

The Role of the UK SOSREP



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- ▶ Role & Function of SOSREP
- ▶ Intervention Powers
- ▶ Places of Refuge
- ▶ Case Studies



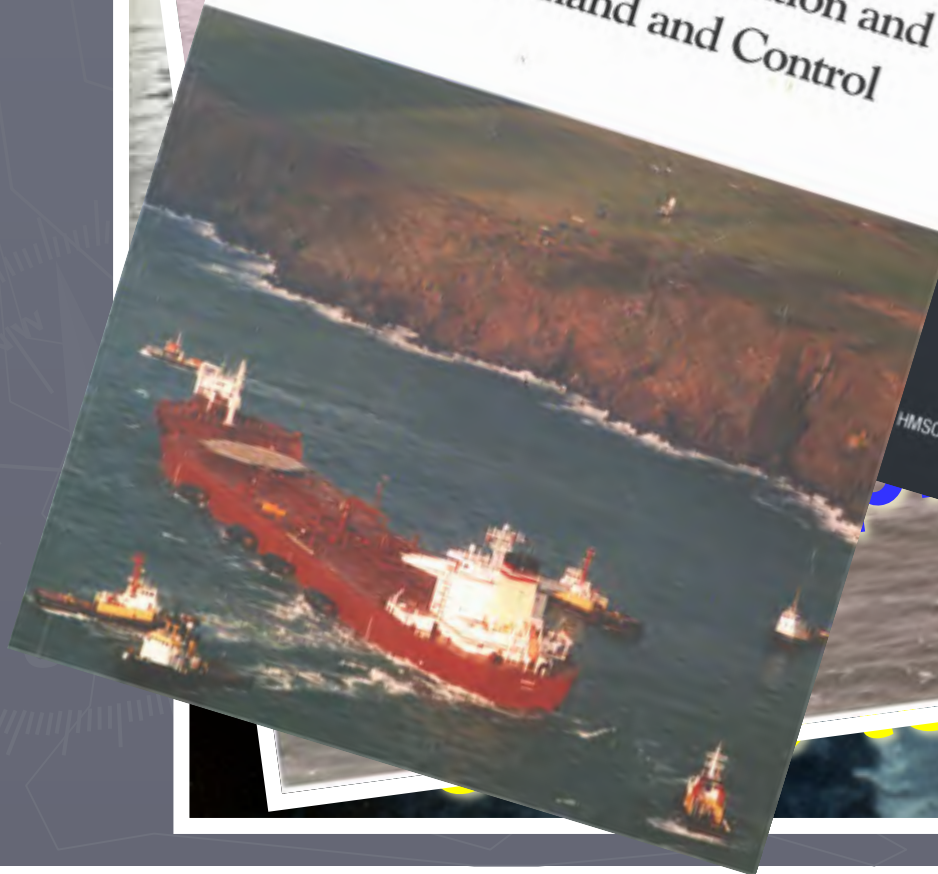
UK Strategic Overview

- ▶ Responsibility for maritime safety policy rests with the Department for Transport (DfT)
- ▶ Maritime and Coastguard Agency (MCA) provides a response and co-ordination service for maritime Search and Rescue, Counter Pollution and Salvage.
- ▶ SAR role undertaken by HM Coastguard which is responsible for initiation and co-ordination of civil maritime SAR
- ▶ Responsibility for offshore oil & gas environmental policy rests with the Department for Energy and Climate Change (DECC)

