ADNOC OIL SPILL RESPONSE CENTRE

PETROLEUM ASSOCIATION OF JAPAN

"OIL SPILL SYMPOSIUM '96"

PERSONNEL TRAINING AND CONTINGENCY PLANNING

PRESENTED BY ADNOC OIL SPILL RESPONSE CENTRE,

ABU DHABI PETROLEUM PORTS AUTHORITY

ADNOC OIL SPILL RESPONSE CENTRE

(1) OPERATORS COURSE

DURATION - **3 DAYS**
PERSONNEL - **RIGGERS, MECHANICS, SAILORS ETC.**

90% PRACTICAL

10% THEORY - NEED TO KNOW

"HANDS ON" TRAINING:-

ANTIPOLLUTION EQUIPMENT.

DEPLOYMENT,
USE,
RECOVERY,
AND MAINTENANCE.

ADNOC OIL SPILL RESPONSE CENTRE

(2) SENIOR STAFF COURSE

DURATION - **5 DAYS**

PERSONNEL - **MARINE PILOTS,**

TUG MASTERS,

MIDDLEMANAGEMENT.

80% **THEORY**

20% **PRACTICAL**

General overview of Oil Spill Combat;
Using "Response to Marine oil Spills"
Videos + Local conditions.
Actual deployment of Equipment.

ADNOC OIL SPILL RESPONSE CENTRE

(3) ADVANCED COURSE - SENIOR STAFF

DURATION - 3 DAYS
PERSONNEL - BY INVITATION ONLY

100% THEORY

For those who have attended the Previous Course(s) and have shown interest and knowledge,

** **and are willing to assist in a real spill if required.**

Closely examines duties of positions in contingency plan,
Deeper into Legalities
Table top Exercise.

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(4) REFRESHER COURSE & COMPUTER MODELLING:-

TRAJECTORY AND FATE OF SPILLED OIL.
GIS:- ENVIRONMENTAL SENSITIVITY INDEX.

INCLUDING ACTUAL USE OF COMPUTERS IN
(a) CONTINGENCY PLANNING
(b) EXERCISE SIMULATED SPILL

PERSONNEL:-
PREVIOUS ATTENDEES OR THOSE WITH OIL SPILL COMBAT EXPERIENCE

Includes Coastal Type Recognition with recommended Clean up procedures, Flora & Fauna, De - Salination Plants, etc.

A/23/01/96

ADNOC OIL SPILL RESPONSE CENTRE

NOTE:-

All Courses are designed and conducted by ADNOC OIL SPILL RESPONSE CENTRE Staff, are free of charge, and are open to all Oil Companies that operate in U.A.E waters. They are usually run at RUWAIS, but the operators course can be arranged and run at short notices at any site in ABU DHABI, for example at the request of any Company to hold a course specifically for their personnel at their operational site.

Attendees to Date :- **(1986 - 1995)**

Senior Staff	**298**
Operators	**172**

PETROLEUM ASSOCIATION OF JAPAN

"OIL SPILL SYMPOSIUM '96"

