UK - Keskkond grupp korraaldus  
UK - Environment Group Organisation

Fred - Alderney July 2009

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  
62000 tonnes  
2318 containers  
3800 tonnes oil

8 January 2007  
Vessel in distress  
18 Crew abandoned ship

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

Command and Control

Secretary of State  
Chief Executive  
Director of Operations  
SOSREP  
SCU  
Search and Rescue  
MRC  
At-sea response operations  
SRC  
Shoreline clean-up

Environment Group  
Environmental advice

2009 Effects of Oil on Wildlife Conference
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

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
Napoli Cargo

Frozen Ducks
Frozen Octopus
Polish Bibles
Bisphenol
Coffee
Car Parts
Dyes
Chocolate
Bisphenol
Vodka
Naphtha
Wine
Personal Goods
Fertilizer
Explosives
Ethanol
Fertilizer
Glyphosate Weedkiller
Fluorocarbons
Methyl Bromide
Perfume
Pesticides
Shampoo
Nickel anodes

And much, much more!

Hydrocarbons

- 3000 metric tonnes in total
  - Intermediate Fuel Oil (IFO) type 380
  - Marine Diesel Oil (MDO)
  - Lube/hydraulic oils
- Lost from the ship
  - IFO (380) - 50 metric tonnes
  - MDO - 150 metric tonnes
- IFO - dispersants, skimmers, pumps etc.
- MDO - natural dispersion.
- Booms were deployed to minimise the spread of oil
- Remainder of oils transferred into a tanker

Napoli Cargo on World Heritage Coast

Oil and Cargo removal

- 3870 tonnes HFO removed safely
- 50 tonnes diesel removed safely
- 2215 containers (est 90000 tonnes dry weight) removed safely
- 2215 containers and cargo recovered for use, recycling or disposal
- Cargo from 56 containers ashore recycled
- Recovery of cargo and 47 lost containers.

NAPOLI – Environment outcomes

- No measured damage to aquatic environment
- No reported or measured effect on flora or fauna (other than birds)
- No permanent damage to shoreline of World Heritage Coast
- Little damage to seabed
- Environment group as focal point
- Clarification of roles in Marine Incidents
“National Contingency Plan for Marine Pollution from Shipping and Offshore Installations” (NCP)

- Salvage Control Unit (SCU) led by SoSRep
- Marine Response Centre (MRC) led by MCA
- Environment Group (EG) led by SoSRep
- Shoreline Response Centre (SRC) led by Local Authorities

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
- 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
  - Liaised 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.

<table>
<thead>
<tr>
<th>Species name</th>
<th>Fresh corpses</th>
<th>Old corpses</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fulmar Fulmarus glacialis</td>
<td>1</td>
<td>4</td>
</tr>
<tr>
<td>Common Tern Sterna hirundo</td>
<td>1</td>
<td>0</td>
</tr>
<tr>
<td>Black-headed Gull Larus ridibundus</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>Lesser Black-backed Gull Larus fuscus</td>
<td>0</td>
<td>1</td>
</tr>
<tr>
<td>Herring Gull Larus argentatus</td>
<td>1</td>
<td>4</td>
</tr>
<tr>
<td>Great Black-backed Gull Larus marinus</td>
<td>0</td>
<td>2</td>
</tr>
<tr>
<td>Kittiwake Rissa tridactyla</td>
<td>1</td>
<td>2</td>
</tr>
<tr>
<td>Unidentified large gull</td>
<td>0</td>
<td>1</td>
</tr>
<tr>
<td>Guillemot Uria aalge</td>
<td>141</td>
<td>27</td>
</tr>
<tr>
<td>Razorbill Alca torda</td>
<td>82</td>
<td>12</td>
</tr>
<tr>
<td>Little Auk Alle alle</td>
<td>0</td>
<td>1</td>
</tr>
<tr>
<td>Unidentified auk</td>
<td>12</td>
<td>0</td>
</tr>
<tr>
<td>TOTALS</td>
<td>239</td>
<td>67</td>
</tr>
</tbody>
</table>

BTO Research Report No 466

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

- Mark J. Grantham & Stuart E. Newson
- BTO Trust for Ornithology
- Reproduced from Mitchell et al. (2004), with permission from JNCC

Distribution of Guillemot colonies in Britain and Ireland, with colonies from which ringed birds recovered from the Napoli oil spill originated highlighted.
Environmental Monitoring: CEFAS Report
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
Note: 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
Where we are today:
Final hull section removed on 23 July 2009
Multibeam scan 29th July – all clear
Final SCU – 29th July 2009
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

Contact details:

Kevin Colcomb
MCA - Counter Pollution & Response
Tel: +44(0)2380 329411
e-mail: kevin.colcomb@mcga.gov.uk
MCA web site: www.mcga.gov.uk
UK National Contingency Plan
Environment Group STOp notice
Shoreline Response Centre STOp notice
MSC NAPOLI report

Thank you for listening

Acknowledgements

All UK SEG Stakeholders but especially:

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

How did Fred get to Kent, England?