



Government of **Western Australia**
Department of **Transport**

WestPlan

Marine Transport Emergency



May 2011

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WESTERN AUSTRALIA

STATE EMERGENCY MANAGEMENT PLAN

FOR

MARINE TRANSPORT EMERGENCY

(May 2011)

(WESTPLAN - MTE)



Prepared by
The Department of Transport
Government of Western Australia

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Contact Officer

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Amendment List

AMENDMENT		DETAILS	AMENDED BY
NO.	DATE		INITIALS
	September 2004	Initial issue.	
1	2006	Revision of Plan	
2	May 2011	Complete re-issue	
3			
4			
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9			
10			

Copies of this State emergency management plan are available on the Department of Transport internet site at.

<http://www.transport.wa.gov.au/imarine/19128.asp#Westplan>

Copies of this State emergency management plan are available on the FESA internet site:

<http://www.fesa.wa.gov.au/internet/default.aspx?MenuID=297>

Main FESA website

State Emergency Management

Policy and Planning

State Emergency Management Plans
 (WESTPLAN)

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PART 1 INTRODUCTION

1.1 Aim and Objectives

1.1.1 Aim

The aim of this WestPlan-MTE is to detail the emergency management arrangements relating to the prevention of, preparation for, response to and recovery from Marine Transport Emergencies that occur in WA waters.

1.1.2 Objectives

The objectives of WestPlan-MTE are to:

- identify and describe the organisation, structure, relationships and responsibilities of various agencies and personnel involved in managing the effects of a Marine Transport Emergency;
- specify and lay down the procedures for handling Marine Transport Emergencies; and
- integrate WestPlan-MTE with other State plans and guidelines.

1.2 Scope

WestPlan-MTE applies to:

- Marine Transport Emergencies that occur in the Coastal Waters of the State; the sea on the landward side of the Coastal Waters adjacent to the State that is not within the limits of the State; and waters within the limits of the State; and
- all State Government departments, Port Authorities, private port operators and other agencies and organisations that have combat responsibilities or provide support pertaining to marine transport emergency response and recovery operations.

1.3 Hazard Definition

A Marine Transport Emergency is an actual or impending event involving a ship(s) or large passenger vessel(s) over 400 Gross Tonnage (GRT) that is capable of causing:

- loss of life, injury to a person or damage to the health of a person;
- serious degradation of the marine and coastal environment;

- loss of property; or
- danger to safe navigation or significant damage to marine infrastructure to the extent that maritime commerce is, or may be disrupted.

In this context, a ship or large passenger vessel means:

- a ship subject to the *Commonwealth Navigation Act 1912*;
- 400 GRT as defined in the International Convention For The Safety Of Life At Sea 2004 (SOLAS)
- A ship registered under a foreign flag State; or
- A passenger ferry licensed under Division 4A of the *WA Transport Co-ordination Act 1966*

Marine Transport Emergencies, whatever their cause, may threaten or endanger life, property and/or the marine environment and require the coordination of a number of significant emergency management activities.

1.4 Related Documents

WestPlan-MTE recognises the application of other emergency management plans in providing an integrated approach to the management of Marine Transport Emergencies. These include:

- *Emergency Management Act 2005* (EM Act)
- *Emergency Management Regulations 2006*
- WestPlan – MARSAR (Marine Search and Rescue)
- WestPlan – MOP (Marine Oil Pollution)
- WestPlan – HAZMAT (Hazardous Materials)
- WestPlan – NPW (Nuclear Powered Warships)
- WestPlan - Health
- National Counter Terrorist Plan
- Port Authority and Maritime Export Facility Emergency Response Plans
- Local Emergency Management Arrangements

1.5 Authority to Plan

The State Emergency Management Committee (*SEMC*) is responsible for ensuring the preparation of WestPlans it considers necessary [*Section 20(1)*]

EM Act]. SEMC has directed the responsibility to ensure the development and review of the State Emergency Management Plan, WestPlan-MTE, to the Marine Safety Business Unit of the Department of Transport (DoT).

1.6 Plan Responsibilities

The Coordinator Oil Spill Response DoT, is responsible for the preparation, maintenance and review of this Plan.

1.7 Exercise and Review Periods

1.7.1 Exercising

This Plan shall be exercised at least annually in accordance with State emergency management policy [SEMP 2.2].

1.7.2 Review

The Marine Safety Business Unit (Marine Safety) undertakes the Marine Transport Emergency HMA functions of the DoT. Accordingly, WestPlan-MTE will be reviewed and updated by Marine Safety, as necessary, following an incident or at least once in every five years.

1.8 Organisational Roles and Responsibilities

Other agencies that have responsibilities for activities, resources and facilities under this WestPlan are:

- Western Australia Police Service (WAPOL)
- Fire and Emergency Service Authority of Western Australia (FESA)
- WA Port Authorities and companies operating maritime export facilities
- Australian Maritime Safety Authority (AMSA)
- Department of Defence
- Rescue Coordination Centre (RCC) AMSA
- FESA Volunteer Marine Rescue Service (VMRS)
- National Offshore Petroleum Safety Authority (NOPSA)
- WA Department of Health

- Local Government Authorities
- St John Ambulance and WA Ambulance Service
- Marine and Related Industry
- Salvage Industry
- Ship Owners and Agents

Details of respective agencies' and organisations' roles and responsibilities are listed in Appendix C.

PART 2 PREVENTION AND MITIGATION

2.1 Responsibility for Prevention and/or Mitigation

Marine Safety is responsible, in conjunction with the States, Northern Territory and the Commonwealth, for establishing agreed marine safety standards for the safety of vessels, their equipment, crews and procedures.

These standards are established under WA marine legislation by adoption of nationally agreed doctrine and international conventions and apply to all vessels under WA jurisdiction.

Similar standards, determined by international convention, apply to international shipping and are administered in Australian waters by the Australian Maritime Safety Authority.

2.2 Legislation and Codes

DoT's legal requirements and codes include, but are not limited to:

- *WA Marine Act 1982*
- *Transport Coordination Act 1966*
- *Shipping and Pilotage Act 1967*
- *Port Authorities Act 1999*
- *Marine and Harbour Act 1981*

- *Commonwealth Navigation Act 1912*
- *Maritime Transport and Offshore Facilities Security Act 2003*
- *WA Transport Coordination Act 1966*

2.3 Prevention and Mitigation Strategies

DoT's prevention and mitigation strategies include, but are not limited to:

2.3.1 Plan Approval, Initial and Periodical Survey of Commercial Vessels

- Marine Safety is responsible for approving plans, inspecting/approving construction and carrying out post commissioning periodical surveys of all commercial vessels under WA jurisdiction, be they passenger carrying, trading, fishing, or offshore industry vessels.
- AMSA carries out similar functions in relation to Australian registered commercial vessels and also carries out 'Port State Control Ship Inspections' to confirm the safety of Australian and internationally registered shipping in Australian ports.
- An international 'Classification Society' approved by DoT may conduct the survey and certification function, for vessels constructed in Western Australia.

2.3.2 Certification and Re-validation of Masters, Mates and Engineers

- Marine Safety is responsible for administering national and internationally agreed competency standards; and for the examination of candidates for commercial Certificates of Competency as master, mate or engineer in WA vessels.
- DoT is also responsible for the maintenance of competency standards by periodically re-validating by examination, or by acceptance of qualifying sea time, the skills and knowledge of the holders of State issued Certificates of Competency.
- AMSA has responsibility for the certification and re-validation of masters, mates and engineers in interstate and international vessels.

2.3.3 Crewing Levels and Crew Training

- Marine Safety is responsible for ensuring the adequate crewing of WA commercial vessels in accordance with nationally agreed

standards. DoT may also establish and require special crewing levels for particular vessels.

- DoT, in conjunction with industry and education authorities, is responsible for establishing crew-training standards.

2.3.4 Marine Pilotage Standards

- Marine Safety is responsible for setting standards and gazetting Marine Pilots for operation in non-port authority waters. Port Authorities approve competent and suitably qualified pilots and provide pilotage services in port waters.

2.3.5 Publication of Navigation Charts

- Spatial Services, DoT, conducts hydrographical surveys and produces navigation charts of the WA coast, inshore islands and inland waterways.
- The Royal Australian Navy Hydrographer conducts hydrographical surveys and produces navigation charts of Australian offshore waters.

2.3.6 Provision and Maintenance of Navigation Aids

- DoT constructs and maintains navigation beacons, marks and leads for the safety of inshore and offshore vessels in WA waters. Port Authorities have similar responsibilities in port waters.
- AMSA designs, constructs and maintains navigation beacons, marks and leads for the safety of shipping around the WA coast.

2.3.7 Marine Safety Regulation

- DoT administers and, where necessary, enforces all 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.

PART 3 PREPAREDNESS

3.1 Responsibility for Preparedness

Marine Safety is responsible for the preparedness aspect of emergency management for Marine Transport Emergencies.

3.2 Planning and Arrangements

Preparedness activities focus on essential emergency response plans and procedures, organisation and management of resources, training and public education.

The following measures are instituted to prepare the relevant State and local government agencies, oil industry, salvage industry, and sea rescue volunteers to combat the effect of Marine Transport Emergencies.

3.2.1 Contingency Planning

Marine Transport Emergencies requires coordinated approach by all agencies involved and the marine industry.

Relevant Agencies and stakeholders; ships, large vessels and ports, both government and those operated by private companies, are required under legislation to prepare plans setting out arrangements to respond to and / or mitigate the impact of the Marine Transport Emergencies that might occur in their respective areas of responsibility or jurisdiction.