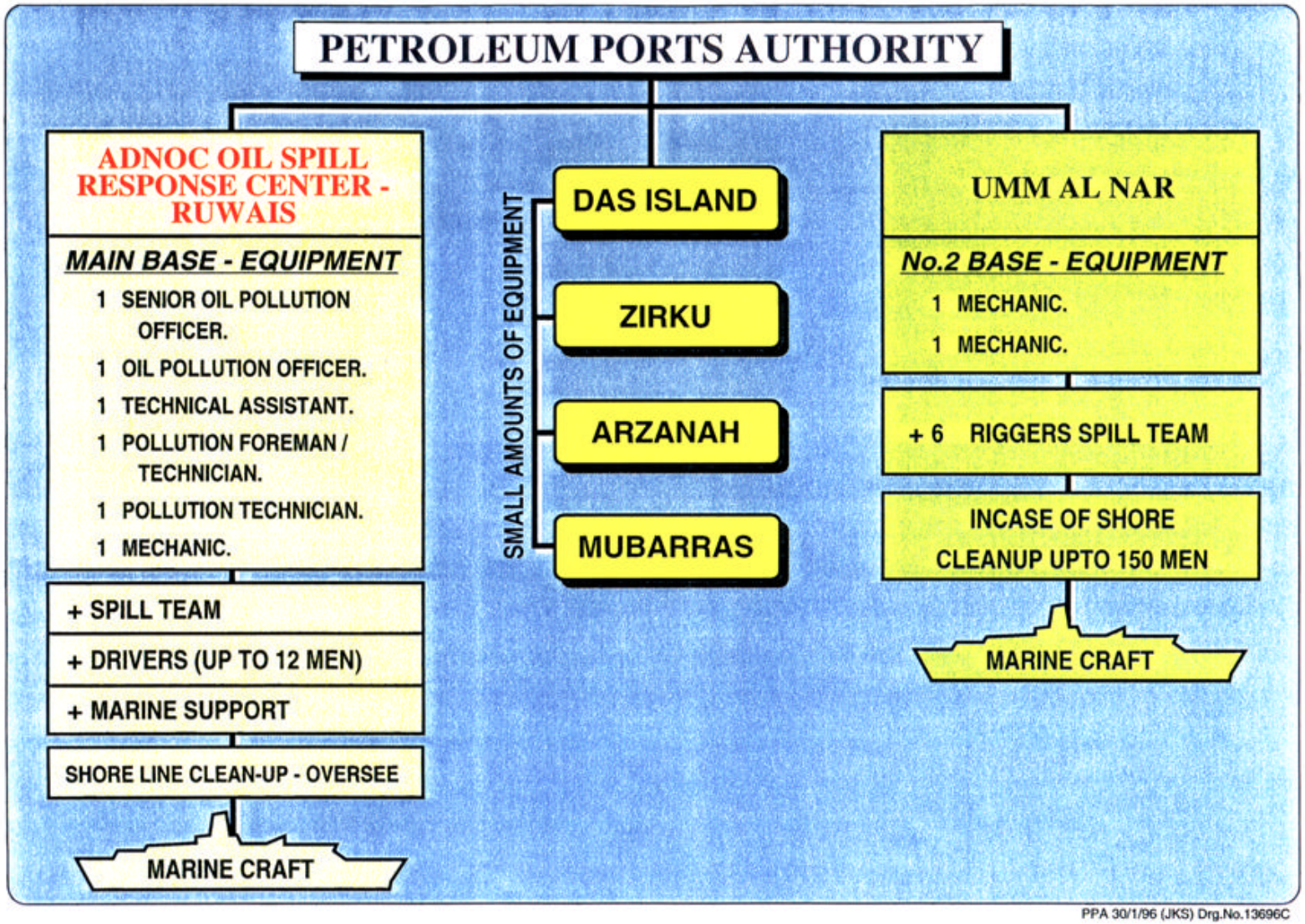
EQUIPMENT STOCKPILED IN ABU DHABI

SUPPLIED AND MAINTAINED BY:

PETROLEUM ASSOCIATION OF JAPAN

(1)	BOOM -	VIKOMA HI-SPRINT 1500 TYPE	1,000 METERS
(2)	SKIMMERS -	DESMI - 250 TYPE	4 SYSTEMS
(3)	PORTABLE STORAGE -	FASTANK	8 UNITS

AVAILABLE IN THE EVENT OF A MAJOR SPILL AS SUPPLEMENTARY EQUIPMENT



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ADNOC OIL SPILL RESPONSE TRAINING COURSE

CONTINGENCY PLANNING FOR OIL SPILLS

1. INTRODUCTION

Careful planning is an essential preparation for any successful operation and particularly so in an emergency situation such as an accidental spillage of oil. Many people may be affected by an oil spill and many organisations may become involved before the incident is closed. There is often concern for the effects on industry and the environment as well as concern for public health where desalination plants are threatened. There will inevitably be conflict of interests ani the media are always quick to expose any indecision, weakness or disagreement. A well prepared and tested contingency plan, while not offering a guarantee of a "successful" response to all oil spill incidents, undoubtedly makes such situations easier to resolve.

