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EMERGENCY MANAGEMENT VICTORIA

State Maritime Emergencies (non-search and rescue) Plan

Edition 1

Working in conjunction with communities, government, agencies and business

This Plan is the Victorian Marine Pollution Contingency Plan in accordance with the Marine (Drug, Alcohol and Pollution Control) Act 1988

Part A of this Plan is the State Emergency Response Plan Maritime Emergencies (non-search rescue) Sub-Plan in accordance with the Emergency Management Act 2013

Version Control

AUTHORISED	DATE
DEDJTR	29 September 2016
State Crisis and Resilience Committee	6 October 2016

Contents

1 Introduction

This Plan is the *Victorian Marine Pollution Contingency Plan* in accordance with the *Marine (Drug, Alcohol and Pollution Control) Act 1988* (the Act).

This Plan applies to Maritime Emergencies (non-search and rescue) (Maritime Emergencies NSR) including marine pollution which results, or may result, in a prohibited discharge into state waters of oil, an oily mixture, or an undesirable substance.

The *Victorian Marine Pollution Contingency Plan* is developed, coordinated and administered by the Secretary of the Department of Economic Development, Jobs, Transport and Resources (DEDJTR) in accordance with Section 71A of the Act.

Section A of this Plan is the *State Emergency Response Plan (Maritime Emergencies NSR) Sub-Plan* in accordance with the *Emergency Management Act 2013*.

This Plan has been prepared by DEDJTR, in collaboration with control agencies which have Maritime Emergency (NSR) responsibilities, in accordance with:

- the *Marine (Drug, Alcohol and Pollution Control) Act 1988*
- the *Emergency Management Act 2013* and the *Emergency Management Manual Victoria*
- the *State Emergency Response Plan*, prepared under Part 3A of the *Emergency Management Act 1986* (Vic)
- the Australian Maritime Safety Authority [AMSA] *National Plan for Maritime Environmental Emergencies* (the National Plan) (2014)
- the AMSA's Intergovernmental Agreement on the National Plan to Combat Pollution of the Sea by Oil and other Noxious and Hazardous Substances (2002) [www.amsa.gov.au/forms-and-publications/MOUs/Nat-Plan/index.asp]
- the Intergovernmental Agreement on the National Maritime Emergency Response Arrangement (2008). [www.amsa.gov.au/forms-and-publications/mous/documents/NMERA-IGA.pdf]

1.1 Purpose, Scope and Objective

The **purpose** of this Plan is to:

- Provide the Victorian Marine Pollution Contingency Plan in accordance with section 71B of the *Marine (Drug, Alcohol and Pollution Control) Act 1988* to ensure there is adequate planning and preparation for marine pollution incidents (including by providing equipment and training personnel).
- Give effect to Victoria's obligations under the *National Plan for Maritime Environmental Emergencies* and Intergovernmental Agreements.
- Provide the State Emergency Response Plan Maritime Emergencies (NSR) Sub-plan in accordance with the *Emergency Management Act 2013.*
- Provide strategic guidance for the effective management of maritime emergencies specifically addressing marine pollution (including oil and hazardous noxious substances) and/or maritime casualty NSR.

The **scope** of this Plan is maritime emergencies that are:

- marine pollution by oil, oily mixtures, and undesirable substances
- marine pollution by hazardous and noxious substances (HNS)
- maritime casualties (i.e. vessels – non search and rescue)
- wildlife affected by marine pollution.

Geographically, this Plan applies to maritime emergencies in Victoria's embayments, state coastal waters.

This Plan does not cover the following hazards:

- pollution of inland waters [EPA]
- pollution in Commonwealth waters from offshore petroleum facilities [National Offshore Petroleum Safety and Environmental Management Authority [NOPSEMA]]
- marine pest incursions, cetacean entanglements, strandings and vessel strikes [DELWP]
- maritime search and rescue [Victorian Police [VICPOL]]
- ship-board fires [Country Fire Authority [CFA] or Metropolitan Fire Brigade [MFB]].

The direct management of these hazards is not within scope of this Plan, however the control and coordination principles may be applied, where the hazard is concurrent with other hazards under the scope of this Plan.

The **objective** of the Plan is to ensure an integrated and coordinated approach to the Victoria's management of maritime emergencies [non-search and rescue] in order to reduce the impact and consequences of these events on the community, infrastructure and services and environment.

This Plan is the *Victorian Marine Pollution Contingency Plan* for the purposes of the *Marine (Drug Alcohol and Pollution Control) Act 1988.*

This Plan is two parts:

- Part A is the *State Emergency Response Plan Maritime Emergencies NSR Sub-plan*:

    o It provides an overview of the arrangements managing maritime emergencies in Victoria. The Sub-plan describes the integrated approach and shared responsibility between State and Commonwealth governments, agencies, business and the community.

    o The Sub-plan refers to national agreements, plans and documents, including the National Plan.

Part B contains operational details for preparing and planning for, responding to, and recovering from maritime emergencies.

This plan applies to maritime emergencies, non-search and rescue, in Victorian state waters, up to 3 nautical miles.

1.2 Authorising environment

This plan has been prepared in accordance with:

- the *Emergency Management Act 2013*
- the Emergency Management Victoria's *Emergency Management Manual Victoria*
- the *Marine (Drug, Alcohol and Pollution Control) Act 1988*
- AMSA's *National Plan for Maritime Environmental Emergencies* (the National Plan) (2014)
- the AMSA Intergovernmental Agreement on the National Plan to Combat Pollution of the Sea by Oil and other Noxious and Hazardous Substances (2002) www.amsa.gov.au/forms-and-publications/MOUs/Nat-Plan/index.asp
- the Intergovernmental Agreement on the National Maritime Emergency Response Arrangement (2008). [www.amsa.gov.au/forms-and-publications/mous/documents/NMERA-IGA.pdf]
- the Emergency Management Victoria, *State Emergency Response Plan* under the *Emergency Management Act 2013*. https://www.emv.vic.gov.au/plans/revisedserp/

1.3 Activation of the Plan

The arrangements in this plan apply on a continuing basis and do not require activation.

1.4 Audience

The audience for this Plan is the Victorian Government departments and agencies within the emergency management sector, including government, business and community.

1.5 Linkages

This plan reflects legislation, the arrangements in the *State Emergency Response Plan*, the strategic direction for emergency management in Victoria, accepted State practice for managing emergencies, and the related National and international protocols, conventions and arrangements as listed in Appendix 1.

This plan should be read in conjunction with:

- the *National Plan for Maritime Environmental Emergencies* for incidents which occur in Commonwealth waters for marine pollution including hazardous and noxious substances and maritime casualties
- the Victorian Interim Marine Search and Rescue Arrangements.

1.6 Review

This plan was current at the time of publication and remains in effect until modified, superseded or withdrawn by the Secretary of the DEDJTR. This plan will be reviewed every three years or as agreed by the Secretary of the DEDJTR.

PART A STATE EMERGENCY RESPONSE PLAN MARITIME EMERGENCIES [NSR] SUB-PLAN

2 The Emergency Context

The consequences of major maritime emergencies may include the loss of marine habitats and wildlife from oil and chemical spills or other pollutants, economic losses due to impacts on shipping, tourism and fisheries, loss of cargo, as well as social impacts through the loss of amenity and access to coastal areas. These consequences can last many years, for example, chronic coastal pollution resulting from a major oil spill.

For the purpose of delineating roles and responsibilities under this plan, maritime emergencies are divided into four categories: maritime casualty, oil spills, hazardous and noxious substance spills, and wildlife affected by marine pollution events.

2.1 Risk context

The possibility of a maritime emergency affecting Victoria arises from oil and gas production, commercial shipping, domestic vessel activity and naturally occurring.

2.1.1 Oil and gas industry

Offshore petroleum production occurs in Commonwealth waters of the Gippsland and Otway basins. Oil production from the Gippsland basin peaked in 1985 at 178 million barrels. Recently, remaining reserves are estimated at 400 million barrels of oil and more than 5 trillion cubic feet of gas. The Otway basin is important for gas production with reserves estimated at 893 billion cubic feet. Although production is offshore, spills of oil or condensate from these facilities or the connecting pipelines could reach state waters and impact on Victoria's coast.

New oil fields are being explored in the Great Australian Bight in South Australia, if production commences the risk would be reassessed.

2.1.2 Commercial shipping

Australia relies on shipping activity for trade with other countries. Victoria receives more than 4000 port calls from cargo ships each year, loading and discharging more than 11 million tonnes of freight (Australian Sea Freight 2013-14, BITRE 2015). The relative density of ship traffic is greatest at the commercial ports, in particular Port Phillip Bay (Figure 1). Other areas of concentrated vessel activity include the approaches to Port Phillip Bay and the waters off Wilsons Promontory. Victoria's four commercial ports are profiled below.

- The Victorian Ports Melbourne is Australasia's largest maritime hub for containerised, automotive and general cargo. It is a key economic asset for businesses and people across Victoria and south-eastern Australia. The Victorian Ports Melbourne includes 100,000 hectares of port waters, 21 kilometres of waterfront and 36 commercial berths and manages an estimated 3000 vessel movements annually.

- The Port of Geelong is Victoria's second largest port. The Port manages mostly exports of raw materials like petroleum products, bulk and bagged grain and woodchips. Crude oil, petroleum products and fertiliser raw material contribute the majority of the Port's imports.

- The Port of Hastings is a commercial port servicing major international and domestic shipping movements that include import and export of oil, Liquefied Petroleum Gas (LPG), Unleaded Petroleum (ULP) and steel, general cargo, project cargo, ship to ship transfer, pipe laying operations and the layup/repair of oil rigs/floating platforms.

- The Port of Portland is a deep water port servicing the Green Triangle Region (i.e. forest production area of Victoria and South Australia centred on Portland and Mt Gambier) and beyond. It has six commercial berths, managing more than 6.9 million tonnes of cargo annually. Its main commodities are grain, forestry products including woodchips, aluminium, alumina and liquid pitch, fertiliser and mineral sands. Port of Portland provides tug boat, pilotage and mooring services required by the more than 300 vessels visiting the port each year.
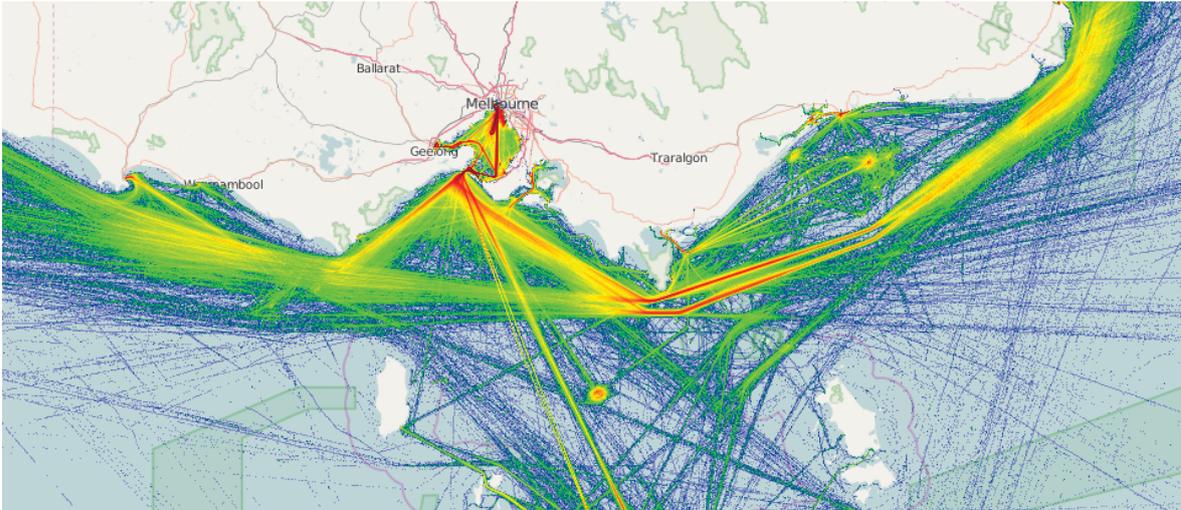
Figure 1. Indicative vessel traffic density map for the Victorian coast and offshore 2015. Lowest density in blue, grading to highest density in red. Data is shown for vessels fitted with Automatic Identification System (AIS). AIS is required for all foreign vessels, certain regulated domestic vessels (generally commercial vessels operating offshore), and may be used voluntarily by other vessels. (Used with permission. Source: Marine Traffic www.marinetraffic.com, accessed 18 August 2016).

2.1.3 Domestic vessel activity

Victoria has 14 Local Ports (Figure 2) with eight local port managers that play a vital part in local communities and support industries of importance to Victoria's economy. Local ports provide services to the oil and gas industry, commercial fishing industry, charter boats, and recreational fishing and boating interests. The ports are key recreation and tourist assets and contribute significantly to the local economies. Local Ports are managed by Parks Victoria, Local Government or local Committees of Management.

Figure 2. Location of Local Ports
(correlating numbers on map are referenced below in the text)

The Gippsland Ports Committee of Management is responsible for designated local port waters and waterways between Inverloch and Mallacoota. These waters are home to a fleet of around 100 offshore commercial fishing boats, several refuelling facilities, and support the Bass Strait oil and gas industry from Lakes Entrance and Barry Beach. Gippsland Ports include Mallacoota (14), Snowy River (13), Gippsland Lakes (12) Corner Inlet and Port Albert (11), Anderson Inlet (9) and Shallow Inlet (10).

Parks Victoria manages the local ports of Port Phillip (8), Western Port (9) and Port Campbell (4).

Local Government manages Ports at Portland Bay (1), Port Fairy (2), Warrnambool (3), Apollo Bay (5) and Lorne (6). Barwon Coast Committee of Management manages the local port of Barwon Heads (7).

Local ports support recreational boating, which is an increasingly popular pastime for many Victorians. Victoria has an estimated 192,000 registered powered vessels. The majority of vessels are highly mobile (trailable) and 96 per cent are vessels less than eight metres. Approximately 1,100 of the 1,300 reported incidents each year involve disabled vessels.

2.2 Risk Assessment

2.2.1 Risk of maritime casualty

Maritime casualty risks arise when a vessel is unable to:

- independently maintain a safe distance from surrounding navigational hazards (i.e. coastline, any outlying islands and reefs, other vessels and offshore structures)
- to effectively maintain the integrity of its cargo (through fire, explosion or water ingress) and
- to effectively contain its cargo (including any fuel or oil) carried on board.

Casualty risk may be categorised as:

- breakdown - failure of equipment essential to the independent navigation of the vessel or the maintenance of integrity of its cargo, rendering it in need of external assistance
- fire or explosion - damage to equipment essential to the independent navigation of the vessel or the maintenance of integrity of its cargo, rendering it in need of external assistance
- collision – two vessels coming together inadvertently causing significant damage
- stranding – a vessel inadvertently making contact with the seabed and being unable to independently free itself
- contact – A vessel striking a fixed object

During the past decade approximately 176 close quarters situations involving ships have been reported in state waters. A close quarters situation is one in which two vessels or a vessel and an object come close enough to risk a collision. The majority of situations involved proximity of a ship with a smaller recreational or commercial vessel, however, approximately seven incidents of two ships in close quarters were reported during the period, all in Port Phillip Bay. One ship reportedly came close to grounding as a result of attempting to avoid a collision with a smaller vessel.

The consequences of a maritime casualty may include loss of life, loss of the ship, its cargo and/or fuel, and/or marine pollution.

Domestic commercial vessels such as commercial fishing and charter boats also pose the risk of a maritime casualty. Although the consequences may not be as severe as a ship casualty, they occur more frequently and can have significant consequences, including loss of life, loss of the vessel and impacts of a fuel spill on a local scale.

2.2.2 Risk of marine oil pollution

Marine oil and HNS spills may be a consequence of a maritime casualty, loading and unloading accidents, accidents in oil and gas production or illegal dumping from ships. The *Victorian Marine Risk Assessment 2011* examined the risk of marine pollution oil spills (all sources) and chemical spills from bulk carriers to the environmental, economic, social and cultural values of the state's coastline. Risk was assessed for 66 coastal cells of approximately 20 km in length, as a function of the likelihood of a spill reaching the shore within each cell, and the key values that may be impacted in each cell.

