Government of **Western Australia**
Department of **Transport**
and Major Infrastructure

Maritime Environmental Emergency

Local Authority Guidance Note

Response and Recovery Arrangements in Western Australia

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1 Introduction

1.1 Purpose

The purpose of this Guidance Note is to inform Local Authorities (inclusive of Local Governments, Park or Reserve management Authorities or Native Title Holders) of the Western Australian (WA) emergency management arrangements in respect to Marine Oil Pollution (MOP) and Marine Transport Emergency (MTE) incidents in coastal areas of WA.

This Guidance Note outlines how local authorities can assist the Department of Transport (DTMI) and Port Authorities (PA) in achieving their roles and responsibilities under those arrangements, and seeks to promote consistency across local authorities in the provision of such support within the overarching arrangements for WA as outlined in the State Hazard Plan – Maritime Environmental Emergencies (SHP-MEE), the National Plan for Maritime Environmental Emergencies (National Plan), and the State Emergency Management Framework.

This guidance note however does not seek to supersede the requirements for local authorities to meet their own requirements as outlined in the State Emergency Management Framework or other relevant legislation and arrangements. Further details are listed in Appendix 1 and 2.

1.2 Related Documents and Legislation

This Guidance Note should be read in conjunction with the Western Australian State Hazard Plan for Maritime Environmental Emergencies (SHP – MEE) and other related documents listed in Section 7.

1.3 Scope

In accordance with the Western Australian *Emergency Management Act 2005* (EMA) and Emergency Management Regulations 2006 (EMR), the DTMI Chief Executive Officer (CEO) is the Hazard Management Agency (HMA) for the following hazards in State waters (inclusive of port waters) in WA:

- **Marine Transport Emergency (MTE)** hazard - Prescribed in the EMR (r. 15(i)) as an:
  - Actual or impending event involving a vessel (including collision, a stranding, or an incident of navigation) if that event is capable of causing or resulting in:
    - material damage to the vessel or another vessel.
    - loss of life, injury to a person or damage to the health of a person, property, or the environment; or
    - a hazard to the navigation of other vessels.
- **Marine Oil Pollution (MOP)** hazard - Prescribed in the EMR (r. 15(j)) as an:
  - Actual or impending spillage, release or escape of oil or an oily mixture that is capable of causing loss of life, injury to a person or damage to the health of a person, property, or the environment.

As per the SHP-MEE, this Guidance Note collectively refers to the two hazards of MTE and MOP as Maritime Environmental Emergencies (MEE).

This Guidance Note is relevant to local authorities in coastal areas of WA who can assist in the management of MEE through activities such as:

- Provision of local knowledge
- Provision of impacted community needs and concerns
- Facilitation of access to impacted areas
- Support and sustain response and recovery activities

For the purpose of this Guidance Note, these authorities or organisations shall be referred to as ‘Local Authorities’.

The relevance of this Guidance Note is because the management of MEE and their impacts can only be effectively and efficiently achieved with the support of Local Authorities. This includes any MEE that occurs in or causes an impact to WA State waters (Figure 1) inclusive of Port waters (Figure 2).

This Guidance Note does not seek to impose requirements or directions on Local Authorities beyond alignment to those laid out in relevant Legislation and Regulations and seeking to ensure consistency with arrangements outlined in the SHP-MEE, the National Plan, and the State Emergency Management Framework.

