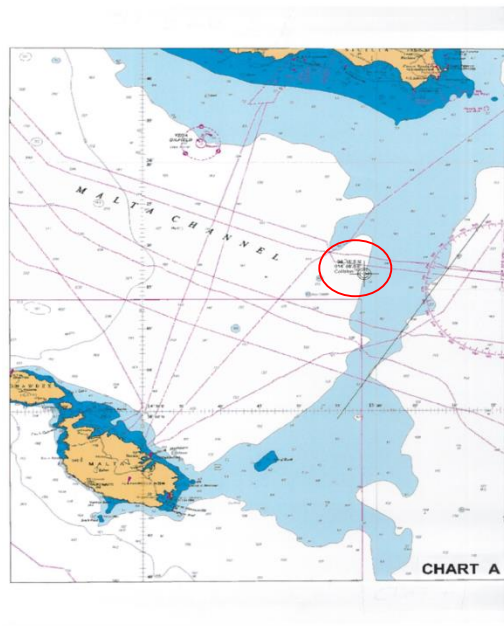


# EU Member States' Places of Refuge Table Top Exercise

## MED CARRIER

Port of Valletta, Malta  
1<sup>st</sup> of September 2015



## EXERCISE REPORT (October 2015)

## Table Top Exercise MED CARRIER

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## Executive Summary

**At the 3<sup>rd</sup> meeting of the EU Cooperation Group on Places of Refuge (15 January 2015), discussing the work of the group to produce Operational Guidelines, it was decided to 'test' the guidelines, in as close to a real situation as possible, building on the positive table top exercise ('TTE') held in Rotterdam in November 2013.**

**The 2<sup>nd</sup> TTE, hosted by Malta, took place on 1 September 2015. The key aim was to test the core parts of the PoR Operational Guidelines (OGs) using a practical case scenario (a collision between an oil tanker and a container ship in the Maltese Channel outside the jurisdiction of any MS), with a view to further improve/adjust them as necessary, through reporting back to the group.**

**The TTE resulted in the following main outcomes and suggestions for adjustments and improvements:**

- 1. The EU Operational Guidelines, having been tested and agreed to be a good platform for a multi-State response to a PoR incident, should now be adopted and promoted as best practice by EU coastal Member States.**
  
- 2. Continued consideration should be given to promoting the approach developed in the OGs internationally, in the IMO.**
  
- 3. New templates for different steps of the decision-making process were approved, and - in particular - as regards SITREPs it was agreed that a single entry would be made via SSN (to be developed as a next step with EMSA);**
  
- 4. There was a discussion on how to further improve how to respond to PoR requests and three suggestions were made:  
(a) a plain text email,  
(b) a new template for a reply form, or  
(c) an additional section to the request itself to be incorporated by the competent authority;**
  
- 5. Transfer of coordination form (Annex F) was considered fit for purpose with small adjustment to reflect the fact that PoR may not yet be determined at the time of the transfer.**

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**6. Adding a link to the IMO file with detailing current ratifications of international conventions by State was proposed.**

**7. A concern was voiced for the decision-making process being free from political interference, and the need for the Operational Guidelines to uphold this;**

**8. It was suggested that the TTE becomes a regular event in the context of the PoR group work (e.g. on a biennial basis), looking in the future into other types of cargo, vessels in order to test and continuously improve the OGS.**

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## Abbreviations used

CA	.... Competent Authority
CMS	.... Co-ordinating Member State
CECIS	.... Common Emergency Communication and Information System (EC)
DG	.... Dangerous Goods
EC	.... European Commission
EMSA	.... European Maritime Safety Agency
ERCC	.... Emergency Response and Coordination Centre (EC)
HNS	.... Hazardous Noxious Substances
IMDG	.... International Maritime Dangerous Goods
MAR-CIS	.... Marine Chemical Information Sheets
MAR-ICE	.... Marine Chemical Emergency Information Service
MAS	.... Maritime assistance Service
MRCC	.... Maritime Rescue Coordination Centre
MS	.... Member State
MSDS	.... Marine Safety Data Sheets
OG	.... Operational Guidelines
POLFAC	.... Pollution facilities
POLINF	.... Pollution information
POLWARN	.... Pollution warning
PoR	.... Place/s of Refuge
SITREP	.... Situation report
SMS	.... Supporting Member State
SSN	.... SafeSeaNet

## INTRODUCTION & SETTING

The issue of accommodating ships in need of assistance has grown in importance following the tragic incident involving the MSC Flaminia in 2012 which led to the setting up of a dedicated cooperation group (CG) under Article 20(3) of Directive 2002/59/EC.

The OGs, as developed by the group, introduce a new spirit of enhanced cooperation and coordination between MS's. The aim is a robust operational process leading to well-advised but quicker decision-making building on effective, speedy and accurate sharing of information as key enabling factors. The process is 'bottom up', aiming to foster wider involvement extending beyond the EU borders, whereby, in order to fulfil the obligation deriving from the legal provisions, concerted plans/guidelines for decision-making could be envisaged. The OGs should support in a constructive way involved parties in implementing the rules and in assisting Competent Authorities, as the main operational bodies, in the decision making process.

The work is also linked with related ongoing work in the context of the VTMS Directive, particularly the HAZMAT Guidelines and Database.

At the 3rd meeting of the EU Cooperation Group on Places of Refuge (15 January 2015), discussing the Operational Guidelines, it was decided to 'test' the guidelines in as close to a real situation as possible, building on the positive table top exercise ('TTE') held in Rotterdam in November 2013.

The 2nd TTE took place on 1 September 2015 gathering representatives of 20 EU/EEA Member States and 8 maritime industry stakeholders (salvors, classification societies, insurers, owners, ports, etc.), the Commission (COM) and EMSA (over-all 45 participants) in Malta.

