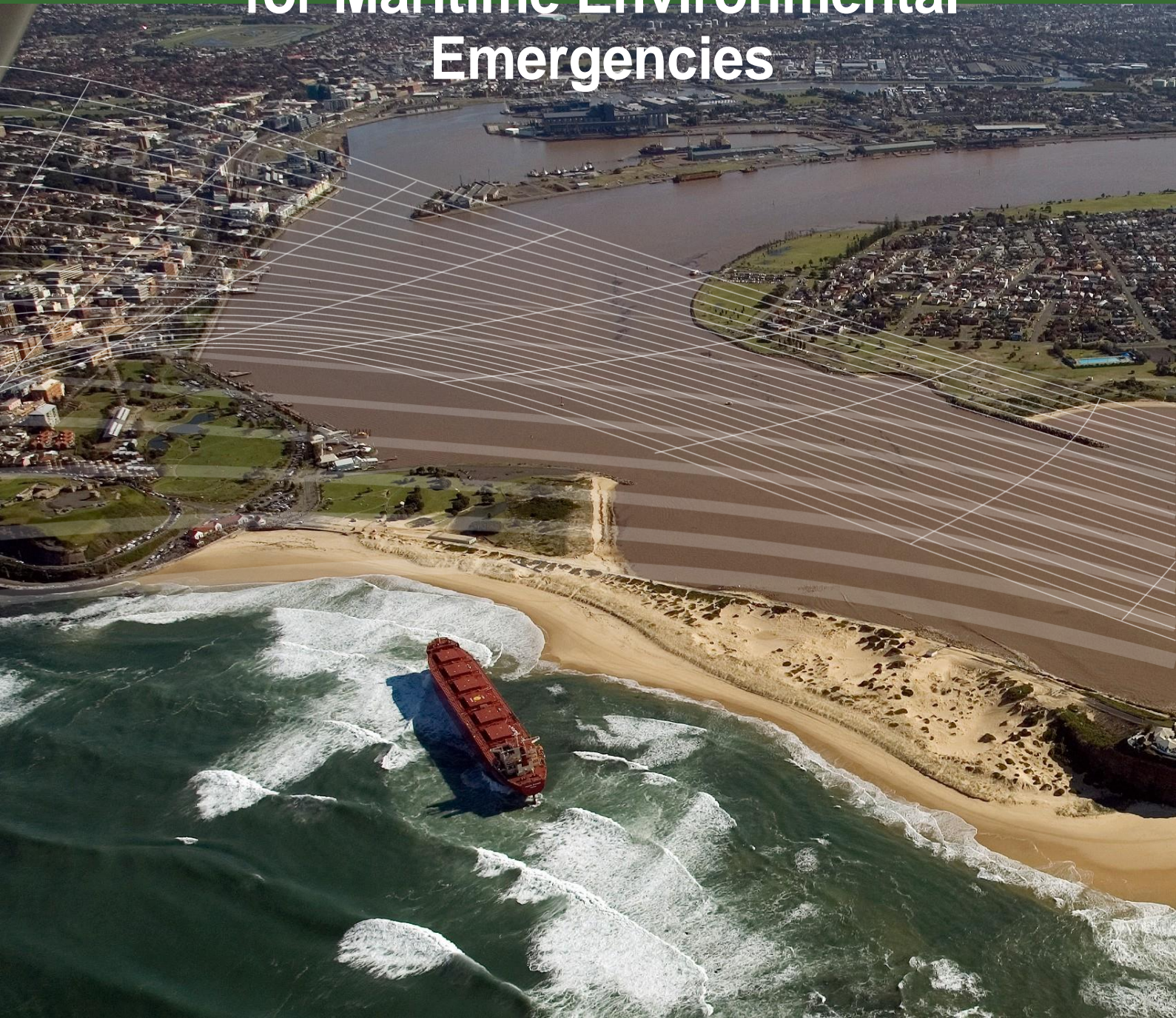




Australian Government  
Australian Maritime Safety Authority

# AUSTRALIAN GOVERNMENT COORDINATION ARRANGEMENTS for Maritime Environmental Emergencies



## Document control

<b>Owner</b>	AMSA	<b>Approved by</b>	AGNPC
<b>Department/Division</b>	Response Policy, Response Division	<b>Date Approved</b>	Approved by AGNPC, June 2024, incorporating comments from DISR, DAFF, AFMA & NEMA
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<b>Review</b>	AMSA, on behalf of AGNPC, will conduct reviews of the Coordination Arrangements every two years, to ensure the content remains correct and current. In addition, AMSA will conduct a review if/when requested by AGNPC.		

### Revision History

Revision Date	Version No.	Author	Description of changes
June 2024	2	DISR, DAFF, AFMA, NEMA	Updating their respective sections (DISR updated NOPSEMA and OPICC information). AMSA also made some administrative updates without changing the intent of the text.



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# PART 1 Scope and Governance

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## 1.1 Purpose

The purpose of the Australian Government Coordination Arrangements for Maritime Environmental Emergencies (Coordination Arrangements) is to provide a framework for the coordination of Australian Government departments and agencies to respond to a maritime environmental emergency.

## 1.2 Objectives

The objectives of the Coordination Arrangements are to:

- provide whole-of-government management of maritime environmental emergencies
- establish the roles and responsibilities of Australian Government departments and agencies in the management of maritime environmental emergencies
- protect the strategic interests and reputation of the Australian Government
- provide for the effective and timely briefing, reporting and engagement across the Australian Government and to the community
- coordinate the commitment of the Australian Government's resources to combat a maritime environmental emergency.

## 1.3 Scope

### Maritime Environmental Emergencies

The Coordination Arrangements apply to all maritime incidents as defined by the National Plan for Maritime Environmental Emergencies.

