Local Disaster Management Plan
Annexure 4 Sub Plans

19. Marine Oil Spill Sub Plan
### Abbreviations and Glossary

<table>
<thead>
<tr>
<th>Abbreviation</th>
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<tr>
<td>CONOPS</td>
<td>Concept of Operations</td>
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<tr>
<td>DACC</td>
<td>Defence Aid to Civil Community</td>
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<tr>
<td>DDMG</td>
<td>District Disaster Management Group</td>
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<tr>
<td>DERM</td>
<td>Department of Environment &amp; Resource Management</td>
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<tr>
<td>DTMR</td>
<td>Department of Transport and Main Roads</td>
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<tr>
<td>QFES EM</td>
<td>Queensland Fire and Emergency Services - Emergency Management</td>
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<tr>
<td>LDC</td>
<td>Local Disaster Coordinator</td>
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<td>LDCC</td>
<td>Local Disaster Coordination Centre</td>
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<td>LDMG</td>
<td>means the Rockhampton Regional Council Local Disaster Management Group</td>
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<td>LDMP</td>
<td>Local Disaster Management Plan</td>
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<td>MSQ</td>
<td>Maritime Safety Queensland</td>
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<td>NATPLAN</td>
<td>National Plan to Combat Pollution of the Sea by Oil and other Noxious and Hazardous Substances</td>
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<td>PPE</td>
<td>Personal Protection Equipment</td>
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<td>QAS</td>
<td>Queensland Ambulance Service</td>
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<tr>
<td>QCCAP</td>
<td>Queensland Coastal Contingency Action Plan</td>
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<tr>
<td>QFES</td>
<td>Queensland Fire and Emergency Service</td>
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<tr>
<td>Region</td>
<td>is the area under the management of Rockhampton Regional Council</td>
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<td>RRC</td>
<td>Rockhampton Regional Council</td>
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<td>SOSC</td>
<td>State Oil Spill Commander</td>
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<td>SOSCC</td>
<td>State Oil Spill Control Centre</td>
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<td>SWBTA</td>
<td>Shoalwater Bay Training Area</td>
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<td>WHS</td>
<td>Workplace Health &amp; Safety</td>
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Annexure 1: Example of Functions | 7
1 PURPOSE

To detail the general arrangements for the provision of assistance in the event of a Marine Oil Spill within the Rockhampton Region.

2 RESPONSIBILITY

Maritime Safety Queensland (MSQ) is the designated Threat Specific Lead Agency for marine spills under the State Disaster Management Arrangements.

3 SCOPE

The threat specific plan for oil spills, the Queensland Coastal Contingency Action Plan (QCCAP), details the threat specific arrangements for a coordinated and integrated response to oil pollution incidents in Queensland waters.

The plan addresses the following issues:
- Reporting of oil pollution incidents;
- Measures to be instituted to restrict the further spread of the pollutant; and
- Actions that can be taken to clean up and dispose of collected pollutants.

The plan was developed in conjunction with Commonwealth Government authorities and representative of the oil industry and maritime/ports sectors. It acts as a supplement of the National Plan to Combat Pollution of the Sea by Oil and other Noxious and Hazardous Substances (NATPLAN).

“Reefplan” which provides strategic direction for response arrangements within the Great Barrier Reef, compliments QCCAP.

4 INTERACTION WITH OTHER PLANS

National Plan to Combat Pollution of the Sea by Oil and Other Noxious and Hazardous Substances.

The agreements for interaction between Queensland and Commonwealth authorities with respect to coordination and the provision of technical advice, logistic and maintenance support, training, and materials and equipment are contained in the NATPLAN. This plan also details the division of responsibilities between the Australian Maritime Safety Authority (for the Commonwealth), MSQ and Port Authorities for combating oil spills.

State Disaster Management Plan

The State Disaster Management Plan interacts with the QCCAP to enable Queensland marine authorities to access resources at Local Government, Disaster District and State level to assist MSQ with oil spill combat operations within State waters, Commonwealth waters and Great Barrier Reef Marine Park waters.

5 PRINCIPAL RESPONSIBILITIES

The Director General of the Department of Transport (DTMR) is responsible for appointing the Chair of the Queensland National Plan Oil Pollution Committee and the State Oil Spill Commander (SOSC).

The SOSC is responsible for the direction and management of the NATPLAN response to a serious oil spill on behalf of the State Government and for advising Government in respect to combating a serious oil spill.
5.1 ACTIVATION PROCEDURES

The Chairman of the Queensland National Plan Oil Pollution Committee will activate the plan on receipt of notification of a significant pollution incident.

Upon activation a State Oil Spill Control Centre (SOSCC) will be opened, and State Disaster Management Group will be alerted in preparation for activation of the State Disaster Coordination Centre and the appointment, if necessary of a liaison officer to the SOSCC.

At the District Disaster Level, the relevant District Disaster Management Group may be activated in preparation for provision of resource support, as necessary to the On Scene Coordinator.

At the Local Government level, the Local Disaster Management Group (LDMG) may be activated in preparation for the provision of resource support, as necessary, to the On Scene Coordinator.

5.2 COORDINATION CENTRES

The State Oil Spill Control Centre is the meeting point for the State Oil Spill Committee and is located at the:

- Emergency Operations Room
- Marine Operations Base
- MacArthur Avenue
- East Pinkenba

The five (5) regional Harbour Master offices at Brisbane, Gladstone, Mackay, Townsville and Cairns also operate emergency operations rooms equipped for oil spill response and other marine hazards or threats.

The Chair, Queensland National Plan Oil Pollution Committee is responsible for the SOSCC.

5.3 LIAISON ARRANGEMENTS

If necessary EMQ Liaison Officers will operate from the State Disaster Control Headquarters and will arrange resource support to oil spill operations as required, through the State Disaster Coordination Centre.

Liaison between District Disaster Management Groups and the On Scene Coordinator will be affected by the relevant District Disaster Coordinator, through the District Disaster Coordination Centre.

Liaison between the LDMG and the On Scene Coordinator will be effected by the Local Disaster Coordinator (LDC), through the Local Disaster Coordination Centre (LDCC).

The LDC is to ensure that MSQ nominate and deploy a suitably qualified and trained person to the LDCC to act as agency liaison officer.

6 SUPPORT AGENCIES

A number of agencies, organisations and commercial entities may be involved in providing support to a marine oil spill event.
7 LDMG INVOLVEMENT

A marine oil spill has potential to severely impact the coastal areas and communities of the region creating community angst and concern. It is therefore imperative that the LDMG be advised at the earliest possible time of any such event in order to ensure that appropriate community communication strategies are identified and implemented.

In addition to specific agency assistance being provided to Maritime Safety, components of the Local Disaster Management Plan (LDMP) may be activated to support operations.

In the event of activation of the LDMG and/or LDMP the LDC will ensure that MSQ is aware that all operations undertaken by the LDMG will be conducted in accordance with the Queensland Disaster Management Arrangements and associated plans.

Activation of the LDMP will be at the request of the Maritime Safety Incident Controller or otherwise as determined by the LDMG Chairperson/LDC.

Activation of the LDMG will be as per the “Activation of LDMG Sub Plan” and “Local Disaster Coordination Centre Sub Plan”.

8 LDMG COMMUNICATIONS WITH LEAD AGENCY

MSQ should notify the LDC immediately upon becoming aware of a marine oil spill event with potential to affect any part of the region in order to establish appropriate communication and liaison links with the LDMG as deemed necessary.

In reality this advice will more than likely be delivered via the District Disaster Management Coordinator.

The LDC should immediately, upon becoming aware of a marine oil spill event, request from MSQ:

- Sufficient detail of the event to determine the need for activation of the LDMG and LDCC;
- the name and rank of the Incident Controller for the event;
- the location and contact numbers for any established MSQ Incident Control Centre and/or contact numbers for the Incident Controller for the event;
- the provision of regular written updated situation reports of the incident to the LDMG;
- if deemed necessary by the LDC, a personal briefing from a senior relevant MSQ Officer to the relevant LDMG meeting;
- if the LDCC has been activated, the posting of a suitably qualified MSQ liaison officer to the LDCC;
- clear advice (preferably in writing) from the appointed Incident Controller detailing the level of support and functions required from the LDMG in support of the response to the event.

Related Documents:

- National Marine Oil Spill Plan
- Queensland Coastal Contingency Action Plan
- Queensland Coastal Contingency Action Plan – First Strike Plan Port of Rockhampton
In April 2010 Bulk Carrier “Shen Neng 1” ran aground on Douglas Shoal resulting in a significant oil spill at sea.

As a result RRC LDMG was tasked with forward planning resource and response operations in the event that oil from this spill reached the coastline and cleanup operations were required. The following documents/plans were developed by RRC LDMG and are maintained as an example of the functions that may be required of the group should similar events occur.

1. Scenario – This document was provided to the LDMG by Maritime Safety Qld as Lead Agency to guide the LDMG’s forward planning;

Situation

At 1710hrs Saturday 3 April 2010 Chinese bulk coal carrier vessel “Shen Neng 1” ran aground at Douglas Shoal approximately 40nm east of Great Keppel Island. The vessel has 976.2 tonne of heavy fuel oil and 150 tonne of diesel fuel on board. The ship has sustained significant damage and the ship’s condition has deteriorated.

