



Libyan Session Report

Tripoli 18th – 20th April, 2005



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MOIG Meeting
LIBYA
18th – 20th April, 2005

ATTENDEES:

MOIG Members

Last Name	First Name	Company	Country
Bashat	Hazem	PIEPC/SHELL	Egypt
Lavigne	Clement	TOTAL	France
Randone	Emilio	ENI	Italy
Arebi	Mohamed	ENI Gas	Libya
M.Hammouda	Ali	VOC	Libya
Hassen-Beck	Tarek	NOC	Libya
Benrageb	Abdullatif Salem	NOC	Libya
Elmighri	Akram	NOC	Libya
Kosher	Mathieu	TOTAL Libya	Libya
El Mansuri	Omar	Repsol Oil Operations	Libya
Salvador	Carlos	Repsol YPF	Libya
Gait	Med	PESCO	Libia
Amer	Ali	PESCO	Libia
Emam	Sherif	Eneramss Co	Libya
Zaid	Ali	Ezzaouia	Libya
Elagel	Kalifa	NWD	Libya
El Badawi	Abou Baker	E.G.A	Libya
M.Kilkli	Ali	WAHA	Libya
Al Soul	Riyadh	AGIP OIL	Libya
Marrah	Khaled	AGIP OIL	Libya
Davidson	Nick	Woodside	Libya
Bain	Cameron	Woodside	Libya
Patterson	Chris	Wintershall	Libya
Seddon-Brown	Stephanie	MARKLEEN Salvage	Spain
Dhaoui	Ridha	MOIG	Tunisia
Masmoudi	Ali	SEREPT	Tunisia
Lashhab	Ali	TANKMED	Tunisia
Goaied	Mongi	GM Consultant	Tunisia

Labiadh	Mohamed	TANKMED	Tunisia
Najem	Mohamed Saleh	SEREPT	Tunisia
James	Robert	OSRL	U.K
Foley	Paul	OSRL	U.K
Perry	Robin	Seacor Environmental	U.K
Nash	Andy	VIKOMA	U.K
Davey	Andrew	VIKOMA	U.K

INTRODUCTIONS

Introduction and Official Opening Session

Hazem Bashat, MOIG Chairman, welcomed the attendees and thanked NOC Libya for hosting this important session of MOIG, then asked Mr Mustapha Tarek Hassan Beck N.O.C Management Committee Member to open the Session.

Mr, Tarek Hassan Beck, N.O.C welcomed the attendees on behalf of N.O.C then highlighted the importance of Health, Safety and Environment in the Oil Industry practices and the protection of the Mediterranean Sea. The Oil activity in Libya is growing and at the same time N.O.C is committed to contribute to sustainable development improving the quality of life of current and future generations by equitably meeting the needs of today without compromising the needs of the future.

At the end of his speech, Mr Hassan Beck stated that NOC will be joining MOIG.

Mr Ridha Dhaoui, Director of MOIG started by presenting a map that shows the sensitivity of the Mediterranean, especially because of the Industrial and Human pressure and the renewal of water. In the near future, there will be an increase in this high traffic that would lead to more oil spill risks in the Mediterranean Sea. Then, he defined the Mediterranean Oil Industry Group(MOIG) as a regional oil industry forum on oil spill preparedness and response for the Mediterranean Region and as a regional industry interface to the REMPEC. The main objectives of MOIG are to promote regional cooperation, within the industry and between government and industry by creating a regional network of industry oil spill response coordinators in all Mediterranean countries and to enhance preparedness and response to oil spill incidents in the Mediterranean region by acting as a regional forum for information exchange and discussion on oil spill matters and by making best use of industry resources of equipment and expertise for education and training. In fact MOIG helped in enhancing spill response capabilities through:

- Encouraging the development of National Contingency Plans and ratification of Conventions (OPRC, CLC, FUND).
- Having local contacts and information in case of an incident in the region
- Having direct contacts with competent authorities
- Conducting joint training and exercises
- Access to IPIECA and others educational information
- Enhanced information for the region
 - Sensitivity mapping etc
- Dissemination of information (Newsletters, Web site)



Mr Tarek Mustapha Hassan Beck with MOIG Chairman and Mr Abdellatif Ben Rajab

Mr Dhaoui highlighted also the big support of REMPEC to MOIG since its inception and its contribution to all MOIG's meetings, and their role as a link with the governments and ring additional expertise to the group.