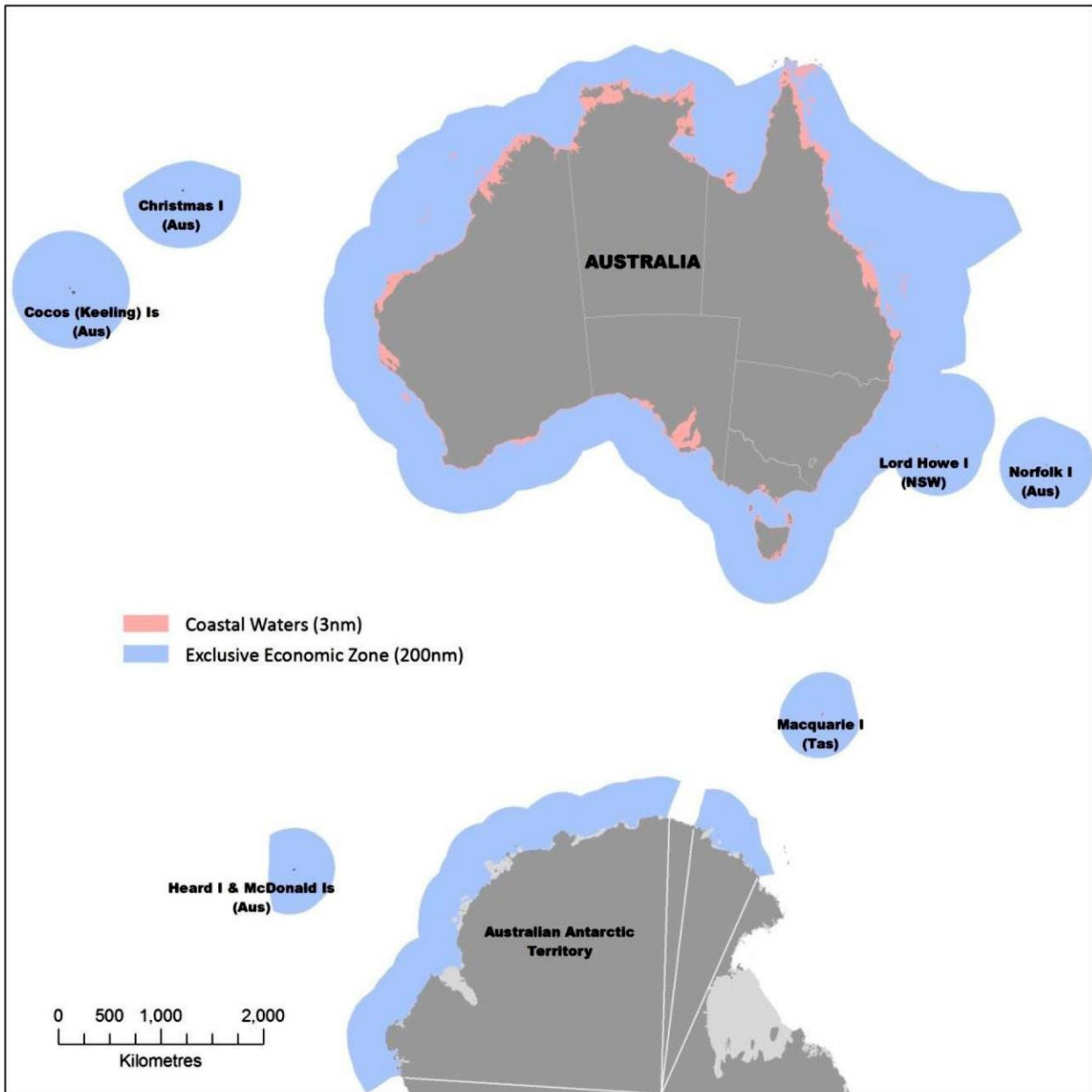
### Geographic Scope

This includes incidents occurring:

- within the Commonwealth marine area (Figure 1)
- on the High Seas or within the marine area of a neighboring country and that has the potential to impact the interests of the Australian Government or
- within the jurisdiction of a state or the Northern Territory and has the potential to impact the interests of the Australian Government.

The Coordination Arrangements may also be applied through the National Plan within the jurisdiction of a state or Northern Territory for significant incidents that require the support of the Australian Government.

Figure 1 – Geographic scope of the National Plan for Maritime Environmental Emergencies



## 1.4 Supporting Arrangements

The Coordination Arrangements are supported by the following strategic and operational plans detailed in Table 1.

**Table 1 – Relevant Strategic and Operational Plans**

Supporting Arrangement	Purpose
Australian Government Crisis Management Framework	<p>The Framework outlines the arrangements enabling the Australian Government’s ‘all hazards’ crisis management approach. This approach is a continuum of prevention, preparedness, response and recovery.</p> <p>The Framework is outlined within Attachment 1.</p>
Maritime Emergency Strategic Coordination Committee	<p>The inter-departmental committee with responsibility for whole-of-government coordination of maritime environmental emergencies involving ships, or Australian Government support to the states and Northern Territory.</p> <p>These arrangements are contained within Part 4.</p>
AMSA Marine Pollution Contingency Plan	<p>The operational response plan for the combat of incidents involving ships within the Commonwealth marine area. The plan will be implemented on all occasions where the Australian Maritime Safety Authority (AMSA) is the designated Control Agency.</p>
Offshore Petroleum Incident Coordination Framework	<p>The Framework outlines the Australian Government’s roles and responsibilities in response to a significant offshore petroleum incident in Commonwealth waters.</p> <p>The Framework is outlined within Part 5.</p>
AMSA Maritime Casualty Manuals (MCM) Volumes 1, 2 and 3	<p>The operational response plan for the management of maritime casualties within the Commonwealth marine area or where the Maritime Emergency Response Commander (MERCOCOM) has assumed control of the incident within the jurisdiction of the state or Northern Territory or on the high seas.</p>
Queensland Coastal Contingency Action Plan	<p>Outlines the arrangements for response to maritime environmental emergencies that impact on, or are likely to have an impact on, Queensland’s coastal waters and waters of the Great Barrier Reef World Heritage Area (GBRWHA) and the Torres Strait Protected Zone.</p> <p>The Queensland Government is the Control Agency for the management of any spill in the Great Barrier Reef Marine Park.</p> <p>AMSA is responsible for the management of SOLAS vessel casualties with direct support of Maritime Safety Queensland (MSQ) and the Great Barrier Reef Marine Park Authority (the Reef Authority).</p> <p>The Reef Authority is responsible for the management of non-SOLAS vessel casualties. Noting its maritime expertise MSQ will, under agreement with the Reef Authority, manage higher risk marine casualties with direct support of the Reef Authority and further support from AMSA as required.</p>

Offshore Petroleum Titleholder Oil Pollution Emergency Plans	The operational response plans for oil spills from offshore petroleum activities.  Oil and gas companies that have been awarded offshore title areas are referred to as titleholders in the <i>Offshore Petroleum and Greenhouse Gas Storage Act 2006</i> (OPGGs Act).
External Territory marine pollution contingency plans	The operational response plans for the combat of maritime environmental emergencies impacting upon Australian external territories.



## 1.5 Legal Arrangements

The implementation of the Coordination Arrangements are supported by the Commonwealth legislation detailed in Table 2.

**Table 2 – Applicable Commonwealth Legislation**

Commonwealth Legislation	Application to the National Plan
<p><i>Australian Maritime Safety Authority Act 1990</i></p>	<p>Establishes the AMSA as a statutory authority.</p> <p>Other related Acts administered by the AMSA can be found on the AMSA website: <a href="https://www.amsa.gov.au/about/who-we-are/enabling-legislation">https://www.amsa.gov.au/about/who-we-are/enabling-legislation</a> including:</p> <ul style="list-style-type: none"> <li>• Navigation Act</li> <li>• Marine Safety Acts</li> <li>• Marine Navigation Levy Acts</li> <li>• Protection of the Sea Acts</li> </ul>
<p><i>Offshore Petroleum and Greenhouse Gas Storage Act 2006</i></p>	<p>Sets out the requirements for offshore petroleum and greenhouse gas activities in Commonwealth waters.</p> <p>Provides for the National Offshore Petroleum Safety and Environmental Management Authority (NOPSEMA) or the responsible Commonwealth Minister to direct a titleholder to take actions in response to an incident and to clean-up, monitor impacts and, where necessary, reimburse NOPSEMA or the Commonwealth for undertaking these actions on behalf of the titleholder.</p>
<p><i>Environment Protection and Biodiversity Conservation Act 1999</i></p>	<p>Provides for the protection of the environment, especially those aspects of the environment that are “matters of national environmental significance”, including but not limited to, World Heritage Properties, Ramsar Wetlands, the Commonwealth Marine Area, and species listed under the Act.</p> <p>The Act provides for the making of exemptions if in the national interest with the National Plan. Exemptions covering the provisions of Part 3 and 13 of the Act have been issued for activities undertaken by persons responding to maritime environmental emergencies in accordance with the National Plan. Emergency response activities in Commonwealth marine reserves must be carried out in accordance with the management plan or with Director of National Parks approval if there is no current management plan.</p> <p>Offshore petroleum activities in Commonwealth waters undertaken in accordance with the <i>Offshore Petroleum and Greenhouse Gas Storage Act 2006</i> do not need to be referred for assessment under the EPBC Act, in accordance with the Minister for the Environment’s 2014 approval decision under Part 10 (strategic assessments).</p>
<p><i>Great Barrier Reef Marine Park Act 1975</i></p>	<p>Provides for the long-term protection and conservation of the environment, biodiversity and heritage values of the Great Barrier Reef Region.</p> <p>Sets out the requirement for approval of dispersant use in the Marine Park and notification to enter a zone for purpose of salvage.</p>

