

# PORT OF EDEN MARINE OIL & CHEMICAL SPILL CONTINGENCY PLAN

Supporting the NSW Coastal Waters Marine Pollution Plan



## Authorisation

**The Port of Eden Marine Oil & Chemical Spill Contingency Plan** has been prepared as a supporting plan to the [NSW Coastal Waters Marine Pollution Plan](#) to coordinate local resources in responding to a maritime incident in the Port of Eden. This Plan complies with the State emergency management arrangements and the National Plan arrangements.

<b>Owner:</b>	Harbour Master	<b>Revision no:</b>	6	<b>Approval Date:</b>	06/11/2025	<b>Page 1 of 51</b>
<b>Approver:</b>	Head of Regional Ports	<b>CM Id:</b>	D21/225454	<b>Review Date:</b>	06/11/2027	

# Contents

Authorisation .....	1
Amendments .....	4
Definitions .....	5
Abbreviations .....	6
1 Introduction .....	7
1.1 Aim .....	7
1.2 Scope of the Plan .....	7
1.3 Legislation .....	8
1.4 Planning Limitations .....	9
1.5 Activation .....	9
2 Roles and Responsibilities .....	10
2.1 Port of Eden – Port Authority of NSW (Combat Agency) .....	10
2.2 Fire & Rescue NSW .....	10
2.3 Functional Areas .....	10
3 Response Policy .....	11
3.1 Levels of Response .....	11
3.2 Australasian Inter-service Incident Management System (AIIMS) .....	12
3.3 Incident Control Centre (ICC) .....	15
3.4 Financial Procedures .....	16
3.5 Obtaining Samples for Evidence .....	16
3.6 Response .....	16
3.7 Tier One Response Equipment .....	17
3.8 Tier Two/Three Equipment .....	18
3.9 Oil Spill Response Options .....	18
3.10 Debriefing Arrangements .....	21
3.11 Contingency Plan Support .....	21
4 Administration .....	23
4.1 Training .....	23
4.2 Updating of the Plan .....	23
Appendix 1. Contact List .....	24
Appendix 2. Chart and Map References .....	25
Hydrographic Charts .....	25
Topographical Maps (1:100,000) .....	25
Topographical Maps (1:25,000) .....	25
Appendix 3 Incident Control System Response Structure for Major Response .....	26
Appendix 4. Pollution Report (POLREP) .....	27
Appendix 5 Situation Report (SITREP) .....	30
Appendix 6 Guidelines for the Collection of Oil Samples .....	32
Appendix 7 Behaviour on Water of Four Representative Petroleum Products .....	33
Appendix 8. Port of Eden Oil Pollution Combat Resources .....	34
Eden Oil Spill Response Shed .....	34
Fire & Rescue NSW .....	34

<b>Owner:</b>	Harbour Master	<b>Revision no:</b>	6	<b>Approval Date:</b>	06/11/2025	<b>Page 2 of 51</b>
<b>Approver:</b>	Head of Regional Ports	<b>CM Id:</b>	D21/225454	<b>Review Date:</b>	06/11/2027	

Appendix 9	Vessel Resources .....	36
Appendix 10	Location of Incident Control Centres.....	37
	Port Authority of NSW office .....	37
	Bega Valley Shire Council Emergency Operations Centre .....	37
Appendix 11.	Communications Equipment.....	38
	Radio equipment at the Port Authority Office, Eden Welcome Centre .....	38
Appendix 12	Intertidal and Subtidal Habitats and National Parks.....	39
Appendix 13	Shoreline Bird Feeding Areas and Scuba Diving Areas.....	40
Appendix 14	Creek and River Mouth Condition .....	41
Appendix 15	Entrance condition and closure options for creeks and rivers discharging into Twofold Bay .....	42
Appendix 16.	Priority Protection and Dispersant Use Caution Areas .....	43

<b>Owner:</b>	Harbour Master	<b>Revision no:</b>	6	<b>Approval Date:</b>	06/11/2025	<b>Page 3 of 51</b>
<b>Approver:</b>	Head of Regional Ports	<b>CM Id:</b>	D21/225454	<b>Review Date:</b>	06/11/2027	

## Amendments

This Plan will be subject to annual review and updating. It is essential however, that all organisations listed in this Plan report any relevant alterations and changes regarding their agency's structure or functions. Suggested amendments or additions to the contents of this Plan are to be forwarded to:

[edenpilots@portauthoritynsw.com.au](mailto:edenpilots@portauthoritynsw.com.au)

**or**

Port of Eden Harbour Master  
 PO Box 137  
 Eden NSW 2551

### VERSION CONTROL

Version	Amendment	Reference	Date
1	Major review and reissue of entire document.	All sections	Mar 2006
2	Major review and amendments; Reissue of entire document.	All sections	Sept 2010
3	Major review after change of management to Sydney Ports Corporation	All sections	July 2013
4	Major review after change of management to Port Authority of NSW (Port Kembla)	All sections	Sept 2016
5	Review	All sections	April 2025
6	Publication Review and Update references	All sections	Oct 2025

<b>Owner:</b>	Harbour Master	<b>Revision no:</b>	6	<b>Approval Date:</b>	06/11/2025	<b>Page 4 of 51</b>
<b>Approver:</b>	Head of Regional Ports	<b>CM Id:</b>	D21/225454	<b>Review Date:</b>	06/11/2027	

## Definitions

For the purposes of this Plan, except where the context otherwise indicates, the following definitions apply:

**Assessment** - in relation to an incident includes the confirmation of a spill, an initial assessment of the extent of the spill and reporting the finding to the appropriate agency / individual.

**Combat agency** - the agency identified in EMPLAN as the agency primarily responsible for controlling the response to a particular emergency.

**EMPLAN** - the NSW [State Emergency Management Plan](#) (EMPLAN). The object of EMPLAN is to ensure the coordinated response to emergencies by all agencies having responsibilities and functions in emergencies.

**Functional Area** - a category of services involved in preparations for an emergency, including the following:

- a) Agriculture and Animal Services
- b) Telecommunication Services
- c) Energy and Utility Services;
- d) Engineering Services
- e) Environmental Services
- f) Health Services
- g) Education Services
- h) Public Information Services
- i) Transport Services; and
- j) Welfare Services
- k) another category of services described as a functional area in the State Emergency Management Plan<sup>1</sup>

**Incident** - any discharge or escape, or potential discharge or escape, of any oil or chemical substance into State waters during its handling, transport or storage that can be dealt with at a local level usually by a single agency with no or limited support by other local agencies / organisations.

**Incident Control Centre** - the centre established at a state, district or local level as a centre for the control and coordination of operations during an emergency. There is only one incident control centre for a response. Other centres established by supporting agencies are referred to as emergency operations centres.

**Incident Controller** - the individual responsible for the management of all operations in response to an incident.

**Marine Pollution Controller** - the individual responsible for overall management of a Tier Two or Three response to an incident and supports the Incident Controller at a senior management level. This person must be capable of high-level liaison with Ministers as well as senior government and industry representatives and media liaison.

**National Plan** - means the [National Plan to Combat Pollution of the Sea by Oil and Other Noxious and Hazardous Substances](#). A plan agreed to by the Commonwealth and state / territory governments and the oil, shipping and exploration industries to provide a response capability to the threat posed to the coastal environment by maritime oil and chemical spills.

<sup>1</sup> [State Emergency and Rescue Management Act 1989](#)

<b>Owner:</b>	Harbour Master	<b>Revision no:</b>	6	<b>Approval Date:</b>	06/11/2025	<b>Page 5 of 51</b>
<b>Approver:</b>	Head of Regional Ports	<b>CM Id:</b>	D21/225454	<b>Review Date:</b>	06/11/2027	

**State waters** - as defined in the [Marine Pollution Act, 2012](#) and [Interpretation Act, 1987](#). State (Coastal) waters consist of the territorial sea from the low water mark seaward for three nautical miles including:

- Port of Clarence River (Yamba) (part of the Clarence River)
- Coffs Harbour
- Port Macquarie (part of the Hastings River)
- Port Stephens (eastern section of Port Stephens)
- Port of Newcastle (part of the Hunter River)
- Sydney Harbour (all of Sydney Harbour and Middle Harbour, Parramatta River and Lane Cove River up to the tidal limits.)
- Port Botany (all of Botany Bay)
- Port Kembla
- Jervis Bay (except Commonwealth waters)
- Port of Eden (Twofold Bay)

## Abbreviations

<b>AASFAC</b> - Agriculture and Animal Services Functional Area Coordinator
<b>AIIMS</b> - Australasian Inter-service Incident Management System
<b>AMSA</b> - Australian Maritime Safety Authority
<b>DCCEEW</b> - Department of Climate Change, Energy, the Environment and Water
<b>DEMO</b> - District Emergency Management Officer
<b>DPIRD</b> – Department of Primary Industries and Regional Development
<b>EMPLAN</b> – NSW State Emergency Management Plan
<b>IAP</b> – Incident Action Plan
<b>ICC</b> - Incident Control Centre
<b>IGA</b> - Intergovernmental Agreement
<b>LEMO</b> - Local Emergency Management Officer
<b>MPC</b> - Marine Pollution Controller
<b>National Plan</b> - <a href="#">National Plan to Combat Pollution of the Sea by Oil and Other Noxious and Hazardous Substances</a>
<b>OSRA</b> - Oil Spill Response Atlas
<b>POEO</b> - <a href="#">Protection of the Environment Operations Act 1997</a>
<b>POLREP</b> - Pollution Report
<b>SITREP</b> – Situation Report

<b>Owner:</b>	Harbour Master	<b>Revision no:</b>	6	<b>Approval Date:</b>	06/11/2025	<b>Page 6 of 51</b>
<b>Approver:</b>	Head of Regional Ports	<b>CM Id:</b>	D21/225454	<b>Review Date:</b>	06/11/2027	

# 1 Introduction

As a signatory to the Intergovernmental Agreement (IGA) for the *National Plan to Combat Pollution of the Sea by Oil and other Noxious and Hazardous Substances* (National Plan), the New South Wales government has prepared the *NSW Coastal Waters Marine Pollution Plan* which sets out the State’s arrangements for responding to maritime oil and chemical spills. The Plan also describes the responsibilities of NSW Maritime (TfNSW), Port Authority of NSW and other relevant government agencies. Under these arrangements Port Authority is the combat agency for maritime incidents in the Port of Eden (Twofold Bay), hence the requirement for a local oil and chemical spill contingency plan.

This Plan should be read in conjunction with the *NSW Coastal Waters Marine Pollution Plan* and is also supported by the [Illawarra South Coast Regional Emergency Management Plan](#).

## 1.1 Aim

The aim of this Plan is to outline the arrangements to deal with oil or chemical spills and maritime incidents that could lead to an oil or chemical spill within the Port of Eden (Twofold Bay).