In 2004 MOIG took part in several meetings . In addition to the Formal Launching Ceremony & Workshop held in January in Tunisia, MOIG organized 2 other important sessions; the first was in Egypt in May,2004 and the second took place in Italy in October,2004. MOIG participated as well in REMPEC meetings such as The regional workshop on prevention and control of operational pollution in the Mediterranean region(3 to 5 November 2004, Ancon, Italy).

In 2005, MOIG is going to Participate in REMPEC's Focal Points Meeting during the 2nd half of April and there will be also a Memorandum of Understanding MOU with REMPEC.

The synergy with OSPRI will also be reinforced through the exchange of information and experiences, and there will be a possibility of a future joint Conference / Workshop in Istanbul, link point of the two regions.

Concerning the MOIG's members, these will be the most important actions :

- Monthly Teleconferences;
- Development of equipment and Experts Database;
- Mutual Aid;
- MOIG Session in Libya (17-20 April 2005);

- MOIG Session in Lebanon (Oct/Nov 2005);
- Translation into Arabic of two IPIECA technical documents;
- Membership Development;
- Reports, Newsletters and web page;
- Participation in the Spanish Merchant Marine and SASSEMAR international exercise in the Mediterranean Sea during the second week of May;
- Participation in the Workshop UE / HELMEPA on Contingency Planning in Greece April 2005

Comments:

After this presentation, one of the attendees wondered if MOIG has equipment to give assistance in case of an oil spill. We answered that MOIG is not a response company and explained again the role and the objectives MOIG has been created for. There are several Response Company that can be member of MOIG and are doing this job of response.



REGIONAL AND COUNTRY STATUS PROFILES

Mr Abdellatif Ben Rajab, NOC HSE Manager, gave a presentation on the Environment Protection Department Responsibilities, which consist mainly in rendering consultations to oil companies and cooperating with them in preparing regulations related to safety, health and environment. These regulations are periodically reviewed and updated.

The department's responsibilities include also the promotion of environmental, health and safety awareness to ensure compliance with safety regulations among employees in the oil sector. It does also provide the oil companies with

information about the local and international conventions on health, safety and environment; The department is charged also with monitoring the compliance with the rules and procedures related to HSE; as well as the inspection activities on safety systems on onshore and offshore locations and activities of the transportation facilities.

Periodic reports on accidents and injuries at N.O.C's locations and the losses of lives and equipments resulting from these accidents are also prepared and submitted.

Mr Riyad Al Soul, AGIP OIL, started his presentation by locating the offshore Bouri Field, which is a development block in the Mediterranean, 120 km NW of Tripoli; and precisely illustrated its installations and their capacities: Sloug FSO (1500.000 bbls storage capacity; DP3 Platform(22.500bbls); DP4 (34.700bbls)... . Then, he presented a data indicating that the environmental spill risks arising from the different production, processing and storage facilities in the field are below the maximum tolerability criteria. In order to reduce these risks, AGIP OIL found the following solutions:

- ❑ Design (Process Control – Detection – Intervention – Containment - treatment);
- ❑ Regulations, Maintenance & Operating Procedure, Safe working practices;
- ❑ Preventive Maintenance Program;
- ❑ A Safe system of work (PTW System);
- ❑ Task Risk Assessment, HAZOP, JSA, Tool Box Talk, etc;
- ❑ Incidents & Near misses Management System;
- ❑ Training & Competency;
- ❑ JSA, Tool Box Talk;

Mr Riyad spoke also about the different **oil spill response equipment** that exist in the Bouri Field and that consist of (**Boom Deck Reel 600 GB; Sea Devil Skimmer; Sea Skimmer 50 ; Sea Wolf ; Standby Vessels; TC-3 Spray Unit;.....**) **AGIP OIL** is providing as well oil spill training and services having the aim of making a good stand-by team.