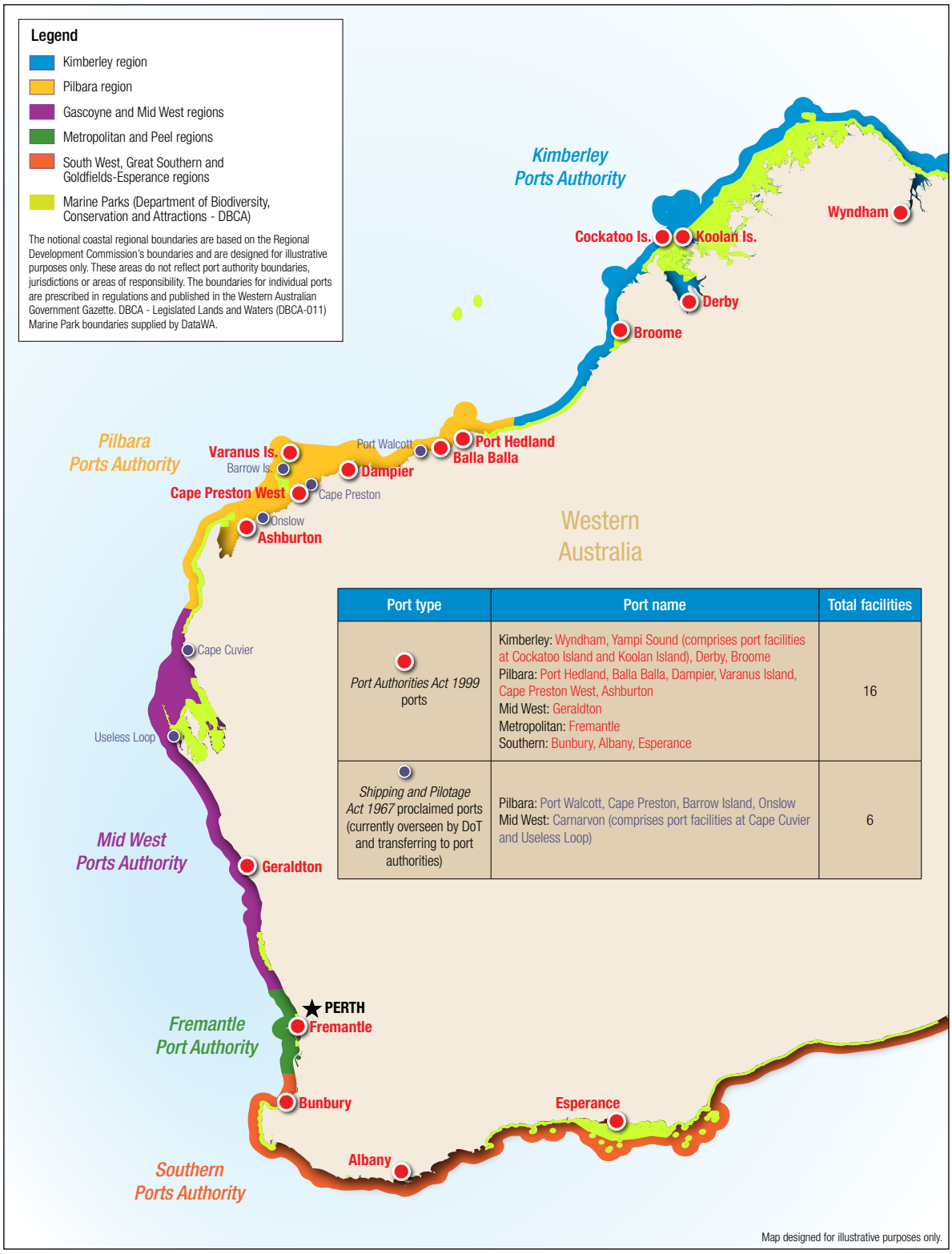
It is important to note that DTMI is not the HMA for other potential maritime related hazards that may occur in WA. These include hazards such as:

- Spill of oil into waters originating on land
- Shipboard fire
- Hazardous materials emergency (including radiation escape from a nuclear-powered warship)
- Marine rescue

Those other hazards are managed by other agencies as outlined in the EMR and specific arrangements for each hazard are outlined in other relevant State Hazard Plans. Those other hazards may however occur in conjunction with a MEE incident, and this Guidance Note only addresses arrangements for the management of other hazards where they occur as part of a MEE incident.

Figure 1: State Waters of Western Australia

Note: This Map is not suitable for use in preparation for or response to MEE incidents. DTMI's HMA responsibilities for MEE incidents include State waters in WA. The definition of State waters is all waters within the limits of the State; and all coastal waters (as defined in the *Coastal Waters (State Powers) Act 1980*) which is a belt of water between the limits of WA and a line 3 Nautical Miles seaward of the Territorial Sea Baseline (TSB). Further information of Maritime Boundary Definitions can be found at the Geosciences Australia Website.



