



**Workshop Report**

2<sup>nd</sup> Joint workshop between DG ECHO and EMSA on coordinated at-sea and shoreline pollution response

9 December 2010, Brussels

## Report of the "2<sup>nd</sup> Joint workshop between DG ECHO and EMSA on coordinated at-sea and shoreline pollution response"

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### Background

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On 9 December 2010, DG ECHO hosted the 2<sup>nd</sup> workshop on coordinated at-sea and shoreline pollution response, organised within the framework of the Consultative Technical Group for Marine Pollution Preparedness and Response (CTG MPPR). The CTG MPPR aims to provide a platform for Member States to discuss and contribute to the improvement in preparedness for and response to accidental or deliberate pollution from ships.

The workshop took place according to the agenda (attached in Annex 1) and was attended by 45 experts, including CTG participants, Regional Agreement secretariats, civil protection experts, industry and NGO representatives (the participants' list is attached in Annex 2).

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### Workshop Objectives

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Given the mandates of EMSA (at sea response) and DG ECHO (shoreline response) and following the interest expressed at the CTG MPPR, at-sea and shoreline pollution response coordination is one of the on-going items under the CTG MPPR Rolling Work Programme. Accordingly, the first joint workshop on this topic between EMSA and DG Environment was held in Lisbon in June 2009, and this second joint workshop came as a direct follow-up to the first workshop.

The 2<sup>nd</sup> joint workshop addressed the following main objectives:

- To bring together the different authorities involved in pollution response (marine pollution and civil protection) on a regular basis;
- To further discuss relevant issues as identified at the first joint workshop;
- To suggest areas of best practice and practical mechanisms/tools for co-ordination between the different parties.

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### Workshop Programme

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The workshop was co-chaired by Mr Peter Billing, DG ECHO Deputy Head of Emergency Response Unit and Mr Bernd Bluhm, EMSA Head of Unit for Pollution Preparedness and Response. Mr Billing welcomed the participants and outlined the workshop scope and objectives. Mr Bluhm reminded the participants of the conclusions from the 1<sup>st</sup> joint workshop and informed of the EMSA Report summarising the results from the analysis of the national and regional approaches

for coordinated at-sea and shoreline pollution response in the EU. This report is available on the restricted CTG MPPR/Inter-Secretariat area of the EMSA website.

The main topics presented at the workshop under each session are summarised below:

### **Session 1 - Coordination**

Ms Mackeviciute from DG ECHO, briefly presented the recent developments in the MIC for marine pollution emergencies and exercises, in particular referring to the Common Emergency Communication and Information System (CECIS). The application's purpose, scope, roles and procedures were presented. Since July 2010, CECIS is available to marine pollution authorities, in addition to the civil protection authorities. Various CECIS functions and users were also briefly mentioned, with a more detailed presentation of the use of the CECIS tool provided under session 4.

### **Session 2 – Operational links between shoreline and at-sea response**

Mr Huisman from the Dutch Ministry of Infrastructure and the Environment presented options for sharing resources (experience and capacities) between civil protection (CP) and marine pollution (MP) authorities. For example, the use of MP resources such as Remote Sensing Aircrafts, specialised equipment and contracted commercial companies can be shared during floods, forest fires and inland water related incidents. There is a clear need for improved coordination, exchange of information, joint exercises and training between MP and CP authorities in order to best address emergency situations. Reference was made to the WATERRAND project in the Netherlands, which aims to close the gap between water related and land incidents.

Under the agenda item "The role of industry and port authorities within national and regional systems: contingency planning, usage of equipment/response means and co-ordination", joint presentations were made from Norway and the UK.

Mr Bergstrom from the NCA presented the coordinated preparedness and response system in Norway, mentioning the private and municipal contingency systems, the Norwegian Regulations related to the offshore oil industry and describing the governmental preparedness structure. The NCA's role in the response to pollution incidents was presented, as was its role in case of spills from offshore installations.

