

# **The Co-operation and Assistance Aspects during Spills of International Significance (SOIS)**

**Preparedness for Major Oil Spill Incident  
7-8 March 2012, Tokyo, Japan**

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# The European Maritime Safety Agency (EMSA)

## Background:

- Post *Erika*  
(2002: EMSA established,  
started in 2003)
- Post *Prestige*  
(2004: new Task Marine Pollution  
Preparedness & Response)
- Multi Annual Funding APM  
(2007 – 2013 with a budget of 154  
Million Euro)



## Objectives of EMSA

Within the fields of maritime safety, pollution prevention from ships and ship security, EMSA has the following main objectives:

- To ensure the proper implementation of EU maritime legislation by Member States
- To foster technical cooperation and development and disseminate best practice
- To provide technical advice to the European Commission and Member States
- To **provide assistance** to top-up European Member States' capabilities for **oil pollution response**

## **Assistance provided during Deepwater Horizon (DWH) or Macondo Incident, Gulf of Mexico**

- Numerous equipment and expertise offered from around the Globe to assist US Administration and BP
- Also offers from the European States including EMSA to the US Administration resulted later in request from USA
- EMSA offered:
  - up to 3 fully equipped oil recovery vessels
  - equipment package including booms and skimmers
- US Coast Guard (USCG) evaluated all offers received and then accepted as appropriate



# Vessels offered to USCG as an assistance to response to DWH/Macondo Incident



## Ship Particulars

<b>Vessel Type:</b>	Oil Tanker
<b>Storage Capacity:</b>	6658 m <sup>3</sup>
<b>Length:</b>	111.30 m
<b>Breadth:</b>	16.50 m
<b>Draught:</b>	7.00 m
<b>Heating Capacity:</b>	2394 kW
<b>Pumping Capacity:</b>	2550 m <sup>3</sup> /h

## Response Equipment

### **Sweeping Arms**

- Type: Rigid
- Length: 15 m
- Skimmer: Weir/Brush

### **Boom**

- Type: Heavy duty single point inflation
- Length: 2 x 250 m

### **Skimmer**

- Type: Weir/Brush/Disc

### **Slick Detection Radar**



## Equipment offered to USCG as an assistance to response to DWH/Macondo Incident

- 2 x Framo Transrec 150 Skimmer with Hi-wax and weir heads
- 2 x Desmi Tarantula skimmer with weir, brush/disc heads





## Equipment offered to USCG as an assistance to response to DWH/Macondo Incident (2)

1000 m heavy duty offshore oil booms:

- 2 x 250 m Ro-boom with air blower and power pack
- 2 x 250 m LAMOR boom with air blower and power pack



RO-BOOM



LAMOR BOOM

## Major Challenges (1)

1. Offers/Requests very often did not correspond to the actual need
2. A clear and commonly agreed terminology about the equipment and methods must be established
3. Political, commercial and public pressure needs to be considered
4. Different methods of assistance like free of charge, renting or "old for new"



## Major Challenges (2)

5. Various channels of requests and offers
6. Common standards/certificates regarding technical and operational issues
7. Compatibility of the equipment (especially the connections) when working in combined strike teams
8. Documentation and maintenance/operation log books needed

## **New Initiative regarding International Assistance in case of Major Oil Spills**

- DWH demonstrated the enormous challenge of responding to an uncontrolled oil discharge in an open ocean environment
- Highlighted importance of planning and coordination prior to incidents
- Need to prepare for international offers of assistance
- Procedures for requesting and receiving assistance were cumbersome and inefficient

## International Assistance (2)

Scoping the problem:

- Meeting of international experts during 2011 IOPC conference
- Participants discussed existing agreements and guidelines and expressed desire to stay engaged in this subject
- Correspondence Group was established:
  - US Coast Guard, US Department of State
  - Canadian Coast Guard
  - IMO
  - EMSA
  - OSRL



## International Assistance (3)

- Submission to task IMO MEPC OPRC-HNS Technical Group to take on work to develop Guidelines
- MEPC 62 accepts in July 2011
- Correspondence Group begins work:
  - Drafting of 3 papers (to be merged before submission to TG 13) by 3 sub-groups:
    - “Capstone” paper (introduction of project)
    - Equipment and Inventory paper
    - Practical Parameters and Operating Procedures
  - Submission of joint paper to TG 13 for discussion at IMO **5-9 March 2012**

