

UK Offshore casualty response

Colin Mulvana
UK Deputy SOSREP

The Standard 

UK Response to Offshore Emergencies



The Secretary of State's
Representative for Maritime
Salvage & Intervention

Colin Mulvana
Deputy to the SOSREP



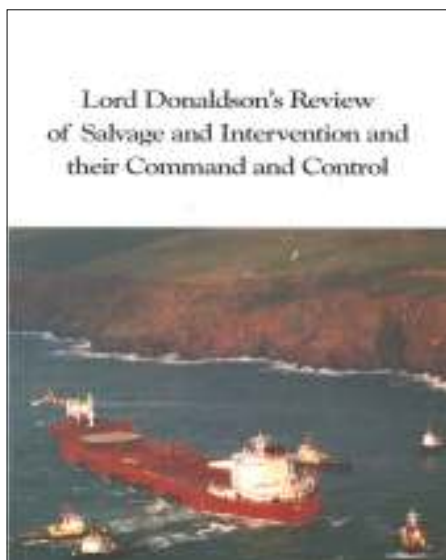
Offshore Forum, Paris 5th November 2013

History and Development

- Torrey Canyon
 - 29 March 1967
 - 97,000 tonnes crude
 - Isles of Scilly
- Braer
 - 5 January 1993
 - 86,300 tonnes
 - Shetland Islands
- Sea Empress
 - 15 February 1996
 - 72,000 tonnes
 - Milford Haven



History and Development



- Lord Donaldson inquiry into the response
- Published in 1999
- Recommendations:
 - 26 in total
 - 23 accepted
 - 3 for further consideration
 - 5 refer to Offshore industry

Fundamental Conclusions

The 'Trigger' point is when there is ***“a threat of Significant Pollution”*** to the UK's pollution control Zone, Territorial waters or coastline

MCA as a whole should play a much larger part in operations in response to the threat

Response to the threat of pollution from or involving an Offshore installation to be compatible with same from Shipping casualty – need for new legislation.

Involvement of Ministers in Operational decisions is not a practicable option.....he stated that;

*‘There should be ‘ultimate’ control of salvage by
a Secretary of State’s Representative
acting in the overriding public interest’*

‘S O S R E P’

Secretary of State’s Representative for Maritime Salvage
and Intervention

SOSREP Role

To represent the Secretaries of State for Transport and Energy & Climate Change by removing or reducing the risk to persons, property and the UK Environment arising from accidents involving ships, fixed or floating platforms or sub-sea infrastructures within UK waters, within the remainder of the UK Pollution Control Zone and on the UK Continental Shelf

SOSREP Function

- One Person to act as the representative of Secretary of State's
- Free to act without recourse to higher authority
- Ultimate and decisive voice
- Ultimate control
- Cannot choose to ignore a situation
- Tacitly approves all actions
- During operations must be 'backed or sacked'

Operations Control Unit

- Chaired by the SOSREP
 - or designated person
- Continue to monitor and evaluate operations, ascertain progress is in the best interests of the UK;
- To establish all objectives and proposals;
- Provide a forum for discussion between parties with interests;
- Provide an avenue for state intervention if necessary;
- Conduct salvage/containment plan approvals;
- Consider Risks and Dangers;
 - People and the environment
- It is **NOT** a committee.

OCU Core Membership

- SOSREP
 - Environmental Inspector (Assistant to SOSREP)
 - Emergency Operations Manager
 - Operators Representative
 - Operators Technical Representative
 - DECC Strategic Advisor
 - Independent Specialist/Technical Advisor(s)
 - Environment Liaison Officer (Environment Group)
 - MCA Representatives – CPSO and CGLO
 - DECC Administrative Support (3 or 4 staff)
 - Other Coastal State Representative – if applicable
- *SOSREP discretion to admit other representatives as appropriate*

Powers of Intervention

- Merchant Shipping Act 1995, as amended;
 - Maritime Security Act 1997
 - Offshore Emergency Pollution Control (EPC) Regulations 2002
 - Marine Safety Act 2003
- Powers **cannot** be used in anticipation of an incident
- In all cases an accident **must** have occurred

Powers of Intervention

- Purpose:
 - Removing, preventing or reducing the risk to safety or of pollution
 - Securing safety of a ship/installation, persons or property
- Application:
 - Safety – UK Territorial Waters (12 miles)
 - Pollution – UK Pollution Control Zone (200 miles)/median line
 - Pollution - Offshore Installations – UK Continental Shelf
- Directions:
 - Ship/Installation is/is not to be moved, use of facilities, remove from UK waters
 - Destruction of a vessel or installation !
- Served to:
 - Masters, owners, offshore operators, managers, servants etc.

Powers of Intervention

- The powers are exercisable and triggered where:
- An accident has occurred and.....
- In the opinion of the SOSREP the accident **will or may** cause significant pollution within the UK Pollution Control Zone and/or UK Continental shelf; and,
- In the opinion of the SOSREP the use of the powers is urgently needed.

SOSREP notifications

- Statistics:
 - >1100 incidents
 - Shipping and offshore installations
 - 160 Intervention notices served
 - Cautions, warnings, TEZ
 - 25 significant incidents
 - SCU and OCU activation
 - 5 Maritime protests / terrorism
 - 50 National and International exercises
 - Shipping and offshore installations
 - 49 OCU / SOSREP interface exercises
 - On-going exercise programme

Young Lady – 25 June 2007

Dragged Anchor

- Snagged the CATS Pipeline
- Dragged pipeline 6m laterally
- 5 miles East of Teesport
- TEZ not required
- SCU/OCU not established



FLAGS Pipeline – 4 August 2007

Unexploded Ordnance

- 55 miles North North East of St. Fergus
- WWII mine - 500lbs
- Lying alongside since 1984
- TEZ – 2000m
- OCU not established



Gannet F – 10 August 2011

Subsea flow-line bundle leakage

- 110 miles East of Aberdeen
- 210 tonnes lost to sea
- 1200 tonnes oil/water in pipeline
- TEZ – Area co-ordinates
- OCU established



Petrojarl Banff – 8 December 2011

FPSO Broke Moorings during adverse weather

- 120 miles East of Aberdeen
- Lost 5 of 10 anchors
- 4400 mt Crude Oil
- TEZ – 3 nm
- OCU established
- Attached to FSO



Apollo Spirit with 96300mt crude oil on board

Elgin – 25 March 2012

On-going gas and condensate release.

- 150 miles East of Aberdeen
- Depth 5000m
- c. 405 tonnes lost to sea (condensate)
- TEZ – 2 nm
- No OCU
- GIG initiated



SOSREP Incident Responsibilities

- SOSREP **IS** responsible for:
 - Containment – ensuring the leak is stopped by most appropriate means, personnel safety is paramount.
 - Salvage – ensure the vessel, its cargo or bunker fuel is not a hazard to navigation or to the safety of persons.
 - In both cases mitigate damage to the environment
- SOSREP is **NOT** responsible for:
 - Clean up of pollution at sea
 - Clean up of pollution on the shoreline

Myths and legends.....

➤ SOSREP cannot...

- Commandeer a vessel to work on an operation;
- Take over any ship or installation
- Direct equipment to be diverted to an incident
- Implement a TEZ unless an accident has occurred;
- Direct the MOD to assist;
- Direct pollution clean up operations at sea or ashore

or

- Take overall command of an incident

Thank you, any questions ?



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