Issue Number 038 – April 2021

Newsletter

ASSESSMENT OF EXPERTISE DOSSIERS

23 March 2021, ETAP; member and hosting company; invited MOIG Director to expertise subcommittee meeting in order to present the assessment results of the expertise dossiers of two Health, Safety and Environment (HSE) engineers; applying for degrees of Confirmed and Senior 1 engineers, according to HSE criteria.

ETAP established an expertise promotion system in 1993 for its technical staff to manage their professional careers. This system is dedicated to engineers who not have the chance to evolve in the managerial positions; while at the same time; considered as a form of motivation and provide them with more opportunities to improve their skills and advance their careers. The assessment of the dossiers was carried out according to specific criteria for each job based on work completed by engineers for defined periods of time ranging from 02 years (For confirmed engineer) to 15 years (For Expert engineer).

The expertise system includes several jobs such as Health, Safety and Environment (HSE), Geology, Geophysics, Laboratory, Data Base, Reservoir Geology, Reservoir, Project and Production Engineering, Drilling & Workover and Operations Geology. The Management Committee would like to thank ETAP for its trust and confidence in MOIG.

CONGRATULATORY MESSAGE FROM THE CHAIRMAN

18 March 2021, On behalf of the Management Committee Members, I am very pleased to congratulate our colleague Houcine Mejri, MOIG Director for the appreciation certificate for celebrating twenty five (25) years of service at ETAP and MOIG.

Houcine has a master Degree in Geology applied to Environment from the Science Faculty of Tunis-Tunisia. He started his professional Career in ETAP Laboratories in 1995; as a chemical Engineer in fluid analysis.

In 2011, Houcine moved to Central Direction Production; in the framework of professional mobility; as a head of Health, Safety and Environment Department; charged of the HSE dossiers of ETAP and its Partners. Houcine was seconded to MOIG; as Director; on July 2013 charged of its permanent secretariat.


شهادة شكر وتقدير

موسم 2021/2020

تتشرف الهيئة المديرة لوحدة موظفي المؤسسة التونسية للأنشطة البترولية بتقديم أسمى معاني الاحترام والامتنان

للسيد حسين الماجري

وذلك لإخلاصه وتفانيه في العمل بالمؤسسة

منذ ابتدائه في 1996/06/08

عن الهيئة المسيرة

الرئيس

These few words will be not enough to praise for your achievements, the quality of your work and the talents you have shown always exceed our expectations. We want to let you know that your presence in MOIG Management Committee made all the difference. In short, you really stepped up to the challenges.

I would like to thank the Amicale of ETAP for this very kind gesture which constitutes a great recognition and a factor in building Human Resources motivation. Wish all the best for ETAP and good continuation for its Amicale.

Mahmoud Abdessalm Kamour – MOIG Chairman

SEMINAR: PREPARING FOR EXTREME COLD WEATHER RESPONSE

18 March 2021, the MOIG Director participated; via electronic conferencing platform; to seminar titled “Preparing For Extreme Cold Weather Response”; organized by Oil Spill Response Limited (OSRL); technical partner.

This seminar was presented by the OSRL Cold Weather Core Group composed of Alex Fernandes; Responder and George Stafford; Chemical Engineer.

George Stafford started by underlining that OSRL was involved in various cold weather projects before 2012 in Greenland, Sakhalithe and Kazakhstan. He highlighted that this period can be considered as a step of gaining awareness on cold weather response. He indicated that the period of 2012 to 2014 constitutes for OSRL a step in building knowledge and expertise on cold weather response; characterized by increased interest and exploration in frontier regions from members, identifying the need to ensure capability and response readiness and attending various training & secondments to built knowledge.

George Stafford also underlined that OSRL developed the cold weather course along-side East Canada Response Corporation (ECRC) during that period focusing on oil recovery on and under ice; giving particular attention to safety. He noted that the period of 2015 to 2019 constitutes for OSRL the roll out of course to all responders. He underlined that OSRL conducted offshore, shoreline and SCAT training and exercises in Greenland alongside GOSR. He concluded with the GRN exercise hosted by ECRC held in Canada in 2019 and that of Norway held in 2020 and hosted by NOFO.

Alex Fernandes started by presenting the typical challenges of conducting a response in cold weather. He then showed a short video on working on ice – Oil Spill Response ECRC 2016. He explained that working and operating in cold weather environment required many different types of PPE and equipment, which the responders need to be trained and familiar with in order to operate effectively and safely. He presented some examples of safety concerns related to cold weather that generates injuries, lack of natural light, chainsaws, wildlife, tide and drift ice. He then explained the difficulties of finding, containing and recovering the spilt oil resulting from the choice of the platform to be used when deploying sensors, Aerial (fixed rotary) on foot/sledge/Boat/UUV.