In this Plan a reference to an oil or chemical spill includes a reference to any maritime incident that has the potential to result in an oil or chemical spill.

## 1.2 Scope of the Plan

This Plan covers the waters of the Port of Eden (as defined in Schedule 4 of the [Ports and Maritime Administration Regulation 2021](#)) and adjacent foreshores, see Figure 1 (below).

This Plan details procedures for:

- notification of a maritime incident to relevant agencies
- assessment of, and initial response to, the incident
- establishing a response structure using AIMS and
- escalating the response if the local resources are unable to deal with the incident.

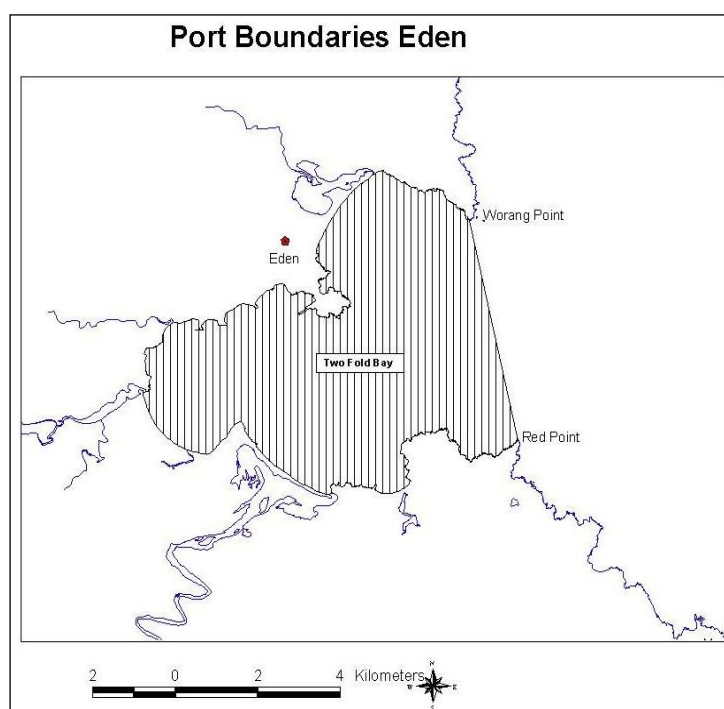


Figure 1 - Location map of port waters

<b>Owner:</b>	Harbour Master	<b>Revision no:</b>	6	<b>Approval Date:</b>	06/11/2025	<b>Page 7 of 51</b>
<b>Approver:</b>	Head of Regional Ports	<b>CM Id:</b>	D21/225454	<b>Review Date:</b>	06/11/2027	

## 1.3 Legislation

Maritime incidents involving trading ships and commercial vessels are covered under the [Marine Pollution Act 2012](#), however, recreational vessels are specifically excluded from the *Marine Pollution Act 2012*.

The [Protection of the Environment Operations Act 1997](#) (POEO) also covers commercial vessels, as well as recreational vessels. Hence commercial vessels such as fishing boats and passenger ferries are covered by both Acts with respect to dealing with pollution from these vessels.

These Acts give NSW Maritime the flexibility and power to respond to and clean up oil and chemical spills from any type of vessel.

### 1.3.1 NSW Marine Pollution Act 2012

The *Marine Pollution Act 2012* provides the Minister with powers of intervention in regard to the detention or direction of commercial and trading vessels and for preventing, combating and cleaning up of oil and other noxious substance spills in State waters. The Minister has delegated these functions to NSW Maritime.

The Eden Harbour Master has been delegated powers under section 247 of the *Marine Pollution Act 2012* which provides the authority to:

- prevent or limit a discharge;
- disperse or contain any oil or oily mixture or noxious liquid substance that has been discharged;
- remove any oil or oily mixture or noxious liquid substance from waters or land affected by any discharge; and
- minimise the damage from pollution resulting from or likely to result from any discharge.

The Harbour Master also has additional powers to direct and / or detain a vessel under Part 7 of the [Marine Safety Act 1998](#) and other legislation.

### 1.3.2 State Waters as Defined in the Marine Pollution Act 2012

State Waters are defined in the *Marine Pollution Act 2012*. For the purpose of this Plan, State waters includes all of Twofold Bay as shown in [Figure 1](#) and the adjacent coastal waters seaward for three nautical miles.

### 1.3.3 Ports and Maritime Administration Act 1995

Section 10 of the [Ports and Maritime Administration Act 1995](#) describes the functions of Port Authority as being, in part:

2(b) to exercise the port safety functions for which it is licensed in accordance with its operating licence (Port Safety Operating Licence [PSOL]). The PSOL sets out the emergency response requirements required by Port Authority:

- must respond to incidents as required by the NSW Coastal Waters Marine Pollution Contingency Plan or the relevant NSW emergency management plans
- must respond to Port-related emergencies, in accordance with the Licensee's role in the relevant NSW emergency management plans, within the area of operations

<b>Owner:</b>	Harbour Master	<b>Revision no:</b>	6	<b>Approval Date:</b>	06/11/2025	<b>Page 8 of 51</b>
<b>Approver:</b>	Head of Regional Ports	<b>CM Id:</b>	D21/225454	<b>Review Date:</b>	06/11/2027	

The Act further describes the port safety functions in section 11. Meaning of “Port Safety Functions” as including:

- 11(b) the function of providing or arranging for the provision of emergency environment protection services for dealing with pollution incidents in relevant waters; and
- 11(c) the function of carrying out investigations into marine accidents or incidents.

#### 1.3.4 Protection of the Environment Operations Act 1997

The *POEO Act* applies to all navigable waters. The Eden Harbour Master and other Authorised Officers have certain powers delegated under the *POEO Act*. These powers apply to non-pilotage vessels<sup>2</sup> in navigable waters and the Harbour Master may:

- give clean up direction to the owner or occupier of a vessel in writing or orally;
- direct a person to take preventative action by notice in writing; and
- take action to cause the notice to be complied with.

Additionally, an Authorised Officer has the power to enter premises for the purpose of taking action to cause compliance with the notice.

## 1.4 Planning Limitations

This Plan is applicable to maritime oil and chemical spills and any maritime incident that could lead to an oil or chemical spill **in the waters of Twofold Bay and adjacent State waters** and assumes that the resources on which this Plan relies are available when required and additional support is available through the *Illawarra South Coast Regional Emergency Management Plan*, the *NSW Coastal Waters Marine Pollution Plan*, the National Plan and NSW Emergency Management arrangements.

## 1.5 Activation

The NSW EMPLAN and other NSW emergency response plans, including this Plan, do not require formal activation; they are active at all times. However, the notification procedures in [Section 3.6.1](#) must be followed.

<sup>2</sup> non-pilotage vessel means a vessel other than a vessel for which—

- a. pilotage is compulsory under the Marine Safety Act 1998, Part 6, Division 3, or
- b. pilotage would be compulsory under the Marine Safety Act 1998, Part 6, Division 3 if the master is not the holder of a marine pilotage exemption certificate under that Act

[Protection of the Environment Operations \[General\] Regulation 2022](#)

<b>Owner:</b>	Harbour Master	<b>Revision no:</b>	6	<b>Approval Date:</b>	06/11/2025	<b>Page 9 of 51</b>
<b>Approver:</b>	Head of Regional Ports	<b>CM Id:</b>	D21/225454	<b>Review Date:</b>	06/11/2027	

## 2 Roles and Responsibilities

Responsibility for responding to maritime oil and chemical spill incidents is set out in the *NSW Coastal Waters Marine Pollution Plan*. Port Authority is the combat agency for maritime incidents within the Port of Eden. The Fire & Rescue NSW are the combat agency for oil and chemical spills in all inland waters.

Regardless of which agency bears combat responsibility, other agencies shall assist in accordance with this Plan and the NSW EMPLAN arrangements.

Depending on the size of an oil or chemical spill a number of different agencies may be involved. Table 4 of the *NSW Coastal Waters Marine Pollution Plan* sets out the roles and responsibilities of agencies that may be involved in a major maritime incident response. For the purposes of this Plan the agencies most likely to be involved in a Tier One response are:

### 2.1 Port of Eden – Port Authority of NSW (Combat Agency)

The role of the Port of Eden is to:

- confirm and assess a reported incident
- notify other relevant agencies of the incident
- provide an Incident Controller (IC) and other trained emergency response personnel to respond to the incident
- establish an Incident Control Centre (ICC) and manage the incident response; and
- make available all response equipment available at the Port of Eden.

Further, Port Authority within their legislated responsibilities are to:

- provide trained emergency response staff on request
- make available emergency response equipment under its control; and
- provide a liaison officer on request.

### 2.2 Fire & Rescue NSW

Fire & Rescue NSW are a support agency that may be called upon to provide advice and support to the combat agency as follows:

- protecting and saving life and property endangered by chemical spill incidents
- provision and coordination of the supply of specialist resources for oil and chemical spills
- rendering the site of an incident safe; and
- provide a liaison officer on request.

### 2.3 Functional Areas

Under the EMPLAN arrangements, Functional Areas are a category of Government agency involved in the provision of support and resources for emergency response and initial recovery operations. Functional Areas are coordinated by various government agencies and would support a maritime incident response. The most likely agencies to be involved in a local response are listed below.

#### 2.3.1 Department of Climate Change, Energy, the Environment and Water (DCCEEW)

Department of Climate Change, Energy, the Environment and Water (DCCEEW) is the coordinating agency for the Environmental Services Functional Area and is to:

- provide environmental and scientific advice to the Incident Controller;

<b>Owner:</b>	Harbour Master	<b>Revision no:</b>	6	<b>Approval Date:</b>	06/11/2025	<b>Page 10 of 51</b>
<b>Approver:</b>	Head of Regional Ports	<b>CM Id:</b>	D21/225454	<b>Review Date:</b>	06/11/2027	

- provide advice on suitable disposal strategies for the recovered oil and oiled debris; and
- provide a liaison officer on request.

### 2.3.2 Department of Primary Industries and Regional Development (DPIRD)

The Department of Primary Industries and Regional Development (DPIRD) is the coordination agency for the Agricultural and Animal Services Functional Area and is responsible for the rescue and rehabilitation of oiled wildlife. The Agricultural and Animal Services Functional Area is to activate the Agriculture and Animal Services Plan utilising the assistance of the participating and supporting agencies. Activation of the plan may include:

- establishing a wildlife treatment centre;
- on-site assessment of wildlife;
- coordinate the transport of wildlife as needed;
- provide appropriate personnel for the response; and
- provide a Liaison Officer on request.

### 2.3.3 Local Government/s

The primary local Council for Eden is the Bega Valley Shire Council, with Eurobodalla Shire Council as the contact for coastal waters to the north. The local Council has a significant role in providing local knowledge and linkages to communities that may be impacted by an oil or chemical spill. The local council via the Local Emergency Management Officer (LEMO) will:

- provide advice and resources to support the incident response particularly for shoreline cleanup activities;
- assist in community liaison if the incident has the potential to adversely impact the local community; and
- provide a liaison officer on request.