<p><i>Antarctic Treaty (Environment Protection) Act 1980</i></p>	<p>Provides for the protection of the Antarctic environment, including requiring all activities in the Antarctic to undertake an environmental impact assessment and establishing specific permitting arrangements for impacts on native flora and fauna. The Act provides exceptions for activities done in an emergency, including to protect the environment.</p> <p>When in force, Annex VI to the Protocol on Environmental Protection to the Antarctic Treaty will be implemented through this Act, including requirements for operators to undertake preventative measures and develop contingency plans in relation to environmental emergencies, and establish a liability regime for failing to respond to environmental emergencies in the Antarctic.</p>
<p><i>Fisheries Management Act 1991</i></p>	<p>Provides regulatory and other mechanisms to support any necessary fisheries management decisions during a response.</p>
<p><i>Maritime Powers Act 2013</i></p>	<p>Provides for the administration and enforcement of Australian laws in maritime areas, and for related purposes. The Act aims to give greater certainty to the maritime officers working in difficult conditions to protect Australia’s borders and enforce Australian maritime laws.</p>
<p><i>Maritime Powers Act 2013</i></p>	<p>Provides for the administration and enforcement of Australian laws in maritime areas, and for related purposes. The Act aims to give greater certainty to the maritime officers working in difficult conditions to protect Australia’s borders and enforce Australian maritime laws.</p>
<p><i>Australian Maritime Safety Authority Act 1990</i></p>	<p>Establishes the Australian Maritime Safety Authority as a statutory authority.</p> <p>Other related Acts administered by the AMSA can be found on the AMSA website: <a href="https://www.amsa.gov.au/about/who-we-are/enabling-legislation">https://www.amsa.gov.au/about/who-we-are/enabling-legislation</a> including:</p> <ul style="list-style-type: none"> <li>• Navigation Act</li> <li>• Marine Safety Acts</li> <li>• Marine Navigation Levy Acts</li> <li>• Protection of the Sea Acts</li> </ul>

## 1.6 Governance

The Coordination Arrangements work within the governance arrangements of the National Plan for Maritime Environmental Emergencies (the National Plan). Under the National Plan, sit a number of Committees, including the Australian Government National Plan Committee (AGNPC), which is responsible for ensuring Australian Government departments and agencies are prepared to respond to maritime environmental emergencies.

Figure 2 describes the Governance model.

**Figure 2 – Governance Model for the Australian Government Coordination Arrangements**



## 1.7 Management of the Australian Government Coordination Arrangements

AMSA is responsible for the day-to-day management of the Coordination Arrangements, including:

- maintenance of these Arrangements
- coordinating National Plan arrangements in support of a Commonwealth response and
- linkages with the National Plan governance arrangements.

Individual departments and agencies have responsibility to:

- ensure they are prepared to respond to a maritime environmental emergency within the scope of their responsibilities, as specified in Part 3 of this document.

## 1.8 Monitor and Review

AGNPC will be responsible for ensuring that the Coordination Arrangements remain current and effective.

AMSA, on behalf of AGNPC, will conduct reviews of the Coordination Arrangements every two years, to ensure the content remains correct and current. In addition, AMSA will conduct a review if/when requested by AGNPC.

Members of the AGNPC are responsible for advising AMSA of any changes to their circumstances that may affect the Coordination Arrangements.

# PART 2 Incident Management

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## 2.1 Background

The Coordination Arrangements address three areas of response to a maritime environmental emergency:

- strategic and crisis coordination
- emergency response
- recovery.

They do not replace existing plans and response systems but help to draw them into a single coordinated framework.

## 2.2 Strategic Coordination

Strategic and crisis coordination, within the context of these Arrangements, refers to bringing together Australian Government departments and agencies to manage the strategic and reputational interests of the Government as well as effectively and efficiently resource operational responses to incidents where relevant.

It may include:

- providing strategic leadership in response to a maritime environmental emergency
- developing a common operating picture on behalf of the Australian Government in relation to the incident
- coordinating the resources of all departments and agencies in support of the operational response
- coordinating a whole-of government approach to public communication and engagement
- providing strategic oversight of the response operation
- appropriately intervening where the operational response is failing to meet the strategic interests of the Australian Government.

## Australian Government Crisis Management Framework

The Australian Government Crisis Management Framework (AGCMF) defines the Australian Government's approach to crisis management. The Framework outlines Ministers and senior official's roles and responsibilities when preparing for, responding to and recovering from crisis, and sets out the arrangements that link ministers and the work of key officials, committees and facilities.

Attachment 1, (Integration with the Australian Government Crisis Management Framework) shows how the Australian Government Crisis Management Framework (AGCMF) intersects with the Maritime Emergency Strategic Coordination Committee (MESCC) and Offshore Petroleum Incident Coordination Committee (OPICC).

## Maritime Emergency Strategic Coordination Committee

A Maritime Emergency Strategic Coordination Committee (MESCC) may be formed in the event of a significant maritime incident involving a ship within the Commonwealth marine area, or where the Australian Government is supporting a state or Northern Territory under the National Plan arrangements.

The MESCC is led by AMSA and is constituted by the membership of the Australian Government National Plan Committee (AGNPC). Part 4 sets out the operating practice for the MESCC.

## Offshore Petroleum Incident Coordination Committee

An Offshore Petroleum Incident Coordination Committee (OPICC) may be formed in the event of a significant offshore petroleum incident in Commonwealth waters, as set out in the AGCMF and Offshore Petroleum Incident Coordination Framework. OPICC draws together expertise and capability from across government to guide a coordinated Commonwealth Government strategic response to an offshore petroleum incident in Commonwealth waters.

In these circumstances, the Department of Industry, Science and Resources (DISR) is the lead Commonwealth agency providing support to OPICC as the primary mechanism to facilitate coordinated strategic leadership. Part 5 sets out the purpose and membership of the OPICC.

The OPICC is led by the Department of Industry, Science and Resources. Part 5 sets out the purpose and membership of the OPICC.

### Incidents involving offshore petroleum activities and ships

Offshore petroleum activities are regulated by the National Offshore Petroleum Safety and Environmental Management Authority (NOPSEMA). If an event occurs in Commonwealth waters that incorporates both a significant offshore petroleum incident and a maritime environmental emergency involving a ship, together DISR/NOPSEMA and DITRDCA/AMSA will make an early decision on whether the OPICC will manage the Commonwealth Government's involvement and coordination, or the Maritime Emergency Strategic Coordination Committee will manage the incident.

## 2.3 Emergency Response

The 2023 Australian Government Crisis Management Framework<sup>1</sup> (AGCMF) is Australia's principal document for crisis management, and outlines the Australian Government's approach to preparing for, responding to, and recovering from crises. The AGCMF designates the lead agency or Minister responsible for a particular incident. The AGCMF identifies AMSA as the lead agency for maritime transport incidents as defined within the National Plan (refer AGCMF Annex B).

Emergency response within the context of the Coordination Arrangements refers to the direction and management of the operational and tactical response to a maritime emergency. This document establishes the control arrangements for maritime environmental emergencies within the Commonwealth jurisdiction. Further information on marine boundaries is at <https://www.ga.gov.au/scientific-topics/marine/jurisdiction/maritime-boundary-definitions>.

Hazard specific plans set out both the operational response arrangements and the designated control agencies.

Australian Government departments and agencies will support emergency response operations in accordance with their agreed roles and responsibilities as set out in Part 3.

### Maritime Casualty Incidents

AMSA is responsible for preparing and responding to maritime casualty incidents within the Commonwealth jurisdiction. These responsibilities will be implemented by the designated MERCOM (Maritime Emergency Response Commander) in accordance with the National Plan.

The *Maritime Casualty Management Manuals* (volumes 1, 2 and 3) sets out the operational response arrangements for maritime casualty incidents within the Commonwealth jurisdiction.

