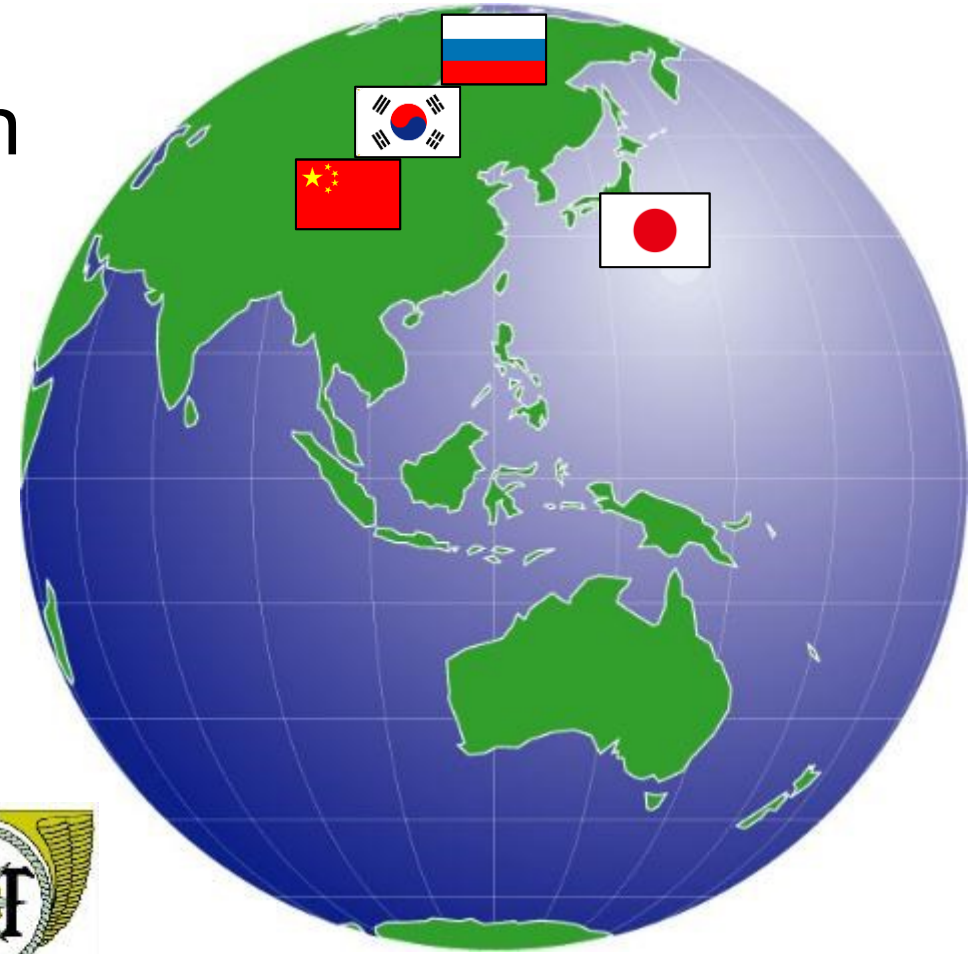


Japan's Initiatives in Prevention and Clean-up of Spilt Oil/HNS in Light of the OPRC Convention

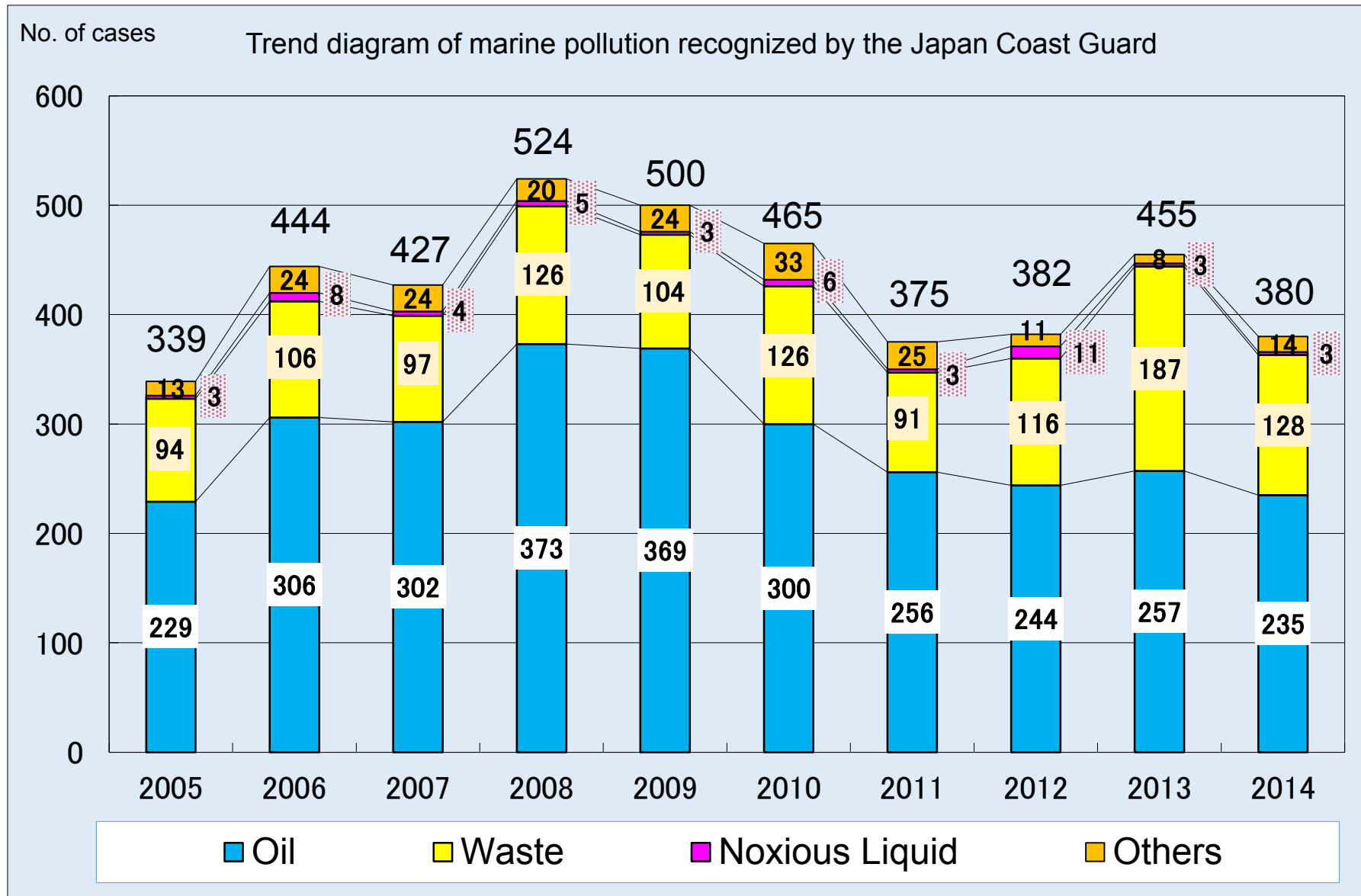
Tomoyuki Ishizuka, Director
Marine Environment Protection & Disaster
Prevention Division,
Guard and Rescue Department,
Japan Coast Guard