## 3 Response Policy

### 3.1 Levels of Response

In Australia, oil and chemical spills and the responses they require are categorised into levels or tiers. The National Plan has adopted the concept of a tiered response, which consists of three categories to cover all sizes of oil and chemical spills. The concept of a tiered response links the credible spill scenarios to attainable scales of response and, by linking joint arrangements, enables escalation from one tiered response to another, should the need arise. It is a practical means of planning spill response both in terms of personnel and equipment. The National Plan's three tiers/levels of response are described in section 5.4.6 of the *NSW Coastal Waters Marine Pollution Plan*. This Plan is designed to respond to Tier One spills as described in Table 1 (below).

The quantity of oil or chemical discharged does not automatically determine the response level but is used as a guide to determine the most appropriate response. The level of response will depend upon the type of oil or chemical, magnitude of the spill, its potential and immediate threat to human health and the environment, as well as the available combat resources.

<b>Owner:</b>	Harbour Master	<b>Revision no:</b>	6	<b>Approval Date:</b>	06/11/2025	<b>Page 11 of 51</b>
<b>Approver:</b>	Head of Regional Ports	<b>CM Id:</b>	D21/225454	<b>Review Date:</b>	06/11/2027	

For oil or chemical spills of greater than 10 tonnes or where the local resources are inadequate, the response will be escalated and the provisions in the District Plan and the *NSW Coastal Waters Marine Pollution Plan* would be implemented.

Tier / Level	Oil (tiers of response)	Chemical (levels of response)
1	<p>These are local spills less than 10 tonnes, which may occur more frequently and would normally, only require a response from the combat agency with assistance from other local agencies and organisations if necessary.</p> <p>The response would be escalated when it is apparent that local resources are insufficient or inadequate to effectively manage the response.</p>	<p>A chemical incident that only requires response within the boundaries of the berth, vessel or small geographical area. No public health and/or environmental impact or problems are anticipated outside the operations area.</p> <p>Combat agencies will generally be able to respond to and clean up a spill with local resources. When additional resources are required, these will generally be available from the chemical industry, local port authorities or by using National Plan resources in the region or from adjacent industry operators.</p>
2	<p>These are generally medium spills in the order of 10 to 1,000 tonnes (approx 10m<sup>3</sup> to 1,000m<sup>3</sup>) of oil.</p>	<p>A significant chemical incident/emergency that can be responded to within the boundaries of the berth, vessel or geographical area, but which may have a serious impact on public health and/or the environment.</p>
3	<p>These are very large spills generally greater than 1,000 tonnes (&gt;1,000m<sup>3</sup>). These spills are rare events and could require national or possibly international resources.</p>	<p>A chemical incident / emergency that will pose a very serious impact on human life and / or affect the environment significantly. It requires the activation of support resources up to national or international level.</p>

Table 1. Characteristics of Tier/Levels of Oil and Chemical Spills

### 3.1.1 Escalation of a Response

Control and co-ordination of incidents are conducted at the lowest effective level. Responsibility for response to and recovery from oil or chemical pollution incidents rests initially at the local level. Initially oil spill response equipment will be mobilised from the stockpile held at the Port of Eden and also use any other suitable local resources. For an incident that cannot be effectively managed at the local or district level the arrangements in the *NSW Coastal Waters Marine Pollution Plan* will be used to mobilise additional resources.

Once an accurate picture is obtained of the incident the Incident Controller, in consultation with the Manager, Marine Pollution & Emergency Response (TfNSW) will decide the level of response required to combat the spill. As the combat phase proceeds, resource requirements will be constantly re-evaluated.

## 3.2 Australasian Inter-service Incident Management System (AIIMS)

The National Plan arrangements use the Australasian Inter-service Incident Management System (AIIMS) to manage the response to a maritime oil or chemical spill. A more detailed description of the system is provided in Appendix C of the *NSW Coastal Waters Marine Pollution Plan*. At a local level, for Tier One oil spills that are likely to be encountered in the

<b>Owner:</b>	Harbour Master	<b>Revision no:</b>	6	<b>Approval Date:</b>	06/11/2025	<b>Page 12 of 51</b>
<b>Approver:</b>	Head of Regional Ports	<b>CM Id:</b>	D21/225454	<b>Review Date:</b>	06/11/2027	

port, a small team is usually sufficient to manage the response. AIIMS is implemented in a simplified structure, as shown in Figure 2.

Initially the Incident Controller may carry out all of the OSRICS functions (operations, planning, logistics and administration). As the response develops some of these functions may be delegated to other persons as the workload increases. The Operations Officer is typically the first position to be delegated.

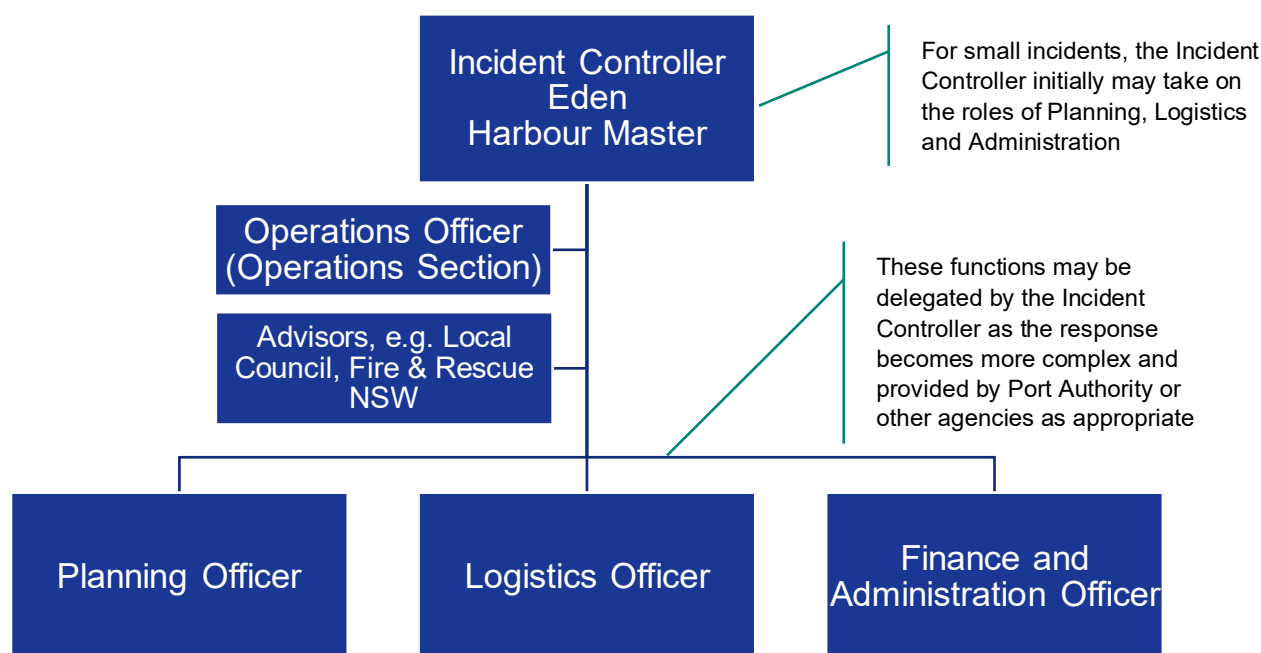


Figure 2 AIIMS structure for small incidents.

### 3.2.1 Marine Pollution Controller (MPC)

The Minister has appointed the Executive Director NSW Maritime as the MPC who is responsible for the overall state response to a major oil or chemical spill. The MPC assists the Incident Controller in areas such as liaison with the relevant Ministers, industry representatives and media so that the Incident Controller can focus on managing the response.

This role is generally not activated for Tier One incidents; however, the MPC will monitor the response and provide additional support as necessary.

### 3.2.2 Incident Controller

The Incident Controller will be the Eden Harbour Master, or other designated Port Authority personnel, who will take action to:

- ensure that the appropriate organisations and individuals are notified of the spill and kept informed of events
- establish an incident control centre (ICC) with the appropriate personnel
- control the combat area
- if possible, stop the discharge of oil or chemicals
- deploy local equipment for initial response
- contain and collect the spilled pollutant or disperse it based upon operational and scientific advice

<b>Owner:</b>	Harbour Master	<b>Revision no:</b>	6	<b>Approval Date:</b>	06/11/2025	<b>Page 13 of 51</b>
<b>Approver:</b>	Head of Regional Ports	<b>CM Id:</b>	D21/225454	<b>Review Date:</b>	06/11/2027	

- clean any polluted foreshores
- facilitate the establishment of a wildlife rescue and rehabilitation capacity if required
- establish communication links with local and district emergency management officers if necessary; and
- ensure that proper records are kept of all actions and progress.

### 3.2.3 Operations Section

The Operations Section is responsible for implementing the operational requirements of a response and providing operational input to the planning process. For small incidents that only require a simple response the Incident Controller may also undertake this role, e.g. removing scattered tar balls from a beach.

### 3.2.4 Planning Section

The Planning Section is responsible for the provision of information on all aspects of an incident, the response to that incident and the development of an Incident Action Plan. For small incidents the Incident Controller usually undertakes the planning role. If the incident requires a complex response, then a Planning Officer may need to be appointed.

### 3.2.5 Logistics Section

The Logistics Section is responsible for the supply of services and resources to support and sustain the operational response to an incident. For small incidents the Incident Controller usually undertakes the logistics role. If the incident requires a complex response, then a Logistics Officer may need to be appointed.

Both the planning and logistics roles are (at times) undertaken by the same officer for small incidents.

### 3.2.6 Finance and Administration Section

The Finance and Administration Section is responsible for the provision of finance and administrative services to the response organisation and for the collation of costs and all records related to an incident. During small incidents the Incident Controller can usually manage this aspect of a response.

### 3.2.7 Support Staff

Depending on the size and complexity of an incident, the Incident Controller will be assisted and advised by designated support staff from Port Authority of NSW and / or other local agencies. The Local Emergency Management Officer (LEMO) should be available to support the Incident Controller.

### 3.2.8 Liaison Officers

Each organisation involved in a response may be asked to provide a liaison officer to be deployed to the ICC. Liaison officers represent their organisation or functional area and maintain communications with and convey directions / requests to their organisation or functional area, and provide advice on the status, capabilities, actions and requirements of their organisation or functional area.

### 3.2.9 Health and Safety

In NSW it is the responsibility of all employers and the self-employed to ensure the health, safety and welfare of all employees as well as those not employed but in the place of work.

