



TPR

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Oil spill response in/and around ports: best practices from Europe

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Research

European perspective

Goal

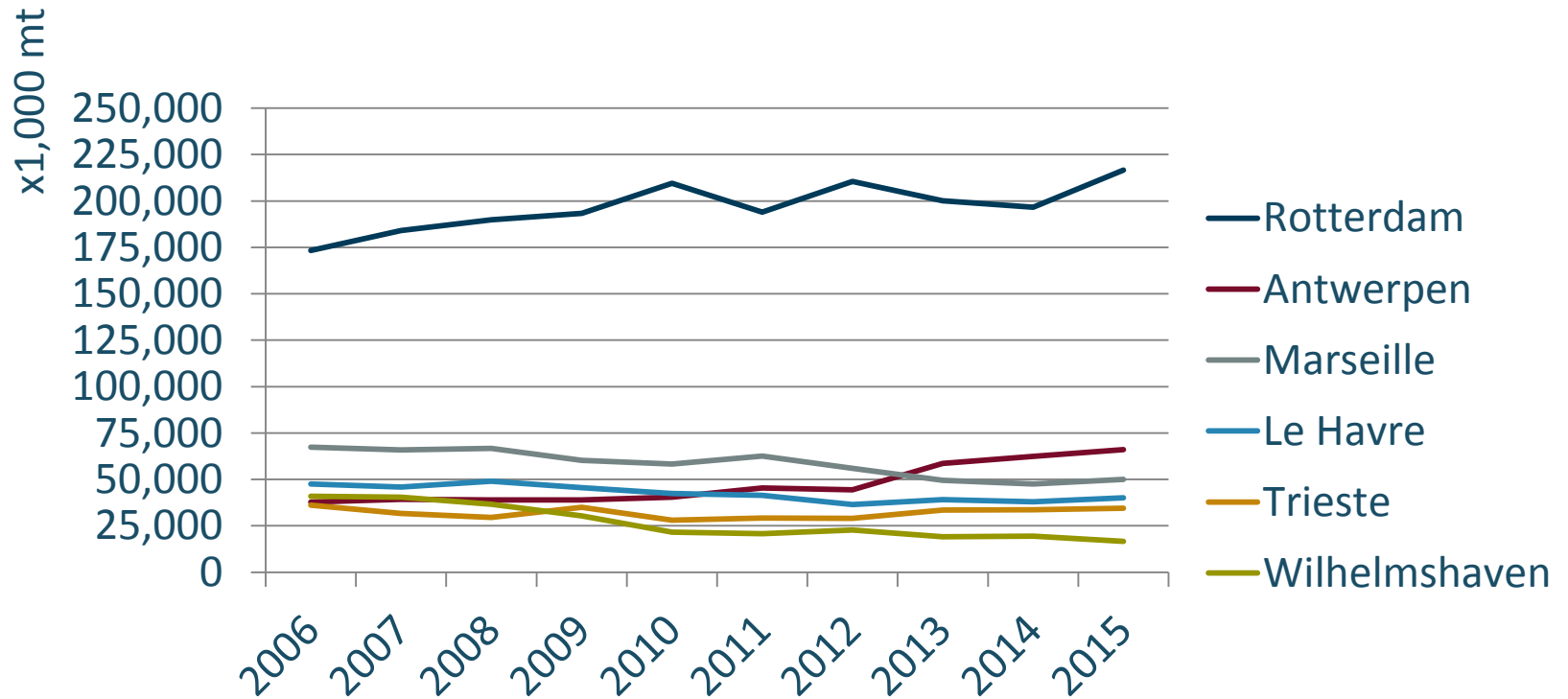
- Clarify the plans, roles, activities and processes of organisations involved in response to oil spills in European ports.
- Identify the best practices to maintain and to advance the effectiveness of spill response

Interviewed representatives

Federal government
Local authorities
Port authorities
Ship owners association
Civil protection
Oil spill cleaning companies
Legal advisories