Contingency plans for the Petroleum Ports Authority have been prepared for Ruwais/Jebel Dhanna, Das Island, Zirku and Umm Al-Nar.

They all follow the same format, and are divided into 3 main sections namely

Emergency (This section is a self-contained book) sub-divided into articles
1. Alert Procedures
2. Internal Organisation
3. Communications.

Section 'A' - Overall Strategy

Section 'B' - Operation Plan

These are followed by section 'C' - giving brief details of training - and 'D' various statistics and information.

Section 'A' - Strategy

This section is sub-divided under the following headings into eleven parts, namely:-

1) Oil Spill Risks

This section briefly considers world data for oil spill sources and discusses with reference to the port in question:-

i) Shipping routes
ii) Fires ani explosion
iii) Pipelines
iv) Likely movement of spilled oil

The plan is designed to cope with a spill of up to 1000 tomes of fresh crude oil or 500

tonnes of High Viscosity Fuel Oil.

2) Resources at Risk

The major resources at risk from oil spilled within a particular port area are listed in the order of priority for protection of these resources.

For example, within the Jebel Dhanna/Ruwais area, the resources at risk and the priorities for protection are:-

i) Intakes to desalination and power plants
ii) Sir Rani Yas Island
iii) Port facilities
iv) Foreshore area
v) Sea area

Each resource is briefly described and the prohibition on the use of oil dispersants within 1.5 km. of any water intake is clearly states.

3) Evaluation

Spill evaluation or situation assessment looks at the information required for this and the advantages of knowing the characteristics of the spilled oil.

The importance of aerial observation in the event of larger spillages is also highlighted.

4) Strategy for Oil Spill Clean-up

This subsection sets broad guidelines for response to oil spills but it is not a clean-up manual. The importance of defending priority areas is again stressed.

The discussion on clean-up strategy continues under the headings of Response to Oil Spills at Sea and Inshore and Shoreline Response.

5-(1) Clean up strategy including liaison with Central and Local Government, Security Aspects and Customs are discussed in these sections.

Section 'B' - Implementation

This section spells out the actual response procedure to an oil spill incident.

1. Classification of Oil Soills - depending on their size Type from 'A' through 'D' - and the response required.

2. Internal Organisation - giving the chain of command with function and responsibilities of key personnel.

3. Communications - a description of the ma.rine/airband radio communications available and a simple line diagram of network with code names.

4. Logistic Support - covers equipment available within the ADNOC Group, Contacts and equipment outside the group but could assist, ard details of Regional and International Bodies that should be informed or could assist, especially in a Major Disaster.

Section 'C' & 'D' are concerned with Training and tables, statistics, etc. and plan of boom configuration in Ruwais Intake Channel.

N.B. Update Contingency Plans continuously.

CAUTION

Dispersants shall not be used without prior permission from the PORT OFFICER or his Deputy.

1 CLASSIFTCATION OF OIL SPILLS

1.1. In cases of pollution, oil souls will be classified into the following categories:

"A" Minor spillages which can be dealt with by the Port Officer using the resources immediately available to him and without implementation of the Contingency Plan.

"B" A spillage which requires additional resources to those immediately available.

"C" A spillage requiring the full resources of the ADNOC Group of Companies.

"D" A spillage which exceeds the full resources of the ADNOC Group ard which will require outside assistance from other organisations.

1.2 On receiving a report of oil pollution, the Duty Officer will immediately inform the Port Officer or his Deputy. The Port Officer will assess the seriousness of the. incident in light of the information available and will either:

i) declare the incident to be a Class "A" spillage which can be dealt with internally