A summary of overall results (Figure 3) shows that the frequency of a potential incident is highest in and on the approaches to and within Port Phillip Bay and Western Port. Due to the double hill design of modern tankers a collision or grounding is unlikely to lead to a significant loss of oil within Port Phillip Bay and Western Port, however, if a tanker were to drift onto the windward shores of the approach to Port Phillip Bay and Westernport significant wave action is likely to lead to complete loss of the vessel and her cargo. Bulk containers and container vessels generally do not have double hull protection for their bunker tanks.
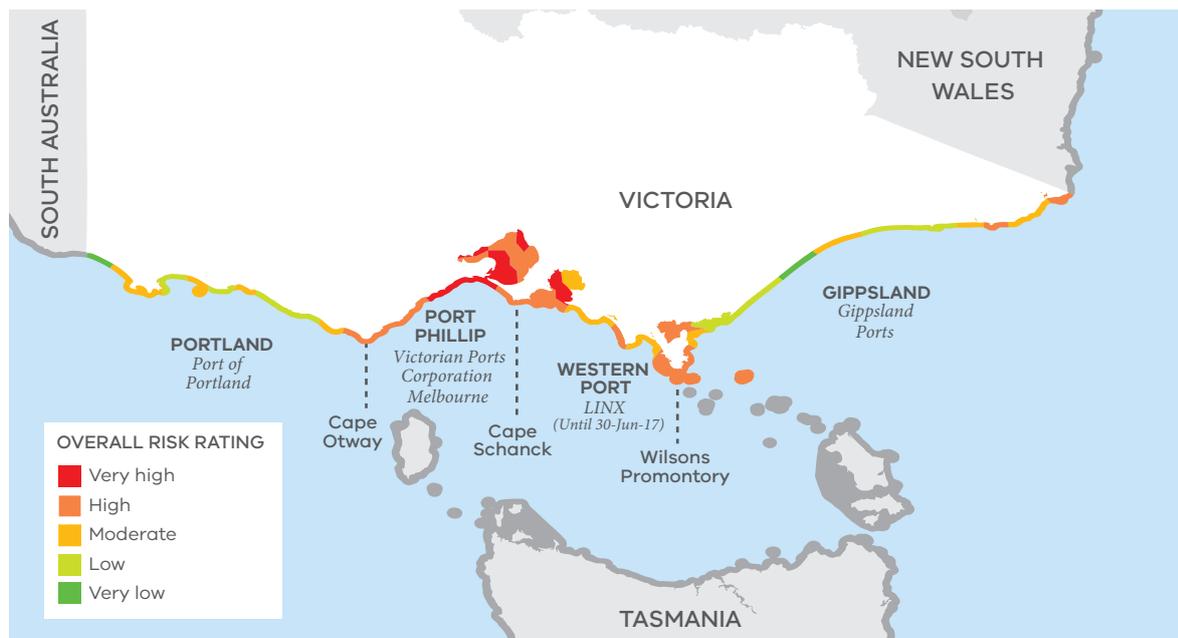
Figure 3. Distribution of marine pollution risk on the Victorian coast (Victorian Marine Risk Assessment, 2011).

Risk outputs for each coastal cell are on a five step scale (Very Low, Low, Moderate, High and Very High). There are 20 cells with a high risk rating and nine with a Very High risk rating. This is based on the probability of different types of oil being spilt (based on vessel movements, statistics, cargo types, etc.) and the sensitivity of the coastline of pollution coming ashore (habitat, amenity, heritage, economy, and threatened species).

The distribution of risks in Figure 3 is dominated by the potential for oil spills rather than chemical spills. This is due to higher number of vessels carrying oil, as cargo or fuel, compared to chemical tankers carrying HNS. The consequences of a HNS spill can be serious, as outlined below.

The 2011 report found that risk from the oil and gas industry was relatively low compared to shipping, contributing mainly to risk in those cells closest to the Otway and Gippsland basins.

Smaller spills, including those from small commercial or recreational vessels occur more often, but contribute less to the overall risk profile, due to lower volumes involved. Nevertheless, such spills can have significant local impacts, particularly in sensitive marine areas.

2.2.3 Risk of hazardous and noxious substance (HNS) spills

HNS spills may occur as the result of a maritime casualty, accident during loading or unloading, or as an illegal discharge at sea. The *Victorian Marine Risk Assessment* assessed the risk of non-packaged (i.e. bulk) chemical spills from ships. Chemical tankers made up less than 6% of overall ship visits to Victorian commercial ports (2006-2010) and therefore contributed little to the overall risk. A previous study (Lloyds Register 2006) showed that the risk of bulk chemical spills follows a similar general distribution to that shown in Figure 3.

Packaged HNS may be carried on container ships in special storage tanks housed within a 20 foot ISO container-sized frame, or stored in drums and loaded into standard shipping containers. If these cargos become dislodged during transit, they may break open and leak, or entire containers may be lost overboard. Containers, drums or other packages containing chemicals occasionally wash up on shore, posing a potential risk to the public.

Standards are in place to reduce the risk that may exist on board when highly reactive chemicals are allowed to mix with water, air or other chemicals. In the event of an emergency there is the potential for violent reactions, explosions, fires or release of toxic vapours. The consequences to the safety of the ship, its personnel and the public may be severe even though there may be little risk from a spill into the environment.

2.2.4 Wildlife affected by oil and HNS

Wildlife including birds and seals can be particularly vulnerable to oil and HNS spills into the marine environment. Risks are greatest where wildlife congregate in large numbers, such as coastal wetlands, mudflats and offshore islands. Examples include the Ramsar listed areas of Port Phillip, Gippsland Lakes, Western Port and Corner Inlet, Phillip Island and Gabo Island.

3 Consequences

Maritime Emergencies are classified as a Class 2 Emergency under the *Emergency Management Act 2013*.

The relevant control agency works with the Emergency Management Commissioner, Emergency Management Victoria, other government agencies, industry, and the community to reduce and mitigate the consequences of a maritime emergency on the community.

Mitigation of maritime emergency risk is largely achieved through industry construction standards and legislation and regulation such as the *Marine Safety Act 2010* that provides for safe navigation rules, port operations procedures, maritime training. These involve state-based, national and international rules, agreements and arrangements to be in place (Appendix 1). The application of these mitigation measures is largely beyond the scope of this plan.

3.1 Industry Standards

A range of international conventions exist to provide standards and measures which help prevent maritime emergencies. Australia is signatory to the International Maritime Association's *International Convention for the Prevention of Pollution from Ships 1973* and *International Convention on Oil Pollution Preparedness, Response and Cooperation*. Further information on International Conventions is at Appendix 1 to this plan.

The AMSA *National System for Domestic Commercial Vessel Safety* has been designed to improve marine safety and make it easier for seafarers and their vessels to work around Australia. The National System sets and administers standards for vessels to be considered in survey and seaworthy, and sets out the required qualifications for operating a vessel within State, Territory and Australian waters.

3.1.1 Safe Navigation

In accordance with international conventions, AMSA issues Vessel Traffic Services (VTS) Instruments of Authority to approved providers to manage, operate and coordinate vessel movements.

VTS services contribute to safety of life at sea, the safety and efficiency of vessel navigation, and the protection of the marine environment, the adjacent shore area and worksites from possible adverse effects of maritime traffic.

Harbour Masters

All shipping movements within commercial and local port waters are controlled by the Harbour Master. The *Marine Safety Act 2010* provides the Harbour Master with powers to prohibit the entry to (or require removal of a vessel from) waters under their control if they believe it is:

- unseaworthy, or
- in imminent danger of sinking and causing an obstruction to navigation; or
- in imminent danger of causing serious damage to the marine environment or property in those waters.

Pilotage

The *Marine Safety Act 2010* sets out pilotage requirements for vessels over 35m in length. It also allows the Director of Transport Safety Victoria (TSV) to specify areas where the Master of a Vessel requires a Local Knowledge Certificate. This applies to locations where it is considered local conditions provide a sufficient risk to vessel operations.

Navigation Channel maintenance

Scheduled channel dredging and maintenance is conducted to allow for the safe navigation of vessels.

Hydrographic surveys are undertaken periodically to inform maintenance dredging, the placement of Aids to Navigation (AtoN) and issuing of Notices to Mariners.

3.1.2 Planning and regulation

Safety duties

Workplace safety in and around ships is primarily regulated by the Victorian Workcover Authority (WorkSafe Victoria), TSV and the national Australian Maritime Safety Authority (AMSA). The *Marine Safety Act 2010* promotes safe marine operations in Victoria by introducing marine safety duties, creating a 'chain of responsibility' for all parties who have a role in ensuring safety, and providing a framework to ensure vessels are fit for purpose and those who operate them have the skills to do so safely.

The *Port Management Act 1995* requires all local and commercial ports to prepare a Safety and Environment Management Plan (SEMP). SEMPs facilitate a whole-of-port approach to hazard and risk management, particularly for the interface between land and water in ports.

Port Emergency Management Plans

Certain ports such as the Victorian Ports Melbourne prepare Port Emergency Management Plans which detail arrangements to achieve preparedness for, response to, and recovery from, emergencies that could occur within the Port. The plans are integrated with the state and local (municipal) emergency management arrangements.

3.1.3 Assets and Capability

Equipment

Equipment stockpiles are strategically located around the state in accordance with response type and needs. Further details around stockpiles can be located in the Operational Plan (Part B) of this plan.

Victorian marine pollution response equipment is strategically located across the state, with a focus on areas identified as high risk.

The MFB has developed a specialist capability for HNS including two dedicated Fire Boats to respond to vessel fires, pollution incidents and ship to ship transfers.

Each Commercial Port has a capability for initial response and local towage (e.g. tugs) including smaller vessels and lifting (cranes).

3.1.4 Personnel

Each Control Agency is responsible for ensuring that capability and capacity is available to respond to an incident. This is supported by intergovernmental agreements and support arrangements outlined in the *Emergency Management Manual Victoria* (EMMV).

3.2 State Emergency Management Priorities

The Emergency Management Commissioner (EMC) has set six strategic priorities which must be considered when managing emergencies within Victoria. The priorities inform the Incident Controller's Strategic Intent and must underpin all planning and operational decisions (Table 1).

Table 1. EMC priorities

STATE EMERGENCY MANAGEMENT PRIORITIES	HOW THIS APPLIES TO MARITIME EMERGENCIES
Protection and preservation of life is paramount. This includes: • safety of emergency services personnel, • safety of community members including vulnerable community members and visitors/tourists located within the incident area.	Risk Assessment principles will be undertaken to ensure that appropriate Work Health and Safety (WHS) systems are in place to protect emergency responders. WHS procedures for Maritime Emergencies must be followed. The search and rescue of any vessel occupants and their safety during an incident is paramount to all other maritime operations. Members of the community must be appropriately informed and exclusion zones should be established and maintained around hazardous areas.
Issuing of community information and community warnings detailing incident information that is timely, relevant and tailored to assist community members make informed decisions about their safety.	Appropriate information and warnings should be issued as soon as possible. If an Emergency Alert is required it must be issued immediately.
Protection of critical infrastructure and community assets that support community resilience.	Response and recovery strategies should minimise disruptions to shipping channels, port facilities and community assets such as fisheries, beaches and recreational boating facilities.
Protection of assets supporting individual livelihoods and economic production that supports individual and community financial sustainability.	Response and recovery activities should focus on protecting and restoring natural assets including waterways, beaches, habitats that support economic activity such as shipping, tourism and fisheries (aquaculture).
Protection of environmental and conservation values that considers the cultural, biodiversity, and social values of the environment.	Response strategies should be designed to minimise the overall environmental impact on cultural, biodiversity and social values of the environment.
Protection of residential property as a place of primary residence.	In general, residential property would rarely be directly impacted by a maritime emergency.

3.3 Consequence Management

The Emergency Management Commissioner has overarching responsibility for strategically managing the consequences of major emergencies. The State Emergency Management Team (SEMT), comprised of senior officials from Departments and agencies manages immediate and medium/long term high level impacts of an incident.

Consequences, including the capacity and capability of the control and support agencies to manage them, should be considered:

- social impacts
- species and habitat loss
- environmental damage
- tourism impacts
- disruption to marine aquaculture, recreational and commercial fishing operations
- disruption to freight movement
- disruption to business or infrastructure
- economic loss at local, regional or state levels
- reputational damage

4 Community resilience

The *National Strategy for Disaster Resilience* (2011) developed by the Council of Australian Governments provides high-level guidance on disaster management to agencies with a role in emergency management. The Strategy can be found at www.coag.gov.au/node/81.

The community is at the centre of everything we do. 'All communities, all emergencies' is a broad approach to emergency management and is underpinned by 'working in conjunction with communities, government, agencies and business' and captured in the 'we work as one' sector principle.

An 'all communities, all emergencies' approach to emergency management puts all types and levels of communities at the centre of decision making. 'Community' in its broadest definition includes geographic and place based community groups that have common interests, networks and social systems that include family, friends neighbours and community groups. There are faith based communities, business communities, tourism communities, and the list goes on.

4.1 Shared responsibility for action

Foremost in the *National Strategy for Disaster Resilience* is the principle that all of society has a responsibility for preparing for disasters. Each member of the community has a role to play in the maritime emergency continuum (before, during and after). Examples within the maritime emergencies context include:

- owners and masters of vessels taking responsibility for their vessel and having appropriate safe systems of work
- Government agencies
- Marine Safety awareness programs
- applying risk based regulation
- creating partnerships with industry to build capability and capacity
- ensuring an effective, well-coordinated response to emergencies
- helping communities affected by maritime emergencies to recovery and build their resilience for future events.

The principles of shared responsibly are codified in the *Marine Safety Act 2010* which outlines that marine safety is the shared responsibility of:

a. owners of vessels; and

b. marine safety workers; and

c. persons involved in recreational boating activities; and

d. pilots and pilotage services providers; and

e. port management bodies, local port managers and port operators; and

f. other persons who –

   i. design, commission, construct, manufacture, supply, install, maintain, repair or modify marine safety infrastructure, vessels or marine safety equipment; and

   ii. supply marine safety infrastructure operations to port management bodies; and

   iii. the Safety Director of TSV; and

   iv. the public.

The level and nature of responsibility that 'a person' referred to above has for marine safety is dependent on the nature of the risk to marine safety that the person creates from the carrying out of an activity (or the making of a decision) and the capacity that person has to control, eliminate or mitigate that risk.

There is a large amount of information available to the community to assist them prepare for maritime emergencies. General information can be found on the Marine Safety Victoria website: transportsafety.vic.gov.au/maritime-safety

4.2 Emergency information and warnings

The Incident Controller is responsible for ensuring timely, tailored information is provided to the community.

When a maritime emergency occurs, the Incident Controller of the relevant Control Agency will ensure that public information and warnings (as necessary) are published to the Vic Emergency Website emergency.vic.gov.au along with sending warnings to relevant emergency broadcasters.

The Vic Emergency website will report incidents under four categories depicted by these icons:

| Marine incident | Wild life affected by marine pollution | Port closed | Water Pollution |

Where multiple hazards are presented, but it remains as one incident, the primary hazard will drive the warning type and icon that will be used.

During a level 2 or 3 incident, the State Controller Maritime Emergencies will ensure that the respective control agency (MFB, CFA, DEDJTR, DELWP), in collaboration with Emergency Management Public Information Committee (EMJPIC), coordinates the whole of government state-level messaging.

Where maritime emergencies are directly impacting on communities (e.g. amenity), strategies for engaging with and providing updates to affected community should include community meetings.

Where multiple hazards are presented, but it remains as one incident, the primary hazard will drive the warning type and icon that will be used.

DEDJTR and TSV will also utilise social media and industry networks (e.g. Notice To Mariners) to disseminate information.

transportsafety.vic.gov.au/maritime-safety/ports-and-waterways/notices-to-mariners

The selection of a spokesperson should be determined by consideration of the complexity of the event, political implications and the training and experience of the spokesperson.

5 Collaboration

5.1 Victorian Government Governance Arrangements

Legislative framework is set out in Appendix 1. The implementation of the legislation is supported by Port Directions, Memoranda of Understanding and emergency management standards and systems that operate across the Victorian emergency management sector.