Port type	Port name	Total facilities
Port Authorities Act 1999 ports	Kimberley: Wyndham, Yampi Sound (comprises port facilities at Cockatoo Island and Koolan Island), Derby, Broome Pilbara: Port Hedland, Balla Balla, Dampier, Varanus Island, Cape Preston West, Ashburton Mid West: Geraldton Metropolitan: Fremantle Southern: Bunbury, Albany, Esperance	16
Shipping and Pilotage Act 1967 proclaimed ports (currently overseen by DoT and transferring to port authorities)	Pilbara: Port Walcott, Cape Preston, Barrow Island, Onslow Mid West: Carnarvon (comprises port facilities at Cape Cuvier and Useless Loop)	6

Figure 2: Western Australia Ports and Boundaries

Note: This Map is not suitable for use in preparation for or response to MEE incidents. DTMI's HMA responsibilities for MEE incidents include Port waters in WA (even if they extend beyond the line 3 Nautical Miles seaward of the TSB which is used for the definition of State waters). Further information on the limits of Port waters in WA can be found in Section 24 of the *Port Authority Act 1999* and Section 10 of the *Shipping and Pilotage Act 1967*.

2 Local Authority Arrangements

2.1 Local Authority Responsibility

Local Authorities should, where capacity allows, assist the HMA by providing advice and resources to support the emergency response (Appendix C: Roles and Responsibilities SHP-MEE). They lead, manage and coordinate a community recovery at local level as they are in close collaboration and best placed to provide specialist knowledge and support for the community during and following an emergency event. Local Authorities have well developed community links and can advise the HMA on matters related to their jurisdiction.

The operations and responsibilities of a Local Authority may also be governed by relevant provisions of the SHP-MEE. As the appropriate authority and a combat agency in response to an actual or impending oil spill, a local authority may take such actions as it thinks fit to,

- Prevent or limit spill potential
- Disperse, remove or contain discharged pollutant or spill
- Minimise damage from pollution stressor

Facility Operators

It is the responsibility of all maritime facility operators, boat harbour operators within in a Local Authority to formulate, review and exercise their own Oil Spill Contingency Plans (OSCP) and Oil Pollution Emergency Plans (OPEPS). The *Pollution of Waters by Oil and Noxious Substances Act 1987* (POWBONS) is an Act relating to the protection of the sea and certain waters from pollution by oil and other noxious substances discharged from ships and places on land. Provisions regarding risk management plans and marine safety plans are not outline within the POWBONS Act relating to LGA's of facilities.

As best practice Local Authorities should liaise with all facility operators within the marine environment inside their jurisdiction and relevant stakeholders to review these plans. An environmental plan and risk assessment should be conducted for these locations and other shorelines and tidal areas. Debris and impacts above the high water mark are part of the jurisdiction of the associated Local Authority (See section 3.5 of this guidance note for more detail). These elements should form an Oil Spill Contingency Plan for the Local Authority. More detail on this is provided in the SHP-MEE (3.3.2).

3 Maritime Environmental Emergency Management Arrangements

3.1 Hazard Management Agency

Pursuant to the EMA, DTMI's CEO is the HMA for MEE incidents. The powers of the HMA have been delegated to DTMI's Director Maritime Environmental Emergencies Response (MEER) & Ports and other select positions within DTMI. The Director MEER & Ports has also been nominated as the WA State Marine Pollution Coordinator (SMPC). DTMI as the HMA for MEE Incidents is responsible for the formulation and implementation of the SHP-MEE. As part of this, DTMI's Maritime Environmental Emergency Response (MEER) Program, managed by the MEER team and aligned to arrangements outlined in the National Plan, assists the HMA and DTMI to fulfil their statutory obligations in respect to a MEE incident in State waters (inclusive of Port waters).

3.2 State Hazard Plan – Maritime Environmental Emergencies

In accordance with the EMA, the SHP-MEE has been formulated by and approved by the WA State Emergency Management Committee (SEMC). The SHP-MEE prescribes management arrangements for the prevention of, preparation for, response to and recovery from a MEE incident to minimise the impacts of incidents originating from vessels, offshore petroleum activities and other sources that impact State waters (inclusive of Port waters).