European oil spill risk framework

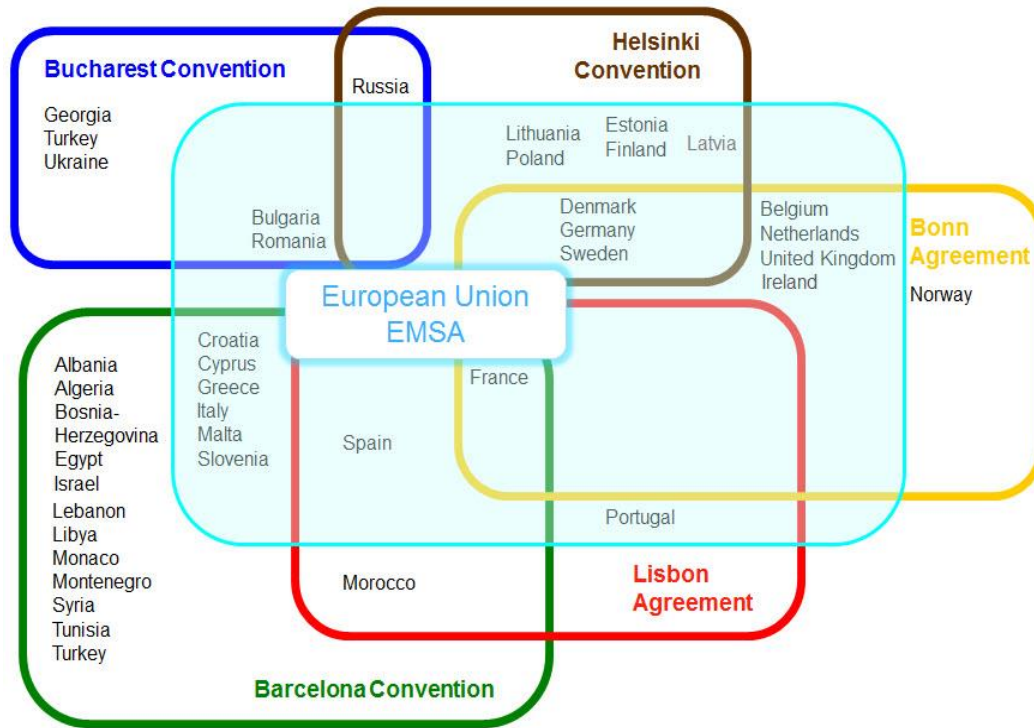


Source: Eurostat, 2016

European liquid bulk import/export:

- Steady evolution;
- Port of Rotterdam leading;
- Antwerp is the second European liquid bulk port.

European oil spill response framework



European regional oil spill agreements:

- Integrated preparedness;
- Planning the intervention actions;
- Collaboration at operative level;
- Sharing capacity;
- European Union as a contracting party.

National emergency policy frameworks in Europe



Royal Decree/16 Feb 2006 – Dispositions relative to the emergency planning;

GEI plan North Sea (IBZ)



National contingency plan for emergency situations

Safety zones – provincial level

At sea intervention plan – Minister of Transport



National contingency plan for emergency situation

Central Command for Maritime Emergencies (CCME)