The Salvors have boarded the casualty and are conducting a full assessment of the ship’s condition and are developing a salvage plan. It has been ascertained:

- Port ballast tanks 1, 2, 3, 4 and 5 breached;
- Starboard ballast tank 2 breached;
- Centreline bunker tanks 3 and 4 breached;
- Engine room is partially flooded and is open to the sea – oily water material is overflowing into the engine room;
- Rudder jammed hard to port;
- Condition of propeller is unknown;
- The ship maintains power.

Fuel on board the ship has been pumped into safe stowage tanks and is secured as at 1600hrs 5 April 2010.

The ship continues to move and swing on the reef and the priority is to stabilise the ship’s movement. The tug Tom Tough (Gladstone) is assisting in maintaining the ship’s position and heading. Tug Austral Salvor (Brisbane) is arriving pm 5 April 2010 to assist stabilising the ship.

There has been some loss of oil from the ship. Aerial surveillance a.m. 4 & 5 April 2010 has identified isolated patches of oil and sheen surrounding the ship out to 2 nautical miles. There are no significant reports of oil at this stage. Dispersant runs have been conducted and indications are effective results have been achieved. Additional reserves of dispersant are being sourced. The current response to this situation is continual aerial surveillance coupled with dispersant runs to minimise any impact. This response is ongoing.

Aerial surveillance of the foreshore has being conducted to check if any oil has impacted the shoreline. To date, no oil has impacted the shoreline; however the trajectory model indicates a possible impact on or after Thursday 8 April 2010. Key environmentally sensitive areas including sensitive indigenous sites along the shoreline are being identified through the Oil Spill Response Atlas (OSRA). Planning and preparations are underway should oil impact the shoreline, including liaison with LDMG, DDMG and Defence for potential issues at Shoalwater Bay Training Area (SWBTA).
There are a number of scenarios for which planning is currently underway.

**SCENARIO ONE**
The first scenario involves oil that has already leaked from the ship making landfall on or after Thursday 8 April 2010. Whilst it is projected there will be minimal impact, if any, a response plan has been prepared in the event oil does make landfall.

**SCENARIO TWO**
The second scenario could involve further damage occurring to the ship resulting in loss of oil which could head to the Queensland coastline. This scenario could occur prior to, during or after any salvage attempt. Salvage efforts are ongoing and may take a number of weeks to prepare and execute. Therefore this scenario may eventuate over the coming weeks or months (as per the Moreton Island oil spill event) and again, preparations need to be made if this occurs.

If oil makes landfall, irrespective of the location, the following response plan needs to be implemented.

**RESPONSE PLAN ONE**
A response plan to oil making shore has been devised based on what is currently known (as at 5 April 2010) including likely trajectory. Should oil make landfall through scenario one it is likely to hit the Queensland coastline between Cape Manifold and Stockyard Point, north of Yeppoon. If this occurs a cleanup operation will need to be conducted involving numerous personnel and resources.

Potential Field Headquarters Site 1.
1. Samuel Hill, Shoalwater Bay Training Area, Australian Defence Force

Step 1.
To respond effectively to this scenario the Australian Defence Force is requested to assist MSQ in accessing SWBTA and in particular the Samuel Hill estate to enable access to response teams.

**LDMG Query/Note:** Local resources need to be expended, unavailable or unsuitable before DACCs request can be made.

Step 2.
A total of two hundred personnel MAY be required to respond to a major cleanup operation. This would occur over a staged approach and would require housing workers at Samuel Hill and accompanying associated logistics.

Day 0
- Preplanning
- Access to workforce
  **LDMG Query/Note:** what does this mean? If it refers to labour LDMG can try to source from local volunteer organisations. However teleconference 5/4 – MSQ indicated they don’t want to use volunteers due to WHS issues
- PPE, bags, tools and equipment, vehicles
  **LDMG Query/Note:** Need specifics of what PPE, bags, tools, equipment & vehicles required. Require official written request from control authority for LDMG to try to source
- Waste management storage and movement facilities
  **LDMG Query/Note:** need specific details of what facilities are required. Control agency need to specify – provide relevant technical advice. Make official written request for LDMG to assess.
- Decontamination sites
  **LDMG Query/Note:** need specific details of what is to be decontaminated, how is it decontaminated
- Notices to campers/fishers/residents
  **LDMG Query/Note:** Council can organise this with leaflet/letter drop, signage?? etc Require written request from control agency for LDMG to action.
Day 1

- Advance party – field reconnaissance and mapping – two teams
  **LDMG Query/Note:** MSQ IMT should be planning this?? how many to a team, what organisations
- Establish field HQ, including establishing comms (UHF radio, 3G, Sat phones)
  **LDMG Query/Note:** specific details of what is required for HQ, how many radios, sat phones etc.
- Establish field medical support – QAS
  **LDMG Query/Note:** ldmg could make this request – dependant on local resources. If not sufficient would require request from LDMG to DDMG.
- Establish field decontamination sites – MSQ

Day 2

- Increase workforce to 50 workers

Day 3

- Increase workforce to 75 workers

Day 4

- Increase workforce to 150 workers

Day 5

- Increase workforce to 200 workers

Continue cleanup operation until situation resolved.

**LDMG Query/Note:** Do we expect the same workers to remain housed on site through entire operation or will there be some shift changeover i.e. after seven days, 14 dys etc. This would increase number of workers required for a prolonged operation.

Should oil reach the area north of Stockyard Point through Scenario 2 the above response plan will still be required.

Should oil make landfall below Stockyard Point a similar response plan will be required however with a different Field Headquarters and staging site which still has to be determined.

This advice is being forwarded to assist the LDMG/DDMG with planning for the teleconference 0800hrs 6 April 2010.

Based on the Pacific Adventurer previous experience, this response has the potential to extend for some weeks or months.
Assumptions

- The plan will not be activated before 9 April 2010;
- MSQ will provide 48 hours notice to activate this plan;
- This plan is based on possible impact scenarios as at 1000 hours 6 April;
- The plan is to remain in place until 7 May 2010 unless otherwise directed;
- Gladstone Regional Council will be responsible for support to any impact south of Port Alma.

Situation

The LDMG was activated on 6 April 2010 to plan logistical support to a possible MSQ-led beach clean up operation in the Rockhampton Regional Council area.

Mission

The LDMG is to provide logistic support to an MSQ-led beach clean up operation in the Rockhampton Regional Council area of responsibility during the period 8 April 2010 to 7 May 2010 in order to minimise the impact of any oil spill from the bulk coal carrier Chen Neng 1.

Execution

Concept of Operations. The concept of operations is to provide logistical support from a base camp at either Samuel Hill 500 man camp in Shoalwater Bay Training Area or Rydges Capricorn Resort in Yeppoon. Support will be provided by a combination of Commonwealth, State, and local government agencies, supplemented by commercial resources and coordinated by Rockhampton LDMG.

a. Samuel Hill. In this scenario the majority of the oil has impacted on beaches north of Stockyard Point.
   (1) Accommodation and catering
   Samuel Hill is a bare camp and will require all support to be brought in to the area. Accommodation stores will be provided by Defence from camp earmark stores, including tents, bedding, and showers. Bottled gas (for hot water) and Porta-loos to be provided by commercial providers.
   The Salvation Army will be used for catering support utilising a self-sufficient catering truck and staff.

   (2) Communications
   The Defence Umpire Network provides radio coverage and sufficient hand held handsets for the area. Telstra Next G coverage and satellite telephones provide coverage between the forward command post and beach. Military repeater will be used inside the training area. A detailed communications plan will be developed by 7 April 2010.

   (3) Road transport
   Road transport plan is inherently fluid given the range of potential impact locations. Local buses can be contracted to transport crews from Rockhampton to Samuel Hill. Four wheel drives will be required for transport if northern area (Freshwater Point). Defence resources will likely be required given the inaccessibility of some beach areas both within the military area and outside the military area. Some limited road work will be necessary on road to Freshwater point if repeat trips required. A detailed traffic plan may be required to manage traffic flow along narrow tracks.
(4) Air transport
Air transport may be required to move personnel into restricted areas and to insert / extract machinery and skips. Commercial options as yet to be fully explored however, support from the DDMG has been requested.

(5) Maritime transport
This option is constrained by tides, beach profile, and prevailing winds. If available, Keppel Cats have two vessels (capacity 350 pax and 150 pax respectively). Michael Luskie (MSQ) is conducting further research into this option.

b. Rydges Capricorn Resort. In this scenario the majority of the oil has impacted on beaches south of Stockyard Point.

(1) Accommodation and catering
Intent is to use the following facilities:
- Accommodation (capacity for 1400 beds)
- Catering (in house and packed meals)
- Parking with service station nearby
- Heli pad (primarily for VIP / emergency use)
- Secondary heli pad on adjacent football field (if required)
- 9 conference rooms with a variety of phone and internet access points
- Onsite IT staff able to assist with room set up for Admin and logistics point and forward command point

Note this is a commercial enterprise and cost has not yet been negotiated.

(2) Communications
Intent is to develop a network using MSQ and EMQ repeaters with Telstra Next G coverage and satellite telephones providing a link as required between the forward command post and work sites. A detailed communications plan will be developed by 7 April 2010.