3.3 National Plan for Maritime Environmental Emergencies

The WA Government is a signatory to the 2002 Inter-Governmental Agreement on the National Plan to Combat Pollution of the Sea by Oil and other Noxious and Hazardous Substances (IGA). The IGA commits the Australian Government and States/Territories to implement and maintain a National Plan for Maritime Environmental Emergencies (National Plan). The National Plan sets out the national arrangements, policies, and principles for the management for MEE incidents. It defines obligations of the States and various industry sectors in respect to MEE prevention, preparation, response, and recovery. The IGA also commits the State to nominate a responsible Jurisdictional Authority to manage MEE incidents in State waters (inclusive of Port waters) and to nominate an SMPC. In effect, the HMA arrangements prescribe DTMI as the Jurisdictional Authority in WA State waters (inclusive of Port waters).

3.4 Controlling Agency

In accordance with the State Emergency Management Framework, a Controlling Agency is the agency or organisation assigned by legislation, administrative arrangement (such as SHP-MEE) or within the relevant contingency or emergency/incident plan to control the response activities to a MEE incident.

In State waters, DTMI is identified in the SHP-MEE as controlling agency for MEE incidents.

In Port waters, the relevant Port Authority or DTMI as a Port Operator are identified in the SHP-MEE as controlling agency for MEE incidents.

Preparing to respond appropriately to a marine oil pollution incident requires a joint collaborative effort by the Controlling Agency and other key stakeholders that include Local Authorities. As such DTMI should liaise with Local Authorities for incident responses in relevant areas as per jurisdictional boundaries.

3.5 Jurisdictional Boundaries

The jurisdictional boundaries in WA are governed by the *Pollution of Waters by Oil and Noxious Substances Act 1987* (POWBONS).

State waters means —

- (a) the territorial sea adjacent to the State; and
- (b) the sea on the landward side of the territorial sea

adjacent to the State that is not within the limits of the State; and

- (c) waters within the limits of the State.

Unless there are specific Shire or Council by-laws in place, DTMI generally has jurisdiction up to the high-water mark (the high tide line), while the Local Authority is responsible for areas above that line.

However, this does not apply in Marine Parks, where the Local Authority may have control over both the land and the waterways. As the Hazard Management Agency (HMA) for oil pollution incidents, DTMI is responsible for minimising environmental and community impacts. If oil affects areas above the high-water mark and DTMI is the controlling agency, it remains DTMI's responsibility to ensure the response is managed appropriately. In such cases, DTMI may seek assistance from the Local Authority for advice, equipment, or local knowledge.

4 Prevention and Preparedness

As the HMA DTMI is assigned the responsibility of prevention within emergency management legislation. The Local Authority is an 'other emergency management agency' (Combat Agency) and may also undertake prevention activities. These prevention and mitigation strategies such as insurances, hazard reduction programs and public engagement along with adhering to codes and regulations should be guided by emergency risk management planning as detailed in the State EM Policy section 3.2 and also outline in the SHP-MEE section 2.2.

4.1 Hazard Management Agency Responsibilities – Preparedness

In accordance with Section 3 of the SHP-MEE, the HMA is responsible for the development of plans and arrangements to manage MEE incidents. As part of this however, the DTMI works closely with Port Authorities and Offshore Petroleum Titleholders to ensuring there are adequate plans and arrangements in place to manage MEE incidents across WA. Specific preparedness activities are detailed in Section 3 of the SHP-MEE.

4.2 Local Authorities Assistance – Preparedness

To assist DTMI and Port Authorities to meet their preparedness responsibilities for MEE incidents, local authorities in coastal areas can consider the following:

- Ensure local emergency management plans include provisions for support to the management of MEE incidents.
- Participate in MEE training or exercises conducted by DTMI or Port Authorities in the local area or region.
- Engage with local DTMI MEER Liaison Officer's (DTMI Regional Managers) and Port Authorities to ensure any specific community concerns or sensitivities to MEE risks are known.
- Seek to develop and maintain relationships, understanding and capacity to support the management of a MEE incident from a local perspective.

4.3 Local Emergency Management Arrangements

Under section 36 of the EM Act, local governments are required to prepare and maintain Local Emergency Management Arrangements (LEMA), which cover the emergency management aspects of Prevention Preparedness Response and Recovery (PPRR) for their district. Additionally, it is a requirement of section 41(4) of the EM Act that LEMA are to include a recovery plan and nomination of a local recovery coordinator. Effective LEMA are underpinned by the principle of shared responsibility. This recognises that, while HMAs will develop, test, and review appropriate State Hazard Plans as required, additional local government resources, assistance and local community knowledge in emergency events may be necessary. The recording of such information in the LEMA particularly when hazard-specific is beneficial.