Figure 4 shows the governance arrangements relating to maritime emergencies within Victoria and the potential linkages to the regional emergency management planning committees. The State Crisis and Resilience Council is responsible for approving Part A of this plan as the *SERP Maritime Emergencies NSR Sub-plan.*
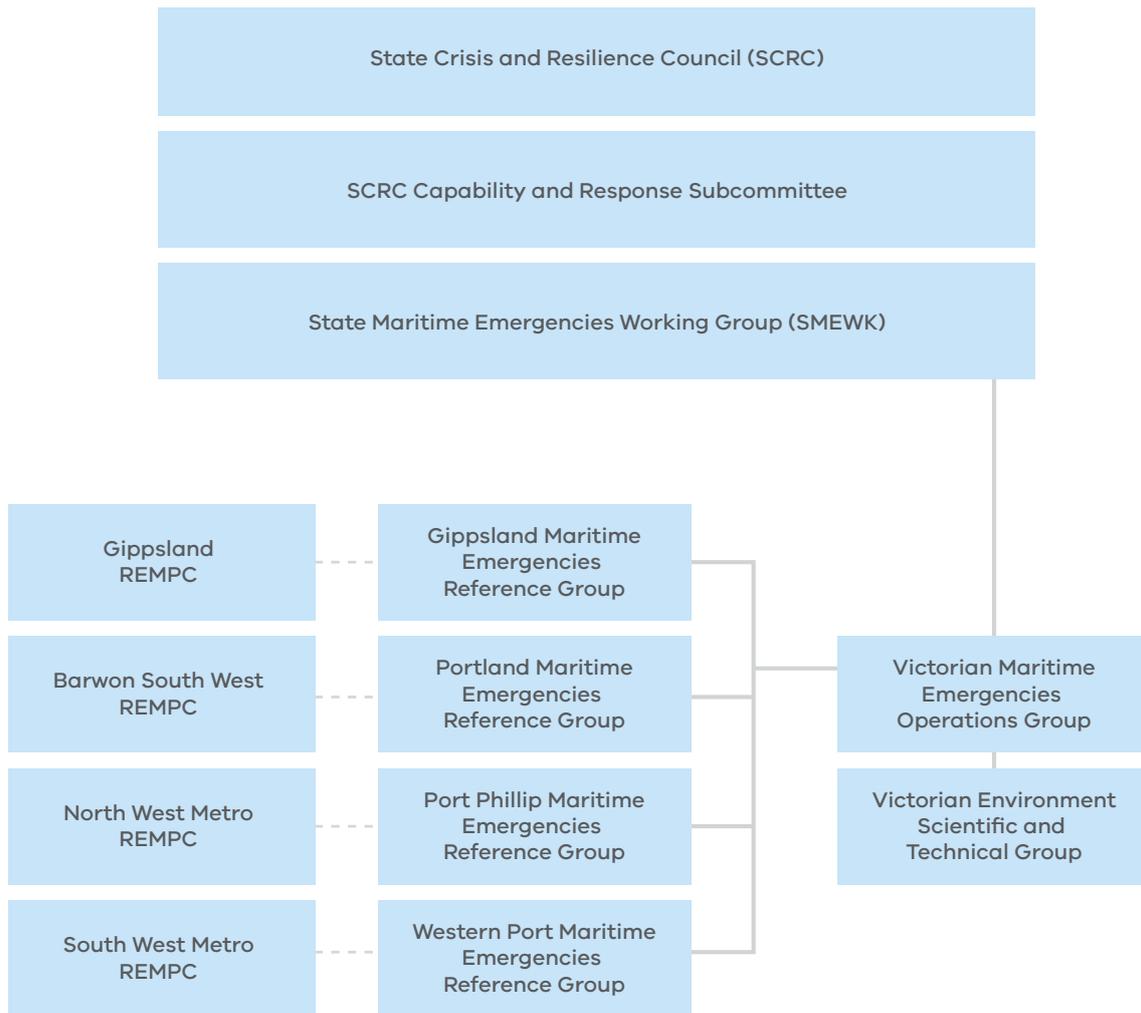
Figure 4. Governance arrangements relating to maritime emergencies within Victoria.

5.1.1 State Maritime Emergencies NSR Working Group (SMEWG)

The State Maritime Emergencies NSR Working Group (SMEWG) is a standing working group of the State Crisis and Resilience Council (SCRC), Capability and Response Subcommittee. The Working Group is supported by a secretariat provided by DEDJTR.

The SMEWG is responsible for developing an annual work plan for approval by the SCRC Capability and Response Subcommittee.

5.1.2 Victorian Maritime Emergencies Operations Group (VMEOG)

The VMEOG supports the SMEWG by providing operational advice as to the implementation of this MENSAR plan. The VMEOG is supported by a secretariat provided by DEDJTR.

The VMEOG is responsible for developing an annual work plan for approval by the SMEWG.

5.1.3 Victorian Maritime Emergency Environmental, Scientific and Technical Reference Group (VESTRG)

The VESTG supports the SMEWG by providing environmental, scientific and specialist technical advice relating to the implementation of this MENSAR plan. The VESTG is supported by a secretariat provided by DEDJTR.

Matters can be referred to this group from any of the Regional or the State Operations Reference Groups. The VESTG is responsible for developing an annual work plan for approval by the SMEWG.

5.1.4 Regional Maritime Emergency Reference Groups (RMERG)

To support the arrangements specified in this plan, the Control Agency for each jurisdiction area for Maritime Emergencies (refer Appendix 2) is required to coordinate and oversee the administration and management of a RMERG.

Each RMERG will ensure linkages are in place with the Regional Emergency Management Planning Committees (REMPC) to share information and to contribute to the Community Emergency Risk Assessment (CERA) process.

The Regional Maritime Emergencies Reference Group (RMERG) chair is a standing members of the reference group of the SMEWG.

Each RMERG is responsible for providing advice and regular updates to SMEWG relating to their capability and capacity and regional risk. They will also ensure the Guidance Note to this plan includes, but are not limited to, points of access, egress, equipment locations and communications arrangements.

5.2 Key State and National Control and Coordination roles

5.2.1 Role of the Emergency Management Commissioner

Maritime emergencies can be particularly complex and require coordination across a number of control agencies before, during and after the event.

The Emergency Management Commissioner (EMC) is responsible for ensuring effective control arrangements are in place, for coordinating the activities of agencies involved in the response, for consequence management and the coordination of recovery.

The EMC may determine the Control Agency if effective control is not established, or there is uncertainty identifying the control agency for a Class 2 emergency, including the appointment of the controller and assistant controllers.

Section 33 of the *Emergency Management Act* gives the EMC powers to do all things that are necessary for, or in connection with, the performance of these responsibilities.

5.2.2 Role of the State Controller Maritime Emergencies

The National Plan requires Victoria to appoint a single point of contact for this plan for the purposes of being the *Victorian Marine Pollution Contingency Plan*. This role was formerly known as the State Marine Pollution Controller. This plan now provides for contact for this plan to be undertaken by the State Controller Maritime Emergencies.

The Secretary of DEDJTR has delegated his powers and functions under the *Marine (Drug, Alcohol and Pollution Control) Act* (sections 38, 39, 71A and 71B) to DEDJTR officers to perform the role of the State Controller Maritime Emergencies (SCME); and the Victorian delegate on the relevant National Plan Advisory Committee. Senior Officers within other agencies such as TSV may also be delegated to perform the role of SCME.

In the event of a large or complex emergency, the Secretary of DEDJTR may appoint another officer(s) to have the responsibility for these functions.

Appendix A of the SERP outlines the role and responsibilities of the SCME;

- lead and manage the response to a Class 2 emergency including giving directions to ICs if applicable.
- establish a control structure for the Class 2 emergency and monitor to ensure it suits the circumstances
- ensure timely issue of warnings and information to the community if the incident tier controllers are unable to do so in a timely manner
- support the EMC to identify current and emerging risks, or threats, and implement proactive response strategies

The SCME is responsible for authorising the activation of the National Plan resources through AMSA; including the National Response Team, Trajectory Modelling and specialist equipment caches.

5.2.3 Role of the Maritime Emergency Response Commander

The Maritime Emergency Response Commander (MERCOM) is appointed by AMSA and is supported by statutory powers under the *Protection of the Sea (Powers of Intervention) Act 1981* .

The MERCOM has powers to intervene and exercise final decision making on behalf of the Australian Government when MERCOM assesses a maritime casualty poses a significant threat of pollution.

During any emergency, the SCME or EMC may request assistance from AMSA or that AMSA manage the incident on their behalf.

In doing so, the MERCOM will consider the views of the SCME and the EMC. This includes community views about economic, environmental, community and social interests that could be impacted by the MERCOM's decisions. For example, in determining a place of refuge for a maritime casualty consideration would be given to the risks to the local coastal environment and/or economy.

The MERCOM's decisions will be expeditiously communicated to all relevant stakeholder groups and fully documented.

The MERCOM will not respond to maritime casualties within ports or involving vessels under SOLAS limits, except where an assessment is made that there is a significant threat of marine pollution and that adequate measures are not being taken.

The key powers of the MERCOM to intervene and direct include:

- taking of action in relation to the casualty vessel in accordance with paragraphs 8(2)(a), 9(2)(a) or 10(2)(a) of the *Protection of the Sea (Powers of Intervention) Act 1981 (*depending on the nature of the incident and geographical location of the incident (Ex: moving the ship or cargo, salvage the ship or cargo, take control of the ship, etc.);

- issuing directions of the kind authorised by section 11 of the *Protection of the Sea (Powers of Intervention) Act 1981* in accordance with paragraphs 8(2)(b), 9(2)(b) or 10(2)(b) of the Intervention Act depending on the nature of the incident and geographical location of the incident (E.g directing the owner, master, salvor or any other third party, etc.); and

- MERCOM has the authority to take any action deemed necessary with regard to assessing Place of Refuge requests in internal or coastal waters.

5.3 Agency Roles and Responsibilities

Maritime emergencies may involve multiple, concurrent hazards, involving multiple agencies and requiring several control agencies to operate together. That is, an incident could be one or more of marine pollution, maritime casualty, HNS and/or wildlife affected by marine pollution.

Maritime emergencies are categorised by levels and control agencies may be determined based on this level.

- Level 1 relates to local incidents that are relatively minor in nature.
- Level 2 are larger requiring state involvement
- Level 3 where state and or national support is required. Refer to section 7.1.3 for more information.

Control Agencies for specific emergencies are set out in Part 7 of the EMMV. The Control Agency may vary depending on the location (e.g. waterway) of the incident and/or the most significant hazard.

Consistent with the EMMV and for the purposes of understanding the operation this plan, the Control Agencies are as stated in Part 7 of EMMV (Table 2).

Table 2. Control Agencies are as stated in Part 7 of EMMV.

MARITIME EMERGENCY TYPE	CONTROL AGENCIES *(MAY VARY BY JURISDICTION)*
Marine Search and Rescue	VICTORIA POLICE
Hazardous and Noxious Substances (HNS)	CFA/MFB
Marine Pollution Oil spills in Victorian Coastal waters up to three nautical miles	DEDJTR/PORT MANAGER
Maritime Casualty – non Search and Rescue – Port Waters	COMMERCIAL (as per Table 3) OR LOCAL PORT MANAGER
Maritime Casualty – non Search and Rescue – Coastal Waters	TSV
Wildlife affected by marine pollution	DELWP
Marine Pollution Shoreline Response	DELWP

5.3.1 Control Agency jurisdictions for Maritime Casualty and Pollution incidents

For the purposes of establishing Control and initial response (first strike) for marine oil pollution and pollution including HNS, Table 3 outlines the Port Manager and its jurisdictional area for Level 1 Control and initial response to any marine pollution incident.

Table 3. Control Agencies and jurisdictions for local incidents.

CONTROL AGENCY	JURISDICTION FOR LEVEL 1 MARINE POLLUTION INCIDENTS
Port of Portland	South Australian border to Cape Otway
Victoria Ports Corporation (Melbourne)	Cape Otway to Cape Schank
Port of Hastings	Cape Schank to Wilsons promontory (south eastern point)
Gippsland Ports	Wilsons Promontory (south eastern point) to the NSW border
DEDJTR	Docklands - Bolte Bridge to Charles Grimes Bridge

Each of the Commercial Ports and Gippsland Port has been issued a Direction under section 72B of the *Marine (Drug, Alcohol and Pollution Control) Act 1988* to assume Control and provide an initial (first strike response) for all Level 1 incidents within State Waters (refer Jurisdictional Boundaries and Maps in Appendix 2).

DEDJTR/TSV will assume Control for all Level 2 and 3 incidents with the support of the other Level 1 Control Agencies.

For the purposes of establishing control for maritime casualty incidents within Port Waters, the Port Manager is the Control Agency and responsible for the initial response. Outside Port Waters, TSV is the Control Agency and responsible for the first response. TSV may seek support from another Port Manager with the capabilities to manage the incident.

If the casualty incident is of a size and nature that is beyond the capabilities of the designated Port Manager, the State Controller Maritime Emergencies [SCME] may request TSV to appoint an Incident Controller. The appointed Incident Controller may be from another agency or Port Manager with appropriate capabilities.

Maritime casualty incidents have the potential to result in or involve marine pollution and where it is initially unclear which body of water the vessel is in, or where there is uncertainty as to the jurisdiction, or where the casualty is within multiple jurisdictions, the marine pollution Control Agency will assume Control and the initial response until determined otherwise by the SCME.

5.3.2 Control Agency jurisdictions for Maritime HNS incidents

For the purpose of establishing Control for maritime emergencies HNS or incidents involving vessel fires, the jurisdiction for Level 1, 2 and 3 HNS incidents is defined under the *Country Fire Authority Act 1958* and *Metropolitan Fire Brigades Act 1958* as per Table 4.

Table 4. Jurisdiction for Level 1, 2 and 3 HNS incidents.

CONTROL AGENCY	JURISDICTION
Country Fire Authority (CFA)	All country areas as per the CFA Act outside the metropolitan area but not including forest, national parks or Protected Public Land.
Metropolitan Fire and Emergency Services Board (MFB)	All Metropolitan areas as defined in the MFB Act.

5.3.3 Control Agency jurisdictions for marine pollution associated with facilities and Commonwealth Waters

For facilities operating in Commonwealth waters where there is no potential impact on State waters or shorelines, the facility operators will maintain control of the response. If the incident has potential or enters State waters then the relevant Control Agency for marine pollution will assume control with the facility operator's involvement.

If the facility is located within State waters or land based, the facility operator will maintain control for Level 1 incidents. Victorian Government Agencies can provide assistance upon request.

DEDJTR will assume control if the incident is predicted to escalate in size or complexity or escalates to a Level 2 or 3 response with the continual engagement of the facility operator.

In all instances the facility owner/operator will continue to be responsible for clean-up (financially, as part of the response and providing resources to the response as per their oil pollution environment plan regardless of who is controlling the incident as per the relevant legislation and polluter pays principles.

Table 5 lists control arrangements for marine pollution originating from facilities or vessels.

Table 5. Facility and Vessel control agency arrangements.

CONTROL AGENCY	JURISDICTION
Facility operator. *DEDJTR may assume control if the response is escalated.*	Facility within state waters
AMSA	Vessels outside state waters. This includes Commonwealth Waters at Point Wilson, Western Port (HMAS Cerberus) and Gellibrand Under the National Plan arrangements, AMSA may request that the state take control if: • the spill is likely to impact on the Victorian shoreline • AMSA personnel are in-transit to the location of the incident and/or • It is more practical to have the state respond on behalf of AMSA.
Facility operator. *DEDJTR may provide a liaison officer within the Incident Management Team (IMT). DEDJTR will assume incident control for any portion of the spill that enters state waters**, with ongoing support from the operator.*	Offshore petroleum facility* beyond 3 nm

*Facility includes, but is not limited to a wharf or mooring at which a vessel can be tied up during the process of loading or unloading a cargo. Offshore petroleum facility means a facility operating in accordance with the provisions of the Offshore Petroleum and Greenhouse Gas Storage Act 2006, *or any relevant state legislation.*

**Industry contingency plans should include arrangements for transfer of control to DEDJTR and provision of ongoing support under such circumstances.

5.3.4 Specialised Support Services

Any agency may be requested to assist in any emergency if it has skills, expertise or resources that may contribute to the management of the emergency. The table below [Table 6] details some Specialist Support Services that are available to assist the IMT for maritime emergencies.

Table 6. Specialist arrangements.

SUPPORT SERVICE	PRIMARY AGENCY	SECONDARY AGENCY
Detection of emergency locator transmitters	AMSA	AIRSERVICES AUSTRALIA
Mapping services/information including: • Digital and hardcopy maps • Aerial photography acquisition • GPS positioning and location	DEDJTR DELWP	GEOSCIENCE AUSTRALIA
Oil identification	EPA	
Investigation of pollution	EPA	

5.3.5 Related Emergencies – agencies roles and responsibilities

Maritime Emergencies (NSR) may result from land based emergency or result in an on-land response that needs to be managed.

A range of agencies are defined with Control Agency responsibilities that may result in the Transfer of Control to or from a Maritime Emergency (NSR) Control Agency (Table 7).

For example, pollution from land that enters state waters may require a joined up approach.

Table 7. Control agencies for related incidents.

EMERGENCY	CONTROL AGENCY *(MAY VARY BY LOCATION)*
Fire and explosion	CFA/MFB
Pollution into inland waters	CFA/MFB
Pollution of inland waters	EPA
Public Transport (water taxis, ferries, etc.) Disruption	PTV
Coordination of waste pollution management strategies	DELWP (Lead Agency)

5.3.6 Control of incidents that cross Control Agency boundaries

A single IMT may be established if a spill has the potential to cross Control Agency boundaries of two Control Agency jurisdictions, particularly where the incident may be escalated. If incident control is transferred both affected Control Agencies will continue to provide support and local knowledge throughout the response.

The IC will liaise with Support Agency Regional Commanders through the REMT to ensure they are aware of the potential impact/risks in their region, to ensure their preparedness and to prioritise potential resources (especially if multiple incidents are occurring).

DEDJTR will notify statutory authorities from neighbouring jurisdictions if there is potential for the incident to cross boundaries. If applicable, the SCME will also formally contact their counterpart in that jurisdiction to establish communication protocols between the jurisdictions and invite a liaison officer to be part of the IMT.