(3) Road transport
Road transport plan is inherently fluid given the range of potential impact locations. Very fluid inquiries made at this point given indeterminate location of impact. Local buses can be contracted to transport crews from Rockhampton to Yeppoon if arriving by air. Army resources may be required given the inaccessibility of some beach areas.

(4) Air transport
Air transport may be required to move personnel into restricted areas and to insert / extract machinery and skips. Commercial options as yet to be fully explored however, support from the Rockhampton DDMG has been requested.

(5) Maritime transport
This option is constrained by tides, beach profile, and prevailing winds. If available, Keppel Cats have two vessels (capacity 350 pax and 150 pax respectively). Michael Luskie (MSQ) is conducting further research into this option.
Administration and Logistics

Costs
Individual agencies are to record all expenditure related to the operation. MSQ is responsible for coordination of reimbursement as required following activation of this plan.

Culturally significant sites
Issues surrounding any indigenous culturally significant sites are yet to be resolved.

Decontamination
MSQ will provide decontamination equipment for both person and equipment. Details still being refined regarding issues such as the area required to site a decontamination facility.

Geospatial support
Detailed maps of the area of interest will be requested.

Road Tek personnel
20 to 30 man Road Tek crew available who would act as supervisors for 6 to 10 person teams for beach clean up. Road Tek will source labour of up to 200 persons via their usual labour resourcing practices – able to supply at short notice.

State Emergency Services (SES)
SES staff will primarily be employed in administrative roles at the forward command post including registration, and issuing PPE and safety equipment.

Medical support
All required support at base camp and work sites will be provided by local QAS officers.

Waste management
Staging areas yet to be identified for skips before and after deployment to beaches; this will depend on the location of the impact zone. DERM staff will supervise the collection and loading of skips to comply with waste management requirements. Waste will be disposed of at Yeppoon Landfill, the only licensed facility in the jurisdiction.

Stores and Equipment
Road Tek to source and deliver rakes, shovels, sun shades, repellent, bags for contaminated sand and PPE requirements; any requirement for pre-positioning / caches is yet to be determined. Positrack vehicles will be used in the impact area.

Review of CONOPS
This CONOPS will be reviewed and reissued as required.

Command and Control
The attached command and control plan has been developed to support this plan.

Air Operations
Consultation made with QFRS regarding Air Support Operations Group – will be required to coordinate air operations. QFRS advised the group will be available, 2 persons present in Rockhampton, and remaining crew can be flown in at short notice.

Cleared by: Chair Rockhampton LDMG

Command and Control arrangements for the provision of logistic support to an MSQ-led beach clean up operation in the Rockhampton Regional Council area of responsibility.
3.

**Rockhampton LDMG CONOPS for logistic support to possible Shen Neng 1 oil spill**

**Version 2 as at 17:00am 8 April, 2010**

**Assumptions**
- The plan will not be activated before 9 April 2010.
- MSQ will provide 48 hours notice to activate this plan.
- This plan is based on possible impact scenarios as at 1000 hours 6 April.
- The plan is to remain in place until 7 May 2010 unless otherwise directed.
- Gladstone Regional Council will be responsible for support to any impact south of Port Alma.
- *This plan is read in conjunction with accompanying plans specific to particular activities and responses*

**Situation**
The Rockhampton LDMG was activated on 6 April 2010 to plan logistical support to a possible MSQ-led beach clean up operation in the Rockhampton Regional Council area.

**Mission**
*Rockhampton Local Disaster Management Group is to provide logistic support to an MSQ-led beach clean up operation in the Rockhampton Regional Council area of responsibility during the period 8 April 2010 to 7 May 2010 in order to minimise the impact of any oil spill from the bulk coal carrier Shen Neng 1.*

**Execution**

**Concept of Operations.** The concept of operations is to provide logistical support from a base camp at either Samuel Hill 500 man camp in Shoalwater Bay Training Area or Rydges Capricorn Resort in Yeppoon. Support will be provided by a combination of commonwealth, state, and local government agencies, supplemented by commercial resources and coordinated by Rockhampton LDMG.

a. **Samuel Hill.** In this scenario the majority of the oil has impacted on beaches north of Stockyard Point. Outline sequence of events as follows:

- 0 hours: MSQ notifies LDMG that plan is activated
- 1 hour: LDMG meets, advance element activated
- 2 hours: LDCC established
- 4 hours: Advance element assembled at Western Street ADF facility. Private vehicles parked on ADF land (need indemnity forms)
- 6 hours: Advance element in Sam Hill; establish Command Post
- 9 hours: Command post established

Notes: all vehicles entering SWBTA require certification they are free from weeds. Camp Commandant required to receive range brief before any elements enter the range. All visitors to be escorted from the Blue Gate to Sam Hill. Need to confirm use of Western Street for assembly area, wash point (if required) and private car parking.
1. **Accommodation and catering**
   Samuel Hill is a bare camp and will require all support to be brought in to the area. Primary Industries Queensland can provide a complete camp including: tents, bedding, lights (internal and external), waste management, refuelling, fire fighting equipment, furniture for command post, dry canteen, recreation room, first aid room, and dining tents with furniture. LDMG to finalise arrangements 8 April 2010.

2. **Communications**
   The Defence Umpire Network provides radio coverage and sufficient hand held handsets for the area. Telstra Next G coverage and satellite telephones provide coverage between the forward command post and beach. Military repeater will be used inside the training area. A detailed communications plan will be developed by 7 April 2010.

3. **Road transport**
   Road transport plan is inherently fluid given the range of potential impact locations. Local buses can be contracted to transport crews from Rockhampton to Samuel Hill. Locally hired four wheel drives will be required for transport if northern area (Freshwater Point), otherwise air movement will be required.

   Some limited road work will be necessary on road to Freshwater point if repeat trips required. A detailed traffic plan will be required to manage traffic flow along narrow tracks.

4. **Air transport**
   Air transport will be required to move personnel into restricted areas and to insert / extract machinery and skips. Commercial options as yet to be fully explored and require resolution by 8 April.

5. **Maritime transport**
   This option is constrained by tides, beach profile, and prevailing winds. No provision has been made for insertion or extraction by sea.

b. **Rydges Capricorn Resort.** In this scenario the majority of the oil has impacted on beaches south of Stockyard Point.

   Outline sequence of events as follows:

   - 0 hours: MSQ notifies LDMG that plan is activated
   - 1 hour: LDMG meets, advance element activated
   - 2 hours: LDCC established
   - 4 hours: Advance element assembled at Western Street ADF facility. Private vehicles parked on ADF land (need indemnity forms) Coaches used to transport crews to Yeppoon
   - 6 hours – Advance element established Rydges for Command and Control
1. **Accommodation and catering**

Intent is to use the following facilities:

- Accommodation (capacity for 1400 beds). Inquiries made on basis of 2 persons per room per night in the resort proper. Motel accommodation is also available and persons will be relocated to the resort when available.
- Advice from Road Tek is initial work crew would not require accommodation and would be sourced locally. Road Tek also retained a house at Stockyard Point for forward recognisance.
- Catering in house and packed meals available to dispense with crews. Set menu in place for evening meals at set price.
- Parking with service station nearby
- Heli pad available for air support. Inquiries underway re size of aircraft able to land at this site.
- Secondary heli pad on adjacent football field (if required)
- 9 conference rooms with a variety of phone and internet access points can be made available at short notice for both command centre and logistic deployment functions
- Onsite IT staff able to assist with room set up for Admin and logistics point and forward command point

Note this is a commercial enterprise and cost has not yet been negotiated. By Thursday 8 April 2010 costing per head will be provided. Accommodation and catering can be provided at short notice.

At early deployments when local Road Tek staff are utilised, accommodation will not be required and catering can be provided by Salvation Army. Salvation Army able to be mobilised with self sufficient facilities at 24 hours notice. Staging site in this instance still to be determined.

2. **Communications**

Intent is to develop a network using MSQ and EMQ repeaters with Telstra Next G coverage and satellite telephones providing a link as required between the forward command post and work sites. *A detailed communications plan has been developed and provided.*

3. **Road transport**

Road transport plan is inherently fluid given the range of potential impact locations. Very fluid inquiries made at this point given indeterminate location of impact.

Transport of the workforce from Rydges Resort to nine mile beach will be dependant on a number of issues on the day i.e. weather, and consist of road transport and/or aerial transport.

Road Transport: will consist of:
- 4wd buses X 2 (50 seat capacity) for transport of the workforce.
- Five four wheel drive tray backs utilities; and
- up to 24 four wheel drive troupe carriers (capacity 7).

Responsibility: A fleet management officer will be appointed to manage the issue and use of road transport vehicles. RRC fleet services staff would manage this matter.
Hire buses sourced up to 100 seat capacity across several vehicles. These are 4WD vehicles from Fraser Island, previous experience with Moreton Island and have beach going capacity. 4WD sourced locally. Issue identified with hire companies reluctant to hire for beach work (no insurance, Budget and Avis). Quotes and actual numbers pending

4. **Air transport**

Air transport may be required to move personnel into restricted areas and to insert / extract machinery and skips. Commercial options as yet to be fully explored however, support from the Rockhampton DDMG has been requested. *Air support plan has been developed by QFRS*

5. **Maritime transport**

This option is constrained by tides, beach profile, and prevailing winds. No provision has been made for insertion or extraction by sea.