Following this presentation, Mr Knudsen from NOFO (Norwegian Clean Seas Association for Operating Companies) provided an overview of the oil spill response organisation within the Oil and Gas industry in Norway, addressing aspects related to resources, cooperation and technology development. NOFO establishes and maintains oil spill preparedness on the Norwegian Continental Shelf in order to combat oil pollution on behalf of 25 operating oil companies. The

responsibilities of NOFO vs. the operating oil companies in case of an oil spill were described, as was NOFO's role in the national oil spill contingency structure (which includes governmental-private-municipal roles and responsibilities). NOFO's oil spill response resources as well as extensive training and exercise programmes were also mentioned. Mr Knudsen completed his presentation by referring to NOFO's involvement in Norway's technology development programme "Oil Spill Preparedness 2010", and the new challenges presented to NOFO in the future. Reference was also made to the follow-up actions after the Deepwater Horizon oil spill incident in the Gulf of Mexico.

The second joint presentation was made by Mr Proctor, from the MCA and Captain Sansom, from Falmouth Harbour. This presentation focused on the MCA response to marine incidents in the UK, describing the current arrangements in the UK, and presented the casualty reception arrangements in the Port of Falmouth, on the basis of a case analysis (MV ATHENA incident, off Falmouth, October 2010). Whereas the government takes the lead in the UK in ship-sourced pollution at sea, the ports, harbours, oil facilities and offshore installations have a statutory responsibility for clean-up of their areas, and the local authorities also have non-statutory responsibilities. Regarding casualty reception by a port, the SOSREP (Secretary of States Representative for Maritime Salvage and Intervention) will try to work together with the harbour master in dealing with the incident, however he has the final decision power. The legal background and national contingency arrangements regarding casualty reception in the UK were presented, as were details on how the MV ATHENA incident was managed by the Falmouth Port.

Mr Franklin from the International Association of Oil and Gas Producers (OGP) presented an overview of the OGP role and objectives. OGP is a committee-based organisation, with members providing the participants of 11 standing committees which focus on different topics (e.g. environment, EU, health, safety, offshore structures, legal). The scope and mission of each committee was presented in more detail. Furthermore, the OGP's Joint Industry Programmes (JIPs) on certain topics were presented, as were the Arctic Coordination Task Force and the Global Industry Response Group (GIRG).

In Mr Taylor's absence, Mr Franklin briefly presented an overview of OSPRI (Oil Spill Preparedness Regional Initiative in Caspian Sea - Black Sea - Central Eurasia). OSPRI is one of IPIECA's regional initiatives under the framework of the Global Initiative, established between the IMO and IPIECA, in regard to promoting cooperation between industry and governmental authorities to develop national and regional oil spill preparedness and response. Some of the activities undertaken under the Global Initiative include workshops, training, exercises and guidance in national contingency planning.

The next two presentations focused more on shoreline pollution response coordination, addressing oiled waste management logistics (including temporary and intermediate storage, available plans and coordination arrangements between at-sea and shoreline authorities). Ms Preusse, from the German Central Command for Maritime Emergencies (CCME), which is a joint institution of the Federal Government and the five Coastal States responsible for marine pollution response and maritime emergency management in the North and Baltic Seas, presented the situation in Germany. The VPS (IT Contingency Planning System for Marine Pollution Control) and the type of data available in the system were described, including the mapping of temporary storage sites. Regarding waste management, the five coastal states in Germany work closely together, with the same regulatory framework applying in every state. The German waste management procedures, including the separation of waste, the temporary storage arrangements for the various waste mixtures (e.g. oil-sand, oil-water), the transport arrangements to waste management facility plants and the final disposal / intermediate storage of waste were described in Ms Preusse's presentation.

Ms Pascale from Finland, presented the SOKO II project background, objectives and its work related to waste management logistics. The project aims to develop a complementary study to the statutory contingency plans on this topic and to address the main question of how to move a large amount of oily waste from point A to point B, while considering the whole logistic chain. Final project products include a handbook, studies, geographical and confidential material and databases. An overview of the oil and chemical response organisation in Finland was provided, as were more detailed descriptions of some of the project's work packages addressing in particular Reconnaissance, Logistics, Sea and Land Transportation.

