OPRC Developments, the UK View

- Introduction
- The History
- The Current State of Play
- Future Developments
- In Conclusion

Toby Stone
Maritime & Coastguard Agency
United Kingdom

Head of Counter Pollution & Salvage
Maritime & Coastguard Agency
United Kingdom
Pollution Control Zone
200 nautical miles
<table>
<thead>
<tr>
<th>Ship</th>
<th>Year</th>
<th>Location</th>
<th>Tonnage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Atlantic Express</td>
<td>1979</td>
<td>off Tobago, West Indies</td>
<td>287,000</td>
</tr>
<tr>
<td>ABT Summer</td>
<td>1991</td>
<td>700 nm off Angola</td>
<td>260,000</td>
</tr>
<tr>
<td>Castillo de Bellver</td>
<td>1983</td>
<td>off Saldanha Bay, South Africa</td>
<td>252,000</td>
</tr>
<tr>
<td>Amoco Cadiz</td>
<td>1978</td>
<td>off Brittany, France</td>
<td>223,000</td>
</tr>
<tr>
<td>Haven</td>
<td>1991</td>
<td>Genoa, Italy</td>
<td>144,000</td>
</tr>
<tr>
<td>Odyssey</td>
<td>1988</td>
<td>700 nm off Nova Scotia, Canada</td>
<td>132,000</td>
</tr>
<tr>
<td><strong>Torrey Canyon</strong></td>
<td>1967</td>
<td><strong>Scilly Isles, UK</strong></td>
<td>119,000</td>
</tr>
<tr>
<td>Urquiola</td>
<td>1976</td>
<td>La Coruna, Spain</td>
<td>100,000</td>
</tr>
<tr>
<td>Hawaiian Patriot</td>
<td>1977</td>
<td>300 nm off Honolulu</td>
<td>95,000</td>
</tr>
<tr>
<td>Independenta</td>
<td>1979</td>
<td>Bosphorus, Turkey</td>
<td>95,000</td>
</tr>
<tr>
<td>Jakob Maersk</td>
<td>1975</td>
<td>Oporto, Portugal</td>
<td>88,000</td>
</tr>
<tr>
<td><strong>Braer</strong></td>
<td>1993</td>
<td><strong>Shetland Isles, UK</strong></td>
<td>85,000</td>
</tr>
<tr>
<td>Khark 5</td>
<td>1989</td>
<td>120 nm Atlantic Coast, Morocco</td>
<td>80,000</td>
</tr>
<tr>
<td>Aegean Sea</td>
<td>1992</td>
<td>La Coruna, Spain</td>
<td>74,000</td>
</tr>
<tr>
<td><strong>Sea Empress</strong></td>
<td>1996</td>
<td><strong>Milford Haven, UK</strong></td>
<td>72,000</td>
</tr>
<tr>
<td>Katina P.</td>
<td>1992</td>
<td>off Maputo, Mozambique</td>
<td>72,000</td>
</tr>
<tr>
<td>Assimi</td>
<td>1983</td>
<td>55 nm off Muscat, Oman</td>
<td>53,000</td>
</tr>
<tr>
<td>Metula</td>
<td>1974</td>
<td>Magellan Straits, Chile</td>
<td>50,000</td>
</tr>
<tr>
<td>Wafra</td>
<td>1971</td>
<td>off Cape Aghulas, South Africa</td>
<td>40,000</td>
</tr>
<tr>
<td>Exxon Valdez</td>
<td>1989</td>
<td>Prince William Sound, Alaska, USA</td>
<td>37,000</td>
</tr>
</tbody>
</table>
1967 – The Torrey Canyon – The UK’s and world’s first major post-war maritime pollution disaster. The UK’s response lacked in all areas. It was the spur to form what ultimately became the MCA’s Counter Pollution and Response Branch.
International Convention on Oil Pollution
Preparedness, Response and Co-operation
1990
The grounding of the Braer off the Shetland Isles was the UK’s second big pollution incident in 1993. Although there was a robust pollution response, questions were raised, particularly concerning the use of dispersants.

Had suitable tugs been available, the ship may well have been salvaged. Lord Donaldson began the first of his enquiries.
Report of Lord Donaldson’s Inquiry into the prevention of pollution from merchant shipping

‘Safer Ships, Cleaner Seas’ 1993

- Included recommendations on contingency planning, responsibilities and roles of ports, harbours and local authorities
- UK also working on IMO OPRC requirements including legislation
- Supported ETV concept
Emergency Towing Vessels

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Sea Empress, Milford Haven, 1996. Much had been learned since the Braer, particularly with managing oil pollution, but complex command and control issues remained. This incident occurred in Port authority waters. Lord Donaldson was called upon again to preside over another enquiry, as a result of which the SOSREP post was created, placing salvage and intervention on an unambiguous footing.
Lord Donaldson’s Review of Salvage and Intervention and their Command and Control

1996
Four conclusions fundamental to the Sea Empress Report:

The involvement of Ministers in Operational decisions is not a practicable option;

The ‘Trigger’ point is when there is “a threat of significant pollution” to the UK’s pollution control zone, territorial waters or coastline;

Officers from Maritime and Coastguard Agency as a whole should play a much larger part in operations in response to a threat of significant pollution than has been the case in the past;

