



CONTEXT FOR WILDLIFE RESPONSE IN UK IS THROUGH THE UK NCP EG

- The Planning, the Process
- The Administration
- The Stakeholders
- The way it works in practice
- An example.....

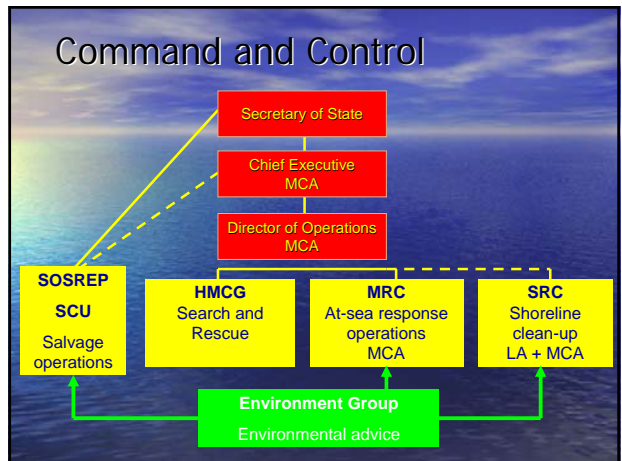


MSC NAPOLI

- Container vessel, UK Flag, Port of Registry London
- Built in 1992
- Charterers – Mediterranean Shipping Company (MSC)
- Ship Managers – Zodiac Maritime Agencies
- Registered Owner – Metvale
- P&I Club – London Steam-Ship
- Length overall (LOA) – 275 metres
- Gross Tonnage (GT) – 53409
- Container capacity – 4734 units
- Containers on board – 2318 units, inc 159 containing dangerous goods

THE INCIDENT

- 18 January 2007 – 1031UTC
- Position 50 miles SSE Lizard Point
- Weather – WSW gale 8-9, 5-7 metre swell
- Suffered power failure
- Structural failure
 - Vertical crack to the hull
 - Engine room bulkhead
 - Forward of the accommodation

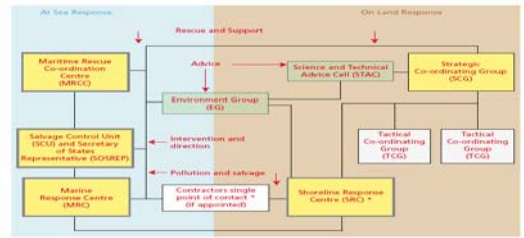


The Formation of The Environment Group in Response to a Maritime Incident

- Is one of Lord Donaldson's key recommendations in the:
 - Review of Salvage and Intervention and their Command and Control
- EG set up for any maritime incident which could cause environmental damage

New Structure in UK - Response and Recovery Guidance

Figure 4.1 Maritime Emergencies



* Note - For large incidents, the SRC will coordinate clean up via Forward Control Centres (FCC), which in turn will manage Beach Supervisors at each site. If a single contractor is appointed, they may manage Beach Supervisors directly.

The UK response structure overall: SCU & The Role of the SOSREP

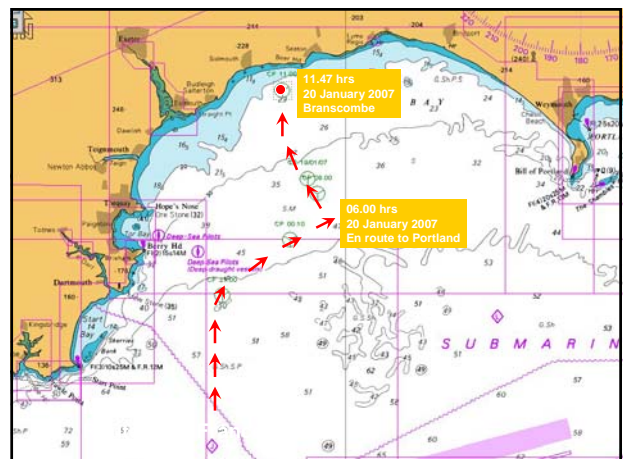
To represent the Secretaries of State for Transport and Business, Enterprise and Regulatory Reform (BERR) by removing or reducing the risk to persons, property and the UK Environment arising from accident involving ships, fixed or floating platforms or sub-sea infrastructure within UK waters, within the remainder of the UK Pollution Control Zone and on the UK Continental Shelf (UKCS).