4.4 Responsibility for Preparedness

HMA's have a responsibility for preparedness for their hazards. Other emergency management agencies have a responsibility to prepare for the conduct of their prescribed emergency management activities, as prescribed in the EM Regulations. Local Authority or organisations prescribed as Combat Agencies or Support Organisations are to be prepared to support the HMA during an emergency response. This responsibility for emergency preparedness is shared by all.

5 Response

5.1 Notifications

For all actual or impending MEE incidents, DTMI as the HMA is required to be notified. Notification requirements are outlined on the DTMI MEER website.

For **ALL INCIDENTS** (that impact or have the potential to impact WA State waters, inclusive of Port waters), notify the DTMI MEER Team **IMMEDIATELY** by calling (**08) 9480 9924 (24/7)**.

5.2 Local Authority Responsibilities

Local Authorities are required to assist the HMA by providing advice and resources to manage the emergency. Local Authorities lead, manage and coordinate community recovery at a local level and undertake these responsibilities in cooperation with State government departments and supporting agencies. Whilst DTMI Maritime has the primary role of coordinating a MEE Response, the following are the response roles and responsibilities of Local Authority.

- Local knowledge
- Local logistical support
- Community engagement support
- Assist shoreline clean up
- Undertake recovery actions

(Full details of this can be found in the State Emergency Management Plan, Appendix E).

To assist DTMI and Port Authorities to meet their response management requirements for MEE incidents, local authorities in coastal areas can also consider the following:

- Incorporate a relevant agency representative (e.g. Local Emergency Coordinator) into the Controlling Agency's IMT.
- Provide local or Indigenous ranger support to response, assisting with access and provision of local knowledge.
- Participate in Local Emergency Management Committee support to the Controlling Agency.
- Assist in the identification and use of response facilities for things such as forward operating bases, staging areas and temporary waste storage areas where available.
- Provide representation with regards to community needs or concerns to the Controlling Agency to aid in key decision making.
- Support the single coordinated public information strategy (particularly for community warnings).
- Where relevant, facilitate the closure of shorelines and coastal amenities where required by the controlling agency.

5.3 Hazard Management Agency Arrangements and Functions

DTMI as the HMA has overall responsibility for ensuring there is an adequate response to a MEE incident in WA State Waters. Specific information pertaining to response arrangements are detailed in Section 4 of the SHP- MEE and for the purposes of the National Plan, DTMI as the HMA is also in effect the Jurisdictional Authority.

5.3.1 State Marine Pollution Coordinator

During an actual or impending MEE incident, DTMI will appoint an individual who is delegated to perform the functions of the HMA, to be the SMPC.

The SMPC will provide overall strategic management of the response and provide executive level support and guidance to the Controlling Agency and the Incident Controller. The SMPC will also perform functions of the HMA during the incident response, including the confirmation of the Controlling Agency, recognition of the appointment of the Incident Controller and the declaration of an Emergency Situation if required. The SMPC will furthermore perform functions of the Jurisdictional Authority during the incident response, including facilitation of State and national assistance through SHP-MEE and National Plan arrangements. The specific duties of the SMPC during a MEE incident are detailed in the SHP-MEE Section 4.2.

5.3.2 Maritime Environmental Emergency Coordination Centre

During an actual or impending Level 2 or 3 MEE incident, the SMPC will establish a Maritime Environmental Emergency Coordination Centre (MEECC) to support them in the conduct of their duties. This is located in the DTMI Maritime Office in Fremantle. Where required, the MEECC will also incorporate the establishment of an Operational Area Support Group (OASG), comprised of senior representatives from other government organisations to support the incident.

5.3.3 Public Information and Warnings

In accordance with Section 4.5 of the SHP-MEE, the SMPC has overall responsibility for the provision of media management and public information during an actual or impending MEE incident. The SMPC will seek to work in partnership the Controlling Agency to establish a single coordinated public information strategy as it pertains to the MEE response. The SMPC will also seek to work in partnership with any relevant Local Authority to establish a single coordinated public information strategy as it pertains to the MEE response.