The one day TTE was carried out the day before the annual Pollution Preparedness Response Exercise (MALTEX) that took place 2 September. This exercise was formally linked to the deployment of the anti-pollution seaborne assets that would be used to cope with the effects of the mock incident in the MALTEX scenario, including the use of the Stand-by Oil Spill Response Vessels Network provided by EMSA. The aim was to provide, as close as possible, a 'real' situation for the various tests and exercises to be completed.

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## AIM

The aim of the exercise was to test the draft Places of Refuge EU Operational Guidelines. In particular in relation to:

- Communication, Reporting, Monitoring and Information gathering and exchange and use of electronic reporting systems
- Coordination between MS Authorities, within MS and with the interlocutors vessel/industry/media
- Risk assessment
- Hand over procedures
- Decisions to grant or not to grant a PoR

## PART 1

### LOCATION AND LOGISTICS

The exercise was held at Transport Malta's offices at Malta Transport Centre, Marsa, (within, Valletta Grand Harbour).

Participants were split into two groups to develop the same simulated operation in different operational rooms both equipped with on-line connection to the Union Maritime Information and Exchange System (SafeSeaNet).

In order to ensure the information flow within the system, a training environment, mirroring the exercise, had been set by the SSN team of EMSA to match the process of data gathering, incident monitoring and information exchange.

### THE EXERCISE SCENARIO

Against the background of the agreed objectives within the OGs and the aim of the TTE, there was a need to set the exercise scenario in some basic circumstances: no S.A.R. situations; incident – collision – taking place outside the jurisdiction on any MS; only two MS involved; one type of HAZMAT; bad and worsening weather conditions; no immediate oil spill nor any quickly escalating circumstances, but escalating risk of pollution; non EU flagged ships involved; only one ship severely damaged; contained dimensions of the ships (the full exercise area and scenario description is found in Annex III).



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*MRCC Rome received a report that a collision occurred between a product tanker and a container vessel. The collision took place in heavy rain and restricted visibility. The Master of motor tanker MED CARRIER confirmed that his vessel was in collision with a container vessel OMEGA 3.*

### EXERCISE PHASES

#### Phase 1

Initially the vessel was closer to the Italian coast however the predicted weather conditions were showing that the vessel would drift into Maltese territorial waters.

MRCC Rome had requested RCC Malta to take over the incident.

Phase 1 of the exercise was conducted in three stages as follows:

##### Stage 1

- MRCC Rome will handle the receipt of the distress message
- Information Gathering
- Risk assessment
- Decision to handover

Objective: To test the effectiveness of guidelines under:

- Chapter 2 - Initial Incident Reporting, Monitoring and Information Gathering
- Chapter 3 - Places of Refuge Co-ordination

##### Stage 2

- The handover process to RCC Malta
- Sharing of information
- Update of Risk assessment
- Request for PoR

Objective: To test the effectiveness of guidelines under:

- Chapter 3 - Places of Refuge Co-ordination
- Chapter 4 - Requesting a Place of Refuge
- Chapter 5 - Risk Assessment Inspection-

##### Stage 3

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- Update of Risk assessment continuation
- Decision to grant or not to grant a PoR

Objective: To test the effectiveness of guidelines under:

- Chapter 5 - Risk Assessment & Inspection
- Chapter 6 - Decision Making & Outcomes
- Chapter 8 - Media and Information Handling

The participants were split into two groups and worked separately to report back to the Plenary.

Respective outcomes livened up the discussion by comparing feedback of both groups in the course of two intermediate Plenaries gathering all delegates.

The last Plenary resulted in a hot debrief summarising the overall evaluations, suggestions and considerations collected by the groups.

In addition, in emphasising the key role of information gathering, sharing and exchanging, the full Integrated Maritime Services available in the system (the live maritime picture), displaying the actual maritime traffic situation in the Malta Channel was demonstrated by EMSA. This allowed showing how the available operational EU system can further facilitate coordinated control and management of ships in need of assistance, merging outputs from all electronic and satellite tools available in one single display.

Inevitably issues related to liability and insurance cover and verification come into play in all situations and were discussed in this context.

### **Phase 2**

This phase was conducted with Phase 1 and dealt with the notification process where the National Authority requested assistance of EMSA's pollution preparedness assets and other available local assets, using the above mentioned scenario as the origin of the spill.

### **Phase 3** (Day 2 – reported on separately)

This phase incorporated the MALTEX pollution response exercise at sea where vessels were requested on scene to await orders. The exercise area was confirmed a day before as it was dependent on the weather conditions at the time. An exercise oil spill model trajectory was used for this purpose.

## PART 2

### LESSONS LEARNT

On the basis of the TTE the following are the key outcomes and lessons learnt.

#### A. GUIDELINES OPERATION

##### 1. INITIAL INCIDENT OUTSIDE THE JURISDICTION OF ANY MS

- The scenario was prepared for a situation without a S.A.R. element - for which international provisions are already in place - and within an area outside the jurisdiction of any MS. As follow-up to the Operational Guidelines, in view of the different areas of jurisdiction of the different MSs, further discussions for cooperation at regional level would possibly allow adapting and providing tailored operational coordination plans to specific situations.
- The principle of the MAS competence in the SRR of the coastal state was applied and confirmed by the participants.

##### 2. INFORMATION GATHERING

- Attention was drawn for the need to refer to and indicate in the OG, all ship databases that are available to collect information during the very early stages of an emergency on vessels involved in an incident. Apart from the SSN, the exercise planning team proposed to also use EQUASIS. Moreover, Delegates pointed out that the Port State Control reporting database - Thetis - can provide competent authorities with useful information (the Thetis database is linked to SSN). Importantly the Industry is also available to provide information from their databases for immediate reference.
- Nevertheless the prime source for information directly relating to the vessel and the developing situation remains the master and crew on board.