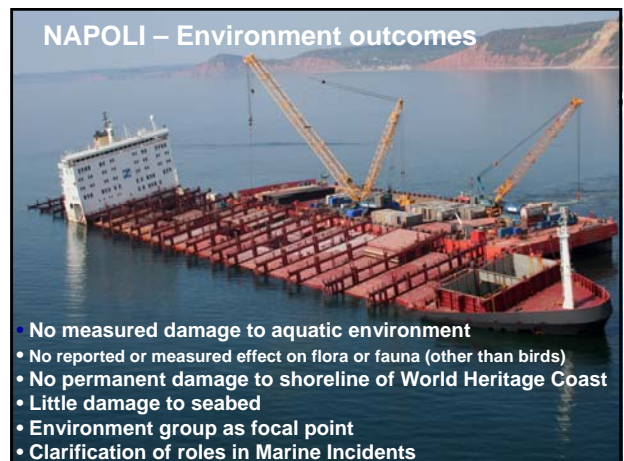
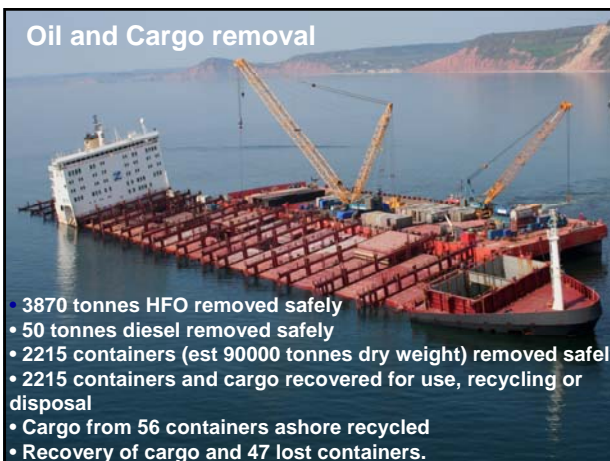
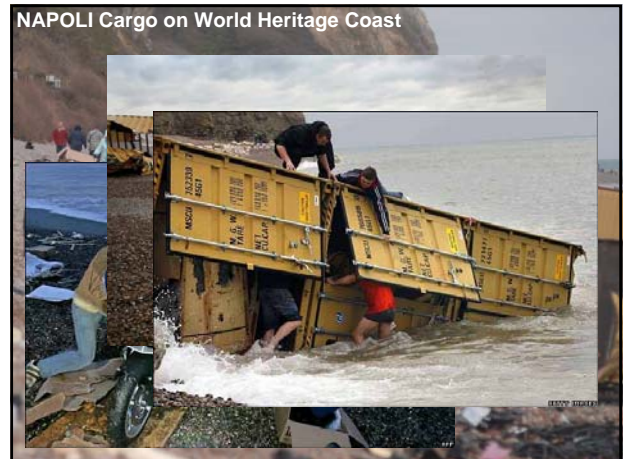
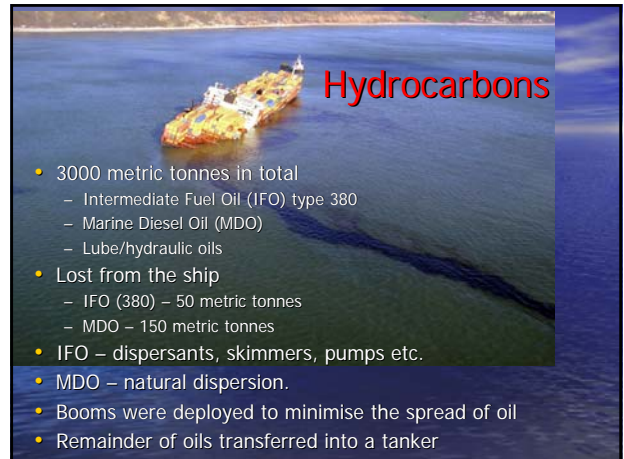
SOSREP - Intervention

