

Newsletter



MEMBER'S AREA: INVENTORY OF OIL SPILL RESPONSE EQUIPMENTS



28 May 2021, the Management Committee is very pleased to announce that the database related to inventory of oil spill response equipments is currently displayed in MOIG Website under “Member’s Area” heading. The database will include the list of equipments of members such as booms, skimmers, storage tanks, marine units, dispersant etc....

This database will allow members to exchange information and share their resources. It will be highly secure to guarantee the confidentiality of member’s data. As indicated in the photo, each member will access to Member’s Area via its own username and password to manage the list of its equipments.

The database will be completed by mid July 2021. As a next step, MOIG will create a Graphical User Interface (GUI) that will interact with the oil spill response equipments database to facilitate collaboration and assistance between members; under a Mutual Aid Agreement to combat marine pollution incidents.

REPLY TO UIA REQUEST FOR INFORMATION CONCERNING MOIG



20 May 2021, the Mediterranean Oil Industry Group (MOIG) replied to the Union of International Associations (UIA) request related to revision and updating information such as events, new members and technical partners joining the organization.



UIA is a not-for-profit research institute founded in 1907 to promote and document the work of international associations. Its primary task is the collection and dissemination of information on international associations, fulfilled largely by its two main publications: the Yearbook of International Organizations (<https://uia.org/projects/open-yearbook>) and the International Congress Calendar (<https://uia.org/projects/open-calendar>).

The UIA also promotes the work of international associations by organizing educational activities.

MOIG has been registered in the UIA’s Yearbook of International Organizations in 2000 and sends every year to UIA an update on its activities, members, technical partners, publications, Intergovernmental Organization (IGO) and Non Governmental Organizations NGO relations.

WEBINAR: KNOWLEDGE BASE: LIQUID STORAGE SOLUTIONS FOR SPILL RESPONSE



19 May 2021, the MOIG Director participated; via electronic conferencing platform; to Webinar titled “Knowledge Base: Liquid Storage Solutions For Spill Response”; presented by Mark Orr; Executive Director of UK & Ireland Spill Association Ltd (UK & IRE Spill), Seamus Connolly; Managing Director from FASTANK and Kevin Bond; Sales Manager from ELASTEC. This webinar was supported by OAMPS.

Mark Orr introduced the knowledge base and UK & IRE Spill Association vision for 2021. He underlined that UK & IRE Spill is

WEBINAR: KNOWLEDGE BASE: LIQUID STORAGE SOLUTIONS – CONTINUED

planning to organize 10 marine knowledge base webinars in 2021 and then presented the dates and topics of the next webinars scheduled to occur by the end of this year; which are the followings:

- Mid June : MV Wakashio Part 5 – Lessons to be learned from this incident; to be presented by UKEirSpill and CEFAS
- 16 June 2021 : Marine special equipment: What is available and how should be it used which will be presented by Zwanny, Vikoma and Elastec
- Early July: Marine plastic pollution – What is currently being done and by whom; to be presented by UK & IRE Spill
- July 2021: Modeling and data gathering in marine spills; to be presented by Chelsea Technologies and OSRL
- September 2021: Specialist vessels used in spill response
- September 2021: Inland – Spill response to biofuels; to be presented by ORACLE and UK & IRE Spill
- October 2021: Aerial surveillance – Drones; to be presented by NRC
- October 2021 : Inland – Soil sampling and analysis

Seamus Connolly started by defining the requirements needed for the storage tanks underlining that they shall be in small package, simple, safe assembly, ease of transport, versatile use and robust. He explained that storage tanks can be used in various weather conditions and locations such as the shoreline, marine, land bases and inland waters. He also stated that storage tanks could be considered for multi use purposes, e.g to protect wildlife during oil spill incidents, to clean personnel, clothes and equipments after response, to separate oil from water and can be used for secondary containment.