##### 3. SHARING AND EXCHANGING OF INFORMATION

- Delegates drew attention to the need to share with Supporting Member States (SMS) all information that the Coordinating Member State (CMS) has available from the very beginning of an incident. It is highly probable that neighbouring Member States are involved in the incident, whether outside the jurisdiction of

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any MS or not, through the Incident Reporting in the system. The information flow serves to provide an overall awareness and purpose as well as preparing the handing-over effectively as previously received already available information can be re-used saving time and ensuring accuracy. The exercise confirmed the coherence of the whole coordinated process in the OGs to drive effectively the PoR information sharing.

- Place of Refuge Situation Report – the report format appeared to be well accepted by participants with some further suggestions for improvement:
  - Currently the OGs suggest that the originator of the form is the CMS. However, it was suggested to include the identity of competent authority of the **Co-ordinating Member State (CMS)**:
  - Identifier D of the template: this currently shows the function as '*position*' as does Identifier C. However the information required in D is a "true bearing and distance from a conspicuous point" whereas C is "latitude and longitude". It has been suggested that the 'function' column for D is adjusted to read '*Relative Position*' to easily differentiate from C.
  - Identifier N of the template: this currently shows '*Next Report*', the 'information required' column states 'Date time group of next scheduled report'. It has been suggested that this may be ambiguous and the reader may believe that this is the time of the next Status Report and not, as intended, the next scheduled communications report from the casualty vessel to the co-ordinating authority. This could be clarified by adjusting the function to "*Next Communications Report*".

#### 4. FLOW OF COMMUNICATION AND COORDINATION.

- The main part of the exercise was related to the information exchange and the monitoring of the vessels involved in the incident. Attention focussed on the international coordination between the national authorities responsible for running the emergency at sea. This confirmed the validity of the process for international coordination.
- A request was voiced and shared in the Plenary as to the formal way to provide a reply to a PoR request. Options discussed included: a plain e-mail text stating whether or not acceptance had been given; a new template to complete or an additional section added to the foot of the existing PoR request, which would be completed and then sent back to the master/salvor; an agreed form of wording,

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perhaps in a letter template to include in the OG, for the MS to then decide how to communicate to the requester.

- For the decision making process within the “internal coordination”, necessary to get to a timely national solution in providing a place of refuge, reference was made to the national Maltese PoR Plan. The group looked for the array of safe havens amongst which to select - according to nautical, infrastructural and, meteorological constraints - the best option within those available. It was taken for granted that the authorities were providing technical input/solutions, even though in such situations the involvement of different local interests (economic, political, administrative and environmental) may influence the speed of the process. (see ch.9 on the decision making process).

### 5. PROVIDERS OF INFORMATION ON THE CASUALTY

- Although the CAs are entitled to cater for the reporting activities in SSN - by collecting information, filling in the reports and originating the form, the role of shipmasters should also be considered essential. This point was emphasised by the salvage industry representative. The master’s involvement as operational leader in case of casualty is to be recognized even in the process of collecting reliable and timely information. The forms should therefore be intended as operational tools conceived for both parties. The OG already consider the master as a source of information to be consulted further but there may be a need to clarify this further, as the idea is not to replace but to focus the information request/response on situational information.
- Most Classification Societies can provide extensive and detailed technical information normally not available in any other system e.g. on the stability of the vessel. Interlinking such information in an emergency situation for the coordinator, could be elaborated upon.

### 6. USE OF ELECTRONIC REPORTING SYSTEMS – SITREP

- The SITREP on SafeSeaNet proved how important the electronic system is for sharing information about an incident (the SSN training environment was used during the whole length of the exercise).

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- The electronic SITREP is already set out in the Incident Reporting Guidelines of SSN. It serves the need to enter into the system, any relevant incident the Coordinating Authority needs to know about. Annex G of the OGs (SITREP) should be merged with the one already existing in the system by virtue of the SSN IR Guidelines, thus creating a flow and use of the same information already collected within the system, avoiding duplication of effort and thereby wasted time.
- The SSN SITREP enables the introduction of additional reporting requirements; hence the request to embed the PoR-SITREP in the existent electronic reporting tool is consistent with the existent framework. The SSN Team delegate confirmed that, although technical adjustments may be needed, EMSA can provide specific fields to be filled out specifically devoted to the purpose of PoR requests.
- The SSN SITREP contains elements that will be compatible with the Status Report thereby removing duplication of effort.
- The TTE identified the need for EMSA to make additional developments to include the PoR additional information to the existing SSN SITREP template, include a more exact sequencing etc. There is consequently also a need to more precisely reflect and cross reference this annex in the OG text, in particular in Chapter 2, possibly through hyperlinking.

In this way the logic in the system is maintained; building on the information already in the system and adding additional specific information; avoid filling in the same information (avoiding duplication and repetition, reducing the scope for error or confusion) and thereby allowing more concentration on the 'unfilled' parts/fields, possibly increasing accuracy; all may be exchanged through SSN.

### 7. POLREP

- In the scenario crafted for the TTE a pollution incident was not included at the beginning of the incident. The suggestion came from the delegates to incorporate a POLREP within the SITREP. Indeed, as a 'threat of pollution' was implied by the scenario, the OGs should actually consider the requirement to enter into the system a POLWARN, even though the potentially polluting substance may not be apparent. It is to be noted in this context that both are

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already introduced in the SSN Incident Reporting Guidelines as well as the mechanics for SSN to push POLWARN and POLINF to CECIS.