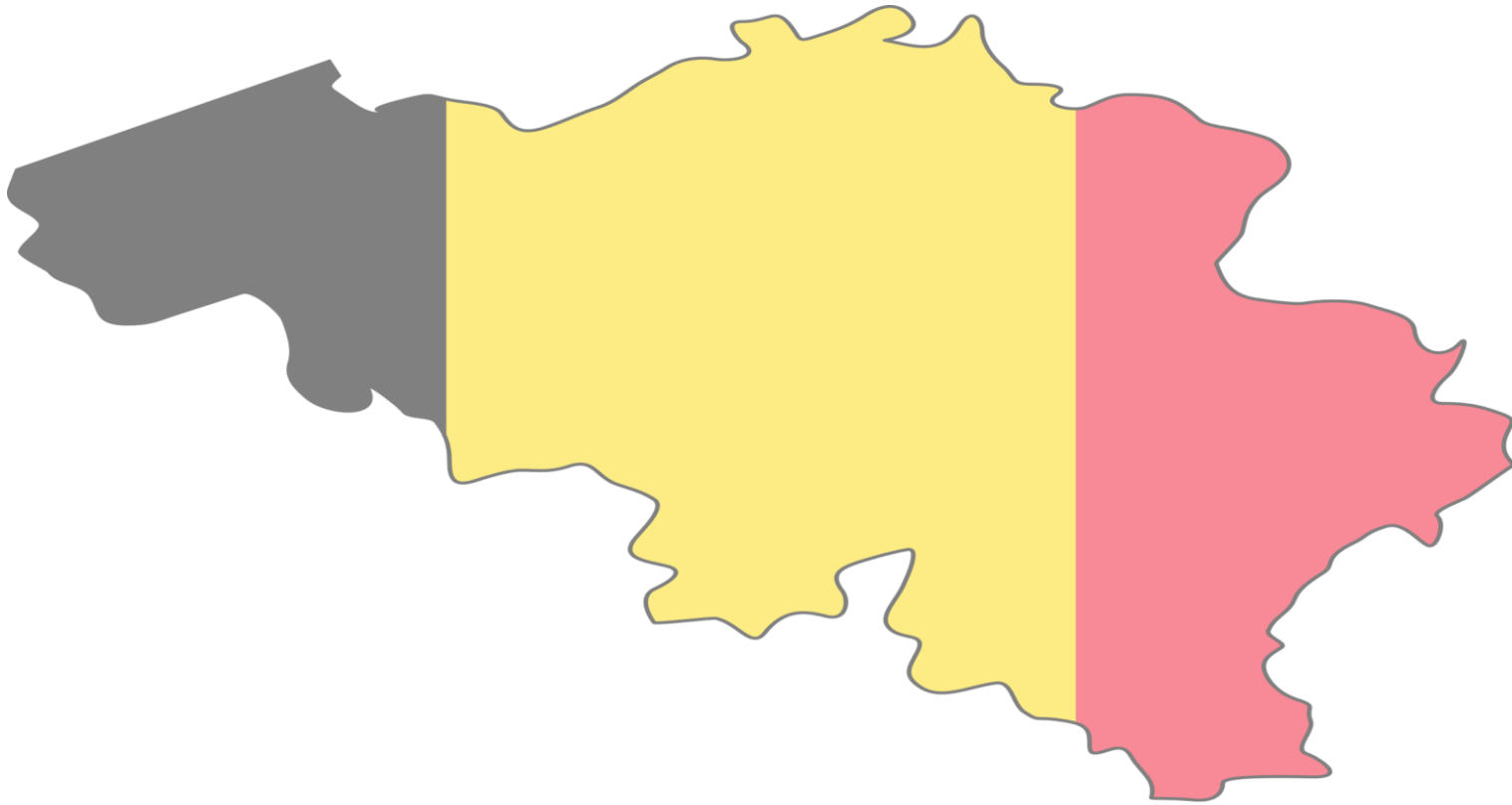


Civil Contingencies Act (CCA) for general hazards

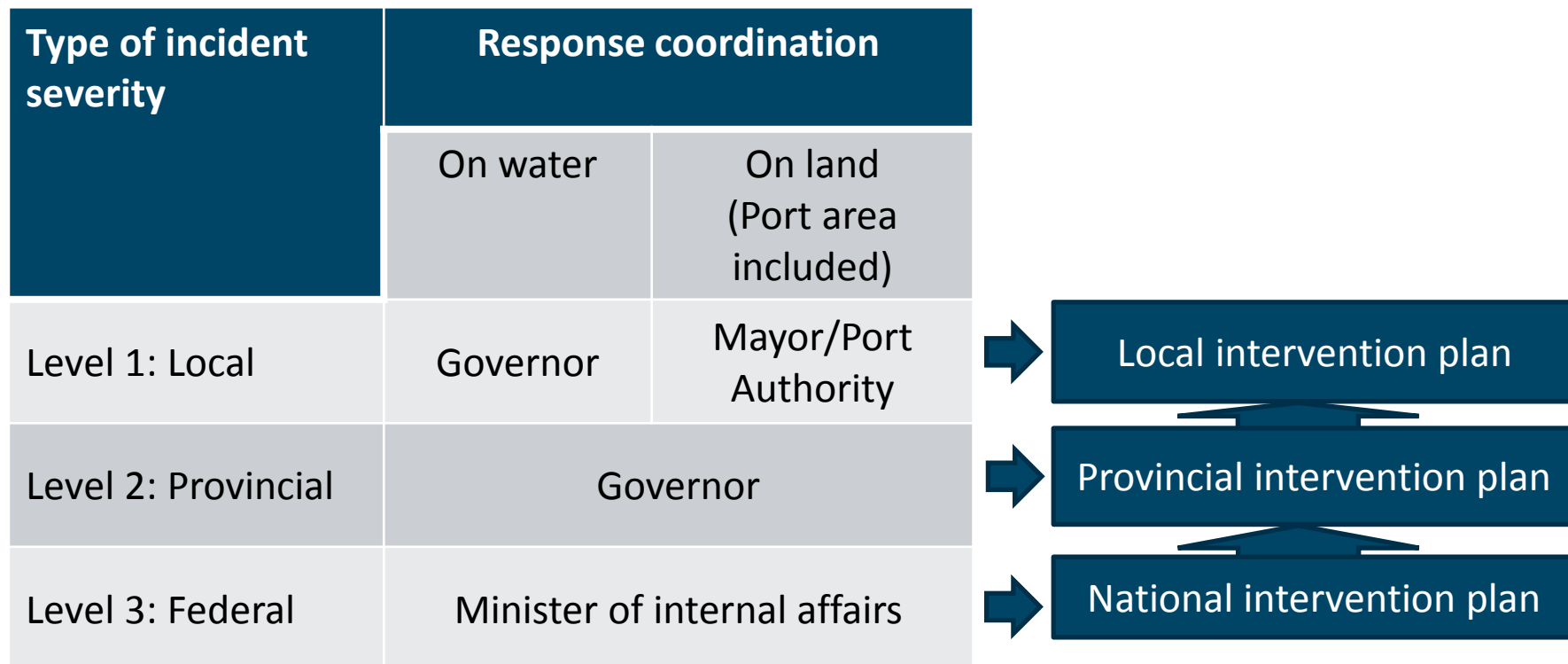
National Contingency Plan for Marine Pollution from Shipping and Offshore Installations (NCP) for oil spills

Belgium

Emergency oil spill response approach



Organization structure for emergency response in Belgium (including oil spills)



Intervention plan organization

According to KB/16 Feb 2006 – Dispositions relative to the emergency planning

Depending on the severity and necessities imposed by each incident, the following disciplines can be activated:

Discipline 1: Rescue operations



Discipline 2: Medical, sanitary and psychosocial help



Discipline 3: Police



Discipline 4: Civil protection



Discipline 5: Communication

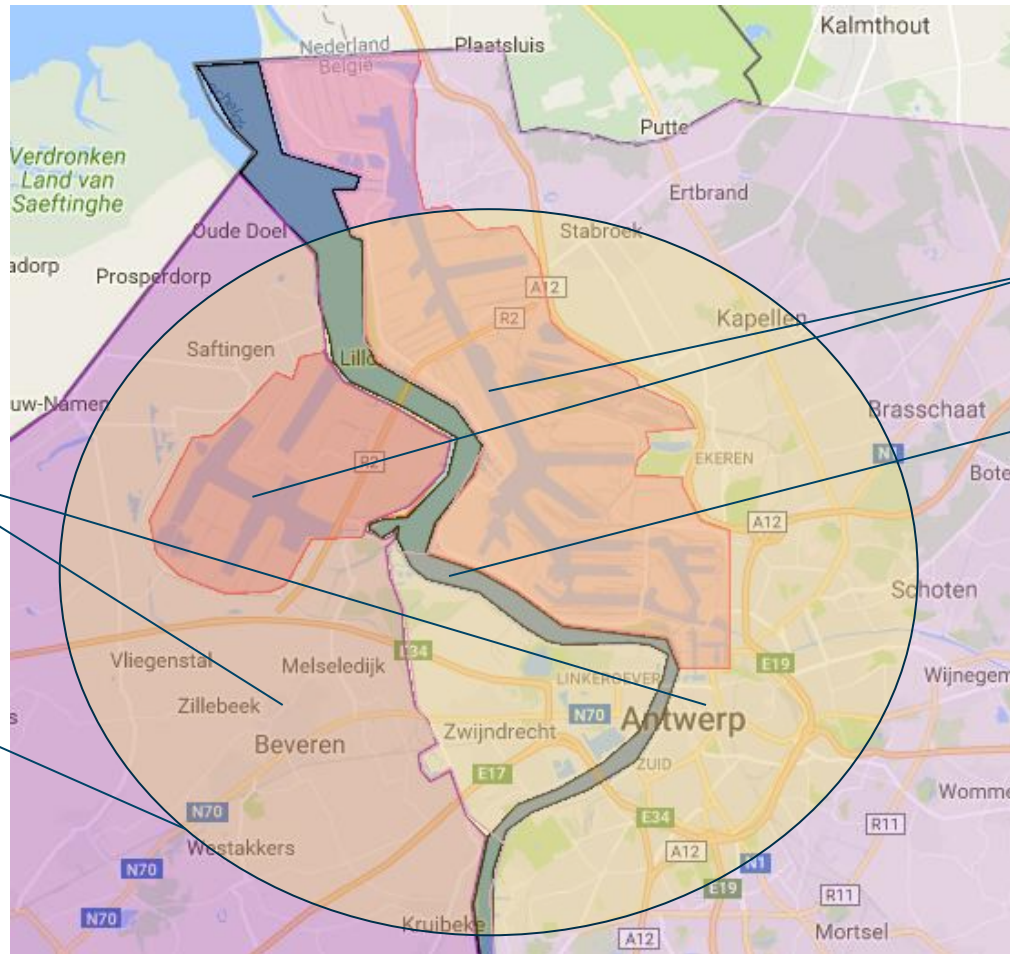


Oil spill response. The case of Port of Antwerp

Land-side responsible Authorities

Mayor of Antwerp or Province Governor

Minister of Internal Affairs

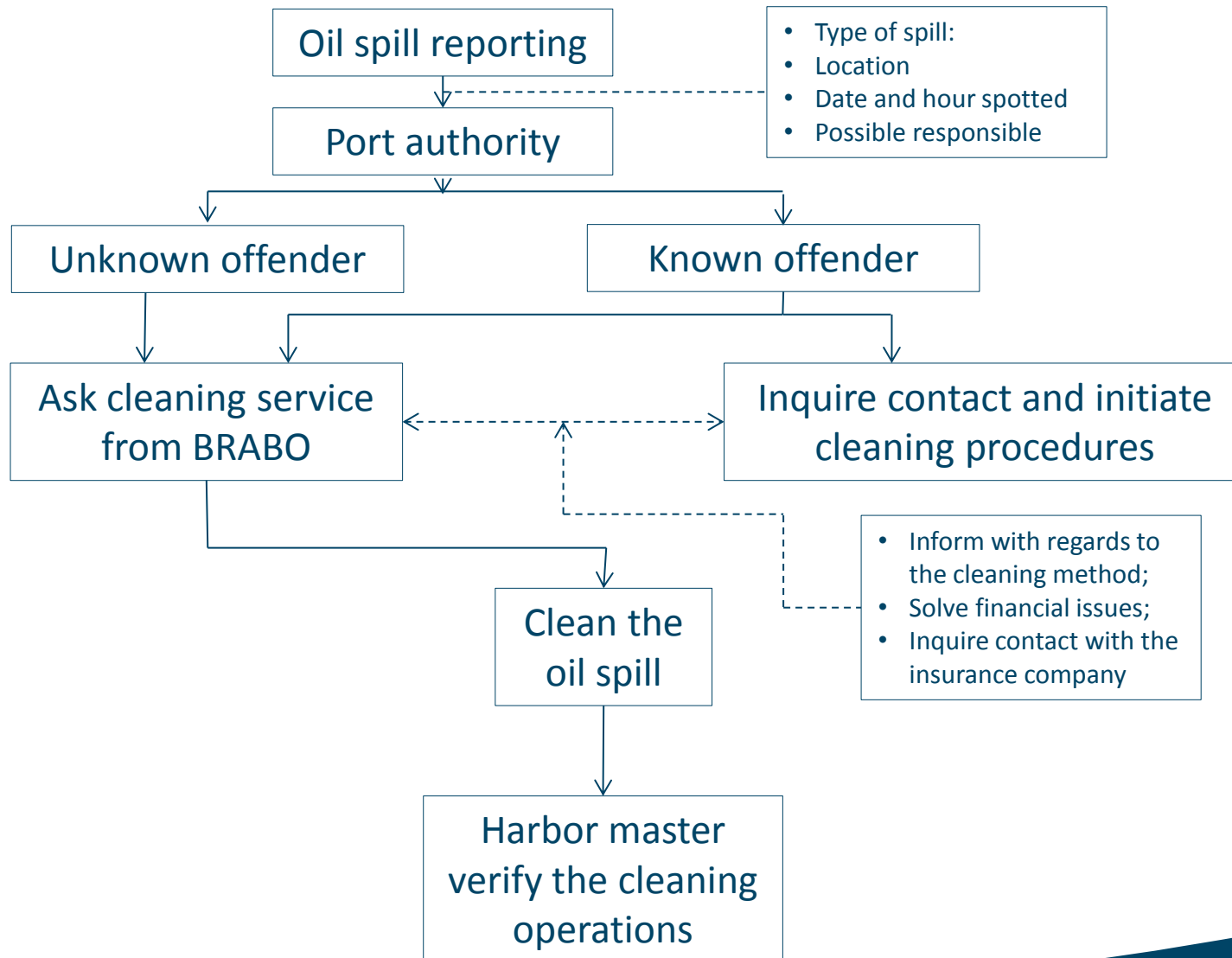


Water-side responsible Authorities

Antwerp Port Authority

Province Governor and MDK (Agentschap Maritieme Dienstverlening en Kust)

Case of Port of Antwerp: Response organization structure



Comparison of oil spill response organisation (1)

Lead response agency				
Port/country	In port		Beyond port	
	On water	On shore/ terminal land	On Shore	On water
Antwerp/ Belgium	Public PA		Regional (province) government	
Rotterdam/ The Netherlands	Public PA		National government	
Hamburg/ Germany	Local authority, Environmental Department			
Southampton/ UK	Private PA	Local authority or private landowner		Maritime and Coastguard Ag.
L. Beach, Houston, Seattle/ US	US Coast Guard	Regional (state) government		US Coast Guard
Vancouver/ Canada	Canadian Coast Guard	Regional (province) government		Canadian Coast Guard

Comparison of oil spill response organisation (2)

Cleaning operation / Response costs

Port/country	Owner of oil spill cleaning equipment			Financial responsibility	
	Private contractor	Public agency	Industry organization	Response costs	Stand-by costs
Antwerp/ Belgium	✓			✓	Response price
Rotterdam/ The Netherlands	✓		✓*	✓	Port Dues
Hamburg/ Germany	✓	✓		✓	Local budget
Southampton/ UK	✓			✓	Response price
Long Beach, Houston, Seattle / US	✓			✓	Response price
Vancouver/ Canada			✓**	✓	'User' fees

*Liquid bulk terminal operators; **Oil industry owned corporation



Best practices

Oil spill response preparedness/planning

- Increasing the awareness level over the effect and damage produced by oil spills.
- Understanding thoroughly the working area.
