

BKM 102 BEACHING, BARROW ISLAND — ENVIRONMENTAL DAMAGE

3788. Hon Robin Chapple to the Minister for Mental Health representing the Minister for Environment

I refer to the below-waterline damage, beaching on Barrow Island, and subsequent towing to Dampier of the vessel 'BKM 102' operated by Boskalis Ltd which resulted in the damage and contamination to surrounding waters visible in photographs entitled '2011-01 BK102 Hull Damage.pdf', available at www.robinchapple.com/qdata, and ask —

- (1) What was the quantity of fuel oil released into the surrounding area as a result of the damage?
- (2) Was any other material released into the surrounding area, and in what quantities?
- (3) Were all released materials including fuel oil cleaned entirely from the affected area?
- (4) If no to (3), why not?
- (5) If yes to (3) —
 - (a) how was this accomplished;
 - (b) what quantities of each material were recovered;
 - (c) how long did the cleaning process take; and
 - (d) do the cleanup efforts shown in the photographs accord to the Department of Environment and Conservation (DEC) standards for remediation of fuel contamination?
- (6) Was the BKM 102 towed through or near a marine protected area when it was towed to Dampier?
- (7) If yes to (6), was the leak of fuel oil or any other material successfully stopped prior to the BKM 102 being refloated and towed to Dampier?
- (8) If no to (8), how long was the BKM 102 in transit through, or in transit near a marine protected area, and what contamination resulted?
- (9) Will the Minister table the route of the vessels involved in the towing from Barrow Island to Dampier?
- (10) If no to (9), why not?
- (11) Was permission sought or acquired from the DEC prior to the movement of the holed BKM 102?
- (12) If no to (11), why not?

Hon HELEN MORTON replied:

The Minister for Environment has provided the following response:

- (1) As reported in the pollution report submitted by Boskalis Australia to the Department of Transport, approximately 150 litres of engine oil was released.
- (2) The Department of Environment and Conservation (DEC) has advised that no other material was released into the surrounding area.
- (3)–(4) Chevron Australia has advised that all oil was recovered.
- (5)
 - (a) The vessel was landed at the Pioneer Materials Offloading Facility, which has been reclaimed using dredge spoil. Earthen bunds were formed around the bow of the vessel and absorbent booms deployed around the stern, which remained in the water. This allowed the released oil to be contained and cleaned up.
 - (b) All engine oil released was recovered. In addition to the recovered oil, various oiled absorbents and contaminated sand were recovered.
 - (c) Less than 24 hours.
 - (d) DEC requires that contaminated material is removed and disposed of correctly. Chevron has advised that all the oil released was contained, cleaned up and disposed according to approved protocols and the site does not need further remediation.
- (6)–(8) The vessel was not towed through a marine park or reserve. The incident occurred in the Barrow Island Port and the vessel remained within port waters until it departed for Dampier. The vessel was prepared for the voyage to minimise any risk of spill during towing, which included emptying the oil tank adjacent to the compromised tank. The closest the vessel came to a marine park or reserve was approximately 4.5 kilometres and it took approximately 9 hours to travel between Barrow Port and Dampier. There was no contamination of the waters along the tow route.

(9)–(10) [See paper 3319.]

(11)–(12) No. DEC is not the approval authority for this matter.