## International Assistance (4)

Expected future work and deliverables:

- If TG 13 accepts proposal, correspondence group (hopefully with more participants from other regions) will begin work to develop Guidelines for International Offers of Assistance
- The final product should be a set of mutually agreed guidelines and will include:
  - A global inventory of major oil spill response equipment (this should use existing inventories)
  - Guidelines for the request, receipt and offering of international assistance
- It is intended to complete this work in 2013

## The Systems of Co-operation in Europe

3 Levels of Co-operation/assistance between States are currently available:

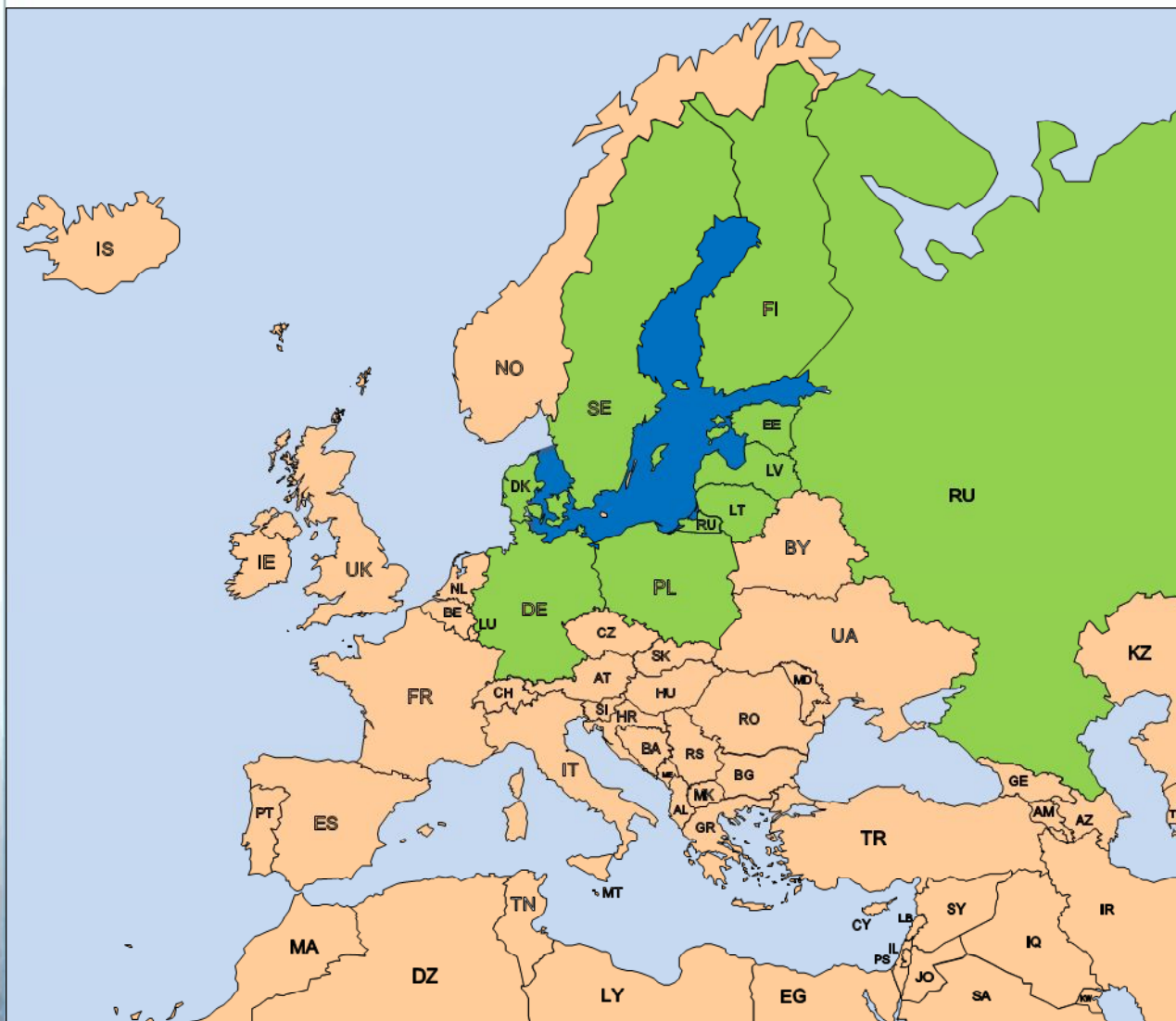
- Bi- and tri-lateral agreements (sub-regional level)
  - between neighbouring States
- Regional Agreements (regional level)
  - between States adjoining the same sea area
- EMSA (Pan-European level)
  - for all EU Member States and ENP Countries