**Administration and Logistics**

**Costs**

Individual agencies are to record all expenditure related to the operation. MSQ is responsible for coordination of reimbursement as required following activation of this plan.

**Culturally significant sites**

Issues surrounding any indigenous culturally significant sites are yet to be resolved.

**Decontamination**

MSQ will provide decontamination equipment for both person and equipment. Details still being refined regarding issues such as the area required to site a decontamination facility.

**Geospatial support**

Detailed maps of the area of interest are being produced by DERM. Detailed maps required and will be supplied to crews traversing the nominated areas in vehicles.

**Road Tek personnel**

20 to 30 man Road Tek crew available who would act as supervisors for 6 to 10 person teams for beach clean up. Road Tek will source labour of up to 200 persons via their usual labour resourcing practices – able to supply at short notice. *Road Tek plan will be available as at 8 April 2010 and will include resourcing of supplies, HR issues and deployment including rostering*

**State Emergency Services (SES)**

SES staff will primarily be employed in administrative roles at the forward command post including registration, and issuing PPE and safety equipment. Confirmed availability at short notice

**Medical support**

All required support at base camp and work sites will be provided by local QAS officers and available at base camp. *Medical plan has been supplied by QAS on 7 April 2010*

**Waste management**

Staging areas yet to be identified for skips before and after deployment to beaches; this will depend on the location of the impact zone. DERM staff will supervise the collection and loading of skips to comply with waste management requirements. Waste will be disposed of at Yeppoon Landfill, the only licensed facility in the jurisdiction. *Draft Waste Management Plan supplied by DERM and under development as further information as to sites develop.*
Stores and Equipment
Road Tek to source and deliver rakes, shovels, sun shades, repellent, bags for contaminated sand and PPE requirements; any requirement for pre-positioning / caches is yet to be determined. Positrack vehicles will be used in the impact area. *Road Tek plan developed to manage resourcing and allocation of stores*

Review of CONOPS
This CONOPS will be reviewed and reissued as required.

Command and Control
The attached command and control plan has been developed to support this plan.

Air Operations
Consultation made with QFRS regarding Air Support Operations Group – will be required to coordinate air operations. QFRS advised the group will be available, 2 persons present in Rockhampton, and remaining crew can be flown in at short notice. *Air Ops plan and Air Ops communications plan developed by QFRS on 7 April 2010*

Cleared by: Chair Rockhampton LDMG

Command and Control arrangements for the provision of logistic support to an MSQ-led beach clean up operation in the Rockhampton Regional Council area of responsibility

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[Diagram of command and control arrangements]

MSQ (Technical Authority)
- AMSA
- SCC (EMQ LO)
- NRT
  - Salvor "Switzer"
  - On Water Response IMT
  - Beach Clean Up IMT (EMQ LO)

Disaster Management (Logistics)
- SDMG
- SDCG (SDCC EMQ)
- Rockhampton DDMG (EMQ LO)
- ADF LO Rockhampton

Defence
- AGDCC
- JOC
- JOSS

Gladstone ICC (EMQ LO)
- Technical and command link

Rockhampton LDMG (EMQ LO)
- Logistics link

*Note: Non-technical requests for support go formally through Gladstone ICC for accounting purposes; informal tracking of requests can be direct from Beach Cleanup to Rockhampton*
Assumptions

- The plan will not be activated before 9 April 2010.
- MSQ will provide 48 hours notice to activate this plan.
- This plan is based on possible impact scenarios as at 1000 hours 7 April.
- The plan is to remain in place until 7 May 2010 unless otherwise directed.
- Gladstone Regional Council will be responsible for support to any impact south of Port Alma.
- This plan is read in conjunction with accompanying plans specific to particular activities and responses.

Situation

The Rockhampton LDMG was activated on 6 April 2010 to plan logistical support to a possible MSQ-led beach clean up operation in the Rockhampton Regional Council area.

Mission

**Rockhampton Local Disaster Management Group is to provide logistical support to an MSQ-led beach clean up operation in the Rockhampton Regional Council area of responsibility during the period 8 April 2010 to 7 May 2010 in order to minimise the impact of any oil spill from the bulk coal carrier Chen Neng 1.**

Execution

**Concept of Operations.** The concept of operations is to provide logistical support from a base camp at either Samuel Hill 500 man camp in Shoalwater Bay Training Area or Rydges Capricorn Resort in Yeppoon. In the event of Island communities being effect, other short term contingencies as outlined below may be implemented. Support will be provided by a combination of commonwealth, state, and local government agencies, supplemented by commercial resources and coordinated by Rockhampton LDMG.

a. **Samuel Hill.** In this scenario the majority of the oil has impacted on beaches north of Stockyard Point. Outline sequence of events as follows:

  0 hours: MSQ notifies LDMG that plan is activated
  1 hour: LDMG meets, advance element activated
  2 hours: LDCC established
  4 hours: Advance element assembled at Western Street ADF facility. Private vehicles parked on ADF land (need indemnity forms)
  6 hours: Advance element in Sam Hill; establish Command Post
  9 hours: Command post established

Notes: all vehicles entering SWBTA require certification they are free from weeds. Camp Commandant required to receive range brief before any elements enter the range. All visitors to be escorted from the Blue Gate to Sam Hill Need to confirm use of Western Street for assembly area, wash point (if required) and private car parking.
1. **Accommodation and catering**
   Samuel Hill is a bare camp and will require all support to be brought in to the area. Primary Industries Queensland can provide a complete camp including: tents, bedding, lights (internal and external), waste management, refuelling, fire fighting equipment, furniture for command post, dry canteen, recreation room, first aid room, and dining tents with furniture. LDMG to finalise arrangements 8 April 2010.

2. **Communications**
   The Defence Umpire Network provides radio coverage and sufficient hand held handsets for the area. Telstra Next G coverage and satellite telephones provide coverage between the forward command post and beach. Military repeater will be used inside the training area. A detailed communications plan will be developed by 7 April 2010.

3. **Road transport**
   Road transport plan is inherently fluid given the range of potential impact locations. Local buses can be contracted to transport crews from Rockhampton to Samuel Hill. Locally hired four wheel drives will be required for transport if northern area (Freshwater Point), otherwise air movement will be required. Some limited road work will be necessary on road to Freshwater point if repeat trips required. A detailed traffic plan will be required to manage traffic flow along narrow tracks.
   Road Tek also have own capacity and plans for road transport

4. **Air transport**
   Air transport will be required to move personnel into restricted areas and to insert / extract machinery and skips. Commercial options as yet to be fully explored and require resolution by 8 April.

5. **Maritime transport**
   This option is constrained by tides, beach profile, and prevailing winds. No provision has been made for insertion or extraction by sea.

b. **Rydges Capricorn Resort**. In this scenario the majority of the oil has impacted on beaches south of Stockyard Point.
   Outline sequence of events as follows:
   - 0 hours: MSQ notifies LDMG that plan is activated
   - 1 hour: LDMG meets, advance element activated
   - 2 hours: LDCC established
   - 4 hours: Advance element assembled at Western Street ADF facility. Private vehicles parked on ADF land (need indemnity forms) Coaches used to transport crews to Yeppoon
   - 6 hours – Advance element established Rydges for Command and Control

1. **Accommodation and catering**
   Intent is to use the following facilities:
   - Accommodation (capacity for 1400 beds). Inquiries made on basis of 2 persons per room per night in the resort proper. Motel accommodation is also available and persons will be relocated to the resort when available.
   - Advice from Road Tek is initial work crew would not require accommodation and would be sourced locally. Road Tek also retained a house at Stockyard Point for forward recognisance.
   - Catering in house and packed meals available to dispense with crews. Set menu in place for evening meals at set price.
• Parking with service station nearby
• Heli pad available for air support. Inquiries underway re size of aircraft able to land at this site.
• Secondary heli pad on adjacent football field (if required)
• 9 conference rooms with a variety of phone and internet access points can be made available at short notice for both command centre and logistic deployment functions
• Onsite IT staff able to assist with room set up for Admin and logistics point and forward command point

Note this is a commercial enterprise and cost has not yet been negotiated. By Thursday 8 April 2010 costing per head will be provide. Accommodation and catering can be provided at short notice.

At early deployments when local Road Tek staff are utilised, accommodation will not be required and catering can be provided by Salvation Army. Salvation Army able to be mobilised with self sufficient facilities at 24 hours notice. Staging site in this instance still to be determined.

2. Communications

Intent is to develop a network using MSQ and EMQ repeaters with Telstra Next G coverage and satellite telephones providing a link as required between the forward command post and work sites. A detailed communications plan has been developed and provided.

3. Road transport

Road transport plan is inherently fluid given the range of potential impact locations. Very fluid inquiries made at this point given indeterminate location of impact. Transport of the workforce from Rydges Resort to nine mile beach will be dependant on a number of issues on the day i.e. weather, and consist of road transport and/or aerial transport.

Road Transport: will consist of:
- 4wd buses X 2 (50 seat capacity) for transport of the workforce.
- Five four wheel drive tray backs utilities; and
- up to 24 four wheel drive troupe carriers (capacity 7).

Responsibility: A fleet management officer will be appointed to manage the issue and use of road transport vehicles. Rockhampton Regional Council fleet services staff would manage this matter.