This session was concluded with a presentation by Mr Taylor from IPIECA of the different approaches to Incident Management Systems for oil spill response. Mr Taylor explained that many IPIECA member companies adopt the Incident Command System (ICS), due to its key features of detail, flexibility and scalability, standardised organisation and terminology, unified approach, response planning cycle and information management. He mentioned that some governments have adopted the ICS, but there are also alternative approaches to incident management systems for oil spill response. He informed of the forthcoming IMO Guide (which will be published in 2011) entitled "Guidance on the Implementation of an Incident Management System", which uses the ICS to illustrate key concepts and principles and advocates a response planning cycle (assessment, planning & decision making, implementation through operations and monitoring & review). Mr Taylor referred to the cross-cutting sections of the ICS between at-sea and shoreline response, such as those addressing trajectory analyses, protection and disposal groups. Stakeholder engagement, inclusive planning processes and exercise and training programmes were emphasised as very important points to strengthen the management of an oil spill. Mr Taylor

concluded with presenting some of the challenges faced when considering an incident management system for pollution response.

### **Session 3 – Response to marine challenges (services, products & new developments)**

Ms Sessions from the Sea Alarm Foundation presented the latest developments regarding European oiled wildlife response (OWR), referring in particular to the EU Oiled Wildlife Response Plan. This Plan is an open proposal to authorities, with no formal status, which proposes a strategy for oiled wildlife response planning based on a tiered response (local-national-international) and addressing three phases (initiation, development and maintenance). This planning strategy is described in the EU OWR Plan roadmap. Ms Sessions also referred to the national preparedness levels in the EU countries, as well as to the regional preparedness in the field of OWR, mentioning in particular the recent developments in HELCOM, the Bonn Agreement/OTSOPA and REMPEC. The at-sea and shoreline aspects and stages of oiled wildlife response were described and the OWR actions undertaken during the Deepwater Horizon oil spill were also presented. Ms Sessions provided an overview of the services provided by Sea Alarm and concluded with presenting the next steps in improving European preparedness for oiled wildlife incidents.

Mr Bahurel, from Mercator Ocean and coordinator of the 'MyOcean' project, presented an overview of this European GMES marine service for ocean monitoring and forecasting, describing the services provided. These include the processing of satellite and in-situ observations, global and regional 3D modelling, and a one-stop core service, which delivers several products (e.g. currents, temperature, salinity) and serves four application areas (marine safety, marine and coastal environment, marine resources, and climate & weather forecasting). MyOcean users include EMSA and the relevant national authorities.

Mr Stedt from the Swedish Coast Guard presented on behalf of the Helsinki Commission (HELCOM) the recent developments on oiled wildlife and shoreline response in HELCOM. He referred in particular to the progress made in regard to implementing the shoreline and wildlife response components of the HELCOM Baltic Sea Action Plan, which was adopted in 2007. These include comprehensive amendments to the HELCOM Response Manual on OWR and a new HELCOM Recommendation (31E/6) on integrated wildlife response planning in the Baltic Sea area. Mr Stedt also referred to the future activities planned within HELCOM in this regard which include the establishment of a new Expert Working Group on Shoreline Response (tasked among others to develop a new HELCOM Recommendation), and a new Working Programme for the HELCOM Response Group for 2011-2013. He also informed that the 2011 BALEX DELTA pollution response exercise will include shoreline and oiled wildlife response elements.

## Session 4 – Working group exercise

During this final session, participants were invited to take part in an exercise based on a fictional large scale pollution scenario of a well failure in UK waters. The goal was to practice coordination procedures related to requests for and offers of assistance through CECIS, for both at-sea and shoreline clean-up operations on the basis of the scenario. The scenario was distributed in advance and all participants made (as much as possible) realistic offers during the exercise to the three request lists included in the emergency scenario. All the available information – emergency synopsis, requests & offers of assistance, reports and messages - were introduced into CECIS during the exercise by a MIC player on behalf of the relevant country. The exercise was concluded successfully, with the active participation of the participants, who through this exercise became better acquainted with the CECIS scope and functionalities during a marine pollution emergency.