- Limiting the number of people that participate in the decision groups
- Have own oil spill cleaning capacities
- Knowing the intervention equipment
- Involving the contribution of environmental agencies or wild life protection agencies
- Reporting of all facts and figures

Communication

- Communicating -clearly the details and the circumstances of spills
- Keeping a close connection with intervention partners.
- Communicating accurately between intervention groups.
- Acting only within the area of own expertise.
- Double checking the information of the first notification before publicly release it.
- Releasing official press information at pre-agreed moments.

Training and equipment

- Training of personnel regularly.
- Debriefing of each action after exercise and/or intervention.
- Learning the effects of oil spills.
- Using neutral parties to verify/supervise the training exercises.

Critical oil spill cleaning equipment

Floating booms	5-7 years	Subject to yearly check-up and maintenance operations
Skimmers	Up to 10 years	
Oil cleaning ships	25 years	

Financial responsibility/Cost recovery

- Involving a neutral party to verify/supervise the costs structures.
- Checking for abusive use of intervention funds/expenses.
- Having enough experienced personnel in finance/accountancy.
- Investing in personnel and equipment.
- Application of the “polluter pays principle”

Concluding remarks

- There are general cooperation agreements at European level, see EMSA.
- The management and effectiveness of spill response in the ports is determined primarily by the national policy guiding.
- Oil spill response is developed based on own experience.
- Port authorities(EU)/Coast guard(US) hold the responsibility with regard to water quality under their jurisdiction and oil spill response management.
- “Polluter paying” principle is generally applied in all ports.
- Best practices framework are to be validated and applied through experts.

Thank you for your attention

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