Hire buses sourced up to 100 seat capacity across several vehicles. These are 4WD vehicles from Fraser Island, previous experience with Moreton Island and have beach going capacity. 4WD sourced locally. Issue identified with hire companies reluctant to hire for beach work (no insurance, Budget and Avis). Quotes and actual numbers pending. Qfleet advise have large number of 4WD vehicles that can be made available at short notice.

Road Tek have a transport capacity as own agency.

4. Air transport

Air transport may be required to move personnel into restricted areas and to insert / extract machinery and skips. Commercial options as yet to be fully explored however, support from the Rockhampton DDMG has been requested. Air support plan has been developed by QFRS.
5. **Maritime transport**

This option is constrained by tides, beach profile, and prevailing winds. No provision has been made for insertion or extraction by sea.

c. **Island Communities.** In this scenario the beaches of the Islands off the Capricorn Coast – including but not limited to Great Keppel Island and North Keppel Island.

In this instance, location of accommodation and command posts would be governed by the size and scale of the impact of the islands.

At this stage of planning the supposition is that an impact of Islands would also involve impact of the shoreline in the vicinity of the Yeppoon community. In that instance a clean up operation would be conducted on ‘two fronts’. It is likely the main operation would still be based from Yeppoon, the Rydges resort option and activities directed from that location and directed by a smaller field command following work crews on the work front.

It is envisaged for a smaller impact the work force would be accommodated at Yeppoon and travel daily to the affected Islands. For larger scale impact, accommodation has been sourced on two major islands, with planning underway regarding transport.

Outline sequence of events as follows:

- 0 hours: MSQ notifies LDMG that plan is activated
- 1 hour: LDMG meets, advance element activated
- 2 hours: LDCC established
- 4 hours: Advance element assembled at Western Street ADF facility. Private vehicles parked on ADF land (need indemnity forms) Coaches used to transport crews to Yeppoon
- 6 hours – Advance element established Rydges for Command and Control – option of further field command site at Island location (Great Keppel Island)

1. **Accommodation and catering**

Intent is to use the following facilities:

For short term despatch to Island, accommodation will still be at Rydges Resort.

Should it be necessary to site persons on islands, the following accommodation has been sourced:

- Keppel Haven – Can accommodate 400 persons and can provide all meals including boxed lunches for work crews to take to work sites.
- Great Keppel Island Holiday Camp – houses (2) and permanent tents (9) available for smaller numbers
- Private houses available for rent have also been sourced, should it be decided to insert a smaller self sufficient work force as below.
- North Keppel Island – Department of Education facility – can accommodate up to 40 persons, catering contractor in place and may be utilised for this incident.

Advice from Road Tek is at the very least they would require some accommodation for 6 to 8 staff who would maintain a forward presence on Great Keppel Island or North Keppel Island, to set up and coordinate for each day’s activity. Advice is that this crew can cater for themselves if in self contained accommodation. It is possible boxed lunches could be despatched with crews for this crew and field command staff.

At early deployments when local Road Tek staff are utilised, accommodation will not be required and catering can be provided by Salvation Army. Salvation Army able to be mobilised with self sufficient facilities at 24 hours notice. Staging site in this instance still to be determined in all instances, including Island sitings.
2. **Communications**

Intent is to develop a network using MSQ and EMQ repeaters with Telstra Next G coverage and satellite telephones providing a link as required between the forward command post and work sites. *A detailed communications plan has been developed and provided.*

3. **Road transport**

Vehicle transport on the island would be reliant upon vehicles being transferred to the island by barge. Inquiries underway in terms of barge availability as nil suitable craft located at Rosslyn Bay.

North Keppel Island has a small tractor and trailer at education facility. Tractor possibly capable of lifting 600kg and trailer suitable for beach access.

4. **Air transport**

Air transport may be required to move personnel into restricted areas and to insert/extract machinery and skips. Landing sites are available on Great Keppel Island and approval has been granted by Tower Holdings to utilise facilities. North Keppel Island has a helicopter landing pad and a number of areas around the island that have been marked on GPS and available for landing sites. Coordinates are held by Capricorn Rescue Helicopters. Commercial options as yet to be fully explored however, support from the Rockhampton DDMG has been requested. *Air support plan has been developed by QFRS.*

5. **Maritime transport**

Island landings may be possible using Keppel Cats, given the protected landing options on the Islands. North Keppel Island has a 12 meter Cat capable of moving 48 passengers plus crew. This option is constrained by tides, beach profile, and prevailing winds. This option is a likely possibility but has not been further investigated at this point, given difficulty to predict affected area.

**Administration and Logistics**

**Costs**

Individual agencies are to record all expenditure related to the operation. MSQ is responsible for coordination of reimbursement as required following activation of this plan.

**Culturally significant sites**

Issues surrounding any indigenous culturally significant sites are yet to be resolved. DERM have engaged relevant indigenous representatives (advice received 8.4.10)

**Decontamination**

MSQ will provide decontamination equipment for both person and equipment. Details still being refined regarding issues such as the area required to site a decontamination facility. Specific details as to size of the unit were provided to the LDMG on 8.4.10.

**Wildlife**

DERM contacted and have wild life management plan in place with contingency to use Yeppoon Hospital (decommissioned) site in Yeppoon if necessary as a triage and treatment point.

**Geospatial support**

Detailed maps of the area of interest are being produced by DERM. Detailed maps required and will be supplied to crews traversing the nominated areas in vehicles.
Road Tek personnel

20 to 30 man Road Tek crew available who would act as supervisors for 6 to 10 person teams for beach clean up. Road Tek will source labour of up to 200 persons via their usual labour resourcing practices – able to supply at short notice. Road Tek plan will be available as at 8 April 2010 and will include resourcing of supplies, HR issues and deployment including rostering.

State Emergency Services (SES)

SES staff will primarily be employed in administrative roles at the forward command post including registration, and issuing PPE and safety equipment. Confirmed availability at short notice.

Medical support

All required support at base camp and work sites will be provided by local QAS officers and available at base camp. Medical plan has been supplied by QAS on 7 April 2010.

Waste management

Staging areas yet to be identified for skips before and after deployment to beaches; this will depend on the location of the impact zone. DERM staff will supervise the collection and loading of skips to comply with waste management requirements. Waste will be disposed of at Yeppoon Landfill, the only licensed facility in the jurisdiction. Draft Waste Management Plan supplied by DERM and under development as further information as to sites develop.

Stores and Equipment

Road Tek to source and deliver rakes, shovels, sun shades, repellent, bags for contaminated sand and PPE requirements; any requirement for pre-positioning / caches is yet to be determined. Positrack vehicles will be used in the impact area. Road Tek plan developed to manage resourcing and allocation of stores.

Command and Control

The attached command and control plan has been developed to support this plan. Command of teams on the field is the responsibility of Road Tek.

QFRS resources being sourced in terms of operations of Forward Command Post.

Air Operations

Consultation made with QFRS regarding Air Support Operations Group – will be required to coordinate air operations. QFRS advised the group will be available, 2 persons present in Rockhampton, and remaining crew can be flown in at short notice. Air Ops plan and Air Ops communications plan developed by QFRS on 7 April 2010.

Cleared by: Chair Rockhampton LDMG

Review of CONOPS

This CONOPS will be reviewed and reissued as required.
Command and Control arrangements for the provision of logistic support to an MSQ-led beach clean up operation in the Rockhampton Regional Council area of responsibility.

NOTE: Non technical requests for support go formally through Gladstone ICC for accounting purposes, informal tracking of requests can be direct from Beach Cleanup to Rockhampton.
5. **Shen Neng Communication Plan – EMQ**

This plan has been formulated assuming cleanup activities will be required either North or South of Stockyard Point.

A. **Cleanup Required North of Stockyard Point**

Control Centre Samuel Hill Cairns ERV
Mobile Communications Brisbane ERV
Repeater Network Army Umpire Network and Handhelds (150)
Coverage 98% of area
Mobile Phone Telstra Satellite Tower
Coverage to North and South of Stockyard Point

B. **Cleanup Required South of Stockyard Point**

Control Centre Samuel Hill Cairns ERV
Mobile Communications Brisbane ERV
Repeater Networks MSQ UHF (Stockyard Point)
EMQ UHF (Stockyard Point)
Mobile Phone Telstra Satellite Tower
Coverage to North and South of Stockyard Point

Cleanup communications South of Yeppoon and offshore areas can be provided on an as required basis.