5.3.4 Local Emergency Coordinator

Section 37 of the EM Act requires that the SEMC appoint, in consultation with local government, a Local Emergency Coordinator (LEC) for each local government district. The role of LEC has been assigned to the officer in charge of each Police sub-district, who is to:

- Provide advice and support to the Local Emergency Management Committee (LEMC) to develop and maintain emergency management arrangements for the local government district, as described in State EM Policy section 2.5
- Assist the HMA in the provision of a coordinated response at a local level, as described in section 5.2.2 of this Plan
- Carry out other emergency management activities in accordance with the directions of the SEC.

Detailed roles and responsibility statements for the SEC, DECs and LECs are available in State EM Policy Appendix A.

5.4 Controlling Agency Arrangements

5.4.1 Control Arrangements

The Controlling Agency is the Agency identified in the SHP-MEE that controls the response activities for an incident.

In accordance with Section 4.1 of the SHP-MEE, for an actual or impending MEE incident in WA, the controlling agency is either the relevant Port Authority or DTMI.

Upon notification of a MEE incident, the relevant controlling agency are required to:

- Appoint an Incident Controller
- Establish an IMT and Incident Control Centre (ICC)
- Notify DTMI as the HMA / Jurisdictional Authority (via the 24-hour reporting number **(08) 9480 9924**)
- Commence execution of any relevant Oil Spill Contingency Plan or Incident Management Plan.

5.4.2 Incident Controller

The Controlling Agency through the SMPC is responsible for the appointment and recognition of an Incident Controller for an incident. The Incident Controller has overall responsibility for the management of all activities and personnel deployed to resolve the incident.

5.4.3 Incident Management Team

The Controlling Agency through the Incident Controller is responsible for the effective management of an incident using an Incident Management Team (IMT). The exact composition of the IMT will be dependent on the Incident requirements however should always include personnel from local authorities where relevant.

5.4.4 Responder Health and Safety

The Controlling Agency through the Incident Controller and any appointed Safety Officer is responsible for the overall health and safety of all responders under their control. All responders will need adhere to safety requirements outlined by the Controlling Agency and their relevant Safety Management System (SMS). The safety requirements of any combat agency or Local Authority and its staff should also be adhered to during incident response.

5.4.5 End Point Criteria

The Controlling Agency through the Incident Controller is responsible for determining when to conclude the response phase of an incident. This is achieved through the development of End Point Criteria (EPC) which require approval by both the Incident Controller and the SMPC. This process allows for the formulation of agreed measurable criteria for determining when to stop operations and allow for a practical assessment of determining what level of cleanliness is required for the incident. It determines if the effort to respond operationally is no longer having an effect. The formulation of the EPC is a collaborative forum involving relevant stakeholders and may be inclusive of local authorities.

5.5 Response Phase Requirements

5.5.1 Initial Response

During an actual or impending MEE incident, the Controlling Agency is required to commence or facilitate initial response actions focusing on the following:

- Ensuring the safety of personnel, including response personnel.
- Ensuring the safety of the community.
- Controlling and/or stabilising the source or vessel and minimising actual or potential spillage of oil into the marine environment.
- Containing any oil that does enter the marine environment to minimise impacts and aid recovery.
- Appraising actual/potential impacts of incident to inform subsequent ongoing response actions

The exact nature of these initial response actions will vary depending on many factors, including location and the incident specifics.

5.5.2 Ongoing Response

To enable an effective ongoing response, the Controlling Agency is required to establish and maintain an appropriately resourced and structured IMT. Key functions to be performed by the IMT include:

- Deliver a coordinated response in collaboration with the SMPC.
- Ensure the safety of responders and the community.
- Maintain situational awareness and predict future impacts.
- Manage current operations and actions including deployment of personnel and resources.
- Formulate incident action plans to direct future response operations and actions.
- Manage resources and maintain accurate record keeping, including expenses incurred.
- Assisting recovery through the provision of support to the Recovery Coordinator.

6 Recovery

6.1 Local Authorities Assistance – Recovery

To assist DTMI to meet the recovery management responsibilities for MEE incidents, local authorities in coastal areas can consider the following:

- Incorporate a relevant agency representative (eg. Local Recovery Coordinator) into any recovery coordination committee.
- Assist in the facilitation of recovery actions such as ongoing waste management and community consultation as appropriate.
- Provide representation with regards to community needs or concerns to the Recovery Committee(s) to aid in key decision making.
- Support the single coordinated public information strategy (particularly for community information).
- Where relevant, facilitate ongoing closures and subsequent opening of shorelines and coastal amenities where required as part of recovery.