For incidents which cross state borders, the SCME will determine whether there is a need for separate Incident Control Centres (ICC) to be established in each state, based on risk assessments of the situation. The primary ICC may be established in the state where the impact is likely to be greatest, with all media communications originating from that centre in consultation with the neighbouring state.

The SCME and the Incident Controller, in consultation with the respective States, will determine if an interstate ICC needs to be established.

The SCME will notify the EMC of any potential or actual cross-state activity.

5.4 Incident Levels

In accordance with AIIMS (Refer to section 6) and the *National Plan*, maritime emergencies will be classified into one of three levels, with the level determined by the actual or possible consequences, the number or nature of the resources required, duration and complexity of response (cargo types and nature of the recovery operations required).

The Maritime Emergency (NSR) *Operational Plan* provides a decision making tool to help characterise and set the level of management required for the incident.

The three levels of incident for Maritime Emergencies (NSR) should be determined by the following guidance:

Level 1 Incident (Local; First Strike)

A Level 1 maritime emergency incident can be characterised by:

- control being limited to the immediate area of the maritime incident and operating in the field from an Incident Control Point (ICP)
- IMT may only require one to three people with the incident managed at the local level
- vessel recovery and/or clean-up is able to be resolved through the use of local or initial response resources
- minimal (if any) environmental impacts and/or consequences
- being of relatively short duration (up to 72 hours)

In addition to the above characteristics, the attributes in the table below are associated with the hazard may provide guidance as to the setting of the incident level (Table 8).

Table 8. Guidance for setting incident levels for Level 1 incidents.

Maritime Casualty	Vessel less than 50m in length
	Limited or no cargo issues
	Limited or no issues for other vessels navigation
Hazardous and Noxious Substance	Nature and/or size of the substance is unlikely to cause an evacuation of the area
	Exclusion area limited to the immediate incident site
	Contained to the wharf or mooring or small area of vessel
	MFB GARS – Second Alarm
Oil pollution	less than 10 Tonnes
Wildlife	less than 50 birds

Level 2 Incident (State)

A level 2 maritime emergency incident can be characterised by:

- Adverse consequences to the community (including consideration of evacuation or shelter in place) and/or the environment and/or wildlife

- Control conducted from an ICC with the establishment of functional sections within the IMT due to the level of complexity

- Forward command posts and vectorisation of the emergency

- potential or moderate economic or political implications for the Region

- deployment of State resources beyond those available for local / initial response for vessel recovery and/or clean-up

- clean-up or recovery costs are likely to be significant and require

- requirement to activate legal advice

- duration exceeding 72 hours, but not anticipated to be more than 2-3 weeks

In addition to the above characteristics, the , the attributes in Table 9 are associated with the hazard may provide guidance as to the setting of the incident level .

Table 9. Guidance for setting incident levels for Level 2 incidents.

Maritime Casualty	Vessel less than 120m in length
	Moderate cargo damage and/or multiple containers impacted or have become debris/navigation hazards
	Significant navigational hazard(s) for other vessels
Hazardous and Noxious Substance	Nature and/or size of the substance has the potential for or is likely to cause an evacuation
	Exclusion area beyond the immediate incident site
	Contained to the wharf or mooring or vessel
	MFB GARS - Fourth Alarm
Oil pollution	10-100 Tonnes
	Complexity of recovery
	Type of habitat
Wildlife	Fewer than five cetaceans
	50-200 birds
	Fewer than 25 seals

Level 3 Incident (State or National)

A Level 3 maritime emergency incident can be characterised by:

- significant consequences to the community (including consideration of evacuation or shelter in place) and/or the environment and/or wildlife

- control conducted from an Incident Control Centre with delegation of all functional sections within the IMT due to the level of complexity

- sectorisation of the emergency

- significant economic or political implications for the State

- deployment of State and National (and consideration for international) resources to support vessel recovery and/or clean-up

- clean-up or recovery costs are likely to be significant

- requirement to activate legal advice, and

- duration likely to exceed two weeks and recovery of months, if not years

In addition to the above characteristics, the attributes in Table 10 are associated with the hazard and may provide guidance as to the setting of the incident level.

Table 10. Guidance for setting incident levels for Level 3 incidents

Maritime Casualty	Vessel greater than 120m in length NatPlan Emergency Towage required Lift cranes required More than 50% of containers impacted Closure of a major shipping channel
Hazardous and Noxious Substance	Significant based on class of substance Nature and/or size or quantity of the substance is significant and is likely to cause an evacuation/prolonged shelter in place Exclusion area extends to a large area Contained to the wharf or mooring or vessel MFB GARS - Fifth Alarm
Oil pollution	less than 1000 Tonnes Complexity of recovery Type of habitat
Wildlife	More than 5 cetaceans More than 200 birds More than 25 seals

5.4.1 Deeming of a Major Emergency

Level 2 and Level 3 Maritime Emergencies are likely to involve a state or national response efforts, these emergencies are likely to meet the definition of a major emergency under the *EM Act 2013*, requiring notification of the EMC;

a. large or complex emergency which –

   i. has the potential to cause or is causing loss of life and extensive damage to property, infrastructure or the environment; or

   ii. has the potential to have or is having significant adverse consequences for the Victorian community or a part of the Victorian community; or

   iii. requires the involvement of 2 or more agencies to respond to the emergency; or

The SCME is responsible for notifying the *EMC* should the incident be considered a Major Emergency.

5.5 Emergency Management Team

The following information should be read in conjunction with the Emergency Management Team Arrangements (2014) contained within the EMMV explaining in detail the functions and responsibilities of an Emergency Management Team (EMT). The Arrangements can be found at www.emv.vic.gov.au/procedures/incident-management/

If an emergency requires a response by more than one agency, the Controller at each tier is responsible for forming an EMT as soon as practical. An EMT can be convened virtually (e.g. teleconference) or at a location designated by the Incident Controller.

The Emergency Management Team consists of:

- the Controller at each level
- the Emergency Response Coordinator (Water RERC at Incident Level and SPLO at the State Level); and
- support and recovery agency commanders (or their representatives);
- other specialist persons as required.

The function of an EMT is to support the Controller in determining and implementing appropriate incident management strategies for the emergency.

Although it is a collaborative decision making process, with the primary intent of unity and purpose of effort, the Controller leads the team and retains ultimate decision making control of the incident (Table 11 and Table 12).

Table 11. EMT agencies for Maritime Casualty Incident

LEVEL 1 – VESSEL AND MINIMAL RISK OF POLLUTION OR HNS	LEVEL 2 / 3– VESSEL AND POTENTIAL RISK OF POLLUTION OR HNS DURING RECOVERY
Deployed to site:	Deployed to site:
• Port Manager • TSV	• TSV • Port Manager • EPA • DEDJTR • Fire Service
Notified with potential to deploy to site:	Notified with potential to deploy to site:
• DEDJTR • EPA • Water RERC • DELWP (if possible wildlife) • AMSA • Fire Service	• Water RERC • AMSA Casualty Officer • DELWP (if possible wildlife)

Table 12. EMT agencies for pollution or HNS incidents

LEVEL 1 – SUBSTANCE ON WATER/LAND	LEVEL 2 / 3 – SUBSTANCE ON WATER/LAND
Deployed to site:	Deployed to site:
• Control Agency (Port Manager) • EPA	• Control Agency (DEDJTR) • EPA • Port Manager(s) • DELWP (Wildlife) • AMSA
Notified with potential to deploy to site:	Notified with potential to deploy to site:
• DEDJTR • AMSA • FIRE Service • Water RERC • DELWP (if possible wildlife)	• AMSA • FIRE Service • Water RERC

6 Management of Maritime Emergencies (non-search and rescue)

Maritime emergency incidents will be managed in accordance with the principles of the *Australian Inter-Service Incident Management System* [AIIMS-4] and in line with the Command and Control Arrangements (figure 5) outlined in the *Emergency Management Manual Victoria* 2016 (EMMV).

Figure 5. Command, Control, Coordination
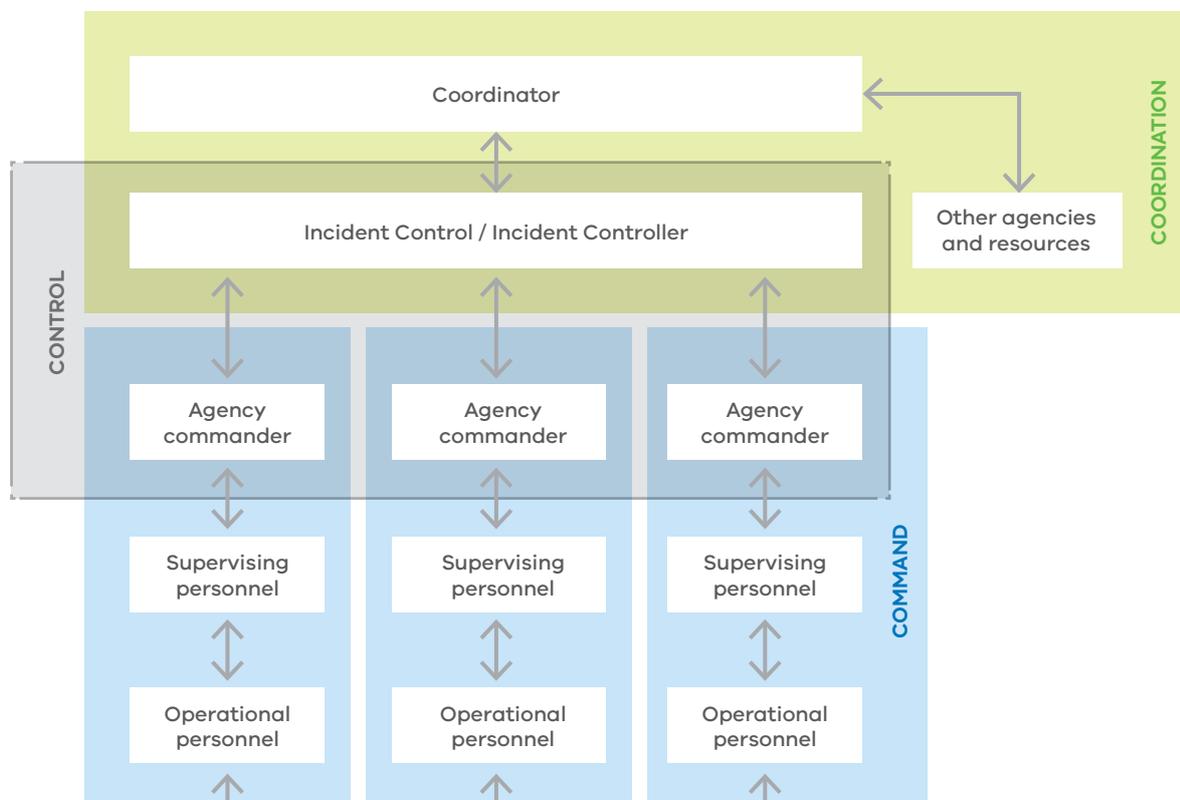
AIIMS provides a uniform terminology and a comprehensive glossary of terms applied in the system. A common understanding of the meaning of operationally critical terms allows interoperability between individuals and agencies who may not have worked together before.

AIIMS is founded on five fundamental principles, which guide the application of the system and against which the activities of incident management are tested. The principles are detailed in the Operational Plan:

- Flexibility
- Management by Objectives
- Functional Management
- Span of Control
- Unity of Command

6.1 AIIMS Structure and Maritime Emergencies

AIIMS provides a structure and process of delegation to ensure that all vital management and information functions are adequately performed.

AIIMS is an adaptable and scalable system, which expands to the extent that is required by the size and complexity of the Maritime emergency. It is the AIIM's principles and system is utilised in Victoria by the majority of response agencies (Fire, SES, Police and Ambulance) and under the National Plan (Figure 6.).

Figure 6. Potential AIIMs structure.

Planning	Intelligence	Public Information	Operations	Investigation	Logistics	Finance
Plans	Situation & Analysis	Information & Warnings	Divisions	The structure of the Investigation Section will be determined by the specific nature of the incident.	Supply	Accounts
Communications Planning	Modelling & Predictions	Media	Sectors		Communications Support	Compensation & Insurance
Resources	Technical Advice	Community Liaison	Strike Team & Task Forces		Facilities	Financial Monitoring
Management Support	Mapping		Single Resources		Ground Support	Time Keeping
			Staging Area		Medical Services	
			Air Operations		Catering	
			Plant Operations			

Control – The IC is responsible for controlling the incident and ensuring that all incident management functions are undertaken.

Planning – The Planning function is responsible for preparing and delivering plans and strategies, maintaining a resource management system, and assembling, maintaining and providing incident information.

For Maritime Emergencies specifically the Planning Unit will be responsible for leading and developing the Net Environment Benefit Analysis. The Planning Unit may also include representatives from AMSA – Maritime Casualty Officer (MCO).

In the case of Maritime Casualty, consistent with the National Plan, a Maritime Casualty Control Unit (MCCU) may be established under planning to:

- oversee an monitor actions taken in response to a maritime casualty
- view salvage and other relevant response plans
- provide a platform for key stakeholders to discuss and maintain situational information.

The process for implementation and operation of the MCCU is detailed within the AMSA Maritime Casualty Management Guideline. The MCCU include:

- AMSA Maritime Casualty Officer
- Environmental Advisor
- Salvage/Emergency Towage Representatives
- Vessel Owner's representative
- Harbour Master.

Public Information – The Public Information function is responsible for the preparation, coordination and dissemination of incident warnings and advice to potentially affected communities, the public, media, other agencies and incident personnel.

Operations – The Operations function is responsible for managing resources allocated to the Operations Section to resolve the incident.

For marine oil pollution the unit would include wildlife, waste, marine, aviation, and shoreline sections.

Logistics – The Logistics function is responsible for managing activities and resources necessary to provide logistical support during an incident.

Intelligence - The Intelligence function is responsible for obtaining modelling, observations and predictions, analysis and interpreting them in order to provide information on which the Incident Action Plan can be developed and/or reviewed.

In smaller incidents, the Intelligence function may reside within the Planning Unit. In larger scale incidents this function should be formed as a separate Unit reporting directly to the Incident or State Response Controller.

Specifically for Maritime Emergencies the Intelligence Unit will be responsible for:

- requesting and analysing trajectory modelling
- undertaking the scientific environmental modelling and analysis required for the Net EBA
- maintain regular contact with the Bureau of Meteorology as a key source of predictive information.

The Intelligence Unit may also include representatives from:

- Australian Maritime Safety Authority
- Department of Environment, Land, Water and Planning (DELWP)
- Port operators
- Local Government.

Investigations – To support cost recovery an investigation will need to be undertaken to definitively identify the polluter. The EPA and/or NOPSEMA will act as a the primary support agency for investigations depending on the source of the incident.

The Environment Protection Authority (EPA) undertakes investigations into marine pollution incidents in accordance with the *Environment Protection Act 1970* and/or the *Pollution of Waters by Oil and Noxious Substances Act (POWBONS) 1986*.

The Operations Plan outlines the process for activating the EPA. Samples collected for investigation purposes must be taken by an EPA authorised officer in accordance with relevant sampling and chain of custody procedures.

Finance – The Finance function is responsible for managing: accounts for purchases of supplies and hire of equipment and services; insurance and compensation for personnel, property and vehicles; and the collection of cost data and provision of cost effective analyses and providing cost estimates for the incident.

Notes for smaller incidents

Investigation and Finance activities will often be undertaken by the Operations and Logistics Sections respectively. These functions should be established as Sections where the IC believes this is necessary and appropriate for the effective management of the incident. They are not aligned to an Incident level.

6.2 Line of Control

Control is the overall direction of emergency management activities during an emergency situation across all agencies. Agencies is defined in the *Emergency Management Act 2013* to include all government and non-government agencies.

The 'line of control' refers to the line of supervision for those appointed to perform the control function.

Whilst many emergencies utilise Incident, Regional and State Tiers for exercising the necessary control functions at each level, given the complex nature of Maritime Emergencies, unlike some Class 1 Emergencies, the Regional Tier is unlikely to be invoked unless there are significant consequences widespread across a region(s) that needs to be managed.

Figure 7 illustrates the line of control for maritime emergencies in Victoria from the IC directly to the SCME. This is important given:

- Span of Control for maritime emergencies does not see multiple ICs requiring Regional Control.

- the IC needs to be able to directly seek advice and access to intervention powers from the State or National level. The SCME or MERCOM that have the powers of intervention and direction.

- there are limited specialists available and a third level may not be able to be resourced appropriately.

The IC has responsibility for the strategies and tactics at the incident level. The SCME has responsibility for oversighting Incident Control and ensuring appropriate resources are available to the IC, that the risk and consequence to the State are being appropriately managed. The MERCOM may assume Control if requested or required.

The IC may be supported by Deputy ICs from relevant agencies with a functional expertise (e.g. wildlife, oil pollution).