Kevin Bond delivered a presentation titled “Temporary Storage Tanks”. He started by raising some qualifying questions related to liquid to be stored in the tanks, size and quantity required. He underlined that floating storage tanks are designed for the temporary storage and transportation of recovered liquids for operations in oil spill recovery, pipeline and offshore rig service, bulk fluid transfer; portable water storage, bilge, sewage and wastewater transportation. He stated that temporary storage tanks are ideal for decanting water during oil spill cleanup operations. He presented many types of temporary storage tanks such as towable bladder, deck, frame and pillow tanks.



Kevin Bond concluded by explaining both advantages and concerns for each temporary storage tank: Light-weight and flexible, easy to operate and transport as well as ideal for rapid response when solid tanks are not always available; for positive points. After care/Cleaning, material ripping/leakage, filling/ Emptying connection compatibility and storage life for concerns.



Mark Orr talked about the tankers and bulked storage highlighting that they are ideal for small incidents. He also presented the bladder tankers explaining that they are useful and can cluster them together so vac tanker feed the storage farm. He underlined that the only disadvantage of the bladder tanker is that it needs much space.



WEBINAR: MV WAKASHIO PART 4 – UPDATE ON THE INCIDENT

28 April 2021, the MOIG Director participated to webinar; via electronic conferencing platform; titled “MV Wakashio Incident Part 4-Update on the incident, the spill cleanup in detail and it impact” presented by Mark Orr; Executive Director of UK & Ireland Spill Association Ltd (UK & IRE Spill) and Nikos Vlachos, Shoreline Incident Commander from poleyco. This webinar was supported by OAMPS.

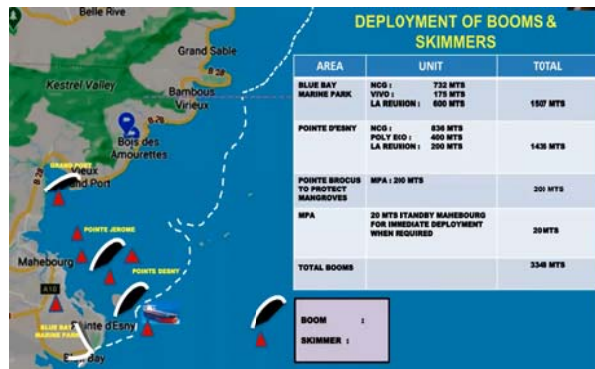
Mark Orr started by introducing UK & IRE Spill as a trade body for marine and inland response companies in the UK, representing contractors, manufacturers and consultants.



Mark Orr underlined that UK & IRE Spill runs accreditation activities under its own scheme for inland oil and chemical spills. He presented MV Wakashio as a modern bulk carrier and its last 06 months work. He indicated that MV Wakashio was unladen when it ran onto a reef of Mauritius Pointe-d’Esnay on July 25; 2020 at 19:15; while en route from China to Tubarão in southern Brazil. He explained that the vessel initially appeared stable, but after spending weeks on the reef, it eventually broke up, resulting in the release of some 1,000 Tonnes of heavy fuel oil which seeped into Mauritius lagoons and created an environmental disaster.

Mark Orr described then the chronology of main events of the incident, which are the following ones:

- 26 July: Coastguard visited MV Wakashio and Covid testing of crew completed
- 28 July: Mauritian Minister of Environment issues statement
- 31 July: SMIT team arrived on board to inspect vessel and assess damage
- 01 Aug: Tug boat Stanford Hawk supported operations around MV Wakashio
- 06 Aug : Oil leak
- 07 Aug : Prime minister declared a state of environmental emergency and requested French help
- 08 Aug : POLMAR shoreline response stockpile mobilized and arrived on island
- 10 Aug: Prime Minister tells the nation that the Wakashio is likely to break up and the worst case scenario is likely to happen as the boat will fall apart.
- 11 Aug: Oil spread further as hull breaches further
- 12 Aug: SMIT Salvage announced that oil pumping operations were completed
- 12 Aug: The representatives of French Shoreline clean-up contractor “le Floch Dépollution” arrived on site
- 15 Aug: A crack in cargo hold N°8 to the starboard side of the vessel worsened and a major detachment of the vessel’s forward section was observed. It was estimated that 90 tonnes of fuel were still on board 24 Aug: Sinking of the vessel bow section
- 26 Aug: 18 Dolphins and whales was up dead on the Mauritian shores
- 28 Aug: Total increases to 39 whales and dolphins dead on the Mauritian shores
- 31 Aug: The tug Sir Geatan Duval collided with the barge towing and overturned 04 of the 08 person crew die
- 09 Sep: The vessel deviated from its approved navigation plan



