

## SUMMARY OF CONCLUSIONS AND RECOMMENDATIONS

1. There is a need to establish a scientific response capability for spills of hazardous materials (including oil) in the Great Barrier Reef Region.

2. Any response capability which is developed should be for all hazardous materials, not just oil.

3. In responding to hazardous chemical spills in the Great Barrier Reef Region - three elements of the response need consideration:

- . combat of spill
- . co-ordination between combat and assessment teams
- . environmental assessment.

4. Criteria are essential to determine the timing and nature of the scientific assessment response in relation to the combat response. These criteria would be used first by the On-site Co-ordinator (OSC) (combat) and the Scientific Support Co-ordinator (SSC) (scientific response).

5. GBRMPA should establish a working group to investigate who/what/equipment/training etc should be involved in the scientific response. This working group should also investigate existing analytical capability, extent and cost of upgrading to desirable levels etc.

6. The SSC must be designated by organisation and he must be named.

7. There is need for development of models to enable spill trajectory, diffusion and dispersion to be predicted.

8. There is a need to collect and collate information on the:

- . nature of hazardous materials;
- . volumes of hazardous cargoes;
- . degree of risk and hazard profiles of cargoes being carried through the Great Barrier Reef Region.

9. Funding mechanisms for scientific response need investigation. QFMRAAC should be approached. Department of Transport has funding available for immediate combat response. The cost of obtaining scientific environmental advice can probably be met from within the existing system.

10. The data base on ecotoxicological effects of hazardous chemicals requires further work particularly at the macro-organism level. At the micro-organism level, much data is already available.

11. There may be a need for better control of shipping through the Great Barrier Reef Region and aiming efforts to prevent spillage. A possibility exists for notification of noxious cargoes when entering the Great Barrier Reef Region through the AUSREP system.

12. Transport for the scientific response must be available. A linkage might be established through the National Plan to the Armed Services. The Queensland National Parks and Wildlife Service day-to-day management staff should be involved in this activity.