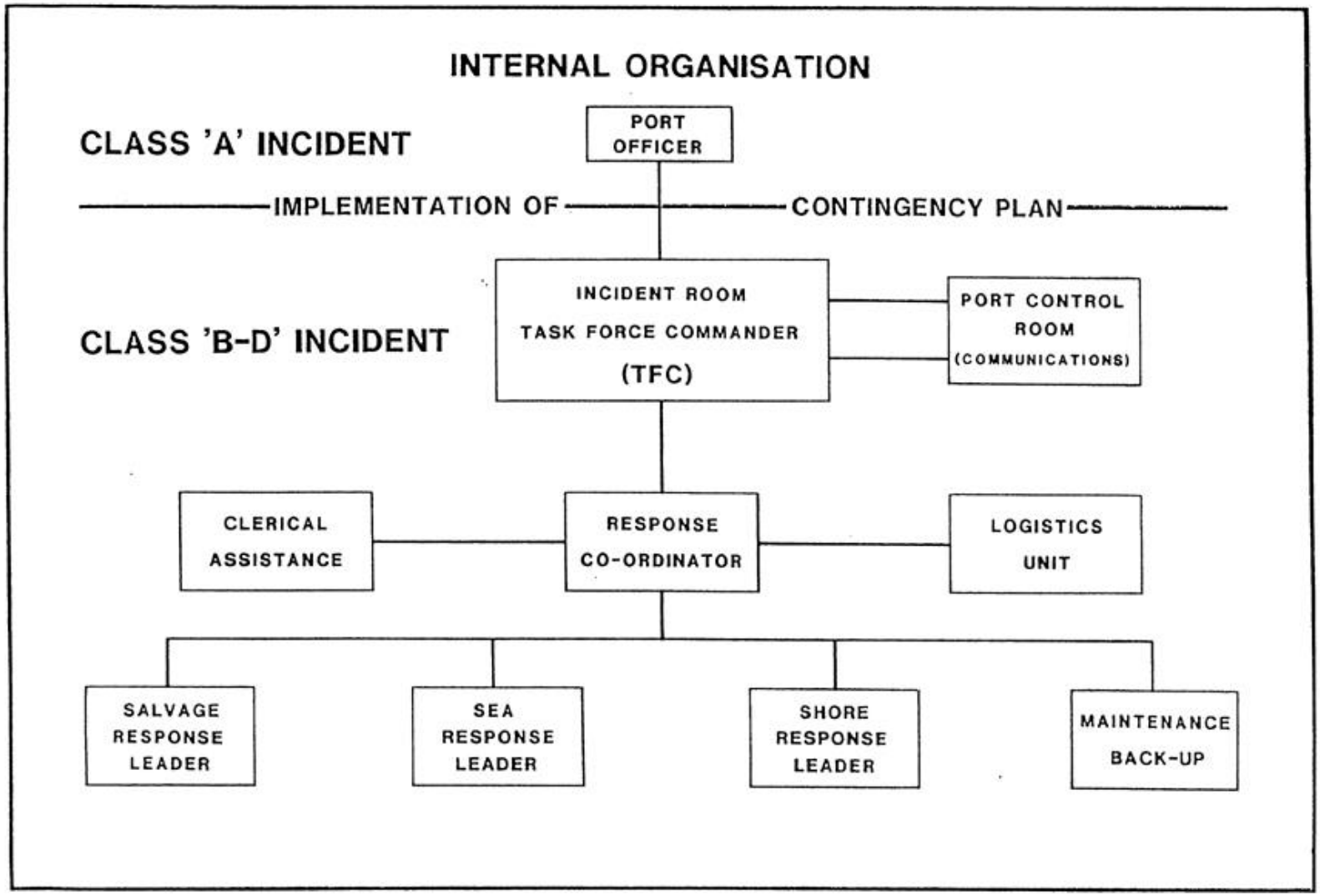
or

ii) adjudge the incident to be in excess of the resources immediately available to him and implement the Contingency Plan.

Once the Contingency Plan has been implemented, the Oil Pollution Control Officer (Task Force Commander) will declare the categorisation of the spillage and will later amend this categorisation if necessary.

An Incident Room will be established in the Port Officer's Office arid the Oil Pollution Control Officer (Task Force Commander) and his Command Team will manage the response to the oil spillage from this Incident Room.

After the spill has been cleared and the incident declared closed, PPA (in conjunction with the Response Committee), will compile a report together with any recommendations and will issue the report to all Port Users.


