Spill Centre
AMSA	Australian Maritime Safety Authority
DBCA	Department of Biosecurity, Conservation and Attractions
DFES	Department of Fire and Emergency Services
DEMIRS	Department of Energy, Mines, Industry Regulation & Safety
DoH	Department of Health
DoT	Department of Transport
DPIRD	Department of Primary Industries and Regional Development
DWER	Department of Water and Environmental Regulation
ELG	Environmental Liaison Group
ESC	Environmental and Scientific Coordinator

Acronym	Meaning
HMA	Hazard Management Agency
IGA	2002 Inter-Governmental Agreement on the National Plan to Combat Pollution of the Sea by Oil and other Noxious and Hazardous Substances
ISG	Incident Support Group
IMP	Incident Management Plan
IMT	Incident Management Team
JRCC	Joint Rescue Coordination Centre – Australia
MEE	Maritime Environmental Emergencies
MEECC	Maritime Environmental Emergency Coordination Centre
MEER	Maritime Environmental Emergency Response
MERCOM	Maritime Emergency Response Commander
MIMT	Maritime Incident Management Team
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

Acronym	Meaning
NRT	National Response Team
OAM	Operational Area Manager
OPEP	Oil Pollution Emergency Plan
OSCP	Oil Spill Contingency Plan
PAA	Port Authority Act
PIA	Post Incident Analysis
SECG	State Emergency Coordination Group
SEMC	State Emergency Management Committee
SMEERC	State Maritime Environmental Emergency Response Committee
SMPC	State Marine Pollution Coordinator
SOLAS Convention	Safety of Life at Sea Convention
SPA	Shipping and Pilotage Act
SRT	State Response Team

Appendix C: Roles and Responsibilities

DoT Maritime has the primary role of coordinating the response to Maritime Environmental Emergencies (for marine oil pollution and marine transport emergency).

The following are the roles and responsibilities of agencies under this Plan. Brief all-hazards information is also provided for agencies who may have a role under this Plan – full details of these roles and responsibilities can be found in the State Emergency Management Plan, Appendix E.

All agencies should maintain appropriate internal plans and procedures in relation to their specific responsibilities.

State and Local Government

Organisation	Response Responsibilities
Department of Biodiversity Conservation and Attractions (DBCA)	<div><div>a. Oiled wildlife response</div><div>b. Environmental Scientific Coordinator role</div><div>c. Environmental Liaison Group membership</div><div>d. Environmental advice</div><div>e. State Marine Reserve management and recovery advice/support</div><div>f. Regional expert advice</div><div>g. Local resource support</div></div>
ChemCentre	<div><div>a. Environmental Liaison Group membership</div><div>b. Environmental advice</div><div>c. 24/7 On-call analytical services</div><div>d. Provision of supplementary sampling equipment</div><div>e. Regional expert advice</div><div>f. Local resource support</div><div>g. Provision of analytical services for Post Incident investigations</div><div>h. Able to assist with remediation and Post Oil Spill Monitoring advice</div><div>i. Chemical response advice/support</div></div>
Department of Communities	<div><div>a. Support organisation of the emergency management activity of providing emergency relief and support services</div></div>

Organisation	Response Responsibilities
Department of Fire and Emergency Services (DFES)	<ul style="list-style-type: none"> a. HMA for Hazardous Materials Emergencies (HAZMAT) b. HMA for land based spills c. HMA for fire d. Logistical support e. Evacuation support/coordination
Department of Health (DoH)	<ul style="list-style-type: none"> a. Environmental Liaison Group membership b. Coordinate the health response c. Medical support d. Public health and safety support
Department of Indigenous Affairs (DIA)	<ul style="list-style-type: none"> a. Cultural, heritage, indigenous advice b. Conduit for communication between communities and emergency management
Department of Energy, Mines, Industry Regulation and Safety (DEMIRS)	<ul style="list-style-type: none"> a. Environmental Liaison Group membership b. Assess and approve OSCP's for offshore petroleum activities in State waters c. Environmental advice d. Facilitate/Support Investigations into MEE incidents originating from Offshore Petroleum Activities in State Waters e. Ensures the responsible development of Western Australia's (WA) mineral, petroleum and geothermal resources. This includes regulating industry to ensure environmental compliance and implementation of best practice environmental management.
Department of Primary Industries and Regional Development (DPIRD)	<ul style="list-style-type: none"> a. Environmental Liaison Group membership b. Sustainability and Biosecurity advice c. Fish protection area management and recovery advice/support
Department of Transport (DoT)	<ul style="list-style-type: none"> a. CEO is HMA / Jurisdictional Authority / Controlling Agency as per State Hazard Plan – MEE b. Undertaking and overseeing prevention and/or mitigation activities in relation to MEE across WA c. Preparation for response to and recovery from a MEE incident across WA