At the end of his presentation, Mr Al Soul presented some statistics dealing with the oil spilled quantities in the Bouri Field during the month of may 2003. These statistics show a Spilled quantity of approximately 1000 litres due to the disconnecting of the offloading diesel hose onboard the supply vessel during transferring diesel to DP3 Platform (11/05/2003) and another spilled quantity of about 200 litres after the rupture of the export crude oil hose during offloading operation to the export tanker (26/05/2003); as he informed the attendees also about the ongoing projects and studies related to the Bouri Field.

Comments:

A very important question on the existence of cooperation between the offshore Oil fields in the region of the Libyan North coast and the Tunisian Est Coast in case of an incident. The representative of AGIP Oil said that this is very

important to be put in place for the future and that there is a need for a cooperation like this between the Oil Companies in that region.

Mr Mathew Kosher, TOTAL Libya presented the Health Safety Environment Quality Charter (HSE Charter) which consists of 10 articles and he put a big emphasis on Article 6. It articulates that in addition to the group's risk, prevention policy, emergency facilities and procedures will be implemented in order to respond effectively in the event of accidents.

Mr Kosher gave also further details on the CPTL HSE Policy and stated that the CPTL's most important responsibility is to insure the availability of the sufficient and efficient financial and human resources to meet their HSE objectives. These objectives should be reached mainly through the respect for low and regulations, the respect for the environment, the safeguarding of health, personnel competency and training and especially emergency preparedness. For this reason, the CPTL has drawn up, tested, and updated appropriate Emergency Response Plans in a regular basis. The CPTL Policy includes also :

- CPTL shall adhere to Libyan laws concerning HSE matters and, in particular, to all additional requirements specified by NOC or EGA.
- CPTL implements its HSEMS (Health, Safety and Environmental Management System) in line with TOTAL Charter and DGEP HSE 12 Principles in achieving our objectives towards Health, Safety and Environment.
- CPTL is therefore strongly committed to ensuring that the actions and positive attitude of line Management assist in continuous improvement of HSE performance, and in the prevention of pollution.
- HSE objectives shall always have precedence over other objectives. It is our responsibility to ensure that sufficient financial and human resources are available to meet CPTL HSE Objectives

Mr Kosher spoke also about the Total Group Emergency Alert, indicating precisely the way it works using an alert flowchart DGEP. Then, he presented the CPTL Notification procedures and a schema representing the CPTL Emergency Organization.

The next part of his presentation dealt with the different Response Plans and the different possible oil spill scenarios, with a detailed description of all of them.

RECENT DEVELOPMENTS IN THE MEDITERRANEAN

Mr Hazem Bashat, MOIG Chairman gave a presentation on the **The Samidoon Tanker** incident which occurred in the Suez Canal. The Samidoon Tanker was number 26 in a 31 convoy sailing North in Suez Canal on 14th December 2004. At 19 00 hr. 58 Km from the Mediterranean, the tanker collided with a dredger where one of its side wall tanks damaged and oil leaked out.

10 000 tone reported spilt.

The Samidoon tanker continued sailing, got out of the canal and berthed 14 miles from Port Said. The Suez Canal Authority took the lead to respond without activating the National Oil Spill Plan. They ordered Samidoon out of the Canal and used 500 Barrels local made dispersants. However, these attempts of recovery did not succeed; which resulted in an adverse affect of dispersants with heavy crude oil led to several oil patches and in a severe oil pollution along the Canal banks for 60 km. The consequences included also the increase of threatened areas at the eco system of the northern sector of the Canal, a severe impact on fisheries and small fishing gears and on the surrounding wetlands and also many health hazards.

Comments:

A very important debate took place after this presentation especially concerning the tactic used and the decision taken to let the tanker or to stop it and avoid the spreading of the spill in the canal.

Mr Dhaoui, presented also the Cargo incident that occurred in the gulf of Tunis on the 15th of February, 2005 and stated the efforts of the Tunisian Authorities in order to contain the slick and to clean the oil from the contaminated cobbles and boulders, using high pressure washing; the emergency services with army backup have put in place floating booms and succeeded in reducing the slick area from 1500 M2 to 100 M2. Specialized anti-pollution teams, troops, national guardsmen and about 200 local people were also busy cleaning the fuel and helped in recovering about 35 tons of heavy fuel from the area.