Figure 7. Line of Control for a maritime emergencies

MERCOM
(if intervention
powers enacted)

State Controller
Maritime Emergencies

Incident Controller
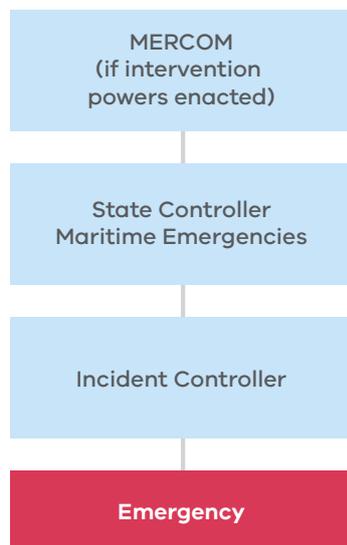
Emergency

6.3 Coordination

The Victoria Police Water Region Emergency Response Coordinator (Water RERC) is responsible for ensuring an appropriate response to maritime emergencies within Victoria.

The Water RERC provides an assurance function, advising the State Police Liaison Officer (SPLO) who provides information to the EMC as to whether control is being exercised effectively and that all appropriate agencies are engaged.

Where a Control Agency is not identified, the Water RERC will nominate the agency with suitable capabilities to assume that responsibility until determined otherwise by the SCME.

In the case of a complex emergency involving several control agencies, it is the responsibility of the IC, in consultation with the Water RERC to establish a Maritime EMT. The composition of this team should take into account the type of emergency, the location, potential consequences and the support or advice required.

Figure 8. Coordination for maritime emergencies

For all Level 1, 2 and 3 Incidents, the IC will include the Water RERC in the EMT. The Water RERC will provide the coordination function (Figure 8).

Water RERC will determine if the land based Municipal Emergency Response Coordinator (MERC) and or RERC need to be notified. However, the Coordination function will remain with the Water RERC.

Figure 9. Control and Coordination interactions
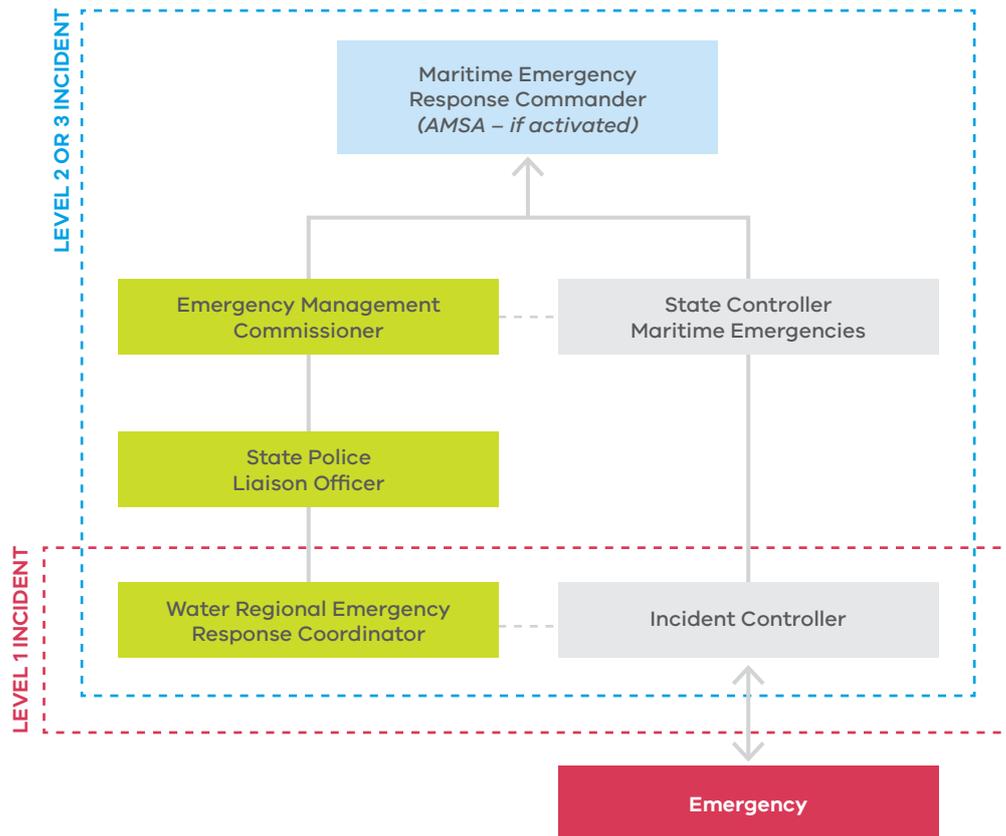
The IC must advise the Victoria Police Rescue Coordination Centre (RCC) upon notification of an incident.

The VICPOL RCC will in turn notify the Water RERC.

The Water RERC will then make contact with the IC to ensure the appropriate resources are at the disposal of the IC including that the appropriate agencies are engaged. The Water RERC is assuring itself that control is being exercised (Figure 9).

6.4 Command

A support agency is an agency that provides essential services, personnel or material to support or assist a control agency or affected persons. Any agency may be requested to assist in any emergency if it has skills, expertise or resources that may contribute to the management of the emergency

Command involves the direction of personnel and resources of an agency in the performance of that organisation's role and tasks. Authority to command is established in the EMMV or by agreement within an agency. Command relates to agencies and operates vertically within an agency.

Where there are agreed arrangements, a functional commander can direct members and resources of more than one agency in accordance with those arrangements.

6.5 Appointment of Incident Controllers (IC)

The role of the Incident Controller (IC) is to provide leadership and management to resolve the emergency and operates in close proximity to the incident.

The IC has responsibility for overall direction of tactical response and support activities at an incident. For Maritime Emergencies, the responsibilities of the IC are consistent with the outlines provided within SERP (EMMV – Part 3).

A Deputy Incident Controller is the individual appointed under the same provisions as an IC for Level 2 and 3 incidents, to support the IC in the management of the incident and, in the absence of the IC, to have overall management of the incident and to be responsible for all incident activities.

Deputy ICs shall not alter the Incident Objectives set by the IC.

The Deputy IC may amend the incident strategies within the approvals provided by the appointed IC.

For Level 1 incidents, the relevant Control Agency is responsible:

- for providing accredited personnel who may undertake the role of IC
- appointing an appropriately trained IC for a given incident.

For Level 2 and 3 Incidents, the State Controller Maritime Emergencies will:

- ensure they have accredited personnel who may undertake the role of IC at Level 2 and 3 incidents in accordance with the EMV/AMSA accreditation frameworks
- appoint the IC and the deputy ICs, which may initially be confirmed verbally and will be confirmed by an instrument of appointment.

6.6 State Control Team

The State Control Team (SCT) for this plan will be activated by the State Controller Maritime Emergencies (SCME), in consultation with the EMC, in the event of a possible or actual Level 2 or Level 3 incident.

Table 13 outlines the standing membership. Meetings may be in person or virtual.

Table 13. SCT memberships.

	STANDING SCT	OTHER LEADS AS DETERMINED BY THE SCME OR EMC – CONSIDERATIONS INCLUDE:
Level 2	SCME (Chair) EMC TSV Director Maritime Safety State Police Liaison Officer State Consequence Manager State Relief and Recovery Manager DELWP Principal Officer Wildlife Emergencies	DEDJTR Executive Director Fire Agency Chief Officer (if HNS or Fire possible/involved) DELWP Chief Officer (if wildlife involved) DHHS State Health Commander EPA
Level 3	All members of Level 2 plus; MERCOM (AMSA) DEDJTR Executive Director Emergency Management Division Fire Agency Chief Officer DELWP Chief Officer (or delegate: Principal Officer Wildlife Emergencies EPA	DHHS State Health Commander

6.7 Incident Control Team

Maritime emergencies involve many control agencies, particularly where they are larger, more complex or involved a range of hazards.

Where there are multiple current hazards within the one incident, the decision tool in Operations Plan should be used to guide and establish who should lead the Control Team based on the highest order of risk and consequence.

It is important for the AIIMS principle of Unity of Command to operate in terms of the IC forming the lead with the support of other agencies who will perform a support (Command) function.

In the event of uncertainty or a conflict as to who should lead a Level 1 response, the SCME may determine this based on the hierarchy of risk and consequence and capabilities required of the IC. In the event of a Level 2 or 3 Incident, the SCME will appoint the IC (figure 10).

Figure 10. SCME determination of control

Depending on the complexity, Deputy ICs may be appointed where the risk and/or span of control necessitates (Figure 10).

Figure 11. IC appointment based on risk or span of control Incident Management Team and the EMT
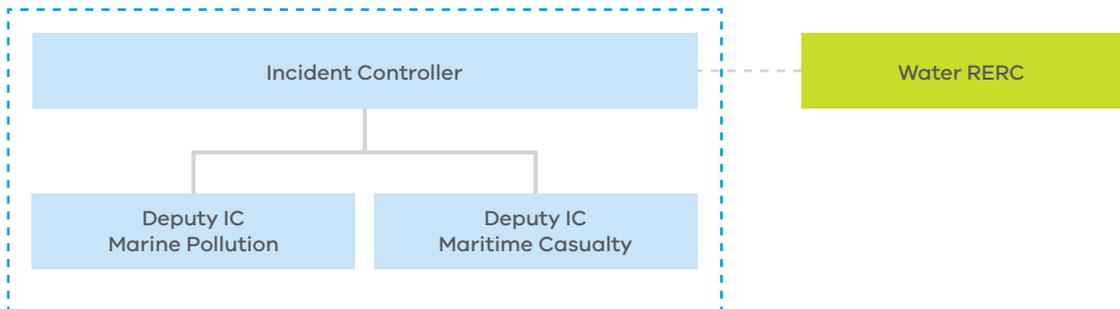
It is the responsibility of the Incident Controller to determine the most appropriate IMT structure to put in place and who should form part of the EMT.

For Level 1 Incidents, beyond the initial assessment phase, if it is determined that deployment of personnel and/or resources is required, the Incident Controller should give consideration to delegating Operations and Public Information.

Figure 12 reflects a structure where the Incident Controller has delegated the management of the operations function to someone in the field and the Public Information (PI) function. The Incident Controller and Public Information functions could be performed remotely to Operations which would be at the incident site.

Figure 12. Level 1 Incident Controller delegation.
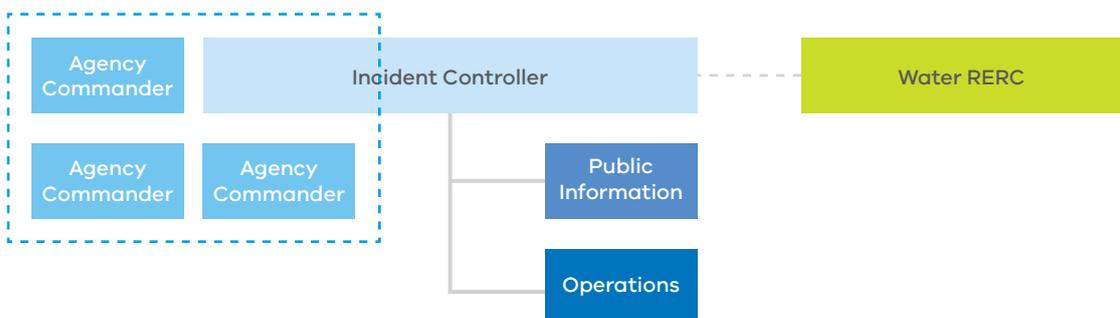
Agency Commanders will form part of the Control Team at the incident level.

For Level 2 and 3 incidents the Incident Controller will delegate each of the IMT functions (Figures 13 and 14).

Figure 13. Incident Controller delegation for Level 2 incidents
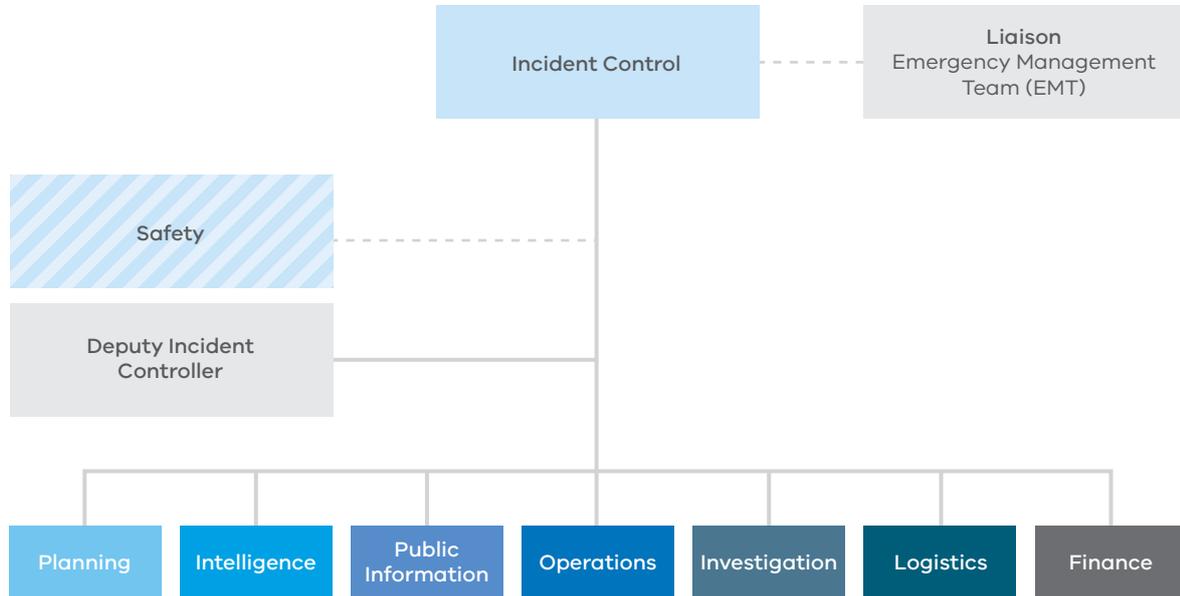
Figure 14. IC delegation for Level 3 incidents
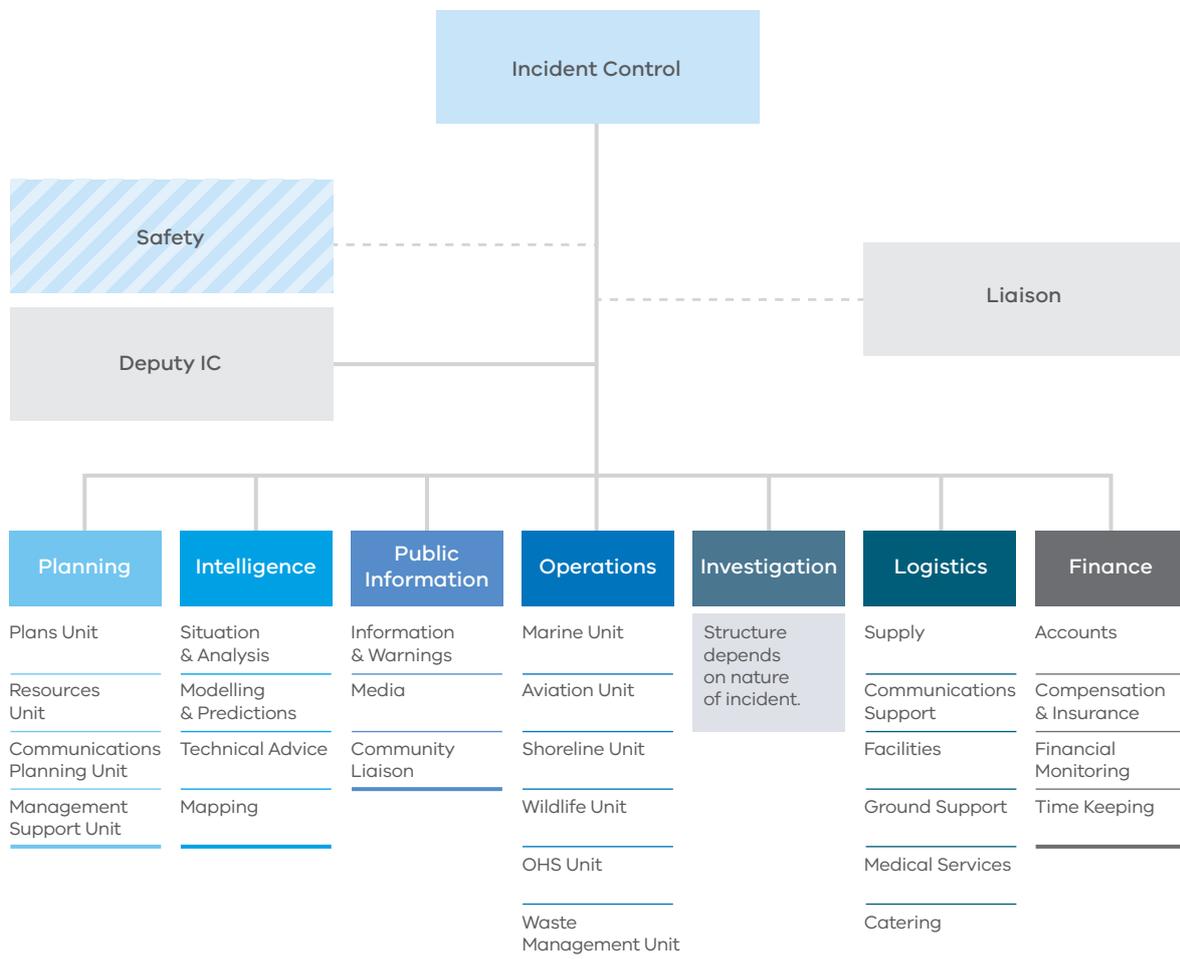
For a large or protracted maritime casualty or pollution response, the 'Operations Section' typically includes the following specialist operational functions: aviation, marine, shoreline, wildlife, waste and occupational health and safety. Marine pollution response may also include a dedicated environment function within the Intelligence Unit and employs specialist environment, scientific and technical advisers at all levels of the IMT.