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## Workshop Conclusions and Way Forward

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Following the discussions during the workshop and the CECIS exercise, the main conclusions included:

- These joint workshops between DG ECHO and EMSA, bringing together civil protection and marine pollution authorities dealing with at-sea and shoreline pollution response, are beneficial and facilitate the dissemination of information and exchange of best practice between the different actors involved. However, it was noted that at this workshop, the civil protection community was not as well represented nor as active in contributing as the marine pollution community and this is something to be further looked into for future joint workshops.
- The marine pollution and civil protection activities in the field of pollution response are integrated at different levels across the EU. For example, such activities are centralised in Italy, Malta and Germany, whereas they are less integrated in other countries. In Norway, a common system for civil protection and marine pollution incident response organisation will be launched in 2011.
- The role of industry and its interaction with governmental authorities was recognised as very important and industry's involvement in these workshops should be continued as appropriate.
- Technology developments in at-sea and shoreline pollution response and the progress made in the field of oiled wildlife response were noted. The use of dispersants and in-situ burning remain of interest, especially following the Deepwater Horizon incident, however more data and R&D results are needed.

- The extensive list of presentations at this workshop provided a wealth of information. However, it was proposed that future joint workshops should focus on addressing one or two topics of common interest to civil protection and marine pollution authorities. It was agreed that at the next joint workshop, two issues would be primarily addressed:
  - Health and Safety during response operations and shoreline clean-up (addressing environmental, volunteer-related and other aspects), with Germany taking the lead as facilitator. This would be the workshop's main focus.
  - Training and sharing of responders (level of preparedness and availability from a 'people' perspective) would also be addressed as a secondary topic.
  
- The participating Member States requested for more training and exercise opportunities in regard to the use of CECIS for marine pollution emergencies.

It was agreed that EMSA would explore hosting under the CTG MPPR framework the '3<sup>rd</sup> Joint workshop between DG ECHO and EMSA on coordinated at-sea and shoreline pollution response' in the first half of 2012.

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## Attachments

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- (1) Workshop Agenda
- (2) List of participants

This workshop report is published on the EMSA website ([www.emsa.europa.eu](http://www.emsa.europa.eu)), on the restricted CTG MPPR/Inter-Secretariat area of the EMSA website, as well as on the MIC Portal.



EUROPEAN COMMISSION

DG ECHO

Disaster Response Unit



European Maritime Safety Agency

## Agenda

### **The 2nd joint Civil Protection and Marine Pollution Workshop on Co-ordinated at-sea and shoreline pollution response**

Organized by DG ECHO and EMSA  
9 December 2010,

Room AB-3C, Albert Borschette Conference Centre, Rue Froissart 36, 1040 Brussels, Belgium

- **08:45 - Registration**
- **09:00 - Workshop Introduction & Objectives, including Conclusions from the 1<sup>st</sup> joint workshop** (DG ECHO and EMSA)

#### **Session 1 – Coordination**

- **09:20** - New developments in the MIC for marine pollution emergencies /exercises – Common Emergency Communication and Information System (CECIS): purpose of the application / roles and procedures / marine pollution and civil protection interaction / resources / users (MIC- EMSA - national authorities - regional agreements - industry) (DG ECHO)
- **09:35** - Discussion

#### **Session 2 – Operational links between shoreline and at-sea response**

- **09:45** - Sharing resources between civil protection and marine pollution authorities (Mr Sjon Huisman, Rijkswaterstaat Noordzee)
- **10:00** - The role of industry and port authorities within national and regional systems: contingency planning, usage of equipment/response means and co-ordination:
  - 10:05-Joint presentation between Mr Ole Kristian Bjerkemo, Norwegian Coastal Administration (NCA) and Mr Sjur Knudsen, Managing Director from the Norwegian Clean Seas Association for Operating Companies (NOFO) describing the coordinated preparedness and response arrangement in Norway;
- **10:50** - *Coffee break*
  - 11.00- Joint presentation between Captain Mark Sansom, Chief Executive & Harbour Master (Falmouth Harbour) and Mr Graeme Proctor, Maritime and Coast Guard Agency (MCA);
  - 11:30- The global oil and gas industry association for environmental and social issues (IPIECA) – Mr Peter Taylor, OSPRI, Oil Spill Preparedness Regional Initiative (Caspian Sea - Black Sea - Central Eurasia): IPIECA's regional initiative under the framework of the Global Initiative
  - 11:50- The International Association of Oil & Gas producers (OGP) – Mr George Franklin, Shell.
- **12:10** - Discussion
- **12:30** - *Lunch break*

