

## ANNEX 6 – INTERNATIONAL ASSISTANCE

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## Overview

Section 301(2) of the Maritime Transport Act allows the Director of Maritime Safety to call upon international assistance if required to respond to a spill beyond the capability of the National Plan. This Annex contains contact details and memoranda of understanding for obtaining this assistance. Reference should also be made to Annex 2 – Equipment Lists and Mobilisation Instructions.

## International Convention on Oil Pollution Preparedness, Response, and Cooperation 1990

New Zealand acceded to this Convention, which came into force on 2 October 1999.

## International Oil Spill Response Organisations

ORGANISATION	DESCRIPTION	CONTACT DETAILS - <i>Contact details removed – available in controlled copies of the National Marine Oil Spill Contingency Plan</i>
Australian Maritime Safety Authority (AMSA)	Equipment, Dispersant and Personnel	
Australian Marine oil Spill Centre (AMOSC)	Equipment, Dispersant and Personnel	
Oil Spill Response Limited	Equipment, Dispersant and Personnel	
Seacor	Equipment, Dispersant and Personnel	
The Oil Response Company of Australia (ORCA)	Personnel	
Global Response Network <ul style="list-style-type: none"><li>- Alaska Clean Seas (ACS)</li><li>- AMOSC</li><li>- Clean Caribbean &amp; Americas (CCA)</li><li>- ECRC</li><li>- Marine Spill Response Corporation (MSRC)</li><li>- Oil Spill Response</li><li>- Western Canada Marine Response Corporation (WCMRC)</li></ul>	Equipment, Dispersant and Personnel	

## Rapid Import Procedures

Any international equipment, material, or personnel mobilised to New Zealand in response to an oil spill will be subject to New Zealand border control procedures. These procedures involve the New Zealand Immigration Service (personnel), MAF Regulatory Authority (quarantine) and New Zealand Customs Service (GST, Customs charges). All these parties have agreed to carry out their procedural

requirements in an expeditious manner should overseas resources be requested in response to a spill in New Zealand waters.

**The contact details to enable prompt processing are:**

***Contact details removed – available in controlled copies of the National Marine Oil Spill Contingency Plan***

## **Overseas Equipment Lists and Access**

Refer to Annex 1 of this Plan.

### **Note**

Priority for access is as follows, unless special circumstances apply which require access to particular equipment from further a-field than the first locations:

- AMSA
- AMOSC
- OSR Singapore
- OSR Southampton

## **Australian Maritime Safety Authority (AMSA)**

Requests for assistance under the terms of the Memorandum of Understanding between AMSA and Maritime NZ should be directed to the Australian Maritime Rescue Co-ordination Centre (MRCC).

On 1 July 1997, MRCC was integrated with Aviation SAR. The new organisation is known as AusSAR and is located in Canberra.

Duty Officer (24 hours) Phone: ***Contact details removed – available in controlled copies of the National Marine Oil Spill Contingency Plan***

## **MEMORANDUM OF ARRANGEMENT between Australian Maritime Safety Authority and Maritime New Zealand on oil pollution preparedness and response**

1. In accordance with the provisions contained in the International Convention on Oil Pollution Preparedness, Response and Co-operation 1990 (OPRC 90), the Australian Maritime Safety Authority and Maritime New Zealand, who are respectively the national authorities responsible for oil pollution control, hereby place on record the intention to promote mutual co-operation on oil pollution preparedness and response.
2. In the event of a marine oil pollution incident, the national authority responsible for marine oil pollution control can request assistance from the other party. The requesting authority shall be the sole judge of the need for such assistance.
3. Requests for assistance will be directed through the same channels as are used for Maritime Search and Rescue incidents, i.e.
  - Australian Rescue Coordination Centre
  - Maritime New Zealand (in accordance with information provided under paragraph 4).
4. Each national authority will keep the other party advised of the designations of officers who are authorised to request assistance under this Arrangement.
5. Subject to availability of relevant resources under their direct control, the individual national authorities undertake to provide equipment, materials and personnel for the purpose of assisting in a response to a marine oil pollution incident. Equipment, materials and personnel under the

control of industry, State governments, port authorities etc. may also be made available following a special approach by the national authority receiving the request.

6. Provision of equipment, materials or personnel under the control of the Australian Marine Oil Spill Centre (AMOSC), including equipment, materials or personnel under the control of Oil Spill Response (OSR), to Maritime New Zealand will be arranged by the Australian Maritime Safety Authority in accordance with the AMOSC/AMSA Hiring Agreement. The transfer of AMOSC equipment outside Australia is subject to the Centre Rules, which provide that in the first instance approximately one-third of the AMOSC inventory is available as the Overseas Pack.
7. When requesting equipment, the requesting Party will itemise the equipment by referencing the type, name, size etc. from the national lists of oil spill equipment as provided from time to time.
8. Reimbursement for costs of assistance will be determined in accordance with the provisions of OPRC 90, except where such costs have been recovered from the polluter.
9. Experienced personnel will accompany specialised equipment at the discretion of the providing authority and as agreed with the requesting authority.
10. Observers may be permitted to attend significant oil pollution incidents at the discretion of the party in whose jurisdiction the incident has occurred. The observer will supply Personal Protective Equipment relevant to the area of observation. All travel and accommodation bookings relevant to attendance at the incident are the responsibility of the observer. The cost of attending an incident will be met by the observer's employing agency.
11. To facilitate Customs requirements all material and equipment will be entered on behalf of the national government concerned. This also applies to equipment and material from sources other than the national authority.
12. Transport of equipment, supplies and personnel will be by the most convenient means and will be arranged at the time of each incident after consultation between representatives of each national authority.
13. In cases of urgency, transport may be by military aircraft of either the Australian or New Zealand Defence Forces, depending upon availability.
14. Recognising the problem of transferring oil and providing adequate storage for recovered oil, every assistance will be given to obtain a suitable vessel to accept transferred or recovered oil. All costs associated with obtaining such a vessel will be subject to negotiation between the owners of the vessel and the requesting authority or owner of the damaged vessel.
15. National authorities, having regard to commercial considerations, undertake to consult together on matters pertinent to pollution of the marine environment by oil, including:
  - a) information on changes in equipment and material
  - b) copies of contingency plans and legislation relating to oil pollution
  - c) information on significant oil pollution incidents
  - d) mutual visits by personnel responsible for oil pollution preparedness and response
  - e) performance of exercises and training for the combating of oil pollution
  - f) promotion and exchange of results of research and development programmes
16. National authorities undertake to co-operate in the detection of violations and the enforcement of the provisions of relevant international conventions controlling pollution from ships.

This Memorandum of Arrangement is not legally binding. Any disputes between the Parties arising out of the interpretation or implementation of this Memorandum of Arrangement will be settled amicably by consultation between the parties and without reference to a third party or tribunal. This Memorandum of Arrangement will come into effect upon the date it has been signed by both parties and will remain

in effect unless terminated by either party giving the other party at least six months written notice (through the diplomatic channel) of its intention to terminate this Memorandum of Arrangement.

Signed in duplicate at Sydney  
on this day of 2009

**Contact details removed – available in controlled copies of the National Marine Oil Spill Contingency Plan**