<b>Owner:</b>	Harbour Master	<b>Revision no:</b>	6	<b>Approval Date:</b>	06/11/2025	<b>Page 14 of 51</b>
<b>Approver:</b>	Head of Regional Ports	<b>CM Id:</b>	D21/225454	<b>Review Date:</b>	06/11/2027	

The Incident Controller and the incident management team should ensure that the safety of personnel overrides all other considerations and that all personnel engaged in clean-up activities have been instructed in the occupational health and safety aspects of the area of activity. The degree of risk will vary with each spill situation, depending on the circumstances. Responders must be given a safety briefing based on the risk analysis before undertaking response work. Response teams must carry out a risk assessment, using the *Take 5* or other similar method of the work required before starting a task.

Responders must be provided with the correct PPE for the task assigned.

Potential hazards to clean-up teams may come from:

- fire
- oil
- dispersants
- machinery (plant)
- exposure / fatigue (heat and cold); and
- wildlife.

The limitations of available equipment and craft should be known and kept in mind throughout all phases of the operation. Fresh crude oil and many petroleum products emit flammable gases. The risk of fire should always be considered, particularly when fresh oil is confined by booms or under harbour structures, etc.

Equipment deployed in close proximity to fresh oil must be flameproof and non-sparking. Operations of small craft employed in clean-up operations should be made aware of the dangers, which exist through:

- the use of internal combustion engines and electric motors;
- concentrations of flammable gases entering the air intakes of diesel engines causing the machinery to race; and
- personnel smoking.

The risk of fire must also be considered in shoreline clean-up operations. The degree of risk will depend on the type of oil and the extent of weathering.

Equipment for personnel cleaning (decontamination) should be considered as part of the overall response.

***Personnel should seek expert advice if in doubt. This can be provided by TfNSW, AMSA or Fire & Rescue NSW.***

### 3.3 Incident Control Centre (ICC)

The ICC used by the Incident Controller will vary depending upon the size of the incident. At the simplest level the ICC may be the Incident Controller's vehicle at the scene of the incident. For more complex incidents the ICC will initially be located in the Harbour Master's offices at the Eden Welcome Centre and decided upon by the Harbour Master in consultation with the Local Emergency Management Officer. Location details are provided in [Appendix 10](#).

For Tier 2/3 incidents the designated ICC will be determined in conjunction with the District's Emergency Management Officer.

<b>Owner:</b>	Harbour Master	<b>Revision no:</b>	6	<b>Approval Date:</b>	06/11/2025	<b>Page 15 of 51</b>
<b>Approver:</b>	Head of Regional Ports	<b>CM Id:</b>	D21/225454	<b>Review Date:</b>	06/11/2027	

### 3.4 Financial Procedures

Response costs associated with oil spills are generally recovered from the polluter, where identified. A range of International agreements and conventions exist generally ensuring that costs of response to and clean up of ship sourced oil spills can ultimately be recovered. Where the responsible person cannot be identified, or costs cannot be recovered (after due effort has been taken to recover them), response costs beyond an agreed limit can be claimed from the National Plan.

Throughout a maritime oil pollution incident detailed records must be kept of the cost of all operations (use of personnel, equipment, etc.). This will assist in cost recovery from the polluter and any legal action that may be required to recover costs.

Agencies providing oil spill response equipment must be reimbursed hire and maintenance costs following each occasion when their equipment and consumables are used.

### 3.5 Obtaining Samples for Evidence

It is the responsibility of the Harbour Master or Incident Controller to ensure that adequate samples are taken for analysis. The vessel suspected of causing the pollution and any other vessels in the vicinity of the incident as well as the pollutant itself should be sampled. The number of samples taken will be dependent on the nature of the incident. Samples should be taken without delay to minimise changes in composition of the pollutant. Every effort should be made to obtain an uncontaminated sample of pollutant for comparison purposes, particularly if prosecution is envisaged.

Sampling bottles used must be specially prepared to ensure that they are free from any contamination. Once samples are taken ([Appendix 6](#) provides guideline for sampling) it is of the utmost importance to ensure a verifiable 'chain of custody' is recorded and maintained and given to the analytical laboratory along with the samples.

[Appendix 7](#) describes the behaviour on water of four representative petroleum products.

### 3.6 Response

#### 3.6.1 Initial Notification

The Eden Harbour Master must be notified as soon as possible of any oil or chemical spills or shipping incidents within the Port of Eden (see [Appendix 1](#) for Contacts).

The Harbour Master is to provide initial notification of all incidents, as soon as possible, to the Duty Officer via the NSW Maritime 24-hour response telephone number.

#### 3.6.2 Incident Assessment and POLREP

The Eden Harbour Master will normally investigate all reported spills within the port limits. Once the assessment is made the information must be sent to the NSW Maritime Marine Pollution and Emergency Response Duty Officer and the Manager Marine Pollution & Emergency Response in the form of a Pollution Report (POLREP; see [Appendix 4](#)).

#### 3.6.3 Initial Response

Initial response will depend on the size and location of the spill and is shown below:

**For a Tier One spill**, the Incident Controller:

- provides the NSW Maritime Marine Pollution and Emergency Response Duty Officer with an initial Pollution Report (POLREP);

<b>Owner:</b>	Harbour Master	<b>Revision no:</b>	6	<b>Approval Date:</b>	06/11/2025	<b>Page 16 of 51</b>
<b>Approver:</b>	Head of Regional Ports	<b>CM Id:</b>	D21/225454	<b>Review Date:</b>	06/11/2027	

- notifies local agencies and coordinate the clean-up, using local resources;
- sends daily Situation Reports (SITREP) to the NSW Maritime Marine Pollution and Emergency Response Duty Officer; and
- provides a final report of the incident to the NSW Maritime Marine Pollution and Emergency Response Duty Officer when the incident response is completed.

**For a Tier Two or Three spill** the Incident Controller:

- provides the NSW Maritime Marine Pollution and Emergency Response Duty Officer with a POLREP;
- notifies local agencies;
- initiate a first strike response using local resources; and
- request additional resources and support.

It is important that appropriate agencies are kept advised of all significant developments during a response. The Incident Controller should ensure that periodic SITREPS are dispatched to the appropriate agencies.

SITREPS should take the form outlined in [Appendix 5](#). The last SITREP in a series covering one incident should display the words FINAL SITREP.

### 3.6.4 Overall Protection Priorities

Protection priorities to be employed during a response to an oil or chemical spill are, in order of descending priority:

1. human safety and health;
2. habitat and cultural resources;
3. rare and / or endangered flora and fauna;
4. commercial resources, such as oyster farms; then
5. amenities, such as beaches.

In assessing protection priorities, a balanced view needs to be maintained on the likely success of protection strategies. This is of particular importance when it is unlikely that such strategies will be successful in protecting a higher sensitive resource but could be successful in the protection of other less sensitive resources.

Every oil and chemical spill incident has its own unique health and safety dangers to which response personnel may be exposed. The protection of the public and that of response personnel should always be of prime importance in the decision making. Any response should be carried out in accordance with expert advice regarding the health and safety of personnel and the public. It is important that all risks are evaluated prior to personnel entering the incident area. Operations must be suspended or terminated if an unsafe condition arises during a response.

## 3.7 Tier One Response Equipment

The Port of Eden has a Tier One response capability for up to a ten-tonne spill response. The equipment is stored at Snug Cove. A list of the equipment is at [Appendix 8](#).

Fire & Rescue NSW also maintain their standard HAZMAT Trailer at the local Eden fire station. This equipment is also listed in [Appendix 8](#).

<b>Owner:</b>	Harbour Master	<b>Revision no:</b>	6	<b>Approval Date:</b>	06/11/2025	<b>Page 17 of 51</b>
<b>Approver:</b>	Head of Regional Ports	<b>CM Id:</b>	D21/225454	<b>Review Date:</b>	06/11/2027	

### 3.8 Tier Two/Three Equipment

Additional response equipment can be mobilised from Port Authority, NSW Maritime and the National Plan stockpile using the arrangements set out in section 5.8 of the *NSW Coastal Waters Marine Pollution Plan*.

### 3.9 Oil Spill Response Options

A number of options exist for the treatment of oil, which has been released into the marine environment. These are described in the *NSW Coastal Waters Marine Pollution Plan*. All may be effective to a degree, according to the type of oil, the prevailing conditions and the sensitivity of the environment under threat. The following basic oil spill response options are available to the Incident Controller in the Port of Eden:

- if possible, control or stop the discharge of oil or chemical from the source;
- monitor;
- containment and recovery; and
- shoreline clean-up.

The response options for chemicals spills are limited in number due to the range of behaviours of chemicals in the marine environment and generally not tested due to the infrequency of such spills. It is paramount that when a chemical spill does occur specialist advice is sought from the Fire & Rescue NSW Hazmat Unit, Department of Climate Change, Energy, the Environment and Water and the chemical industry. A detailed chemical supplement can be found in section 5.5.3 of the *NSW Coastal Waters Marine Pollution Plan*.

Before decisions can be made on a control strategy, specific local information is essential. Apart from determining the exact location of the slick, information must be obtained on:

The quantity of oil spilled and its chemical and physical characteristics. Crude oils and petroleum products have a wide range of characteristics, which will influence spreading, evaporation, dissolution, emulsification and weathering.

The quantity of oil spilled will govern the “scale” of control operations.

Conditions affecting the direction and speed travelled by the slick. Surface-wind velocity and direction and surface-current velocity and direction will influence the movement of the slick, the current having more influence than the wind. Forecasts of wind and weather changes must be considered.

Conditions affecting the likely choice of strategy. Surface conditions such as wave heights and directions of swells, water temperature and meteorological conditions (rain, mist, visibility, cloud cover) will influence the practicability of either containment and recovery or chemical dispersion.

#### 3.9.1 Monitor

Depending on the location of the spill, if there are no threats to environmentally sensitive areas or it is unlikely that the oil will come ashore, biological and physical processes will naturally disperse most of the oil over a period of time. In these circumstances the most appropriate action may be to do nothing other than monitor the movement of the oil. Leaving the oil to disperse and degrade naturally creates the least disturbance to the marine environment; however, the ‘do nothing’ option requires sound advice to the media to clearly explain why no other action, apart from monitoring the pollutant, has been taken<sup>3</sup>.

<sup>3</sup> Dependent on the incident, combat agency and level of pollution, the appropriate agency and the appropriately delegated spokesperson will be responsible for updating the media and responding to media enquiries.

<b>Owner:</b>	Harbour Master	<b>Revision no:</b>	6	<b>Approval Date:</b>	06/11/2025	<b>Page 18 of 51</b>
<b>Approver:</b>	Head of Regional Ports	<b>CM Id:</b>	D21/225454	<b>Review Date:</b>	06/11/2027	

### 3.9.2 Containment and Recovery

The traditional response to an oil spill is containment and recovery of the oil on the water. The decision to contain and recover the oil will be greatly influenced by prevailing weather conditions. In some cases it may be appropriate to allow the oil to come ashore, and then undertake a shoreline clean-up.