- NAPOLI Fractured hull mid Channel
- No port of refuge id on French side
- Agreed to tow to UK Port with weather
- Under SOSREP control – towed towards Portland Port
- Eventually beached in Lyme Bay
- EG consultation throughout

How it could have been?

- Breaking in two – mid-Channel?
- Oil + hazardous goods
- Recovery from seabed?
- Great potential for ongoing pollution and environmental impact







Standing Groups in the UK

MCA set up network of SEGS across UK

Each have

- Chair
- Core membership
- Plan

Developed Advice on EG structure and operational protocols
Developed Training Courses and regular exercises

NAPOLI ENVIRONMENT GROUP

Single point of contact to SOSREP on all Environmental and Human Health matters

UK National Contingency Plan

Core members:

- Environment Agency
- Natural England
- DEFRA (Marine Fisheries Agency)
- Health Protection Agency

Others on Napoli Group:

- CEFAS
- Dorset CC
- Devon CC
- RSPCA
- RSPB
- Dorset Wildlife Trust

Purpose of the NAPOLI EG

- **Public health and environmental advice** and guidance to all response units
- **Advise response units** so as to minimise the impact of the incident on the environment in the widest sense.
- **Monitor, assess and document** the public health and environmental (including wildlife) impact of a maritime pollution incident.
- **Facilitate welfare**, rehabilitation or humane disposal of wildlife casualties by recognised animal welfare organisations.

Environment Group MSC Napoli

What we did:

- **Developed and agreed protocols** for oil removal from beaches, cargo removal from beaches, handling of live and dead birds, cargo transfer to port, waste management on beach and at port
- **Liased** between all Health and Environmental Groups and SoSREP
- **Spoke as one** Health and Environmental representative at Press Conferences
- **Linked Core organisations** to SoSREP through regular briefings

UK Wildlife response management

- Lead by RSPCA and RSPB
- Integral with Standing EG and UK NCP
- Supported by MCA

Seabird casualties:

- Over 3,000 birds oiled
 - 1000 live birds recovered
- All live birds received for stabilisation and care at RSPCA West Hatch
- Survivors: some sent on for further rehab
- 485 birds cleaned, rehab and released

Statistics over time:

- 1990's – 70% of released found dead later
- 2007 – NAPOLI: Very few released birds later found dead
- Better vet input and care modifications – longer term monitoring ongoing.

Sound EG Protocols developed Dead Bird Collection

- Advice to all on collection of dead birds through INF note
- Coordinated through response cells
- Collection, storage, labelling
- Freezing prior to post mortem

Species composition of beached birds analysed following the *Napoli* incident.

Species name	Fresh corpses	Old corpses
Fulmar <i>Fulmarus glacialis</i>	1	3
Gannet <i>Morus bassanus</i>	0	4
Black-headed Gull <i>Larus ridibundus</i>	1	0
Lesser Black-backed Gull <i>Larus fuscus</i>	0	1
Herring Gull <i>Larus argentatus</i>	1	4
Great Black-backed Gull <i>Larus marinus</i>	0	2
Kittiwake <i>Rissa tridactyla</i>	1	2
Unidentified large gull	0	1
Guillemot <i>Uria aalge</i>	141	27
Razorbill <i>Alca torda</i>	82	22
Little Auk <i>Alle alle</i>	0	1
Unidentified auk	12	0
TOTALS	239	67