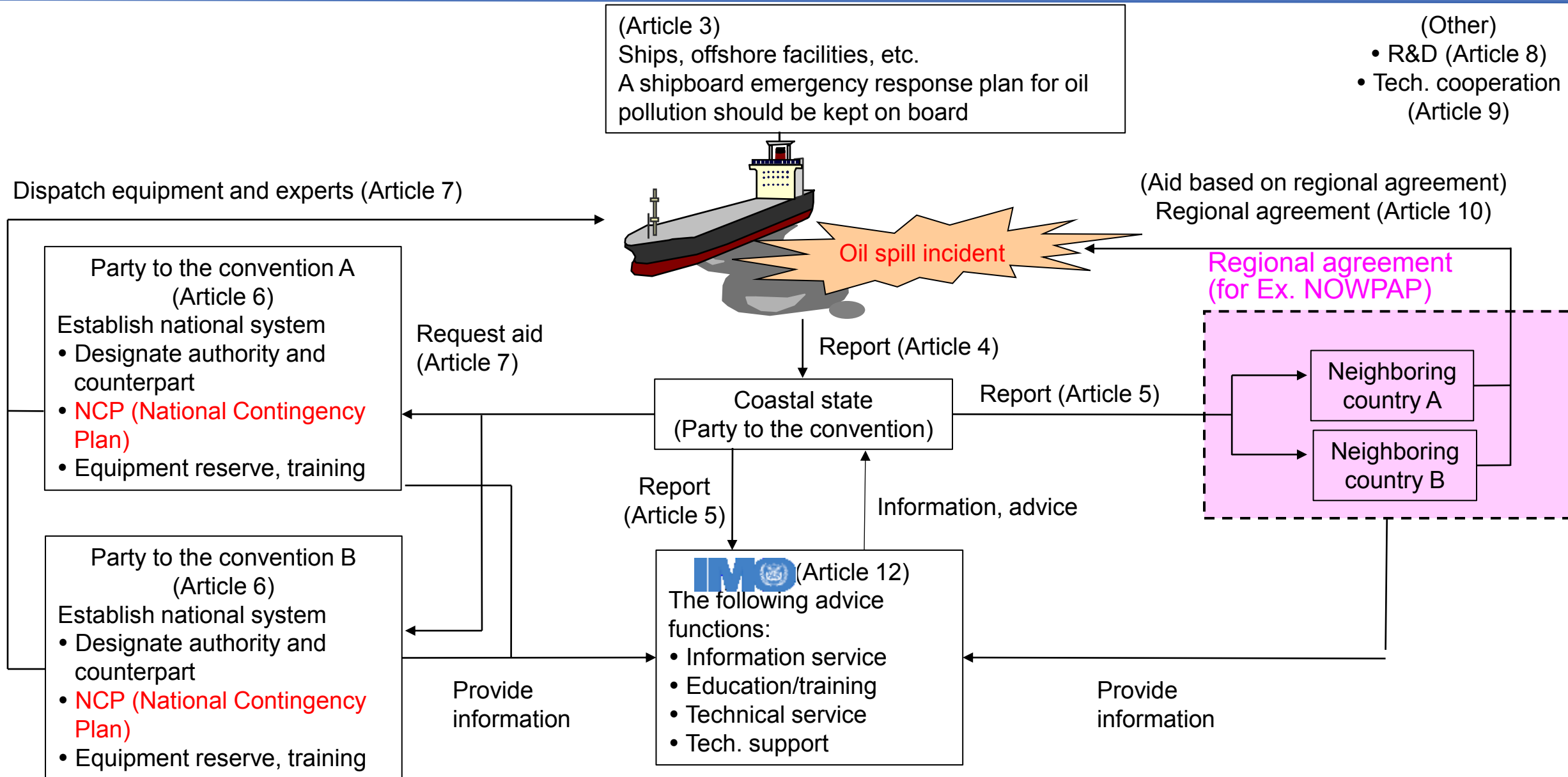
- Current Situation of Marine Pollution
- Outline of the OPRC Convention
- Japan's National Contingency Plan
- Regional Cooperation Setup
~NOWPAP~
- National Strike Team (NST)