## Bi- and Tri- lateral Agreements in Europe

- A number of bi- and tri- lateral (sub-regional) agreements in Europe, for example:
  - Latvia, Russia and Poland for the South-eastern part of the Baltic
  - SWEDENGER (Sweden, Denmark and Germany)
  - DENGERNETH (Denmark, Germany and the Netherlands)
- One country is a party to more than one agreement, e.g. France is a contracting party to:
  - the Anglo-French Manche Plan for the Channel
  - the Franco-Spanish Biscay Plan for the Bay of Biscay
  - the Franco-Spanish Lion Plan for the Gulf of Lion

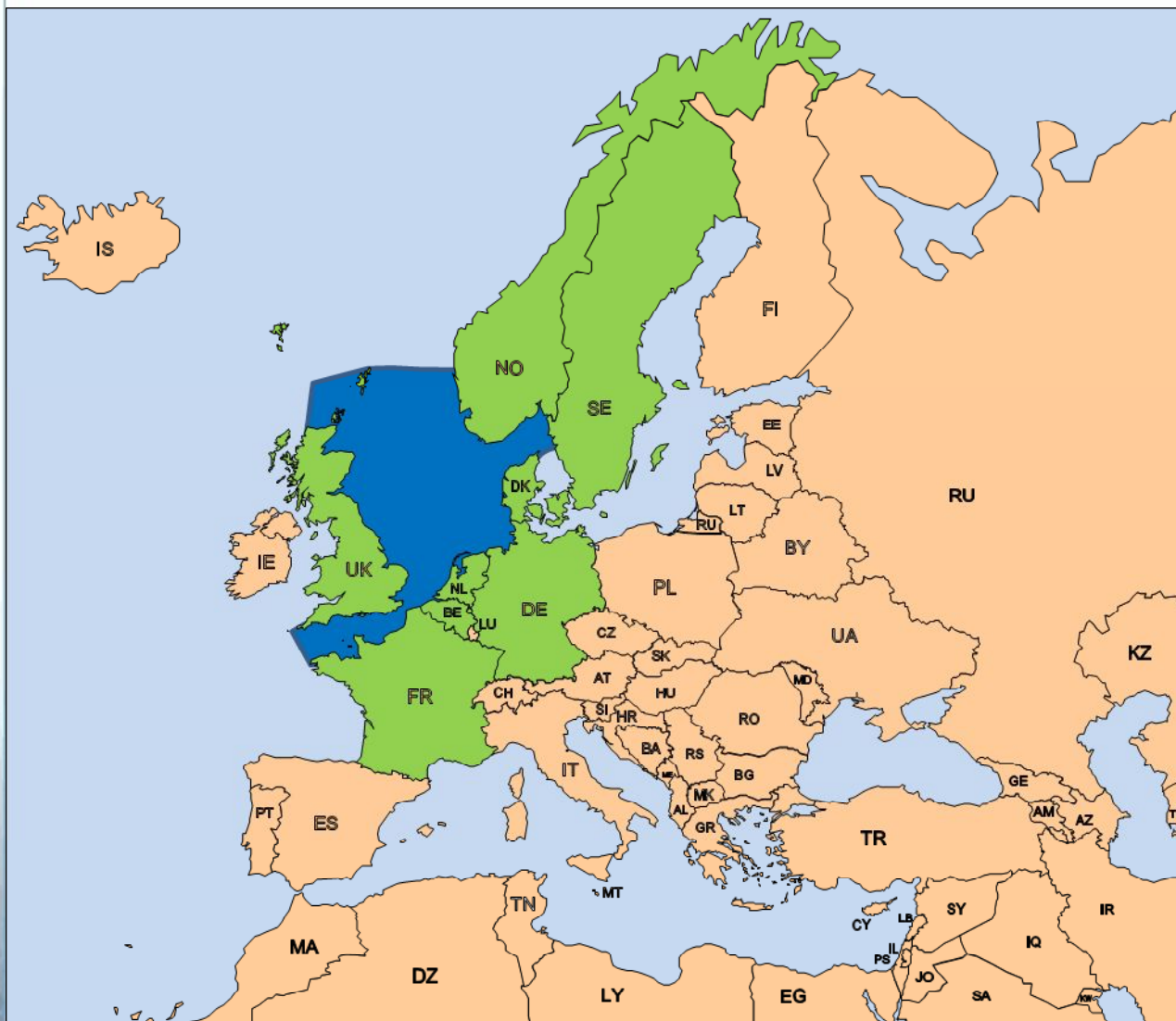
## Helsinki Convention (HELCOM)