DoT will ensure that these systems and procedures are in place and will audit them by inspection and exercise.

These plans and response arrangements must be consistent with WestPlan-MTE, which is in turn intended to be consistent with other State emergency management plans.

3.2.2 Shipboard Emergency Plans

It is a requirement under the Safety Of Life At Sea (SOLAS) Convention that all ships of over 400 GRT have a Safety Management Plan.

Department of Commerce recommend that all WA commercial vessels carry a Vessel Management Plan detailing such matters as passenger/crew evacuation, fire fighting, person overboard and cyclone procedures. This is likely to become a statutory requirement under Part E of the National Standard for Commercial Vessels.

3.2.3 Port Marine Safety Plans

The *Port Authorities Act 1999* and relevant agreement acts require Port Authorities and private companies operating ports (Maritime Export Facilities) to prepare, maintain and implement a Marine Safety Plan that is approved by the Minister for Planning and Infrastructure in the case of Port Authorities.

The Director General of DoT approves such plans in the case of ports (Marine Export Facilities) operated by private companies. These plans will identify arrangements for managing Marine Transport Emergency situations within port waters.

3.3 Community Education

Public education will be undertaken regarding the following:

- Marine oil pollution awareness;
- Cyclone preparedness for ships and harbours;
- Safe Boating; and
- Boatshed and Resources guide

Public education material will also be available at <http://www.transport.wa.gov.au/imarine/15830.asp>

3.4 Evacuation Arrangements

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

3.5 Local and District Hazard Emergency Management Plans

The principles contained in this document are to be applied to each Port Authority and Maritime Export Facility operator that requires an MTE capability through the development of a Local MTE Plan. Local MTE Plans are Hazard Management Plans prepared by Harbour or Port Masters in consultation with key stakeholders.

3.6 Arrangement for Assistance from Other Jurisdictions

3.6.1 Commonwealth Government Assistance

The provision of Commonwealth Government physical assistance is dependent upon established criteria and requesting arrangements. All requests for Commonwealth physical assistance are to be made in accordance with SEMP 4.9 – Commonwealth Physical Assistance.

Requests will be coordinated through the DoT OASG to AMSA.

3.6.2 Interstate Assistance

Interstate assistance will be coordinated through the OASG with:

- South Australia – Department of Transport, Energy and Infrastructure
- Northern Territory – Department of Planning and Infrastructure.

3.6.3 Assistance from Overseas

Any overseas assistance will be requested through AMSA.

PART 4 RESPONSE

4.1 Responsibility for Response

DoT Marine Safety is the prescribed Hazard Management Agency for response under the *Emergency Management Regulations 2006* for all emergencies in which there is an “actual or impending event involving a ship that is capable of causing loss of life, injury to a person or damage to the health of a person, property or the environment”;

Memorandums of Understanding are in place between DoT and the Port Authorities of Western Australia in respect of Marine Transport Emergencies that occur in remote areas of the State but outside Port Authority Boundaries. See map at Appendix C.

Response activities include:

- Preservation of human life
- Wreck removal and salvage of vessels and/or cargo

- Accident reporting, investigation and crime scene preservation
- Protection of environmental values
- Removal of hazards to navigation
- Re-establishment of safe navigation after marine incidents

Multiple Hazards

In accordance with SEMP 4.1 para. 13:

Where a subsequent hazard caused by the initiating hazards presents a significantly greater risk, management of the incident may be transferred to the relevant Controlling Agency and / or Hazard Management Agency for the subsequent hazard by agreement between the two agencies. Management of terrorist acts is in accordance with the National Counter Terrorism Arrangements.

FESA

If there has been an actual or impending spill of hazardous materials by a ship in State Waters, or at berth, and in which the hazardous materials and/or the mitigating actions required will not affect the structural integrity of the ship, then the emergency shall be regarded as a Hazardous Materials (HAZMAT) Emergency and management of the emergency will be addressed through WestPlan HAZMAT.

(DoT will be the Controlling Agency for the Marine Transport component of the emergency as specified under the *Emergency Management Regulations 2006*.)

WAPOL

HMA for Terrorist Act

In the event of an incident involving a Nuclear Power Warship (NPW) WAPOL is the HMA for radiation escaping from the NPW

4.2 Notification

Notification sources include, but are not limited to:

- AMSA
- RCC
- WAPOL
- FESA

- VMRS
- Port Authorities
- Vessel Master/Owner

Initial reports indicating a possible Marine Transport Emergency must be forwarded without delay to the Manager Safety Operations & Environment, DoT 08 9216 8867 or 24hr pager 08 9480 9924 for evaluation, appropriate emergency classification and action.

4.2.1 Alerts

DoT is responsible for the provision of alerts to potential Combat and Support Agencies.

In the event the DoT requires the use of State Alert the Incident Controller will liaise with the State Hazards Operations Officer (SHOO) 1300 566 588.

4.3 Levels of Response

There are three types of response for Maritime Transport Emergencies. These are:

4.3.1 MTE Within Port Boundaries

For an MTE within port boundaries, the immediate response will be performed by the Port Authority or Maritime Export Facility owner company. These organisations will provide the Incident Controller and will act as **Controlling Agency**.

DoT will maintain HMA responsibility but will only provide the Incident Controller if the incident requires multi-agency response or if requested by a Port Authority or a Maritime Export Facility owner company.

4.3.2 MTE in State Waters

For an MTE in State waters DoT is the HMA and controlling agency and will provide the Incident Controller. In remote areas of the State, the immediate response may be provided under a Memorandum of Understanding with the closest Port Authority.

4.3.3 MTE in Commonwealth Waters

AMSA may request that DoT manage an MTE in Commonwealth waters, especially if there is the potential for the incident to impact State waters. Response will be as per 4.3.2 MTE in State waters.

4.3.4 Declaration of Emergency Situation

The General Manager of Marine Safety or his delegates have considerable emergency response powers under the *Western Australian Marine Act 1982*, *the Shipping and Pilotage Act 1967*, to undertake emergency response actions to enable them to provide an emergency response. When the situation requires additional powers provided under the *Emergency Management Act 2005*, the Hazard Management Agency may declare an 'Emergency Situation

4.3.5 Hazard Management Officers

DoT may appoint Hazard Management Officer(s) to utilise the additional powers available under the EM Act, during a declared Emergency Situation to benefit other agencies in support.

4.4 Response Phase

WestPlan-MTE will be formally activated by General Manager Marine Safety, DoT once assessment of initial reports has been made.

4.4.1 Response Phase Activation

Without providing an exhaustive list, the following marine incidents, depending on their severity, may result in a Marine Transport Emergency and the activation of WestPlan-MTE:

- Collision of a ship or large passenger vessel with:
 - A fixed object;
 - A floating object;
 - Another vessel or vessels;
 - An overhead object;
 - A submerged object;

- A wharf or bridge; or
- An offshore petroleum installation;
- Grounding of a ship or large passenger vessel
- Capsizing of a ship or large passenger vessel
- Swamping of a ship or large passenger vessel
- Flooding of a ship or large passenger vessel
- Structural failure of a ship or large passenger vessel
- Loss of stability of a ship or large passenger vessel
- A deliberate attack or sabotage on a ship or large passenger vessel
- Fire on board a ship or large passenger vessel
- Explosion on board a ship or large passenger vessel
- Fixed wing aircraft or helicopter crash on board a ship or large passenger vessel
- Incident related to tsunami, cyclone or storm

4.5 Incident Management System

DoT uses the Australasian Inter-Service Incident Management System (AIIMS). All agencies with agreed responsibilities under this plan are encouraged to ensure that personnel and teams are familiar with and able to work within the AIIMS system.

Further details on the DoT Emergency Management structure can be found at Appendix E.

4.5.1 Site Organisation

Site organisation will depend on the nature and location of the emergency and will be determined by the Incident Controller. The nature of Maritime Transport Emergencies may mean that the incident scene is offshore and therefore the Incident Controller will operate from the closest Operations/Coordination Centre.

4.5.2 Incident Coordination Centers

- **Incident Coordination Centre (ICC)**

DoT maintains an ICC located on the third floor of Marine House, 1 Essex Street, Fremantle. The ICC is equipped with sufficient telephone, email and fax communications, communications recording and operations centre equipment to provide incident support.

- **ICC Equipment Maintenance**

DoT will maintain the ICC equipment in a state of immediate readiness. The equipment includes files for the IMT, identification jackets for supervisors, communication equipment e.g. telephones, computer network, facsimile machine and voice recording devices.

This equipment will be inspected and updated annually by the nominated officer from Marine Safety. In addition to the ICC equipment, a kit for a forward operations centre will also be maintained in an operational state. This kit will include a laptop computer, portable fax machine, stationary and other essential items.

- **Other ICCs**

Because of the scope and complexity of Marine Transport Emergencies, other ICCs may be activated by Combat Agencies in support of the Incident Controller.

- **Port Authority and Maritime Export Facility ICCs**

Port Authority and Maritime Export Facility Marine Safety Plans should provide for an operations centre with the necessary staff, radio, telecommunications and ancillary equipment to facilitate the control and coordination of a Marine Transport Emergency response.

4.6 Hazard Management Structure/Arrangements

DoT has the overall responsibility for control and coordination of a Maritime Transport Emergency through the appointed Incident Controller. The Incident Controller will be a suitably trained and qualified officer from DoT, a Port Authority or a Maritime Export Facility.

4.6.1 Multi Agency Support Group and Triggers for Activation

For an incident requiring a multi agency response the Incident Controller will be a suitably trained and qualified DoT officer. The Incident Controller may form an Incident Support Group (ISG) to support the response.