Figure 15 provides an indication of the Control and Command functions that may be required in an escalated maritime incident.

Figure 15. Control and Command functions.
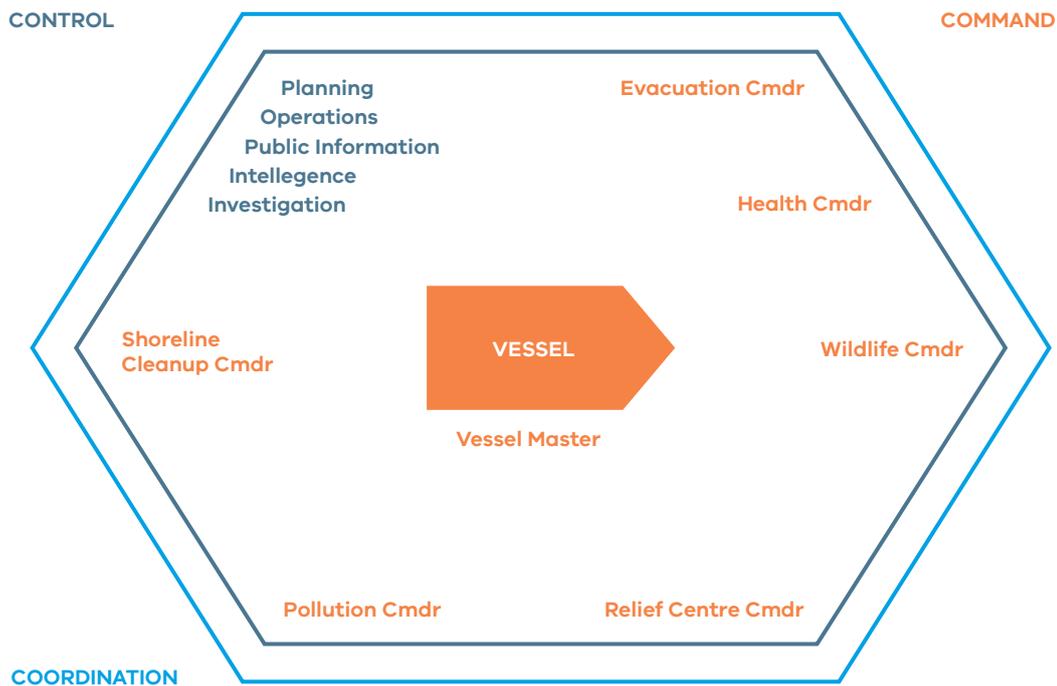
For Level 2 and 3 incidents the above diagram shows how the structure may be expanded to meet the principles of span of control and flexibility, which retaining its application against our Emergency Management arrangements.

The key principles in Figure 16 include:

- there is a single IC

- as the size and/or complexity of each of the hazards involved in the Maritime emergency increases, the IC may delegate certain duties (including independent decision making) to a DEPUTY IC to ensure focussed oversight of the management of the strategies and tactics associated with that hazard. The IC remains in overall Control.

- as the size and/or complexity of each of the hazards involved in the Maritime emergency increases, the Operations function may be separated out to

- the Operations Section of the Incident Management Team may be separated out by hazard and sub-functions such as Air Operations and Waste Management.

- the functions of Logistics, Planning, Intelligence, Public Information and Finance remain as shared functions to minimise duplication and to ensure response efforts are effectively coordinated (for example: one source, one message for public information and warnings).

- the vessel master of the vessel assumes command over the vessel, and its crew

Figure 16. Key principles for Level 2 and 3 incidents.

STRUCTURE FOR MAJOR MARITIME EMERGENCIES
(SCALABLE FOR: LEVEL 2 OR 3)
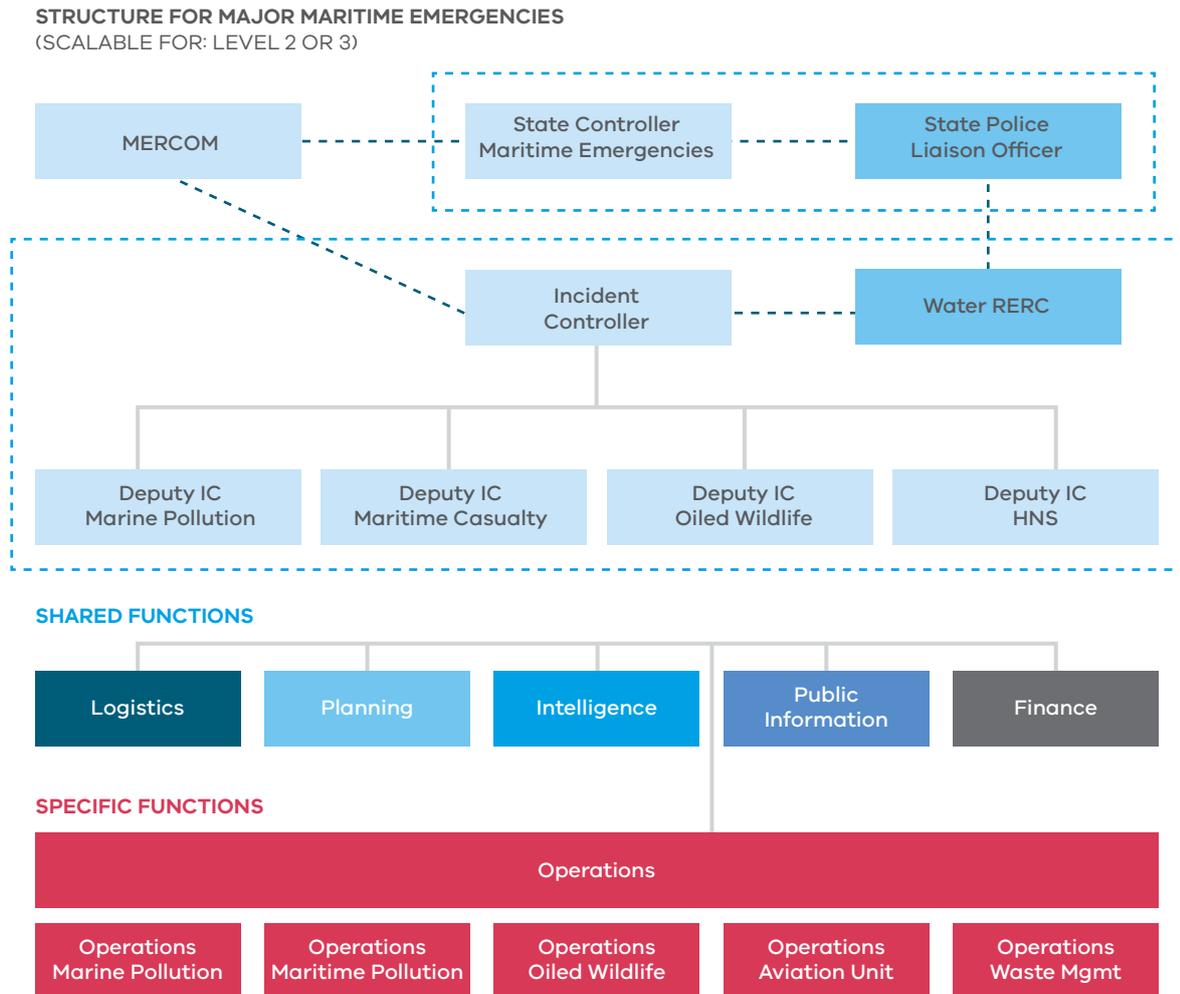
6.8 Notification of Incidents

Control Agencies are required to maintain a 24 hours a day, 365 days a year capability to receive third party reports of suspected maritime emergency incidents, initiate a response without delay to all reported Incidents (e.g. first strike response capacity)and conduct an Initial Assessment in accordance processes outlined in the Operational Plan (Part B).

Consistent with the Emergency Management Commissioners Joint SOP 3.12 if the Maritime emergency is considered a major emergency under the *EM Act 2013* or the incident is considered significant (e.g. high media interest, sensitive environmental issues) the State Controller Maritime Emergencies (or their representative) is responsible for notifying the EMC.

In the event of a Level 2/3 incident, additional notifications may be required by the SCME to the EMC, the State Control Centre (SCC) and other agencies who may be assisting with the response, Neighbouring jurisdictions if the spill is likely to cross shared borders (Figure 17).

Figure 17. Information flow chart for maritime casualty and marine pollution incidents

Initial Report	Initiate Response	Notify	Advise / Update	Notify & Update (depending on triggers)
General Public or Media	Control Agency (e.g. Port Manager)	DEDJTR Duty Watch Officer	State Controller Maritime Pollution	SMS to EMD Executive Director
Agency (DELWP, PV, Port Operations, Fire Services, ERR, EPA, TSV, AMOSC, Water Police)		EPA Duty Officer	Manager Marine Pollution	SMS to Emergency Management Commissioner
		AMSA Duty Watch Officer	DEDJTR Strategic Communications (based on triggers mod-large newsworthy)	AMSA (MERCOM) (AMSA to notify AMOSC if required
AMSA	DEDJTR or ODTS Duty Watch Officer	Fire Service (if possible HNS, fire)		
		TSV (if possible casualty)		

INFORMATION FLOW

Based on the initial report of a potential or actual incident, it is the responsibility of the Control Agency to:

- notify the relevant Fire Service by phone immediately of any actual or suspected HNS incident and proceeding to advise other EMT members as the Operational Plan

- notify the DEDJTR Duty Watch Officer and EPA Duty Officer by phone within 30 minutes of any actual or suspected Marine Pollution Incidents in the Region

- notify the TSV and Victoria Police Rescue Coordination Centre by phone within 30 minutes of any actual or suspected Maritime Casualty or Safety Incidents in the Region

- provide a written notification report [POLREP - Pollution Reports] to DEDJTR, AMSA and EPA in accordance with the timeframes, format and distribution requirements specified in the Operational Plan

- provide a SITREP (Situation Reports) to relevant control agencies in accordance with the timeframes, format and distribution requirements specified in the Operational Plan

- for notifying the relevant authority for any 'Reportable Incidents' under Health and Safety legislation, which occur as a consequence of carrying out any activity under this plan. The SCME must also be notified

6.8.1 Incident Strategies and Tactics

Part B of this Plan outlines the operational strategies and tactics for each of the Maritime emergency hazards.

6.8.2 Incident Control Points (ICP) and Incident Control Centres

For Level 1 Incidents, the IC is responsible for establishing an Incident Control Point (ICP) that must be clearly identified and known by all agencies.

For Level 2 and 3 Incidents, they are to be managed through a designated Incident Control Centre (ICC) approved by the State Controller Maritime Emergencies.

The standard ICC footprints are aligned to VICSES Regions and Local Government Authority areas and they may be varied by the SCME or EMC for operational requirements.

6.8.3 Critical information flow during an escalating or Major Emergency

People involved in the incident, play a critical role in enabling other agencies to support their needs through the provision of information. The importance of rapid, accurate information flow from the incident area upwards is more important than ever before. In addition to providing the critical data for strategic decisions being made regarding resources and incident management, information coming from the incident ground (especially the first arriving resources) is required to determine what advice or warnings need to be communicated to the community.

6.8.4 Common Operating Picture

The Common Operating Picture (COP) is the shared and consistent understanding the Incident Management Team and other stakeholders have of the incident. It is built and maintained by the Intelligence Unit through a collaboration process with all members of the Incident Management Team and other external sources. Where the Intelligence Unit is not established, the Planning Unit is responsible for maintenance of the COP.

The purpose of the COP is to build and maintain a common situational awareness among all involved in the response to and resolution of the incident, and to support decision making and planning at all levels.

The tools to be used for establishing a Common Operating Picture may include:

- Emergency Management - Common Operating Picture (EM-COP)
- National Emergency Maritime Operations (NEMO) system
- Situation Reporting (SITREP)

The use and application of these systems is described in the Operational Plan (Part B).

7 Capability and Service Level

7.1 Resource Management

7.1.1 Control Agency

Each Control Agency must:

- Ensure a sufficient number of personnel are available, 24 hours a day, 365 days of the year to initiate a response without delay to any report of an actual or suspected Level 1 marine pollution or maritime casualty incident in the prescribed region, in accordance with this Plan (refer Appendix 2).

- Provide an accredited IC for Level 1 incidents to take Control of the incident, to establish an appropriate incident management and emergency management team, ensure public safety including the issuing of relevant warnings and public information and manage response operations in accordance with systems prescribed in this plan.

- Provide appropriate storage in accordance with arrangements detailed in Part B of this Plan and 24 hours a day access to that storage within 30 minutes, for specialist response equipment provided by the State for response to maritime emergencies.

- Undertake regular readiness checks of state specialist equipment and vessels that is owned and operated by the Control Agencies.

- For Marine Pollution Control Agencies, maintain an up to date register as prescribed by DEDJTR, of all material vessels including vessels of opportunity, property and equipment and other assets in its possession or control which are capable of being used to support an emergency response.

7.1.2 State Response Team and specialist marine pollution equipment caches

The State Response Team is coordinated by DEDJTR and comprised of staff from Coastal Response Agencies, Local Government Authorities, Emergency Services and government departments. DEDJTR coordinates training of State Response Team members and maintains a register of members who can be deployed to an incident.

7.1.3 National Response Team and specialist equipment caches

On activation of the National Plan, the IC or the SCME may submit a request to AMSA for personnel from other states or the Northern Territory to assist with the incident response, for example in the Incident Control Centre or incident response team.

AMSA manages a stockpile of specialist response equipment and dispersants at a central location in Melbourne.

The SCME may request national resources through AMSA if:

* the incident has exceeded the State's capacity to respond
* the incident requires a resource that can only be obtained nationally and/or
* the incident is a level 3 spill requiring immediate escalation.

AMSA can access AMOSC and other industry resources, Australian Defence Force (ADF) and international resources, if required. If ADF resources are requested by the Commonwealth, the SCME needs to consult regularly with the EMC so that any ADF deployment arrangements and protocols are processed correctly.

If National assistance is requested, the EMC must be notified. The Control Agency is responsible for ensuring that there are appropriate arrangements in place to enable support agencies to be reimbursed for the costs incurring in responding to an incident consistent with the National Plan.

A request should be made initially through the AMSA Duty Officer in accordance with Operational Plan (Part B).

Suitable personnel will be selected by AMSA from the National Response Team (NRT) or the National Response Support Team (NRST), unless special circumstances exist.

Providing assistance to other jurisdictions

Under the National Plan, AMSA can request Victoria's assistance for maritime casualties and pollution outside Victorian state waters through the SCME.

The SCME will consult with the EMC before deploying any Victorian personnel or assets to another jurisdiction.

AMSA may request that Victoria assumes control of an incident originating from a vessel in Commonwealth waters, if:

- the spill is likely to impact the Victorian shoreline
- AMSA personnel are in transit to the location of the incident, or
- it is more practical to have the State respond on behalf of AMSA.

Victoria may receive a request for assistance directly or via AMSA from an Offshore Facility Operator located in Commonwealth waters, when:

- a spill is likely to enter State waters and/or
- an incident has exceeded the operator's capacity to respond
- as per agreed arrangements set out the operator's Oil Pollution Emergency Plan.

AMSA's *Coordination of cross-border incidents guidance* (NP-GUI-023) provide further details.

7.1.4 Assistance from overseas

AMSA can make arrangements with other countries such as New Zealand and Singapore that have specialist resources and personnel that can support Maritime Emergencies.

AMSA may also consider approaching industry through Australian Maritime Oil Spill Centre [AMOSC] to access international spill response personnel and resources.

7.2 Maritime Emergencies (non-Search and Rescue) capability development

To support the arrangements specified in this Plan, each Control Agency is required to:

- conduct an annual exercise in accordance with the prescribed standard
- provide a trained incident management capability to manage the response to Level 1 incidents within their Region, and provide support for Level 2 and 3 Incidents.

7.2.1 Training standards

Effectively managing a response to a marine pollution incident requires technical proficiency acquired through training and experience.