### 8. HANDOVER - Transfer of Coordination Report (Annex F)

Some adjustments were proposed to improve consistency:

- Field C ('Place of refuge', possibly not yet known at the point of coordination transfer) was proposed to be changed in its order of placement and moved to letter G after "Position of coordination transfer".
- That a further final section be added at the bottom of the format – to allow a 'Reason for not granting a Place of Refuge'.

### 9. RISK ASSESMENT AND DECISION MAKING PROCESS

- Competent authorities, Ship owners and Salvors should meet as early as possible following an incident that may lead to a POR request.
- The delegates were keen to emphasise the importance of maintaining the OGs within a 'technical' decision making process, avoiding political interference. The availability of suitable matrixes for the risk assessment and decision making process assists in this respect. The need for simplifying matrixes to give further effectiveness to the analytical process of Annex D was highlighted. Weighted matrixes could then be studied and prepared to support the decision making process at any level. This would be a basic condition for making clear the entire process involving the whole chain of internal responsibilities, through restraints and constraints and the more comprehensive damage assessment (to the marine and coastal environment, to the safety of navigation, to infrastructures, to the property). During the exercise, the European Decision Making Model and its phases (annex D) was not considered in detail, so should be a subject matter for a further exercise.
- The exercise confirmed that when the request for places of refuge has been sent by the ship owner/salvors, all interested or potentially involved states, should be informed through SSN. Consequently the ship owner/salvors should avoid sending multiple requests for places of refuge, mitigating the risk of confusion and therefore delays.
- One of the purposes of the OGs is to focus on concerted, effective decision-making, based on accurate information rather than on political considerations.

### 10. DECISION MAKING “RISKS”

- Independence and political 'interference' was raised.
- The principle of no refusal of a PoR on the basis of lack of insurance certificate was confirmed. The assessment process should continue even without evidence of insurance, as bringing of the ship to the place of refuge might be the best course of action, especially to avoid pollution and damage to the environment.
- Liability issues and financial guarantees are seen by many MS as part of the decisive factors for decision making. However, PoR decisions must be taken in context of what the EU legislation stipulates. Some inherent remarks were noted for further development (Annex IV).

### B. EXERCISE PROGRESSION, MANAGEMENT AND METHOD (findings and feedback)

The preparatory work and the execution of the TTE itself allowed some learning points of a more administrative nature and important lessons in how to go about it. Some of the key observations were:

#### General

1. The planning group meet on 3 occasions prior to the event. There may have been merit in one further meeting as it might have assisted the Exercise outcomes to have had a 'dry run' for the exercise planning group first.
2. Participants commented on the dynamics of the exercise and suggested as to how they would respond, what information they would expect and when they would expect it. An inclusion of a timeline would be beneficial. Delegates would expect a timeline and would be used to one in an operational environment.
3. The exercise artificiality could be reinforced in the Exercise Orders that are issued to participants and an established order for interventions should be set up at the beginning of the exercise.
4. The exercise was deliberately kept straightforward – this was to ensure that the discussions did not concentrate too much on the technical maritime issues and



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allowed the delegates to concentrate on the mechanics of the process testing the OGs. Separate meeting of the facilitators outside of the planning meetings were beneficial as they allowed the facilitators to concentrate on the mechanics of the exercise.

### Injects

5. There were a total of 28 injects which were a mixture of pre-prepared information notes, some of which required input and completion by the participants. These were completed over the course of the day which was divided into three stages with breaks for intermediate plenaries of the two groups.
6. Injects included a reference to what chapter and/or appendix of the Guidance Document were being tested.

### TTE groups

7. There were 20 participants in each group, 10 from member states and 10 from industry acting as consultants. There were two facilitators assigned to each group to provide advice and information on the scenario and to ensure the exercise was kept focussed on the overall aim to test the OGs.
8. With such a large group feeding into the exercise certain disparities occurred – injects did not match up completely, and this led to some confusion as to the extent of the damage and the issue of leakage. These inconsistencies in provision of correct injects were highlighted when a drift model for oil was played.
9. The issue of form filling was seen as a distraction and frustration to some delegates. They felt that the forms should be a relatively straightforward matter and should be pre-completed prior to exercise. It was felt that delegates tasked with completing the forms missed out on elements of the debate. The view was that operational decision makers should not be using their time in exercises to fill in forms and that comments and suggestions can be made in the wash up/debrief.

### Participation/Interaction

10. The inclusion of industry representatives was viewed very positively. Delegates felt that more emphasis on their contribution could be included in future

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exercises. Single industry delegates were dividing their time between the two groups to provide information. As classification societies and salvors would play a prominent role in an operational setting, for future exercises, consideration should be given to inviting sufficient members from each specialist industry so that there is a permanent presence in each group (in case the format is to have two groups).

### C. OTHER ISSUES

#### Financial security and compensation

- Verification of insurance for a ship in need of assistance is a key point:
  1. Proof of cover can be requested from the shipowner or the master, who can provide immediately copies of relevant cover when asked by competent authorities;
  2. MS should immediately liaise with the vessel's insurer regarding the cover of actual or anticipated direct and third-party claims;
  3. Liability limits are to be verified and regardless of financial guarantees, risk assessments have still to be made;
  4. Non-International Group P&I Clubs may present additional challenges in verifying existence and levels of cover;
  5. Examples of insurance certificates could be added to the OGs for the ease of reference of competent authorities;
  6. Different regions present different challenges, e.g. Mediterranean MS may be more prone to 'uninsured' vessels, as there is substantial transiting traffic not calling at EU ports, thus not covered by Directive 2009/20/EC on insurance;
  7. Special pollution damage like oil pollution damage or damage by hazardous and noxious substances is regulated separately and it is out of the scope of Directive 2009/20/EC. A special financial guarantee is required in each case and additional compensation mechanisms are provided for in the international conventions. It depends on each Member State to ratify those conventions and to effectively implement their rules into national law.
  8. On an operational level, cross-referencing of general cover with financial guarantees required under the international conventions for specific types of damage was proposed as an idea to facilitate verification.
- Letters of undertaking may be required by some States from the shipowner, whereby the shipowner has to accept unlimited liability or liability higher than LLMC limits;