The Helsinki  
Convention on the  
protection of the  
marine environment  
for the Baltic Sea

[www.helcom.fi](http://www.helcom.fi)

## Bonn Agreement

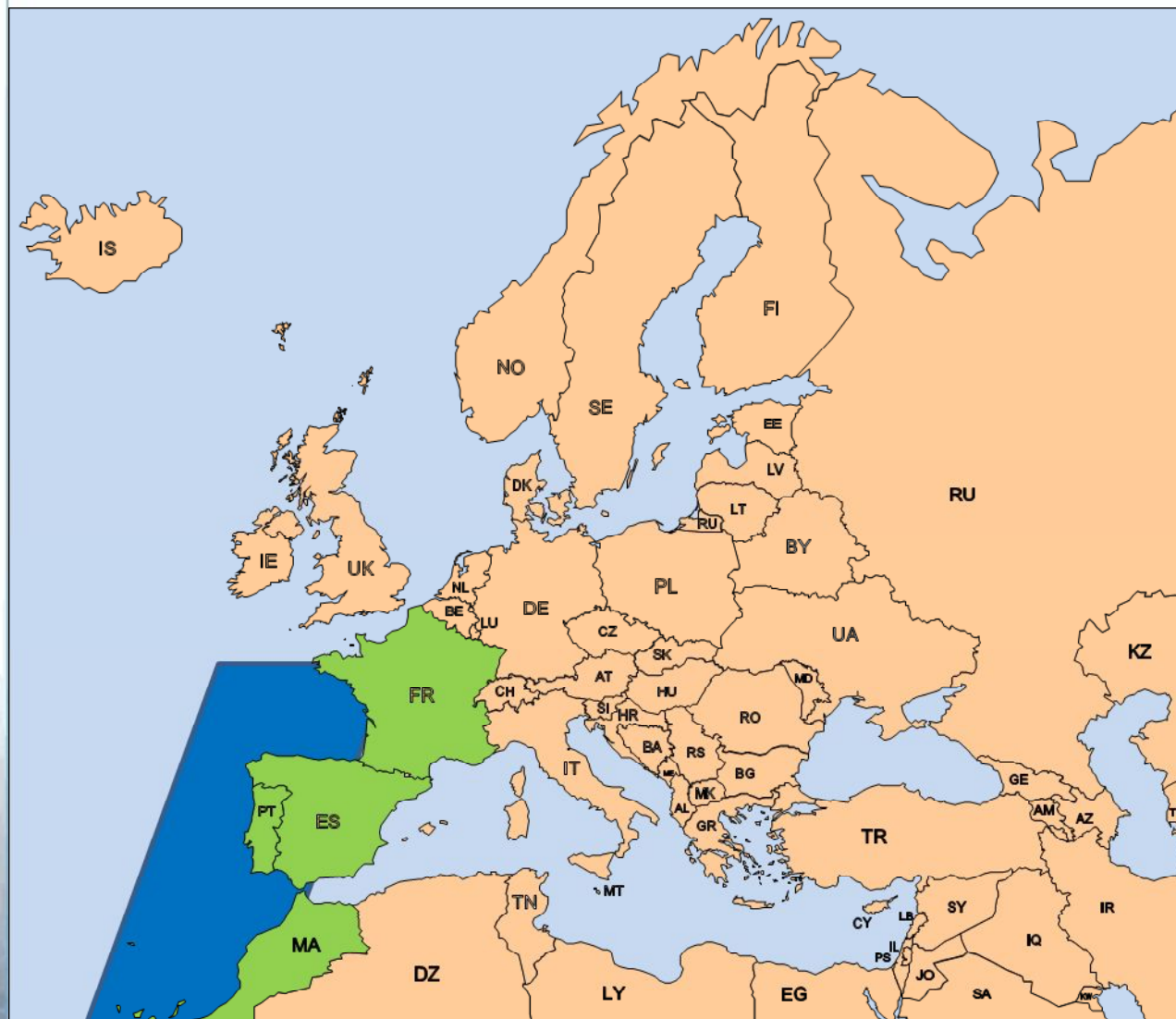


The Bonn Agreement  
for cooperation in  
terms of oil pollution  
response in the  
North Sea

[bonnagreement.org](http://bonnagreement.org)