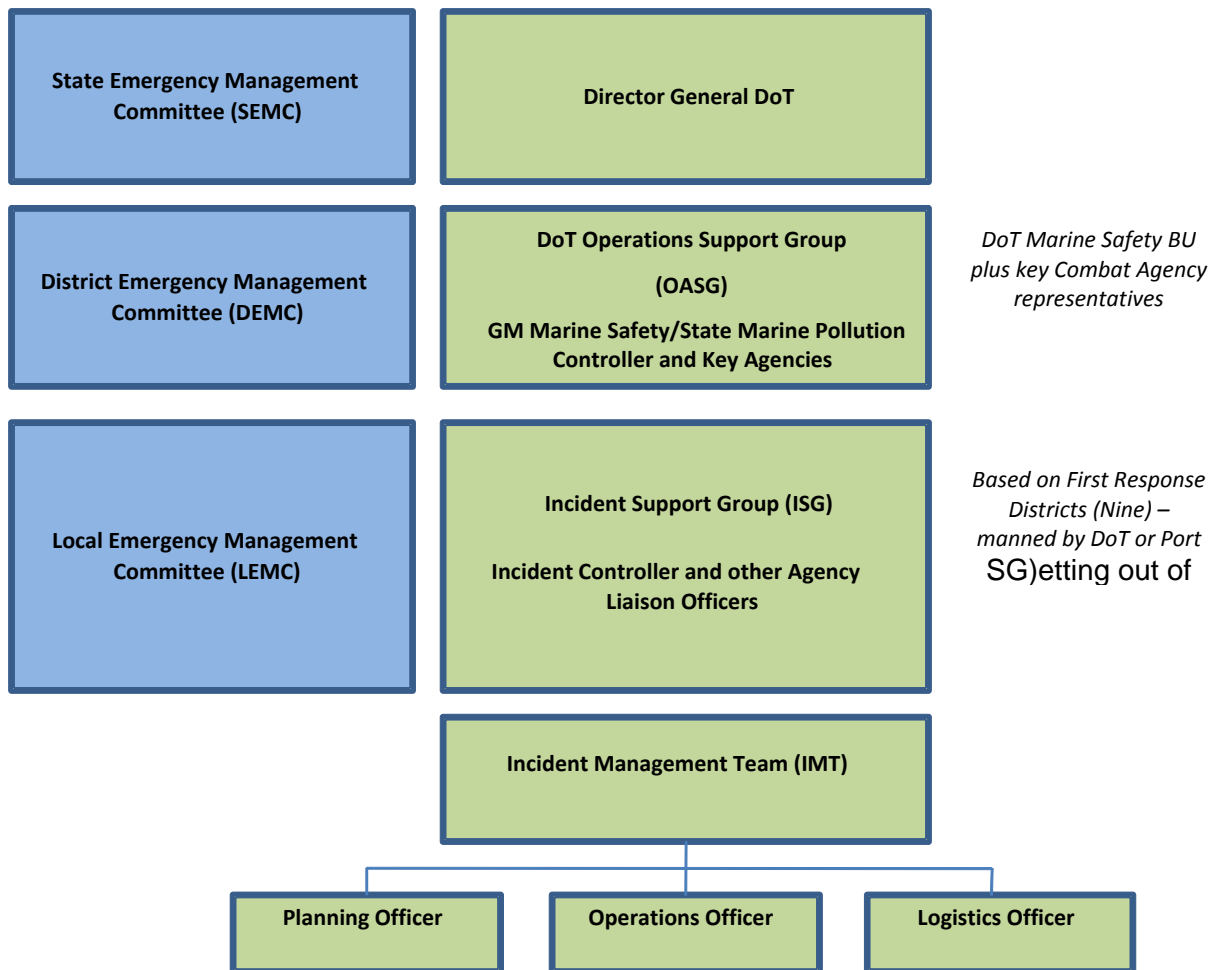
If the Marine Transport Emergency is of such magnitude that it impacts, or is likely to impact an entire community or an extensive geographical area incorporating multiple incident areas, DoT may, on the request of the Incident Controller, nominate an Operations Area Manager. This will normally be GM Marine Safety.

A SECG may be established by the State Emergency Coordinator. Activation of a State Emergency Coordination Group is coordinated by the Executive Officer SEMC in accordance with State Emergency Management Procedure OP – 11 at the request of, or in consultation with, the HMA where a Marine Transport Emergency includes significant political, socio-economic or resource implications that can only be effectively addressed on a whole of government basis. The location of the SECG will be determined by the HMA to suit the nature of the incident.

The role of the SECG is to assist the HMA in the provision of a coordinated multi agency response to and recovery from the emergency. Membership will include State level representation from the key agencies involved in the response and recovery to the Marine Transport Emergency. DoT membership of the SECG would be DG DoT or appointed representative.

4.6.2 Coordination structure

The Maritime Transport Emergency coordination structure is shown below:



4.7 Evacuation arrangements

4.7.1 Evacuation Offshore

The evacuation of passengers and/or crew from a vessel will be conducted by WAPOL under arrangements contained in WestPlan-MARSAR.

4.7.2 Evacuation Onshore

The evacuation of shore based personnel will be managed by WAPOL. If the evacuation is required due to chemical spill from a Maritime Transport Emergency it will be ordered by FESA under arrangements contained in WestPlan-HAZMAT.

Local government would be requested to provide assistance with temporary shelter to house evacuees in accordance with WestPlan-Welfare.

4.7.3 Triggers for Evacuation

An evacuation would be triggered by any situation which presents a threat to life or the safety of persons.

4.8 Function Support Plans

4.8.1 Medical Services

WESTPLAN – HEALTH may be activated at any time where casualties have occurred. The provision of medical resources and personnel will be coordinated through the Incident Controller at local level where possible. Additional resources will be requested through the State Health Coordinator via the On Call Duty Officer (Department of Health).

4.8.2 Telecommunications

The provision of communications for response measures under this plan is based on the normal communication facilities required for regular activities in the maritime industry.

Should normal systems prove inadequate, additional resources can be sought through the State Telecommunications Support Plan.

Marine communications can be augmented through WAPOL (Water Police), AMSA, VMRS and commercial marine organisations.

4.8.3 Terrorism

In the event of a Terrorist Act resulting in a Maritime Transport Emergency, the Westplan Terrorist Act in accordance with the National Counter Terrorism Plan will supersede this and all other plans

4.9 Public information and media management

DoT is responsible for the provision of media management and public information. DoT will appoint a Media Liaison Officer to coordinate with other Combat Agencies, arrange media conferences, and prepare media releases and co-ordinate on-scene media visits.

If the Marine Transport Emergency results from a terrorist act then all public information and media management will be handled by WAPOL as outlined in the National Counter-Terrorism Plan and Handbook.

4.10 Activation of other WestPlans in support of this plan

Other WestPlans which may be activated in addition to those already nominated in 4.1 in support of this Plan may include:

- WestPlan-MARSAR
- WestPlan-MOP
- WestPlan-Nuclear Powered Warships
- WestPlan-Health

4.11 Financial arrangements for response

Generally, to ensure accountability for expenditure incurred, the organisation with operational control of any resource shall be responsible for payment of all related expenses associate with its operation during emergencies unless other arrangements are established. Detailed information in relation to the financial responsibilities of participating organisations is outlined in SEMP 4.2 – Funding for Emergencies.

The Incident Controller will arrange for a specific account number to be allocated to the Marine Transport Emergency and advise all participants. The Incident Controller will ensure that accurate records of actions taken, decisions made and costs incurred are maintained.

As Marine Transport Emergencies involve ships or large passenger vessels, response costs and expenses can normally be recovered from the vessel owner/agent through the vessel's P&I Club insurance. Therefore, the appropriate P&I Club representative must be notified as soon as possible and should be kept informed of response strategies and general operations costs incurred during the course of the response.

The DoT, Port Authority or private company operating a port (Maritime Export Facility) managing the response will call for the submission of certified accounts from Combat and Support agencies and suppliers within six weeks of the response termination so that a valid claim can be lodged with the P&I club representative following the response phase. Such claims must set out all

costs clearly and should be accompanied by the necessary supporting documents giving the reasons for incurring the expenditure.

If the incident occurs in Commonwealth waters and is managed by DoT on request from AMSA, DoT will provide AMSA with an estimate of costs and expenses as soon as practicable, followed by a detailed accounting with supporting documentation.

PART 5 RECOVERY

5.1 Responsibility for Recovery

Local government are responsible for the coordination of community recovery at a local level. Where recovery activities are beyond the capacity of the local community, State support may be provided through the State Recovery Coordinator as detailing the in State Recovery Plan [WestPlan –Recovery].

DoT is responsible for ensuring that an effective recovery process is initiated. In order to facilitate the effective coordination of the recovery process it is essential that an assessment of the recovery and restoration requirements be conducted as soon as possible after the impact of the event.

5.1.1 Recovery Committee (RC)

A RC may comprise representatives of DoT, the relevant port, salvors, P&I club, local government and local and district Emergency Management Committees. It should be formed by the Incident Controller before the response is terminated to ensure that recovery activities are commenced and progress smoothly from the response phase to the recovery phase.

5.1.2 Recovery Guidelines

Recovery activities support the affected community 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 well being. Marine accident and coronial investigations may continue and records and accounts must be kept.

The general guidelines for recovery operations are available in the Western Australian State Level Recovery Coordination Emergency Management Plan (WestPlan-Recovery Coordination). It provides the State level procedures, policies and arrangements to manage community recovery following major emergencies.