Alex Fernandes described the bespoke specialist equipment composed of chainsaws, ice augers, snow blowers, shelters & heaters, modified powerpacks and PPE/Clothing. He concluded by highlighting that OSRL will continue to collaborate in cold weather response with external partners: British Antarctic Survey, nsbk, NOFO, ECRC-SIMEK, Aleska Clean Seas and Marine Spill Response Corporation.

EVACUATION DRILL

11 March 2021, The MOIG Director was invited by Malek Kallel, Health, Safety, Security and Environment Manager at SEREPT and MOIG Management Committee member; as observer; to evacuation drill performed in SEREPT Building in Tunis-Tunisia. The building houses 105 employees from SEREPT, PERENCO, ETAP and SSC.

The main objectives of this drill were to acquaint the employees with the escape routes and emergency situations as well as to identify strengths, weaknesses and areas of improvements. The evacuation lasted about 05 minutes and was considered as a good result for a first drill.

We were very delighted by the commitment and high motivation of both the evacuation team and employees contributing to the success of this drill.

The Management Committee would like to thank SEREPT for its kind invitation to this drill.

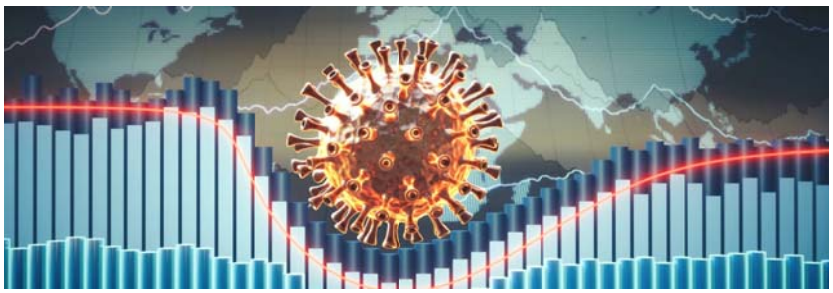
UIA SURVEY 2021 – COVID 19 PANDEMIC

18 March 2021, The Union of International Associations (UIA) invited MOIG to participate in its COVID- 19 Impact Survey.

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 surveys such as this one, and educational activities such as the Round Table (https://uia.org/roundtable).

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.



The COVID 19 pandemic has a tremendous impact on the global travel and meetings industry and on the meetings behaviour of international associations.

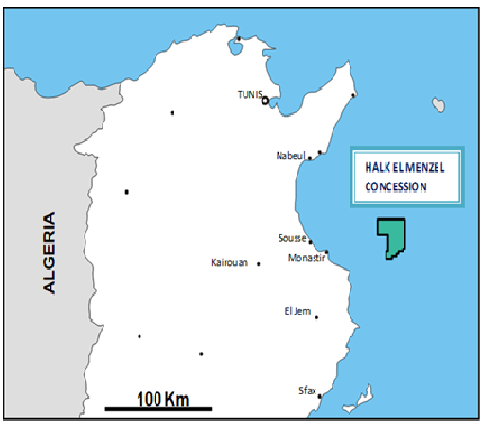
This special UIA Survey 2021–COVID 19 Impact on International Association Meetings focused on the changed approach of associations, when planning and organizing their international events.

MOIG responded to UIA survey which included several questions related to holding of major international meetings and events, numbers of delegates, cancelling, postponing and rescheduling of major events in 2020-2021, the impact of the pandemic situation on the use of the social media, the survey of members and technical partners on the impact of the pandemic and the effect of the pandemic on MOIG.

NEW MEMBER: TOPIC S.A JOINED MOIG

05 March 2021, The Management Committee is very delighted to welcome the new member TOPIC S.A.

TOPIC S.A is currently operating Halk El Menzel concession that was put into production; on January 07 2021; from the first HELM-7 development well on three planned wells: HELM-5, HELM-6 and HELM-7.



The Halk El Menzel concession is located in the Gulf of Hammamet in the offshore Tunisia and covers an area of 560 km^2. The water depth is in the range of 45 to 200 meters.

The concession produces 20 ° API oil from the Ain Grab/Ketatna carbonate reservoir.

