



Government of **Western Australia**
Department of **Transport**

Empowering a
thriving *community*

Business Plan – FY 2023/24

MEER & PORTS



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MEER & Ports Branch

Background

The Department of Transport is the Hazard Management Agency for Maritime Environmental Emergencies in WA. This encompasses the specific hazards of marine oil pollution and marine transport emergencies. The Department of Transport is also the Port Operator for Shipping & Pilotage Act Ports. This encompasses specific ports within WA as outlined in the Shipping & Pilotage Act 1967.

As part of the two responsibilities outlined above, the Department of Transport facilitates the Maritime Environmental Emergency Management Function (MEER) and the Port Operations Function (Ports) within its Maritime Business Unit as part of the MEER & Ports Branch. The activities of these functions are centred around arrangements laid out in the State Hazard Plan for Maritime Environmental Emergencies, the Intergovernmental agreement on the National Plan to combat pollution of the sea by oil and other noxious and hazardous substances (National Plan), the Shipping & Pilotage Act 1967 and the roles of State Marine Pollution Coordinator and Harbour Master.

State Hazard Plan

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

National Plan

The Intergovernmental agreement on the National Plan to combat pollution of the sea by oil and other noxious and hazardous substances (National Plan) sets out the plan for how Australia will respond to marine pollution spills in Australian waters. The plan is centred around a collective intergovernmental agreement with the Australian Government and Australian states and territories characterised by willing and effective cooperation under mutual aid and support arrangements.

State Marine Pollution Coordinator

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

Harbour Master

The Harbour Master is a Master Mariner who is appointed with specific powers to allow them to control shipping operations in declared Shipping and Pilotage Act Ports for the purpose of ensuring the safe facilitation of maritime trade.

The MEER Team

Role

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

Purpose

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

Mission

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

Approach

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

Motto

'Simple Solutions ... Partnered Success'



The Ports Team

Role

The Ports Team's role is to **support** the Department to meet its **obligations** as a **Port Operator**. As such they are the central capability within the Department for the management of Shipping & Pilotage Act Ports.

Purpose

To **safely** control shipping operations in Shipping & Pilotage Act Ports and to provide general Maritime advice as it pertains to commercial shipping or other maritime industry matters as required.

MEER & Ports Business Context

Strategic Outlook

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

Key Stakeholders

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

Key Committees and Forums

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

Core Capabilities

MEER Team

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

- **24/7 Duty Officer Service**
(maintain an on call service for both response activation and advice)
- **State Marine Pollution Coordination**
(provide strategic point of contact and enablement)
- **Maritime Incident Management and Support**
(all levels & components of MOP/MTE, plus other hazards)
- **Nearshore and Shoreline Response**
(Nearshore/Shoreline Assessment, Protection & Clean-up)
- **Other Agency Support**
(DWER, DFES, DBCA, AMSA, Port Authorities)
- **National Plan Support and Alignment**
(Marine Pollution Coordinator and National response Team)
- **Industry and Other Stakeholder Plan Consultation**
(NOPSEMA, DMIRS and Port Authorities)
- **Training and Exercise Facilitation**
(with AMSA and RTO providers)
- **Hazard Risk and Capability Management**
(Prevention, Preparedness, Response and Recovery)
- **Recovery Management and Support**
(Environment and Community focused)

Ports Team

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

- **24/7 Duty Harbour Master**
(maintain an on call service for port operations and incident matters)
- **Determination of Port Operating Parameters**
(approve operating parameters at all S&PA Ports)
- **Port Security Management of Cape Preston**
(maintain port security requirements of Cape Preston as Port Operator)
- **Marine Pilot Licencing Services**
(maintain licencing services for marine pilots at all S&PA Ports)
- **Marine Pilotage Exemption Certification**
(provide certification for pilot exempt masters at all S&PA Ports)
- **Maritime Advise and Consultation**
(provide commercial shipping or other maritime industry advice and consultation to the Department)

Key Deliverables

MEER Team

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

Incident Management

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

- Duty and Activation
- Incident Response
- Incident Recovery
- Evaluation/Learning

Hazard Management

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

- Risk Appraisal
- Capability Standards
- Plans/Arrangements
- Prevention Strategies

Preparation Management

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

- Personnel Capability
- Equipment Capability
- Training & Exercising
- Facilities & Stockpiles
- Systems Capability

Stakeholder Management

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

- Plan Consultation
- Ongoing Advice
- Collaboration
- Activities Awareness
- Support Arrangements

Ports Team

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

Ports Management

The control of shipping operations in all S&PA Ports

- Harbour Master
- Operating Parameters
- Licences and Exemptions
- Port Security

Maritime Expertise

The provision of Master Mariner advice on commercial shipping or other maritime matter

- Port Transitions
- Coastal Facility Operations
- Operational advice to FPAR
- General Advice

Key Objectives and Initiatives

MEER Team Objectives

In consideration of the MEER Team's mission and the business context as outlined before, the MEER Team will focus efforts on the achievement of five key objectives for the Financial Year of 2023/24.