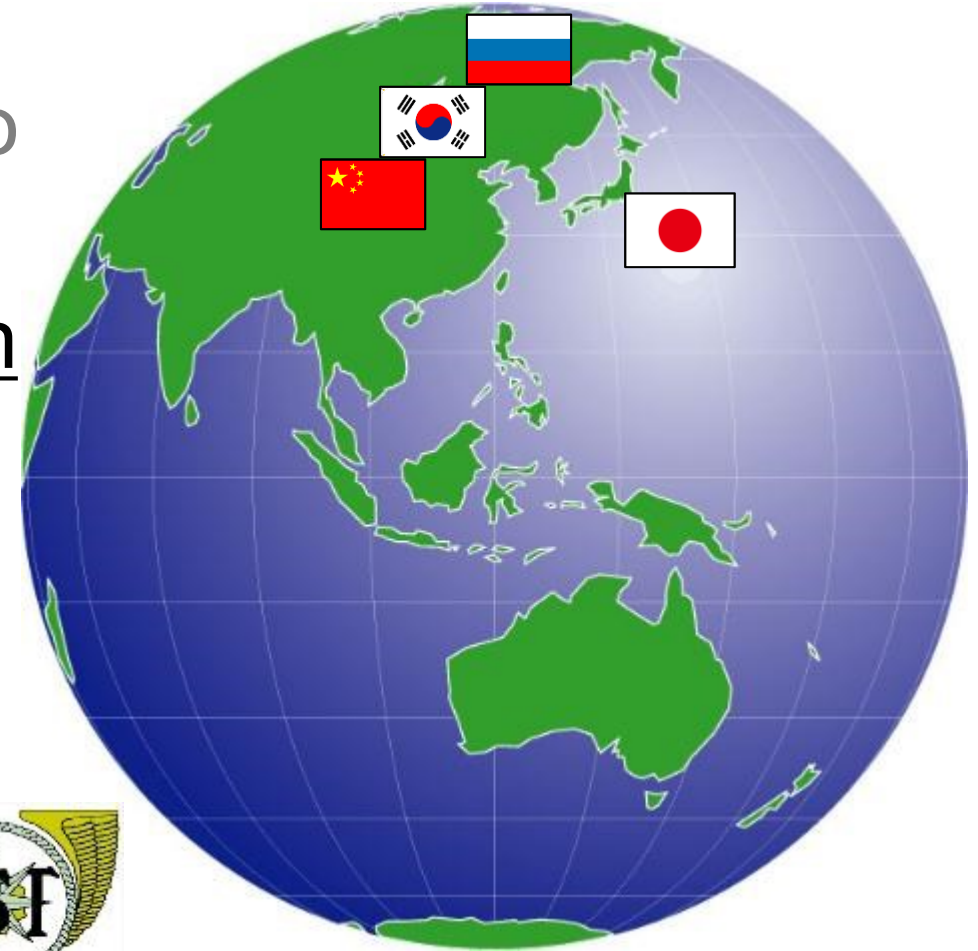
Current Situation of Marine Pollution



Outline of the OPRC Convention



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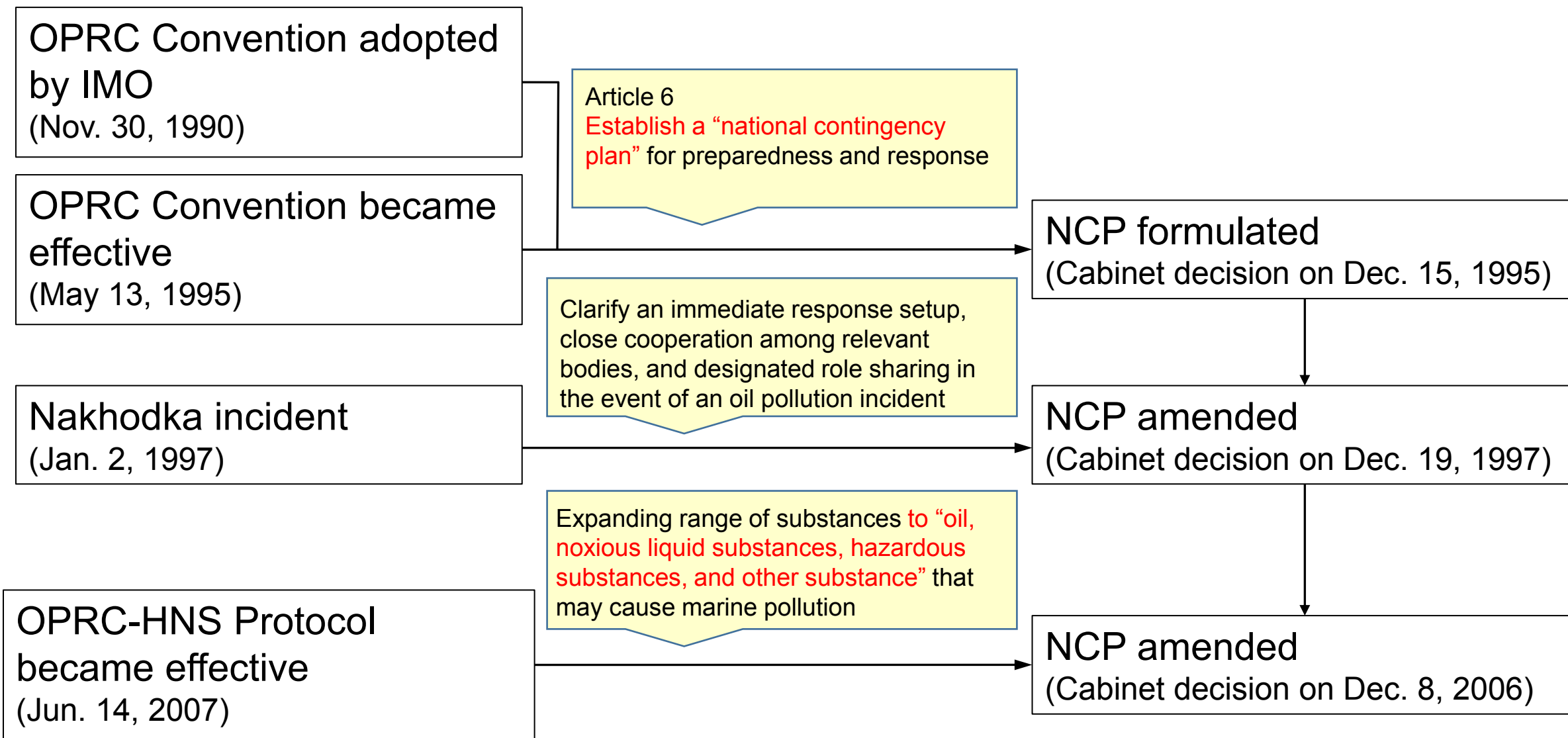
Organizational setup and resources for oil spill incidents should be prepared based on the plans stipulated in the following laws:

1. Disaster Countermeasures Basic Act: Basic Plan for Disaster Prevention, Operational Plan for Disaster Prevention, Local Plan for Disaster Prevention
2. Law Relating to the Prevention of Marine Pollution and Maritime Disaster: Plan for the Cleaning of Spilled Oil
3. Law on the Prevention of Disaster in Petroleum Industrial Complexes and Other Petroleum Facilities: Plan for Disaster Prevention for Petroleum Industrial Complexes
4. Basic Environment Law: Basic Environment Plan

OPRC Convention:

National Contingency Plan for Oil and HNS Pollution Preparedness and Response

A consolidated summary of national set up to cope with various pollutions based on the existing plans



OPRC Convention: National Contingency Plan for Preparedness and Response on Oil and HNS Pollutions

○ Matters concerning **Preparedness**

- Comprehensive preparation of information
- Preparation of response and report/communication systems
- Preparation of related resources
- Training
- Cooperation setup with neighboring countries