The exploitation of the field consists essentially of a wellhead platform contiguous to a drilling and production jack-up "Jawhara 5", a loading vessel Floating Storage Offloading (FSO) "Thapsus", a 1400 meters underwater pipe (sealine) for the transfer of oil production from the platform to the loading vessel, and a mooring buoy (CALM Buoy).

WEBINAR: MV WAKASHIO INCIDENT - PART 3

23 February 2021, the MOIG Director participated to webinar; via electronic conferencing platform; titled “MV Wakashio Incident - Part 3” presented by Mark Orr; Executive Director of UK & Ireland Spill Association Ltd (UK & IRE Spill) and Kotas Chatzatoglou MSc, Chemical Engineer and Mauritius Country Manager 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 He 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’Esny 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. Its estimated that 90 tonnes of fuel were still on board at the time of separation
- 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 concluded by exposing 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’esny, Point Brocus and MPA.

WEBINAR: MV WAKASHIO INCIDENT - PART 3 CONTINUED

Kotas Chatzatoglou started by giving an overview about POLYECO Group, the history, the international infrastructure around the world and services provided on Waste Management & Environmental Services, Oil & HNS Spill Response and Circular Economy Solutions. He underlined that POLEYCO was present since the first days of the grounding of MV Wakashio and was appointed for the shoreline cleaning; waste management and oil spill preparedness during wreck removal & scrap decontamination. He explained the initial issues to overcome related to coordination with authorities & relevant parties, Covid 19 restrictions, experienced & trained personnel, equipment capacity/supply chain, NGO & Volunteers and reactions of residents and public.

Kotas Chatzatoglou underlined that more than 250 locals appointed by POLYECO as wells boats and trucks were subcontracted to assist in operations. He emphasized that toolbox talks were performed every day with the presence of employees. He then described all the areas of the interim hazardous waste storage facility located at Chamiere, Bambous about 52 Km from Blue Bay and the scope of service consisting of sorting/regrouping of hazardous waste, repacking & labeling of hazardous waste, safe storage of hazardous waste before exporting, licensing for exportation of hazardous waste to OECD countries exportation shipment of hazardous waste and recovery & disposal of hazardous wastes in licensed facilities. He presented then the types of hazardous waste, which include oily sludge, contaminated absorbent materials, empty contaminated, drums & IBCs, contaminated soil, other contaminated materials (booms, contaminated, plastic & debris etc..) and other hazardous waste from MV Wakashio (paints, thinners etc..). He talked about the exportation of hazardous waste indicating that the exportation was performed by virtue of transboundary licenses issued in accordance with the basel convention and EU regulation by the competent authorities in both countries (Country of origin and final destination country and all transit countries). He outlined that POLEYCO has already initiated & submitted applications for the exportation of these hazardous wastes under the following notifications numbers:

- Commercial route under number MU 2020 07014 for waste oily sludge and solids contaminated with oil: Port Louis – Colombo (Sri Lanka) – Salalah (Oman) – Jeddah (Saudi Arabia) – Suez Canal (Egypt) – Mersin (Turkey) - Cannakale (Turkey) - Messina (Italy) - Piraeus (Greece)
- Commercial route under number MU 2020 07015 for waste packaging contaminated with oil : Port Louis – Durban – Cape Town – Las Palmas – London Gateway Port – Rotterdam – Antwerp – Piraeus
- Direct route under number MU 2020 017016 for waste only sludge and solids contaminated with oil : Port Louis – Suez Canal (Egypt) – Eleusis (Greece)

Kotas Chatzatoglou gave an overview about the disposal facility and disposal method explaining that the waste will be processed through recovery operations (Exchange of wastes) in POLEYCO Facility in Greece. He explained that the process will originate an alternative solid fuel; which will be sent to the cement plants for the final recovery operation (Use principally as fuel) on one hand and an alternative raw material; which will be sent to cement plants for the final recovery operation (Recycling/reclamation of other inorganic material); on the other hand. He presented a time frame indicating that the repacking of 2700 tonnes of waste and shipment from Mauritius to Greece is scheduled between 15 to 28 March 2021 and the treatment and final disposal of waste in June 2021. He showed a map and photos illustrating the locations of artisanal booms and their collection and disembarkation points.

Kotas Chatzatoglou concluded by highlighting that analyses were performed on seawater, sediments and fish samples such as Total Petroleum Hydrocarbons (TPH), Hydrocarbon Aromatic Polycyclic (HAP) and Heavy Metals to assess their qualities with respect to the protection of aquatic life.