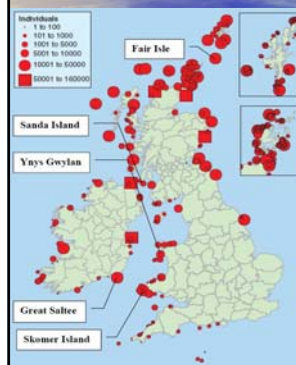
BTO Research Report No 466

Post-mortem analysis of bird corpses from the grounding of the MSC *Napoli*

• Mark J. Grantham & Stuart E. Newson
British Trust for Ornithology
March 2007
for Natural England

- **Species composition**
- **Oiling**
- **Sex and age structure**
- **Standard biometrics**
- **Natal origin**

Distribution of Guillemot colonies in Britain and Ireland, with colonies from which ringed birds recovered from the *Napoli* oil spill originated highlighted.



Reproduced from Mitchell *et al.* (2004), with permission from JNCC

EG link to formal EIA

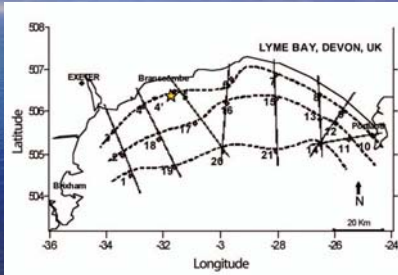
Environmental Monitoring: CEFAS Report

Science Series
Aquatic Environment Monitoring Report no. 61

- Environmental monitoring conducted in Lyme Bay
 - Water quality – Environment Agency
 - Sea surface and sub surface - PML survey
 - Fish and shellfish – CEFAS
 - Seabird necropsies – BTO and NE
 - Benthic ecology survey – NE contractors
 - Assessment of Impact HNS/oil – CEFAS
 - Lessons learnt

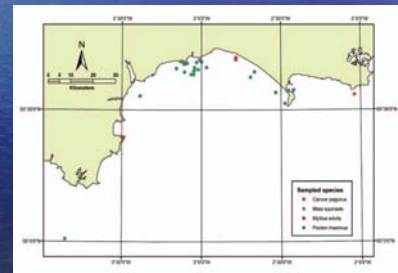
Plymouth Marine Lab survey Jan 2007

Seawater and sediment sampling
10, 20, 40m contours
Near normal PAH levels – higher levels only local to vessel