○ Mutual cooperation of related organizations

- National cooperation
- Regional cooperation

○ Others

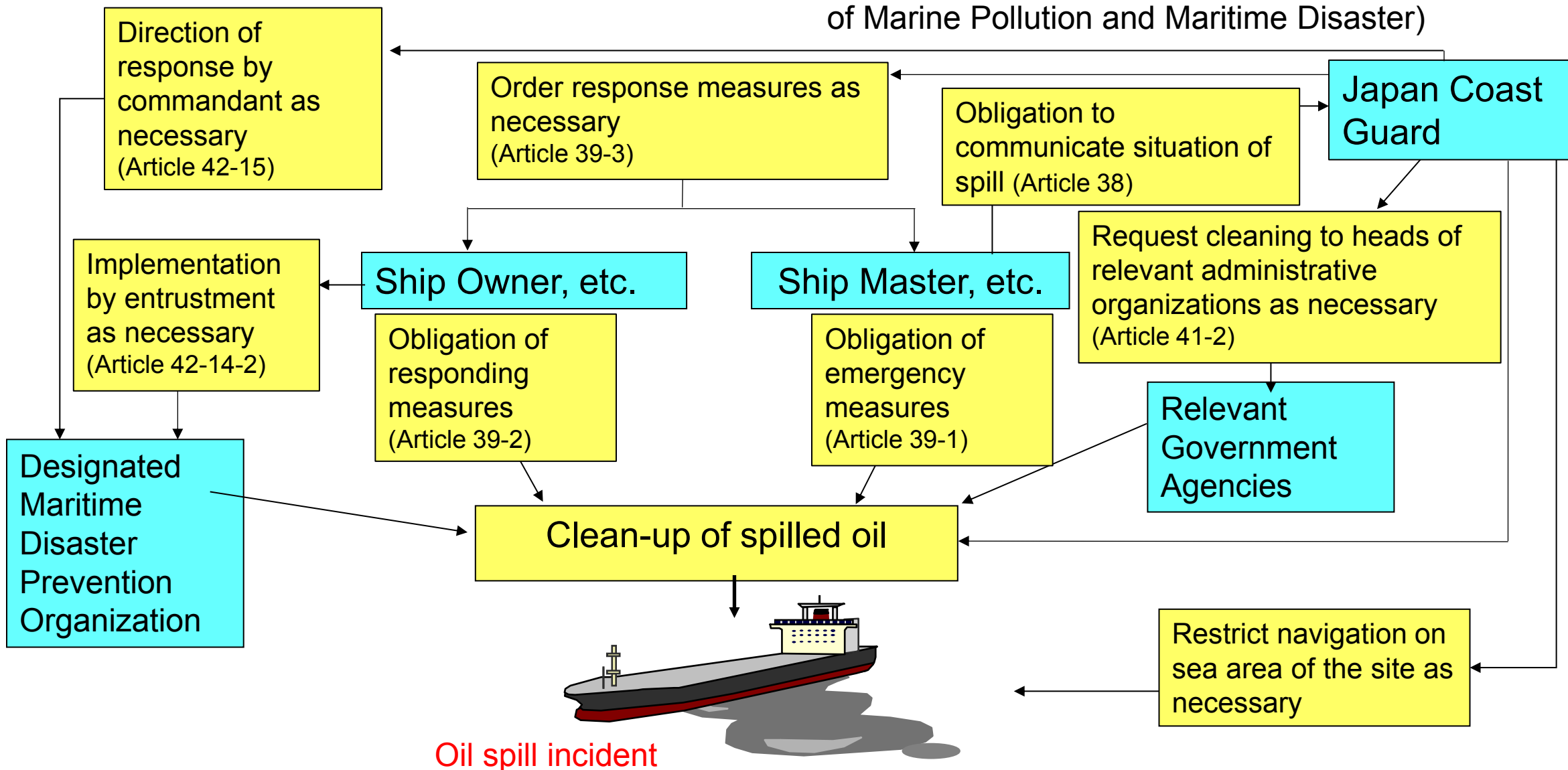
- Promotion of R&D, technical development
- Other

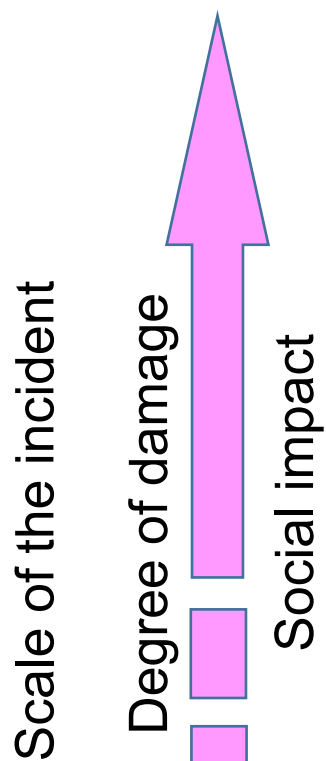
○ Matters concerning **Response**

- Establishment of a response system
- Communication of information on oil pollution incidents
- Evaluation of oil pollution incidents
- Response activities
- Provision of information on resources.
- Health care and safety on responders
- Rescuing wildlife
- Fishing ground conservation
- Securing marine traffic safety and measures for preventing dangers
- Public relations
- Observation after the incident

Response to Oil Spill Incidents

(Responses based on the Law Relating to the Prevention of Marine Pollution and Maritime Disaster)





Incident occurred



Establish of Disaster Countermeasures HQ

(Response based on the Disaster Countermeasures Basic Act)

If large-scale damage has been acknowledged through information gathered, establish the "[Disaster Countermeasures HQ](#)" (Bureau Chief class of relevant agencies) at the Ministry of Land, Infrastructure, Transport and Tourism, headed by the Minister

Assemble Emergency Response Team

If a large-scale maritime disaster with huge social impact is likely to occur or has occurred, the Cabinet Secretariat assembles the "[Emergency Response Team](#)" (Bureau Chief class of relevant agencies) to the Prime Minister's official residence and consolidates information on incipient measures of the government

Establish Precautionary HQ

Establish [Precautionary HQ](#) (representing section chief class officer of relevant agencies) in the JCG headed by commandant of JCG, If there is anxiety that damage would be widely spreaded, and consider to have strong and quick response measure including proper coordination would be required.

Hold meeting among national government agencies

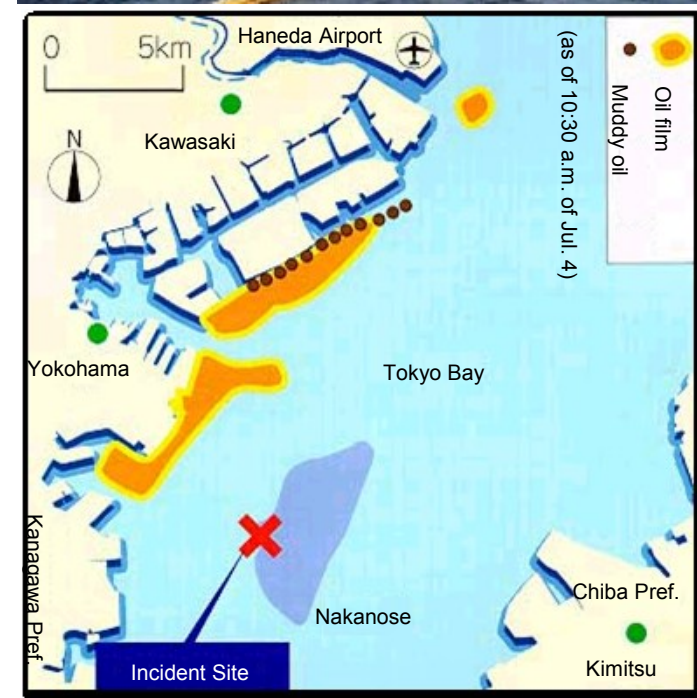
Hold a "[meeting among national government agencies](#)" (Section Chief class of relevant agencies) in order to confirm and to share primary information on the incidents/damages and to coordinate emergency measures

<Diamond Grace incident>

Date: July 2, 1997

Site: Offshore on in the southwest of the Nakanose route of Tokyo Bay

Outline: Oil tanker Diamond Grace, which was en route from UAE to the Keihin Kawasaki Sea Berth, struck on sand bank at the site while navigating Tokyo Bay northward. Her bottom plate of starboard side was broken, and 1,550kl crude oil was flowed out.