State Response Team (SRT) members attend training and exercises in accordance with the SRT Training Schedule to maintain their skills and maritime casualty and pollution response accreditations. Further information is available in Part B - Operational Plan.

The training schedule includes accredited courses for Level 1 incidents, including equipment operation, shoreline response, and functional roles within the AIIMS structure. Control Agencies and other partner agencies provide training for specialised roles such as HNS, wildlife response, waste management and aerial observation.

Training for Level 2 and 3 incidents is provided by AMSA and EMV, in accordance with the Australian Qualifications Framework. This includes specialised training for:

- Incident Management Teams
- Logistics Officer
- Operations Officer
- Planning Officer, including Mapping
- Incident Controller
- Basic Equipment Operator
- Advanced Equipment Operator, and
- Shoreline Team Leadership.

AMSA also delivers an annual specialist workshop for Environmental and Scientific Coordinators.

7.2.2 Exercising and Evaluation

Victoria's Maritime emergency response plans are exercised regularly to:

- continually assess the efficacy of the arrangements
- identify opportunities to improve incident response arrangements
- establish and strengthen relationships across relevant response agencies
- ensure stakeholders have a thorough and common understanding of:
  - command, control and coordination arrangements
  - roles and responsibilities of stakeholder agencies, and
  - marine pollution response procedures, issues and considerations.

The State arrangements will be exercised at least once a year. The exercise will be evaluated and, where improvements to the emergency management arrangements in this Plan are required, it will be amended and a revised version issued. Exercises will be conducted in accordance with the State Exercising Framework and National exercising standard (*the Australian Emergency Management Handbook 3 - Managing Exercises 2012*, prepared by the Commonwealth Attorney-General's Department).

Each Control Agency is required to provide one or more participants that are capable of engaging at a state strategic level for an annual State exercise.

Each Control Agency is required to plan and conduct an annual exercise to test their first-strike response capability. The exercise should include participation of key support agencies and regional stakeholders.

DEDJTR, as the State Control Agency, will be support the planning, conducting, observing and evaluating each Regional exercise.

DEDJTR as the State Control Agency will organise an operational debrief with participating agencies as soon as practicable after cessation of any response activities that apply to this Sub-Plan. All agencies, including recovery agencies, shall be represented with a view to evaluating the adequacy of the response and to recommend any changes to agency plans and future operational response activities.

National Exercises

State Response Team members will have the opportunity to participate in national exercises run by AMSA on an annual basis.

APPENDIX 1 –
Authorising Legislation

International conventions

Australia is a signatory to two international conventions for preventing and responding to ship-sourced pollution:

- The *International Convention for the Prevention of Pollution from Ships* 1973 (as modified by the Protocol of 1978, is designed to minimise pollution of the seas by oil and other harmful substances from ships and preserve the marine environment.

- The *International Convention on Oil Pollution Preparedness, Response and Cooperation* (OPRC, commonly known as OPRC 90), and its associated Hazardous and Noxious Substances Protocol, is the primary international convention for response to ship-sourced marine pollution.

Table 1.1. Relevant International Conventions

INTERNATIONAL CONVENTION	
IMO. International Convention on Pollution Preparedness, Response and Cooperation (OPRC) 1990 IMO. Protocol on Preparedness, Response and Cooperation to Pollution Incidents by Hazardous and Noxious Substances 2000, (OPRC-HNS Protocol)	Provides the basis for MENSAR by setting the context for: Developing a State system for pollution response Maintaining adequate capacity and resources to address oil and HNS incidents Facilitating cooperation across all jurisdictions Immediate notification of all neighbouring jurisdictions likely to be impacted.

INTERNATIONAL CONVENTION	
IMO. International Convention for the Prevention of Pollution from Ships (MARPOL) 1973	Provides ships' construction and operational requirements to prevent pollution from ships. Requires ships greater than 400 tonnes gross to have pollution emergency plans. Requires mandatory reporting of oil spills. Provides for exemptions from discharge restrictions where: A discharge is necessary to secure the safety of a ship or to save a life at sea or It is necessary during a spill response to minimise the overall damage from pollution and is approved by the relevant government. This includes dispersants.
United Nations Convention on the Law of the Sea 1982	Article 211 provides general powers for parties to take and enforce measures beyond territorial sea to protect their coastline or related interests from pollution or threat of pollution following a maritime casualty or acts relating to such a casualty that may reasonably result in major harmful consequences. Article 198 provides that 'when a State becomes aware of cases in which the marine environment is in imminent danger of being damaged...by pollution, it shall immediately notify other [neighbouring] States it deems likely to be affected by such damage.' www.un.org/depts/los/convention_agreements/texts/unclos/unclos_e.pdf
IMO. International Convention Relating to Intervention on the High Seas in Cases of Oil Pollution Casualties 1969 International Federation of Red Cross and Red Crescent Societies (IFRC). Protocol Relating to Intervention on the High Seas in Cases of Pollution by Substances Other than Oil 1973	Provides general powers for parties to take measures on the high seas as may be necessary to prevent, mitigate or eliminate grave and imminent danger to their coastline or related interests from the threat of pollution by oil or hazardous and noxious substances following a maritime casualty or acts related to such a casualty that may reasonably be expected to result in major harmful consequences. www.ifrc.org/docs/idrl/I452EN.pdf
IMO. International Convention on Civil Liability for Oil Pollution Damage 1992	Provides for the recovery of pollution costs and payment of compensation from owners/operators of oil tankers.

INTERNATIONAL CONVENTION	
IMO. International Convention on the Establishment of an International Fund for Compensation for Oil Pollution Damage 1992 IMO. Protocol of 2003 to the International Convention on the Establishment of an International Fund for Compensation for Oil Pollution Damage, 1992	Provides for additional compensation and costs where the tanker owner/operators' liability limits are exceeded, using funds provided by the oil industry. www.imo.org/en/About/Conventions/ListOfConventions/Pages/International-Convention-on-the-Establishment-of-an-International-Fund-for-Compensation-for-Oil-Pollution-Damage-%28FUND%29.aspx www.imo.org/en/About/Conventions/ListOfConventions/Pages/International-Convention-on-the-Establishment-of-an-International-Fund-for-Compensation-for-Oil-Pollution-Damage-%28FUND%29.aspx
IMO. International Convention on Civil Liability for Bunker Oil Pollution Damage 2001	Provides for the recovery of pollution costs and payment of compensation from owner/operators of all vessels using oil as bunker fuel.
IMO. Guidelines on International Offers of Assistance (IOA) in response to a marine oil pollution incident, Resolution A.949 (23) Guidelines on Places of Refuge for Ships in Need of Assistance 2003, and A.950(23) Maritime Assistance Services 2003	Provides guidelines on requesting and accepting offers of assistance from other nation states.
IMO. Resolutions A.949(23) and A.950(23)	Provides guidelines on provision of a maritime assistance service (MAS) to ships that may be in need of assistance, not including the rescue of persons.

National Arrangements

Maritime emergency (non-search and rescue) arrangements are supported by intergovernmental agreements and set out in the National Plan.

Through intergovernmental agreements, all jurisdictions have undertaken to provide a response capability within their own jurisdiction and share resources with other jurisdictions. The Commonwealth, through the Australian Maritime Safety Authority coordinates National Plan arrangements.

The National Plan provides a single comprehensive and integrated response arrangement to minimise environmental impacts arising from maritime environmental emergencies.

The national arrangements do not override state legislation, except for specific provisions relating to a maritime casualty that poses a threat of significant pollution.

Table 1.2 – Relevant Commonwealth Legislation

COMMONWEALTH LEGISLATION	
Australian Maritime Safety Authority Act 1990	Provides that a function of AMSA is to combat pollution in the marine environment, including provision of services to the States and Territories.
Protection of the Sea (Prevention of Pollution from Ships) Act 1983	Provides exemptions for the discharge of materials in response to marine pollution incidents. This includes the application of dispersants. Requires ships greater than 400 tonnes gross to have pollution emergency plans. Provides for emergency discharges from ships.
Offshore Petroleum and Greenhouse Gas Storage Act 2006	Sets out the requirements for the offshore petroleum exploration and production sector. Part 6.2 provides for the National Offshore Petroleum Safety and Environmental Management Authority (NOPSEMA) or the Commonwealth Minister to direct the polluter to take actions in response to an incident and to clean up, monitor impacts and reimburse NOPSEMA or the Commonwealth.
Environment Protection and Biodiversity Act 1999	Regulates activities impacting on defined "matters of national environmental significance", Commonwealth marine reserves, and species listed under the Act. Provides for the making of exemptions if in the national interest. An exemption has been issued for activities done pursuant to the National Plan.
Protection of the Sea (Civil Liability for Bunker Oil Pollution Damage) Act 2008	Places liability on the shipowner(s) for pollution damage caused by loss of bunker fuel. Provides immunity from legal action for response personnel.
Protection of the Sea (Civil Liability) Act 1981	Places liability on the shipowner(s) for pollution damage caused by loss of persistent oil from an oil tanker.
Protection of the Sea (Oil Compensation Fund) Act 1993	Provides additional compensation for pollution damage caused by loss of persistent oil from an oil tanker.
Protection of the Sea (Powers of Intervention) Act 1981	Provides for intervention powers being exercised in Australia's EEZ, Territorial Sea and internal waters.
Fisheries Management Act 1991	Provides regulatory and other mechanisms to support any necessary fisheries management decisions during a response in Commonwealth waters.

Table 1.3 – Victorian Legislation

VICTORIAN LEGISLATION	
Emergency Management Act 1986	Provides for integrated and comprehensive prevention, response and recovery planning, involving preparedness, operational co-ordination and community participation, in relation to all hazards.
Emergency Management Act 2013	Provides for the establishment of governance arrangements for emergency management in Victoria, including the Office of the Emergency Management Commissioner and an Inspector-General for Emergency Management.
Marine (Drug, Alcohol and Pollution Control) Act 1988 (Marine Act)	Defines prohibited discharges Defines the powers of DEDJTR with regard to oil pollution response and preparedness. Allocates roles and responsibilities to ensure there is a capacity and obligation to respond to marine incidents that have the potential to result in pollution. Section 71A sets out functions to ensure adequate means exist to respond to marine pollution in Port and State waters
Marine Safety Act (Vic.) 2010	Provides for safe marine operations within Victoria by setting licencing and operational requirements Provides powers to police to enforce the safety of vessel operators and to Office of the Director Transport Safety staff to enforce vessel safety. Also gives police powers to check vessel owners/operators.
Environment Protection Act 1970	Gives the EPA powers to control marine discharges and to undertake prosecutions. Provides for the maintenance and, where necessary, restoration of appropriate environmental quality.
Pollution of Waters by Oil and Noxious Substances Act (POWBONS) *1986*	POWBONS and POWBONS Regulations 2012 make provisions for the protection of the sea and certain waters from pollution by oil and other noxious substances, and implement the International Convention for the Prevention of Pollution from Ships (1973). Prohibits discharge of oil, oily mixtures and other materials. Implements the Annex 1 of the MARPOL Convention. Requires mandatory reporting of marine pollution incidents.
Offshore Petroleum and Greenhouse Gas Storage Act 2010	Sets out the requirements for the offshore petroleum exploration and production sector in Victorian offshore waters.

VICTORIAN LEGISLATION	
Flora and Fauna Guarantee Act 1988	Provides for the conservation and biodiversity of Victoria's native flora and fauna, including the management of potentially threatening processes.
Wildlife Act 1975	Provides for the protection and conservation of wildlife.
Fisheries Act 1995	Provides for the regulation, management and conservation of Victorian fisheries (both commercial and recreational), including aquatic habitats.
Wildlife (Marine Mammals) Regulations 2009	Provides for the long-term protection of marine mammals.
Local Government Act 1989	Provides a framework for the operation of local councils. Provision in local plans for prevention, preparation for, response to and recovery from emergency incidents, including: management of local infrastructure and community assets liaison with local communities and business networks enforcement of relevant local laws, such as access control, parking, safety, pets.
Port Management Act (Vic.) 1995	Provides for the establishment, management and operation of commercial trading ports and local ports in Victoria and the preparation of Safety Management Plans and an Environment Management Plans (together known as *Safety & Environmental Management Plans* (SEMPS) and Part 5B refers to hazardous or polluting activities
Aboriginal Heritage Act 2006	Provides for the protection of Aboriginal cultural heritage in Victoria.
Heritage Act (Vic.) 1995	Provides for the protection and conservation of places and objects of cultural heritage significance and a Heritage Register.
Coastal Management Act (Vic.) 1995	Provides for co-ordinated strategic planning and management for the Victorian coast, including Crown Land.

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APPENDIX 2 – Jurisdictional boundaries and maps

Maritime emergencies response regions are different to other response regions identified by Victoria Police, EMV, etc. Figure 2.1 and Table 2.1 identify the Control Agency jurisdictional boundaries and maps for First Response/Level 1 incidents within Victoria for marine casualty and marine pollution responses.

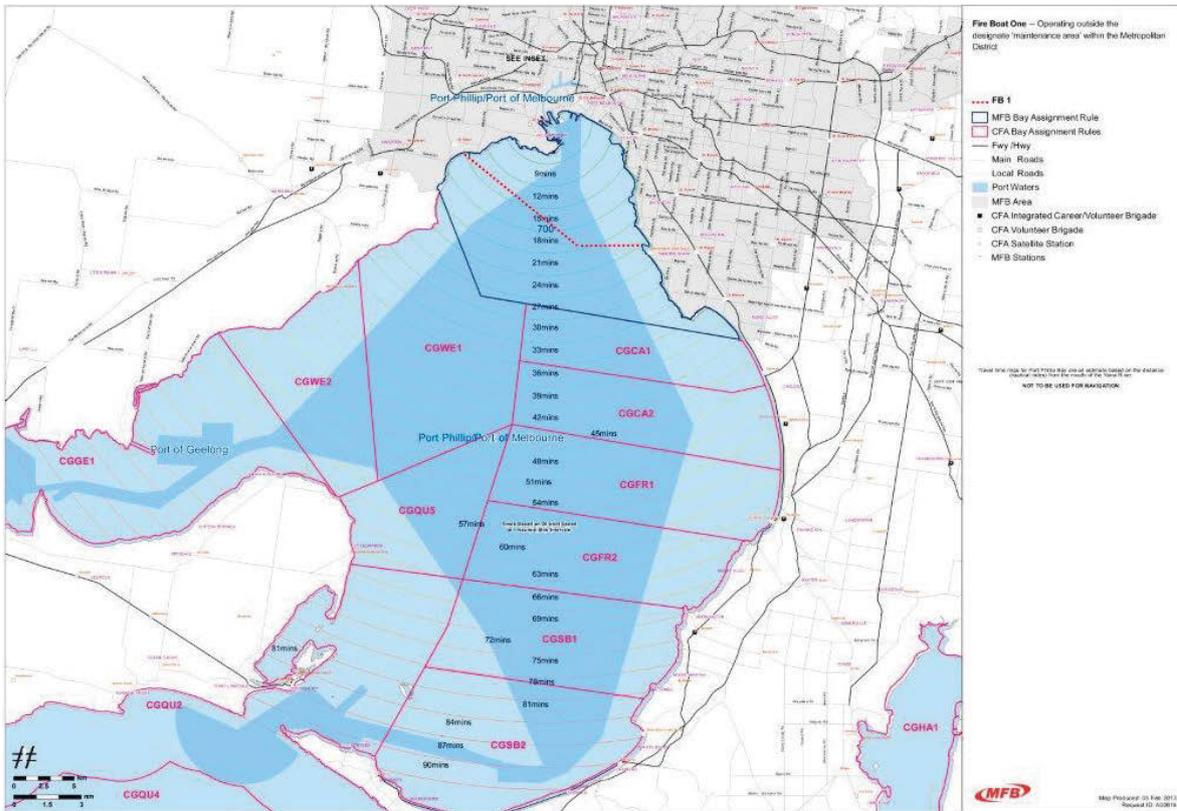**Figure 2.1 Control Agency Boundaries for Level 1 responses.**

Table 2.1. Victoria's Control Agency boundaries for first response/Level 1 incidents.

REGION	WEST BOUNDARY	EAST BOUNDARY	INCLUDES	REGIONAL CONTROL AGENCY (RCA)
Portland	SA Border	Cape Otway	Enclosed waters.	Port of Portland Pty Ltd
Port Phillip	Cape Otway	Cape Schanck	Port Phillip Bay, enclosed waters and upstream, where pollution is sourced from port waters. For Yarra and Maribyrnong Rivers, includes waters downstream of the Bolte and Shepherd Bridge.	Victorian Ports Corporation Melbourne
Docklands	Charles Grimes Bridge	Bolte Bridge	Docklands includes waters upstream of the Bolte Bridge and downstream of the Charles Grimes Bridge.	Department of Economic Development, Jobs, Transport and Resources
Western Port	Cape Schanck	South-east point of Wilson's Promontory	Western Port and enclosed waters.	LINX (Until 30-Jun-17)
Gippsland	South-east point of Wilson's Promontory	NSW Border	Enclosed waters, including Port of Anderson Inlet.	Gippsland Ports Committee of Management Incorporated

The MFB and CFA also have different jurisdictional boundaries as outlined in Figure 2.2. The MFB has control for HNS as per the jurisdictional boundaries identified below.