Coverage plots of Telstra Next G coverage and MSQ fixed VHF (IMM) are available. These documents are large.
**Communication Assets**

Cairns ERV  
Satellite System with Internet/email  
1x PSTN Line (No TBA)  
1x Fax Line (No TBA)  
1 x Portable UHF Repeater (Domestic Frequencies)  
8 x UHF Handhelds  
Setup Time 2Hrs plus Travel time from Gladstone  
Coverage repeater coverage line of sight

Brisbane ERV  
Satellite Telephone (0145130864)  
1 x Portable UHF Repeater (Domestic Frequencies)  
35 x UHF Handhelds  
1 x VHF (IMM) Repeater  
Setup Time Repeater 2hrs plus Travel time from Gladstone  
Coverage repeater coverage line of sight

Gladstone Region  
VHF (IMM) (Multi channel) MT Archer  
Setup Current  
Coverage Coverage to casualty

Telstra  
3G Satellite Tower  
Setup 24 hrs  
Coverage Line of sight from Stockyard Point north and south

EMQ  
as per attached list

**North of Stockyard Point Communication Circuits**

1. Command and Control  
2. Logistic and Traffic Control  
3. Beach Cleanup Parties
6. **EMQ Radio Communications Plan**

**Oil Spill Cleanup**

**A. Area**

**Cape Manifold to Stockyard Point**
Comd Centre Samuel Hill

**EMQ** No infrastructure in this area. Portable repeaters available

**Defence** Umpire Network for Shoalwater Bay Training Area available with 150 hand held radios.

Contact: Eric Gill at Capricorn Communications

**B. Area**

**Nine Mile Beach**
Comd Centre Samuel Hill

**EMQ** No infrastructure in this area

**Defence** Question mark on direct coverage of this area by Umpire network. We can cover this area by installing a link (to the Umpire network) at Stockyard Point using EMQ equipment

**C. Area**

**Corio Bay to Emu Park**
Comd Centre Yeppoon

**EMQ** SES Channel 2 Repeater at Meikleville Hill in Yeppoon will cover this area
SES Channel 8 Repeater at Mt Archer in Rockhampton will also cover around 90% of this area
We are also able to set up links on Great Keppel/North Keppel Islands to cover eastern sides and talk back to the repeaters

**D. Area**

**Emu Park to Gladstone**
Comd Centre Gladstone

**EMQ** SES Channel 7 Repeater at Mt Larcom
SES Channel 3 Repeater at Mt Maurice
Accurate radio survey has not been conducted in this area but should have solid coverage with these two repeaters

Any areas where we have black spots we will be able to provide portable repeaters and talk through links to overcome coverage shortfalls.

**EMQ Radio Equipment on hand in Rockhampton**

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<th>Count</th>
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<tr>
<td>6</td>
<td>UHF SES Portable Repeaters</td>
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<tr>
<td>4</td>
<td>UHF talk through links</td>
</tr>
<tr>
<td>1</td>
<td>VHF – UHF Cross Band Repeater</td>
</tr>
<tr>
<td>1</td>
<td>UHF Fire Ground Repeater</td>
</tr>
<tr>
<td>1</td>
<td>VHF Fire Ground Repeater</td>
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<tr>
<td>12</td>
<td>Mobile Base Units</td>
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<tr>
<td>24</td>
<td>UHF SES Hand Held Radios</td>
</tr>
<tr>
<td>1</td>
<td>DCS Free to Move Kit (6 x VOIP Phones, 6 x Laptops)</td>
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On standby in Brisbane:

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<tbody>
<tr>
<td>80</td>
<td>UHF SES Hand Held Radios</td>
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</table>
Area medical plan for the Shen Neng 1 and the event of activation to clean the beach.

We are considering two plans in relation to response.
1. Forward medical post at Samuel Hill with the Shoalwater Bay Military Area.
2. Medical post in Yeppoon township.

Samuel Hill response:
1. On notification from the LDMG to respond
2. QAS will complete a risk assessment on the location to be deployed and timeframes of deployment
3. QAS will activate our regional Special Response Team SRT will deploy to a forward meeting point.
4. Regional SRT have 8 members in Rockhampton 10 members in Mackay. QAS will develop a roster to support the deployment.
5. SRT will support in both the staging area and the beach front.
6. Length of QAS deployment will be approx 5-7 days, Officers will be rotated through shift. Long term deploy will be arranged as needed. This maybe a commercial operation. IE St John’s

Yeppoon Township
1. On notification from the LDMG to respond
2. QAS will complete a risk assessment on the location to be deployed and timeframes of deployment
3. QAS will activate our regional Special Response Team SRT will deploy to a forward meeting point.
4. Regional SRT have 8 members in Rockhampton 10 members in Mackay. QAS will develop a roster to support the deployment.
5. Due to the township and medical facilities in Yeppoon we will support the beach front operations and support the staging area with local QAS Yeppoon.

Local Aerial support
Capricorn Helicopter Rescue Helicopter (CHRS) are currently online and able to support a medical retrieval thought the communications centre 49317111 or 000.

State support
QAS has the ability to respond a State Special Operations Response Team (SORT). This response is on the risk assessment of the regional Assistant Commissioner and the approval of the Deputy Commissioner. This team will support with a large amount of equipment, a field hospital and QAS staff as required. Medical staff in relation to Nurses and Doctors will need to come from Q Health.
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8. Waste Management Strategy

Shen Neng 1 Oil Spill

Segregation

- Type 1 - Contaminated Soil/green waste – skip bin/bulka bags
- Type 2 – Debris – skip bin/ bulka bags
- Type 3 – contaminated clothing/rags/materials
- Type 4 – general waste – uncontaminated material
- Type 5 – liquid waste – decontamination areas
- Type 6 – sewage

Segregation of waste types will occur at source; in particular oil/sand needs to be kept separate from the uncontaminated general waste. Island beaches are not included in this strategy.

Bin requirements- no holes, missing bungs etc. liner required for each bin. Able to be lifted by helicopter.

**Type 1 and 2 – oil/sand /green waste and debris**

Volume of contaminated material generated is unknown therefore local government has to be advised if the waste levels exceed the current acceptance capacity. Local government may require at least 6 hours is to increase their capacity to receive the excess waste. It is estimated that the ratio of sand to oil is 1:10.

**Load and Transport**

A small portion of the beach is accessible by motor vehicle other areas of the beach could possibly be accessed by helicopters.

**Store, Test, dispose- Type**

Removal of waste should be undertaken by filling bags by hand – no heavy machinery to be used. At this stage it is proposed to dispose waste at Yeppoon landfill in lined landfill cells. Testing and storage of the waste could be undertaken as required by the RRC landfill acceptance limits. Yeppoon landfill can provide weighbridge weight reports for each vehicle. Daily reports can be emailed. Costs $250/T contaminated soil, $75/ T general waste.

**Type 3 - Contaminated clothing/rags/materials**

Contaminated waste protective clothing/equipment: to Waste transport provider…and dispose as contaminated soil and not regulated waste. As per Type 1& 2 strategy: general waste from hot/warm zones (e.g. food wrappers etc) may need to be treated as contaminated.

**Type 4 – General waste**

Uncontaminated material should be segregated from any contaminated soil and green waste.

**Type 5 – Liquid Waste – decontamination areas**

Liquid waste generated needs to be removed from the decontaminated areas to a liquid waste disposal facility and can be transported by Cleanaway (Transpacifc) telephone Rockhampton 4922 8299 or Gladstone 4973 6077- for an appropriate liquid waste treatment/disposal facility.

**Type 6 – sewage**

Portaloos will be required to be serviced by Road Tek
Staging areas 1, 2 and 3 wastes

A staging point is proposed for Samuel Hill which will be easier for transportation of waste from the area to the disposal sites. Weed decontamination of vehicles leaving the site will be required. Once the staging point is determined where the oil is going to reach land, consider:
- environmentally sensitive areas to be protected;
- indigenous interests

In identifying sites suitable for staging points for collection of waste consider:

- Any access issues with staging points
- Avoid locating close to wetland and creeks
- Rockhampton Regional Council may be able to advise suitable locations;
- Any unallocated state land and reserves in area

DERM Environmental Services Role:

- Provide advice on proposed staging point (environmental impact Parks approval) and waste regulations)
- Provide advice in regards to waste management, including collection, transport and storage
- Supervision at staging points (PPE required).
- Consider evidence required – photos and samples of washed up oil.
- Compliance monitoring – ensure full waste disposal process is carried out appropriately, including policing of on site practices (decontamination, loading, skip storage).

Contractual arrangements for the transportation and disposal if the waste material is made through Road Tek.
Site Visit – Shoalwater Bay 8th April 2010

Attendees:
Martin Crow RRC
Pat Downing – EMQ
Peter Ash – DERM
Bob Chandler – ADF
Wayne ?? – ADF Support.

Observations:

1. Access Blue Gate to Samuel Hill – 12 km
   Road is in good order. Unsealed gravel road 1 to 1.5 lanes. Passable to all types of vehicles.

2. Samuel Hill Turnoff to Freshwater Rd turnoff – 8km
   Road is in good order. Unsealed gravel road 1 to 1.5 lanes. Passable to all types of vehicles.

3. Freshwater Track – 10.5km
   Road is generally in good order, some minor problem areas involving washouts and where subgrade has broken through. These have been identified and will be fixed by contractor (Brosnans) over the next week. Road is still considered passable to all vehicles with exception perhaps of long wheelbase buses with low clearance. Mid-size buses i.e. coaster size would be ok. Brosnan dump truck currently operating on the road without a problem. Some minor overhang of vegetation but very limited and not considered a problem. Road still essentially a single lane gravel road with some poor geometry (bad visibility on bends) which is typically found on a forestry or low order Council road. Speed is necessarily limited by the geometry. Approx 25min travel time from Samuel Hill turnoff to Freshwater Creek Ramp. Safe passing for light vehicles could be achieved at low speed. Larger vehicles, trucks etc could not pass each other and therefore traffic control would be required when trucks are operating. A traffic management plan could manage this. Some causeways still had water flowing over them but not at a depth that would be problematic and most protected by concrete floodways.