After occurrence of the accident, government responded by summoning a **meeting of national government agencies** and establishing a **Precautionary HQ** (later re-organized as **Disaster Countermeasures HQ**), in line with NCP. JCG, Maritime Self Defense Forces, Port and Harbor Authority of Ministry of Transport (at the time), Maritime Disaster Prevention Center, etc. carried out response activities.

Dense portion of drifting oil was mostly recovered by July 4, and there was no longer notable drifting oil in Tokyo Bay after morning of July 6.



Situation of oil removal at sea

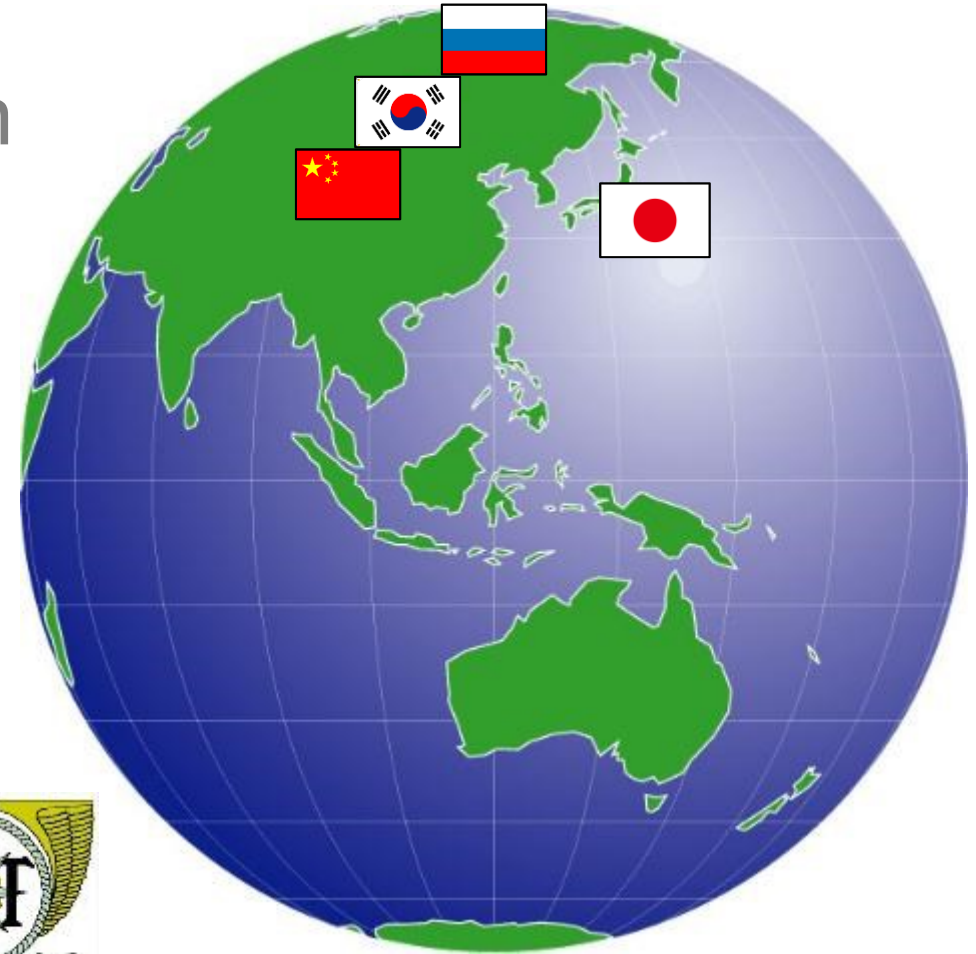
Measures to prevent diffusion by deploying oil fences.
Recovered drifting oil with absorbents.
dispersant spraying with ship-run



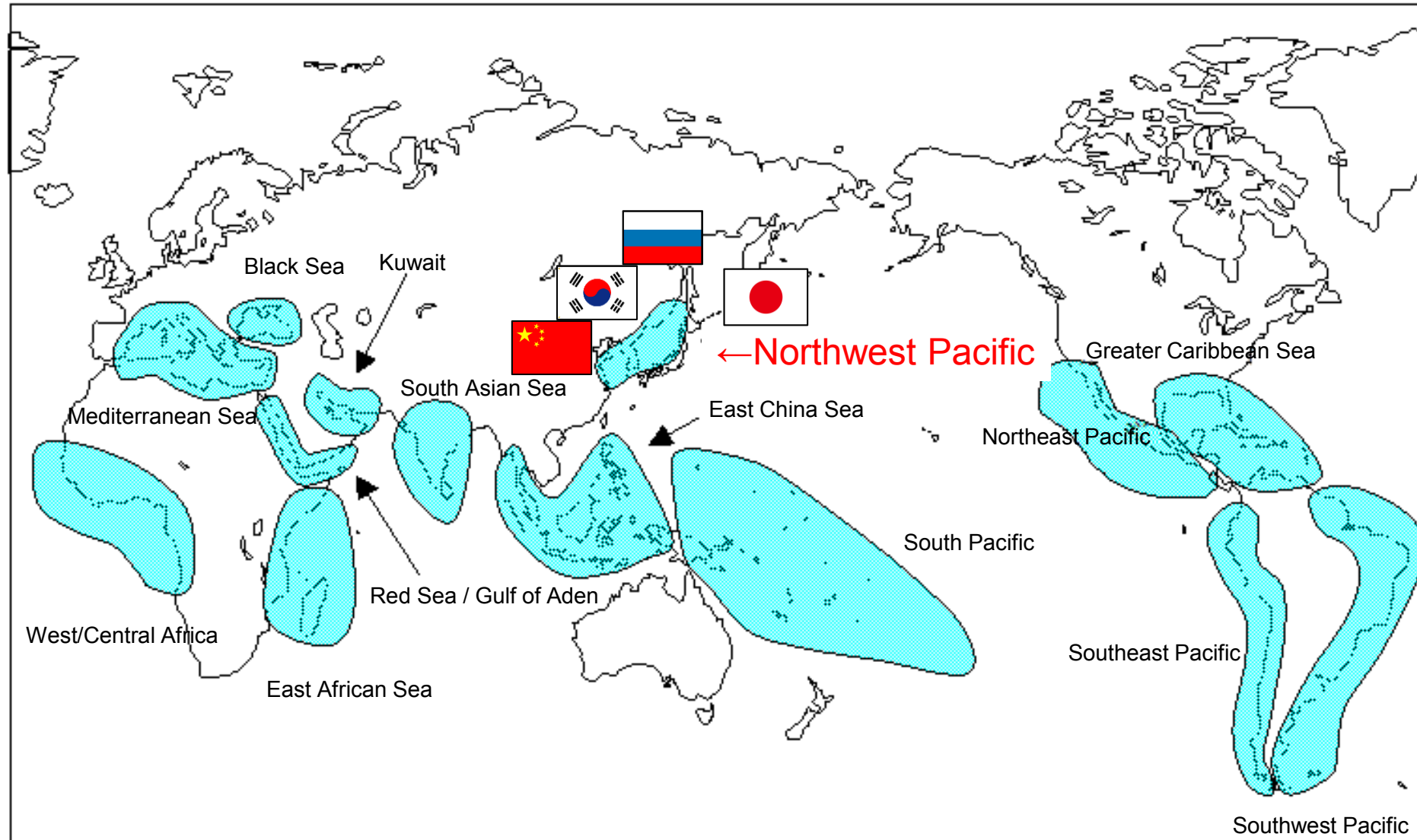
Situation of stranded oil recovery

Recovered stranded oil with absorbents.
Collected oily refuse manually.

