Preparedness and Response to Oil and Noxious Liquid Substances Spill Incident in Japan

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Marine Environment Protection: Guidance and Education Activities to Preserve the Marine Environment

- Marine environment protection workshops
- Visiting Ships to provide guidance on preventing discharge of oil, etc at sea
- Marine environment preservation class (Screening of drift waste)
- Marine environment preservation class (Environmental storytelling with picture)

System for Control of Oil and Noxious Liquid Substances spill incident under the Marine Pollution Prevention Act (Fundamental Concepts)

- Shipowners and others who have caused spills must take, and cover the costs of, measures to prevent and control spills
  - The Marine Pollution Prevention Act includes obligation to countermeasure and command of countermeasure
- The private and public sectors must implement measures to ensure prevention/control by causers
  - Mandatory P&I insurance
  - Contributions to International Oil Pollution Compensation Funds
  - Obligation to deploy equipment and materials for controlling spills
  - Establishment of Maritime Disaster Prevention Center, a collective prevention organization
Obligation to emergency measures of ship captain and others (Article 39, Paragraph 1)

Implementation of countermeasure by Maritime Disaster Prevention Center Carried out at request of shipowner: Article 42-25, Item 2

Discharge oil or Noxious Liquid substance in large quantity

Grasp of situation, Direction and Command of countermeasures to the owners of the ship and others by JCG

System for Control of Oil and Noxious Liquid Substances spill incidents under the Marine Pollution Prevention Act (1)

Obligation to reporting of the condition of the discharge and spill (Article 38)
Ship’s captain, etc. ⇒ Coast guard organizations

Obligation to emergency measures of ship captain and others (Article 39, Paragraph 1)

Obligation to countermeasure of Shipowner and others (Article 39, Paragraph 2)

Implementation of countermeasure by shipowner and others

Implementation of countermeasure by Maritime Disaster Prevention Center Carried out at request of shipowner: Article 42-25, Item 2

(If necessary) implementation of countermeasure by JCG

Government-wide response

System for Control of Oil and Noxious Liquid Substances under the Marine Pollution Prevention Act (2)

◆ Direction to Maritime Disaster Prevention Center by JCG (Article 42-26)

➢ When measures that should be taken by polluter have not been taken
➢ When there is no time to order to polluter

◆ Request of countermeasures to heads and others of relevant administrative agencies by JCG (Article 41)

➢ When measures that should be taken by polluter have not been taken
➢ When it is difficult to prevent marine pollution solely through measures taken by the polluter
Government Response System in the Event of a Large-Scale Incident

**Establishment of Emergency Disaster Response Headquarters**

When information gathered confirms the occurrence of a large-scale disaster, the government establishes Emergency Disaster Response Headquarters headed by the Minister of Land, Infrastructure, Transport and Tourism (authority equivalent to bureau head of relevant agencies).

**Convening of Liaison Committee**

An Inter-Agency Liaison Committee (authority equivalent to division head of relevant agencies) is convened to check and share primary information on the accident and resultant damage and to coordinate emergency response.

**Establishment of Watch Headquarters**

If a large-scale maritime disaster with major social impact threatens or occurs, the Cabinet Secretariat assembles an Emergency Team (authority equivalent to bureau head of relevant agencies) at the prime minister’s official residence to gather information on initial government measures.

**Assembly of Emergency Team and Convening of Council of Relevant Ministers**

If necessary, an emergency council comprising relevant ministers and the prime minister or chief cabinet secretary is convened to discuss the government’s basic response plan, response systems, and other important matters relating to response.

**Establishment of Watch Headquarters**

When a strong, coordinated emergency response is deemed especially necessary due to factors such as the scale of the accident or the anticipated extent of damage, the government establishes a Watch Headquarters headed by the JCG commandant (authority equivalent to division head of relevant agencies).

**Convening of Liaison Committee**

Plants for Controlling Spills of Oil & Noxious Liquid Substances

**Disaster Prevention Basic Plan and other provisions of the Basic Act on Disaster Control Measures**

Chiefly prescribes respective roles of national government, local governments, designated public institutions, etc. and cooperation between them.

**Regional Contingency Plan for preparedness and response to Oil and Noxious Liquid Spills incident under the Marine Pollution Prevention Act**

Divides the seas surrounding Japan into 16 areas according to features including shipping traffic and sea/climatic conditions. Anticipates accidents and prescribes targets for readying equipment and materials, etc.

