

# “EMSA, its Means and its Possible Contribution in a Future Accident”

CEDRE Info Day, 9<sup>th</sup> March, 2006

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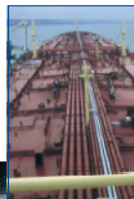
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## EMSA's Action Plan for Oil Pollution Preparedness and Response



European Maritime Safety Agency



Action Plan For Oil Pollution Preparedness and Response

The report is accompanied by an Inventory of Member States Oil Pollution Response Capacity

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European Maritime Safety Agency



Inventory of EU Member States Oil Pollution Response Capacity

31<sup>st</sup> October 2004



## Framework for Pollution Response

Legal basis: Regulation 724/2004 (O.J. 29th April, 2004)

EMSA Administrative Board: 21<sup>st</sup>/22<sup>nd</sup> October 2004

EMSA to:

- Provide '**technical and scientific assistance** in the field of ship-sourced pollution' and
- '**support on request with additional means in a cost efficient way** the pollution response mechanisms of Member States'

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## Action Plan: Overall Strategy

Immediate Focus:

- At-sea response to spills of Heavy Oil

Future Phasing-in:

- "Chemical" Spills (HNS)

### **3 Themes of Action Plan 2005:**

- Information
- Co-operation and Co-ordination
- Operational Support

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**Information: Website - [www.emsa.eu.int](http://www.emsa.eu.int)**

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 European Maritime Safety Agency

You are here: | EMSA Homepage

**EMSA Homepage**

- Origin & Tasks
- The Situation Today
- Legal Basis
- Financial Regulations
- Administrative Board
- Minutes & Decisions
- Organisation Chart

**Vacancies**

- Temporary Agents
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- Permanent Positions

**Procurement**

- Press Releases
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**News**

- Press Releases
- Links
- Lisbon Relocation


Classification Societies Marine Equipment Training  
 Port State Control Accident Investigation Ship Security  
 Ship Reporting Ship Safety Standards Oil Pollution Response  
 Accident Response Port Reception Facilities Liability and Compensation  
 Technical Assistance



**Welcome to the EMSA Website**

Maritime transport is of fundamental importance to Europe and the rest of the world. To put this in perspective, over 90% of European Union external trade goes by sea and more than 1 billion tonnes of freight a year are loaded and unloaded in EU ports. This means that shipping is the most important mode of transport in terms of volume. Furthermore, as a result of its geography, its history and the effects of globalisation, maritime transport will continue to be the most important transport mode in developing EU trade for the foreseeable future.

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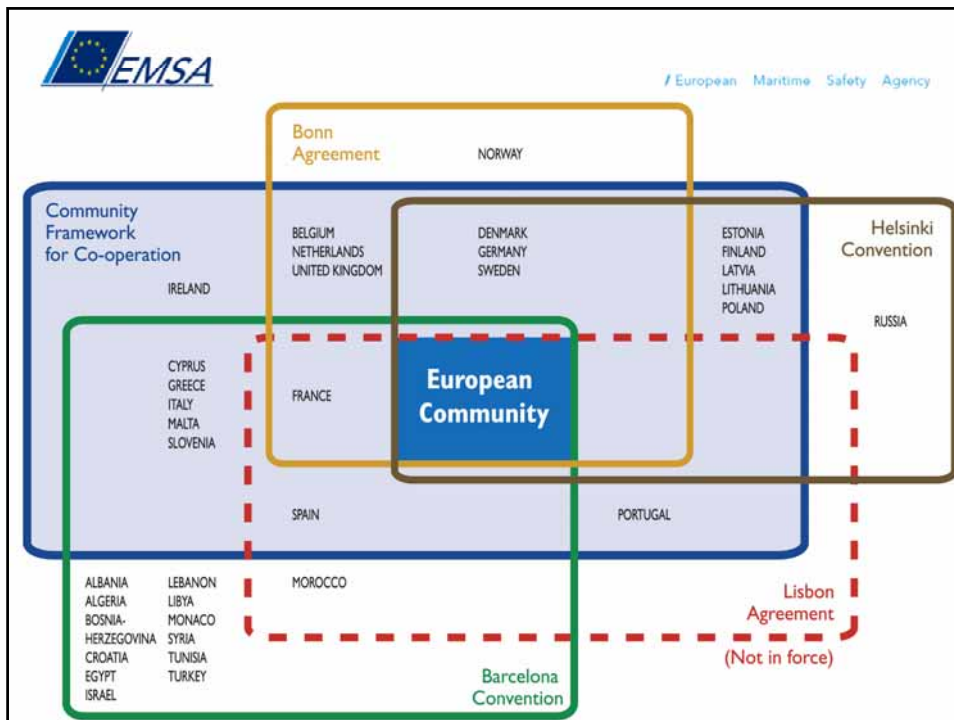
Documents