6.2 Recovery Coordination Arrangements

The HMA is responsible for ensuring an effective recovery process is initiated for a MEE incident. The impacted local government is responsible for managing recovery following an emergency affecting the community in its district. The controlling agency is responsible for coordinating the completion on an impact statement prior to transfer of responsibility for management of recovery to the affected local government (State EM Recovery Procedure 5.4). Specific information pertaining to recovery arrangements are detailed in Section 5 of the SHP- MEE. This includes the commencement of initial recovery coordination actions undertaken by both DTMI as the HMA and the Controlling Agency during the response phase and as part of response termination, including:

- Appointment of Recovery Coordinator
- Development of Impact Statement
- Handover to Recovery Coordination Committee(s)

6.2.1 Initial Recovery Coordinator

During an incident the Controlling Agency (CA) through the Incident Controller must consider or appoint a Recovery Coordinator to initiate recovery actions and commence the development of an Impact Statement. Recovery is initiated and undertaken by the CA until a local recovery structure is established. During any MOP Incident, the Controlling Agency through an appointed Recovery Coordinator must develop and complete an Impact Statement prior to response termination as per requirements outlined in the State Emergency Management Procedures for Recovery (State EM Policy and Plan).

6.2.2 Recovery Coordination

Depending on the impact from the MEE incident and the recovery actions required, the SMPC will seek to determine the appropriate requirements for effective recovery coordination post the response to an incident. This will include,

Consideration by the SMPC (in consultation with the CA) during the response phase of the incident of the requirement to prepare an Impact Statement and inform DFES State Recovery Coordination Unit and any potentially or actually impacted Local Authorities of the incident and its potential impacts or recovery requirements.

Following response, for any Level 2/3 Incident, a deliberate recovery process will be implemented. Depending on the impact from the MEE incident and the recovery actions required, recovery may include one or multiple of the following recovery components:

- **Marine Recovery Coordination Committee**

Managed by a Marine Recovery Coordinator and focused on recovery of impacted marine areas where local government jurisdiction does not exist and thus a local recovery coordination arrangement is not applicable.

- **Local Recovery Coordination Committee**

Managed by a Local Recovery Coordinator and will facilitate local recovery as per normal local recovery arrangement outlined in State EM arrangements.

- **State Recovery**

Managed by DFES State Recovery (potentially an appointed State Recovery Coordinator) and will facilitate recovery requirements beyond the capacity of normal local recovery arrangements as outlined in State EM arrangements.

The Local Authority recovery aspect can accept and improve an Impact Statement for the emergency from the Controlling Agency, in conjunction with the State Recovery Coordinator. They will nominate a local recovery coordinator and manage the community recovery process through the Local Recovery Coordination Group with support of other agencies identified in the local recovery plan. This also includes developing an operational recovery plan.

6.2.3 Cost Recovery and Claims Management

The Controlling Agency, followed by the recovery coordination group for an incident is responsible for initiating and preparing claims for cost recovery, or ensuring the relevant polluter has such arrangements in place based on the “Polluter Pays Principle.” Claims should not just include costs directly incurred from the controlling agency. A controlling agency or recovery coordination group will also need to ensure there are arrangements to facilitate third party claims management as part of cost recovery actions.

7 Conclusion

7.1 Document Review

This Guidance Note will be reviewed biannually, or earlier if required.

7.2 Additional Information

7.2.1 Australian Government:

- AMSA National Plan for Maritime Environmental Emergencies.
- AMSA National Plan for Maritime Environmental Emergencies – Aide-memoire for Marine Pollution Response.