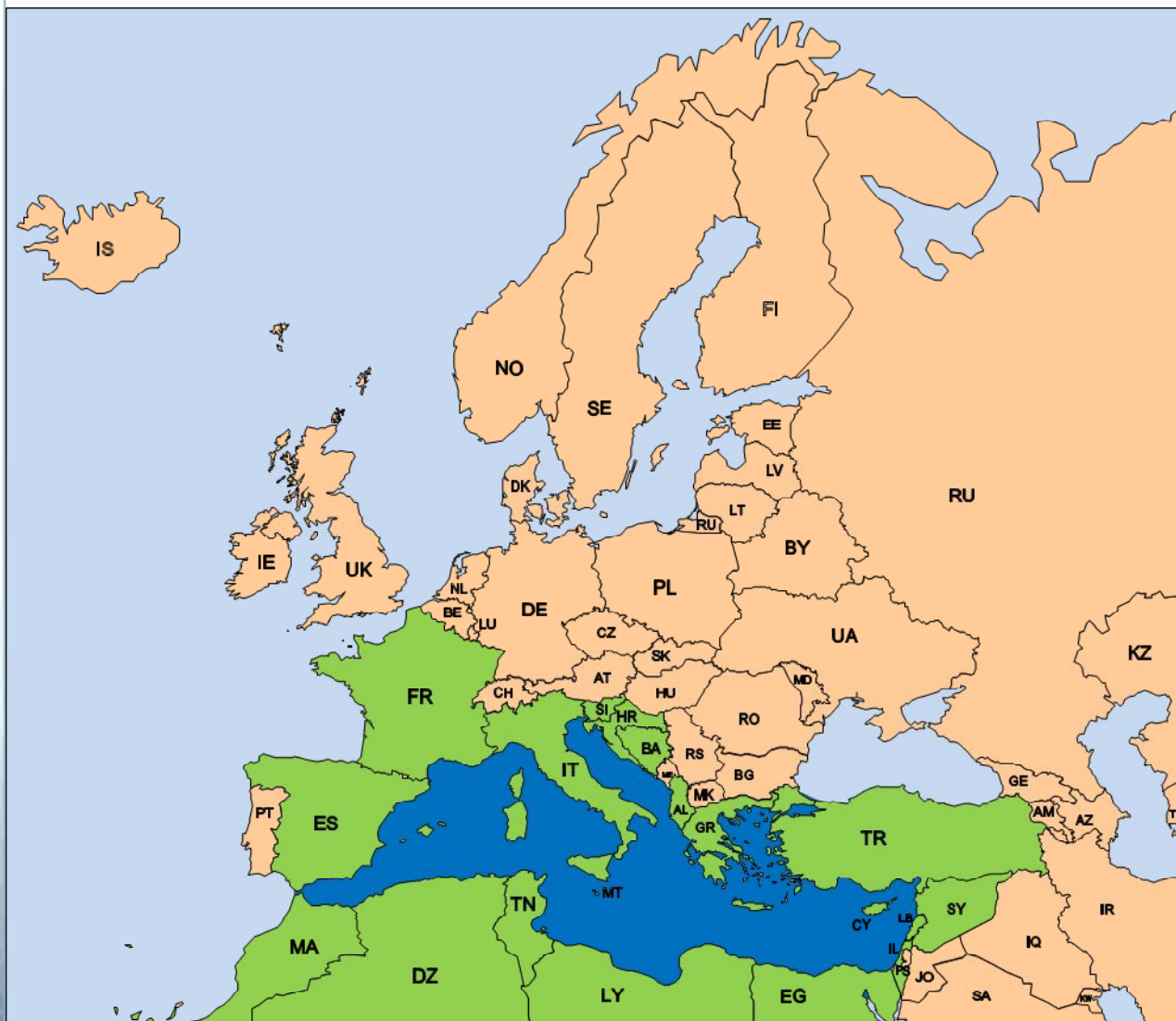
# Lisbon Agreement



The Lisbon Agreement  
for the protection of the  
north-east Atlantic  