The Way It Used To Be

March 1967

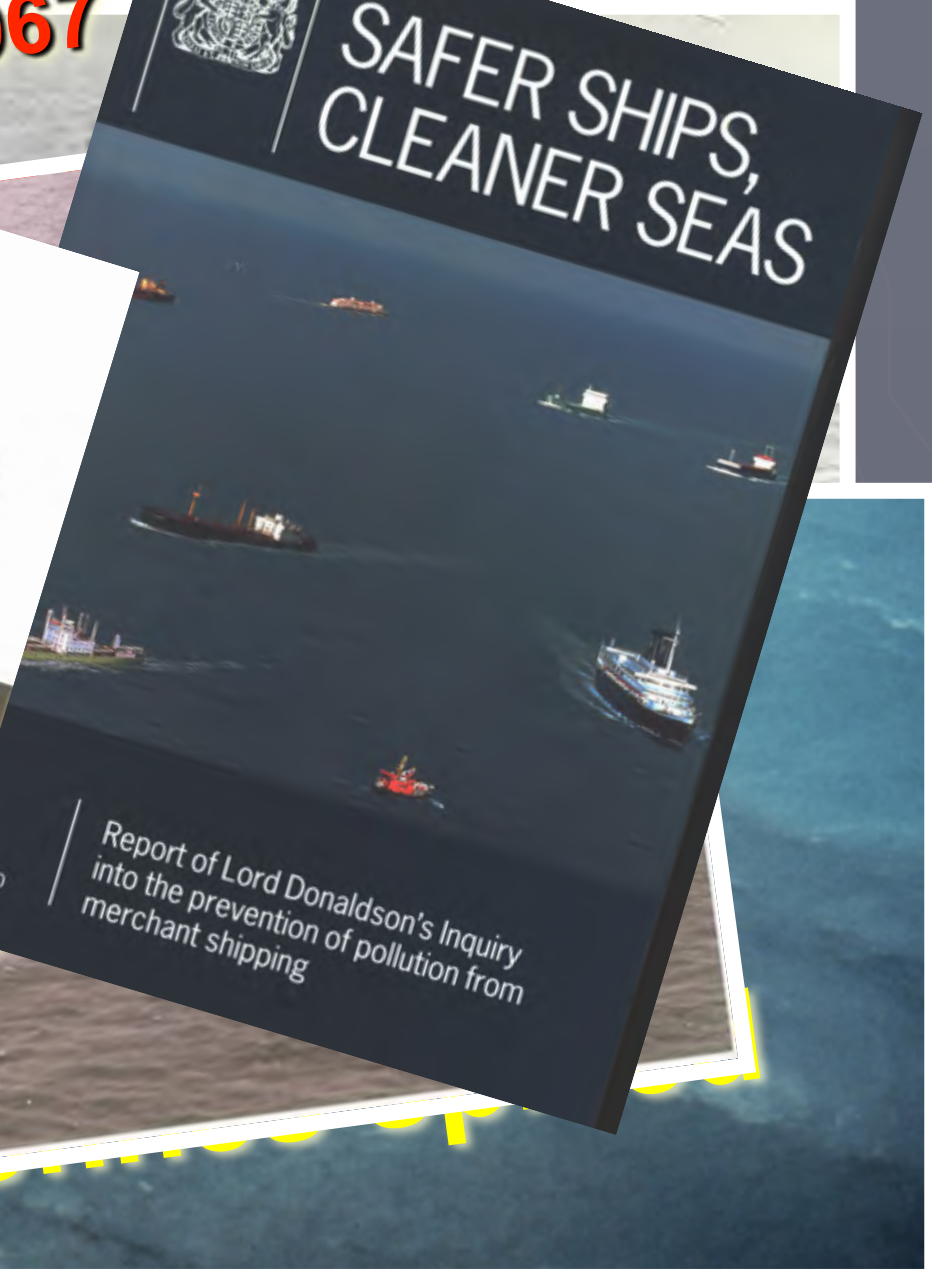
Lord Donaldson's Review
of Salvage and Intervention and
their Command and Control



SAFER SHIPS,
CLEANER SEAS

Report of Lord Donaldson's Inquiry
into the prevention of pollution from
merchant shipping

HMSO



Lord Donaldson's Review

1. The 'Trigger' point is when there is "a threat of significant pollution" to the UK's pollution control zone, territorial waters or coastline;
2. Response to the threat of pollution from or involving an offshore installation to be compatible with same from shipping casualty

Lord Donaldson's Review

3. MCA as a whole should play a much larger part in operations in response to a threat of significant pollution than has been the case in the past ;
4. Involvement of Ministers in Operational decisions is not a practicable option.....

Lord Donaldson's Review

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

- SOSREP -

Role of the SOSREP

To represent the Secretaries of State for Transport and Department for Energy and 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 infrastructure within UK waters, within the remainder of the UK Pollution Control Zone (UK PCZ) and on the UK Continental Shelf.

The SOSREP Function

- ▶ One person to act as representative of Secretary of State (s)
- ▶ Free to act without recourse to higher authority
- ▶ Ultimate & Decisive voice
- ▶ Can exercise Ultimate control
- ▶ Cannot choose to ignore a situation
- ▶ Tacitly approves all actions
- ▶ Whilst operations are in progress **“Must be “Backed or sacked”**

Intervention Legislation

- ▶ International Convention relating to Intervention on the High Seas in Cases of Oil Pollution Casualties 1969
- ▶ Merchant Shipping Act 1995
- ▶ Amended by the Merchant Shipping & Maritime Security Act 1997 [TEZ]
- ▶ The Offshore Installations Regs [EPC]2002
- ▶ Marine Safety Act 2003
- ▶ EU Directive 2009/17/EC – [Places of Refuge]