Oil may be recovered from the surface of the water using booms and skimmers. This method is generally only effective:

- in relatively smooth waters with a minimum influence of wind, tide or currents
- an adequate supply of storage facilities are available for recovered oil and debris; and
- access to the area is possible without causing additional damage to the environment.

Use of booms alone may protect environmentally sensitive areas, allowing oil to be deflected to other areas from where it may be recovered or allowed to degrade naturally.

### 3.9.3 Shoreline Clean-up

Weather and other circumstances permitting, every effort should be made to either disperse or contain and recover oil as close as possible to the source of the spill. However, it is inevitable that some oil may come ashore. The location of a spill, oil type, weather conditions, rate of oil movement and speed will determine whether the bulk of the spilled oil can be recovered before it reaches the shore.

Where oil does come ashore, the extent of clean-up of oiled shorelines is to be carefully planned with the view of minimising further environmental damage which may result from the clean-up operation.

Sometimes, oil on shorelines may best be left to weather and degrade naturally. This option must be considered where oil impacts a sensitive area such as mangroves, salt marshes, mud flats or remote areas. In these areas the clean-up operations can result in more environmental damage than the oil itself due to physical disturbance and substrate erosion.

The selection of shoreline clean-up techniques depends on many different factors, including:

- type of substrate
- characteristics of oil (tar balls, pooled, thin coating, etc)
- amount of oil on the shoreline
- depth of oil in the sediments
- presence of wildlife and/or environmental or culturally significant sites
- prevailing oceanographic and meteorological conditions; and
- access for personnel and equipment.

Shoreline clean-up methods may consist of one or more of the following methods, depending on the extent of oiling and the shoreline environment:

- removal of floating or pooled oil
- use of sorbent materials
- low pressure flushing
- high pressure flushing
- mechanical collection and removal of oiled material and vegetation
- manual collection and removal of oiled material and vegetation; and

<b>Owner:</b>	Harbour Master	<b>Revision no:</b>	6	<b>Approval Date:</b>	06/11/2025	<b>Page 19 of 51</b>
<b>Approver:</b>	Head of Regional Ports	<b>CM Id:</b>	D21/225454	<b>Review Date:</b>	06/11/2027	

- use of bioremediation agents.

When planning a shoreline clean up the decision-making procedures and cleanup methods as described in the “Shoreline Response Handbook” published by Wardrop Consulting should be followed. Reference should also be made to the [National Plan Guidance on: Response, Assessment and Termination of Cleaning for Oil Contaminated Foreshores](#) (Reference: NP-GUI-025).

### 3.9.4 Disposal of Oil and Oily Waste

Oil recovery operations can generate large amounts of oil and oiled materials. It is therefore crucial that management strategies and disposal methods be addressed as early as possible by the combat agency and relevant authorities. As oil spills have the potential to generate differing types of waste it is important that these products be kept segregated if they are in significant quantities. A management strategy should be developed for each of the different waste streams.

Oil recovered from the sea surface may be emulsified and also contaminated with a variety of solids such as seaweed, wood, plastic materials of various types, dead birds and animals which complicate handling and disposal. Appropriate collection and disposal techniques have to be selected for the particular circumstances. Oil recovered from the shoreline may also contain sand and gravel, pebbles, rocks, seaweed and beach debris.

When removing sand or structural material from a beach it is paramount that a minimum volume should be taken to preserve the integrity of the beach and to minimise the volume of waste requiring disposal.

Disposable personal protective equipment and other products such as absorbent materials, rags etc can also generate large amounts of waste that need a collection, management and disposal strategy to be detailed in a waste management plan.

The type and volume of waste will depend upon the size and location of the spill and the clean-up methods employed. Generally, significant volumes of solid debris will be generated and collected as a result of clean-up efforts. It has been estimated that for an oil spill at sea, the volume of any recovered oil requiring disposal will be the collected oil volume multiplied by a factor of five to take into account the entrained water content. For shore-based cleanup, the volume of collected oil should be multiplied by a factor of ten.

The collected mass of oil spill debris must be properly stored, transported and disposed of to minimise the potential for further adverse environmental impacts.

### 3.9.5 Termination Phase

In any clean-up operation a point is reached when the marginal benefits of further clean up are outweighed by the effort and costs of continuing. The Incident Controller should determine the point at which further effort and expenditure in the cleanup becomes unreasonable and terminates the clean-up phase of the response.

Guidelines for determining the degree of cleanness required can be found in the *NSW Coastal Waters Marine Pollution Plan*.

It is the responsibility of the Incident Controller to ensure that:

- Shoreline areas are agreed by relevant stakeholders to be clean to a satisfactory level and “signed off” as requiring completed

<b>Owner:</b>	Harbour Master	<b>Revision no:</b>	6	<b>Approval Date:</b>	06/11/2025	<b>Page 20 of 51</b>
<b>Approver:</b>	Head of Regional Ports	<b>CM Id:</b>	D21/225454	<b>Review Date:</b>	06/11/2027	

- plant and equipment is clean and returned to its owners
- any labour contracts are terminated
- any requirements for ongoing site monitoring are into place and the appropriate agency has responsibility for monitoring; and
- the necessary paperwork for claims against either the polluter or the National Plan Levy Fund is completed.

### 3.10 Debriefing Arrangements

As soon as practicable after completion of the clean-up operations, a full debriefing session should be held, to evaluate the response and to assist in planning future operations.

The debriefing session should be organised by the Incident Controller and attended by all key personnel and appropriate members of the support teams.

### 3.11 Contingency Plan Support

#### 3.11.1 Description of the Area

The Port of Eden lies within a prime recreational and tourist area. It is home to a highly productive commercial fishing fleet, the port has repair facilities including a slipway, charter tours including whale watching depart from the port and the estuary is popular for recreational fishing. There is also a significant Forestry trade and can accommodate large vessels, being the third-deepest natural harbour in the Southern Hemisphere.

The port facilities are used mainly for general trade vessels.

#### 3.11.2 Geographical Scope

The geographical area of this Plan is Twofold Bay, westwards of a line between Worang Point and Red Point, and their tidal bays, bounded by the line 3 nautical miles east of the territorial sea baseline and the mean low water mark and adjacent ocean out to three nautical miles.

Relevant charts and topographic maps references are listed in [Appendix 2](#).

#### 3.11.3 Risk Assessment

Over 3,800 ships pass the coastline of the NSW coast annually. The Port of Eden primarily services bulk carriers engaged in woodchip and logging trades. Naval ships, offshore supply vessels and passenger ships make up the balance of trades utilizing the port. The port currently services about 70 visits each year from commercial vessels and about 40 naval ships.

In addition, Eden is also home to a commercial fishing fleet of about 20 vessels and is a layover port for cruising yachts.

Twofold Bay is an open waterway, exposed to sea and swell from the east. Some sheltered water protection is afforded during westerly wind conditions. Eden and the adjacent coastline susceptible to constant changes in the weather and wind speeds more than 30 knots are not uncommon.

Due to the diverse nature of vessels utilising the port, marine oil spill threats exist from heavy fuel oil, gasoline and marine diesel oil. The largest ships visiting the port can carry quantities of HFO up to 1,500mt. Naval ships and offshore oil and gas vessels can carry quantities of MDO up to about 500 mt.

<b>Owner:</b>	Harbour Master	<b>Revision no:</b>	6	<b>Approval Date:</b>	06/11/2025	<b>Page 21 of 51</b>
<b>Approver:</b>	Head of Regional Ports	<b>CM Id:</b>	D21/225454	<b>Review Date:</b>	06/11/2027	

### 3.11.4 Climate and Current / Tidal Effects

The climate of Twofold Bay is mild, characterised by wet summers and dry winters. The average summer temperatures in the region ranges from 17 - 26°C while the average winter temperatures range from 3 - 18°C.

Rainfall averages 800+mm per year.

The prevailing winds are from the northeast during summer, while cold south-westerly winds dominate during winter. Cold fronts with southeast to southwest winds pass through the region.

The maximum tidal range in the region is approximately 2 metres.

The main ocean current flows South on the 100-fathom line at 2-3 knots.

Ocean currents affecting this area are counter currents which radiate from the main stream in a circular fashion, usually thereafter flowing Northward near the coast.

These currents are capricious and are formed by many variables including ones as far away as the Bass Strait.

Average Sea Surface Temperatures:

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
<b>Min °C</b>	18.5	19.5	19.4	18.9	17.1	15.2	13.9	14.7	14.3	14.3	16	17
<b>Max °C</b>	22.2	22.1	22	21.8	20.3	18.3	17.5	17.6	17.2	17.5	19	20.2

*Note. Average sea surface temperatures can vary by 0.1 to 1.5°C*

### 3.11.5 Environmental Considerations

The Department of Climate Change, Energy, the Environment and Water (DCCEEW) coordinate scientific support in the event of an oil spill in NSW State waters. To support the DCCEEW in this role, an Oil Spill Response Atlas (OSRA) has been developed which is designed to provide information on environmentally and socio-economically sensitive areas, potential conflicts of interest and oil spill countermeasures for resource protection. The OSRA can be accessed by contacting the NSW Maritime Duty Officer.

### 3.11.6 Bird and Wildlife Protection

There are a number of shoreline bird feeding and roosting areas in Kiah Inlet and Curalo Lagoon ([Appendix 13](#)). In accordance with the NSW Coastal Waters Marine Pollution Plan, Affected wildlife will be managed in accordance with the [Environmental Services Functional Area \(EnvSFA\) supporting Plan](#), the [NPWS wildlife response during emergencies guidelines](#) and associated policies and procedures.

Impacts on fisheries, aquaculture and animals (livestock and companion) at risk and coordinating appropriate response and recovery measures will be managed in accordance with the Agriculture and Animal Services Functional Area (AASFA) supporting Plan. The EnvSFA and AASFA must be engaged as soon as possible to assist with risk identification and response planning relevant to the resources at risk.

Animal and wildlife response is labour and equipment intensive and will be included as part of the IAP.

<b>Owner:</b>	Harbour Master	<b>Revision no:</b>	6	<b>Approval Date:</b>	06/11/2025	<b>Page 22 of 51</b>
<b>Approver:</b>	Head of Regional Ports	<b>CM Id:</b>	D21/225454	<b>Review Date:</b>	06/11/2027	

## 4 Administration

### 4.1 Training

Oil spill response training is carried out by NSW Maritime, Port Authority and AMSA. Port Authority will ensure that training opportunities are made available for their staff at Eden and other supporting agencies.

Dates and venues for these and other courses will be promulgated through NSW Maritime, the NSW Technical Working Group and the District Emergency Management Committee.

### 4.2 Updating of the Plan

This Plan will be exercised and reviewed annually; after any Tier One oil or chemical spill in Port of Eden that has required a significant response; or a tier 2/3 spill response.