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Action plan advocated by UNEP (UN Environmental Program)



Organizational Structure of NOWPAP (Northwest Pacific Action Plan)

Purpose: To preserve the marine environment on the Sea of Japan and the Yellow Sea
Adopted: 1994

Inter-Governmental Meeting (IGM)
Supreme decision-making body. Held once a year.

**UN Environ. Program
UNEP** (Nairobi, Kenya)

RCU (NOWPAP HQ secretariat)

Toyama office

Busan office

- Planning of activities
- Financial management
- Liaison and Coordination with RAC and relevant countries and organizations
- Holding of IGMs

Regional Activity Center (RAC)

DIN / RAC

Data/information network
Beijing, China
State Environmental Protection Administration

- Shares marine data
- Establishes portal site (Activity L)
- Establishes marine/coastal natural reserve database (Activity M)
- Prepares metadatabase on pollutants and nutrient salts (Activity N)

POM / RAC

Pollution monitoring
Vladivostok, Russia
Academy of Science
Pacific Institute of Geography

- Monitors pollutants flowing in from rivers
- Monitors precipitated pollutants in the atmosphere

CEA / RAC

Special monitoring, coastal environment evaluation
Toyama, Japan
Northwest Pacific Region
Environmental Cooperation Center

- Marine and coastal environment monitoring using remote sensing
- Monitoring harmful algae propagation

MER / RAC

Emergency response to marine pollution
Daejeon, South Korea
Korea Institute of Ocean Science & Technology
Marine and Ocean Engineering Research Institute

- Prepares manuals and guidelines on the preparedness and response to oil and HNS pollution
- Strengthens coordination and response capabilities at emergency

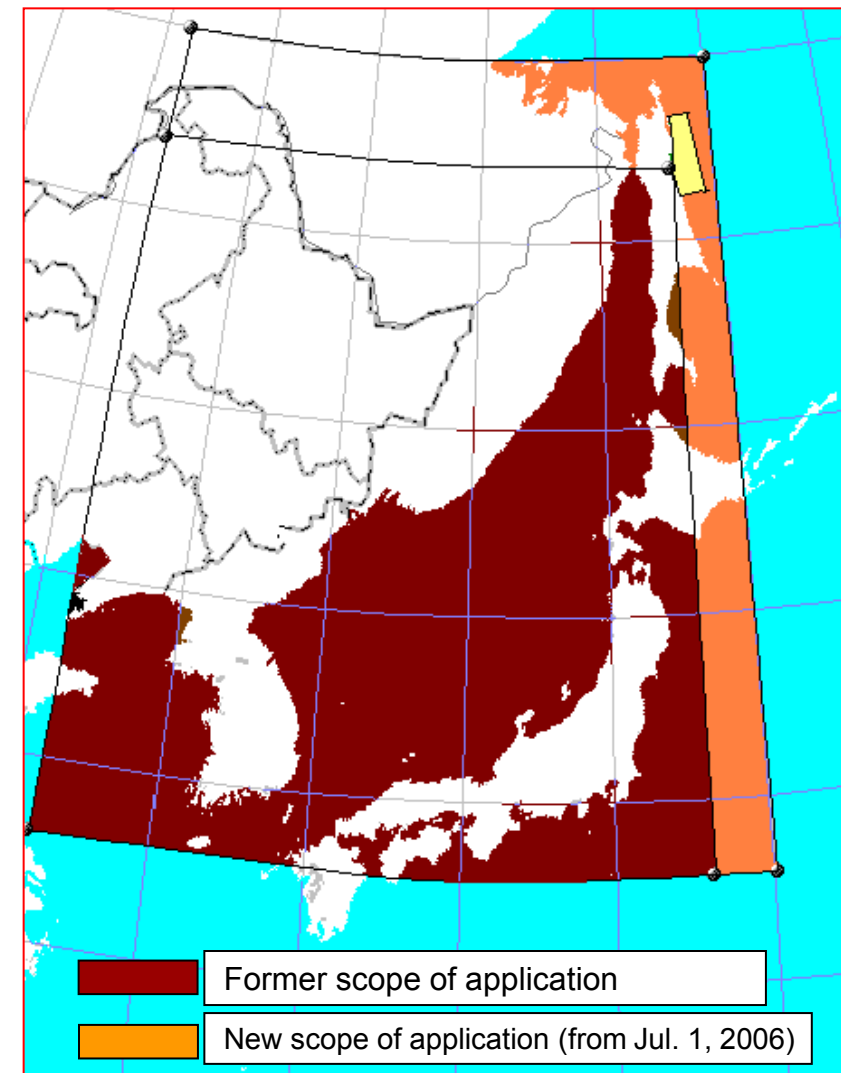
○ Formulation of Contingency Planning in NOWPAP region

Stipulates cooperation between NOWPAP member countries. Member countries can request other member countries to provide information or paid-for support for Tier 3 spill incidents, which exceeds OSR capability of one country.

(History of formulation and amendment of contingency plans)

- 1997 Start of contingency planning
- 2004 Start of administration
- 2006 Expanded scope of application to waters surrounding Sakhalin
- 2008 Added HNS to target substances

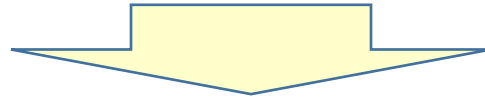
(Minor amendments followed)



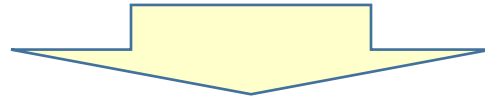
▲ NOWPAP scope of application

Initiatives of NOWPAP MERRAC (Track Record of Activation of NOWPAP Contingency Plan)

On Dec. 7, 2007, tanker HEBEI SPIRIT and a crane salvage barge collided, resulting in a spill of 12,500 kl crude oil