Intervention – SOSREP Powers

- ▶ Directions to take, or refrain from taking, any action of any sort whatsoever (includes destruction)
- ▶ Directions to persons in control of ships, Harbour Masters, port authorities and owners of coastal land facilities
- ▶ Competent Authority for designating Places of Refuge
- ▶ All shipping / offshore oil & gas incidents
- ▶ Under WRC SOSREP will determine if a wreck constitutes a hazard

UK Pollution Control Zone



Extends to 200 nautical miles from the coastline or to the nearest median line with neighbouring coastal states

Dealing with an Incident - Immediate Response



SOSREP Responsibilities

'Triggered' by MCA or DECC Duty Officers -

- ▶ Monitor incident where is / or potential for risk to safety and/or risk of significant pollution
- ▶ Approve salvage plans/methodology where applicable & sign completion notice
- ▶ Places of Refuge
- ▶ Ensure all actions taken or being proposed are in best interest of UK PLC
- ▶ Intervene where necessary

Four Main Theatres of Activity

- ◆ **Search and rescue**
- ◆ **'Salvage'** - control and containment of the cause of threat
- ◆ **Clean up at sea**
- ◆ **Clean up of the shoreline**

Salvage Control Unit (SCU)

- ▶ Monitor operations & approve salvage plan
- ▶ Provide a forum for discussion between parties with interests
- ▶ Provide an avenue for state intervention if necessary
- ▶ It is NOT a committee

SCU Core Membership

- ▶ SOSREP
- ▶ Salvage Manager
- ▶ One Owners / Insurers Representative
- ▶ Environment Group Liaison Officer
- ▶ Harbour Master / Coastal State Rep
- ▶ SOSREP Specialist Advisor(s)
- ▶ MCA Counter Pollution & Salvage Officer
- ▶ MCA Coastguard Liaison Officer

SCU Membership (2)

- ▶ No Politicians
- ▶ No Local authorities
- ▶ No Marine Accident Investigation Branch

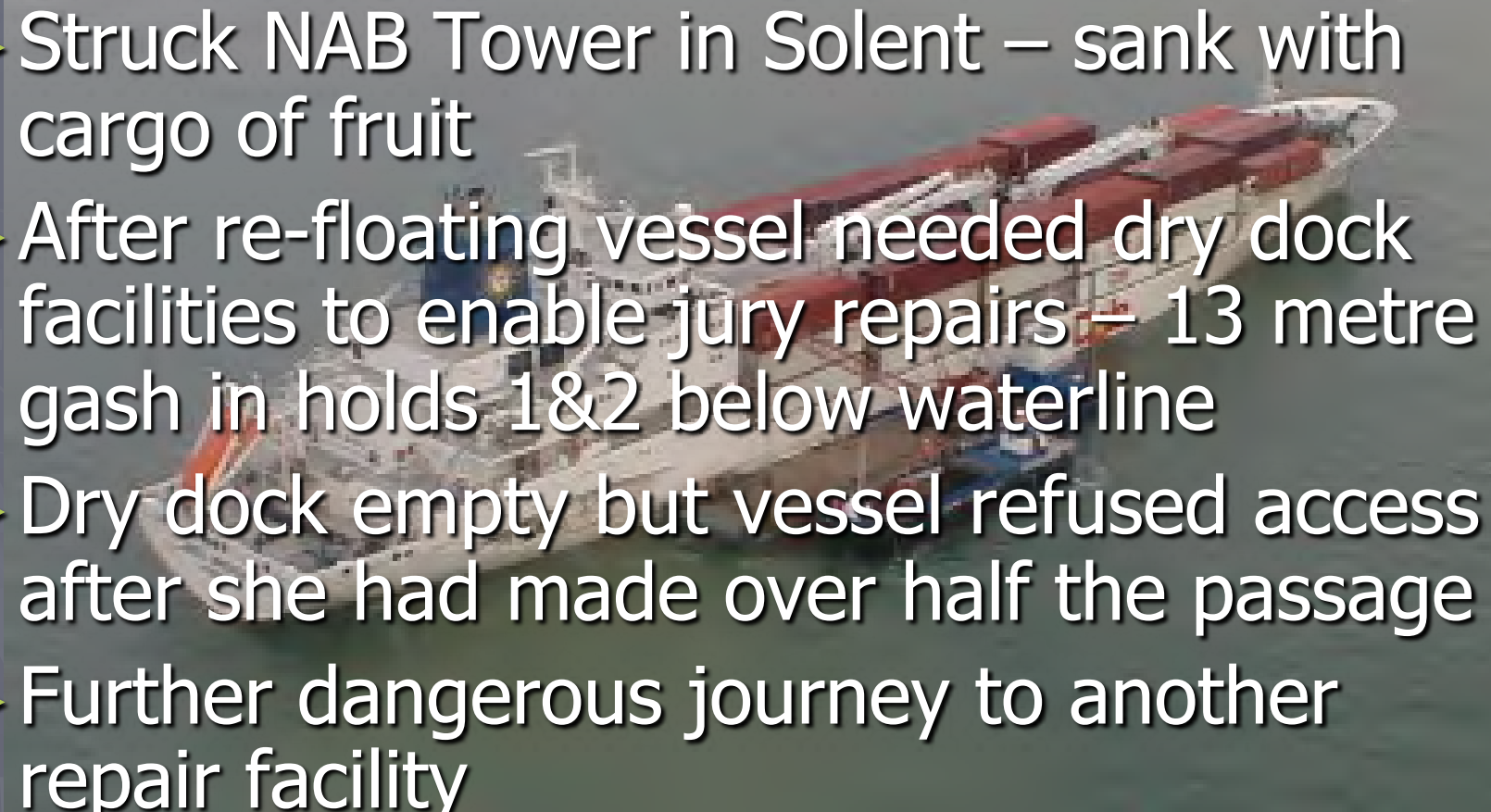
Discussions with these persons and/or other organisations will take place outside the SCU