The efforts were then deviated towards re-floating "Al Amine". By the 25th, the vessel had been successfully repaired and re-floated.

Mr Dhaoui concluded his presentation by saying that this incident, like the many other ones happening all the time in the Mediterranean, proves again and again the lack of preparedness for oil spill response and that these types of incidents could be avoided by simply raising the alerts at time.

Comments:

Once again the decision of the Captain not to raise the alarm at time caused an incident that could be surely avoided and the attendees recommended sensibilizing the International Authorities of this point. During the last REMPEC Focal Points' meeting, MOIG took the opportunity to raise the point.

Clement Lavigne, TOTAL, presented the Sonatrach Project, which consists mainly in establishing a collaboration between oil companies operating in the Northern and Western coasts of Africa to try to set up a specific company with oil spill response capability to cover the region.

Mr Lavigne emphasized the urgent need to review the current state of preparedness in the region, to avoid duplication with existing response centres. He said there could be some sense in first establishing a centre in Algeria, with the assistance of SONATRACH to cover the needs of Algeria, before setting up a more ambitious project.



Stephanie Seddon Brown, The MARKLEEN Group gave a presentation on the oil spill response operations following the *Prestige* oil spill in November 2002. MARKLEEN Salvage, one of the MARKLEEN Group companies, was contracted by the Spanish Marine Safety Agency (SASEMAR) to assist and coordinate in these clean-up operations. MARKLEEN Terra supplied a very large quantity of equipment including booms, skimmers, storage tanks, boats, pumps, etc. And MARKLEEN Salvage's numerous technicians on behalf of SASEMAR were responsible for organising the logistical support and operating the equipment along the 2000 km of polluted coastline. Controlling the spill was very difficult and therefore the main objective was to minimise environmental impacts by protecting sensitive areas such as estuaries, fisheries, ports, natural parks and tourist areas. Facing the heavy weather conditions of the Atlantic Ocean, MARKLEEN Salvage's response teams deployed and maintained more than 60,000 metres of oil containment booms and with the help of its professional divers who used underwater suction equipment recovered oil from the seabed in sensitive areas. The main challenge was the magnitude of the operation and balancing the various political concerns and interests of the numerous local communities affected. Furthermore, these clean-up operations demanded an effective logistical support and a good and proven infrastructure. Ms. Seddon-Brown also concentrated the second half of her presentation on the extraction of fuel operations from the *Prestige* wreck, where EnviroTeam (now part of the MARKLEEN Group) provided the flexible Uni-shuttles which were used to transport oil from the wreck at 3800 m depth to the surface.



Mr James Roberts, OSRL General Manager started his presentation by emphasizing the important role of a global alliance as an integral part of the oil industry spill response plans in the Mediterranean region and throughout the world. The unique example of an oil spill response co-operative with a global remit is the OSRL, which is not sufficient. Concerning OSRL, it plays a very important role but its activities are mainly concentrated in the Asia Pacific Region.

Mr Roberts explained the alliance philosophy, which consists of providing resources to respond to oil spill efficiently and effectively on a global basis. In order to reach this goal, the pursuit of excellence in providing cost effective oil spill response, training and consultancy services should be continued; he sees as well that it is very important to work towards improving communications, awareness of resources and capabilities, and where appropriate, encourage mutual support among the global population of oil spill co-operatives. These efforts will enhance OSRL's ability to deliver the quality of services required by the shareholders.

To sum up, the alliance philosophy consists mainly in:

- ◆ **More effective and efficient spill response**
- ◆ **Better preparedness**
- ◆ **Plugging the response gaps**

Mr Roberts talked about OSRL, which has 30 years of oil spill experience, during which, more than 250 oil spills have been attended. He highlighted the response services, especially the Tier 3, which is characterized by a 24 hour, 365 days standby team; well trained and experienced personnel, Mechanical and dispersant response resources, Defined mobilisation time from base; and Management structure and establishment and support facilities OSRL experience and equipments resulted in a better preparedness and a quicker response.

Paul Foley from OSRL talked about some examples of OSRL interventions such as the Tamsah Platform which has exploded in the Mediterranean and caused a total loss of rig and platform and an ongoing release of condensate (80 m3 per day). The OSRL sent a Duty Manager to the site, investigated a local response equipment,

prepared a response plan and also conducted sampling and fate trials of condensate. A second example is the crude tanker AL Samedoon which was involved in an incident in the Suez canal On the 14th of December 2004 .