### Marine Pollution from Ships

The National Plan sets out responsibilities for the response to marine pollution incidents from ships. Table 3

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<sup>1</sup> [Australian Government Crisis Management Framework \(pmc.gov.au\)](https://pmc.gov.au)



sets out these responsibilities for the Commonwealth jurisdictions and identifies the relevant operational contingency plan.

**Table 3 – Preparedness and response arrangements for ship-sourced pollution**

Location	Agency(s) responsible for response preparedness	Agency(s) responsible for oversight of response operations	Control agency	Relevant contingency plan
Australian Antarctic Territory Stations and Macquarie Island*	Australian Antarctic Division (AAD)	AAD/AMSA**	AAD/ AMSA**	AAD Station Oil Spill Contingency Plans
Australian Antarctic Territories outside Stations	AMSA	AMSA	AMSA	AMSA AAT Oil Spill Contingency Plan (to be developed)
External Territories	Regional Australia/AMSA	Regional Australia/ AMSA	Port Authority	External Territories Marine Pollution Contingency Plans
Great Barrier Reef Marine Park	Maritime Safety Queensland/ GBRMPA	AMSA/ GBRMPA	Maritime Safety Queensland	Queensland Coastal Contingency Action Plan
Australian EEZ outside External Territories	AMSA	AMSA	AMSA	AMSA Marine Pollution Contingency Plan

\* AAD Station Fuel Spill Contingency Plans include a description of scope including maps of station limits and incidents covered by these plans

## Oil Spills from Offshore Petroleum Activities

The *Offshore Petroleum and Greenhouse Gas Storage Act (2006)* (OPGGSS Act) requires offshore petroleum titleholders, through their Oil Pollution Emergency Plans, to have approved arrangements in place to respond to oil spill incidents from petroleum activities.

In addition, this Arrangement notes that some shipping operations can also be classified as petroleum activities for the purpose of the OPGSS Act and as such, it seeks to clarify the preparedness and response activities governing those activities. Table 4 outlines the preparedness and response arrangements for facilities and/or vessels conducting petroleum activities.

**Table 4 – Preparedness and response arrangements for facilities or vessels conducting offshore petroleum activities.**

Type of vessel or facility		Jurisdictional authority	Control agency
<b>Facility #</b>	Fixed platform FPSO/FSO MODU Subsea Infrastructure Construction, decommissioning and pipe laying vessel	NOPSEMA	Titleholder
<b>Vessel</b>	Seismic Supply or Support Vessels Off-take Tanker	NOPSEMA & AMSA*	AMSA

# as defined by Schedule 3, Part 1, Clause 4 of the OPGGSA 2006.

\* NOPSEMA has legislative responsibilities for oversight of offshore petroleum activities. AMSA has legislated responsibility for all vessels in Commonwealth waters.

## 2.4 Recovery from Maritime Environmental Emergencies

The National Plan identifies four distinct aspects in the recovery from maritime environmental emergencies:

- economic recovery, including cost recovery for response agencies and economic loss on behalf of the community
- natural environment, including impact assessment and rehabilitation where ‘reasonable’ (noting that endpoint criteria should be agreed by all parties for a termination plan, which must also specify requirements for long term monitoring<sup>1</sup>)
- human-social, including support to affected communities
- infrastructure, including the repair and reconstruction of critical community infrastructure.

Part 3 identifies the responsibilities of Australian Government agencies in the recovery process from maritime environmental emergencies.

<sup>1</sup> The requirements for recovery functions are further described in Table 8 of the National Plan and in NP-GUI-025 RESPONSE, ASSESSMENT AND TERMINATION OF CLEANING FOR OIL CONTAMINATED FORESHORES, see section 1.4. NP-GUI-025 is available at <https://www.amsa.gov.au/marine-environment/national-plan-maritime-environmental-emergencies/np-gui-025-national-plan>

# PART 3 Agreed Responsibilities of Australian Government Departments and Agencies during Maritime Environmental Emergencies

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## 3.1 Australian Maritime Safety Authority

AMSA is a statutory authority established under the *Australian Maritime Safety Act (1990)*. AMSA manages and implements Australia’s responsibilities under a number of international conventions and Commonwealth legislation to provide:

- maritime safety and protection of the marine environment
- preventing and combating ship-sourced pollution in the marine environment
- providing infrastructure to support safety of navigation in Australian waters
- national search and rescue service to maritime and aviation sectors.

### Operational Phase

<b>LEVEL</b>	<b>INVOLVEMENT</b>
<b>Strategic</b>	<ul style="list-style-type: none"> <li>• Liaise (via the MESCC) with and coordinate other relevant Australian Government agencies involved in an incident.</li> <li>• Coordinate the Australian Government public information strategy in consultation with other agencies, in particular, the Department of Industry, Science and Resources for incidents involving offshore petroleum.</li> <li>• Convene, chair and provide secretariat support for an Incident Support Centre as needed.</li> <li>• Coordinate strategic advice and direction to the Incident Controller.</li> <li>• Provide oversight of State/NT intervention actions and assist as requested.</li> <li>• Coordinate acquisition of international assistance.</li> <li>• Where necessary, work with other agencies, including the Attorney General’s Department and Department of Foreign Affairs and Trade (DFAT) to inform and liaise with neighbouring countries that may be impacted by a pollution incident originating within Australian waters.</li> <li>• Manage the National Plan training framework and qualifications.</li> </ul>
<b>Operational</b>	<ul style="list-style-type: none"> <li>• Take control of the operational response to ship-sourced pollution within Commonwealth waters, except where MSQ takes operational command in accordance with QCCAP arrangements for GBRMP and the Torres Strait (see <a href="#">Queensland Coastal Contingency Action Plan - Dataset - Publications   Queensland Government</a>)</li> <li>• Provide technical advice and input to assist State/NT control agencies as necessary.</li> <li>• Meet Australia’s agreed roles and responsibilities under regional response plans.</li> </ul>
<b>Tactical/ Methods</b>	<ul style="list-style-type: none"> <li>• Provide fixed wing aerial dispersant capabilities.</li> <li>• Facilitate access to trajectory modelling services.</li> <li>• Facilitate activation of the National Response Team.</li> <li>• Assist with deployment of national equipment stockpile.</li> <li>• Fulfil roles within operational teams in the field as appropriate.</li> </ul>

### Recovery Phase

During the recovery from a marine pollution incident, AMSA’s primary roles relate to:

- Managing cost recovery from polluter
- Maintaining a sustainable and safe maritime industry.

## 3.2 Commonwealth Scientific and Industrial Research Organisation

CSIRO, the Commonwealth Scientific and Industrial Research Organisation, is Australia's national science agency and one of the largest and most diverse research agencies in the world.

CSIRO has more than 6500 staff located across 56 sites throughout Australia and overseas and leads research across a spectrum of diverse fields from agriculture to manufacturing.

CSIRO has capabilities to provide expert advice on many relevant topics to the National Plan, including environmental values, research strategies, chemistry, oceanography and monitoring.

### Operational Phase

<b>LEVEL</b>	<b>INVOLVEMENT</b>
<b>Strategic</b>	<ul style="list-style-type: none"><li>• Scientific advice to an incident management team's (IMT's) Environmental Science Coordinators and the Incident Controller in the event of an incident.</li></ul>
<b>Operational</b>	<ul style="list-style-type: none"><li>• Involvement in an IMT's 'Planning section' particularly in scientific/monitoring/data information analysis and management, including Geographic Information Systems (GIS) and remote sensing data. CSIRO will also be able to work with an IMT's 'Operations section' in the determination of field conditions and the impacts of operational decisions.</li></ul>
<b>Tactical/ Methods</b>	<ul style="list-style-type: none"><li>• Ability to deploy scientific monitoring teams to study the impact of dispersant operations (surface and subsurface), monitor oil hydrocarbons in marine waters and sediments as well as performing fish surveying, deep water benthic surveying, plankton surveying and scenario analysis and modelling. In addition, CSIRO own a large pool of oceanographic equipment, specialised systems and marine data management software that would be employed in the event of a marine incident.</li></ul>

### Recovery Phase

CSIRO has previously developed post incident research programs to develop an understanding of the environmental impacts of the incidents. These research programs have included a wide range of expertise from across CSIRO and often across the Australian research sector.