Shellfish sampling

PAH levels in shellfish found to be modest and localised
FSA levels not exceeded



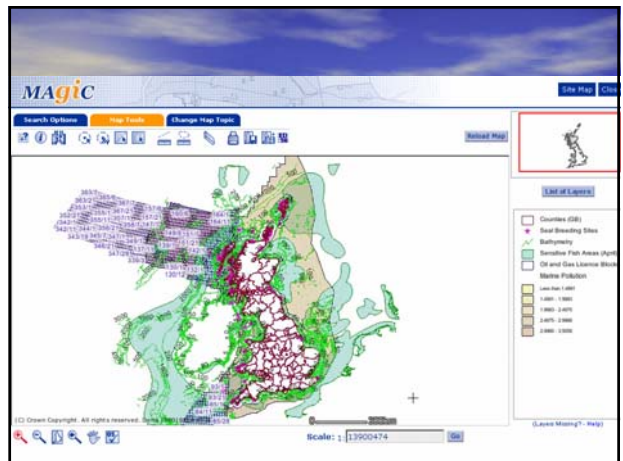
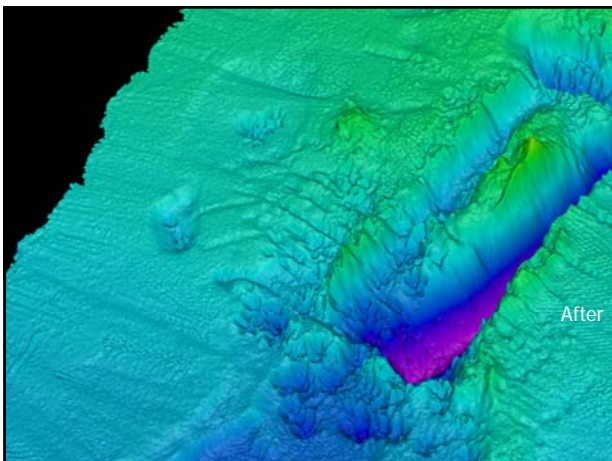
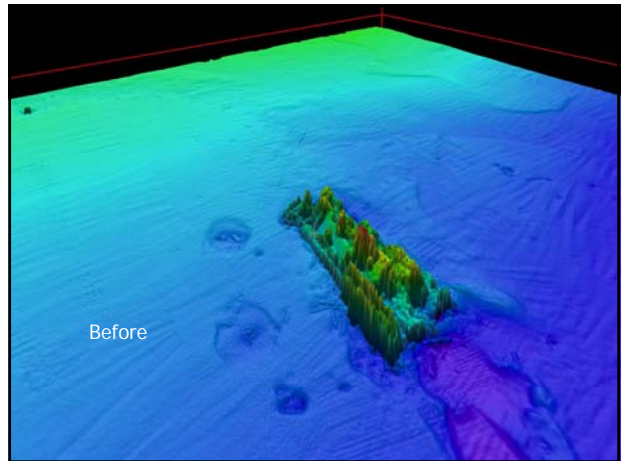
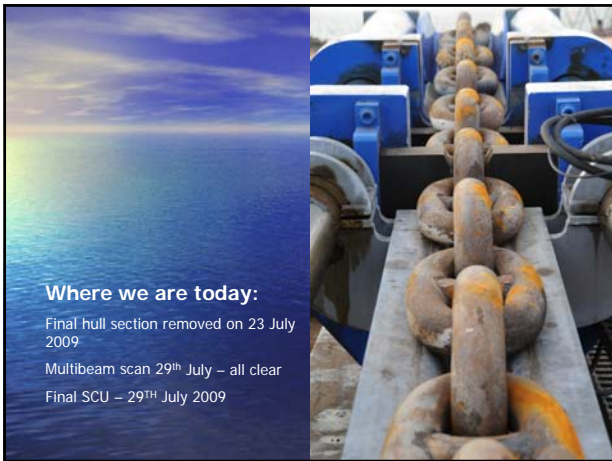
Napoli EG Incident Review

- EG in place for 30 months
- Group worked well as part of a team- meet train and exercise
- It is tiring! - have trained deputies from core organisations
- Resource requirements must be recognised by core organisations
- Developed working protocols during incident – circulate widely
- Develop STOp Notice Templates (eg Record Keeping)
- Logistics of EG base
- Admin support
- MCA ongoing incident communication

Two and a half years later



The final sections of the aft hull



PREMIAM Project – CEFAS led

- Pollution Response in Emergencies – Marine Impact Assessment and Monitoring
- OBJECTIVES:
 1. The development of marine assessment and monitoring guidelines (The PREMIAM Plan)
 2. The development and maintenance of a network of scientific and logistical partners to deliver the plan (The PREMIAM Network)

UK Environment Group Emergency Response Training

UK National SEG training programme in place

<http://www.mcga.gov.uk/emergencyresponse/pollutionresponse/ncptraining>

National Contingency Plan – Environment Group Training

Acknowledgements

All UK SEG Stakeholders
but especially:

EA – Julian Wardlaw, Chair Dorset SEG
BTO - Mark J. Grantham & Stuart E. Newson
RSPCA – Tim Thomas
CEFAS – Robin Law
Natural England – Steve Benn

Thank you for listening

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MCA web site: www.mcga.gov.uk

- UK National Contingency Plan
- Environment Group STOp notice
- Shoreline Response Centre STOp notice
- MSC NAPOLI report

How did Fred get to Kent, England?