Response to the threat of significant pollution from or involving an offshore installation, compatible with same from shipping casualty.
The Secretary of State’s Representative

- One person to act as representative of Secretary of State
- Cannot choose to ignore a situation
- Free to act without recourse to higher authority
- Ultimate voice
- Decisive voice
- Ultimate control
- Control not Command
- “Back or sack”
SOSREP Powers

- Power to intervene and issue directions
- Power to require ships to be moved
- Power to establish Temporary Exclusion Zones (TEZ)
- Power to Direct persons in control of land or premises
- Power to Direct operators, managers and servants of offshore installations on the UK continental shelf
Phases Of Response

1. Search And Rescue
   - Search and Rescue SAR
2. Dealing with the casualty
   - Salvage Control Unit SCU / OCU
3. Counter pollution at sea
   - Marine Response Center MRC
4. Counter pollution on shore
   - Shoreline Response Center SRC
United Kingdom

**National Contingency Plan (NCP)**
For Marine Pollution from Shipping and Offshore Installations

**Bonn**
**Mancheplan**
**NorBrit**
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Responsibilities

POLLUTION AT SEA OR ON THE COAST

- GOVERNMENT - Takes the lead in pollution at sea from ships
- PORTS, HARBOURS, OIL FACILITIES & OFFSHORE INSTALLATIONS - Have a statutory responsibility for clean-up of their areas
- LOCAL AUTHORITIES - Have accepted the non-statutory responsibility
- LINKED WITH THE NATIONAL CONTINGENCY PLAN
The Tiered Pollution Response

TIER ONE
Small operational spill - local resources
Local Incident

TIER TWO
Medium sized spill - regional assistance
Regional Incident

TIER THREE
Large spill - National assistance, NCP
National Incident
• **Oil Pollution, Preparedness, Response & Co-operation (OPRC)**

• **761** Ports & Harbours

• **200** required to have OPRC compliant plans

• **Standing approval for dispersants**

• **Linked to sensitivity mapping**

• **Estuarial plans – Humber, Forth, Bristol Channel**
Accredited Responders & Accredited Trainers

- Accreditation - Maritime Oil Spill Response Training
- Linked to IMO Levels of training
- Minimum training requirements for Ports and harbours

Accreditation of the responders
Independent assessment of contractors
Port and harbour requirement to be OPRC compliant
Dispersant Spraying
Fast & versatile, but often not acceptable

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Aerial Surveillance

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Bonn Agreement
Accord de Bonn

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SURVEILLANCE

- National flights
- Joint flights - Regional
- Tour d’Horizon TDh
- Co-ordinated Pollution Control Operations (CEPCO)
- Comparison exercises
- Standardisation of reporting formats

POLREPS
Super CEPCO 2007

10 days surveillance:

- Aircraft (7)
- Satellite
- Follow-up measures

Results:

- 51 slicks, of which 36 oil pollutions
- 20 SAR images (CleanSeaNet), 27 detections, 10 verified in time, 2 oil
- 5 discharging vessels
- Important coverage in media/Maritime Lloyd’s/ship owners & insurers

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Hazardous & Noxious Substances

HNS Marine Response

| HNS Marine Response Level 1 | Remote advice  
|                            | Local assistance |
| HNS Marine Response Level 2 | Regional assistance |
| HNS Marine Response Level 3 | National assistance |
HNS in the UK

- HNS Incidents
  - Multitank Ascania (Scotland, 1999)
  - Ever Decent (English Channel, 1999)
  - Iveoli Sun (English Channel, 2000)
  - AB Bilboa (North Sea, 2001)
  - Dutch Navigator (Bristol Channel 2001)
  - Wester Till (English Channel, 2002)
  - Jambo (Scotland, 2003)
  - ECE (English Channel, 2006)
Levoli Sun

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HNS in the UK

- Implications
  - Review the current 200 OPRC plans
  - Revise contingency plans to include HNS
  - Update existing MCA guidance
  - Training requirements
  - Accredited HNS Marine Response Level 2 Responders
  - Statutory Instrument legislation
Ship to Ship Transfer

- Control is not new
- Level of control is the issue
- Trading patterns changing
- Displacement of trade
- Standards
- ICS/OCIMF guidelines
- IMO MARPOL Annex
- Legislation
- Habitats Directive
- STS Oil Transfer License
- Bunkering
Places of Refuge

- Embedded in the MCA response structure
- The National Contingency Plan
- Her Majesty’s Coastguard
- Counter Pollution & Response Branch
- Everywhere could be a place of refuge
- Non exhaustive inventory
- Circumstances of the incident
- Case by case assessment
- Dynamic risk assessment & technical assessment
Conclusions

- OPRC instrumental in stopping pollution
- Awareness
- Zero tolerance
- Co-operation between industry and government
- Statistics on continuing downward trend
- Deterrent value of surveillance
- Bilateral and multilateral agreements
- Prevention better than cure
- IMO Conventions, MARPOL,
- EC Initiatives, EMSA
- Port State and Flag State Control
- Port Waste Reception facilities
- The Human Element
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AFTER 50,000 GALLONS OF WHISKY LEAKED INTO THE SEA, NO TERN WAS LEFT UNSTONED