The most recent version of this Plan will be available on the NSW Maritime Intranet and Internet sites. Plan holders are encouraged to check the website for the latest version of the Plan.

Update information will be described in [Version Control](#) on page 4 of the Plan.

<b>Owner:</b>	Harbour Master	<b>Revision no:</b>	6	<b>Approval Date:</b>	06/11/2025	<b>Page 23 of 51</b>
<b>Approver:</b>	Head of Regional Ports	<b>CM Id:</b>	D21/225454	<b>Review Date:</b>	06/11/2027	

## Appendix 1. Contact List

### Initial Notification

Port of Eden Harbour Master (24hrs)	☎ [02] 6496 1719 ☎ 0438 374 034  <b>VHF Maritime</b> Channel 16 Channel 08
NSW Maritime Duty Officer	(02) 9962-9074 (24 hours)

<b>Owner:</b>	Harbour Master	<b>Revision no:</b>	6	<b>Approval Date:</b>	06/11/2025	<b>Page 24 of 51</b>
<b>Approver:</b>	Head of Regional Ports	<b>CM Id:</b>	D21/225454	<b>Review Date:</b>	06/11/2027	

## Appendix 2. Chart and Map References

The following chart and map references cover the areas under this Plan:

### Hydrographic Charts

Number	Name
AUS192	Twofold Bay & Eden
AUS806	Cape Howe to Montague Island
AUS807	Montague Island to Jervis Bay

### Topographical Maps (1:100,000)

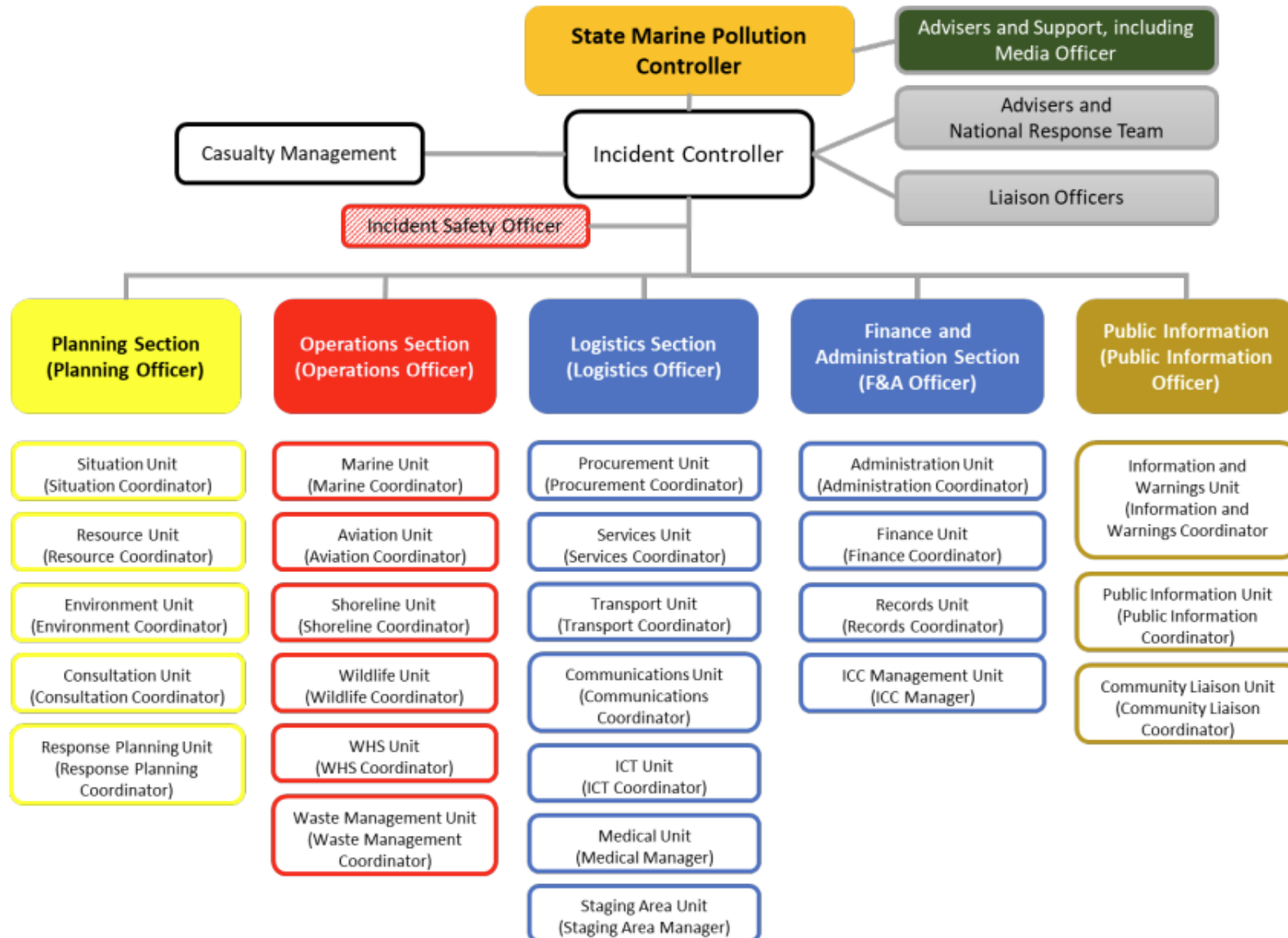
Number	Name	Scale
8924	Goalen Point	1:100,000
8823	Eden	1:100,000

### Topographical Maps (1:25,000)

Number	Name	Scale
8824-2-N	Wolumla	1:25,000
8824-2-S	Pambula	1:25,000
8823-1-N	Eden	1:25,000
8823-1-S	Kiah	1:25,000
8823-2N	Narrabarba	1:25,000

<b>Owner:</b>	Harbour Master	<b>Revision no:</b>	6	<b>Approval Date:</b>	06/11/2025	<b>Page 25 of 51</b>
<b>Approver:</b>	Head of Regional Ports	<b>CM Id:</b>	D21/225454	<b>Review Date:</b>	06/11/2027	

## Appendix 3 Incident Control System Response Structure for Major Response



Owner:	Harbour Master	Revision no:	6	Approval Date:	06/11/2025	Page 26 of 51
Approver:	Head of Regional Ports	CM Id:	D21/225454	Review Date:	06/11/2027	

## Appendix 4. Pollution Report (POLREP)

A POLREP should be sent to the NSW Maritime Marine Pollution and Emergency Response Duty Officer and the Manager Marine Pollution & Emergency Response once an initial assessment of an incident has been completed.

The Manager, Shipping and Pollution Response and Regional Manager South Coast & Southern Highlands should also be notified verbally as soon as possible of the incident.

The hardcopy form of the POLREP is shown on the following page. This form can be filled out and sent to the respective officers and should be followed up by a telephone call to inform that the POLREP has been sent.

<b>Owner:</b>	Harbour Master	<b>Revision no:</b>	6	<b>Approval Date:</b>	06/11/2025	<b>Page 27 of 51</b>
<b>Approver:</b>	Head of Regional Ports	<b>CM Id:</b>	D21/225454	<b>Review Date:</b>	06/11/2027	

Report prepared by:		Contact Details:	
Location:			
		Latitude:	Longitude:
Original Report Source:		Date/Time of Incident:	
		Date/Time Reported:	
Safe Approach Possible: <input type="checkbox"/> Yes <input type="checkbox"/> No		Injuries: <input type="checkbox"/> Yes <input type="checkbox"/> No	
Description of Injuries:			
Description of Incident:			
Sea/Tide (calm etc./ebb, flood):		Movement & Speed of Pollution:	
Weather:		Wind Speed & Direction:	

**POLLUTION INCIDENT:**

Type of Substance:			
Alleged Source of Spill:			
<b>Current Situation:</b>	<b>Yes</b>	<b>No</b>	<b>Remarks:</b>
Has discharge stopped?	<input type="checkbox"/>	<input type="checkbox"/>	
Estimated volume (specify units)			
Size of spill (length & width)			
Fauna affected	<input type="checkbox"/>	<input type="checkbox"/>	
Samples taken	<input type="checkbox"/>	<input type="checkbox"/>	
Photographs/video taken	<input type="checkbox"/>	<input type="checkbox"/>	
Records of interview taken	<input type="checkbox"/>	<input type="checkbox"/>	
P&I Club undertaking obtained	<input type="checkbox"/>	<input type="checkbox"/>	
Financial guarantee obtained	<input type="checkbox"/>	<input type="checkbox"/>	

Salvor engaged	<input type="checkbox"/>	<input type="checkbox"/>	
Any additional comments			
<b>Response Action Taken:</b>			
<b>COPY TO: Manager Marine Pollution &amp; Emergency Response</b>			

## Appendix 5 Situation Report (SITREP)

During a maritime pollution incident SITREPS should be sent regularly from the Incident Control Centre to keep relevant authorities advised of significant developments during the spill response.

A hard copy SITREP form can be used and the preferred form is shown on the following page.

The last SITREP in a series covering one incident should display the words:

“FINAL SITREP”.



## Appendix 6 Guidelines for the Collection of Oil Samples

The following guidelines are to be followed for the taking of oil samples and the transportation of samples:

- 1 Samples, of at least 100 grams, must be taken with the minimum of delay to minimise changes in composition. Every effort should be made to obtain an uncontaminated sample of oil for comparison purposes, particularly if prosecution is expected.
- 2 Samples are to be placed in clean glass jars / bottles with a secure lid and are to be individually sealed with a paper or wax seal.
- 3 Sample bottles are to be appropriately numbered and noted with:
  - a. Name of officer taking the sample
  - b. Time and Date of sample taken
  - c. Location at which sample was taken
  - d. Reference to the incident being investigated
  - e. For those samples taken from a vessel, a signature on the sample bottle from a representative of that vessel; and
  - f. Direction of the movement of the oil, wind and current details.
- 4 Once taken, the sample bottles are to be placed in a lockable transportation bag, locked and sealed with a lead seal. If more than one officer is involved with the collection of samples, each officer should have a box for the samples that they have taken.
- 5 When the sampling has been completed, the transportation box is to be kept in the possession of the officer that collected the samples until they deliver it, or send it by courier, to the designated laboratory.
- 6 The sealed transportation box is then taken or delivered by courier to the designated laboratory where written confirmation of delivery is obtained.
- 7 The chemist analysing the samples is the only person to break the lead seal on the box.