INTERNAL ORGANISATION
CLASS 'A' INCIDENT
PORT OFFICER
IMPLEMENTATION OF
CONTINGENCY PLAN
CLASS 'B-D' INCIDENT
INCIDENT ROOM
TASK FORCE COMMANDER
(TFC)
PORT CONTROL ROOM
(COMMUNICATIONS)
CLERICAL ASSISTANCE
RESPONSE CO-ORDINATOR
LOGISTICS UNIT
SALVAGE RESPONSE LEADER
SEA RESPONSE LEADER
SHORE RESPONSE LEADER
MAINTENANCE BACK-UP

OIL SPIlL TASK FORCE - ORGANISATION

2. INTERNAL ORGANTSATION

Port Officer

The Port Officer or his Deputy represents the Petroleum Ports Authority and, as such, statutory authority for the port is vested in his position. It is essential that the Port Officer and the Task Force Commander maintain a close working relationship during times of oil spill emergencies and that the Port Officer assists the Task Force Commander in setting up his command team. The Port Officer will also put all available marine craft and personnel at his port at the disposal of the Task Force Commander. Responsibility for initial notification of all parties concerned with pollution at the port remains with the Port Officer or his Deputy as listed in the Alert Procedures. The Port Officer or his Deputy will also notify those parties when the incident has been declared closed by the Task Force Commander.

Task Force Commander

In overall charge of all operations concerning the pollution response including at sea and onshore clean-up.

Responsible for liaison with and the regular briefing of:-

a) Port Officer
b) Manager - ADNOC Petroleum Ports Authority
c) Port Users and Local Officials in the form of the Response Committee

Response Coordinator(s)

Responsible for carrying out clean-up operations at sea and on land. Reports directly to the Task Force Commander.

(a) Directing manpower and machinery to required locations.
(b) Ensuring essential supplies are available e.q. fuel, oil, spare parts, rope, fittings etc.
(c) Food and water available to workforce.
(d) Engineering/Maintenance back up is available.
(e) High priority vulnerable areas are protected.
(t) Facilities available to transfer recovered oil from dracones/barges to temporary storage areas.
(g) Supplies of dispersants are available.

Sea Response Leader

Reports directly to Response Co-ordinator, responsible for the effective deployment of equipment at sea.

Shore Response Leader

Reports directly to Response Co-ordinator, responsible for operation of all onshore facilities.

Salvage Response Leader

Reports directly to Response Coordinator, responsible for all salvage operations.

Logistics Officer

Reports directly to Response Coordinator, responsible for all activities of the Logistics Unit.

Response Committee

Composed of members from all operating companies in Jebel Dhanna/Ruwais area, representatives of local municipality Civil Defence, Police Force, Oil Field Security, Customs and S.P.C.. If necessary the Task Force Commander will also invite a representative from the Ruwais Hospital to attend. Function is to daily be updated on developments, to review the effectiveness of the response, to provide

assistance in terms of manpower and equipment and to remove possible restrictions concerning import of equipment, manpower and expertise.