Mark Orr raised some questions related to vessel change course to pass so close to the island in daylight, the contact between the vessel and the shore during the last 36 hours, the authorization of various course changes as she approached the shallow waters, attempt made the stabilize the vessel keeping the bow onto the reef during the heavy weather, attempt made to remove fuel from the lower fuel tanks to other compartments on the vessel, what happening in onshore, preparation undertaken in case of a spillage taking place, the POLMAR plan, if it’s really rolled in action to protect vulnerable sites.

Mark Orr exposed a map illustrating the deployment of 3348 MTS of booms and 12 skimmers in order to protect the sensitive areas in the island such as blue bay Marine Park, Pointe D’esnay, Point Brocus and MPA.

WEBINAR: MV WAKASHIO PART 4 – UPDATE ON THE INCIDENT – CONTINUED

Nikos Vlachos started by underlining that MV Wakashio incident generated approximately 1000 MT of very low sulphur fuel oil (VLSFO) spilled at sea and about 40 km of coastline affected, including mangroves, rocky areas, beaches and various infrastructures. He explained that Wakashio was the centre of Oil Spill Response world's attention due to first major VLSFO oil spill in the region and the environmental sensitivity of surrounding areas such as: Natural reserves, wetland, sites, Marine Park and popular tourist destination.

Nikos Vlachos described the Poleyco's role in this incident that was to ensure the shoreline cleanup of 21 km, to protect the lagoon area from oil mixed with sea water and to remove 2400 MT of hazardous waste. He underlined that the shoreline cleanup project lasted five months; from 28.07.2020 to 31.12.2020. He also explained the methodology adopted by Poleyco during the shoreline cleanup which consisted of three stages:

1. The first stage "called emergency phase" was devoted to collection of floating on sea surface and bulk oil ashore
2. The second stage "called project phase" was designed for removal of oiled shoreline material and stranded oil
3. The third stage "called polishing phase" was dedicated to the cleanup of light contamination and removal of stains

Nikos Vlachos described all the contaminated sites which have been cleaned by Poleyco highlighting a large difference from site to another in terms of sensitivity of the surrounding areas. He indicated that ten (10) sites were selected for the cleanup which were the following ones: "la Rivière des Creoles", "Petit Bel Air", Mahebourg, Point Jerome Peninsula-Preskil Hotel, "Ile aux Aigrettes", "Ile Mouchoir Rouge", "Ile aux Fouquets", "Ile des deux Cocos, Blue Bay and Pointe d'Esny. For each site, he explained the types and nature of shoreline such as Mangroves, mud, sand, sandy sediments, limestone, basalt rocks, rip-rap, rocky surface and manmade structures.



Nikos Vlachos provided the level of contamination for each site based upon low, moderate and high. In addition, he presented the most appropriate shoreline cleanup techniques used for each site, including manual collection, brushing, flushing & flooding, high pressure washing, wiping with absorbents and natural cleaning.



Nikos Vlachos concluded by highlighting the challenges faced during the shoreline cleanup project related to logistical issues of getting equipment and personnel to sites under COVID-19 restrictions, the local manpower, training and uncoordinated volunteers as well as the restrictions access to sites.

At the end of the webinar, Mark Orr talked about compensation in the respect of MV Wakashio incident; explaining that according to Japan's Mitsui OSK Lines Ltd sources, 9.42 Million USD were spent until Friday, 11 September 2020, on measures to help Mauritius, including the clean-up of the island's mangrove forests and contribution to an environmental recover fund. He concluded the webinar by announcing that the MV Wakashio Part 5 is scheduled at the end of May 2021 and will conclude as well as highlight some lessons learned of this incident.