against pollution

[lisbonagreement.org](http://lisbonagreement.org)

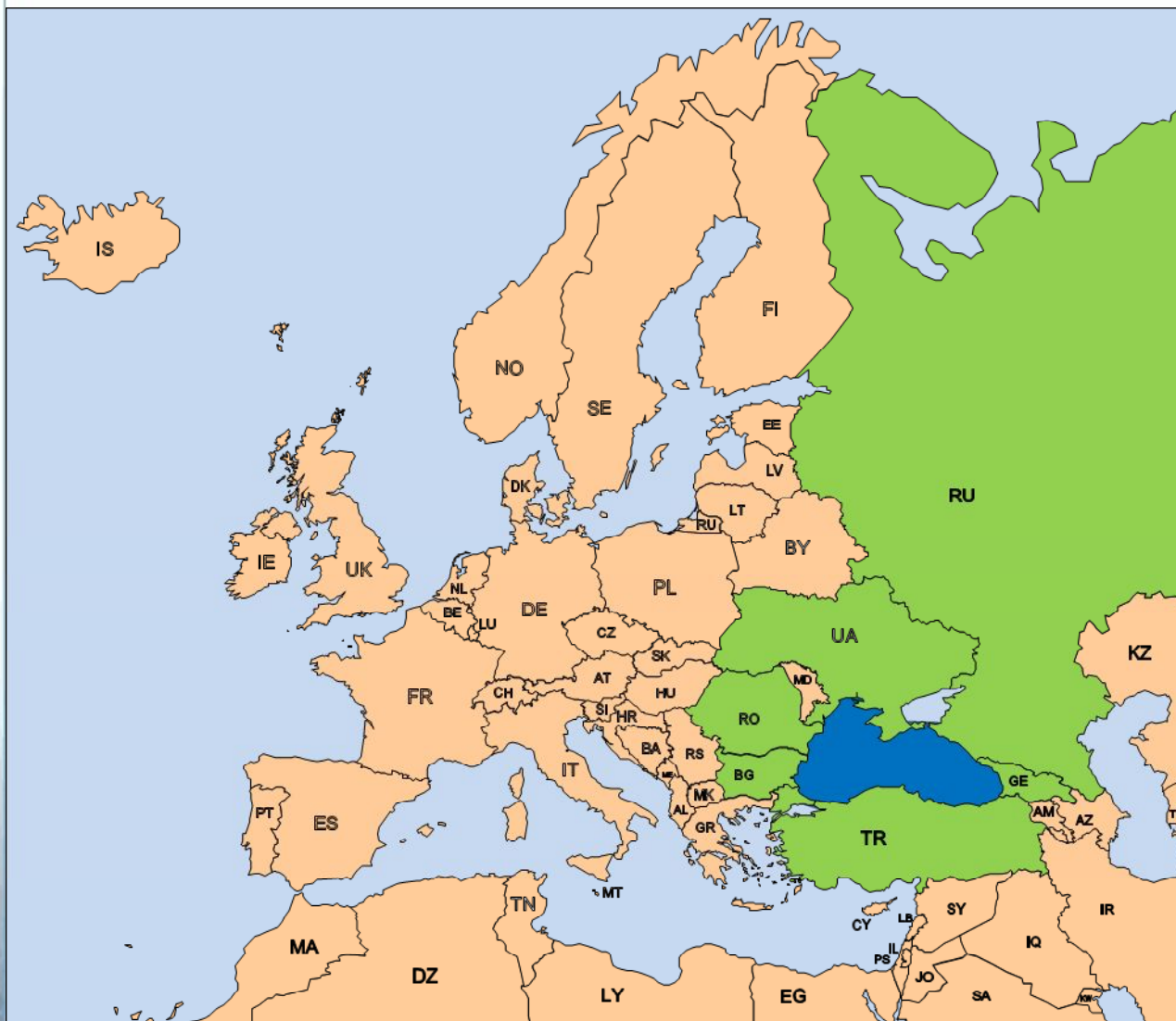
## Barcelona Convention (REMPEC)