### Designated Laboratory

<p><b>EPA Chemistry Laboratory</b> 480 Weeroona Road Lidcombe NSW 2141 PH: 131 555</p>
--

## Appendix 7 Behaviour on Water of Four Representative Petroleum Products

	Gasoline	Kerosene	Diesel	Fuel Oil 650 Sec
Risk of fire or explosion	Yes	Yes	Yes	No
Evaporation 100%	Yes	Yes	No	No
Containable in boom	No	No	Yes	Yes
Skimming feasible	No	No	Yes	Yes
Pumping feasible	No	No	Yes	Yes
Vacuum equipment useable	No	No	Yes	Yes
Containable in fish nets	No	No	Yes	No
Containable in hessian	No	No	Yes	No
Physical removal on shore	No	No	Yes	Yes
Synthetic absorbent	No	No	Yes	Yes
Organic absorbent	No	No	No	No
Dispersant effective	No	No	Yes	Yes
Persistent	No	No	Yes	Yes
Flash Point °C	15	43	70	>70
Specific Gravity at 15°C	0.74	0.78	0.94	0.94
Viscosity cSt at 15°C	0.57	1.5	5.0	0.65
Pour Point °C	<-18	-18	-9	15

## Appendix 8. Port of Eden Oil Pollution Combat Resources


### Eden Oil Spill Response Shed


ITEM	QUANTITY
AustPol Lite Boom Model D2	500m
Anchor Packs (Small) with line & buoys	5
Absorbent Booms (3 metre lengths)	68
Absorbent Pads (Grabol) 100/pack	4 x packs
Oilsnare Mop Heads (30/pack)	3 x packs
Spat/Foilex Weir Skimmer (75mm hoses)	1
Flexidam 10,000 litre Recovery Tanks complete with valves and fittings	2
20 metre Structureflex beach boom, + air blower + water pump	6
Decontamination Station	1
Portable barriers for road closure	6
Boom repair kit	1
Shoreline response trailer	1

### Fire & Rescue NSW

The following table lists the local Fire Stations and their standard inventory of HAZMAT equipment.

All Stations have a Standard HAZMAT Materials Kit with a response trailer stationed at Eden Fire Station, and additional resources are available from the Goonellabah Station.

Station	Item	Quantity
<b>Eden</b>	Aluminium Punt – 4 metre with 15HP motor	1
 (02) 6453 4786	15 metre inflatable booms	8
	Boom anchors with buoys	4
	Hazmat Recovery Bins (200 ltr)	3
	Waders	4
	Star pickets	10
	Star picket rammer	1
	Cylume stickes (orange)	20
	Diaphragm pump	1
	Hose lengths for pump	3

Station	Item	Quantity
<b>Eden</b>	Regulator	1
 (02) 6453 4786	Box earthing chains	1
	Displacement pump - diesel	1
	Hose lengths for pump (grey)	3
	Weir skimmer	1
	Hand held skimmer	1
	Puddle skimmer	1
	PVC extention arm for handheld & puddle skimmers	1
	Hand trolley	1
	Sphagsord bags – 28 litre	5
	Cabana / shade tent	1
	Marine rope roll	1
	NSWFB hazard tape roll	1
	Absorbent pillows – pack	1
	Hydrocarbon booms - disposable	

## Appendix 9 Vessel Resources

Company	Contact	Vessel
Marine Area Command Eden (Police NSW)	Duty Officer ☎ 6496 0699	Launch "Falcon" Austal 52' Berthed at Police Jetty. 7.0 m Markham Shark Cat
Dept. Primary Industries and Regional Development (Fisheries) Eden	Far South Coast Fisheries Office ☎ 1800 043 536	Launch "Abducta" 4.5 m Rigid Hull Inflatable 2 x 50 hp Outboards
Svitzer Australasia, Eden	Port Manager ☎ 4275 5812	MV "Snug Cove" 12 m Steel Hull Workboat Diesel MV "Sherlock" 11 m Steel Hull Workboat Diesel
NSW Maritime Eden	Boating Safety Officer ☎ 131 500 ☎ (A/H) 6495 7486 ☎ 0491 212 790	5.5 m Rigid Hull Inflatable 115hp Outboards
Marine Rescue, Eden	☎ 6497 2500	

## Appendix 10 Location of Incident Control Centres

### Port Authority of NSW office

Level 1, Welcome Centre  
Weecoon St, Eden NSW 2551

### Bega Valley Shire Council Emergency Operations Centre

Maher Street  
Bega NSW 2550

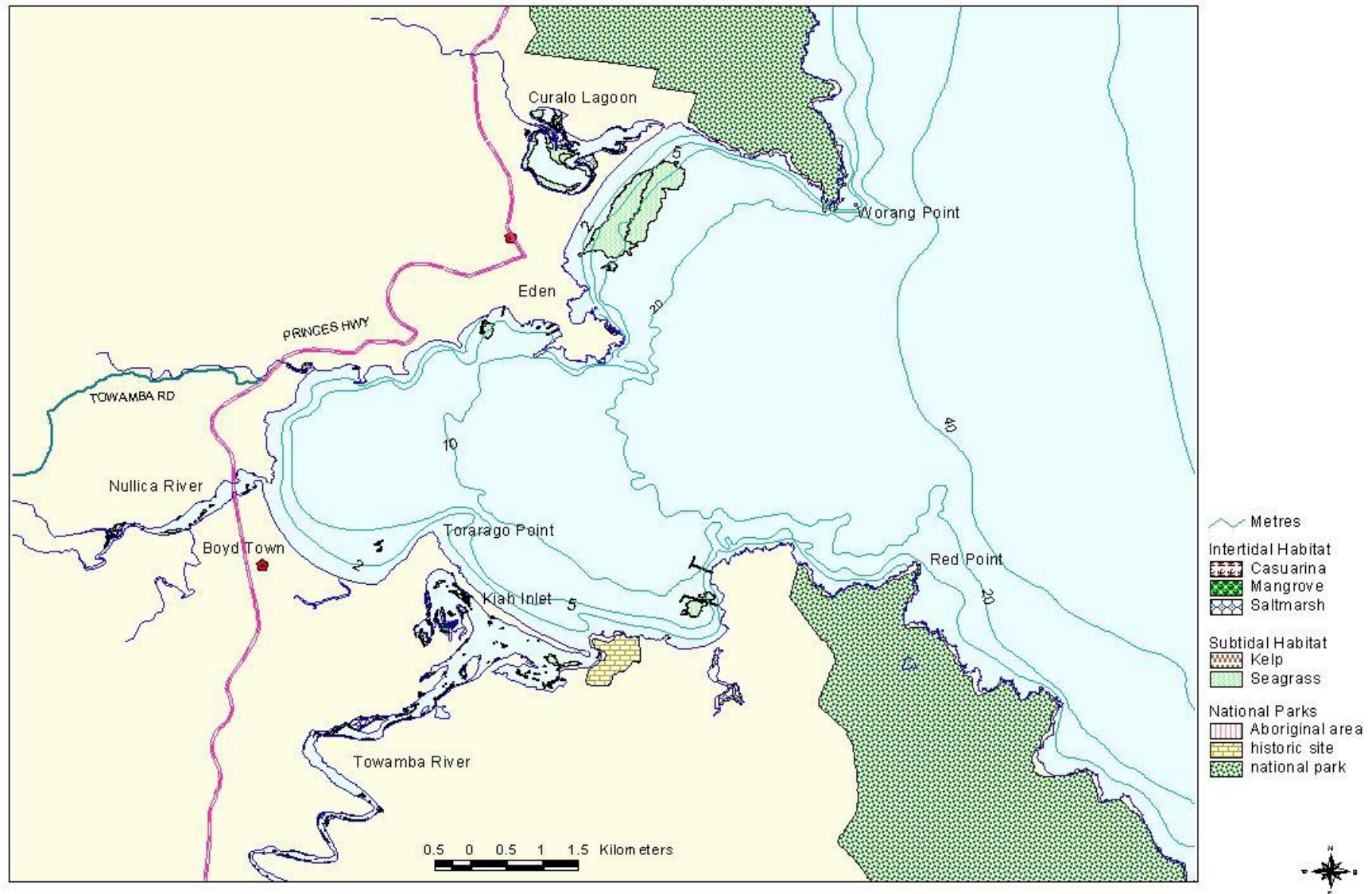
## Appendix 11. Communications Equipment

### Radio equipment at the Port Authority Office, Eden Welcome Centre

- 1 x Omnitonics Red iTalk VHF Radio
- 2 x ICOM IC-M1V handheld VHF

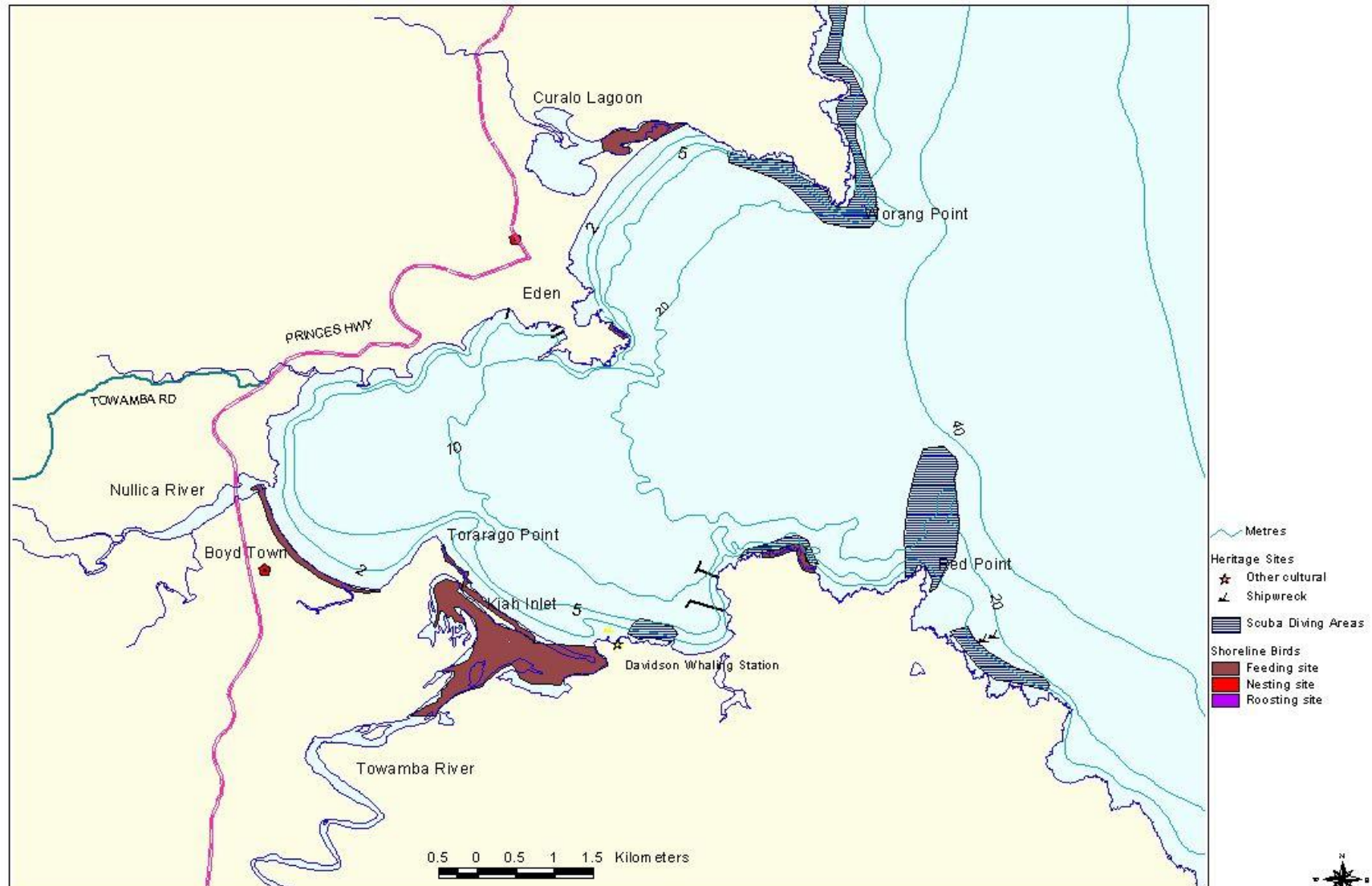
## Appendix 12 Intertidal and Subtidal Habitats and National Parks