WestPlan-Recovery Coordination supplements the recovery plans of the various HMA's and is administered by the Department of Premier and Cabinet. Recovery action is co-coordinated by the State Recovery Services Subcommittee (RSS)

5.2 Transition to Recovery

Recovery activities are initiated and retained by the DoT Incident Controller until such time as the local recovery structure is activated under the guidelines of the WestPlan-Recovery.

5.2.1 Specific On-site Recovery

The recovery process after a Marine Transport Emergency can be complex and protracted. Recovery activities could include the following:

- Restoration of marine infrastructure and safe navigation to original state;
- Site cleanup, removal and disposal of oil, chemicals and other hazardous material or radioactive material;
- Stand down and debriefing;
- Community recovery activities including counselling of affected people, financial support, medical care, physical restoration, provision of temporary housing and support services;
- Restoration of the marine environment, shoreline or recreational amenity.
- Recovery activities include the collection of data and evidence to determine the cause, post incident analysis for possible prosecution action.

5.2.2 Restoration of Safe Navigation and Marine Infrastructure to Original State

After the initial action is taken by the Incident Controller to eliminate the threat to life, environment and property, the next step is to restore the marine infrastructure to its original state.

This can be a long-term process. Depending on the type of Marine Transport Emergency, this task may involve clearing of wreck(s) from navigation channels and reconstruction of other damaged marine infrastructure such as

jetties or navigation aids. Assistance of divers and/or salvage companies may also be required during this process.

This task may also involve use of tugs for towing disabled vessel(s) and salvors in conjunction with ship owners/ agents. Continued involvement of OH&S representatives may be necessary particularly for recovery operations involving hazardous materials.

5.2.3 Removal and Disposal of Oil, Chemicals or Other Hazardous Material

The site cleanup, removal and disposal of oil chemicals and other hazardous material, will be taken up in accordance with the guidelines of WestPlans MOP Westplan HAZMAT and port marine safety plans.

The Incident Controller, on the advice of involved Combat Agencies, may permit personnel employed by the owners of the polluting vessel, or recognised contractors, to commence clean-up operations after the risks associated with the Marine Transport Emergency have been mitigated.

Clean-up operations may involve removal of intact containers, placing damaged or ruptured containers into oversized drums, neutralisation/ absorption/ removal of liquids and removal of contaminated soils. Local government assistance may be requested in clean-up, temporary storage and disposal operations.

The recovery process also includes the restoration of damage done to the marine environment, shoreline or recreational amenity. Assistance of local government and volunteer groups may be requested for this task.

5.2.4 Community recovery

DoT will provide all available assistance to aid community recovery. *(Describe the community recovery arrangements and the procedure for transition to activities to restore the community to pre-impact operation).*

5.2.5 State Level Recovery Coordination

DoT shall provide a representative (if requested) for State level recovery coordination activities. *(Describe the procedure for transition to the SRCC for this type of hazard).*

5.3 Stand Down and Debriefs

Stand down of response teams should not occur until recovery arrangements are in place. The Incident Controller, in consultation with all Combat Agencies, will determine when the site has been rendered safe, so that stand down procedures may commence. Before commencing the stand down, a 'Hot Debrief' may be conducted by the Incident Controller to all participating agencies to explain the situation, answer any queries and address any concerns. Any outstanding tasks and issues may also be clarified at this stage.

Subsequently, a 'Post Operation' debrief may be provided by the Incident Controller along with a written accident investigation report which will form the basis of the post incident analysis

5.4 Investigation

Marine Transport Emergencies involve vessels in excess of 400 tonnes GRT and, as most of these vessels are under an Australian or foreign flag, the Australian Transport Safety Board's Marine Investigation Unit will carry out the accident investigation. However, if the vessel(s) involved are under WA jurisdiction, the investigation will be carried out by DoT.

It will also be necessary for the WAPOL to investigate the circumstances of any death and to make a report to the State Coroner.

5.5 Incident Analysis / Review

The performance of WestPlan-MTE will be monitored by Marine Safety, through shared experiences, debriefs, incident reports, accident investigation reports as appropriate and through a post incident analysis. Post incident analysis, regular training and exercises will identify the strengths and weaknesses of this plan and facilitate action for further improvement.

Each participating agency involved in a Marine Transport Emergency shall upon request, provide a written report to DoT and a consolidated report including the findings of the accident investigation team will be prepared for the Director General of DoT.

A post incident analysis of the Marine Transport Emergency to identify ways to improve the future response to Marine Transport Emergencies may also be requested by the Incident Controller.

A post incident analysis team, comprising representatives of all participating agencies, will reconstruct the incident and assess the emergency response focusing on the following:

- Notification and deployment
- Assessment and first strike action
- Containment and counter-measures
- Command and control
- Initial recovery operations

The report will be prepared by DoT and will be circulated to allow other agencies to review their operational procedures for future action.

PART 6 APPENDIXES

6.1 Appendix A - Distribution List

Organisation	Copies
<p>National Emergency Management Coordination Centre EMA Institute Library</p>	2
<p>State Government Ministers Minister for Police; Emergency Services; and Road Safety Minister for Planning and Infrastructure</p>	
<p>State Emergency Management Committee All members Secretary SEMC All subcommittee members</p>	
<p>Organisations with responsibilities in this plan</p> <p>DoT General Manager Marine Safety (State Chair and WA MPC) Manager Safety & Environment Oil Spill Response Coordination Fremantle Fishing Boat Harbour Jurien Bay Fishing Boat Harbour Hillarys Boat Harbour Mandurah Marine Office Regional Services Manager Kimberley Regional Services Manager Pilbara Regional Services Manager Gascoyne Regional Coordinator Exmouth Regional Services Manager Mid West Regional Services Manager South West Regional Services Manager Great Southern Regional Transport Officer Esperance</p>	

WA Based Agencies

Department of Fisheries

Australian Maritime Safety Authority: Fremantle

Australian Maritime Safety Authority: Karratha

Department of Mines and Petroleum (DMP)

Department of Conservation and Land Management

Rottnest Island Authority

Fleet Base West

FESA

WAPOL

Environmental and Scientific Coordinator (OEPA)

Port Authorities

Albany Port Authority

Broome Port Authority

Bunbury Port Authority

Dampier Port Authority

Esperance Port Authority

Fremantle Port Authority

Geraldton Port Authority

Port Hedland Port Authority

Maritime Facilities

Derby (Shire of Derby/West Kimberley)

Cape Cuvier (Dampier Salt)

Port Walcott (RTIO)

Yampi Sound Cockatoo Island (Portman Mining)

Useless Loop (Shark Bay Salt)

Wyndham Port

Onslow Salt (AKZO)

Others

Australian Institute of Petroleum (AIP)

Houtman Abrolhos Consultative Committee

Interstate Agencies

Marine Safety Victoria

Marine Safety Queensland

NT Department of Transport & Infrastructure

New South Wales Waterways Authority

Marine Group, Transport South Australia

Marine and Safety Tasmania

Australian Maritime Safety Authority (AMSA), Canberra

Australian Petroleum Production & Exploration Association Ltd (APPEA)

Australian Marine Oil Spill Centre (AMOSC)

Library Deposits (Bound copies with contact details removed)

National Library of Australia, Legal Deposits Unit (2 copies) 2

State Library of Western Australia, Batty Library (4 copies) 4

6.2 Appendix B - Glossary of terms/acronyms

All terms used in the document are in accordance with the *Emergency Management Act 2005*, and the *Western Australian Emergency Management Glossary 2008*.

Additional terms specific to this Plan are as follows:

ADIOS	Automated Data Inquiry for Oil Spills. Oil weathering and behaviour model developed by the (US) National Oceanographic and Atmospheric Administration (NOAA).
Advanced Operations Centre	Means a location, usually in proximity to a marine oil pollution incident, from which field activities are directed.
AIIMS	Australasian Interagency Incident Management System.
AIP	Australian Institute of Petroleum.
AMOSC	Australian Marine Oil Spill Centre.
AMSA	Australian Maritime Safety Authority. Commonwealth agency charged under the Australian Maritime Safety Authority Act, 1990 with combating pollution in the marine environment both within and outside the Commonwealth of Australia
AOC	Advanced Operations Centre.
AMOS Plan	A voluntary oil industry mutual mutual aid plan intended to supplement the national Plan, administered by Australian Institute of Petroleum through AMOSC.
Approved Dispersant	Means dispersant approved by the National Plan.
Appropriate Authority	Statutory Agency as defined under WA Pollution of Waters by Oil and Noxious Substances Act1987.(POWBONS)
RCC	Rescue Coordination Centre
Aviation Unit	A unit of the Operations Section responsible for the coordination of aviation operations in accordance with the Incident Action Plan.
Coastal Resource Atlas	Is a compilation of information on the coastline, its fauna, flora, facilities and resources related in a geographic manner to assist in training, contingency planning and combat operations (see OSRA)
Coastal Waters	State Waters. From baseline to 3nm to seaward.
Combat Agency (National Plan Definition.)	The agency identified as being primarily responsible for responding to a particular incident.
DEC	Department of Environment & Conservation
Dispersant	Chemical used to "break up" surface oil slicks.
Disposal	The storing or re-processing or dumping of recovered pollutant in an environmentally approved site.
DoC	Department of Commerce
DoF	Department for Fisheries
DMP	Department of Mines and Petroleum
EAG	Executive Advisory Group. WA Committee chaired by the EAG Coordinator, responsible for management of WestPlan-Marine Oil Pollution