The Barcelona  
Convention for the  
protection of the  
Mediterranean Sea

[www.rempec.org](http://www.rempec.org)

## Bucharest Convention

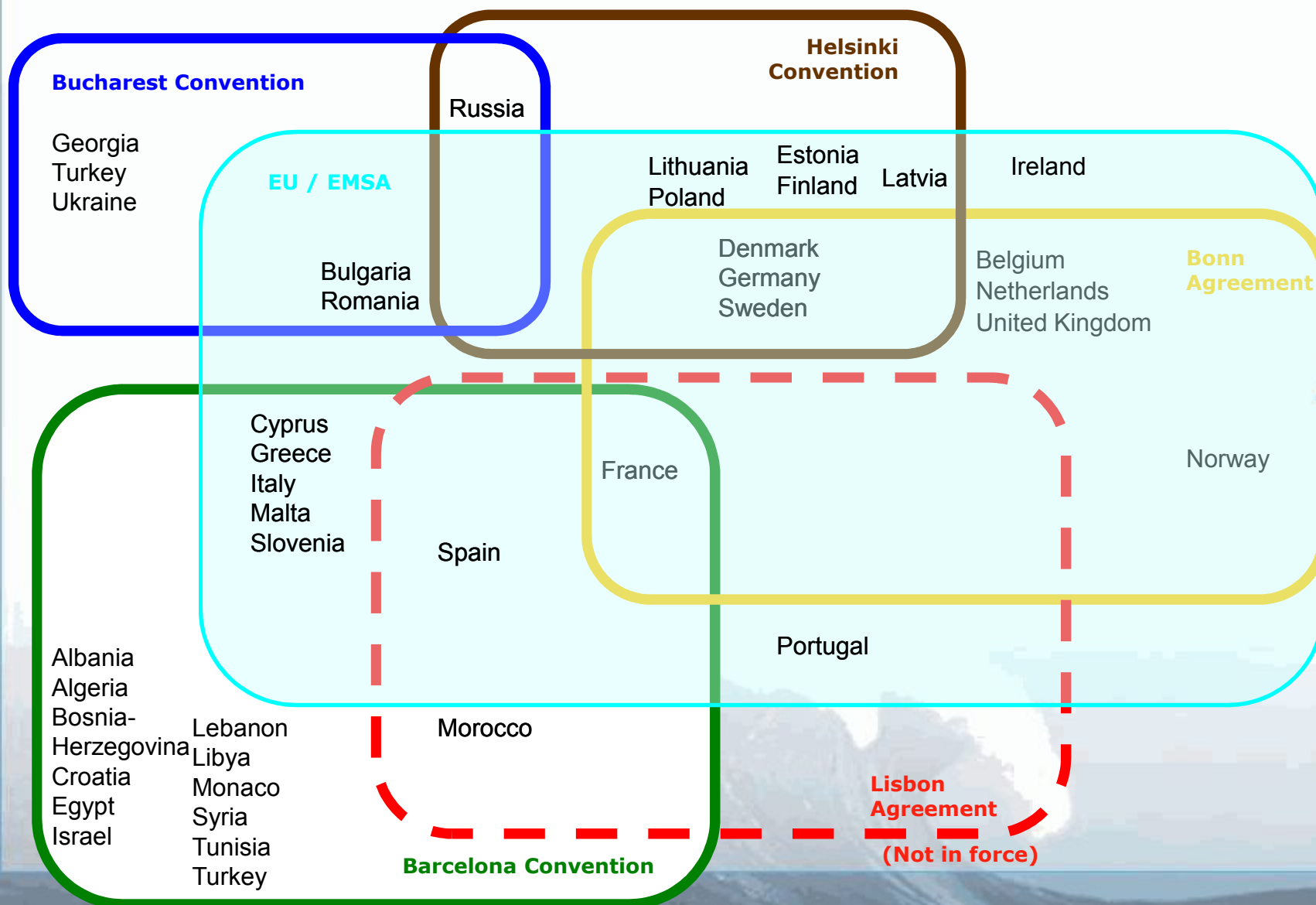


The Bucharest  
Convention on the  
protection of the  
Black Sea against  
pollution

[www.blacksea-commission.org](http://www.blacksea-commission.org)

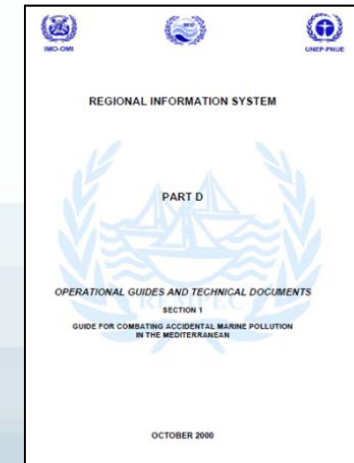
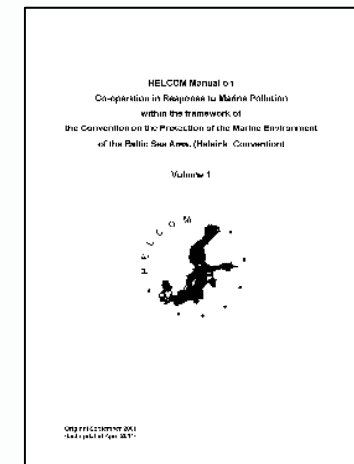
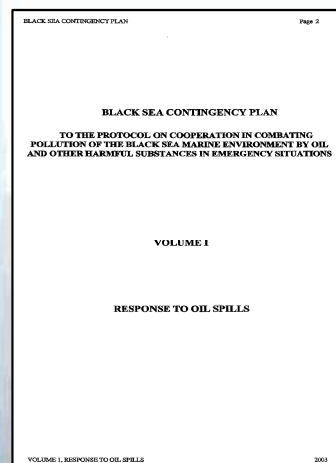
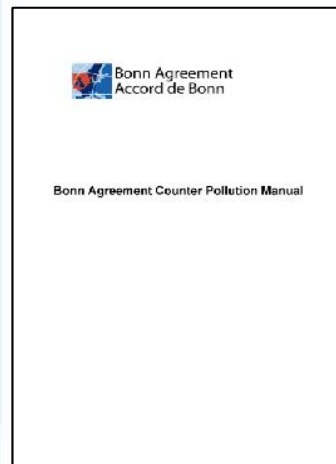


## Regional Agreements in Europe (2)



## Procedures developed within the bi- and trilateral or Regional Agreements

- Response or Counter Pollution Manuals or Guidelines are published
- PolRep System with PolInf, PolWarn and PolFac is fully implemented
- Various chapters are dedicated to assistance, operational control, reimbursement etc.
- Regular annual notification or operational exercises with different parties involved



## European Maritime Safety Agency (EMSA)

EMSA is providing the Pan-European support with:

- Network of Stand-by Oil Spill Recovery Vessels
  - 16 equipped vessels along the European coastline
  - 19 offshore boom sets with 500 m each
  - 3 High capacity multi-skimmers with 200/400 m<sup>3</sup>/h
  - 18 offshore skimmers with 125 m<sup>3</sup>/h
- Expert Service
- CleanSeaNet Service (satellite imagery)
- MAR-ICE

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# Thank you for your attention

## Further information:

<http://www.emsa.europa.eu/operations/marine-pollution/network-of-stand-by-oil-spill-response-vessels.html>

