Scenario & Injects
Limitations

• NO Search & rescue
• NO Emergency offlooding
• Exercise area
  • Commercial traffic
  • Weather
• 36 hours operation (including night time)
• Basis of Scenario
  • Chemical Tanker
  • Product Tanker
  • Collision at sea
Scenario process

- Application
- Meeting Stockholm oct 2016
- Minor adjustments Claims / PoR
- Draft IPC
- Final Scenario 1.march
Scenario

Chemical Sea

Oil spill shore line

Oil spill Sea

Evacuation / Chemical land
Scenario – draft IPC

- The main scenario is an incident where two ships collide in the Skagerrak off Telemark county or in the approaches to Greenland on the south-east Norwegian coast. The vessel that caused the accident is laden with HNS (liquefied propane or another heavy gas), while the other carries oil products.

- The Chemical tanker has a leakage which require the immediate effort. National MIRG teams from both Norway and Sweden are mobilized supported by Swedish coastguard vessel KBV003. They begins efforts to stabilize the situation and stop the leakage of liquefied gas.

- The oil tanker suffers extensive damage, and what appears to be heavy oil is reportedly leaking. The latter drifts towards the nearest islands as well as outwards towards or in the open sea. Due to the ongoing chemical leakage, the oil spill operation is on a hold until the chemical leakage is stopped, and the oil from the product tanker flows into the sea. This will call for extensive mobilisation of national and international oil spill response resources, including the activation of the EUROP and the use of CEIC to request support from neighbouring states and the EU, and possibly the Bonn agreement. Experts from the EUCP are expected to contribute technical support and guidance. International support resources will be followed up with regard to host nation support.

- The critical condition of the product tanker calls for place of refuge in Norway.

- The critical condition of the chemical tanker:
  
  - Scenario A – Actual exercise The critical condition of the chemical tanker is given a place of refuge in the harbour of Langesund and ETV Connector tows the tanker to a secure berth.
    - On the day after the collisions, it transpires that gas is leaking from the berthed gas tanker and spreading inland over built-up areas. The position is serious, and the crisis management authorities (the police) regard it as so critical that evacuation must be planned. This is a complicated position where, in addition to national advice, use will also be made of the MAR-ICE guidance established by the EMSA. During the day, measures on the gas carrier will be continuously assessed while preparations for evacuation are made.
    - The local fire department HAZMAT team begins efforts to stabilize the situation and stop the leakage of condensed gas.
  
  - Scenario B – Places of refuge table top
    - The critical condition of the chemical tanker calls a place of refuge.
    - Norway will not accept the call due to fear of gas in the densely populated areas along the coastline and turns to ports in the vicinity and in Denmark or Sweden will be assessed in line with national plans and the new EU places of refuge guidelines.

- Oil spill response will continue at sea during the night with the aid of available tools for working in darkness. Further work will also be done on planning efforts for day 2.

- The oil spill response will continue along the shoreline, while the big vessels used in the first day’s response must discharge oily waste from their tanks and be cleaned. During an incident of this kind, financial claims against the ship-owner for the clean-up work carried out and follow-up of such claims will be key issues.
The Chemical tanker has a leakage which require the immediate effort. National MIRG teams from both Norway and Sweden are mobilized supported by Swedish coastguard vessel KBV003. They begins efforts to stabilize the situation and stop the leakage of liquefied gas aboard chemical tanker with subsequent decontamination.

**Day one: 08:00 – 12:00**

**Units in action**
- KBV 003
- Oslo Brann og Redningsetat (OBRE) MIRG team
- Bergen brannvesen (BB) MIRG Team
- KBV 307(Jagt) – High speed patrol boat – Transport of teams i.e port of Larvik
- Seaking – 330sq – transport of teams i.e Torp Airport

**Day one: 12:00 – XX:XX**
- Decontamination of MIRG teams and vessels after action
- Remobilization and preparation for new tasks
- Rest of units
Parallel with chemical incident at sea – «build up phase»

Day one (08:00 – 12:00)

What appears to be heavy oil is reportedly leaking from the product tanker. The latter drifts towards the nearest islands as well as outwards towards or in the open sea. Due to the ongoing chemical leakage, the oil spill operation is on a hold until the chemical leakage is stopped.