### 3.3 Department of Agriculture, Fisheries and Forestry (including Australian Fisheries Management Authority and Fisheries Research and Development Corporation)

The Department of Agriculture, Fisheries and Forestry (DAFF), the Australian Fisheries Management Authority (AFMA) and Fisheries Research and Development Corporation (FRDC) are the Australian government agencies with a focus on fisheries natural resources policy, Commonwealth fisheries management and fisheries research and development respectively.

The agencies manage and implement Australia's responsibilities under a number of international conventions and Commonwealth legislation to provide:

- domestic and international fisheries policy
- Commonwealth fisheries regulation and regional fisheries engagement
- fisheries research and development.

#### Operational Phase

LEVEL	INVOLVEMENT
<b>Strategic</b>	<ul style="list-style-type: none"><li>• Liaison with international / regional fisheries management organisations and similar entities.</li></ul>
<b>Operational</b>	<ul style="list-style-type: none"><li>• Liaison with the Commonwealth Australian commercial fishing industry.</li><li>• Close and open Commonwealth fisheries subject to advice on seafood safety.</li><li>• Ensure compliance with Commonwealth fisheries closures.</li><li>• Adjust Commonwealth catch levels to reflect any changes in the status of Commonwealth fish stocks.</li><li>• Contribute to Incident Response as required.</li></ul>
<b>Tactical/ Methods</b>	<ul style="list-style-type: none"><li>• Research projects to assist industry recovery.</li><li>• Undertake simulations of major marine pollution events.</li></ul>

#### Recovery Phase

During the recovery from a marine pollution incident, the Department of Agriculture, Fisheries and Forestry, the Australian Fisheries Management Authority and the Fisheries Research and Development Corporation primary roles relate to:

- Commonwealth fisheries regulation (opening and closing fisheries)
- food safety
- research and development to support fisheries recovery.



### 3.4 The Department of Climate Change, Energy, the Environment and Water (including Australian Antarctic Division)

The Department of Climate Change, Energy, the Environment and Water (DCCEEW) is responsible for implementing the Australian Government's policies to protect Australia's environment and heritage. The roles of the department in maritime environmental emergencies flow from the legislation it administers, notably the *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act), the *Underwater Cultural Heritage Act 2018* and the *Antarctic Treaty (Environment Protection) Act 1980*. Under this legislation, the Department's key roles of relevance to maritime environmental emergencies are:

- administration of the environmental impact assessment and approval requirements of the EPBC Act, which relate to activities that have or may have a significant impact on 'matters of National Environmental Significance' defined under the Act
- the management of Commonwealth Reserves (i.e. marine protected areas and national parks) established under the EPBC Act
- administration of permitting requirements under the EPBC Act related to activities that interact with threatened, migratory and marine species listed under the Act
- the provision of information on environmental and heritage values in the marine environment, especially matters of national environmental significance defined under the EPBC Act, marine and migratory species listed under the EPBC Act, and historic shipwrecks protected under the Underwater Cultural Heritage Act.

Under Antarctic-specific legislation (and EPBC Act) the Australian Antarctic Division of the department has a role in the protection and management of the environment below 60-degrees south. It is also responsible for the administration of the Territory of Heard Island and McDonald Islands, and adjacent waters.

Throughout the following text, the term 'conservation values in Commonwealth waters' is used to capture the key interests of the department given the responsibilities described above. This term should be understood to include:

- matters of National Environmental Significance defined under the EPBC Act
- species listed under the EPBC Act (that are not otherwise matters of National Environmental Significance)
- the values of Commonwealth Reserves in place under the EPBC Act
- historic shipwrecks declared under the Underwater Cultural Heritage Act
- the environment and dependent and associated ecosystems of the Australian Antarctic Territory
- and the Territory of Heard Island and McDonald Islands.

#### Preparedness

- Support AMSA-led preparedness efforts, including:
  - provision of data and information on conservation values in Commonwealth waters
  - participate in the development of strategies and procedures for environmental protection as they relate to conservation values in Commonwealth waters.
- Parks Australia to develop and maintain incident response policies and practices for Commonwealth Reserves.
- Australian Antarctic Division to maintain fuel spill contingency plans for Australian Antarctic and subantarctic stations.
- Working with potential Control Agencies, maintain exemptions, permits and approvals under legislation administered by the department needed to facilitate maritime emergency response.

## Operational Phase

LEVEL	INVOLVEMENT
<b>Strategic</b>	<ul style="list-style-type: none"> <li>• Provide information to lead agencies on conservation values in Commonwealth waters impacted or potentially impacted by a maritime emergency. This may involve:                             <ul style="list-style-type: none"> <li>• participation in Australian Government coordination arrangements established in the context of a maritime emergency</li> <li>• contribution to whole of government coordination of public information dissemination about a maritime incident.</li> </ul> </li> </ul>
<b>Operational</b>	<ul style="list-style-type: none"> <li>• Assist the Incident Management Team to understand information provided by the Department in the preparedness phase on conservation values in Commonwealth waters impacted or potentially impacted by a maritime emergency:                             <ul style="list-style-type: none"> <li>• within the vicinity of Australian Antarctic Stations and Macquarie Island, the Australian Antarctic Division will provide operational support for incidents consistent with AAD Fuel Spill Contingency Plans (see Table 3 – preparedness and response arrangements for ships)</li> <li>• Parks Australia will participate in an advisory capacity when an incident occurs in a Commonwealth marine reserve or threatens the values of a Commonwealth marine reserve by identifying the values of the reserve that should be taken into account during the response operation and that may inform environmental monitoring. Parks Australia has a small local presence on several remotely located assets, including Christmas Island and Cocos Island, but it has very limited capacity and expertise to provide onshore assistance.</li> </ul> </li> <li>• Assistance provided by the Department may involve:                             <ul style="list-style-type: none"> <li>• interpretation of information provided by the Department to AMSA’s preparedness platforms</li> <li>• provision of additional information where required</li> <li>• input to oiled wildlife response planning through provision of information on the likely presence of wildlife protected under the EPBC Act in the incident area and priorities for oiled wildlife response (noting that such information may have been provided at the preparedness phase)</li> <li>• provision of an agency liaison officer to the Incident Management Team where it is mutually agreed that real time input from the department is required.</li> </ul> </li> <li>• Administer the provisions of the EPBC Act related to exemptions, approvals and permits that may be relevant to response operations. Noting that decisions on exemptions under the Act, and in some instances permits, are a matter for the Minister rather than the Department. Within the Department:                             <ul style="list-style-type: none"> <li>• the Director of National Parks has issued approvals for remediation actions undertaken by oil and gas title holders or by government agencies in managing or responding to maritime environmental emergencies, which may otherwise not be in accordance with management plans for Commonwealth Marine Reserves</li> <li>• the Australian Antarctic Division administers the ATEP Act. In a response scenario within the Australian Antarctic Territory the Division can provide advice and authorize permits or approvals required under the ATEP.</li> </ul> </li> </ul>
<b>Tactical/ Methods</b>	<ul style="list-style-type: none"> <li>• Where requested and equipped, provide on-shore assistance to the Incident Management Team in the event of oil spills threatening shorelines of Australian Antarctic Territory, Macquarie Island, the Territory of Heard Island and McDonald Islands, Christmas and Cocos Island and other remotely located assets where the department has a local presence.</li> </ul>

## Recovery Phase

Compliance action under the EPBC Act and other legislation administered by the department in response to a maritime environmental emergency incident. This may include remediation determinations, conservation agreements, variation of the conditions of approval and other measures directed at addressing the impacts of a maritime emergency environmental on matters protected under the EPBC Act and other legislation administered by the department.