MERRAC secretariat noticed activation of contingency plan



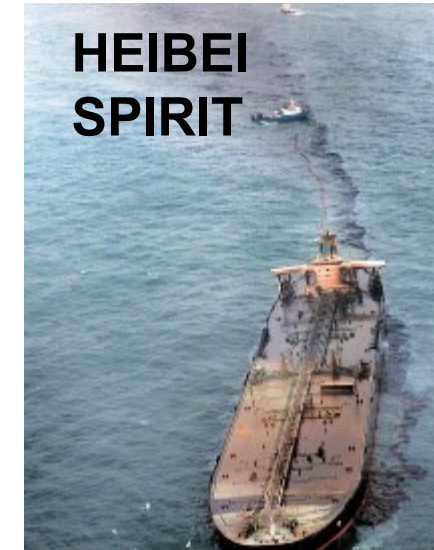
South Korean government requested assistance with oil adsorbents



10 tons of oil adsorbents and 4 members of the Japan Disaster Relief Team were sent from Japan



On Jan. 14, 2008, contingency plan was called off



○ Strengthening coordination and response abilities towards emergency

Oil spill response training co-hosted by two countries

- 2006 1st Japan Russia Joint Training (Sakhalin, Russia)
- 2008 2nd China South Korea Joint Training (Tsingtao, China)
- 2010 3rd Japan Russia Joint Training (Wakkanai, Japan)
- 2012 4th China South Korea Joint Training (Yeosu, South Korea)
- 2014 5th Japan Russia Joint Training (Vladivostok, Russia)



▲ The 3rd Training JCG patrol vessel Erimo

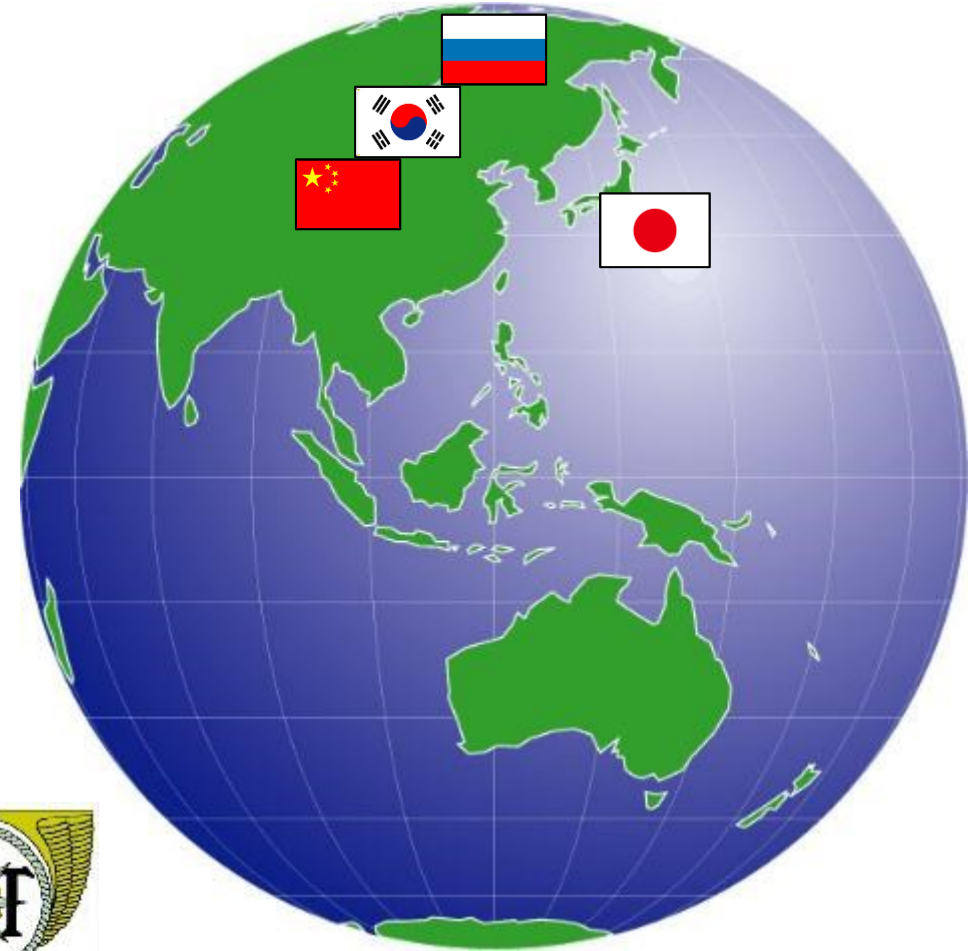


▲ The 4th Training Oil recovery vessel of the Maritime Safety Administration of China



▲ The 5th Training JCG patrol vessel Echigo

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April 1995

In order to **strengthen maritime disaster prevention system following ratification of the OPRC Convention**, two Strike Teams (eight members) were created under Disaster Prevention Office, Search and Rescue Division of the 3rd Regional HQ



April 1998

Following a series of large-scale oil spill incidents such as Nakhodka incident, NST Station was newly established and a Chief, Administration Coordinator and three Strike Teams (12 members) were appointed to further strengthen maritime disaster prevention setup



October 2007

In order to **strengthen HNS response setup followed by ratification of HNS Protocol of the OPRC Convention**, one Strike Team was added, resulting four teams (16 members) in total



