1. At approximately 3:15am on Wednesday 11 March 2009, the container ship *Pacific Adventurer* lost 31 containers each containing 19.5 tonnes of ammonium nitrate, about seven nautical miles east of Cape Moreton. The falling containers ruptured the ship’s fuel tanks, causing it to leak approximately 270 tonnes of heavy fuel oil, which subsequently impacted southern Queensland shorelines.
2. Maritime Safety Queensland led the response to the oil spill under State and national arrangements to combat pollution from ships. Sections of the Sunshine Coast’s beaches were declared clean by Easter, with clean-up work continuing on Bribie and Moreton Islands. Monitoring of all the affected beaches will continue and appropriate response mechanisms will be activated should further oil appear.
3. The master of the vessel, Captain Bernardino Santos, was charged by an officer of Maritime Safety Queensland with discharge of oil into coastal waters under s.26 of the *Transport Operations (Marine Pollution) Act 1994* and first appeared before the Brisbane Magistrates Court on Friday, 3 April 2009.
4. Cabinet noted the current status of the clean-up and forward recovery operations for the *Pacific Adventurer* Oil Spill incident.
5. Cabinet noted that the State's disaster management arrangements strongly supported the oil spill recovery.
6. Cabinet noted that the Australian Maritime Safety Authority is undertaking a review of the technical response to the oil spill pursuant to the arrangements established under the *National Plan to combat pollution of the sea by oil and other noxious and hazardous substances*, and the report should be available in approximately 3 months.
7. Cabinet noted that the Department of Transport and Main Roads is undertaking a review of how the Disaster Management system supported the oil spill response, with particular reference to the lessons that can be learned from this oil spill.
8. Cabinet noted that consideration of arrangements for the salvage of the 31 shipping containers is a matter for the Australian Maritime Safety Authority, given that the containers are located in Commonwealth waters.
9. Cabinet noted the charge that was laid against Captain Santos.
10. Cabinet noted that the level of hydrocarbons present, detected by the Department of Health were at background levels consistent with the general levels applying in the Moreton Bay prior to the spill.
11. *Attachments*

Nil