

APPENDICES

APPENDIX A

MEETING OF EXPERTS ON THE TRANSPORT OF OIL AND OTHER HAZARDOUS SUBSTANCES IN THE GREAT BARRIER REEF

14 and 15 April 1993

PROGRAM

DAY 1

8.30 Registration, Drawing Room, University House.

8.45 Introductory statements by:
Graeme Kelleher, Chairman, GBRMPA
Paul McGrath, Chief Executive Officer, AMSA

Session 1 Chair Peter Ottesen, GBRMPA

9.00 *Steven Raaymakers GBRMPA*
Ship sourced oil pollution in the Great Barrier Reef: causes, frequency and opportunities for prevention

9.30 *Patrick Quirk AMSA*
Development in ship safety standards; implications for protection of the Great Barrier Reef

10.00 *Kerry Dwyer Qld DoT*
The jurisdiction and operation of small vessels in the Great Barrier Reef

10.30 *Mike Julian AMSA*
Review of oil spill contingency planning in Australia and overseas

11.00 Morning tea

Session 2 Chair Patrick Hunt AMSA

11.15 *Peter Small QCPS*
The Great Barrier Reef environment: a pilot's perspective

11.45 *John Leech Hydrographer*
Transport of oil and other hazardous substances in the Great Barrier Reef: hydrographic aspects

12.15 *David Langford AMSA*
Future marine navigation systems

12.45 Lunch

Session 3 Chair Patrick Quirk AMSA

- 1.30 *Robin Grajios ANMA*
Tanker owner's and operator's perspective
- 2.00 *Robin Gehling AMSA*
Latest developments in the subdivision and construction standards of vessels with special regard to the prevention of pollution after damage
- 2.30 *Ted Clements AMSA*
Marine survey and the safe carriage of hazardous cargoes
- 3.00 Afternoon tea

Session 4 Chair Mike Julian AMSA

- 3.15 *Greg French DFAT*
Protecting the marine environment of the GBR: what is the role of international law?
- 3.45 *Kit Filor DoTC*
Marine accidents and a perspective of the human element
- 4.15 Discussion
- 5.00 Close

DAY 2

- 9.00 Instructions on workshops and allocation of participants
- 9.30 Workshops
- Contingency planning
Ship operations
Navigation aids
Ship design and survey
Policy, law and administration
- 12.00 Lunch
- 1.00 Presentation of workshop reports and discussion
- 3.00 Close

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APPENDIX B

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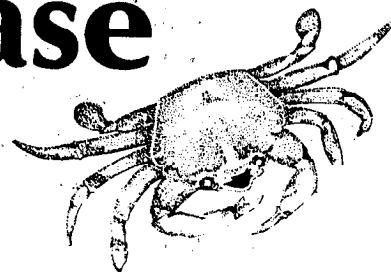
APPENDIX C



Great Barrier Reef Marine Park Authority

Media Release

P.O. Box 1379, TOWNSVILLE. Tel. (077) 818811



FOR IMMEDIATE RELEASE

**CLOSING STATEMENT FROM THE OIL SPILL CONFERENCE OF
EXPERTS, HELD IN CANBERRA, 14 & 15 APRIL 1993**

EXCLUSIVE ECONOMIC ZONE URGENTLY NEEDED TO PROTECT REEF

The Australian Government should be urged immediately to finalise legislation to create a 200 nautical mile Exclusive Economic Zone right around the nation, which will have a secondary but vital purpose of extending Australia's ability to protect the Great Barrier Reef.

This was one of two measures unanimously endorsed by some of Australia's leading maritime safety experts attending an Oil Spill Conference of Experts at the Australian National University in Canberra over the past two days.

The Conference agreed that an Exclusive Economic Zone such as those declared and accepted by many other countries around the globe would allow Australia to instigate greater protective measures against major oil or toxic cargo spills near the Great Barrier Reef. It was suggested that such a move was simply a matter of putting suitable legislation in place, and because of overseas precedent, should not involve complicated and protracted international negotiations.

The second measure which gained full Conference support was to accelerate the development and use of an Electronic Mapping and Satellite Navigation System meeting international standards to cover the shipping channels in the Great Barrier Reef Region.

This is seen as the most practical way to greatly reduce the risk of an oil or toxic spill in the increasingly busy shipping lanes within the Reef area.

The Conference, the most comprehensive of its kind ever held in this country, was organised jointly by the Great Barrier Reef Marine Park Authority (GBRMPA) and the Australian Maritime Safety Authority (AMSA). The forty people who attended heard papers and opinions from experts in every field of maritime safety, including mapping agencies, Torres Strait and Great Barrier Reef shipping pilots, the shipping and oil industries and conservation organisations.

A series of workshops revealed that there was complete agreement on the call for more sophisticated mapping and navigational systems. The GBRMPA will now urgently investigate how to speed up the development and deployment of an electronic mapping system and an associated satellite navigational system for the Reef Region.

There has been an increase in both shipping traffic through the Reef, and a general decline internationally in adequately trained crews. About 100 tankers, some carrying 100,000 tonnes of oil, use the GBR shipping lanes each year. In all, 2000 ships pass through the area annually, some of the larger bulk ore and mineral carriers needing 10,000 tonnes of bunker (i.e. engine) oil.

The meeting noted that the country's most valuable marine ecosystem generated income and employment worth more than \$1.6 billion dollars every year, a figure growing at 8% annually.

The conference endorsed AMSA's initiative to undertake pilot studies of a new satellite navigation system in Bass Strait and North-West Australia. It further recommended that every effort be made to introduce proven electronic charting and positioning systems on board ships, as they become available. The meeting recognised that any system introduced in Australia would have to meet international standards established by the International Maritime Organization.

For further information, contact:

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APPENDIX D

BIBLIOGRAPHY OF PAPERS WRITTEN BY GBRMPA STAFF, GBRMPA SPONSORED WORKSHOPS AND RESEARCH PROJECTS FUNDED BY THE GBRMPA ON OIL-RELATED MATTERS

Papers

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Craik, W (1991) Seabird cleaning and rehabilitation in the Great Barrier Reef Marine Park. Presented at: *Workshop on Oiled Seabird Cleaning and Rehabilitation, Townsville, 26 February 1991.*

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Research or other projects

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Kettle B *Oil Slick identity pamphlet. In Progress (Project 415, 1989)*

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