Coast Guard vessel KV Nornen (IKV) get initial responsibilities as (S)OSC and start planning oil spill sea operation

ETV - BB Connector mobilized from Kristiansand –ETA12:00 - To be used for emergency towing of chemical tanker

Other units / organisations mobilized - Different ETA

Aerial surveillance of the incident
Oil spill operation - Sea (day one 12:00 until XX:XX day two) Handover between units in actions – SOSC team from NCA

- Continuous arrival of units during the operation
- Rest
- Night Operation
- Aerial surveillance
- Drones?
- airspace control
- EMSA vessel / Equipment – mobilization, use etc
- EUCP team / experts
- Copenhagen Agreement
- Bonn Agreement
- Support shore line operation
- Host nation support
- discharge oily waste from oil recovery tanks
- Cleaning of vessels
• Emergency towing of chemical tanker / gas leak from berthed chemical tanker

• Two scenarios
  • **Scenario A – Actual exercise**
    ▪ The critical condition of the chemical tanker is given a place of refuge in the harbour of Langesund and ETV Connector tows the tanker to a secure berth (Day one – 12:00 – 18:00?)
    ▪ Day two- xx:xx – xx:xx it transpires that gas is leaking from the berthed gas tanker and spreading inland over built-up areas. The position is serious, and the crisis management authorities (the police) regard it as so critical that evacuation must be planned. This is a complicated position where, in addition to national advice, use will also be made of the MAR-ICE guidance established by the EMSA. During the day, measures on the gas carrier will be continuously assessed while preparations for evacuation are made
    ▪ The local fire department HAZMAT team begins efforts to stabilize the situation and stop the leakage of condensed gas.
  • **Scenario B – Places of refuge table top**
    ▪ The critical condition of the chemical tanker calls a place of refuge.
    ▪ Norway will not accept the the call due to fear of gas in the densely populated areas along the coastline and turns to ports in the vicinity and in Denmark or Sweden will be assessed in line with national plans and the new EU places of refuge guidelines.
• IUA Telemark in close cooperation with NCA
• Oil spill reaches shoreline
• EUCP team?
Your contribution is important

“preparing a scenario and arrangements for the exercise which contribute to realistic challenges for all participants”
Host Nation Support (HNS)

Exercise Scope 2017
Background Host Nation Support

• Host Nation Support was originally a military term

• The term is increasingly being used by international organizations in the civil context

• Definition: the kind of support system a stricken country must have in place in order to efficiently receive and deploy international assistance
Phases of Host Nation Support

- Request for assistance
- Receive assistance
- Support during the mission
- Completing the mission
Key responsibilities HNS Scope 2017

- **Request**
  - Get an overview and verify all resources that will come from abroad.

- **Reception**
  - Ensure reception of all incoming personnel and resources

- **Support**
  - Ensure accurate and correctly dimensioned support

- **Ending**
  - Ensure correct and safe organization of demobilization
Expectations IPC (Host Nation Support)

• Get the planning group for HNS sorted out
• Get an overview and verify all resources from abroad.
  • Vesels
  • Aircrafts
  • Equipment
  • Manning (EU Experts, liaisons operators)
• Get the HNS objective sorted out.
• Sort out need and concerns.
• The way forward (who is doing what)
3rd EU Places of Refuge Table Top Exercise

Background, status and way forward
3rd EU Places of Refuge Table Top Exercise

- Norway will host this TTX as part of SCOPE 2017
  - similar scenario

- Based on the recently (2015/2016) developed EU Operational Guidelines for Places of Refuge
  - Focus on common approach for handling a vessel with need for assistance and a Place of Refuge
3rd EU Places of Refuge Table Top Exercise

- European Commission, Directorate General Mobility and Transport (DG MOVE), supported by European Maritime Safety Agency (EMSA), have the chairmanship of the Places of Refuge Working Group

- All EU/EFTA Member States and Candidate Countries will be invited separately to the TTX

- Industry participated in developing the Operational Guidelines, and are invited to “play their role” in the 3rd TTX
PoR TTX planning group