Organisation	Response Responsibilities
Department of Water and Environmental Regulation (DWER)	<ul style="list-style-type: none"> a. Environmental Liaison Group membership b. Environmental advice c. Waste management approvals d. Air quality sampling e. Chemical response advice/support f. Facilitate/Support Investigations into MEE incidents that result in pollution
Local Government	<ul style="list-style-type: none"> a. Local knowledge b. Local logistical support c. Community engagement support d. Assist shoreline clean up e. Undertake recovery activities
Port Authorities	<ul style="list-style-type: none"> a. Controlling Agency for MEE Incidents in Port Authority Waters b. Preparation for or response to a MEE incident in their Port Waters c. Resource support d. Formulate, exercise, and review own OSCP/OPEP and IMP
Port Operators, Port Facilities Operators, Boat Harbour Operators	<ul style="list-style-type: none"> a. Preparation for or response to an MEE incident resulting from their Maritime Facility (including conduct of First Strike Actions and ongoing support to relevant Controlling Agency). b. May be assigned to assist MEE response in relevant OSCPs/OPEPs c. Formulate, exercise and review own OSCP/OPEP
Water Corporation	<ul style="list-style-type: none"> a. Responsibilities as outlined in State Emergency Management Plan Appendix E. b. Environmental Liaison Group membership.

Organisation	Response Responsibilities
Western Australia Police Force (WA Police Force)	<ul style="list-style-type: none"> a. HMA for Search and Rescue Emergencies (SAR), Hostile Acts, Terrorist Acts and Radiation Escape from a Nuclear-Powered Warship b. Assist with evacuation on request c. Maintain public order where required d. In the event of mass casualties, provide Disaster Victim Identification e. Provide liaison officers and/or representation to any ISG/OASG and/or SECG as appropriate f. Provide emergency coordinators as appropriate to assist in the provision of a coordinated response

Australian Government

Organisation	Response Responsibilities
Australian Maritime Safety Authority (AMSA)	<ul style="list-style-type: none"> a. Jurisdictional Authority, Controlling Agency for shipping related maritime environmental emergencies within Australian Commonwealth Waters b. Controlling Agency for shipping related marine transport emergencies, inclusive of in State Waters, where a MERCOT intervention or direction is in effect. c. Conduit for activation of National Plan resources
Bureau of Meteorology	<ul style="list-style-type: none"> a. Meteorological information
Department of Defence	<ul style="list-style-type: none"> a. Provide support to response at the request of AMSA and Emergency Management Australia
National Offshore Petroleum Safety and Environmental Management Authority (NOPSEMA)	<ul style="list-style-type: none"> a. Jurisdictional Authority for Offshore Petroleum related marine oil pollution incidents within Australian Government Waters b. Accept OPEPs for Offshore Petroleum activities in Australian Government Waters c. Regulatory power, under a declared oil pollution emergency, to monitor compliance and issue enforcement directions to petroleum titleholders responding to MEEs originating in Commonwealth waters and impacting State waters. d. Facilitate/Support Investigations into MEE incidents originating from Offshore Petroleum Activities in Australian Government Waters that impact State or Port Waters

Industry

Organisation	Response Responsibilities
Australian Marine Oil Spill Centre (AMOSC)	a. Resource support
Petroleum Titleholders	a. Controlling Agency for Offshore Petroleum related MEE incidents in Commonwealth Waters b. Preparation for, or response to, an MEE incident resulting from their Activities (including conduct of First Strike Actions, Source Control, and ongoing support to relevant Controlling Agency in State Waters). c. Formulate, exercise, and review own OSCP/OPEP d. Resource support
Vessel Operators	a. Preparation for, or response to, an MEE incident resulting from their Vessel (including conduct of Source Control, Maritime Casualty Stabilisation, and ongoing support to relevant Controlling Agency in State Waters). b. Formulate, exercise, and review own OPEP