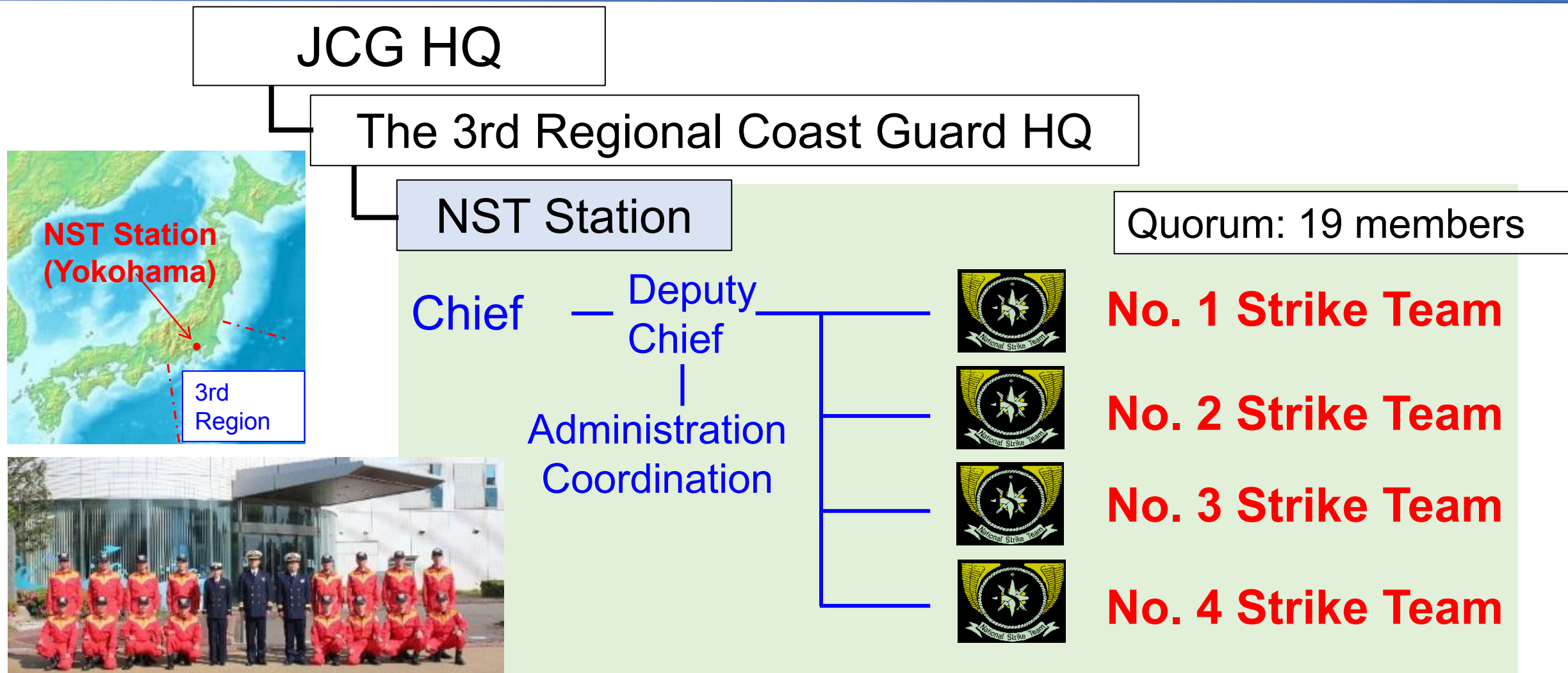
April 2015

NST **20th anniversary**

Anniversary



Organization of NST



A Strike Team consists of four persons: a captain, a vice-captain and two members

Large-scale oil spill incidents



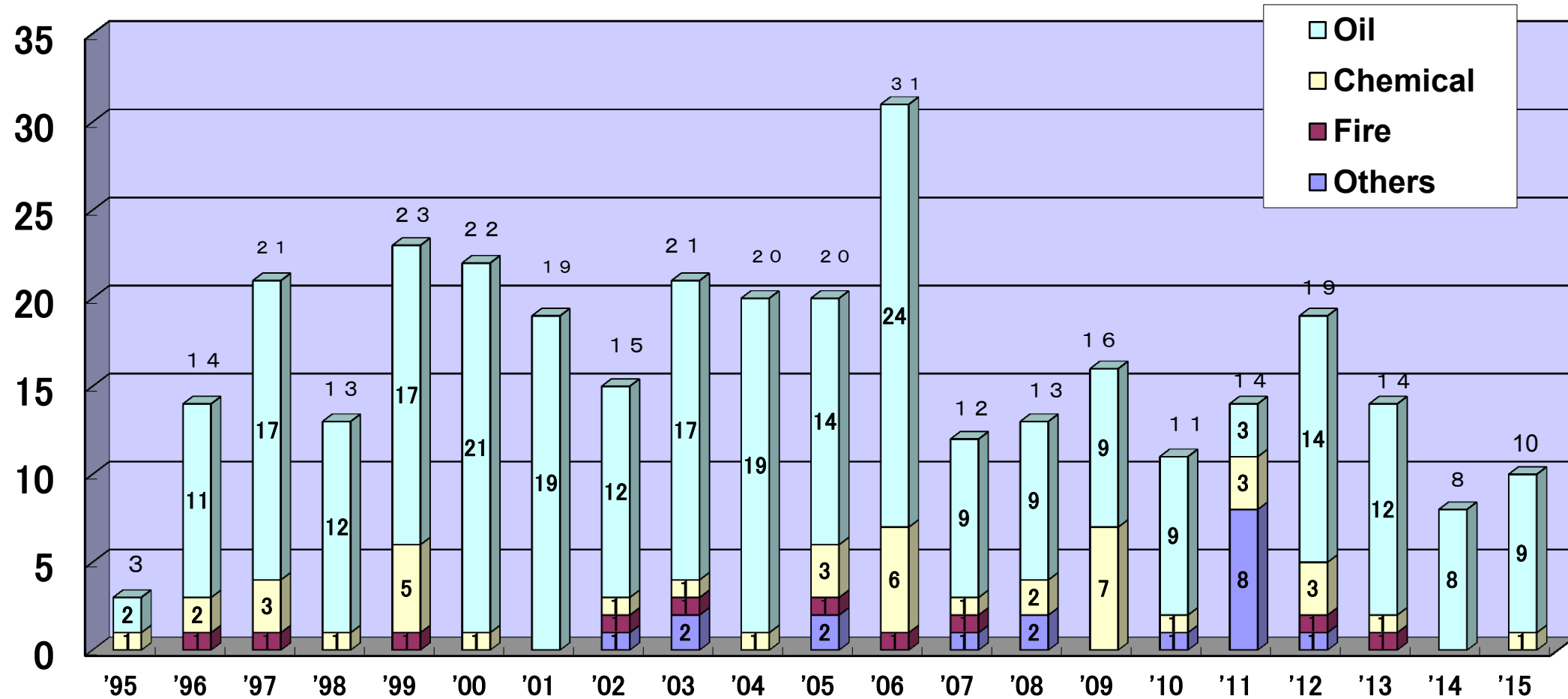
HNS incidents



Maritime fires



Trend of Emergency Dispatch



Total number of dispatches (as of Dec. 24, 2015): 339

International Cooperation

Dispatched NST as a Japan Disaster Relief Team



Tanker collision, crude oil spill incident (Dec. 2007)
Duration: 9 days
No. of personnel: 2 NST members
Activity: Instruction/advice to the Korea Coast Guard (KCG) on OSR



Power generation barge stranding, heavy oil spill incident (Dec. 2013)
Duration: 10 days
No. of personnel: 2 NST members
Activity: Instruction/advice to Philippines Coast Guard (PCG) on OSR



Tanker collision, heavy oil spill incident (Oct–Nov, 1997)
Duration: 5 days
No. of personnel: 4 NST members
Activity: Sent oil recovery equipment, etc. from Japan and worked on oil recovery



Tanker wreck, heavy oil spill incident (Aug. 2006)
Duration: 8 days
No. of personnel: 2 NST members
Activity: Instruction/advice to PCG on OSR

Technical Support

AS requested by Sri Lankan government to Japan for technical support on maritime disaster prevention (especially on how to handle oil spills), two NST members were sent to Sri Lanka for one month from Jan. 2015 and provided technical support (training on oil spill response) to the staff of Sri Lanka Coast Guard.



Practical training of oil spill response



Opening ceremony (Mirissa (location of HQ))



Lecture on oil spill response

Thank you for your attention.