- **designed to be free from 'any political interference'**

Case Studies



Dole America – 7.11.1999

- ▶ Struck NAB Tower in Solent – sank with cargo of fruit
 - ▶ After re-floating vessel needed dry dock facilities to enable jury repairs – 13 metre gash in holds 1&2 below waterline
 - ▶ Dry dock empty but vessel refused access after she had made over half the passage
 - ▶ Further dangerous journey to another repair facility
- 

Magnitude – 25.11.2002

- 
- ▶ Ship reports cargo leakage from damaged hull
 - ▶ Discussions with Harbour Master
 - ▶ Agreement that the best course is to bring the ship into port to discharge
 - ▶ Decision later reviewed by port
 - ▶ Under present legal climate in UK ports may not be prepared to sanction the same action in future

Need for Additional Legislation

- ▶ Schedule 3A to Merchant Shipping Act 1995 – Safety Directions - Marine Safety Act 2003
- ▶ The direction may be given to a person in charge of coastal land or premises
- ▶ The direction may require the person to whom it is given to grant access or facilities to or in relation to the ship or any person or thing which is or was on the ship.
- ▶ 'Risk to safety' exposed the SOSREP to world of counter-terrorism

MSC NAPOLI



MSC NAPOLI – Casualty Fast Facts 18.01.2007

- ▶ UK registered ship en route Antwerp to South Africa via Portugal (53,409 GRT)(LOA 275m)
- ▶ Severe weather – total loss power -flooding in engine room – in French SRR
- ▶ SW severe Gale Force 9 with 5 metre swell
- ▶ Crew (26) rescued by RN SAR flight Culdrose

Anglo-French 'MANCHEPLAN' activated



Intervention Team







Drifting ship


3500 tonnes HFO as bunkers

2300 containers (150+ potentially hazardous materials)

Unlikely to survive further prolonged exposure to the severe weather conditions

Environmental Advice

- ▶ Cargo and oil would need to be recovered
- ▶ Potential for serious long term environmental damage to UK and other Coastal States if allowed to sink in deep water
- ▶ If brought into shallow waters, where if it sank, hydrocarbons and other pollutants could be recovered more easily

- 
- An aerial photograph showing the MSC Napoli container ship, a large black and red vessel, grounded in the sea. The ship is surrounded by several tugboats, including two prominent blue and white ones in the foreground and another white one further away. The sea is a deep blue-green color, and the sky is overcast.
- ▶ SOSREP decision to beach in Lyme Bay
 - ▶ MSC NAPOLI was sinking as she grounded