**Oil Pollution Response**

- NEW! 2006-Prior information notice for service contracts for anti-pollution ship services**, published in the Official Journal the 20/1/2006: [click here](#)
- NEW! Information Note: Stand-by Oil Recovery Vessels for Europe
- 2005-Call for Expressions of Interest for service contracts for stand-by oil spill recovery vessel(s), published in the Official Journal the 5/3/2005: [click here](#)
- EMSA [Action Plan](#) for Oil Pollution Preparedness and Response
- EMSA [Inventory](#) of Member States Oil Pollution Response Capacity
- EMSA [Inventory](#) of Member States Policies on Dispersant Use
- Pollution Response Library - [Documents](#) / [Hyperlinks](#)
- Large Tanker Spills since 1984 - [Links](#)
- [Workshops / Meetings](#)
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## Co-operation and Co-ordination

Regional Agreements

- Meetings
- Exercises:
  - National Contingency Plans
  - At-sea exercises

Dissemination of "Best Practise"

- Workshops:
  - "Reflections on the Response Chain"
  - "Dispersants"
- "Inventory" of Dispersant Policy in Member States

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## Operational Support:

### Future Phasing-in of HNS Activities

- Identification of Agency's role/contribution at EU level
- Preparatory steps in 2006

### Improving Slick Surveillance

- Satellite Imagery to support MS activities
- Operational Focus (not R&D)

### Network of European Stand-by Recovery Vessels

- 2005: 1<sup>st</sup> round of contracts
- 2006: 2<sup>nd</sup> round of contracts
- 2007: Black Sea?? (Rumania & Bulgaria join EU)

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## Framework for EMSA Spill Response Resources

- « Reserve for disasters » to assist Member States
- Mechanical recovery at sea most efficient for heavy oils spills
- Under command and control of the affected Member State
- Cost efficiency
- « State of the art » equipment
- Limited budget: cooperation with industry
- Partners chosen via public procurement

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## Two Contract System (Duration March 2006 – Dec 2008)

### Vessel Availability Contract paid by EMSA:

- Guarantee availability to respond to a (major) spill
- Pre-fitting and equipping the vessels
- Quick mobilisation

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### Operational Fund of EMSA to pay for:

- Pre-mobilisation of vessel, if required
- Participation in at-sea response exercises  
e.g. HelCom BaltEx Delta

### Incident Response Contract paid by the Member State:

- Pre-agreed tariffs and conditions for vessel use
- Pay for operational costs

## Two Contract System

### Vessel(s):

- Classification for oil recovery  
e.g. Lloyds Register or Bureau Veritas
- EU Flag State
- Decanting of excess water
- Discharging of recovered oil

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### Oil Recovery Equipment Stockpiles:

- Sweeping arms (Rigid or flexible)
- Boom and skimmer option
- Selection by Member State at time of mobilisation

## Atlantic & English Channel : Louis Dreyfus Armateurs

**Contract Value: € 8,500,000**

- Large emergency cable repair vessel on stand-by in Brest
- The vessel will have OIL RECOVERY notation by BV
- The vessel is permanently crewed and ready for a 30-day operation. It can be quickly mobilised.

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## Atlantic & English Channel: Ile de Brehat

- Storage Capacity: **4000 m3**
- Built: **2001**
- Length: 123.9m
- Speed: **15.4 knots**
- **Heating**: 1000kW
- **Pumping Rate**: 1125 m3/h
- **Dynamic Position DP2 BV**
- Electrical Propulsion
- **Bow thrusters**: 2x1500kW
- **Aft thrusters**: 2x1500kW
- **Retractable thruster**:  
1500kW
- Accommodation: 70 people
- Anti-Rolling Tanks
- Ability to Deploy ROVs
- Bollard Pull:130tons



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## Atlantic & English Channel: Set of Equipment



### Sweeping Arms

- Type: Rigid with adjustable weir skimmer
- Length: 15m

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### Skimmer

- Type: Weir skimmer
- Remotely operated

## Atlantic & English Channel: Set of Equipment

- Equipment stored in Brest ready for quick installation
- It comprises sweeping arms, skimmer + boom, discharging pumps with hot water current radial system, oil/water separator, dedicated boiler, heat exchangers and slick detection system
- The tanks will be pre-filled with hot water to enhance the decanting and heating process
- Other equipment: Oil/water interface system, gas detection (fixed and portable), Flashpoint tester, sampling mini-lab and three portable cleaning machines.