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- Flag state certificates confirming current insurance cover under the Bunkers Convention, Civil Liability Convention and the Wreck Removal Convention are a guarantee that relevant costs will be recoverable. This makes individual Members States' local requirements for a letter of guarantee to be signed (such as Inject 26) unnecessary;
- It is very difficult to allow a vessel into national waters if no liability cover exists. Directive 2009/17 provides that "*the absence of an insurance certificate shall not exonerate a Member State from the preliminary assessment, and shall not in itself be considered sufficient reason for a Member State to refuse to accommodate a ship in need of a place of refuge.*" There is, on the one hand, the aspect that some ports (potential places of refuge) may be operated privately and no port would want disruption to their business or loss of profits. On the other hand, the potential impact if the vessel is left out at sea has to be seriously considered. According to the Directive 2009/17 "*The authority shall ensure that ships are admitted to a place of refuge if they consider such an accommodation the best course of action for the purposes of the protection of human life or the environment.*"



### PART 3 - OUTPUT

#### 3.1. The Operational Guidelines – adjustments and improvements

- The EU Operational Guidelines, having been tested and agreed to be a good platform for a multi-State response to a PoR incident, should now be adopted and promoted as best practice by EU coastal Member States.
- Continued consideration should be given to promoting the approach in the OGS internationally in the IMO.
- Transfer of coordination form (Annex F) is fit for purpose with small adjustment to reflect the fact that PoR may not yet be determined at the time of the transfer (identifier C to be moved to G and to propose a To Be Determined (TBD) option for the user/operator).
- Sharing information through "SITREP" (Annex G) is fit for purpose with some adjustments as suggested in order to: re-define the field D as "Relative position"; re-define field N as "Next Communication Report" and accordingly amend the text of information required in the field aside in "Date time group expressed as in

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(B) of the next agreed scheduled communication report; add a field on the top of the template where to indicate the "Coordinating Authority/Member State; rename the template as "Place of Refuge (PoR) Situation Report" – herein as annex VI.

- "SITREP" to be merged into the SSN Incident Report (IR) SITREP format, already in the system, to contain more information on possible PoR situation by augmenting the fields to be filled out therein.
- Adding a link to the IMO file detailing current ratifications of international conventions by State was proposed. It should be included within the guidelines to a document listing which of the three main conventions (Bunkers/CLC and WRC) that each Member State is a signatory to.

### 3.2 The Operational Guidelines – possible future areas for further improvements

- A form for Risk Assessment might be a good annex to add to the guidelines. A standard Risk Matrix Form could be added to the document. It is difficult to capture decision making information, however if a Risk Matrix form was filled out as standard it would increase transparency (without stating same).
- The guidelines strongly encourage single sequential POR requests. However, exceptionally, it was suggested that the vessel's condition may be such that a lack of time dictates that concurrent POR requests may need to be made to multiple Member States.
- A decision should be made on how better the reply (positive or negative) to a PoR request should be communicated, whether through a plain text e-mail, a new template or an additional section to the PoR request.

### 3.3 The Table Top Exercise - progressing, management and method

- The testing of the OG using the TTE format was a worthwhile exercise. As is the case with all guidelines, it is a learning process and States will progress this at different paces. A formal exercise structure should be considered e.g. The Guidelines could be kept updated and relevant through bi-annual exercises, testing them in different Member States' jurisdictions and with more complex cargoes and sizes of vessels.
- Consideration could be given to complement biennial EU wide exercises with exercises in the context of the various regional agreements in place.

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- Future exercise planning teams to discuss the best methods for managing the groups' dynamics and division of participants.
- Depending on scope, timing is essential and an exercise needs not less than 1.5 day for a complete assessment of all applicable items and to address the whole complexity of the situation.
- A need was voiced to use plain language, avoiding acronyms.
- EMSAs experience in exercise development work, including information sharing, was underlined.

**Note:**

**This report could not have been possible without the valuable input of all the participants, the Planning Team and the Group Facilitators.**

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## PART 4

### ANNEX I – Planning Team and List of Participants

#### EXERCISE MANAGEMENT AND PLANNING TEAM

<b>Richard Gabriele</b>	<b>Malta</b>	<b>Exercise Director</b>
<b>David Mc Myler</b>	<b>Ireland</b>	<b>Facilitator Group 1</b>
<b>Fabrizio Coke</b>	<b>Italy</b>	<b>Facilitator Group 1</b>
<b>Colin Mulvana</b>	<b>UK</b>	<b>Facilitator Group 2</b>
<b>Sandro Nuccio</b>	<b>European Commission</b>	<b>Facilitator Group 2</b>
<b>Thomas Erlund</b>	<b>Finland</b>	<b>Final report</b>
<b>Lemonia Tsaroucha</b>	<b>European Commission</b>	<b>Support</b>
<b>Dominic Stevens</b>	<b>UK</b>	<b>Support</b>
<b>Mario Mifsud</b>	<b>EMSA</b>	<b>Support</b>
<b>Malgorzata Nesterowicz</b>	<b>EMSA</b>	<b>Support</b>