Hydrocarbon Transfer



Cargo Transfer





Container Processing



Refloat – Damage Assessment



Splitting the Vessel







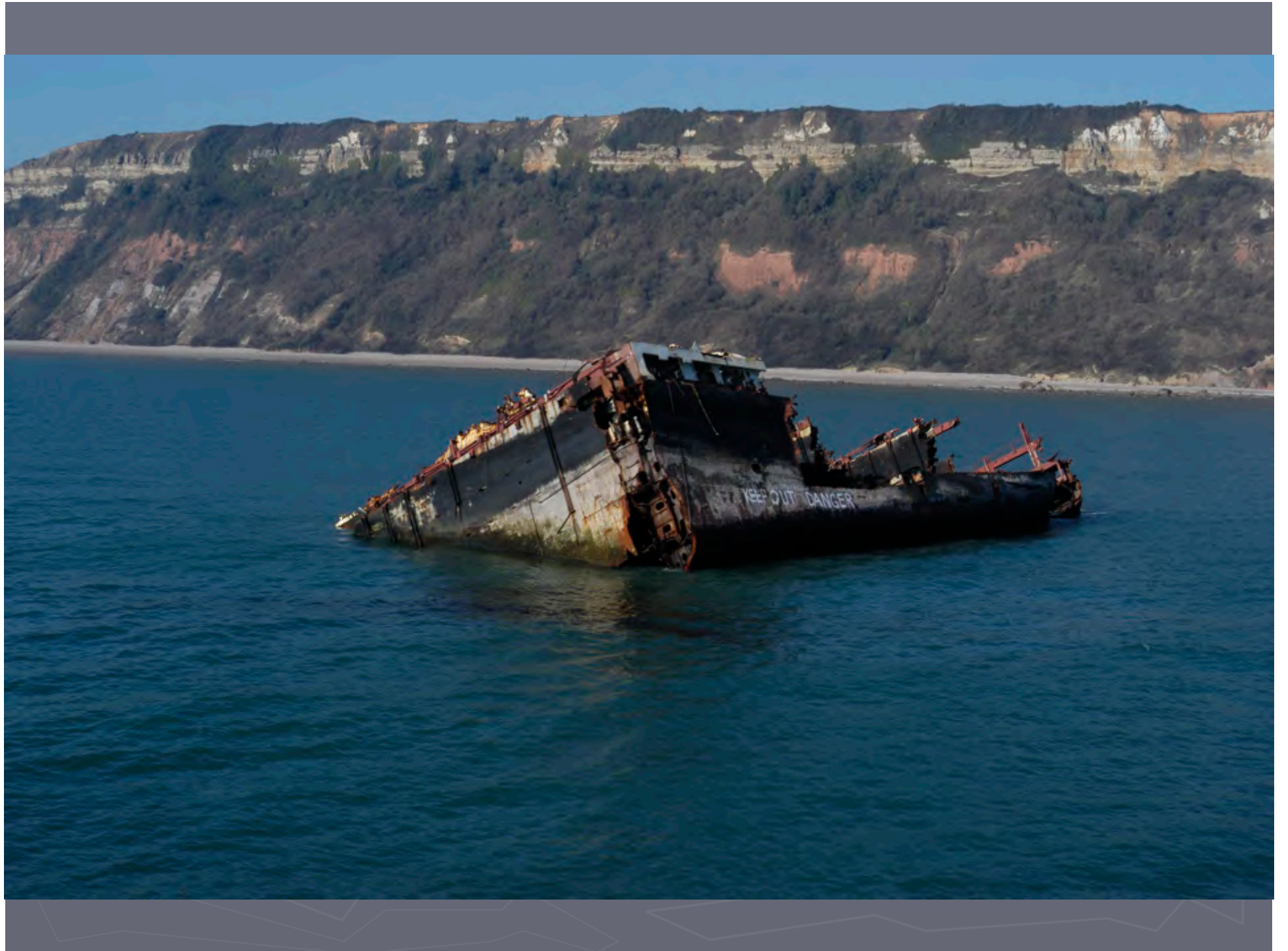
Fwd Section arriving Belfast, NI





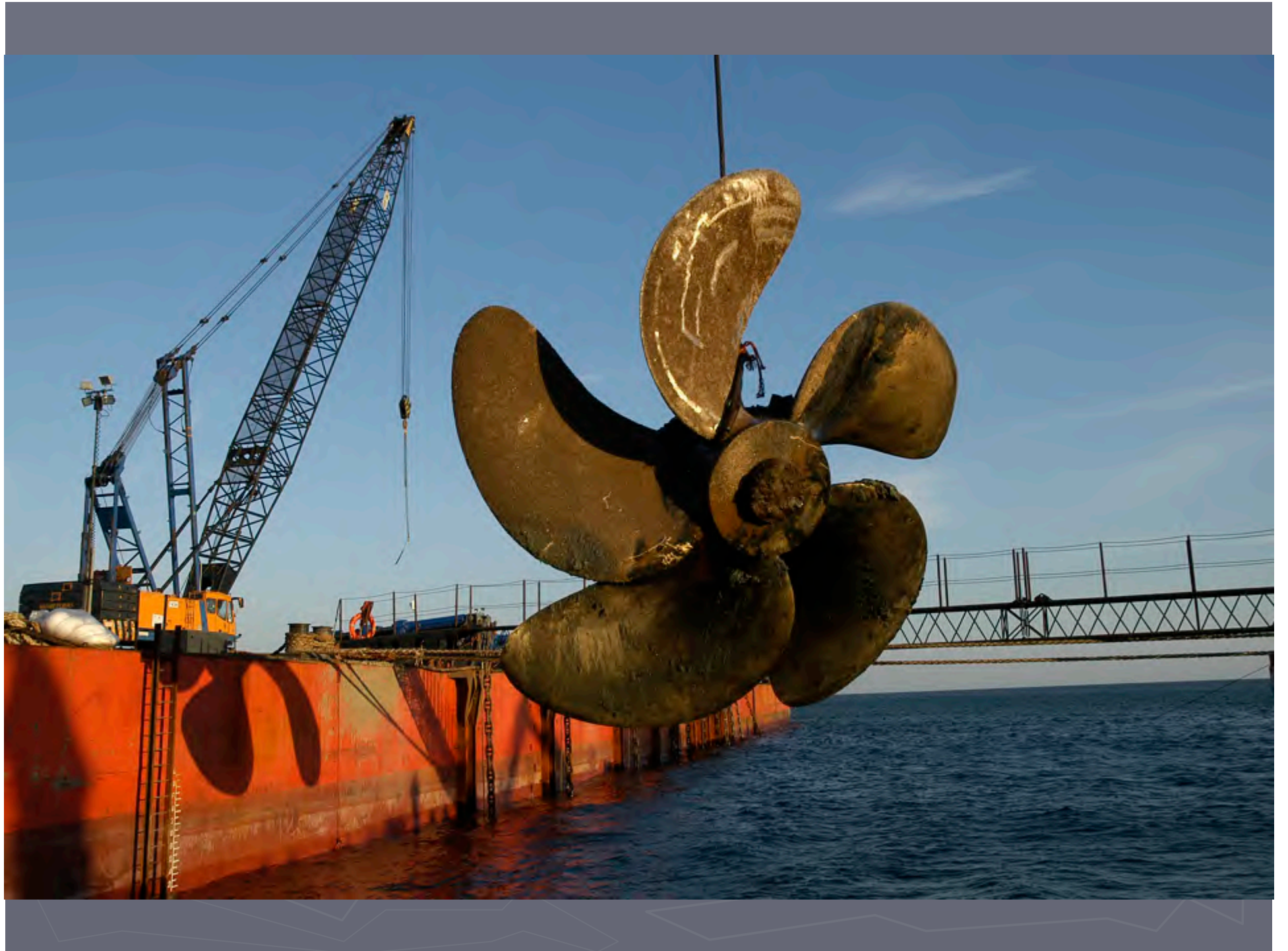


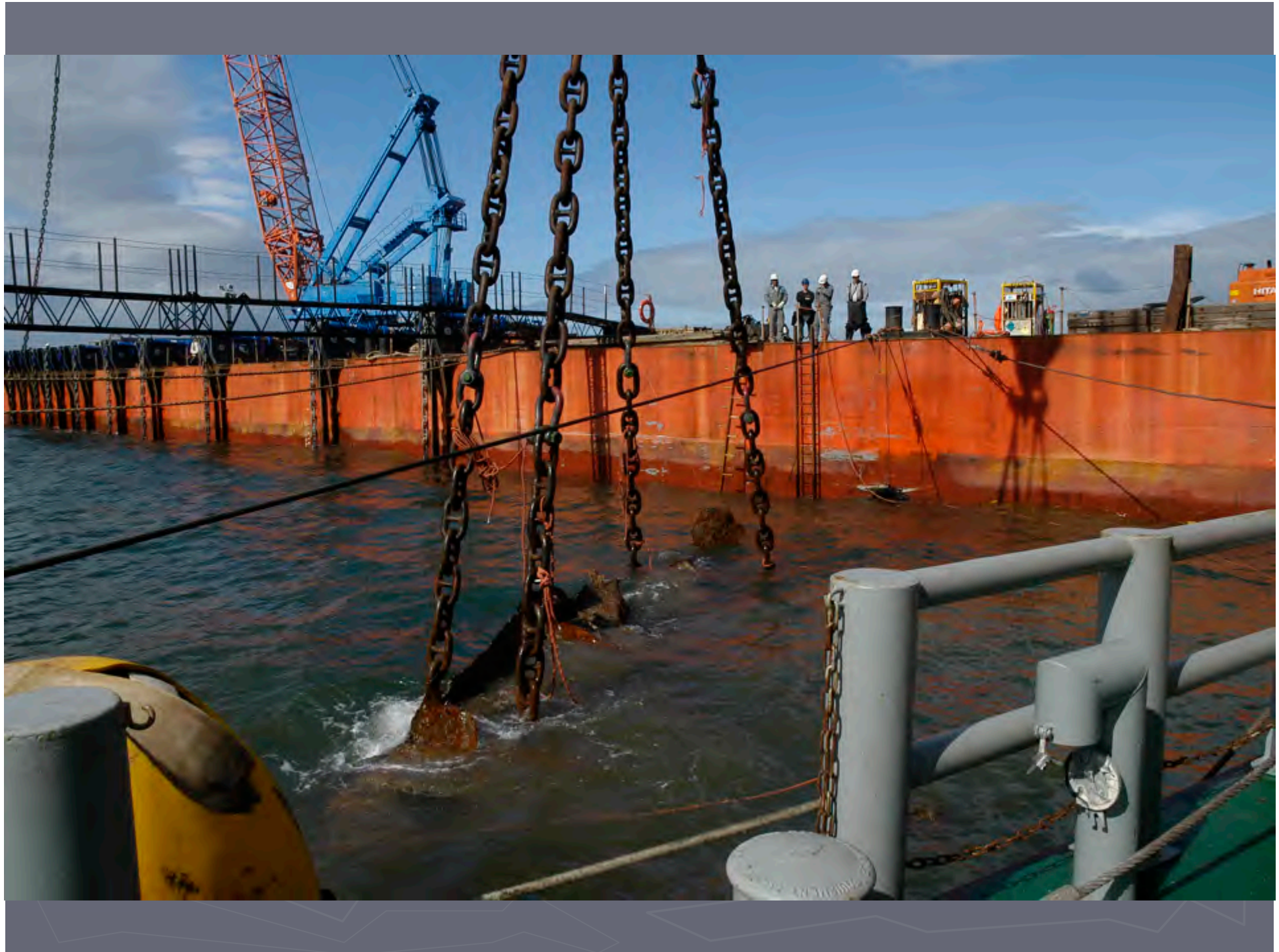












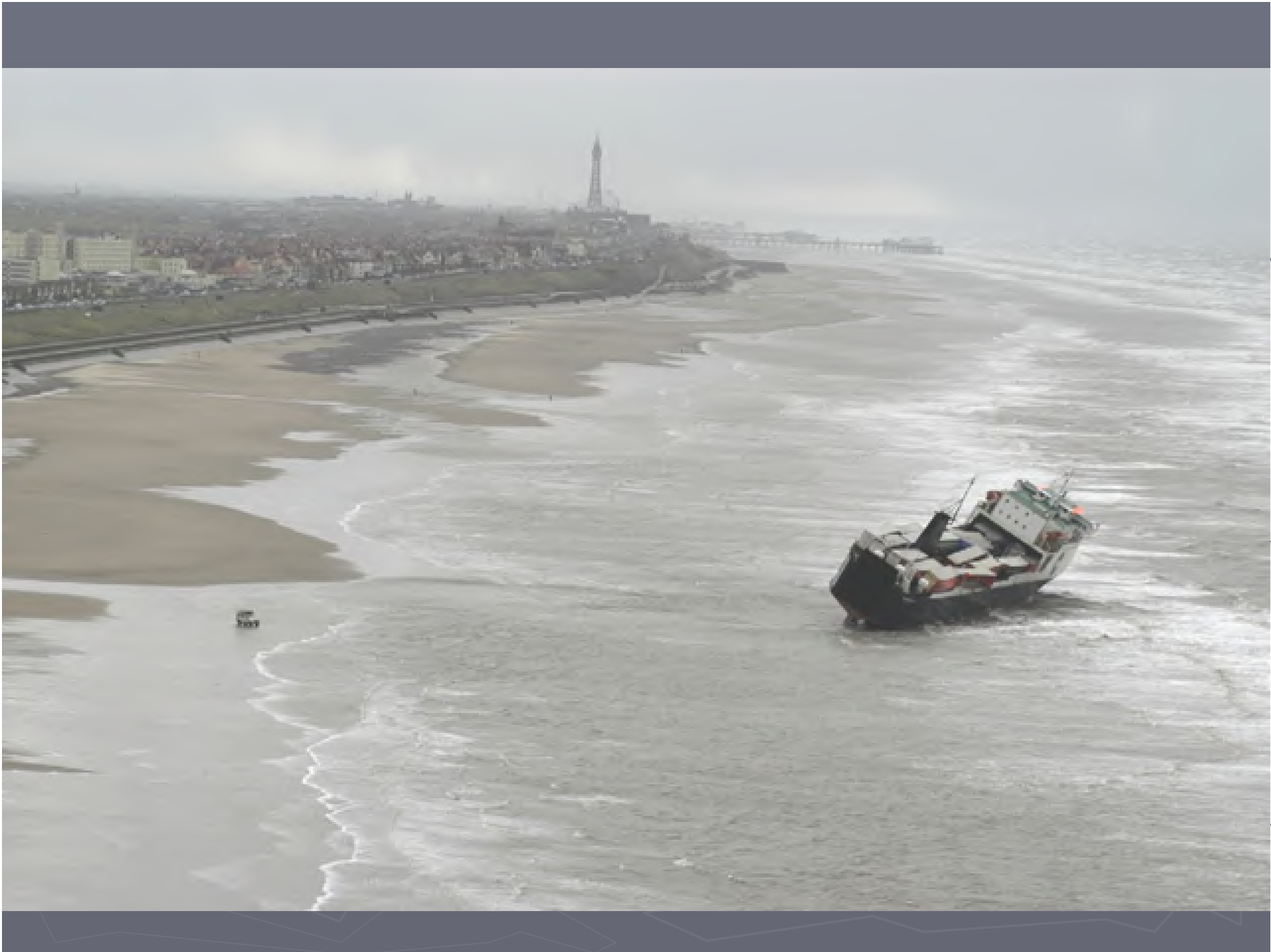




Completed July 2009..... After 924 days!

RIVERDANCE – Grounded Blackpool 31.01.2008









Wreck removal completed November 2008

SINEGORSK – Severe List – January 2009



Direction to Port and to Owners / Insurers – 30 days in port

Deepwater Horizon



OSPRAG

- ▶ The UK regulatory regime is widely regarded as one of the most robust in the world but the offshore oil and gas exploration and production industry, its regulators and the trade unions are not being complacent.