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## Atlantic & English Channel: Set of Equipment



### Boom

- Type: Curtain
- Height: 2000mm
- Length: 2x250m

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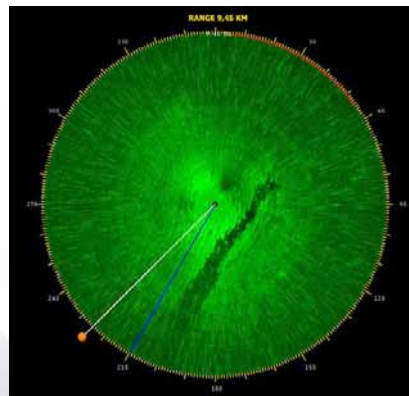


### Discharging Pumps

- Max. Pump Flow: 125m<sup>3</sup>/h
- Pressure for max. flow: 10bar
- Designed to pump heavy viscous oils (2milions cst)

## Atlantic & English Channel: Slick Detection System

- Type: SeaDarq
- Range: ~ 2 nautical miles
- Increased opportunity for recovery operations
- Prediction of Spill Trajectory
- Estimation of Spill size



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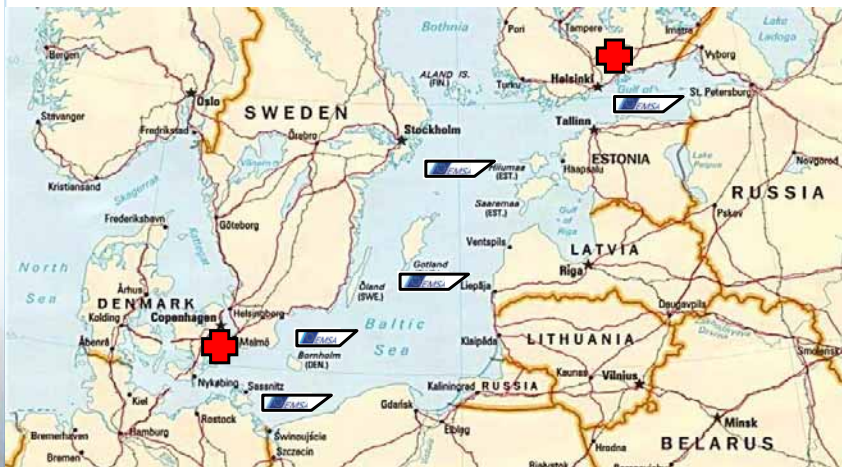
## Baltic Sea: LAMOR

**Contract Value: € 4,050,000**

- “Pool” of 5 small oil tankers vessels trading in Baltic Sea.
- Individual Vessel capacity: 1,800 m<sup>3</sup> to 9,889 m<sup>3</sup>
- 2 Equipment stockpiles (North & South of the Baltic Sea)
- Flexible arrangement: Any vessels in the “pool” can be equipped with either set of Equipment.
- Simulations: Fully equipped vessel on-site within 24 hours.

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## Baltic Sea: Location of Vessels/Equipment



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## Baltic: Equipment

Sweeping Arm



Brush Skimmer



Artic Ice Skimmer



High Performance Boom



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## Mediterranean Sea: Tankship Management

**Contract Value: € 3,850,000**

- Bunker Tanker located in Malta
- The vessel will have OCCASIONAL OIL RECOVERY under Lloyds Register
- Oil Pollution Response Equipment stored at La Valletta
- Usual commercial activities carried out nearby La Valletta
- Estimated Mobilisation time 26h MAXIMUM
- Double-hulled with respect to the central tanks

## Mediterranean Sea: Mistra Bay

- Storage Capacity: 3577m<sup>3</sup>/1805m<sup>3</sup>
- Length: 86.03m
- Breadth: 13.04m
- Depth: 6.29m
- Draught : 5.18m
- Speed: 12 knots
- Heating: 2326kW
- Pumping Rate: 1200m<sup>3</sup>/h
- Flag: Malta
- Classification Society: Lloyds Register



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## EMSA's oil recovery service: 2<sup>nd</sup> Round Tender Process (2006)

Jan: "Pre-Information Notice"  
to be published in Official Journal of EU

**March/April:** Open Call ("Contract Notice") to be published  
in the Official Journal of the European Union  
in 20 Official Languages

June/July: Deadline for submission of tenders

August - Oct: Evaluation of submissions  
November: Conclusion of contracts

Documentation **will** also be available from  
[www.emsa.eu.int](http://www.emsa.eu.int)

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## Tendering 2nd Set of OPR-Vessels

Geographical Area	Area of economic activities of vessel (s) (based on EMSA Work Programme 2006)
Atlantic Coast North	Irish Sea, Celtic Sea, English Channel, Bay of Biscay including La Coruña
Atlantic Coast South	Iberian Peninsula Atlantic Coastline south of La Coruña until Cadiz
Mediterranean Sea - West	Spanish and French Mediterranean coast as well as the western mainland of Italy including Sicily, Sardinia, Corsica, and Balearic Islands
Mediterranean Sea - East	East of Malta to Cyprus, Ionian Sea, Adriatic Sea and Aegean Sea

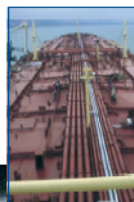
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**Thank You**

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**Action Plan  
For Oil Pollution  
Preparedness and Response**

The report is accompanied by  
an Inventory of Member States Oil  
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