



Department of
Transport



Business Plan – FY 2022/23

Maritime Environmental Emergency Response



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Maritime Environmental Emergency Response

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Contents

THE MEER FUNCTION	4
THE MEER TEAM	5
BUSINESS CONTEXT	6
CORE CAPABILITY	7
KEY DELIVERABLES	8
DEFINED PROGRAMS	9
SPECIFIC PLAN FOR FY 2022/23	10
STRATEGY TO 2030	11
CONCLUSION	12

The MEER Function

Background

The Department of Transport is the Hazard Management Agency for Maritime Environmental Emergencies in WA. This encompasses the specific hazards of marine oil pollution and marine transport emergencies.

As a Hazard Management Agency, the Department of Transport facilitates the Maritime Environmental Emergency Management Function (MEER Function) within its Maritime Business Unit. The activities of this function are centred around arrangements laid out in the State Hazard Plan for Maritime Environmental Emergencies and the Intergovernmental agreement on the National Plan to combat pollution of the sea by oil and other noxious and hazardous substances (National Plan), the strategic direction of the State Marine Pollution Coordinator and the work conducted by the Maritime Environmental Emergency Response Team.

State Hazard Plan

The State Hazard Plan for Maritime Environmental Emergencies guides the management of marine oil pollution and marine transport emergencies in WA, including prevention, preparedness, response, and recovery. This is the cornerstone document of the Maritime Environmental Emergency Response Program.

National Plan

The Intergovernmental agreement on the National Plan to combat pollution of the sea by oil and other noxious and hazardous substances (National Plan) sets out the plan for how Australia will respond to marine pollution spills in Australian waters.

The plan is centred around a collective intergovernmental agreement with the Australian Government and Australian states and territories characterised by willing and effective cooperation under mutual aid and support arrangements.

State Marine Pollution Coordinator

The State Marine Pollution Coordinator is a senior government official, appointed to provide strategic leadership and coordination in support of a Control Agency during a Maritime Environmental Emergency. They are also the primary point of contact for facilitating National Plan collaboration and support and for facilitating strategic coordination in resolving any multi-jurisdictional-agency conflicts in prevention of, preparedness for, while responding to and when recovering from Maritime Environmental Emergencies in WA.



The MEER Team

Role

The Maritime Environmental Emergency Response Team's (MEER Team) role is to **support** the Department to meet its **obligations** as a **Hazard Management Agency**. As such they are the central capability within the Department for the management of Maritime Environmental Emergencies in WA.

Purpose

To **safely** minimise the **likelihood of and impacts** on people, environment, economy, heritage, and reputation from a **Maritime Environmental Emergency** within WA.

Mission

To **collaboratively** build and maintain **awareness and capabilities** to prevent, prepare for, respond to, and recover from **Maritime Environmental Emergencies**.

Approach

A **cross-stakeholder, integrated capability** approach to the management of Maritime Environmental Emergency within WA, based on risk to the State.

Motto

'Simple Solutions ... Partnered Success'

Values

The MEER Team works to fulfil its purpose and mission in alignment with the Department's purpose of 'Empowering a thriving community', and its values of:

- **Collaboration**
- **Adaptability**
- **Wellbeing**
- **Accountability**

Results

The MEER Team works to support the achievement of Maritime's Vision of 'integrated and intelligent marine safety services and coastal and maritime development that deliver optimum economic and social benefits to the WA community', and the strategic priorities as defined in the Department's Strategic Intent 2022-2025, those being:

- **Sustainable Transport Solutions**
- **Community Centric Services**
- **Capable and Future-Ready Organisation**



Business Context

The business of the MEER Team predominately aligns to the WA Emergency Management regulations and frameworks. As part of this key policies and procedures as outlined by the State Emergency Management Committee are applied, including the principles and structures of the Australasian Interagency Incident Management System (AIIMS). Further to this, the MEER Team also utilises the Incident Control System (ICS), commonly used in the Offshore Petroleum Industry for the direct management of incidents; and the POISETED capability model, applied as part of the National Plan for response capability management.