ERP	Emergency Response Plan (company document)
Emulsification	The formation of a water-in-oil mixture. Different oils exhibit different tendencies to emulsify, and emulsification is much more likely to occur under high energy conditions (winds and waves, oil well blowouts). A water-in-oil emulsion is frequently called mousse.
Environmental and Scientific Coordinator	Nominated person who provides scientific and environmental advice to the IC or WA MPC. Nominated from the OEPA.
EAG	Executive Advisory Group.
ERP	Emergency Response Plan
ESC	Environmental and Scientific Coordinator.
FESA	Fire and Emergency Services Authority.
FRA	First Response Agency
FWADC	Fixed Wing Aerial Dispersant Capability.
Harbour	Means any harbour, whether natural or artificial or as defined by any Act, and which is under the control of a harbour authority, including any port, dock, estuary or arm of the sea, any river or canal and any waters in which ships can obtain shelter or ship, or unship goods or passengers, and which is under the control of a harbour authority.
High Seas	Means those waters between three miles and two hundred miles from the coast.
IMO	International Maritime Organisation
Inland Waters	Estuaries, rivers, lakes and other navigable waters within the State of Western Australia.
Internal Waters	Waters to the landward of the baseline.
Marine Emergency Co-ordination Centre (MECC).	The centre operated in Fremantle by the Maritime Directorate of DoT where the State Committee/OAMG directs the provision of high-level support to the Incident Controller responding to a pollution incident.
Marine Oil Spill Equipment System MOSES	A computer-based register that lists equipment held in all States and identifies location, contact personnel and numbers for its release.
Marine Pollution Contingency Plan	A documented scheme of assigned responsibilities, actions and procedures, required in the event of a pollution incident.
MECC	Marine Emergency Co-ordination Centre.
MEP	Manager Environmental Protection
MOP	Marine Oil Pollution
MNR	Marine Nature Reserve
MP	Marine Park
MPC	Marine Pollution Controller.
MSDS	Material Safety Data Sheet.
National Plan to Combat Pollution of the Sea by Oil and Noxious and other Hazardous Substances	A Contingency plan issued by AMSA, combining the effort of the Commonwealth and State Governments and the oil and shipping industry to combat oil spills in the Australian marine environment.

National Plan Management Committee (NPMC).	A committee comprised of senior executives from all States/NT to advise the Australian Transport Council on strategic, policy and funding directions for the National Plan
National Plan Operations Group (NPOG).	A committee of representatives from all States/NT to support the NPMC by considering the overall operational aspects of the National Plan.
National Response Team	A group of interstate-based individuals with spill response experience across all areas of response activities available to provide support to an Incident Controller.
NATPLAN	See National Plan.
OEPA	Office of the Environmental Protection Authority
OH&S	Occupational Health and Safety.
OPRC	The International Convention on Oil Pollution Preparedness, Response and Cooperation 1990.
OSCP	Oil Spill Contingency Plan.
OSRA	Oil Spill Response Atlas. National CRA, developed by various State agencies. In WA, WA Transport holds the State OSRA.
OSRC	Oil Spill Response Coordination unit
OSSC	Oil Spill Service Centre (= OSRC Southampton, UK).
OSTM	Oil Spill Trajectory Model.
P & I Club	Protection and Indemnity Clubs; mutual insurance groups which insure vessels against costs of marine oil spills and other risks.
Pollution Incident.	Means an actual, potential or suspected oil or chemical discharge into the marine environment.
POLREP	Pollution Report. A report, reporting a pollution incident.
POWBONS	Pollution of Waters By Oil and Noxious Substances, 1987
RAN	Royal Australian Navy
Recovery Equipment	Means equipment used to recover oil spilled on water.
RP	Responsible Party
Salvage Adviser	An individual appointed to advise the Incident Manager on salvage issues.
Sector	A specified geographic area in which a component of a response is being carried out.
Ship-to-Ship Transfer Equipment	Means equipment held in readiness to assist with the emergency transfer of oil from one vessel to another.
SITREP	Means a Situation Report on an actual or potential marine oil pollution incident or response. These are to be issued regularly during any incident (see Appendix E).
Shoreline Unit	A unit of the Operations Section responsible for the coordination of shoreline clean up operations in accordance with the Incident Action Plan.
Slick	Oil spilled on the water that absorbs energy and dampens out surface waves, so that it appears smoother—or “slicker”—than the surrounding water.

SOLAS	Safety of Life at Sea
SRT	State Response Team
State Coordination Centre	Means the centre operated by the Department of Premier and Cabinet for the purpose of coordinating the State response to emergencies.
State Marine Pollution Committee	The group of individuals in the State required by the National Plan to be responsible for the development and refinement of contingency plans and the provision of advice and support to an Incident Controller on the occasion of a pollution incident.
State Response Team	A team comprised of DoT MEP Unit, Fisheries & Marine Officers and Fremantle Port Authority staff, trained in the use of response equipment, incident management and administration and capable of rapid deployment to any spill scene in the State.
Statutory Agency.	The agency having the statutory authority in the area where a particular pollution incident occurs. Primarily responsible for ensuring an appropriate and adequate response is mounted by the Combat Agency.
STEC	State Telecommunications Emergency Committee.
Supervisor	An individual in charge of a component of a response within a particular sector of the response. Reports to the relevant Coordinator.
Support Agency	An organisation or body providing support to a Combat Agency. This may be in the form of equipment, personnel or logistics.
Tar-mats	Non-floating mats of oily debris (usually sediment and/or plant matter) that are found on beaches or in shallow water just offshore.
UNCLOS	United Nations Convention on the Law of the Sea
WA (National Plan) Marine Pollution Committee	The "State Committee". Committee that oversees the management of the National Plan in WA.
WHA	World Heritage Area
Wildlife Unit	A unit of the Operations Section responsible for the coordination of wildlife operations in accordance with the Incident Action Plan.

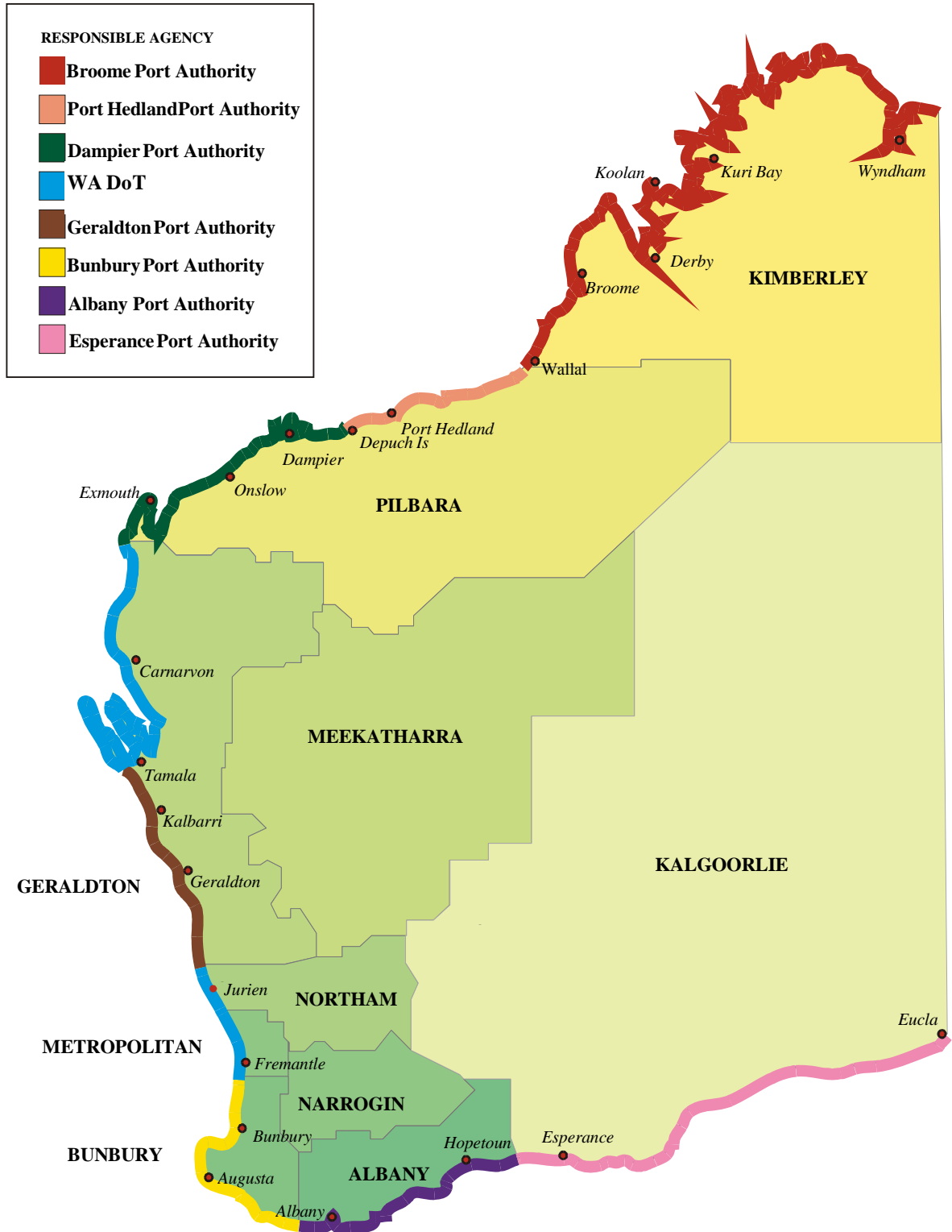
6.3 Appendix C - Agency Responsibilities under WestPlan-MTE