3. COMMUNICATIONS

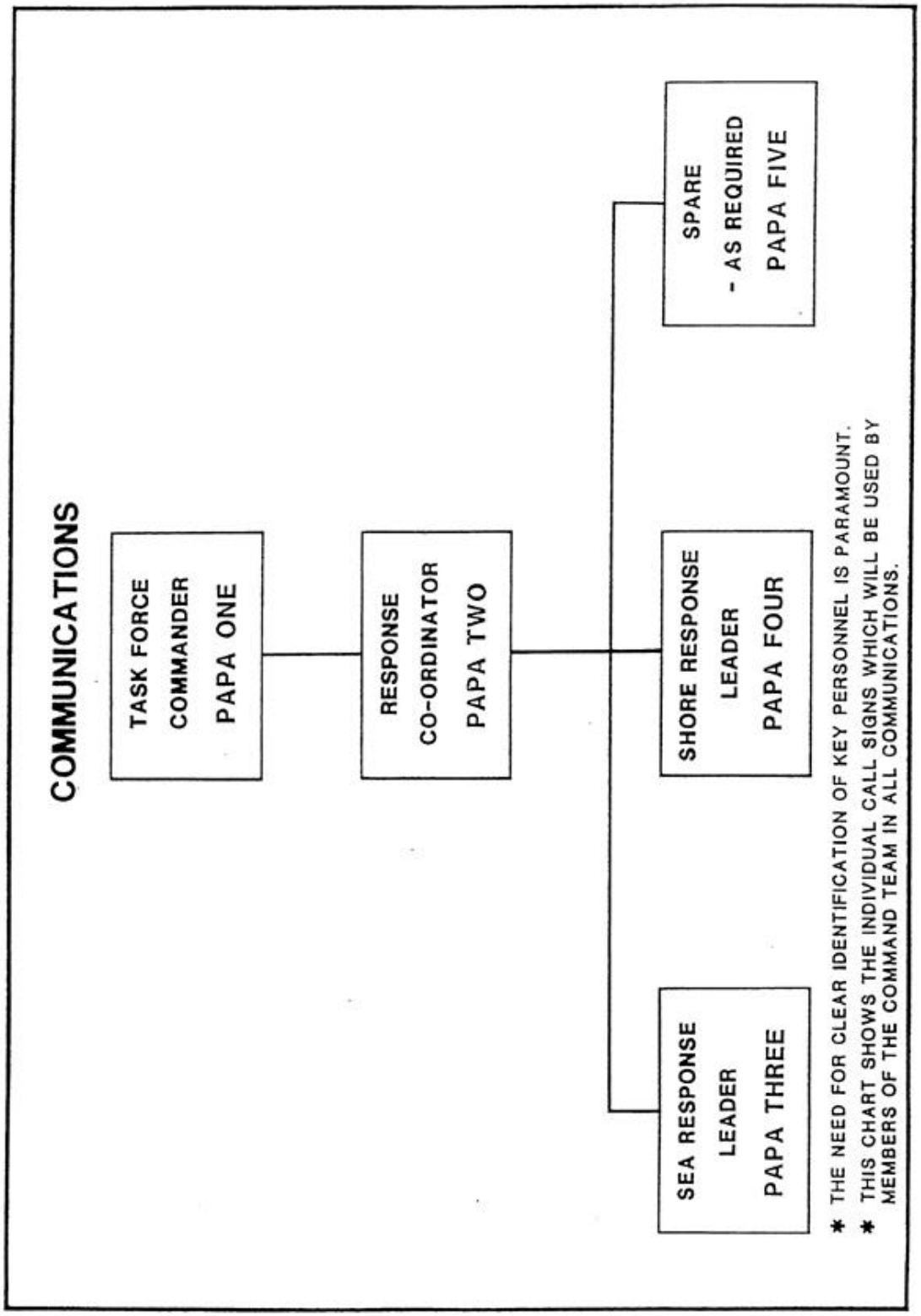
A communications system dedicated for the sole use of parties involved in pollution response is installed in Ruwais Port Control Room.

The system utilises two frequencies and a repeater station - 155.2 MHz and 118.1 MHz - and allows 3 way communications between the Control Room, aircraft and port tugs/support craft.

Five portable hard sets and one mobile radio fitted in the Task Force Commander's vehicle complete the system.

All transmissions on 155.2 MHz and 118.1 MHz are automatically recorded for later playback.

In major incidents, the number of stations using the system can be high and all transmissions should be clear and concise. Call signs which will identify key personnel are shown on the communications chart.


COMMUNICATIONS
TASK FORCE COMMANDER PAPA ONE
RESPONSE CO-ORDINATOR PAPA TWO
SEA RESPONSE LEADER PAPA THREE
SHORE RESPONSE LEADER PAPA FOUR
SPARE - AS REQUIRED PAPA FIVE
* THE NEED FOR CLEAR IDENTIFICATION OF KEY PERSONNEL IS PARAMOUNT.
* THIS CHART SHOWS THE INDIVIDUAL CALL SIGNS WHICH WILL BE USED BY MEMBERS OF THE COMMAND TEAM IN ALL COMMUNICATIONS.