

Planned complexities: emerging over-management

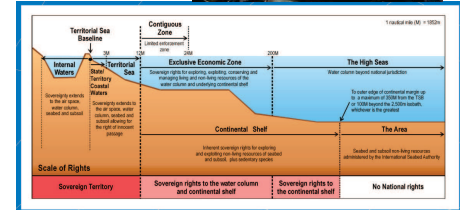
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Control of the seas

- Control or ownership of the resources of the ocean has always been contentious.
- USA (1945) – declared sovereignty of the adjacent continental shelf.
- Australia (1953) – declared sovereignty of the adjacent continental shelf.
- Jurisdiction confirmed by the 1st United Nations Conference for the Law of the Sea (1958)



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Observations on ‘the system’

- ‘Control’ fixation
- Legalistic compliance approach
 - Application of law via the regulation of entities
 OR
- Terrestrial emergency management approach
 - ‘Controlling agencies’ working in a collegiate fashion with ESOs
 - Applying (fire) systems to the marine domain
- Does it work? Yes.

.....*Is there a better way?*



5

The offshore constitutional settlement

- Better technology allowed us to exploit the marine resources and those on the sea bed floor.
- 1970’s – growing oil and gas exploration in and around Australia
 - Bass Strait, North-West shelf, Timor Sea
- How would this be managed?
 - Negotiated agreement b/w the States and the Australian Governments (1979)
 - Taxation on resources derived from the sea
 - Obligations on the implementation of regulatory arrangements ‘who’ does ‘what’



3

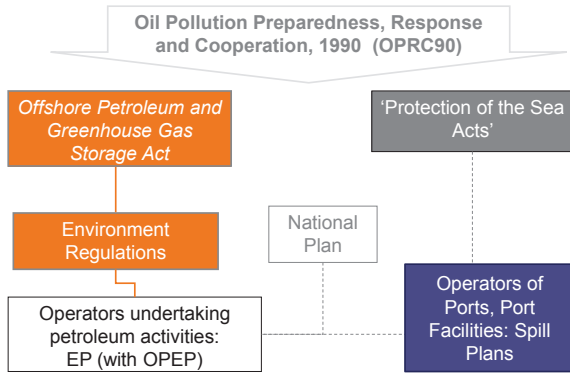
How did we get here?

Lets back up a bit – short history lesson.



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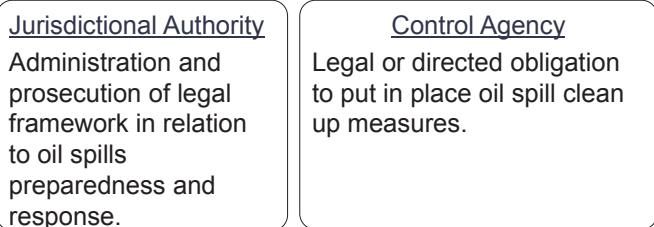
Fast forward 35 years....



What makes a response? What does a control agency need?



Division of Responsibility

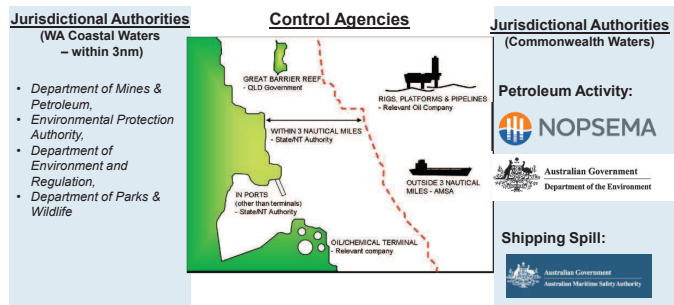


Resources

- Competent people
- Specialised gear
- Non-specialised gear
- Aerial, marine and subsea platforms
- Facilities



Control Agencies/Jurisdictional Authorities



Processes & structures

- Incident management system
 - AIIMs or ICS (hierarchy)
 - Planning process
 - Span of control
 - Management by objectives
 - Unified command/single point of command
- Technical systems
 - SCAT
 - Oil spotting and quantification
 - Reporting and processing
 - Information capture & display



Authority

- Permission to respond
- Contract to respond
- Obligation to respond



Rubbery Numbers

- AMSA = c. \$35M
- AMOSC = c. \$4M per annum
- Jurisdictions = c. \$2-5M per annum
- Industry = c. \$10 - 50M per annum
- Ports = c. \$20M per annum
- TOTAL= c. \$71- \$114M annually



Control agency #'s.

Water space	Type of entity	Numbers
State waters	Government agencies, Port Authorities/Corp, Titleholders	7 'DOT's 70 commercial ports 10 titleholders (Est)
Commonwealth waters	Government agencies, Titleholders,	1 AMSA 38 titleholders (Est)
TOTALS		116

Note: Commercial ports only, does not include terminals or HNS responders.



Features of this system – upstream & cross boundaries

- Cross jurisdictional impacts...
- States control for the <3nm...
- Potential of multiple IMT's for the same incident...
- Arm wrestling on resources...
- In-consistent IAPs...
- In-consistent spill objectives...



Breakdown on 116 Control Agencies

Resource Type/Expense	# P/Control Agency	Totals
Full compliment of an incident management team (IC, P, O, L, F&A)	3 (15 on total)	1,740
Annual exercise	1 @ \$50,000 (Once every three days)	\$5,800,000
Equipment maintenance	@ 5% initial cost	\$2,500,000
Equipment investment (level two stockpile \$2.5M)	20 x	\$50,000,000
Initial training pp.	@ \$5000 per head	\$8,700,000



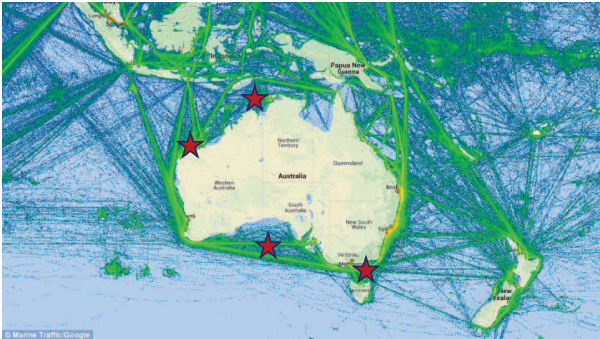
Similarities

Is an petroleum activity spill so different that it needs to be regulated in such a different manner?

- Same spill response strategies
- Same impacts
- Same IMT structures
- Same beaches and birds



Regional Plans



Thank you for your time

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Regional Plans – features

- Owned and attested to by control agencies
- Accepted by regulators
- Accepted by 'equity' stakeholders
- Resources shared by the parties to the plan
- Plan is funded by the parties to the plan
- Area specific
- Unified command (response risk sharing)
- Single, maritime domain management – source to the disposal



Grip less tightly on control; more tightly on practical outcomes; reduce complexity; increase efficiency.

<https://youtu.be/A6Dgh7DfQ6Y>