- Expand our incident management capabilities beyond an MOP focus, to equality consider and coordinate the MTE hazard in collaboration with Port Authorities and AMSA.
- Consolidate and simplify information and asset management documentation, structures, and processes to maximise efficiency, accuracy, and reliability in core capability facilitation, including clear standards and safety protocols.
- Further partnered approaches in our management of Maritime Environmental Emergencies including supporting Port Authorities to remain in Control of their incidents more often and increased regional facilitation of collaboration activities and capabilities.
- Scope the expansion our incident management capabilities beyond a response focus, to equality consider and coordinate recovery, aligned to SEMC policies and procedures and Industry best practice, focused on environmental and community considerations.
- Seek, where feasible and sustainable, opportunities to support Whole of State Government emergency and crisis resilience, including Interstate Maritime Environmental Emergency collaboration with neighbouring jurisdictions.

MEER Team Initiatives

The MEER Team will commit resources to six key Projects and Initiatives for the Financial Year of 2023/24, with most aligned to the achievement of a key objective.

- Creation of new Incident Management Plans (MOP/MTE)
- Implementation of Port Guidance Note and Update to Industry Guidance Note
- Implement Updated Control Arrangements in SHP-MEE
- State Exercise 2023 (Port Incident, partnered with KPA)
- State Exercise 2024 (Recovery Focus, partnered with DFES)
- Shoreline Assessment Enhancement

Ports Team Objectives

In consideration of the Ports Team's purpose and the business context as outlined before, the Port Team will focus efforts on the achievement of three key objectives for the Financial Year of 2023/24.

- Continue to facilitate the Port Transition process (from S&PA Port Arrangements to Port Authority Arrangements)
- Holistically review operating procedures and parameters at all S&PA Ports
- Continue to facilitate the advice on safe vessel operating parameters for DoT managed Coastal Facility

MEER Defined Programmes

Duty Officer Program

- Supports the Duty and Activation Stream of the Incident Management Deliverable
- Manages the Duty Officer roster and processes, as well as the 1st Strike and Activation Processes

Planning Program

- Supports the Plans/Arrangements Stream of the Hazard Management Deliverable
- Manages the conduct of and scheduling of internal plan/doctrine development and reviews

Maintenance Program

- Supports the Equipment Capability Stream of the Preparedness Management Deliverable
- Manages the conduct of, standards, scheduling, and funding of maintenance (stockpile and ICC)

Training Program

- Supports the Personnel Capability and Training & Exercising Streams of the Preparedness Management Deliverable
- Manages the conduct of, requirements for, scheduling and funding of training (SRT/MIMT)

Exercise Program

- Supports the Training & Exercising Stream of the Preparedness Function, and the Stakeholder Management Deliverable
- Manages the objectives of, preparation for, scheduling, conduct and funding of Exercises

Site Visit Program

- Supports the Activity Awareness Stream of the Stakeholder Management Deliverable
- Manages the scheduling and conduct of site visits in collaboration with relevant stakeholders

Consultation Program

- Supports the Plan Consultation Stream of the Stakeholder Management Deliverable
- Manages the formal process for OSCP/OPEP reviews and consultation in support of Port Authorities/Operators and DMIRS/NOPSEMA

MEER Strategy to 2030

Vision to 2030

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



Strategic Priorities to 2030

- Maritime Emergency Centre of Excellence (New Storage & Training Facility at Woodman Point)
- Stabilised and Sustainable Capability Levels (Minimalist & consistent stockpiles, supported by partnerships)
- Technology Support and Systems Sustainability (AV, GIS, Digitisation, Automation)
- Intrenched Cross-Stakeholder & Integrated-Capability approach (Enhanced partnerships and defined standards)
- Proactive management of an evolving hazard (Collaboration with DFES, DWER, DBCA, AMSA and Ports)
- Evolving Hazard Awareness and Knowledge Sharing (Supported by an established narrative & a scientific focus)



Projected Capability Focus Areas to 2030

- MTE Incident Management Plan Development
- MOP Incident Management Plan Update (State OSCP)
- Shoreline Assess Enhancement
- WAMOPRA Update
- Air Operations Capability Formalisation
- New metropolitan preparedness facility (stockpile and training)
- Refinement of other hazards interplay
- Monitoring capability enhancement
- Recovery Incident Management Plan Development



Conclusion

Review Mechanisms

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

- DoT myJourney (MEER and Ports)
- Annual SEMC Capability Survey (MEER only)
- Exercise Evaluation (MEER only)

Additional Information

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

- State Hazard Plan – Maritime Environmental Emergencies
- Shipping and Pilotage Act Regulations

Document Review Schedule

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

General Enquiries

All enquiries relating to this plan should be made to:

- Director Maritime Environmental Emergency Response (MEER) & Ports
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