4. Freshwater Creek Ramp
   Ramp is currently not in a condition that could be used however contractor Brosnans were on-site and ramp is likely to be repaired within 24 hours. This will provide good access onto beach for 4wd’s and other types of vehicles that can typically operate in this environment.
Ramp is serviced by a staging area used by ADF when beach landing exercises are undertaken. Camp area includes a small shelter area with food preparation area / sink coupled to rainwater tank. Rainwater tank not considered potable water. 2x toilets (environmental / worm type) + area for 2 buckets showers (buckets not provided) and some BBQ plates. Power not available but shelter wired for connection to generator. Mobile phone coverage intermittent at best and can’t be relied upon.
Area also included a 100m x 100m gravel hardstand area which could be used for vehicle storage, equipment storage, helicopter landing, large vehicle (up to semi-trailer) turnaround, decontamination areas, servicing point for portaloos, pick up area for palletised waste. Probably sufficient area for demarcation between clean and dirty areas. Suggested that helos could be used to collect palletised waste from beach with short haul to ramp staging area for collection by truck.
Freshwater Beach

Southerly end appears well protected / calm and suitable for marine landings. ADF use this beach for marine landing exercises. Plenty of debris, mostly fallen trees at high water mark which could pose a problem / nuisance if oiled. Dune erosion evident from recent weather events. 2 to 3 m vertical scarp. Placement of equipment etc in vegetated area above scarp not considered viable. Consideration should be given to shifting tree debris into scarps to provide protection and get it out of the way. Flat gradient on beach so tidal variance will influence span of hours available for work i.e. before and after high tides. Minimal beach area available at high tide 0m to 3m so all equipment and people will have to be removed probably at least 1 hour prior to and after high tide. 4wd’s and quads could move freely about the beach. Trayback 4wd’s or quads with trailers could be used to move equipment or trailer mounted portaloos along the beach. Southern headland is rocky outcrop and impassable. Beach to north is very long to next headland. Northern end appears more exposed and open to the sea.

5. Track to One Mile beach - 2km

Generally is reasonable condition however 4wd light vehicle access only. Reasonably short haul so ferrying crews by small fleet 4wd troop carrier would be viable. Ramp currently not useable but likely to be reinstated within 48 hours. Beach conditions similar to Freshwater except no debris and vertical scarp 3m to 5m. Placement of equipment etc in vegetated area above scarp not considered viable. Same working conditions as Freshwater ie limited around high tide. Cleared area at ramp entrance but no hardstand which may be used for storage of vehicles, equipment and possibly decontamination units. Tenealle ?? (Environmental rep) from ADF Western St needs to be engaged on this. Still short haul by helicopter to Freshwater Ramp for waste and by 4wd for portaloo servicing. Short beach area impassable at both ends because of Rocky outcrops. Beach area more exposed to weather / open sea. Marine landings may be possible in right weather conditions.
6. Sea Hound Boat Ramp

High tide ramp suitable for barge operations. Access to ramp suitable for heavy vehicles but unlikely semi-trailer due to restriction on turnaround area available at ramp. Surrounding waterways are mangroves and mud flats. Very questionable as to what clean up would be possible if oil gets into this area.
7. Samuel Hill Camp

As expected, excellent camp site with adjacent airstrip. Power – both single phase and 3 phase available. Water treatment plant on-site. Toilet facilities available. Shower blocks available set up for bucket type showers. Buckets not provided but available through PIQ. Food preparation area available. Large fridge/ freezer available. Concrete slabs and post and rail system available for tent setup. PIQ can do this. Mobile phone coverage available. Additional helicopter landing areas available adjacent to camp south area. Sealed helicopter landing area and hangars available at airstrip. Bunded area available at airstrip for location of fuel. Domestic waste taken off-site to transfer station to control vermin problems Suggested that camp commander would be needed if camp was established. Ramp loading facilities and vehicle servicing bay available along access road into camp.
8. Waste Transfer Station

Typical waste transfer station setup catering for domestic waste and recyclables available approximately half way along road between blue gate and Samuel Hill. Transfer station serviced by Wanless.
10.
Rockhampton Regional Council.
Report of inspection of rain damage in SWBTA. Date 5-4-10 in company with a Police and Army representative.

Roads travelled include; The access road from the Byfield Road Army gate to the Airport landing strip [Samuel Hill] and associated Camping ground; The Freshwater road through to Seaford Hard and on to Freshwater beach access and camp ground; The One Mile track from Freshwater To One Mile beach and Cape Manifold.

All roads were easily trafficable with 4WD however; repairs to surface scouring will be required to provide access to standard and long passenger vehicles.

The table below lists the damage locations and repair requirements.

<table>
<thead>
<tr>
<th>Mileage [klm]</th>
<th>Location</th>
<th>Damage</th>
<th>Gravel [cm]</th>
<th>Cost ($)</th>
</tr>
</thead>
<tbody>
<tr>
<td>75526</td>
<td>Pistol Gap gravel pit. Byfield road</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>75550</td>
<td>SWBTA gate. Byfield Road</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>75559</td>
<td>Concrete causeway. Below Sam Hill Airfield and Camp ground</td>
<td>Scoured approaches</td>
<td>24</td>
<td>2,400</td>
</tr>
<tr>
<td>75563</td>
<td>Freshwater Road turnoff</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>75568</td>
<td>Concrete causeway</td>
<td>Scoured approaches</td>
<td>8</td>
<td>800</td>
</tr>
<tr>
<td>75573</td>
<td>Concrete causeway</td>
<td>Scoured approaches</td>
<td>16</td>
<td>1600</td>
</tr>
<tr>
<td>75573</td>
<td>Turnoff Freshwater road /Seaford Hard</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>75575</td>
<td>Quarry RHS</td>
<td>Limited amount of uncrushed material</td>
<td></td>
<td></td>
</tr>
<tr>
<td>75575</td>
<td>Crest approaches</td>
<td>Longitudinal Scouring</td>
<td>36</td>
<td>3600</td>
</tr>
<tr>
<td>75576</td>
<td>Seaford Hard.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>75579</td>
<td>Back on Freshwater road</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>75581</td>
<td>Crest approaches</td>
<td>Longitudinal scouring</td>
<td>8</td>
<td>800</td>
</tr>
<tr>
<td>75582</td>
<td>Crest approaches</td>
<td>Longitudinal scouring</td>
<td>8</td>
<td>800</td>
</tr>
<tr>
<td>75583</td>
<td>Crest approach</td>
<td>Bog hole</td>
<td>32</td>
<td>3200</td>
</tr>
<tr>
<td>75584</td>
<td>Causeway</td>
<td>Bog hole</td>
<td>24</td>
<td>2400</td>
</tr>
<tr>
<td>75590</td>
<td>Freshwater Beach and camp</td>
<td>Repair to beach access Replace gravel ramp. Repair signage. Clear debris</td>
<td>32</td>
<td>2000 3200 1000 500</td>
</tr>
<tr>
<td>75591</td>
<td>One Mile track</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>75591.2</td>
<td>Crest approach</td>
<td>Longitudinal scouring</td>
<td>36</td>
<td>3600</td>
</tr>
<tr>
<td>75591.5</td>
<td>Crest approach</td>
<td>Longitudinal Scouring</td>
<td>24</td>
<td>2400</td>
</tr>
<tr>
<td>75592</td>
<td>1 mile beach access.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Gang Day rate. 10 days incl. establishment etc.</td>
<td>Grader Roller x 2 Supervisor Backhoe</td>
<td>10 days</td>
<td>35000</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
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<tr>
<td><strong>TOTAL</strong></td>
<td></td>
<td></td>
<td>248</td>
<td><strong>$63,300</strong></td>
</tr>
</tbody>
</table>
Considerations.
Army representative indicate that the nearest stockpiled gravel in SWBTA was in the vicinity of Tilpal approx. 64 klm. from the first repair site. Access to this material is yet to be confirmed.

Material may be available from the Pistol gap site on Byfield road which is 33 klm. from the first repair site. The stringent environmental measures within SWBTA may dictate access conditions and material availability.

Freshwater road is firm for most part with many crests and corners with limited signing and few turning areas due to the boggy nature of the terrain. Passing could be undertaken with care.

One mile track is a single lane access with no signage and limited turning opportunities. Passing manoeuvres will be difficult.

RRC will have a maintenance crew in the Byfield area on 7-4-2010 working on the MRD gravel section of Byfield Road between the end of the bitumen and SWBTA gate.

S.W. Connors,
Works Coordinator
Rural Operations. Date 6-4-2010
Transport Plan: from Rydges Resort to Nine Mile Beach

Scope: In relation to potential oil spill impacting coastline South of Stockyard point - to detail transport arrangements for transport of personnel from Rydges Resort Yeppoon to Nine Mile Beach.

Activation:

Activation of operations will be as a result of notification to RRC LDMG by MSQ IMT that the oil spill from Shen Neng 1 has occurred and likely to impact the coastal region south of Stockyard Point (nine mile beach).

Notification of RRC LDMG will be by means as determined by MSQ IMT – anticipated to be per phone to RRC LDMG Local Disaster Coordinator.

RRC LDMG Local Disaster Coordinator will then notify relevant LDMG and associated agency nominated members of the activation. Means of notification will be as determined by the RRC LDMG Local Disaster Coordinator and is expected to be per phone and/or email.