#### LIST OF PARTICIPANTS

##### GROUP 1

<b>Name</b>	<b>MS or organization</b>
Dave Mc Myler FACILITATOR	Ireland
Fabio Coke FACILITATOR	Italy
Jeroen van Overloop	Belgium
Damian Dundovic	Croatia
Raul Ilisson	Estonia
Wolfgang Knopf	Germany
Konstantinos Mangidas	Greece
Andris Skribis	Latvia
Richard Gabriele	Malta
Mark Anthony Cassar	Malta
Mevric Zammit	Malta
Jonathan Farrugia	Malta VTS
Adam Gaudi	University of Malta
Kjetil Aasebo	Norway
Dumitru Bucureanu	Romania
Benito Nuñez Quintanilla	Spain
Stan Woznicki	UK

## Table Top Exercise MED CARRIER

Antonis Michail	European Sea Ports Organisation
Leendert Muller	International Salvage Union
Tim Fuller	IG P&I Clubs
John Murray	International Chamber of Shipping
Thomas Erlund REPORT	Finland
Lemonia Tsaroucha SUPPORT	European Commission
Mario Mifsud SUPPORT	EMSA

### GROUP 2

Name	MS or organization
Colin Mulvana FACILITATOR	UK
SandroNuccio FACILITATOR	European Commission
Valentin Dzhabazov	Bulgaria
Jimmy Soerensen	Denmark
Jarkko Toivola	Finland
Vincent Denamur	France
Gerard O'Flynn	Ireland
Andrea Tassara	Italy
Alfridas Ulozas	Lithuania
Julian Tonna	Malta
Fritz Farrugia	Malta
Anthony Mansueto	Malta VTS
Anthony Galea	University of Malta
Ronnie Hanzen	Sweden
Cornelis Johannes Kool	The Netherlands
Aron Sorensen	BIMCO
David Bolomini	IG P&I Clubs
Lars Lange	International Union of Marine Insurance
Peiris D Wijendra	Lloyds Register
Dominic Stevens REPORT	UK
Malgorzata Nesterowicz SUPPORT	EMSA

### ANNEX II - Injects

	INITIAL PLENARY
Chapter 2 Appendix A	<p><b>Information to be communicated:</b> Initial alert and on board assessment <b>from the two vessels</b></p> <p>Ship details and Information of the initial damage from the Master; + position + vessel (size and type, tonnage) + crew (number, injuries) + cargo type and quantity + on scene weather conditions + Master's intentions</p> <p><i>This information is contained in the scenario and should be the initial provision of information to the delegates.</i></p>



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<p><i>Information of the cargo of the second vessel can be obtained from HAZMAT scheme</i></p> <p><b>Information to be communicated</b> re: the 2<sup>nd</sup> vessel. It has suffered only limited damage and Italy agrees to provide an anchorage in order for the vessel to conduct further assessment and dive survey which states that the vessel is able to continue passage.</p>			
<b>Guidelines</b>	<b>Stage 1</b>		
	<b>Elements to be promoted by facilitators</b>	<b>Information to be available</b>	
		<b>INFO</b>	<b>SOURCE</b>
<i>Chapter 2</i> <b>INJECT 1</b>	Updated and additional information provided by the vessels	Full information of vessel details and damage sustained – date of build, defects, flag, port of registry, crew nationalities, owners, managers, Class society, agents, P&I, H&M insurers, direction and rate of drift etc.	Distribute the <b>Equasis</b> print-out  Provide other information when requested by delegates or when deemed appropriate by facilitators on the basis of the information sheet about the vessel available to facilitators.
<i>Chapter 2</i> <b>INJECT 2</b>	SITREP	Issued by MRCC Rome  information on the situation of both vessels should be included	Standard SITREP format <b>the groups to complete</b> via SSN
<i>Chapter 2</i> <b>INJECT 3</b>	Request for salvor assistance and appointment of salvors	Situation update, above, reveals loss of main engine power, drifting not under command (NUC), name of the salvage company and type of salvage contract.	Master/Ship owner:  Note drafted
<i>Chapter 2</i> <b>INJECT 4</b>	Weather report & surface currents	Weather conditions on scene and forecast	Physical Oceanography Research Group, University of Malta
<i>Chapter 4</i> <b>INJECT 5</b>	Salvors situation and risk assessment	Situation and details of the damage assessment update and salvage proposals including tug requirement. Weather	Drafted by ISU

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		considerations	
•			
<i>Chapter 3</i> <b>INJECT 6</b>	Appointment of a tug(s)	Assessment report from Salvors indicating requirement for tug(s) assistance and contracting of tugs from Tug Malta	Drafted
•			
<i>Chapter 2 &amp; 6</i> <i>Appendix G</i> <b>INJECT 7</b>	POR incident status report	Latest updated information on the current situation based on salvors report	<b>The groups to complete</b> , to include distribution list.  Note: facilitators to provide information as requested Upload to SSN as a an attachment
• Based on the template drafted by Colin/ Need for facilitators to have a fully completed form			
<i>Chapter 3 &amp; 4</i> <i>Appendix B &amp; C</i> <b>INJECT 8</b>	Salvors issue a request for place of refuge	Request to be made to MRCC Rome for POR	Drafted by ISU
•			
<i>Chapter 2</i> <b>INJECT 9</b>	Information provided by class	1. Contact details for emergency and request for information from client (shipowner) 2. Intact condition report (used as base condition to model damage and investigate remedial measures) 3. Damage condition report	Drafted by Class
•			
<i>Chapter 3 &amp; 4</i> <b>INJECT 10</b>	Determine POR	MRCC Rome, competent authority will refuse POR request due to the geographical location of the vessel and its movement	<b>The groups to draft</b> - rationale for non-acceptance via email including information on the transfer of information
<b>NOTE TO FACILITATORS: it is important to put pressure on an element of coordination, Rome has to explain well the reasons for refusal and has to pass to Malta all information that has collected so far</b>			
<i>Chapter 8</i> <b>INJECT 11</b>	Press release	Draft a press release to media as from Italian competent authority	<b>Appoint two people</b> from the group to draft
•			
<i>Chapter 3 &amp; 4</i> <i>Appendix B &amp; C</i> <b>INJECT 12</b>	Salvors issue a second request for place of refuge	Request to be made to Transport Malta for POR	Drafted by ISU