**National Contingency Plan for Preparation and Response**

In combination with the Disaster Prevention Basic Plan and the Plan for Control of Oil & Other Substance Spills, this plan enables swift and appropriate response to pollution incidents involving oil and other substances. It fully prescribes measures to be taken by organizations including the operators involved, local governments and relevant government agencies, advance preparations including establishment of response systems and readying of relevant equipment and materials, and responses in the event of an accident, including establishment of government response systems, information sharing, and implementation of control measures.
Vessels: 458  
(as of September 1, 2009)  
details  
Guard and rescue vessels: 421  
Hydrographic survey vessels: 13  
Navigational aids vessels: 21  
Training vessels: 3

Aircraft: 73  
(as of September 1, 2009)  
Breakdown  
Planes: 27  
Helicopters: 46

JCG Response Systems  
Quick dispatch vessels, craft or aircraft to the scene

National Strike Team  
Rapid dispatch

JCG Oil Spill Control Equipment & Material  
As of January 2010
Training

Based on documentation including the Plan for Control of Oil & Noxious Liquid Substance Spills, relevant government agencies, local governments and other organizations conduct comprehensive and practical training that emphasizes organic links among all bodies involved. Each year regional JCG headquarters and JCG offices conduct joint exercises with relevant organizations based on scenarios including large oil spills.

Total number of oil spill and related accident response exercises conducted in 2008: 127

(Includes 115 joint exercises with relevant organizations)

Coverage Area of Northwest Pacific Action Plan (NOWPAP)

Sakhalin Project:
- Mining area
- Approximate Area

Former Coverage area
Coverage area at present (from July 1, 2006)
NOWPAP Regional Oil and HNS Spill Contingency Plan

Personnel and material assistance

Assisting country (Japan)

National operation contact point (Japan Coast Guard)

Lead country (country requesting support) (Korea)

National operation contact point (Korea Coast Guard)

Assistance decision authority (Ministry of Foreign Affairs, Japan)

Assistance decision authority (Ministry of Foreign Affairs and Trade, South Korea)

Report of the plan invocation

Information on pollution incidents

24-hour liaison system

Conduct joint response operations

Distribute reports, etc

Recent Major Oil Spills from Tankers

Outline of Erika Accident (1999)

On December 8, 1999, approximately 70 nautical miles off Brest in northwest France, the Maltese-registered tanker Erika broke in two due to rough weather. The bow portion sank early on the morning of the 13th, and the stern portion sank around 5:15 on the afternoon of the same day. An estimated 14,000 kl of cargo heavy oil spilled from the tanker, causing large-scale marine pollution and damage when it drifted ashore on some 400 km of coastline in Brittany, an area known for tourism and cultivation of oysters and other marine products.
Recent Major Oil Spills from Tankers

Outline of Prestige Accident (2002)

On November 13, 2002, approximately 28 nautical miles off Cape Finisterre in the province of Galicia in northwest Spain, cracks occurred in the hull of the Bahamian-registered tanker Prestige, which became un navigable due to the amount of water it was taking on board. The ship was gradually towed away from the coast, but around 8:00 on the morning of the 19th it broke in two approximately 145 nautical miles from the Cies Islands off the south Galician coast, and sank at about 11:45 that evening. An estimated 40,000 kl of cargo heavy oil spilled from the tanker, drifted ashore on the coasts of Portugal and France as well as Spain and causing large-scale marine pollution and damage.
Replacement of Equipment & Materials for Oil Spills combating (FY2009 1st Supplementary Budget)

- Large-type oil booms (Yokkaichi, Sakai, Mizushima, Ube)
- Aerial oil dispersant spray systems (Hakodate, Yokohama, Maizuru, Naha)
- FOILEX (FOI-LE-EXPANDING EXTRACTOR) (30kl/h or 70kl/h)
- Oil Recovery device Sets (Foilex skimmer, Lancer barge, etc.) (Mombetsu, Yokohama, Niigata, Wakayama)
- Patrol vessel (Transrec skimming system owned by PAJ)
- Russian vessel (oil recovery equipment)
- Patrol vessel (command vessel)

Outcomes:

★ Enhance emergency responsiveness of private and public sector participants through practical exercise
★ Ensure safety/reassurance of local residents through public viewing
Sakhalin Project Accident Response Forum (Tentative Name) (Scheduled for September 2010)

Lectures
- Current status of project and accident response measures
- Impact on Sea of Okhotsk
- Oil and Noxious Liquid substances spill response
- Hazardous and noxious substances

Discussion
- Discussion of the above lectures, including general public

Outcomes
- Share information among all involved in the private and public sectors and raise awareness of safety issues
- Ensure safety/reassurance of local residents through public disclosure

Thank you