



SOUTH AFRICAN
MARITIME SAFETY
AUTHORITY

GI WACAF: Oil Spill Response Webinar

South Africa NOSCP & Case Study

16 September 2020
Capt. Ravi Naicker

SAFE SHIPS • CLEAN SEAS



Contents



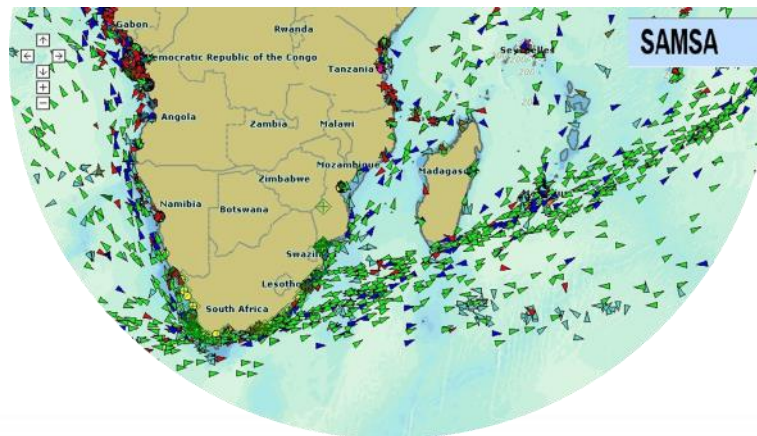
1. NOSCP context
2. How was the plan developed
3. Challenges
4. Lessons learned during the development of the document
5. Role of the national authorities in charge
6. Dashboard
7. Case study - MT Phoenix & challenges encountered
8. Conclusion



NOSCP context in South Africa



1. To prevent and combat pollution from ships & offshore installations
2. SA coastline >3 000km
3. Threat of passing ships
 - (a) Fire, collision, grounding and sinking of vessels can cause a spill
4. Fire and blowout from offshore installations can cause a spill



NOSCP in SA



1. How it was developed

- (a) Working groups & task teams established to revise the NOSCP
- (b) Transfer from WG (2015-2017) to Interim IMOrg in October 2017
- (c) Vol 1, Vol 2 & appendices
- (d) Interim IMOrg meetings #24 – chaired by DoT

NOSCP in SA



2. Challenges

- (a) Implementation of a common response model-IMS
- (b) Training of personnel - IMS 100, 200,300 & function specific
- (c) Inventory of oil spill resources - dashboard created
- (d) Sensitivity atlas review
- (e) Waste management plan
- (f) Alignment of offshore plans and coastal contingency plans
- (g) Lengthy legislative process - OPRC Bill



NOSCP in SA .



3. Lessons learned during the development of the document

- (a) Requires regular training and exercises – 3 exercises to date
- (b) Number of stakeholders with varying interests, e.g. wildlife

4. Role of the national authority in charge

- (a) Dept of Transport
 - (i) Marine Pollution (Control And Civil Liability) Act 1981, (Act 6 Of 1981)
 - (ii) Marine pollution (prevention of pollution from ships) Act, no. 2 of 1986
 - (iii) Marine pollution (intervention) Act 1987, (Act 64/1987)
 - (iv) ETV contract
- (b) SAMSA
 - (i) SAMSA Act objective #2 - to prevent and combat pollution of the marine environment by ships
- (c) DEFF
 - (i) Section 52 of SAMSA Act, combating of pollution assigned to the Department of Environmental Affairs and Tourism by this Act



Case Study

The vessel was enroute to Alang, India **to be scrapped**, experienced engine failure ran aground at Salt Rock north of Durban, 2011.