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<i>Chapter 3 &amp; 4</i> <b>INJECT 13</b>	Determine POR	Transport Malta competent authority acceptance	drafted
•			
<i>Chapter 3 Appendix F</i> <b>INJECT 14</b>	Transfer of Coordination	There should be no further information required to complete this template.	<b>The groups to complete</b> including the distribution list Upload to SSN as a an attachment
• Based on the template drafted by Colin/ Need for facilitators to have a fully completed form			

### PLENARY

Guidelines	Stage 2		
	Elements to be promoted by facilitators	Information to be available	
		INFO	SOURCE
<i>Chapter 8</i> <b>INJECT 15</b>	Press release	Draft a press release to media as from Malta	<b>Appoint two people</b> from the group to draft
<i>Chapter 2</i> <b>INJECT 16</b>	Information from Class	1. Update damage condition report 2. Proposed remedial report	Drafted by Class
<i>Chapter 7 Appendix H</i> <b>INJECT 17</b>	Insurance certificates	LLMC, CLC and Wreck removal conventions certificates	Drafted by P&I
<i>Chapter 7</i> <b>INJECT 18</b>	Standard letter of guarantee	<b>if requested by the participants</b>	Drafted by P&I
•			
<i>Chapter 2 and 5</i> <b>INJECT 19</b>	Hazardous materials risk	Information on the cargo of the ship and bunkers + their properties	Info from ship's agent  Dispersant Usage Evaluation Tool produced by EMSA or MSDS
•			
<i>Chapter 2 and 5</i> <b>INJECT 20</b>	Weather report	Weather conditions actual, forecast and spill trajectory	As above
•			
<i>Chapter 5</i> <b>INJECT 21</b>	Information that the Inspection Team has been appointed by Transport Malta	A note describing the Inspection Team appointed	Drafted