The tanker collided with the canal bank at the eastern loop near El Ballah. The collision resulted in the breach of two starboard tanks and the release of approximately 10,000m3 of heavy crude oil; Large quantities of oil remained in the canal slowly moving North with the prevailing winter current. The oil was approaching the Mediterranean. OSRL were mobilised on the evening of the 14th, and an OSRL Duty Manager was on scene by the early evening of the 15th. Daily oil spill modelling reports were sent from OSRL Southampton to predict shoreline impact outside of the canal.

Mr Roberts proposed, for future incidents that the efforts to contact SCA & EEAA should be attempted prior to arrival in Egypt.

Paul Foley illustrated some examples of incidents with which OSRL has dealt successfully, especially the Genmar Kestrel incident. It was considered as the worst case scenario. This incident happened on February, 4th,2005, when 50000 tonnes from 2xSuez max tankers: Genmar Kestrel and Trijata loaded with Arabian and Libian light. Just one day after the incident, OSRL mobilised ADDS pack under 3rd Party contract by P & I and started studying the ship condition and collecting varying weather informations. It did, as well, make Contact with Government agencies (EEAA) in order to discuss the dispersant types able to be used in Egypt; OSRL sees, however that further support during response is requested because collective efforts would give better and quiker responses. In order to face this incidents, OSRL has organized some operations according to a well pre-defined timeline; and despite the Poor visibility and the rough weather, an over-flight was conducted on Sunday from Port Said and a further one on Monday . In Cairo, ADDS remained on stand-by . In addition to the bad weather conditions, OSRL has faced several other challenges:

- Large body of oil at mouth of Suez
- Difficulty of re-entry into Cairo Airport
- Poor availability of aircraft, and urgency to conduct Aerial surveillance
- Possible delay in dispersant re-supply from inside Egypt

That's why some fast response solutions were suggested, such as: An agreement with DHL,

operational capabilities(UK hub in East Midlands airport; European network), the B757F freighter aircraft

(28 tons payload; 4 ~ 7 hours range depending on payload).....

Tier 2 represents also a solution to improve the overall regional preparedness and to reduce the Significant gap between risk and preparedness.....

In order to more guarantee the success of these solutions, these key issues should be dealt with:

- Pre-arranged procedures for aircraft customs, immigration and flight clearance
- Pre-arranged clearance to allow dispersant to be delivered to aircraft
- Pre-arranged clearance for use of dispersant
- Procedures for transporting dispersant to aircraft
- Authorised callout personnel

This incident represents a real failure to prevent a preventable damage and proves the lack of ideal recovery opportunities; But it represents also a good lesson to be learnt:

- Required NOSC Plans by OPRC could be rendered useless or ineffective due to internal power struggle in the countries.
- International institutions concerned could be prevented from assuming their responsibilities in a Tier 3 spills.

Preventable damages could occur due to unclear roles & responsibilities, internal disputes or incompetence.

Comments:

The main discussion that followed this important presentation concerned the necessity of collaboration between the existing Oil Spill Response Companies in the Mediterranean Sea and OSRL in case of an incident or any other action that concerns the region.



EZZAOUIA EXERCISE

The scenario was set where by the Refinery reported a small spill of oil within the confines of their harbor. It was light crude and had been spilt by a vessel using the facility. There was a good degree of realism to this exercise because foam was used to simulate the oil spill.

The response team reacted very quickly and deployed a small curtain boom across the entrance of the berth thereby containing the spill. A weir skimmer was initially used to remove the excess oil and this went into temporary storage tanks erected by the harbor wall. A fast response vessel was then used to deliver an oleophilic disc skimmer to remove the last of the oil and lighter ends.

Although a relatively small spill, the exercise was considered a success because there were clear levels of command, the teams knew what they were doing and how to handle the equipment plus there was good integration and communications between the onshore and boat crews.

Nothing can prepare us better for the inevitable oil spill than practice itself and the example above will go some way to contribute to the readiness and further skill of the Ezzaouia Response Team.