- ▶ Within a month of the Deepwater Horizon incident occurring, they joined together to form the UK oil spill prevention and response advisory group, called OSPRAG. The purpose of OSPRAG is to review the sector's offshore drilling practices in the UK continental shelf (UKCS) in light of the events in the Gulf of Mexico and assess the industry's readiness to respond to a major event in this country.

Regulatory Requirements

- ▶ Since 1974 over 315 deepwater wells drilled in UK waters with no incidence of blow-out or drilling related spill (10,000 + UKCS)
- ▶ Detailed contingency plans need to be updated to reflect GoM
- ▶ Every well application subject to detailed scrutiny on case by case basis
- ▶ Requirement for Operators to demonstrate in their OPEP that they have access to and ability to deploy a device with capping capabilities.
- ▶ 'Top Hat' containment device already in the UK and held at OSR Southampton at this time.

Technical Group Outputs

- ▶ Capping device available for UKCS from July 2011.
- ▶ Overall rating of 15,000 psi working pressure and capable well flowing up to 75,000 bbl/day.
- ▶ Capping to be achieved within 20-30 days of the incident depending on weather and well site conditions.

Oil Spill Response Capability

- ▶ Review the UK's oil spill response capability and industry co-ordination with the national response mechanism
- ▶ NCP due for 'refresh' by August 2011
- ▶ Spill scenarios and modelling, **review of physical response capability**, sensitivity and protection mapping in relation to clean up and restoration, Oil Pollution Emergency Plans (OPEPs) and exercising OPEPs.
- ▶ Exercise regime with SOSREP in place since 2004

SOSREP Statistics

345 Incidents (post 1.1.2008)

14 Cautions

15 Directions

18 Temporary Exclusion Zones

6 Salvage Control Units

Summary

- ▶ SOSREP system now well established within UK
- ▶ One Stop Shop:
 - Maritime Intervention
 - Salvage / Plan Approval
 - Places of Refuge
 - Wreck Removal
 - Maritime CT
 - Shipping / Offshore Oil & Gas Sector
- ▶ Success = Team Effort + Support

Thank You for listening.....



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