WA State Government:

- Emergency Management Act 2005 and the Western Australian Emergency Management Regulations 2006.
- State Emergency Management Plan.
- State Hazard Plan for Maritime Environmental Emergencies.
- State Incident Management Plan – Marine Oil Pollution
- State Incident Management Plan – Marine Transport Emergencies
- Shipping and Pilotage Port Act Port Oil Spill Contingency Plans.
- Western Australian Oiled Wildlife Response Plan.
- DTMI Ports Guidance Note – Maritime Environmental Emergencies: Response and Collaboration Arrangements

Legislation and codes relevant to this Plan include but are not limited to:

- *Emergency Management Act 2005*
- Emergency Management Regulations 2006 (EM Regulations)
- *Marine and Harbours Act 1981*
- *Pollution of Waters by Oil and Noxious Substances Act 1987 (POWBONS)*
- *Port Authorities Act 1999*
- *Shipping and Pilotage Act 1967*
- *Western Australian Marine Act 1982*

7.3 General Enquiries

All enquires relating to MEE incident management arrangements in WA should be made to:
Maritime Environmental Emergency Response
Maritime | Department of Transport
Fremantle, Western Australia
marine.pollution@transport.wa.gov.au

8 Appendix 1 – Local Authority support required by a Controlling Agency during the response to a Maritime Environmental Emergency

Area	Role / capability	Key support / requirements
MEECC / IMT	Local Authority Liaison Officer or Local Emergency Coordinator	For all representatives support Public Information dissemination to impacted local communities in support of the State Marine Pollution Coordinator For all representatives participate as a member of the Incident Management Team and Incident Support Group For Native Title/Land Council representatives, support cultural awareness/ understanding in the management of the Incident. For Marine Area (eg. DBCA/DPIRD) representatives, support environmental awareness/understanding in the management of the Incident. Note: This support can be provided virtually as the MEECC/IMT may be in Fremantle.
	Local Emergency Management Committee	Support the establishment and participate in the Incident Support Group Note: This support can be provided virtually.
FOB	Local Emergency Coordinator or Local Ranger Manager	For all representatives support response resources in the impacted area with local knowledge and local resourcing as available. For all representatives participate as a member of Incident Forward Operating Base (if established) For Indigenous Ranger Management representatives, support cultural awareness/ understanding is response to the Incident. For Marine Area (eg. DBCA/DPIRD) representatives such as Parks and Wildlife Managers and Fisheries Manager, support environmental awareness/understanding in the management of the Incident. Participate as a member of Incident Forward Operating Base (if established) Note: This support needs to be provided in person.
Incident Response Area	Local Rangers	For all rangers, support response teams in the impacted area with local knowledge and accessibility to coastal areas by integrating within response teams. For Indigenous rangers assist in adherence to cultural awareness/understanding by response teams For marine park rangers assist in management of wildlife response and shoreline clean-up with response teams
	Temporary Waste Storage	For local government assist in the identification and establishment of potential temporary waste storage sites and final waste treatment/disposal sites in conjunction with Department of Water, Environment and Regulation.
	Closures and Evacuations	For local government assist in the management of coastal amenity closures and shoreline evacuations (as needed) LGA's would provide: • Initial response and closure of applicable beach. • Provide support during hours of work. • *Outside security may need to be sourced by lead agency to entirely prevent unauthorised access.
	Facilities support	Assist in identifying and establishing a feasible Forward Operating Base (if required) Assist in identifying and establishing required Staging Areas Assist in identifying and establishing amenity facilities to support the sustainment of response activities (as required)

9 Appendix 2 – Local Authority support required by the Hazard Management Agency during the recovery from a Maritime Environmental Emergency

Area	Role / capability	Key duties / requirements
Marine Area Recovery Coordination Group	Local Authority Liaison Officer	Support Public Information dissemination to impacted local communities in support of Recovery. Support understanding of community impacts and recovery needs.
	Local Representative	For all representatives participate as a member of the Marine Area Recovery Coordination Group (as relevant) Support understanding of impacts and recovery needs from own organisation's perspective.
Local Recovery Coordination Group	Local Recovery Coordinator	Support recovery through the establishment of a Local Recovery Coordination Group where impacts to local community have occurred.
	Local Representative	For all representatives participate as a member of the Local Recovery Coordination Group (as relevant) Support understanding of impacts and recovery needs from own organisation's perspective.
Incident Recovery Area	Waste Management	For local government assist with ongoing management of temporary waste storage sites and final waste treatment/disposal sites in conjunction with Department of Water, Environment and Regulation.
	Termination Criteria	For all representatives, be prepared to consult on termination criteria requirements and results following the incident.
	Closures	For local government assist in the management of ongoing coastal amenity closures and any reopening of amenities or shorelines (as needed)

Contact

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