## 3.5 Department of Industry, Science and Resources

The Department of Industry, Science and Resources (DISR) supports economic growth and job creation for all Australians, including within the resources sector by:

- leveraging and building on Australia’s strengths
- supporting businesses to invest and create jobs
- driving long-term productivity, growth and sustainability.

The department provides advice and policy support to the Australian Government on issues including the management and regulation of the Australian resources sector.

This includes providing policy advice on offshore petroleum matters consistent with the principals of environmental responsibility and sustainable development.

The department is responsible for the administration of the *Offshore Petroleum and Greenhouse Gas Storage Act 2006* (OPGGS Act) and related regulations, the framework for offshore oil and gas activities and oil spill preparedness and response arrangements.

### Preparedness

- **Review:** the department is responsible for maintaining the Offshore Petroleum Incident Coordination Framework (the Framework), which includes regular desktop reviews of the Framework. The outcomes of these reviews may require revisions to the Framework as appropriate.
- **Exercise:** the Framework will be exercised with participants from key agencies approximately every 24 months. The department will coordinate the activation of the OPICC, in conjunction with other government or industry exercises where possible.
- **Training:** in order to build and maintain an ongoing strategic response capability (including crisis management) the department promotes learning and development opportunities for OPICC members and members of the department’s Crisis Management Team.

### Operational Phase

LEVEL	INVOLVEMENT
<b>Strategic</b>	<ul style="list-style-type: none"> <li>• Lead and coordinate relevant Australia Government agencies to deliver a whole- of-government effort during a significant offshore petroleum incident.</li> <li>• Activate and implement the Australian Government Offshore Petroleum Incident Communication Strategy in cooperation with OPICC members, in particular NOPSEMA and AMSA.</li> <li>• Convene, chair and provide secretariat support for the Offshore Petroleum Incident Coordination Committee as needed.</li> </ul>
<b>Operational</b>	<ul style="list-style-type: none"> <li>• Identify and coordinate, through the OPICC, ways in which relevant Commonwealth Government agencies may assist in the operational response to the incident, if required.</li> </ul>
<b>Tactical/ Methods</b>	<ul style="list-style-type: none"> <li>• Not applicable.</li> </ul>

### Recovery Phase

During the recovery from a significant offshore petroleum incident in Commonwealth waters, DISR’s primary role is:

- providing policy advice to government
- administering the OPGGS Act and associated regulations, which may include assisting with the conduct of a Commission of Inquiry
- ongoing communications and media activities where necessary.

## 3.6 Department of Infrastructure, Transport, Regional Development, Communications and the Arts

The Department of Infrastructure, Transport, Regional Development, Communications and the Arts (DTRDCA) advises the Australian Government on national infrastructure, transport and regional development matters.

In the Maritime and Shipping Branch, this includes implementing into domestic legislation Australia's international obligations as they relate to shipping (including the International Convention for the Prevention of Pollution from Ships (MARPOL)), developing maritime environment policy, amending relevant domestic legislation (including the *Protection of the Sea (Prevention of Pollution from Ships) Act 1983*) and regulating access to coastal trading.

The Territory Reform and Service Delivery Branch has involvement in responding to or combatting marine pollution in some of the external non-self-governing territories (Christmas Island, Cocos (Keeling) Islands, Territory of Ashmore and Cartier, and the Coral Sea Islands Territory) outside National Marine Reserve Park boundaries.

### Operational Phase

LEVEL	INVOLVEMENT
<b>Strategic</b>	<ul style="list-style-type: none"> <li>The Department provides policy advice and facilitates communication with the Minister and the Australian Government more broadly on issues relating to the maritime environment and shipping, and external non-self-governing Territories where necessary.</li> <li>The Territory Reform and Service Delivery Branch maintains port management contracts with port authority, which includes responsibility for emergency management. The Branch develops plans for and provides assistance for the management of a local response to emergency incidents within the port.</li> </ul>
<b>Operational</b>	<ul style="list-style-type: none"> <li>Within the port, the Harbour Master has operational jurisdiction. However, if a state of emergency has been declared, the Territory Reform and Service Delivery Branch will liaise with Senior Officers, the Australian Federal Police (Territory Controller) regarding its response directions (consistent with Territory of Christmas Island Emergency Management Ordinance 2012) and Cocos (Keeling) Islands documents.</li> </ul>
<b>Tactical/ Methods</b>	<ul style="list-style-type: none"> <li>Within the port, fulfil roles within operational teams in the field as appropriate.</li> </ul>

### Recovery Phase

Within the port, the Harbour Master indicates mitigation work to be done within the port.

## 3.7 Great Barrier Reef Marine Park Authority

The Great Barrier Reef Marine Park Authority (GBRMPA) is an Australian Government statutory authority responsible for the protection and management of the Great Barrier Reef Marine Park.

The reef's management is enhanced through partnership with Traditional Owners, Australian and Queensland government agencies, industry, community organisations, and individuals.

### Operational Phase

LEVEL	INVOLVEMENT
<b>Strategic</b>	<ul style="list-style-type: none"> <li>• Provide environmental advice to relevant officers and groups at all levels of an incident response, and to the Australian Government Environment Minister, on the known and likely impacts of a maritime environmental emergency and the best mitigation actions to reduce this impact and aid recovery.</li> </ul>
<b>Operational</b>	<ul style="list-style-type: none"> <li>• Provide operational resources, including through the Reef Joint Field Management Program with Queensland, to any incident response, particularly where these have an environmental or community focus. These resources are typically applied to Incident Management Team support, impact quantification, decision support, compliance investigations, and Traditional Owner engagement.</li> <li>• Manage aspects of an environmental emergency, for instance:               <ul style="list-style-type: none"> <li>• the removal of vessels for an environmental reason</li> <li>• engagement or involvement of user groups and the community in a response</li> <li>• actions to mitigate physical damage to sensitive habitats, for instance coral reefs.</li> </ul> </li> <li>• Endorse certain control actions proposed in an incident response, such as the use of dispersants on oil.</li> <li>• Participate in or coordinate, in cooperation with other agencies, the investigation of offences and instituting criminal or civil compliance actions.</li> </ul>
<b>Tactical/ Methods</b>	<ul style="list-style-type: none"> <li>• Provide environmental advice at a tactical level.</li> <li>• Undertake vessel, aerial and land-based actions required by the incident controller, particularly through the application of Reef Joint Field Management Program resources.</li> </ul>

### Recovery Phase

- Coordinate or undertake monitoring of impacts and recovery.
- Assess and permit, facilitate or undertake remediation of damaged ecosystems and habitats from both pollution and direct impacts from vessel groundings.
- Work with communities and users of the marine park to minimise cultural, social and economic impacts and involve communities and industries in environmental, cultural, social and economic recovery.



## 3.8 National Emergency Management Australia

National Emergency Management Australia (NEMA) is Australia's National Disaster Management Organisation. It is an Executive Agency under the Department of Home Affairs portfolio and is the Australian Government's focal point for situational awareness, emergency preparedness, crisis management and response and recovery for domestic crisis. Through close links with state and territory counterparts, NEMA is the principal executor of the AGCMF and delivers critical programs and services that strengthen and maintain Australia's national security and emergency management capability.

NEMA operates the National Situation Room (NSR), an all-hazards, 24/7 facility that provides whole-of-government awareness to inform national decision-making during a crisis and the National Security Hotline is hosted and managed within the NSR.

NEMA works with a range of Australian Government and jurisdictional agencies and departments to strengthen Australia's crisis management arrangements.