Assumption: Time of oil impact on coast line will be a minimum of 48hrs from time of activation notification.

Notification of Workforce:

Once activated the relevant workforce will be notified by the responsible agency as identified in ???(which plan) and advised of the date and time to report to the nominated staging area.

Workforce Required:

Workforce numbers required is as identified within information provided to RRC LDMG by MSQ IMT as follows;

- Day 1 – Twenty five workers
- Day 2 -increase to 50 workers
- Day 3 – increase to 75 workers
- Day 4 – increase to 150 workers
- Day 5 – increase to 200 workers

Staging Area Rydges Resort:

- Personnel: Conference Room Rydges Resort
- Vehicles: Car Park Rydges Resort
- Helicopters: Helicopter landing pad X 1
- Registration: All workforce will be required to “sign in” on arrival at the personnel staging area

Responsibility for ensuring registration of the workforce rests with ???

Briefing and Task Assignment:

Briefing and Task Assessment of the workforce will be conducted upon the arrival of the identified workforce.

Responsibility for briefing and workforce tasking rests with ???
Transport:

Transport of the workforce from Rydges Resort to nine mile beach will be dependant on a number of issues on the day i.e. weather, and consist of road transport and/or aerial transport.

II. Road Transport: will consist of;
- 4wd buses X 2 (50 seat capacity) for transport of the workforce.
- Five four wheel drive tray backs utilities; and
- up to 24 four wheel drive troupe carriers (capacity 7).

Responsibility: A fleet management officer will be appointed to manage the issue and use of road transport vehicles.

III. Aerial Transport (if required): will consist of helicopters as identified within Air Operations Plan
Responsibility: Air Operations, including loading zone and landing zone control and safety will be the responsibility of QFRS.

Transport Routes:

Road Transport: from Rydges via Byfield Rd to Stockyard Pt Rd (thru) Byfield National Park to the identified drop off point within Stockyard Point.

A marshal will be appointed to coordinate the disembarkation of personnel. Access to nine mile beach from this point will be by foot (approx distance 500m).

Byfield Road – is a sealed two way road.
Stockyard Road – is a sandy one way track, four wheel drive only.

Travel time = approx one – one and a half hours each way.

Aerial Transport: route to be determined by Air Operations personnel (QFRS). Expected to be via coastline from Rydges Resort which is situated adjacent to Farnborough Beach to nine mile beach.

Landing zone: as identified within Air Operations Plan
Travel time = ?? mins
AIR OPERATIONS PLAN (QFRS)
INCIDENT OBJECTIVES AND STRATEGIES

INCIDENT: CENTRAL QLD OIL SPILL RESPONSE AIR OPERATIONS PLAN

LOCATION: SAMUEL HILL, SBMTA or RYDGES RESORT, YEPPoon

Control Objective
A strategy is required for the deployment and management of multiple aircraft in operations to recover oil spilled from the Sheng Neng 1 and washed ashore at locations along the Central Queensland coast.

Operations to be based at two possible locations.

Samuel Hill complex at the Shoalwater Bay Military Training Area utilising the airbase. Alternatively at the Rydges Resort, Yeppoon utilising the facilities, helipad and oval of the resort.

Operations can accommodate 5 rotary wing aircraft and two fixed wing based at Samuel Hill and 5 rotary wing at Rydges, Yeppoon (with fixed wing operating from Rockhampton if required).

STRATEGIES

AIRCRAFT
Utilise multiple medium rotary wing aircraft for crew transport to the beach if required.
Utilise the same medium rotary wing aircraft to sling load bagged contaminated material from the clean up site to a transfer location for land transport and treatment.
Operations for up to five aircraft can be sustained by current resources available in the Region.
The use of medium lift helicopters minimises support issues and refueling requirements (all aircraft to be on wet hire or cross fueling arrangements)

AIR BASE
Need to establish and maintain air operations control over a defined air space to ensure air operations safety.
Oversight and manage air traffic in the defined air space using an AAS platform and a defined flight pattern over the site and airbase.
Air Ops control will be in place for defined landing and loading areas for aircraft and crew safety.

AIR OPERATIONS
Air Ops Unit will be established for the ICC with an Air Base Unit situated at the base and a FCP at the loading area.

Air Traffic control and despatch is the responsibility of the ABM and the Aircraft Officer.

Controlled air space requests to CASA need to be made 48 hrs in advance and access controlled through the Air Base.

Operation will only be VFR.

COMMUNICATIONS
Air Base and Air Control communications can be run by QFRS from the Air Base using Air Ops Kits available in Rockhampton.

Portable repeaters for the VHF incident ground communications can be established by QFRS from existing equipment for Rydges, Yeppoon or utilising the Umpire Network in SBMTA.
TACTICS
Air Operations are to be conducted from the main base with a forward operating point close to but separate to the clean up site to be staffed by aircrew for collection and deposit of containers of contaminated material.

Exact location of the land transfer site will determine on ground operational requirements but should be next to the air base

Air Operations can be conducted from either location (Samuel Hill or Rydges) however support at the air base and the loading site is required to ensure efficient and safe operations.

Management of air traffic will be through a defined flight pattern or operations between the active sites and an oversight of operations by AAS platform

SAFETY CONSIDERATIONS
Transfer of sling loads is not possible over populated areas or public roads

Access to the beach at each location must be controlled air space and separated from clean up operations

Communications with aircraft will be via QFRS dedicated air ops frequencies.

Operational command and incident site communications will need to be established prior to deployment for both air base and the loading site utilising VHF repeaters

Suitable space for the transfer of material is required at each site with greater constrictions occurring at Rydges.

Operations would need to operate from the airfield at Samuel Hill which will be separated from the IMT area

The Farnborough Beach to Corio Bay would need to be closed to all access if Rydges is used.

The beach would be the main air traffic corridor.

The access from Nine Mile Beach to Corio Bay would need to be closed if operations are based at Samuel Hill

CRITICAL ISSUES
Transport of sling loads in skips or on netted, lined pallets will require a traffic route clear of all personell and habitation.

Communication with all aircraft and air operational points will need to be via secure aernautical frequency (122.41 or 133.50) and a VHF incident ground channel (VHF 16) for ground crews. These frequencies are available through QFRS current resources.

Operational hours can be scheduled to meet ground crew progress by separating clean up areas from transport areas DEPENDENT on tides.

Refueling of aircraft needs to be centralised through one contractor.

Operations for a period of 5 days are manageable from local resources. An additional shift can be supplied from out of area resources by QFRS for up to 30 days
Incident Name: CENTRAL QLD OIL SPILL RESPONSE

Location: SAMUEL HILL, SBMTA or RYDGES RESORT, YEPPOON

Situation Summary:
A strategy is required for the deployment and management of multiple aircraft in operations to recover oil spilled from the Sheng Neng 1 and washed ashore at locations along the Central Queensland coast.

Operations to be based at two possible locations. Samuel Hill base at the Shoalwater Bay Military Training Area utilising the airbase. Alternatively at the Rydges Resort, Yeppoon utilising the facilities, helipad and oval of the resort

Objective: To effectively and efficiently remove collected contaminants and transport crews to and from inaccessible foreshore locations to land transport transfer points behind the sensitive dune system anywhere along the coast from Yeppoon to Shoalwater Bay

Strategies: AIRCRAFT
Utilise multiple medium rotary wing aircraft for crew transport to the beach if required.

Utilise the same medium rotary wing aircraft to sling load bagged contaminated material from the clean-up site to a transfer location for land transport and treatment.

Operations for up to five aircraft can be sustained by current resources available in the Region

The use of medium lift helicopters minimises support issues and refueling requirements (all aircraft to be on wet hire or cross fueling arrangements)

AIR BASE
Need to establish and maintain air operations control over a defined air space to ensure air operations safety

Oversight and manage air traffic in the defined air space using an AAS platform and a defined pattern over the site

Air Ops control will be in place for defined landing and loading areas for aircraft and crew safety

AIR OPERATIONS
Air Ops Unit will be established for the ICC with an Air Base Unit situated at the base and a FCP at the loading area

Air Traffic control and despatch is the responsibility of the ABM and the Aircraft Officer.

Air Operations Unit 2
Air Supervision 2
Air Base 4
Air Intelligence 2
Comms 2
**Key Relationships:**
Air Operations to be conducted from the main base and a forward operating point close to the clean up site to be staffed by aircrew for collection and deposit of containers.

Exact location of the land transfer site will determine on ground operational requirements

Air Operations can be conducted from either location (Samuael Hill or Rydges) however support at the air base and the loading site is required to ensure efficient and safe operations

**Critical Issues:**
Transfer of sling loads is not possible over populated areas or public roads

Access to the beach at each location must be controlled air space

Communications with aircraft will be via QFRS dedicated air ops frequencies.

Operational command and incident site communications will need to be established prior to deployment for both air base and the loading site

Suitable space for the transfer of material is required at each site with greater constrictions occuring at Rydges.

Operations would need to operate form the airfield at Samuel Hill

The Farnborough Beach to Corio Bay would need to be closed to all access if Rydges is used as the beach would be the main air traffic corridor.

The access from Nine Mile Beach to Corio Bay would need to be closed if operations are based at Samuel Hill