Intertidal, Subtidal and National Parks - Twofold Bay



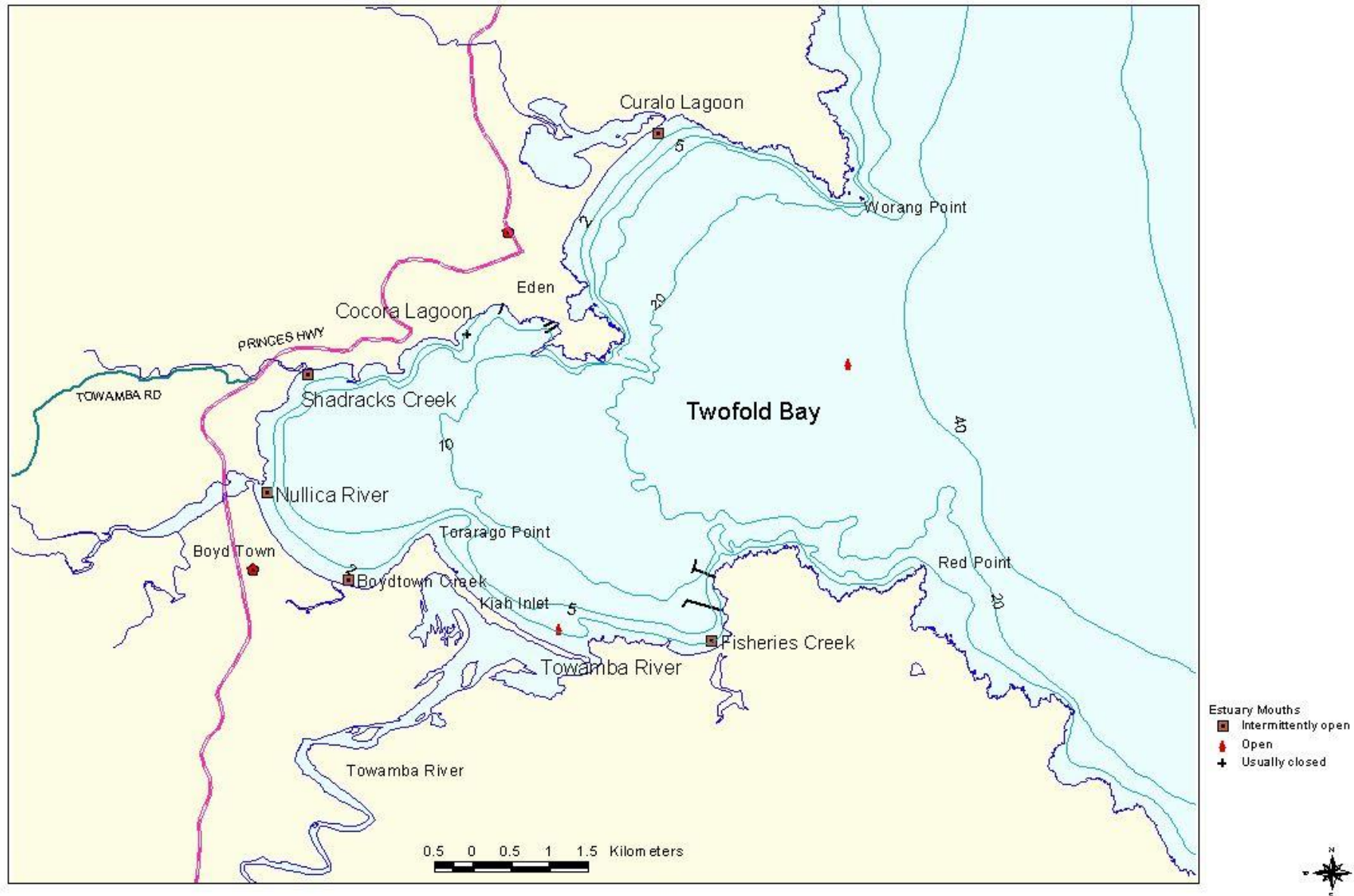
## Appendix 13 Shoreline Bird Feeding Areas and Scuba Diving Areas

Shoreline Bird Areas, Cultural and Scuba Diving Areas - Twofold Bay



## Appendix 14 Creek and River Mouth Condition

Creek and River Mouth Condition

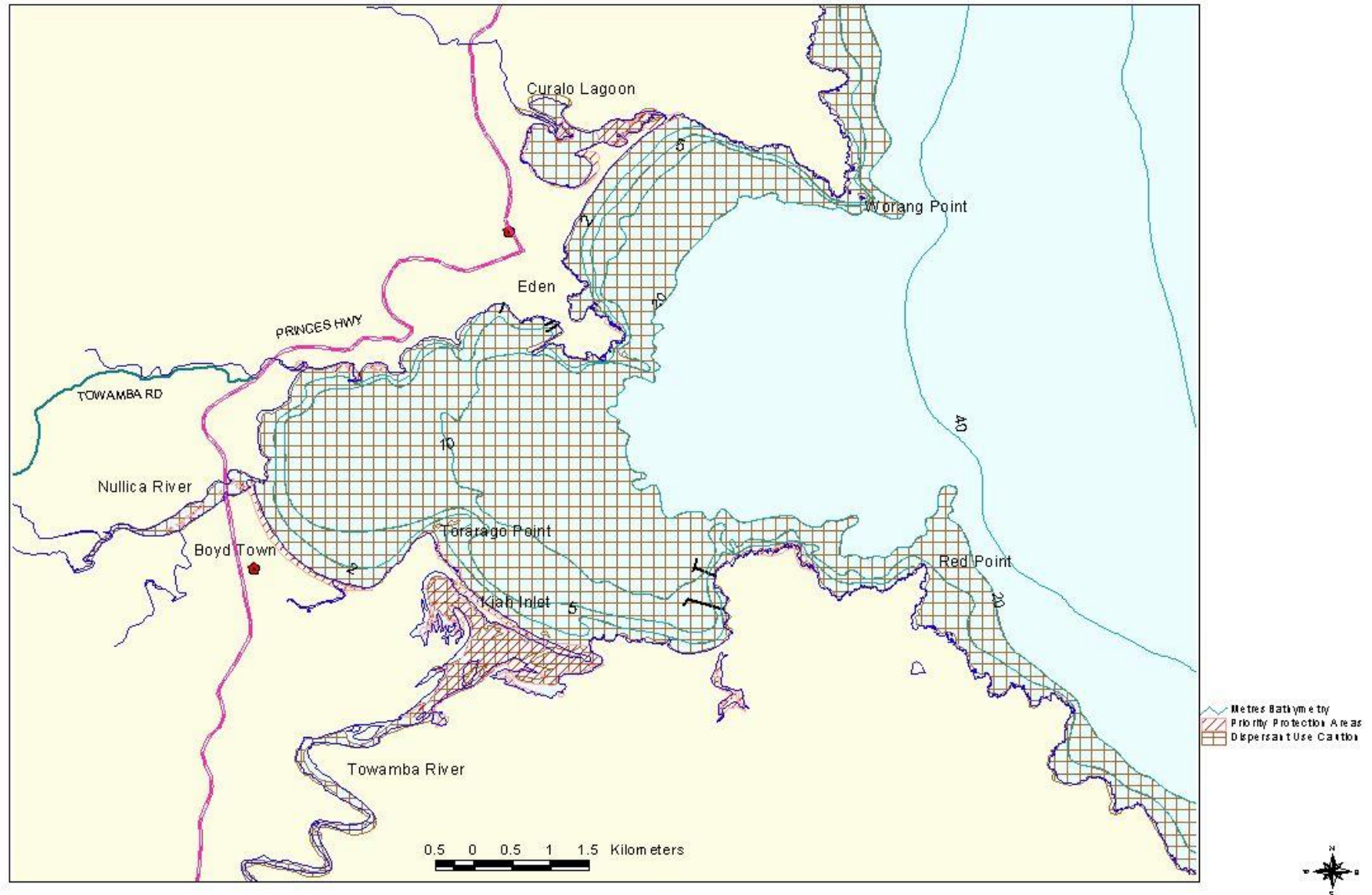


## Appendix 15 Entrance condition and closure options for creeks and rivers discharging into Twofold Bay

Name	Entrance Condition	Closure Options	Comments
Curalo Lagoon	Intermittently open	Mechanical closure possible depending on outflow	Lagoon fed by Palestine Creek, drains across north end of Aslings Beach against Worang Point.
Cocora Lagoon	Usually closed	Mechanical closure possible	Small creek fed lagoon behind south end of Cocora beach, drains across south end by rocks.
Shadracks Creek	Intermittently open	Mechanical closure possible	Small creek drains out at north end of Legges beach against rocks.
Nullica River	Intermittently open	Mechanical closure possible depending on outflow	Moderate river that drains out at north end of Boydtown beach against Northcote Point.
Boydtown Creek	Intermittently open	Mechanical closure possible	Small creek drains out at south end of Boydtown beach.
Towamba River	Open	Not suitable for closing, booming may be possible	Moderate river that floods across Whale beach, usually enters at south end against Brierly Point
Fisheries Creek	Intermittently open	Mechanical closure possible	Small creek that drains out at east end of Fisheries beach.

# Appendix 16. Priority Protection and Dispersant Use Caution Areas

Priority Protection Areas and Dispersant Use Caution Areas



**Port Authority of NSW**

PO Box 25

Millers Point NSW 2000

**E** [enquiries@portauthoritynsw.com.au](mailto:enquiries@portauthoritynsw.com.au)

**W** [portauthoritynsw.com.au](http://portauthoritynsw.com.au)

© Port Authority of NSW