### Operational Phase

LEVEL	INVOLVEMENT
<b>Strategic</b>	<ul style="list-style-type: none"> <li>• Provide validated situational awareness for the Australian Government.</li> <li>• Initiates and hosts the Australian Government Crisis Recovery Committee (AGCRC).</li> <li>• Activates and Chairs the National Coordination Mechanism (NCM) to bring together relevant Australian Government, state and territory government, and private sector representatives.</li> <li>• Provide the single point of contact through the NSR.</li> <li>• Assist with the Australian Government public information strategy in consultation with other agencies.</li> <li>• Provide support and work with AMSA and the Department of Foreign Affairs and Trade (DFAT) to inform and liaise with other countries that may be impacted by a pollution incident originating within Australian waters.</li> <li>• Provide an assessment and options of Australian government support to any crisis.</li> <li>• Activate the Australian Government Disaster Response Plan (COMDISPLAN).</li> </ul>
<b>Operational</b>	<ul style="list-style-type: none"> <li>• Coordinate the provision of Australian Government non-financial assistance to Australian jurisdictions under COMDISPLAN.</li> <li>• Maintain 24/7 all-hazards situational awareness and monitoring through the NSR.</li> <li>• Provides trained Liaison Officers into respective Australian Government and Jurisdiction Coordination/Control Centre's.</li> </ul>
<b>Tactical/ Methods</b>	<ul style="list-style-type: none"> <li>• EMA is not involved in tactical operations.</li> </ul>

### Recovery Phase

Consider non-financial recovery support subject to suitability of capability and if requested. Marine pollution incidents are not eligible under the Natural Disaster Relief and Recovery Arrangements.

## 3.9 National Offshore Petroleum Safety and Environmental Management Authority

The National Offshore Petroleum Safety and Environmental Management Authority (NOPSEMA) is Australia's independent expert regulator for health and safety, environmental management, structural and well integrity for offshore petroleum facilities and activities in Commonwealth waters and in coastal waters where regulatory powers and functions have been conferred.

NOPSEMA regulates offshore petroleum facilities in Commonwealth waters and designated coastal waters in accordance with the requirements of the *Offshore Petroleum and Greenhouse Gas Storage Act 2006* (OPGGSA Act) and related regulations. NOPSEMA ensures offshore petroleum duty holders manage risks to people and well integrity to a level that is as low as reasonably practicable, and in relation to environmental impacts and risks, to an acceptable level and to as low as reasonably practicable.

### Preparedness

NOPSEMA maintains regulatory oversight of duty holder prevention and response preparedness for oil spills arising from their offshore petroleum activities. NOPSEMA's primary roles for response preparedness are:

- regulatory approvals to ensure that appropriate planning is undertaken for emergency events and that commensurate arrangements and capability are in place to respond to significant incidents
- monitor and secure compliance with regulatory approvals documents (Environment Plans, Safety Case, Well Operations Management Plan) through inspection and enforcement where appropriate
- participate in National Plan and Australian Government incident coordination frameworks.

### Operational Phase

<b>LEVEL</b>	<b>INVOLVEMENT</b>
<b>Strategic</b>	<ul style="list-style-type: none"> <li>• Ensure an appropriate response to significant offshore petroleum incidents.</li> <li>• Maintain regulatory oversight of activities undertaken by duty holders to respond to significant offshore petroleum incidents.</li> <li>• Provide information on NOPSEMA's activities to the OPICC.</li> <li>• Participate in Australian Government crisis coordination frameworks including provisions of incident specific information.</li> </ul>
<b>Operational</b>	<ul style="list-style-type: none"> <li>• Monitor and respond to incident notifications and reports from offshore petroleum activities.</li> <li>• Expedite assessment and regulatory approvals as required for activities.</li> <li>• Undertake compliance monitoring of response activities.</li> <li>• Undertake enforcement to secure compliance with accepted regulatory documents and petroleum environmental law.</li> <li>• Investigate non-compliance with the OPGGSA Act or related regulations.</li> <li>• Issue directions to enforce compliance with accepted plans or any OHS, environmental management or well integrity law in offshore areas.</li> </ul>
<b>Tactical/ Methods</b>	<ul style="list-style-type: none"> <li>• Provide resources and expertise to a national response through the National Response Team via liaison officers to duty holders and State/Territory and Commonwealth agencies as appropriate.</li> <li>• Take any action the duty holder has failed to do in relation to obligations established under the OPGGSA or if there has been a breach of direction.</li> <li>• For non-offshore petroleum incidents NOPSEMA can provide personnel and/or expertise to a national response through the National Response Team.</li> </ul>

### Recovery Phase

During the recovery from a significant offshore incident, NOPSEMA's primary roles relate to:

- securing compliance with ongoing scientific monitoring programs
- ensuring appropriate environmental remediation undertaken by duty holder
- identifying and communicating lessons learnt and areas for industry improvement
- enforcement and prosecution as appropriate.

# PART 4 Maritime Emergency Strategic Coordination Committee

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## 4.1 Purpose

A Maritime Emergency Strategic Coordination Committee ('the Committee') will be formed from relevant Australian Government departments and agencies in the event of:

- a significant maritime environmental emergency involving a ship within the Commonwealth marine area or impacting upon the interests of the Australian Government; or
- a maritime environmental emergency that requires significant Australian Government support to the state or Northern Territory governments.

The Committee is responsible for:

- ensuring there is a single coordinated response by the Australian Government
- ensuring that the interests of the Australian Government are being protected
- ensuring there is effective and efficient commitment of Australian Government resources to
- resolve the emergency
- return the Australian Government to normal business as soon as possible.

The Committee has no responsibilities with regard to the direction of operational and tactical response activities.

## 4.2 Composition of the Committee

### Members

The Committee members will be drawn from the membership of the Australian Government National Plan Committee in the first instance. As the incident progresses, the membership may change to meet the specific demands of the incident, including:

- addition of members to address specific issues created by the incident
- stand down of members that do not have a direct interest in the incident.

### Support

Support personnel may be drawn from agencies who are a member of the Australian Government National Plan Committee. The areas of support may include:

- secretariat and administrative
- information, communications and technology
- legal advice
- public and communications
- policy and regulatory advice.

## 4.3 Responsibilities

### Chair

The Chair is responsible for the management and coordination of the Committee, including:

- activating the Committee and supporting arrangements
- providing direction and managing the Committee
- ensuring that agreed actions are implemented
- ensuring there is a common operating picture for the Australian Government
- coordinating the allocation of resources in support of the operational response
- ensuring the Committee and Government are briefed effectively

The Chair will be appointed by AMSA.

### Department and Agency Representatives

Department and agency representatives are responsible for:

- representing the interests of their Department or agency
- coordinating the resources of their agency in support of the Committee
- ensuring that agreed actions are implemented
- coordinating and committing the resources of their agency in support of the operational response.

It is expected that all Committee representatives will have authority to make decisions and commit resources on behalf of their Department or agency.

### Secretariat and administrative support

AMSA will be responsible for the provision of Secretariat and administrative support to the Committee.

### Community and media communications support

AMSA will coordinate and implement the community and media communications strategy for the incident with relevant Departments and agencies.

### ICT Support

AMSA will provide ICT support to the Committee when meeting on AMSA premises.

### Legal and Policy Advisers

Individual Departments and agencies are responsible for making available relevant legal and policy advisers to support the Committee on specific issues created by the incident.

## 4.4 Activation

The Committee will be activated by AMSA where:

- there is a requirement for the Australian Government to respond to a maritime environment
- emergency from a vessel
- there is a need for whole-of-government coordination of the incident
- there is a risk of significant impacts to reputation and/or interests of the Australian Government.

## 4.5 Assessment

AMSA will be responsible for the initial assessment of the incident and determining whether there is a requirement for establishing the Committee.