Agency	Incident Role/Support
<p>WA Police Service (WAPOL)</p>	<p>WAPOL is the HMA for marine search and rescue and also provides support in recovery functions after an emergency.</p> <p>Under the National Counter-Terrorism Plan, WAPOL has organisational responsibility for preventing, responding to and investigating terrorist activity, threats and incidents in the State.</p> <p>In a Marine Transport Emergency, WAPOL will manage and control the rescue of persons from a ship or large passenger vessel under WestPlan-MARSAR arrangements.</p> <p>If the Marine Transport Emergency has been caused by terrorism, WAPOL will establish a crime scene and carry out an investigation.</p> <p>Nuclear Powered Warships Emergency Coordination</p>
<p>Fire and Emergency Service Authority (FESA)</p>	<p>FESA is the HMA for fire and hazardous materials (HAZMAT).</p> <p>In a Marine Transport Emergency, FESA, in consultation with DoT and/or the relevant Port Authority, will respond to ship fires and/or hazardous materials incidents on board ships under WestPlan-HAZMAT arrangements.</p> <p>FESA provide prompt first strike action according to Standing Operating Procedures. Actions may include:</p> <ul style="list-style-type: none"> Rescue Fire fighting Elimination of ignition sources Stopping leakages Containment of hazardous substances Neutralisation Decontamination
<p>WA Port Authorities and Companies Operating Maritime Export Facilities</p>	<p>Port Authorities and private companies operating ports are responsible for managing emergencies occurring in their port waters.</p> <p>Subject to formal agreement and at the request of DoT, the WA Port Authorities may respond to Marine Transport Emergency situations outside of port waters until DoT personnel are on scene and</p>

	have formally taken control. Depending on the location of the Marine Transport Emergency, DoT may appoint, with the concurrence of the Port Authority, an officer from a Port Authority, as the IC.
Australian Maritime Safety Authority – Powers of Intervention	The Australian Maritime Safety Authority (AMSA), in a Marine Transport Emergency situation posing grave and imminent danger to the coastline of Australia or to the related interests of Australia, has the power to take such measures as it considers necessary to prevent, mitigate or eliminate the danger. Such measures may include the issue of directions to the master of a vessel or to any salvor in possession of a vessel to take direct action, prevailing over any previous directions issued to them.
Department of Environment and Conservation (DEC)	To provide environmental advice to the Hazard Management Agency, on the impacts of the emergency on the environment. To administer the pollution, emission and, waste disposal/control provisions of the <i>Environmental Protection Act 1986</i>
Salvage Industry	The salvage industry has responsibility, when engaged by ship owners, for the salvage of vessels; and, as far as possible, to prevent or minimise damage to the environment.
Ship Owners and Agents	Ship owners and agents have responsibility for arranging salvage of vessels and for informing the relevant protection and indemnity (P&I) club.
Department of Defence	The Department of Defence is a member of the Emergency Services Group (ESG) of SEMC. The Department of Defence may be requested by the HMAs and Support agencies to commit Defence resources to assist the State response in case of a Marine Transport Emergency.
Rescue Coordination Centre	RCC is the Commonwealth marine search and rescue authority. Assistance for wider marine search and rescue operations may be requested from RCC by the WAPOL under WestPlan-MARSAR. RCC is managed by AMSA.
Bureau of Meteorology (BoM)	The IC, or any other Combat or Supporting Agency, may request meteorological advice while undertaking emergency response operations. The BoM may also be requested to maintain an overview and provide special forecasts of the weather conditions in a designated area of Marine Transport Emergency
FESA Volunteer Marine and Rescue Service Groups	The FESA Volunteer Marine Rescue Service, comprising 36 volunteer sea rescue groups, operating under WestPlan-MARSAR, can provide assistance to the HMA with valuable local

	knowledge, operating limited coast radio stations and may be requested by the IC to assist in emergencies that do not involve search and or rescue activities.
Department of Commerce	The role of DoC will be to provide, on request, advice on health and safety aspects resulting from Marine Transport Emergencies.
Marine and related industry	Assistance from marine and other relevant industry may be requested by the IC or a Combat Agency, particularly for information about hazardous and other noxious products involved in a Marine Transport Emergency situation. The industry assistance may simply be in terms of provision of Material Safety Data Sheets (MSDS) or on site assistance for accident investigation. Otherwise, the marine industry may be requested to supply response resources on a fee for service basis.
WA Department of Health	The WA Department of Health manages the health response during emergencies and coordinates all health resources utilised under the State Health Emergency Management Support Plan.
Local Government Authorities	Local Government can provide local information and assistance in terms of manpower, earthmoving equipment, trucks and other equipment. Their assistance is normally arranged through Local and District Emergency Management Committees. However, the capability and commitment of each local government to undertake the tasks and meet the responsibilities identified in this plan should be confirmed by Port Authorities and private companies operating in ports (Maritime Export Facilities) as part of the contingency planning process.
St John Ambulance and WA Ambulance Service	The St John Ambulance and WA Ambulance Service provide ambulance services and transportation of casualties resulting from a Marine Transport Emergency. St John Ambulance is also responsible for tasking the Emergency Rescue Helicopter.

6.4 Appendix D - Nominated Regional First Response Agency Ports



6.5 Appendix E - DoT Emergency Management Structure

General

The Department of Transport uses the Australian Inter-service Incident Management System (AIIMS) to manage Marine Transport Emergencies.

This management system is used across Australia by emergency services to manage emergency incidents such as earthquakes, search and rescue, storms, floods and fires. AIIMS is a robust incident management system that enables the seamless integration of activities and resources of multiple agencies when applied to the resolution of any emergency situation.

AIIMS achieves this by providing a common management framework for organisations working in emergency management roles that assists the more effective and efficient control of incidents. The framework can be applied to any size incident as it provides the basis for an expanded response as an incident grows in size and complexity.

AIIMS Functions

The control system of AIIMS consists of four functional areas: Control, Planning, Operations and Logistics. It brings together personnel, procedures, facilities, equipment, and communications to facilitate the efficient management of an incident.

A common organisational structure defines the responsibilities for managing the allocated resources so that stated incident objectives and outcomes are accomplished effectively. The system prescribes delegation to ensure that all vital management and information functions are adequately performed.

AIIMS Principles

AIIMS is based on three key principles:

- Management by objective
- Functional management
- Span of control

Management by Objective

Management by objective is a process of consultative management where the Incident Controller, in consultation with the Incident Management Team, determines the desired outcomes of the incident. These outcomes, or incident objectives, are then communicated to everyone involved, so that they know and understand the direction being taken during the operation. At any point in time, each incident can only have one set of objectives and one incident action plan for achieving these objectives.

Functional Management

AIIMS utilises the following four functions:

- Control - The management of all activities necessary for the resolution of the incident.
- Planning - The collection, analysis and dissemination of information and the development of plans for the resolution of the incident.
- Operations - The tasking and application of resources to achieve resolution of the incident.
- Logistics - The acquisition of human and physical resources, facilities, services and materials to support achievement of incident objectives

Span of Control

Span of control is a concept that relates to the number of groups or individuals that can be successfully supervised by one person. Up to five reporting groups or individuals is considered desirable, as this maintains a supervisor's ability to effectively task, monitor and evaluate performance.

DoT Emergency Management Structure

The Emergency Management structure used by DoT can be applied to any major emergency and will be applied to response under both WestPlan-MOP and WestPlan-MTE. The overall structure is shown in Figure 1.

Key elements of the structure are:

Operations Area Support Group (OASG)

This team will be formed in the DoT Marine Safety Office in Fremantle. It will be formed to support the Incident Controller and will provide strategic management support under the leadership of the General Manager Marine Safety.

Team structure will be determined by the situation and will consist of Marine Safety staff and representatives from key Combat Agencies or Hazard Management Agencies.

If the activation is due to a Marine Oil Pollution emergency the General Manager Marine Safety will assume the role of State Marine Pollution Controller. The State Environmental and Scientific Coordinator (ESC) will also join the OASG.