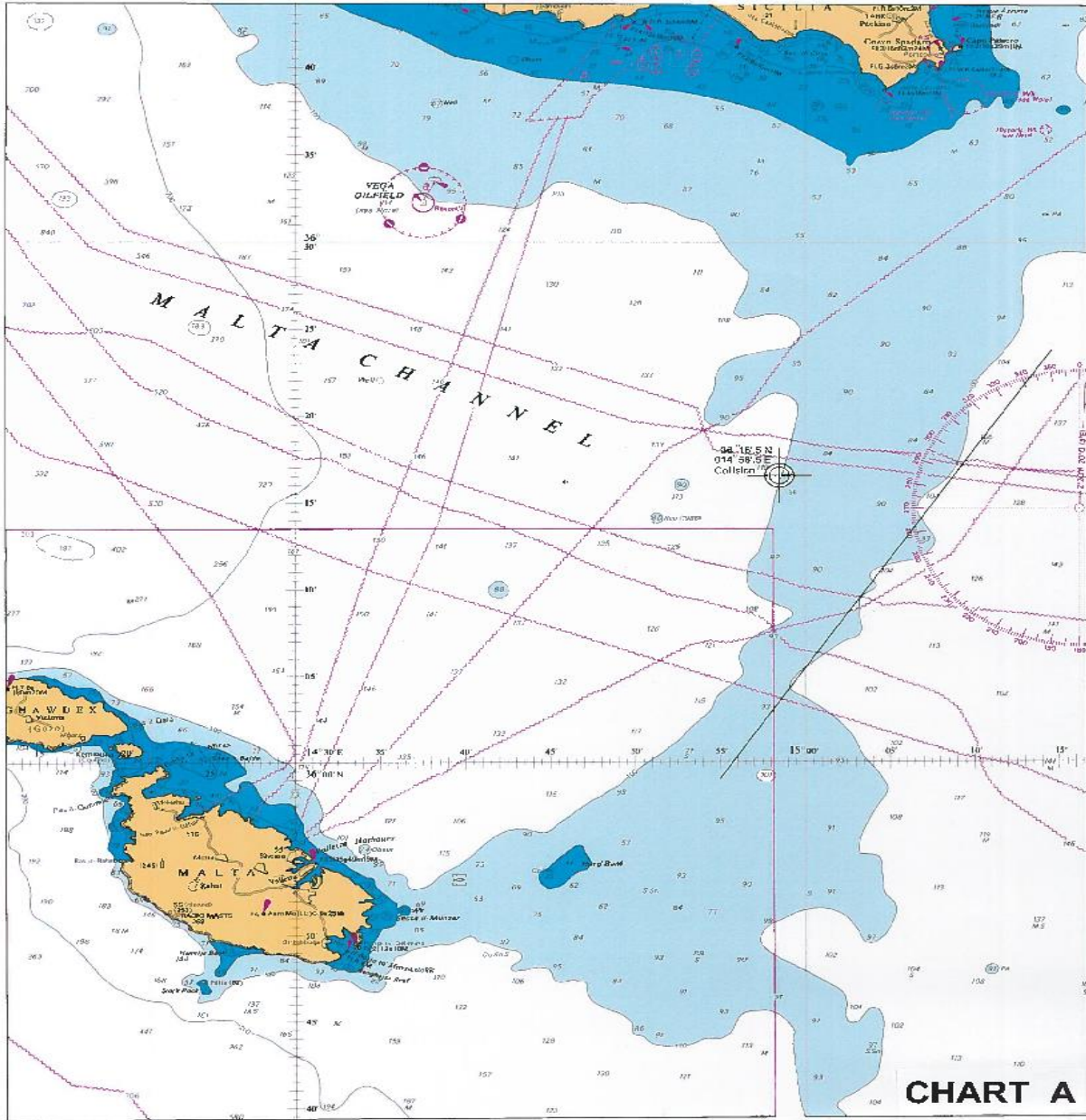
### PLENARY

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Guidelines	Stage 3		
	Elements to be promoted by facilitators	Information to be available	
		INFO	SOURCE
<i>Chapter 2 and 5</i> <b>INJECT 22</b>	Weather report	Worsening weather conditions and spill trajectory	As above
<ul style="list-style-type: none"> <li>Based on the template drafted by Colin/ Need for facilitators to have a fully completed form</li> </ul>			
<i>Chapter 2 &amp; 6</i> <i>Appendix G</i> <b>INJECT 23</b>	PoR incident status report No.2	Latest information on the current situation and proposals	<p><b>The groups to complete,</b> to include distribution list.</p> <p>Note: facilitators to provide information as requested Upload to SSN as a an attachment</p>
<i>Chapter 5</i> <b>INJECT 24</b>	Information on potential places of refuge and potential oil spill release	Available facilities to determine a suitable place of refuge.	Transport Malta
<ul style="list-style-type: none"> <li>Based on the template drafted by Colin/ Need for facilitators to have a fully completed form</li> </ul>			
<i>Chapter 5</i> <i>Appendix D</i> <b>INJECT 25</b>	POR Selection due to oil release	Decision	Groups to make an evaluation and conclude with a decision and choice of the place of refuge
<i>Chapter 5 &amp; 7</i> <b>INJECT 25</b>	Letter of Undertaking from Transport Malta	To be signed by the master/ salvor/ owner/agent	Transport Malta
<b>NOTE TO FACILITATORS: During the decision making process refer to the “Decision making tool” in Appendix D of the Guidelines</b>			
<i>Chapter 5</i> <i>Appendix D</i> <b>INJECT 27</b>	Acceptance of allocation of place of refuge		Transport Malta
<ul style="list-style-type: none"> <li>Based on the template drafted by Colin/ Need for facilitators to have a fully completed form</li> </ul>			
<i>Chapter 8</i> <b>INJECT 28</b>	Press release	Draft a press release to media as from Malta	<b>Appoint two people</b> from the group to draft

# Table Top Exercise MED CARRIER

## ANNEX III - Exercise area and scenario



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MRCC Rome received a report that a collision occurred between a product tanker and a container vessel. The collision took place in heavy rain and restricted visibility.

The master of motor tanker MED CARRIER confirmed that his vessel was in collision with a container vessel OMEGA 3 in the following position:

36° 16.5'N

014° 58.5'E

(Chart A)

The position was 32 n miles NE of Valletta Harbour.

MED CARRIER, Marshall Islands flag, a 42,000 DWT fully loaded products tanker which had completed an STS (ship to ship) operation 18 n miles east of Malta during the night and was bound for the eastern coast of Sardegna, her last port being Jeddah, Saudi Arabia, through the Suez Canal.

OMEGA 3, Liberian flag, fully loaded 270m container vessel, had departed Marsaxlokk pilot station at 0415z bound for Gioia Tauro, Italy through the Straits of Messina.

OMEGA 3 had sustained a bow damage forward of the collision bulkhead and proceeded under her own power at slow speed towards an anchorage area off the east coast of Sicily in order for the vessel to conduct further assessment and dive survey which stated that the vessel was able to continue passage.

No flooding or injuries reported.

MED CARRIER had suffered severe damage. Following a quick assessment the master reported the following:

No injuries

Impact area in way of cargo tank 6 port/cofferdam/engine room bulkheads with a rupture right through, heavy engine room flooding and the vessel had lost all main and auxiliary power and was disabled.

Vessel was drifting towards the Maltese coastline at an estimated rate of 0.5 knots. Master requested MRCC Rome to allocate a Place of Refuge in view of the predicted deteriorating weather conditions.

Weather conditions at the scene; wind NNE force 4.

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But the forecast for the night was: NNE increasing F 5/6 later becoming 8 by nightfall. During Stage 2 one of the inject included an escalation of the spill to trigger off Phase 2 of the exercise which then run into Phase 3 of the next day: Oil from tank 6 P being spilt (tank capacity 3442.4m<sup>3</sup>) and estimated spill 1,000 m<sup>3</sup> heavy oil

### ANNEX IV - Exercise program

#### Tuesday, 01 September 2015

Time	Table Top Places of Refuge Exercise
17:00-20:00	<i>Registration and submission of the reimbursement documents in the hotel the day before, on the day of the Exercise before the departure from the hotel and in the office of Transport Malta throughout the day.</i>
8:00-8:30	
8:30	Bus from Excelsior Hotel to Transport Malta
9:00 – 9:30	Plenary: Introduction of the scenario
9:30 - 11:00	Break out groups: stage 1
11:00 – 11:30	Plenary
11:30 – 11:45	<i>Coffee break</i>
11:45 – 13:15	Break out groups: stage 2
13:15 – 13:45	Plenary
13:45 – 14:30	<i>Lunch</i>
14:30 – 16:00	Break out groups: stage 3
16:00 – 16:30	<i>Coffee break</i>
16:30 – 17:00	Plenary
17:00 – 17:30	Summary and Hot Debrief
17:30	End of the meeting
18:00	Bus to hotel

#### Wednesday, 02 September 2015

Time	Agenda Item
9:00 – 15:00	Observing the MALTEX 2015 Pollution Response Exercise (9:00-12:00) participants will board the vessel at around 8:30 from the hotel jetty. Further information will be provided.

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