- **13:30-** Oiled waste management: temporary and intermediate storage, available plans and co-ordination arrangements between at-sea and shoreline authorities, recommendations for local decision makers
  - 13:30 - Ms Sandra Preuße (Central Command for Maritime Emergencies (CCME))
  - 13:50 - Ms Melinda Pascale (Sökö II project).
- **14:10** - Incident management system (Mr Peter Taylor, IPIECA)
- **14:30** - Discussion

### **Session 3 – Responses to marine challenges – services, products and new developments:**

- **14:45** - Oiled wildlife response (Ms Saskia Sessions, Sea Alarm)
- **15:05** - Ocean monitoring and forecasting (Mr Pierre Bahurel, MyOcean)
- **15:25** - Shoreline and at-sea clean-up – new developments (Mr Bernt Stedt on behalf of the Helsinki Commission)
- **15:45** - Discussion
- **16:00** - *Coffee break*

### **Session 4 – Working Group Exercise**

**16:15** - Participants will be invited to take part in an exercise based on a large scale emergency scenario. The goal is to practice coordination procedures related to requests for and offers of assistance (through CECIS) for both at-sea and shoreline clean-up operations with the specific attention to the points discussed in previous sessions.

- **17:45 – 18:00** **Workshop conclusions and end of the meeting**

Country	Name	First Name	Organisation
Bulgaria	Petrov	Zhivko	Bulgarian Maritime Administration Executive Agency
Croatia	Ivana	Marovic	Ministry of the Sea Transport nad Infrastructure
Cyprus	Attas	Nicos	Department of Merchant Shipping
Estonia	Villmann	Agnes	Ministry of the Environment of Estonia
Finland	Jokinen	Thomas	Government Situation Centre
France	Le Lann	Gilbert	Cedre
France	Bailly	Gaelle	French Navy / CEPPOL
France	Polinacci	Daniel	Direction de la Sécurité Civile
France	Estiez	Philippe	Direction de la Sécurité Civile
Germany	Schmidt	Dieter	Havariekommando CCME
Germany	Rautenberg	Jens	Havariekommando CCME
Germany	Preusse	Sandra	Havariekommando CCME
Iceland	Fridgeirsson	Gottskalk	Environment Agency of Iceland
Ireland	Barry	Hugh	Coast Guard
Italy	Cassone	Guglielmo	Protezione Civile Nazionale
Italy	Giovannini	Rodolfo	Ministry of Environment
Latvia	Gerke	Ojars	Latvian Coast Guard Service
Malta	Richard	Gabriele	Transport Malta
Norway	Bergström	Rune	Norwegian Coastal Administration
Norway	Bjerkemo	Ole Kristian	Norwegian Coastal Administration
Poland	Reszko	Marek	Maritime Search and Rescue Service
Romania	Bucaresteanu	Dumitru	Romanian Naval Authority
Spain	Martin	Itziar	Directorate General for the Sustainability of the Coast and Sea
Spain	De La Torre	Laura	Spanish Maritime Safety Agency
Sweden	Ekasen	Hans	Swedish Civil Contingencies Agency
Sweden	Stedt	Bernt	Swedish Coast Guard
The Netherlands	Van de Ven	Rien	Safety Region Fryslan
The Netherlands	Huisman	Johannes	Rijkswaterstaat Noordzee
Turkey	Eyupoglu	Huri	Ministry of Environment and Forestry
Turkey	Aydin	Rifat	Disaster and Emergency Management Presidency
Turkey	Cubuk	Meltem	Undersecretariat for Maritime Affairs
UK	Proctor	Graeme	Maritime and Coastguard Agency

REMPEC	Hebert	Frédéric	REMPEC
Bonn Agreement	Johnson	David	Bonn Agreement
IPIECA	Callahan	Kevin	IPIECA
Speaker	Taylor	Peter	IPIECA
Speaker	Franklin	George	Shell
Speaker	Pascale	Melinda	Seafaring & Logistics, KUAS
Speaker	Bahurel	Pierre	MERCATOR OCEAN
Speaker	Sansom	Mark	Falmouth Harbour Commissioners
Speaker	Knudsen	Sjur W.	NOFO
Speaker	Sessions	Saskia	Sea Alarm Foundation
European Commission	Billing	Peter	DG ECHO
European Commission	Mackeviciute	Asta	DG ECHO
EMSA	Bluhm	Bernd	EMSA
EMSA	Xirottyri	Lito	EMSA