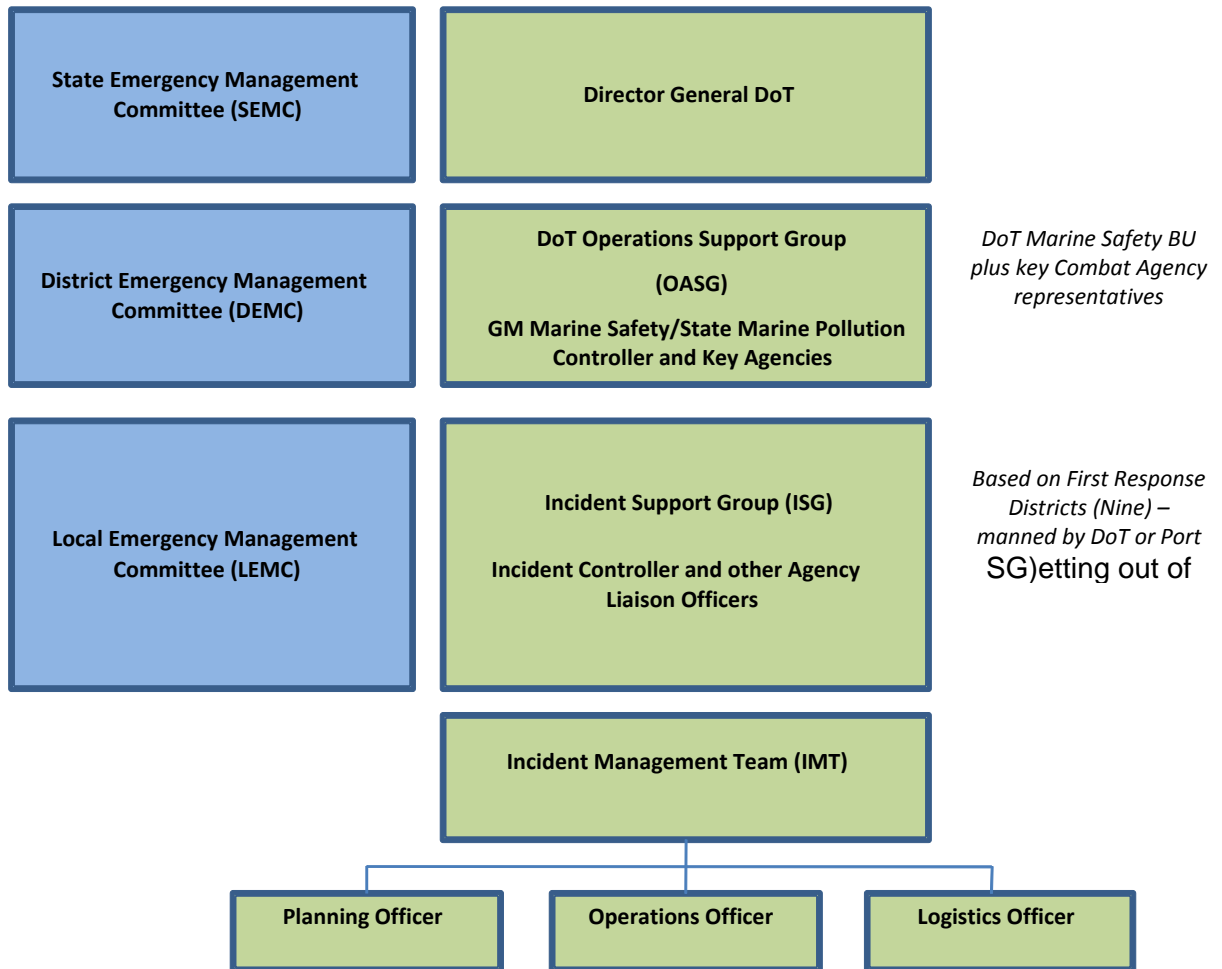
Incident Management Team (IMT)

DoT has the capability to deploy an IMT to control operations at the scene. The IMT is scalable. The Incident Controller will decide which elements of the IMT are required depending on the scale and type of emergency. The default IMT structure is shown in Figure 2.

Incident Support Group (ISG)

The Incident Controller may form an ISG at the scene if required for control of a multi-agency response. The ISG will include liaison officers from all Combat and Support Agencies involved in the response.

Figure 1 – DoT Emergency Management Structure



IMT Roles

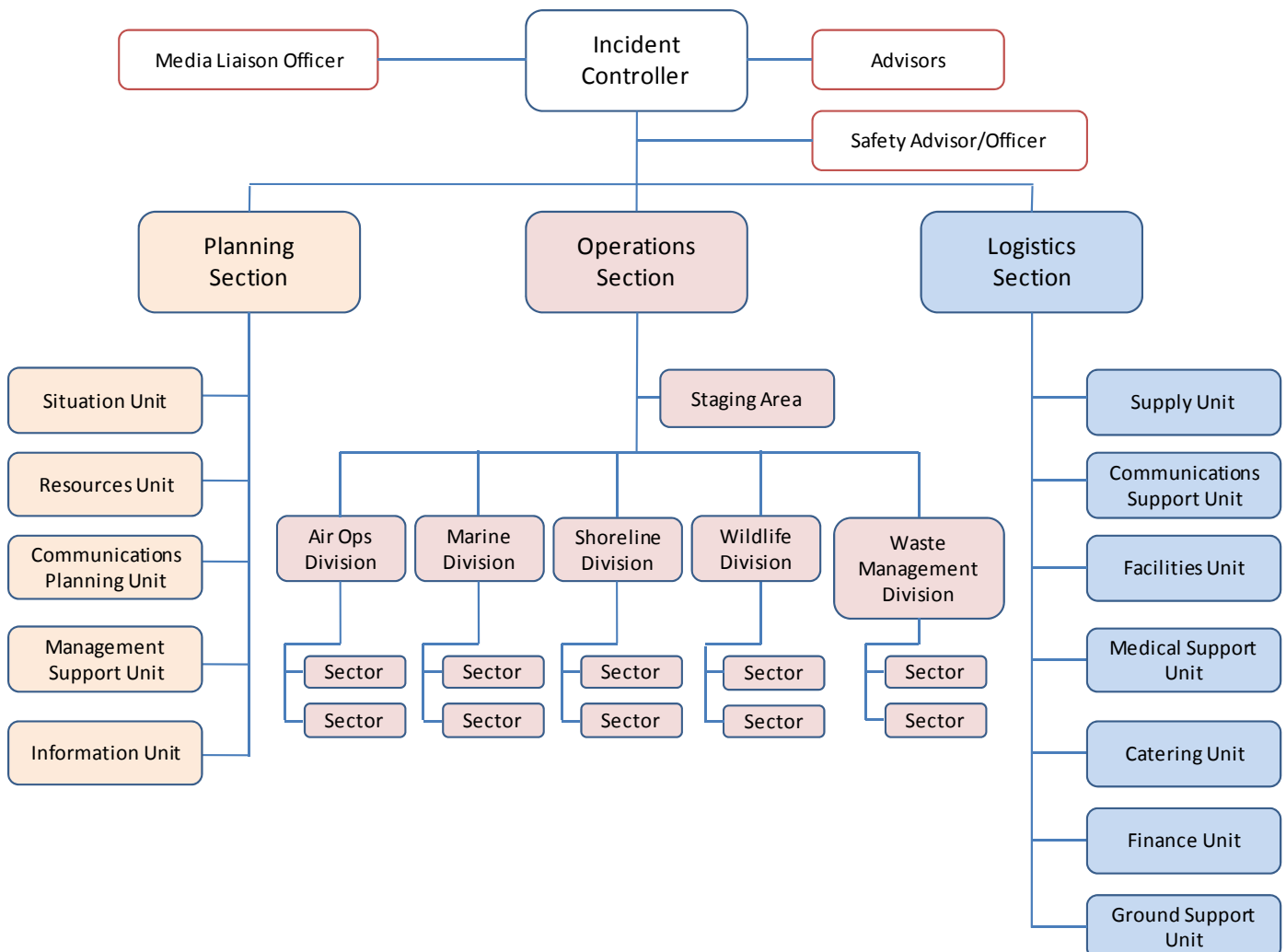
Incident Controller (IC)

The Incident Controller function includes:

- Overall responsibility for the management of all activities undertaken to control an incident.
- Establishment of systems and procedures for the safety and welfare of personnel at the incident scene.
- Management of the interaction with organisations and personnel working outside the incident management structure.
- Management of the interaction with organisations, communities and people affected, or likely to be affected by the incident.

The default IMT structure is shown in Figure 2 below:

Figure 2 – IMT Structure

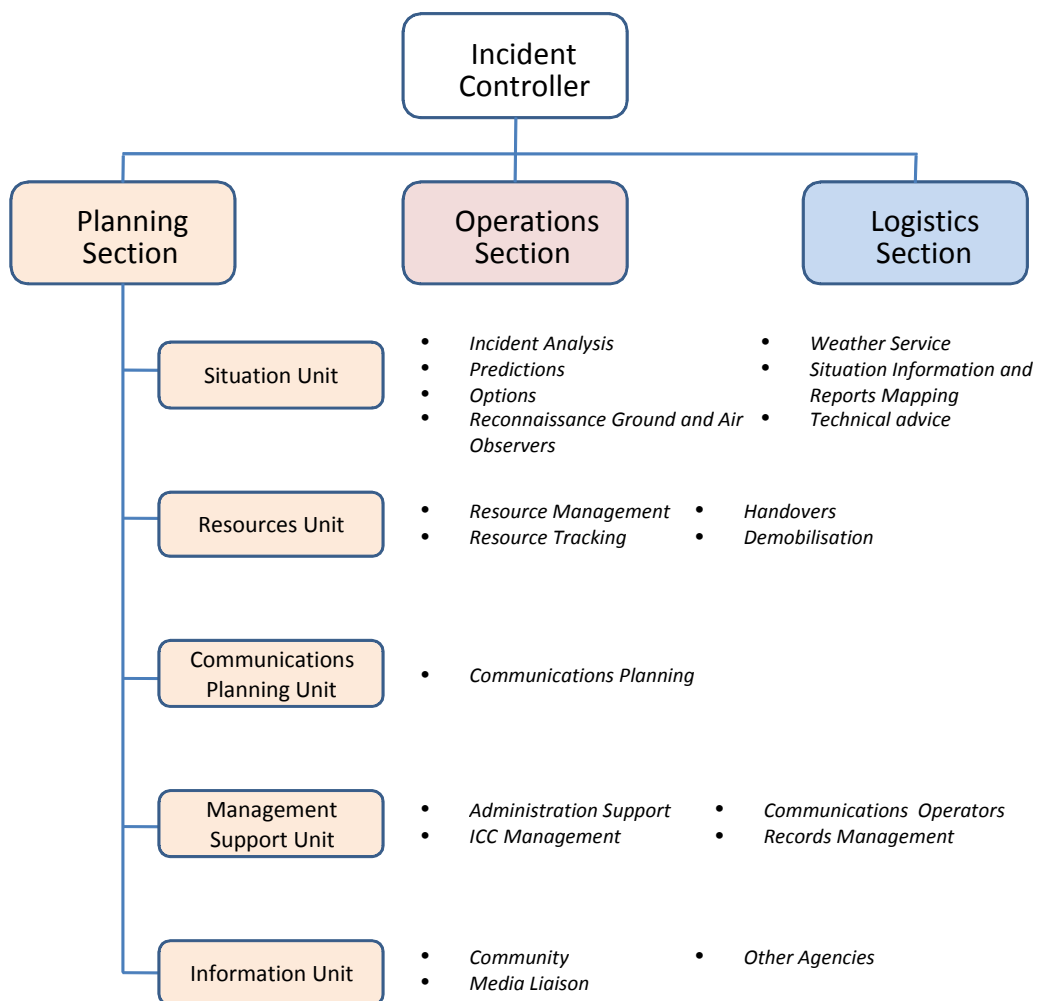


Planning Officer

The Planning function includes:

- Collection, evaluation and dissemination of information on the current and forecast situation.
- Preparation and dissemination of the incident action plans.
- Establishment of a Communications .Plan for the incident (a component of the incident action plan)
- Maintenance of a Resource Management System recording the status of resources allocation to the incident.
- Provision of management support services.
- Management of the Planning Section – see outline functions of Units within the Planning Section below:

Figure 3 – Planning Section Functions

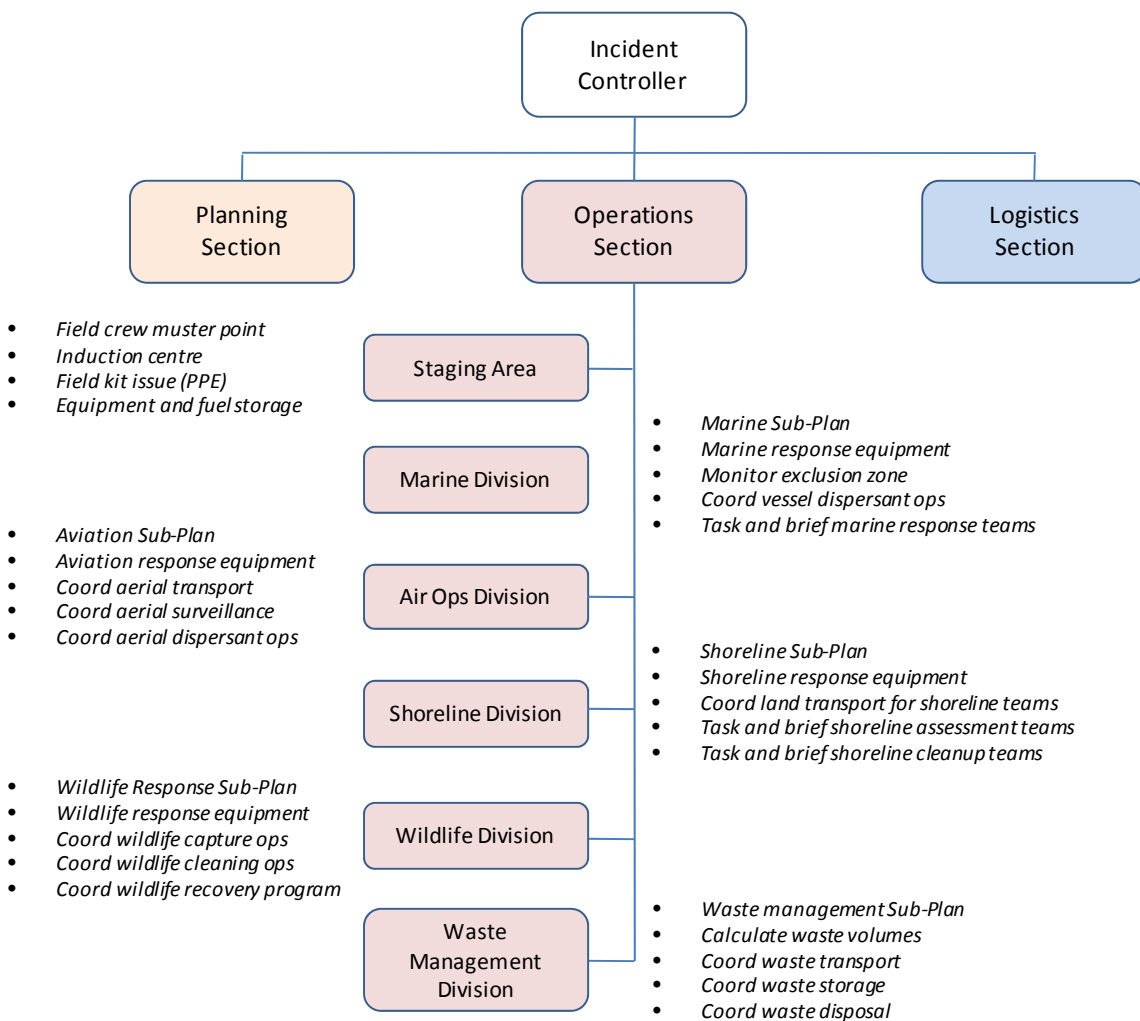


Operations Officer

The Operations function includes:

- Tasking and application of resources to achieve resolution of the incident in accordance with the incident action plan.
- Establishment of an Operations Section appropriate to the nature and complexity of the incident.
- Management of the Operations Section – see outline functions of Units within the Operations Section below – note that operations units shown are directly related to MOP but are also applicable to MTE.

Figure 4 – Operations Section Functions

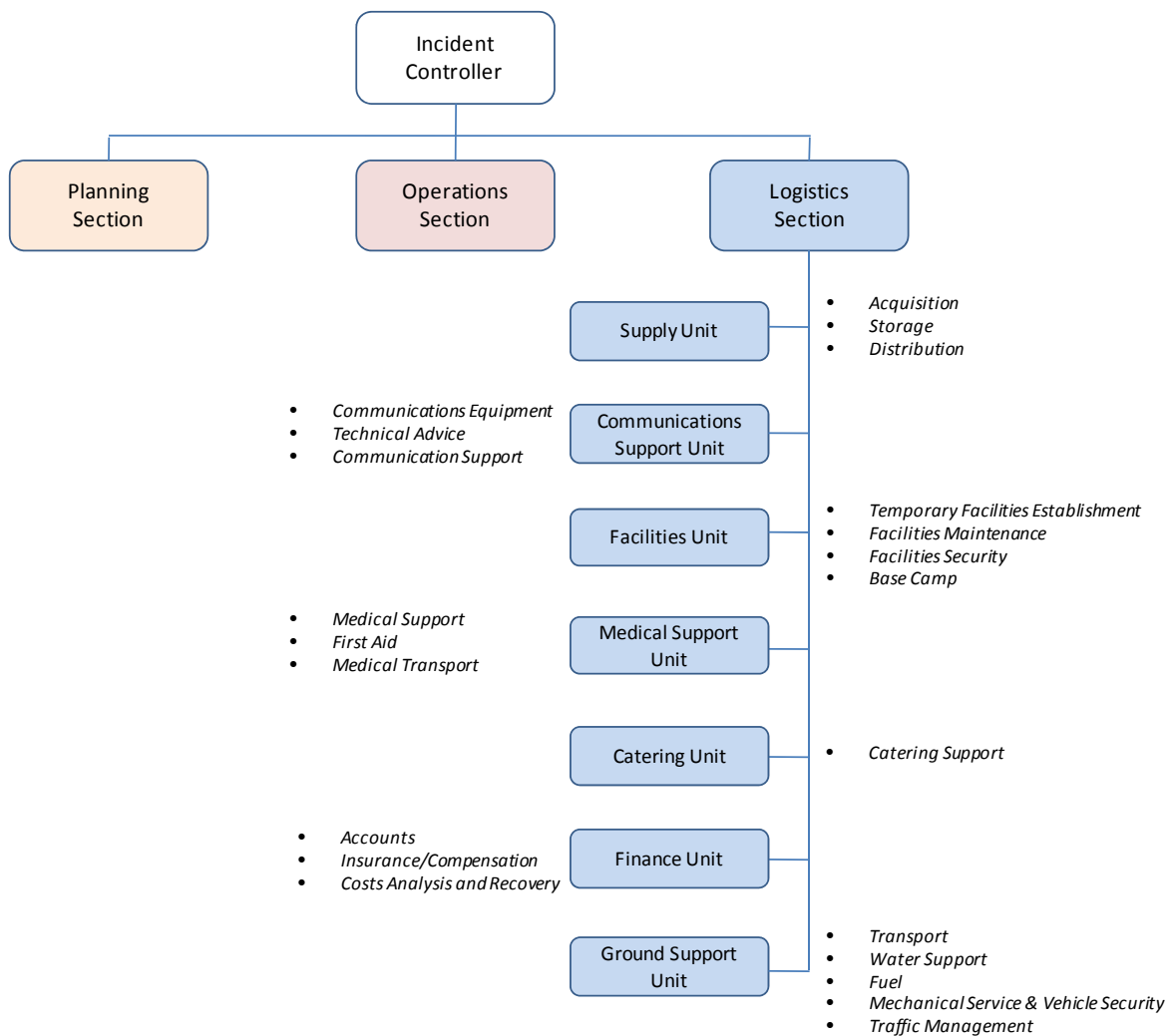


Logistics Officer

The Logistics function includes:

- Provision of support for control of the incident through management of:
 - Human and physical resources
 - Facilities
 - Services
 - Materials
- Management of the Logistics Section – see outline functions of Units within the Logistics Section below:

Figure 5 – Logistics Section Functions



Appendices as Separate Documents

6.6 Appendix F – MTE Contact Directory