• Mario Mifsud – EMSA
• Malgorzata Nesterowicz – EMSA
• Sandro Nuccio – EU DG MOVE
• Hugh Shaw – SOSREP (UK)
• Richard Gabriele – Transport Malta (MT)
• Ronnie Hanzèn – Swedish Maritime Administration (SWE)
• Kjeld Gaard-Frederiksen – Joint Defence Command (DK)
• Kjetil Aasebø – Norwegian Coastal Administration (NO)
  • Exercise Director
3rd PoR TTX Exercise Objectives

1. To continue testing the general applicability of the Operational Guidelines (OG) in any PoR case

2. Test OG particularly in the use in practice of info exchange tools, especially those relevant to HAZMAT as well as other relevant systems

3. Test OG particularly in the consideration – on operational level – of liability/financial guarantee issues while adopting a decision on granting a place of refuge
Claims Management Workshop
• Day 1 – Wednesday 27 – Exercise
  • NCA
    • Participants from Copenhagen Agreement
    • Participants from EU Claims Management Working Group including EMSA

• Day 2 – Thursday 28 – Claims Management Workshop
  • Participants from day one
  • EU/EFTA Member States will be invited separately to the workshop
  • Other interested participants from exercise (if possible/drop-in on presentations)
Day 1 – Wednesday 27 – Exercise

• Legal branch of response operation in exercise
• Economy branch of response operation in exercise
• Participants from EU WG and Copenhagen Agreement involved in exercise through discussions and advise to relevant branch on selected topics (TBD)
• Practical set-up - organisation
Relevant topics for the exercise - TBD

• Formal issues related to international cooperation and assistance under Copenhagen Agreement and EU assistance mechanism
• Securing the cost recovery claim
• Legal issues related to Place of Refuge – including financial security
• Preparing for cost recovery during response operation involving international cooperation, including cost estimates
• Interaction with the IOPC Funds, ship-owners, P&I
Day 2 Thu28 – Workshop – TBD

• Presentations:
  • Legal background for cost recovery – general requirements
  • EU Claims Management Guidelines - presentation
  • Case studies related to cost recovery
  • Case study about identification of responsible polluter (linking the pollution to the ship)
  • Case study related to Place of Refuge
  • IOPC Funds/P&I/ITOPF

• Practical exercise or discussions?
Notification and Request for Assistance

Ole Kristian Bjerkemo,
Norwegian Coastal Administration
From the application

“implement correct notification measures nationally and internationally, including activation of the mechanism and the mobilisation of international support (Copenhagen agreement, EU, Bonn agreement) by using the CECIS marine pollution platform”
Activities and deliveries

• March 7.-8: Copenhagen Agreement, WG meeting
• March 15: EMSA SafeSeaNet (SSN) and CECIS system training course
• May 22.-24: Bonn Agreement WG (OTSOPA)
• August: Exercise instructions Notification and request for Assistance
• September 4. – 6: SCOPE 2017 International Notification and request for Assistance
• September 28. Workshop lessons learnt Notification and Request for Assistance
• Report Summary and findings Notification and Request for Assistance
VIP and observers program

Ole Kristian Bjerkemo,
Norwegian Coastal Administration
From the application

• An **observers** programme will be organised
  • twenty eight participating states in addition to Iceland, Montenegro, Norway, Serbia and former Yugoslav Republic of Macedonia and Turkey, and four partners in IPA II
  • the six Eastern neighbourhood countries
  • nine Southern neighbourhood countries.

• It will cover briefings on the exercise, field visits to see the commitment and presentations of incident command centres, the exercise base and the way the exercise is being controlled/followed up.

• **VIP programme** will also be organised.
VIP vs Observer

• VIP: Goal to observe – No need for particular knowledge
• Observer: Is expected to have general knowledge about emergency response, exercises etc.
Planning of the Observers programme

- Meeting with NCA’s travel agency – February
- Invitation letter submitted to EU – March
  - Invitation to 51 countries
  - Clarify deadlines for feedback from potential observers
- Program for visitors and observers - June
- How many observers? MIRG-EX 2016 - 20 observers
- Other observers?