



ISLAND VIEW TIER 2 OIL SPILL

EQUIPMENT DEPLOYMENT REPORT 2024



17TH OCTOBER 2024

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1. ABBREVIATIONS

FCP	Forward Control Post.
HSSE	Health Safety Security Environment.
IC	Incident Commander
ICS	Incident Command System.
IMT	Incident Management Team
KZN	Kwa Zulu Natal
LMP	Lube Manufacturing Plant
LOPC	Loss of Primary Containment
PPE	Personal Protective Equipment.
SAMSA	South African Maritime Safety Authority.
SAPREF	Shell and BP South African Petroleum Refinery.
TL	Team Leader
TNPA	Transnet National Port Authority.

2. SCENARIO



THE SCENARIO

MOGAS spilled into the bay from the culvert between berth 7 and 8 (LOPC) and travelled towards Causeway Corner

3. SEQUENCE OF EVENTS

Sequence of Events
The following entities responded to the Oil Spill • SAPREF Fire Officer • Oil Spill Response Service Provider • Cutler Management Team • █████ Security Manager • TNPA Fire • SAPREF Marine Department • SAMSA • Harbour Master Department • TOTAL LMP • ENGEN
FCP established outside berth 7
IC handed over from SAPREF TL to TNPA Fire
Objectives and Planning meeting
Culvert between berth 7 and 8 was boomed.
Road between berth 7 and Causeway Corner was closed
Boat was used to redirect the product to Causeway Corner
Fence boom deployed at berth 10
Sausage boom deployed at Causeway Corner
Foam deployed at berth 10 and Causeway Corner
Service Provider super sucker and wier skimmers deployed to recover product
Water flush was completed between Site 1 and the culvert
All product was recovered
FCP stood down
Service Provider continued to remove debris from Causeway Corner

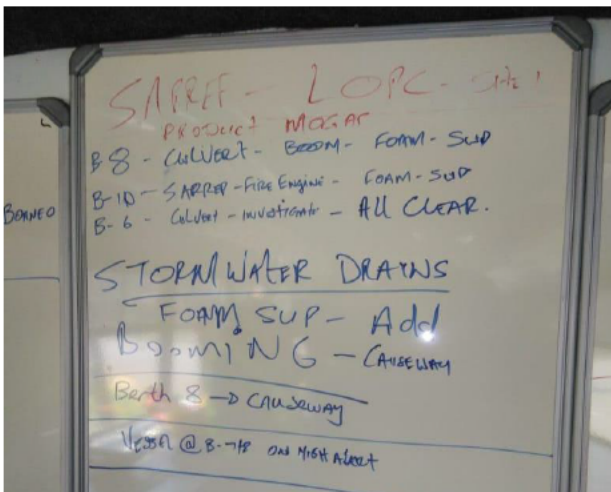
FCP established



Planning meeting in the FCP



Objectives of response



Port Of Durban Nautical Chart



Service Provider deploying Fence Boom at Island view 10



Service Provider deploying fence boom at



Service Provider deploying fence boom at



Service Provider deploying sausage boom at
causeway



SAPREF preparing hose for foam deployment



SAPREF deploying foam at Island View 10



Foam deployed



Foam deployed



Service Provider Super Sucker



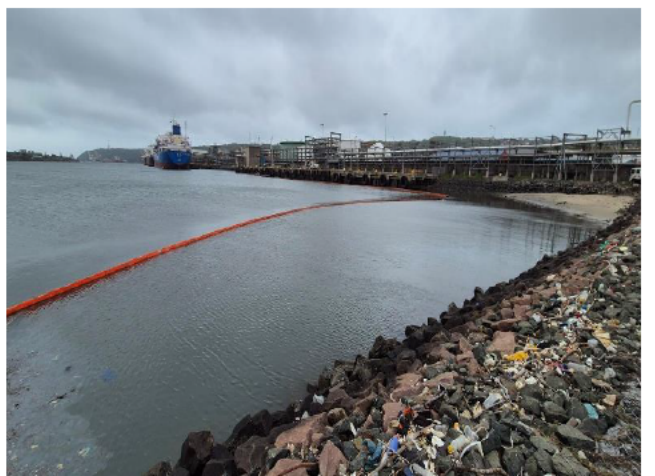
Contained product at Causeway Corner



Service Provider Super Sucker
recovering product at Causeway Corner



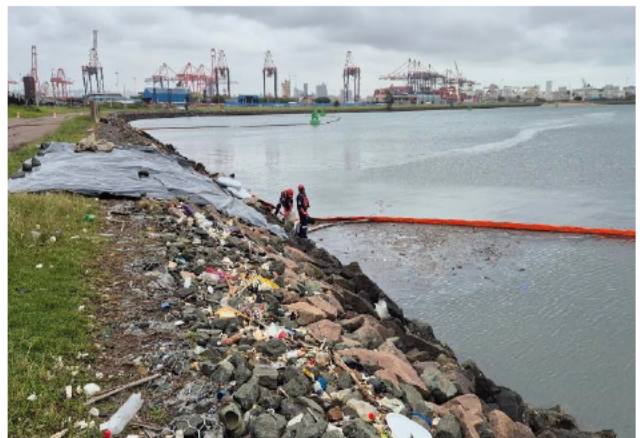
Product recovered from Causeway



Service Provider removing debris from
Causeway Corner



Service Provider removing debris from
Causeway Corner



4. EXERCISE OBSERVATIONS

The following objectives were made:

POSITIVES

- The FCP was initiated and manned by each responding stakeholder.
- Communication was established via hand held radios which allowed for an open flow of information within the teams, however, some areas for improvement noted below.
- Foam from TNPA and SAPREF was deployed
- Booms were effectively deployed from the foam station at berth 10
- Wier skimmers and Super Sucker were effectively deployed and operational.
- Service Provider advised the FCP that a Back-up plan was in place to call on additional resources from Service Provider satellite branches in KZN if required.
- Cutler Security access and permits were effectively managed on the day of the Emergency Response
- IC handover from SAPREF Team Leader to TNPA Senior Fire Officer went smoothly.
- Although the full ICS structure was not implemented during this Emergency Response some key aspects of ICS were followed to allow a Forward control post to be set up.
- Resources in field appeared to be familiar with equipment used.
- Primary, Secondary and Tertiary booms were effectively deployed at the bottom of the culvert between berth 7 and 8
- MSDS were available at the FCP.
- Refreshments were made available onshore for the responders and the FCP team.
- Service Provider demonstrated more than one method off recovery. Recovery methods were:
 1. Manual Recovery using Hydrophobic absorbents.
 2. Wier Skimmer connected to super sucker.
 3. Transfer hose connected to super sucker
- Service Provider had skips available for waste which was generated from the recovery.
- Toolbox Talks were conducted by all teams prior to the exercise.
- No HSSE incidents.

AREAS FOR IMPROVEMENT

- Communication: Radio batteries depleted during Emergency Response which resulted in poor communication.
- Each organisation should acquire more radios to allow for better communication.
- FCP to inform their respective teams that no pictures should be taken without permission from Cutler and are not allowed to be circulated.
- A number of responders were not donned in correct PPE
- IMT members repeatedly exited the FCP to go on the field. IMT members to remain in the FCP and issue instructions to their respective teams.

5. CONCLUSION

SAPREF approved service provider and stakeholders responded timeously. All equipment deployed was operational and effective in the field resulting in a successful containment and recovery