Figure 2.2. MFB and CFA marine jurisdictions.

APPENDIX 3 – Glossary and Acronyms

TERM	DESCRIPTION
Agency	A government or non-government agency
AMOS Plan	*As per the National Plan* A plan managed by Australian Marine Oil Spill Centre (AMOSC) and outlines the cooperative arrangements for response to oil spills by Australian oil and associated industries.
At Anchor	anchored either ahead or astern by anchors
Bunker	*As per the National Plan* a heavy fuel oil, intermediate fuel oil, blended distillate or diesel used as a vessel's fuel.
Bunkering operations	means the transfer between a vessel and a barge, other vessel or road tanker, including all activities preparatory and incidental to the transfer, of the following: • flammable and combustible fuel for main propulsion and auxiliary operations • lubricating and hydraulic oil for machinery • waste oils, sludge and residues • slops and tank washings • grey water and sewage.
Class 1 Emergency	*As per Emergency Management Act* 2013 section 3 (a) a major fire; or (b) any other major emergency for which the Metropolitan Fire and Emergency Services board, the Country Fire Authority or the Victorian State Emergency Service Authority is the control agency under the State Emergency Response plan.

TERM	DESCRIPTION
Class 2 Emergency	*As per Emergency Management Act* 2013 section 3 A major emergency which is not – (a) A class 1 emergency; or (b) A warlike act or act of terrorism, whether directed at Victoria or a part of Victoria or at any other State or territory of the Commonwealth: or (c) A hi-jack, siege or riot (relates to major emergency of pollution/maritime casualty and H&NS)
Chemical terminal	*As per the National Plan* a chemical refiner and/or chemical storage/distribution facilities with access to a maritime facility, but not including the maritime facility
Coastal Response Agency	Support agencies directed to maintain capability for and undertake first response to marine pollution and casualty incidents within prescribed areas.
Command	*As per the National Plan* the internal direction of the members and resources of an agency in performance of the organisation's roles and tasks. Command operates vertically within an organisation.
Commonwealth waters	all waters in the territorial sea and EEZ seaward of 3 nautical miles from Australia's baselines.
Community	*As per the National Plan* a group with a commonality of association and generally defined by location, shared experience or function
Control	*As per the National Plan* the overall direction of emergency management activities during an emergency situation. Authority for control is established in legislation or administratively and carries with it responsibility for tasking organisations in accordance with the needs of the situation.
Control Agency	the agency or company assigned by legislation (Emergency Management Act 2013), administrative arrangements or within the relevant contingency plan, to control response activities to a maritime environmental plan. The Control Agency will have responsibility for appointing the IC. This is the equivalent of Responsible Agency or Control Authority under AIIMS.
Coordination	*As per the National Plan* means the bringing together of organisations and other resources to support an emergency management response.
Emergency	As per Emergency Management Act section 2 an event, actual or imminent, which endangers or threatens to endanger life, property or the environment, and which requires a significant and coordinated response. The term emergency and disaster are used interchangeably within the Australian Emergency Management Arrangements.

TERM	DESCRIPTION
Environment	*As per the National Plan* the complex of physical, chemical and biological agents and factors which may impact on a person or a community, and may also include social, physical and built elements, which surround and interact with a community.
First Strike **Same meaning** **as level 1**	*As per the National Plan* a prompt initial response to protect the environment that is intended to limit the effect of an incident until such time as other resources can be deployed in support. This capability may vary from location to location.
Habitat	*As per the National Plan* the natural home or environment of an animal, plant or other organism.
Harbour Master	As per the Marine Safety Act section 3 includes an Assistant Harbour Master, authorised under Section 220 and 229 of the Marine Safety Act.
Hazardous **and noxious** **substance**	*As per the National Plan* any substance which, if introduced into the marine environment, is likely to create hazards to human health, to harm living resources and marine life, to damage amenities or to interfere with other legitimate uses of the sea.
Incident	*As per the National Plan* • an event, occurrence or set of circumstances that: • has a definite spatial extent • has a definite duration • calls for human intervention • has a set of concluding conditions that can be defined • is or will be under the control of an IC appointed to make decisions to control and coordinate the approach, means and actions taken to resolve the incident.
Incident **Controller**	*As per the National Plan* the individual responsible for the management of all incident control activities across an incident.
Incident **Management** **Team**	*As per the National Plan* The group of incident management personnel comprised of the Incident Controller and personnel appointed by the Incident Controller to be responsible for the overall control of the response to an incident.
Industry	*As per the National Plan* Unless already specified or defined in a particular context, means a business or commercial group or sector, or other socially valuable activity, such as fisheries, tourism, infrastructure, transport etc. and their representative groups.
Incident Reports	Situation reports, Pollution reports and Agency reports required under the operational plan

TERM	DESCRIPTION
Internal waters	*As per the National Plan* those waters that fall within the constitutional boundaries of the State. The waters which are capable of falling within these limits are described in s.14 of the Seas and Submerged Lands Act 1973 as 'bays, gulfs, estuaries, rivers, creeks, inlets, ports or harbours which were, on 1 January 1901, within the limits of the States and remain within the limits of the States'.

Major Emergency	*As per Emergency Management Act section 2*
	
	A major emergency is:
	
	(a) A large or complex emergency (however caused) which-
	   • Has the potential to cause or is causing loss of life and extensive damage to property, infrastructure or the environment, or
	   • Has the potential to have or is having significant adverse consequences for the Victorian community or a part of the Victorian Community; or
	   • Requires the involvement of 2 or ore agencies to respond to the emergency: or
	(b) A class 1 emergency; or
	(c) A class 2 emergency

Marine pollution	*As per the National Plan* Refers to any occurrence or series of events with the same origin, including fire and explosion, which results or may result in discharge, release or emission of oil or a hazardous and noxious substance, which poses or may pose a threat to the marine environment, the coastline, animals or other resource, and which requires an emergency action or immediate response. Under this plan, marine pollution refers primarily to situations that may arise from shore based oil and chemical transfer facilities, shipping operations and/or the operation of an offshore petroleum facility.
Maritime casualty	*As per the National Plan* 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 a vessel or cargo.

Maritime emergency	Potential and actual pollution of the sea or harm to the marine environment by oil or hazardous and noxious substance, originating from:
	
	   • maritime casualties requiring salvage and intervention, emergency towage and requests for a place of refuge;
	   • oil pollution or hazardous and noxious substance pollution incidents from vessels, oil or chemical terminals, offshore petroleum activities
	   • marine pollution from floating or sunken containers of hazardous materials, or unknown sources
	   • debris originating from a maritime casualty, or physical damage caused by vessels.

TERM	DESCRIPTION
Maritime facility	*As per the National Plan* a wharf or mooring at which a vessel can be tied up during the process of loading or unloading a cargo [or passengers]. A maritime berth may be a sole user berth [such as a dedicated berth for an oil refinery] or may be a multi user berth [such as a berth that handles general cargo, or one that handles bulk liquids such as petroleum for more than one user of the berth (sometimes known as a common-user berth)].
Offshore petroleum facility	*As per the National Plan* a facility operating in accordance with the provisions of the Offshore Petroleum and Greenhouse Gas Storage Act 2006, or any relevant State/Northern Territory legislation.
Offshore Petroleum Incident Coordination Framework	outlines the governance arrangements for the Offshore Petroleum Incident Coordination Committee (OPICC), including its purpose, membership and key protocols for member agencies. The OPICC is convened and chaired by the Department of Industry, Innovation and Science. The purpose of the OPICC is to effectively coordinate Australian Government efforts and resources, and communicate to the public and affected stakeholders all matters relevant to a significant offshore petroleum incident in Commonwealth waters.
Oil	*As per the Pollution of Waters by Oils and Noxious Substances Act,* oil and oily mixture have the same meanings as in Annex I to the Convention *As per the National Plan* hydrocarbons in any liquid form including crude oil, fuel oil, sludge, oil refuse, refined product s and condensates,
Oil terminal	*As per the National Plan* a petroleum refinery and/or petroleum storage/distribution facilities with access to a maritime facility, but not including the maritime facility
Petroleum	*As per the National Plan* includes oil and other substances extracted in the recovery of such substances, including LNG and LPG.
Pilot	As per Marine Safety Act a person who does not belong to, but has the conduct of, a vessel
Place of refuge	*As per the National Plan* a place where a ship in need of assistance can take action to enable it to stabilise its condition and reduce hazards to navigation, and to protect human life and the environment.
Port Operator	depending on jurisdiction, may refer to a state agency, a state corporation or a private company.

TERM	DESCRIPTION
Port	As per Marine (Drug, Alcohol and Pollution Control) Act Part 1 Is an area of water, or land and water (including any buildings installations or equipment situated in or on that land or water) intended for use either wholly or partly in connection with the movement, loading, unloading, maintenance or provisioning of vessels and includes: (a) areas of water, between the land of the port and the open waters outside the port, intended for use by vessels to gain access to loading, unloading or other land-based facilities; and (b) areas of open water intended for anchoring or otherwise holding vessels before they enter areas of water described in paragraph (a); and (c) areas of open water between the areas of water described in paragraphs (a) and (b).

Port Management Bodies	*As per Marine (Drug, Alcohol and Pollution Control) Act* Part 1
	
	(a) in relation to the port of Melbourne, Victorian Ports Corporation Melbourne ;
	
	(b) in relation to –
	
	   (i) the waters declared under section 5 of the Port Management Act 1995 to be the port of Geelong, the Victorian Regional Channels Authority, or, if there is an agreement with a channel operator in relation to those waters, that channel operator;
	
	   (ii) the waters declared under section 5 of the Port Management Act 1995 to be the port of Portland, the Victorian Regional Channels Authority, or, if there is an agreement with a channel operator in relation to those waters, that channel operator;
	
	   (iii) port of Hastings waters, the Victorian Regional Channels Authority, or, if there is an agreement with a channel operator in relation to those waters, that channel operator.

Protection of the Sea Levy	*As per the National Plan* Is a statutory charge against ships, based on the 'potential polluter pays' principle, and is used to fund the National Plan for Maritime Environmental Emergencies. Funds are also used to meet clean-up costs, which cannot be attributed to a known polluter.
Prohibited Discharge	As per Marine (Drug, Alcohol and Pollution Control Act Section 34 a discharge into State waters of— (a) oil; or (b) an oily mixture; or (c) an undesirable substance;
Recovery	As per the Emergency Management Act section 3 The assisting of persons and communities affected by emergencies to achieve a proper and effective level of functioning
Responsible Agency	*As per the National Plan* See Control Agency
Responsible Party	*As per the National Plan* Means the entity that has been identified as owning or having the legal responsibility for the vessel or facility that caused the incident

TERM	DESCRIPTION
Response Agency	Any agency with a role or responsibilities during an emergency response as defined in the Emergency Management Manual Part 7, whether the control agency or a support agency
Section	*As per the National Plan* means the organisational level having responsibility for the key top level functions of incident management: planning, public information, logistics and operations.
SOLAS	*As per the National Plan* Safety of Life at Sea – derived from the international convention for the Safety of Life at Sea
State	*As per the National Plan* means, depending on context, one or more of the states or territories of Australia.
State Response Controller	*As per the Emergency Management Act 2013 section 37*
State waters	As per Marine (Drug, Alcohol and Pollution Control) 1988 Act section 2 • the territorial sea adjacent to the State; and • the sea on the landward side of the territorial sea adjacent to the State that is not within the limits of the State; and • waters within the limits of the State
Support Agency	*As per the National Plan* Means an agency or company that provides essential services, personnel, material or advice e in support of the Control Agency during the response to a maritime environmental emergency
Terminal	*As per the National Plan* (see also oil terminal and chemical terminal)
Unit	*As per the National Plan* means a small cell of people working within one of the sections undertaking a designated set of activities.
Undesirable Substances	*As per the Pollution of Waters by Oils and Noxious Substances Act Part 2* (a) any solid ballast, rubbish, gravel, earth, stone or wreck; or (b) any dangerous, flammable, corrosive or offensive substance, whether solid, liquid or gaseous; or (c) any article or thing or any substance (whether solid, liquid or gaseous) which is capable of constituting a hazard to navigation or of preventing or hindering the proper use of State waters — but does not include oil or an oily mixture.

TERM	DESCRIPTION
Vessel (and /or ship)	As per the Marine Safety Act section 3 any kind of vessel that is used, or capable of being used, in navigation by water, however propelled or moved, and includes— (a) a barge, lighter, floating restaurant or other floating vessel; and (b) an air-cushion vehicle, or other similar craft, that is used in navigation by water; and (c) any aeroplane that is designed for and capable of being waterborne, for so long as that aeroplane is waterborne; and (d) a life boat; and (e) a thing being towed by a vessel; and (f) an off-shore industry mobile unit within the meaning of the Commonwealth Navigation Act—but does not include an off-shore industry mobile unit that is not self-propelled; has several meanings within Australian legislation and international conventions, but for the purpose of the this Plan means a vessel of any type whatsoever operating in the maritime environment, and includes hydrofoil boats, air cushion vehicles, submersibles and floating craft of any type. Throughout this document the term vessel is preferred. Ship, ship-owner and shipping are used where these make sense in context or arise from an official or formal source.

Acronyms

AMOSC	Australian Marine Oil Spill Centre
AMSA	The Australian Maritime Safety Authority, established under the Australian Maritime Safety Authority Act 1990 (C'th)
AtoN	Aids to Navigation
CaR	Capability and Response
CERA	Community Emergency Risk Assessment
CFA	Country Fire Authority
COP	Common Operation Procedure
CRA	Coastal Response Agency
DEDJTR	The Victorian Department of Economic Development, Jobs, Transport and Resources
DELWP	The Victorian Department of Environment, Land, Water and Planning
EMC	Emergency Management Commissioner
EMJPIC	Emergency Management Joint Public Information Committee
EMMV	Emergency Management Manual Victoria
EMT	Emergency Management Team
EPA	Environment Protection Authority Victoria
ERR	Earth Resources Regulation
FWADC	Fixed Wing Aerial Dispersant Capability
IC	Incident Controller

ICC	Incident Control Centre
IGA	Intergovernmental Agreement On The National Plan To Combat Pollution Of The Sea By Oil and Other Noxious And Hazardous Substances. Intergovernmental Agreement on the National Maritime Emergency Response Arrangement (2008).
IMT	Incident Management Team
ISO container	International Standard Organisation container generally for storing liquids
MCCU	Maritime Casualty Control Unit
MCO	Maritime Casualty Officer
MENSAR	The Maritime Emergencies (Non-Search and Rescue) Plan
MERC	Municipal Emergency Response Coordinator
MERCOM	Maritime Emergency Response Commander
MFB	Metropolitan Fire Brigade
National Plan	the National Plan for Maritime Environmental Emergencies, and all policy, guidance and advisory documents produced and published in support.
NEBA	Net Environment Benefit Analysis
NEMO	National Emergency Maritime Operations
NOPSEMA	National Offshore Petroleum Safety and Environmental Management Authority
NRST	National Response Support Team
NRT	National Response Team
OSCA	Oil Spill Control Agents
OPEP	Oil Pollution Emergency Plan
PoPL	Port of Portland
PTV	Public Transport Victoria
PV	Parks Victoria
REMT	Regional Emergency Management Team
REMPC	Regional Emergency Management Planning Committee

RMERG	Regional Maritime Emergency Reference Group
SCC	State Control Centre
SCME	State Controller Maritime Emergencies
SCRC	State Crisis and Resilience Council
SCT	State Control Team
SEMT	State Emergency Management Team
SEMP	Safety and Environment Management Plan
SERP	Victorian State Emergency Response Plan
SITREP	Situation Report
SMEWG	State Maritime Emergencies (Non-Search and Rescue) Working Group
SMPC	State Marine Pollution Controller
SOPEP	Shipboard Oil Pollution Emergency Plan
SPLP	State Police Liaison Officer
TSV	Transport Safety Victoria – TSV supports the independent statutory office of the Director Transport Safety (Safety Director), which is the state's safety regulator for bus, maritime and rail transport.
VCRA	Victorian Regional Channels Authority
VESTRG	Victorian Maritime Emergency Environment, Scientific and Technical Reference Group
Vessel Traffic Service (VTS)	controls and monitors vessel movements within port waters to: improve safety of life at sea, the safety and efficiency of vessel navigation and the protection of the marine environment, the adjacent shore area and worksites from possible adverse effects of maritime traffic. to comply with the applicable Victorian, Australian, and international laws and conventions and Port or Melbourne Harbour Master's Directions
VMEOG	Victorian Maritime Emergencies Operations Group
VPM	Victorian Ports Melbourne
VRMA	Victorian Marine Risk Assessment
VTS	Vessel Traffic Service