Photo: Airserv Aerial Photographic Services

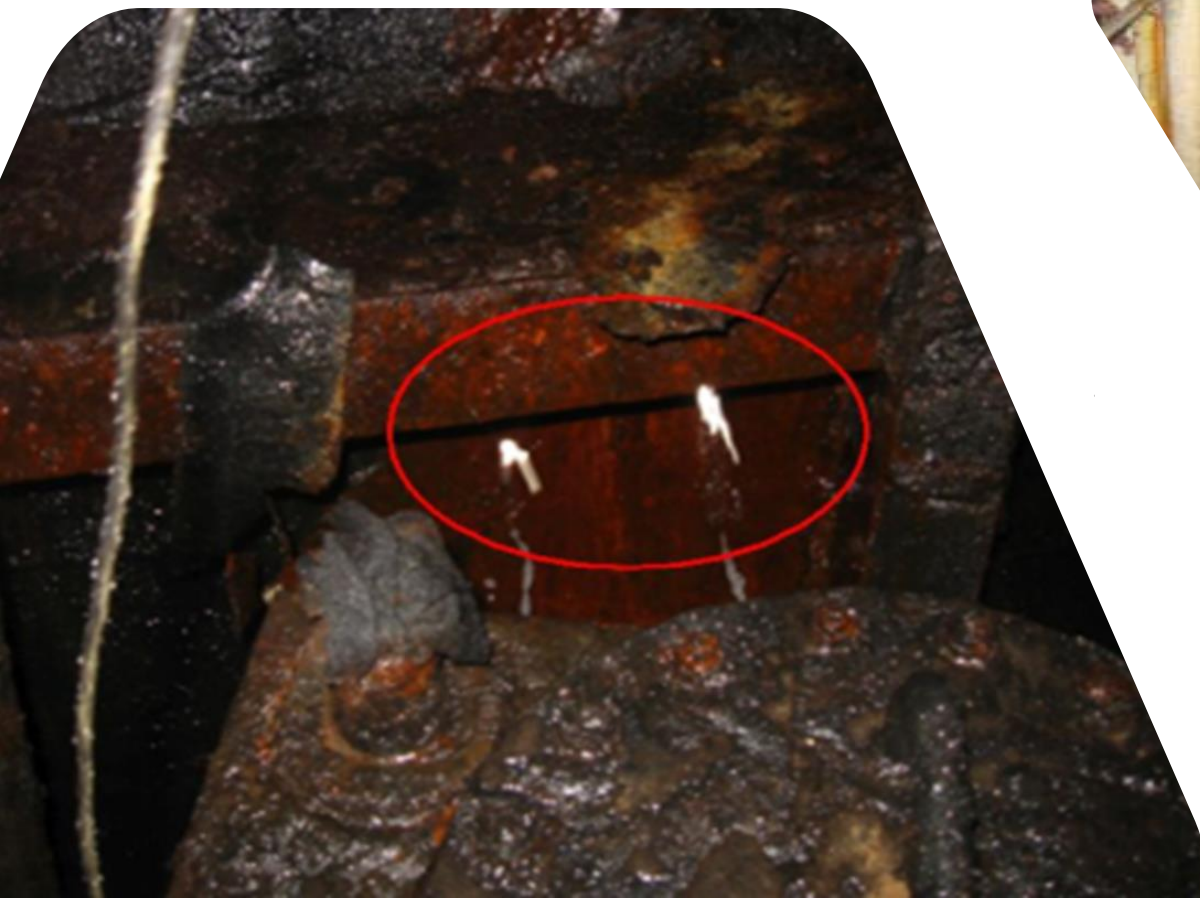
Gross Tonnage: 8 124
Length Overall: 164m
Breadth Extreme: 26m
Year Built: 1974

1. ETV, SA Amandla, on contract to DoT dispatched to tow the vessel.
2. Vessel had **no insurance** or **P&I** cover in place.
3. SAMSA instructions issued to the Master
4. SAMSA approached the High Court and an order for detention, **seizure** and **sale** was granted on 22nd July 2011.
5. Vessel could **not** be brought into port as TNPA refused to allow the vessel in Port.
6. On the evening of 25th July the vessel started dragging her anchor and drifting to shore
7. Phoenix kept drifting and in the morning of 26th July grounded at Sheffield Beach.
8. 15 crew members were airlifted by the South African Air Force, SAPS and TNPA.
9. On board was approx. **450m³** of Fuel Oil



MT Phoenix

The SA Amandla, attempted to reconnect the tow, but due to inclement weather the tow line could not be connected.



MT Phoenix

MT Phoenix



1. Hull integrity obtained by patching and sealing all compartments
2. Engine room damage could not be patched due to size and elements of weather

MT Phoenix .



1. Salvage operations commenced on 27th July 2011
2. SMIT Salvage were appointed salvors, Subtech group were also involved in the salvage
3. Equipment brought in and **flown** by helicopter onto the vessel
4. **Priority** to discharge the Fuel Oil
5. Beach access

MT Phoenix ..



1. All Fuel Oil discharged and operations to re-float commenced.
2. **Two** attempts to re-float the vessel were unsuccessful. Tow rope **parted**.
3. Once vessel re-floated intention was to scuttle the vessel since owners abandoned the vessel.
4. Emergency permit issued by DEFF and vessel sunk off the coast.



Walkway fabricated

- Access to vessel
- Save helicopter costs



Challenges encountered



1. Grounding position (popular beach)
2. No Insurance Cover – burden of the State(\$2.3m) – Maritime Fund
3. Accessibility to the vessel
4. Aerial Support – in country availability of heavy lift helicopters
5. Overlapping Jurisdiction
6. Recovery and Disposal of oil & marine pollutants
7. Prevailing weather & seasonal conditions
8. Repatriation of Seafarers
9. Crowd Management
10. Immediate availability of resources:
 - (a) Equipment
 - (b) Personnel
11. Media communications

Conclusion



1. There was excellent **co-ordination** between TNPA, DEFF, Customs, Immigration, P&I Club, KZN Coastal Management, KZN Wildlife, Governmental & Intergovernmental Authorities, Salvors, NGO's, etc.
2. The casualty was well managed with **no loss of life**, injury to any personnel involved in the salvage operations and little pollution.

THANK YOU