Consideration may be given to escalating the incident to NEMA for wider government support.

## 4.6 Notification

AMSA will be responsible for the notification of members of the Committee. This notification will normally include details of the first meeting timing and location and the initial assessment of the incident.

AMSA will maintain a contact list of Committee members. Individual Departments and agencies will be responsible for advising AMSA of any changes in representation.

## 4.7 Conduct of the meetings

The meeting will be conducted according to the following principles:

- the initial meeting of the Committee should be held as soon as possible following activation. AMSA will endeavor to maximise the notice period prior to the commencement of the meeting
- a schedule for subsequent meetings should be determined at this first meeting
- the agenda for the meeting should be circulated a minimum of two hours prior to any meeting, Section 4.9 contains a draft agenda for meetings of the Committee
- any meeting papers should be circulated a minimum of two hours prior to any meeting
- members of the Committee should be fully prepared for the meeting, including review of the any situational briefs and identification of key issues for their organisation. Section 4.10 is a guideline to assist with meeting preparations
- the Chair will ensure that all actions, with timeframes, are agreed prior to completion of each meeting
- the Secretariat will circulate actions arising from the meeting within two hours of the meeting concluding
- the Secretariat will circulate draft minutes of the meeting within four hours of the meeting concluding.

## 4.8 Stand down and review

### Stand down

The Committee will continually assess the situation and determine the appropriate timing for the transfer of responsibilities to individual agencies.

The Chair will prepare a briefing for Departments, agencies and Ministers on behalf of the Committee advising of any ongoing management arrangements.



## Review

The Committee will meet to review the incident within ten working days of standing down to identify any lessons learned from the incident.

The Chair will prepare a report for AGNPC on the incident for tabling at the next AGNPC meeting and make any recommendations for improving operations for the future.

The AGNPC will have responsibility for the implementation of any recommendations.

## 4.9 Draft meeting agenda

Item	Purpose	Lead
<b>Opening</b>		
Introduction	Welcome attendees/apologies	Chair
Previous Meeting	Confirm minutes and outcomes	Chair
Current Meeting	Adoption of agenda	Chair
<b>Situation</b>		
Situation Report	Team to review latest situation brief from the Incident Controller.	Chair
Review progress	Review progress against actions arising from the previous meeting	Chair Team members
Departmental and agency briefings	Briefing on current activities and issues from relevant Departments and agencies	Team members
<b>Evaluation</b>		
Risk assessment	Determine any threats or opportunities for the Australian Government arising from the incident	Chair
Emerging issues	Identify any emerging issues or pressure points for the Australian Government	Chair Team members
Planning	Determine what needs to be done to address current and emerging issues	Chair Team members
<b>Communications</b>		
Reporting	Review and agree whole-of-government arrangements including briefing to AGCCC	Chair
Public and media communications	Review and agree communications strategy for the incident	Chair
<b>Conclusion</b>		
Actions	Review and agree actions and implementation timeframes	Chair Team Members
Next meeting	Agree timing for next meeting	Chair

## 4.10 Guidelines for meeting preparation

The following is a non-exhaustive list of questions that members should consider when preparing for meetings of the Committee.

- **Determine the facts and probabilities**
  - what is happening/what has happened/what may happen
  - what is our situation
  - what resources are required
  - where are we vulnerable
  - what have we done
  - what actions are in place.
- **What do we need to do**
  - determine your priorities
    - Australian Government priorities
    - departmental or agency priorities
  - develop strategies to meet the immediate need and the protracted need
    - be prepared for requests for assistance
    - ask for assistance if required.
- **Communication**
  - understand the Australian Government Crisis Coordination Arrangements
  - prepare communications for Ministers
  - document the meeting and outcomes, including actions arising
  - provide accurate and constant advice to stakeholders.
- **Think ahead**
  - how long may this go on for
  - what is the department's, agencies or Government's capability to meet the objectives
  - who does what, with what, how and in what timeframe
  - be prepared for requests for assistance
  - ask for assistance if required.

# PART 5 Offshore Petroleum Incident Coordination Committee

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## 5.1 Purpose

The purpose of the Offshore Petroleum Incident Coordination Committee (OPICC) is to draw together expertise and capability from across government to guide a coordinated Commonwealth Government response to a significant offshore petroleum incident in Commonwealth waters. Significant Incident Arrangements are defined in the Offshore Petroleum Incident Coordination Framework.

The OPICC is not responsible for leading the operational response to an incident and does not have decision-making powers to allocate funding to any activities occurring in response to a significant incident.

Factors in the decision to activate the OPICC include, but are not limited to:

- the scale and nature of the incident and its actual or potential impacts
- if casualties or loss of life have occurred
- if the incident is likely to continue beyond 24 hours
- if the incident requires a coordinated clean-up response effort
- if the incident has had multiple significant outcomes and/or consequences, such as a collision
- if there are cross-jurisdictional impacts from an incident originating in Commonwealth waters
- if the cause of the incident is not known
- if the incident has received media attention.

The OPICC is responsible for:

- *Situational awareness*: provide an accurate and unified picture of the significant incident and the Commonwealth Government's, state and territory governments' and industry's capacity to respond.
- *Advice*: inform and align advice to ministers, through portfolio agencies, on the status of the incident and possible response options.
- *Public information*: ensure a coordinated approach to communications management to support consistent messaging.
- *Leadership*: provide strategic direction from the Commonwealth Government during and following an incident.
- *Assistance*: liaise with the titleholder to provide advice on Commonwealth Government capabilities and regulatory processes.
- *Evaluation*: to monitor and evaluate the effectiveness of the OPICC's activities in relation to public and ministerial expectations.

Incidents that exceed the scope of a significant incident may fall under the Crisis Arrangements defined in the Offshore Petroleum Incident Coordination Framework.

In the event of a crisis, coordination of the Commonwealth response will be managed under whole-of-government crisis committee arrangements, where the Australian Government Crisis Committee (AGCC), National Crisis Committee (NCC) or Inter-Departmental Emergency Taskforce (IDETF) may be activated.

DISR will take the lead role in establishing situational awareness for the Commonwealth and work closely with the Australian Government Crisis Coordination Centre (CCC) to support the whole-of-government crisis committee.

The AGCC or NCC will not take the lead for operational response, cannot assume regulatory responsibilities and do not have decision-making powers to allocate funding to any activities occurring.

The decision to convene the AGCC or NCC in the event of an offshore petroleum incident will be made by the agencies that chair those committees.

## 5.2 Committee Composition

The OPICC is activated by the Chair, the General Manager of the Offshore Strategy Branch, DISR.

Members include senior representatives from relevant Australian Government agencies, State/Territory Government(s) impacted or potentially impacted by the significant incident, and industry representatives where appropriate.

The composition of the OPICC may vary and will be determined by the Chair depending on the nature of the significant incident.

Agencies central to the OPICC include:

- Department of Industry, Science and Resources (Chair)
  - NOPSEMA
  - AMSA
  - Department of Infrastructure, Transport, Regional Development, Communications and the Arts.
- Other agencies that may be included in the OPICC as needed include:

- Department of Agriculture, Fisheries and Forestry Department of Climate Change, Energy, the Environment and Water
- Department of Foreign Affairs and Trade
- Geoscience Australia
- National Offshore Petroleum Titles Administrator
- Department of the Prime Minister and Cabinet
- Department of Home Affairs
- Australian Border Force
- Attorney-General's Department Crisis Coordination Centre
- other government agencies (Commonwealth, State and Northern Territory).

## Attachment 1: Integration with the Australian Government Crisis Management Framework

The Australian Government Crisis Management Framework (AGCMF) is outlined below and shows the intersect with the Maritime Emergency Strategic Coordination Committee (MESCC) and Offshore Petroleum Incident Coordination Committee (OPICC):

