

TIER 2 OIL SPILL EQUIPMENT DEPLOYMENT PRACTICAL EMERGENCY EXERCISE

To : See Distribution List
From : Sapref Emergency Services and Sapref Marine Department
Date : 03 December 2020
Subject : *Executive Summary* – Tier 2 Oil Spill Equipment Deployment Exercise - 01 December 2020

Dear Stakeholders.

A planned Tier 2 Oil Spill Equipment Deployment Exercise, “Exercise Solar” was successfully conducted on the 01st December 2020.

The Scenario:

- During the loading operation of LSFO (Low Sulfur Fuel Oil) at BERTH 10, a flange gasket on the loading hose between the quay and the vessel failed on the LSFO line.
- At the time of the incident the designated personnel tasked to observe the operation on the quay was not present.
- The alarm was raised by the deck watchman of the vessel.
- Quantity spilled- Approximately 41.50m³

The exercise had the following established objectives that were used to test the response:

1. Capabilities of the FCP (Forward Control Point) with various stakeholders.
2. Equipment management with various stakeholders based on weather conditions.
3. Communication between FCP and the various ERT’s (Emergency Response Teams) on the field.
4. Preparedness of the Oil Spill Equipment from all stakeholders.
5. Site pre-plan, (PROD.IV.WI.0077).
6. Back-up plan of Spilltech, if required.
7. Information availability in the FCP.
8. Incident called off – when, by whom.

The exercise reflected the following significant positive aspects:

1. The exercise tested the set 8 objectives.
2. The FCP was manned by the stakeholders as planned (TNPA Senior Fire Officer as IC).
3. The communication from the FCP to the Response Teams were established and successful (please see significant concerns below).
4. Good stakeholder engagement identified from pre-planning to execution of exercise.
5. Initial containment of Oil Spill was not adequate, however, secondary containment technique was executed well.
6. Floating skimmers and Vacuum Truck were effectively deployed and operational.
7. Recovery equipment used to contain the spill worked well with the strategy (Fast tanks etc.)
8. Back-up strategy for towing of containment booms by boats were established in advance.
9. Security access and permits issued in good time.

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10. No reported injuries.

Although all set objectives that were identified for the exercise were tested, feedback received from the respective stakeholders and observers highlighted the following as significant concerns.

1. Communication gaps:
 - Between external boats
 - Response Teams to responders (Multiple stakeholders used different RADIO frequencies)
2. Recognized Incident Command System was not implemented for this exercise as per Pre-Planning
3. Application of initial deployment did not work well, two boats moved through the product on the water
4. Training and coordinating gap identified for boom deployment
5. Booming of canals, upstream and downstream, were overlooked.
6. Nautical Chart for Port of Durban was not available
7. Oil Spill response equipment faulty e.g. Desmi skimmer and rope skimmer.

This summary should be read in conjunction with the Exercise minutes', sequence of events and actions/learnings report to obtain a comprehensive understanding of the exercise findings. The detailed actions/learnings report will follow within two weeks from the date of this report.

Regards

Michael Clarke