Strategic Outlook:

- Changing fuel types (including aims for eventual decarbonisation) in the Shipping industry has already commenced and will to continue with little known about potential associated environmental impacts.
- The WA Gov. has committed to the Outer Harbour project which will move a majority of FPA operations from the inner harbour.
- The North West Shelf remains the major hub for Australia's Offshore Oil and Gas industry, ageing facilities and decommissioning activities are increasing as part of this.
- Shipping volumes remain high in the Pilbara Region, supporting the resources sector and export of minerals as a key contributor to Australia's and WA's overall economies.
- Some Shipping and Pilotage Ports have already transferred to Port Authorities and this process will continue until all are finally transferred.
- AMSA has committed to a review of the Intergovernmental agreement on the National Plan to combat pollution of the sea by oil and other noxious and hazardous substances (National Plan) commencing in FY 2022/23.
- The conservation of and sustainable use of the sea, oceans and Marine resources for sustainable development is one of the United Nations Sustainable Development Goals. This includes the management of marine pollution.

Key Stakeholders:

- AMSA (National Plan)
- SEMC (SHP)
- Port Authorities
- Petroleum Titleholders
- Facility Operators (S&PA)
- DBCA (Oiled Wildlife/ESC/ELG)
- DWER (Waste/EHAT/EPA/ELG)
- DFES (HAZMAT)
- DPIRD (Fisheries/ELG)
- DMIRS (Regulator/ELG)
- NOPSEMA (Regulator)
- AMOSC (Industry)
- LGA (Response & Recovery)

Key Committees & Forums:

- State MEE Response Committee
- National Plan Strategic Coordination Committee
- National Plan Training Community of Practice
- CAWE Working Group
- APPEA Forum
- WALIS Marine Group
- Regulatory Consultation Group
- Environmental Liaison Group
- SEMC Response Sub Committee
- MEER Seminar Group
- ES&T Network
- DEMC / LEMC
- HAZMAT Coordination Committee

Core Capabilities

The following are the core skills and expertise maintained within the MEER Team and as part of the broader MEER Function:



24/7 Duty Officer Service

(maintain an on call service for both response activation and advice)



State Marine Pollution Coordination

(provide strategic point of contact and enablement)



Maritime Incident Management and Support

(all levels & components of MOP/MTE, plus other hazards)



Nearshore and Shoreline Response

(Nearshore/Shoreline Assessment, Protection & Clean-up)



Combat Agency Support

(DWER, DFES, DBCA, AMSA, Port Authorities)



National Plan Support and Alignment

(Marine Pollution Coordinator and National response Team)



Industry and Other Stakeholder Plan Consultation

(NOPSEMA, DMIRS and Port Authorities)



Training and Exercise Facilitation

(with AMSA and RTO providers)



Hazard Risk and Capability Management

(Prevention, Preparedness, Response and Recovery)



Recovery Management and Support

(Environment and Community focused)

Key Deliverables

The MEER Team fulfils its purpose and sustains its core capabilities through the simultaneous management of four key deliverables. Within each key deliverable, there are also a series of specific activity streams, vital to each deliverable and which broadly align (but not exactly) to our core capabilities. The Key deliverables and activity streams are:

Incident Management

The control of or provision of support to response and recovery actions for maritime incidents when they occur.

Duty and Activation

Incident Response

Incident Recovery

Evaluation/Learning

Hazard Management

The application of specialised knowledge, expertise and resources in respect to the MEE Hazards (MOP/MTE)

Risk Appraisal

Capability Standards

Plans/Arrangements

Prevention Strategies

Preparation Management

The development, and sustainment of capability for the management of incidents (response and recovery)

Personnel Capability

Equipment Capability

Training & Exercising

Facilities & Stockpiles

Systems Capability

Stakeholder Management

The development and maintenance of partnerships within a cross-stakeholder and integrated-capability approach

Plan Consultation

Ongoing Advice

Collaboration

Activities Awareness

Support Arrangements

Defined Programs

Some of the Activity streams within the MEER Team's key functions are managed along a program arrangement. This is to ensure consistency in each relevant stream's processes and outcomes. These activity programs are:

Duty Officer Program	<ul style="list-style-type: none">• Supports the Duty and Activation Stream of the Incident Management Deliverable• Manages the Duty Officer roster and processes, as well as the 1st Strike and Activation Processes
Planning Program	<ul style="list-style-type: none">• Supports the Plans/Arrangements Stream of the Hazard Management Deliverable• Manages the conduct of and scheduling of internal plan/doctrine development and reviews
Maintenance Program	<ul style="list-style-type: none">• Supports the Equipment Capability Stream of the Preparedness Management Deliverable• Manages the conduct of, standards, scheduling and funding of maintenance (stockpile and ICC)
Training Program	<ul style="list-style-type: none">• Supports the Personnel Capability and Training & Exercising Streams of the Preparedness Management Deliverable• Manages the conduct of, requirements for, scheduling and funding of training (SRT/MIMT)
Exercise Program	<ul style="list-style-type: none">• Supports the Training & Exercising Stream of the Preparedness Function, and the Stakeholder Management Deliverable• Manages the objectives of, preparation for, scheduling, conduct and funding of Exercises
Site Visit Program	<ul style="list-style-type: none">• Supports the Activity Awareness Stream of the Stakeholder Management Deliverable• Manages the scheduling and conduct of site visits in collaboration with relevant stakeholders
Consultation Program	<ul style="list-style-type: none">• Supports the Plan Consultation Stream of the Stakeholder Management Deliverable• Manages the formal process for OSCP/OPEP reviews and consultation in support of Port Authorities/Operators and DMIRS/NOPSEMA

Plan for FY 2022/23

Key Objectives

In consideration of the MEER Team's mission and the business context as outlined before, the MEER Team will focus efforts on the achievement of five key objectives for the Financial Year of 2022/23.



Key Projects and Initiatives

The MEER Team will commit resources to eight key Projects and Initiatives for the Financial Year of 2022/23, with most aligned to the achievement of a key objective.

Creation of an MTE Plan (Supports Objective 1)	Response Standards Review (Supports Objective 2)	Stockpile & Equipment Consolidation (Supports Objective 2)	Improved Information Management (Supports Objective 2)
Plan Consultation Review (Supports Objective 3)	SHP-MEE & Guidance Notes Update (Supports Objective 3)	State Exercise 2023 (KPA Port) (Supports Objective 3)	Shoreline Assessment Enhancement (N/A)

Strategy to 2030

Vision

The MEER Team is a team of leaders in Emergency Management, supporting state-wide expertise and resilience for the management of Maritime Environmental Emergency hazards; and the MEER Function is positioned to adapt to evolving trends and risks in maritime transportation and petroleum industry activities into the future.



Strategic Priorities



Maritime Emergency Centre of Excellence
(New Storage & Training Facility at Woodman Point)



Stabalised and Sustainable Capability Levels
(Minimalist & consistent stockpiles, supported by partnerships)



Technology Support and Systems Sustainability
(AV, GIS, Digitisation, Automation)



Intrenched Cross-Stakeholder & Integrated-Capability approach
(Enhanced partnerships and defined standards)



Proactive management of an evolving hazard
(Collaboration with DFES, DWER, DBCA, AMSA and Ports)



Evolving Hazard Awareness and Knowledge Sharing
(Supported by an established narrative & a scientific focus)

Projected Capability Focus Areas

FY2022-23	FY2023-24	FY2024-25	FY2025-26	FY2026-27
<ul style="list-style-type: none"> • Port Support Validation • MTE Development • Shore Assess Enhancement 	<ul style="list-style-type: none"> • MTE Validation • Recovery Development • Air Ops Capability 	<ul style="list-style-type: none"> • Recovery Validation • WAMOPRA Upgrade • New Metro Stockpile 	<ul style="list-style-type: none"> • Cross Jurisdictional Validation • Hazard Centre of Excellence 	<ul style="list-style-type: none"> • Port Support Validation • HAZMAT Consideration

Conclusion

Review Mechanisms

The following are the key review mechanisms for the success of this business plan and individual accountabilities within it:

- DoT Performance Partnership Program
- Quarterly MEER Seminars
- Annual SEMC Capability Survey
- Hazard related Research and Developments
- Exercise Evaluation
- Any Changes to National Plan and SHP-MEE

Additional Information

Further information on the MEER Function and the MEER Team's business activities (in addition to this business plan) can be found within each of the following key documents:

- State Hazard Plan – Maritime Environmental Emergencies
- Defined Program Schedules
- MEER Key Project and Initiatives Plans
- MEER Policies

Document Review Schedule

This plan will be renewed annually, however may be amended earlier if required.

General Enquiries

All enquiries relating to this plan should be made to:

- **Manager – Maritime Environmental Emergency Response**

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<https://www.transport.wa.gov.au/imagine/marine-pollution.asp>

