

Securing the Oil-Removal Operation by the Maritime Search and Rescue Service and Possible Cooperating Forces.

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Organization of the system

National Contingency Plan is the basic document for the system. The Plan describes areas of activity as follows:

- Unsheltered waters area
- The area of sheltered and shallow waters including harbours

NCP should also refer to beach cleaning operations

POLLUTION COMBATING SYSTEM AT SEA
combined with
BEACH CLEANING OPERATIONS

RESPONSIBILITY AT SEA

- Maritime Search and Rescue Service.

RESPONSIBILITY ON THE COAST

- State Fire Service

Delimitation is based on the definition, that when the pollution floats still on the water surface, the responsibility lies on the SAR Service. Otherwise State Fire Service is responsible.

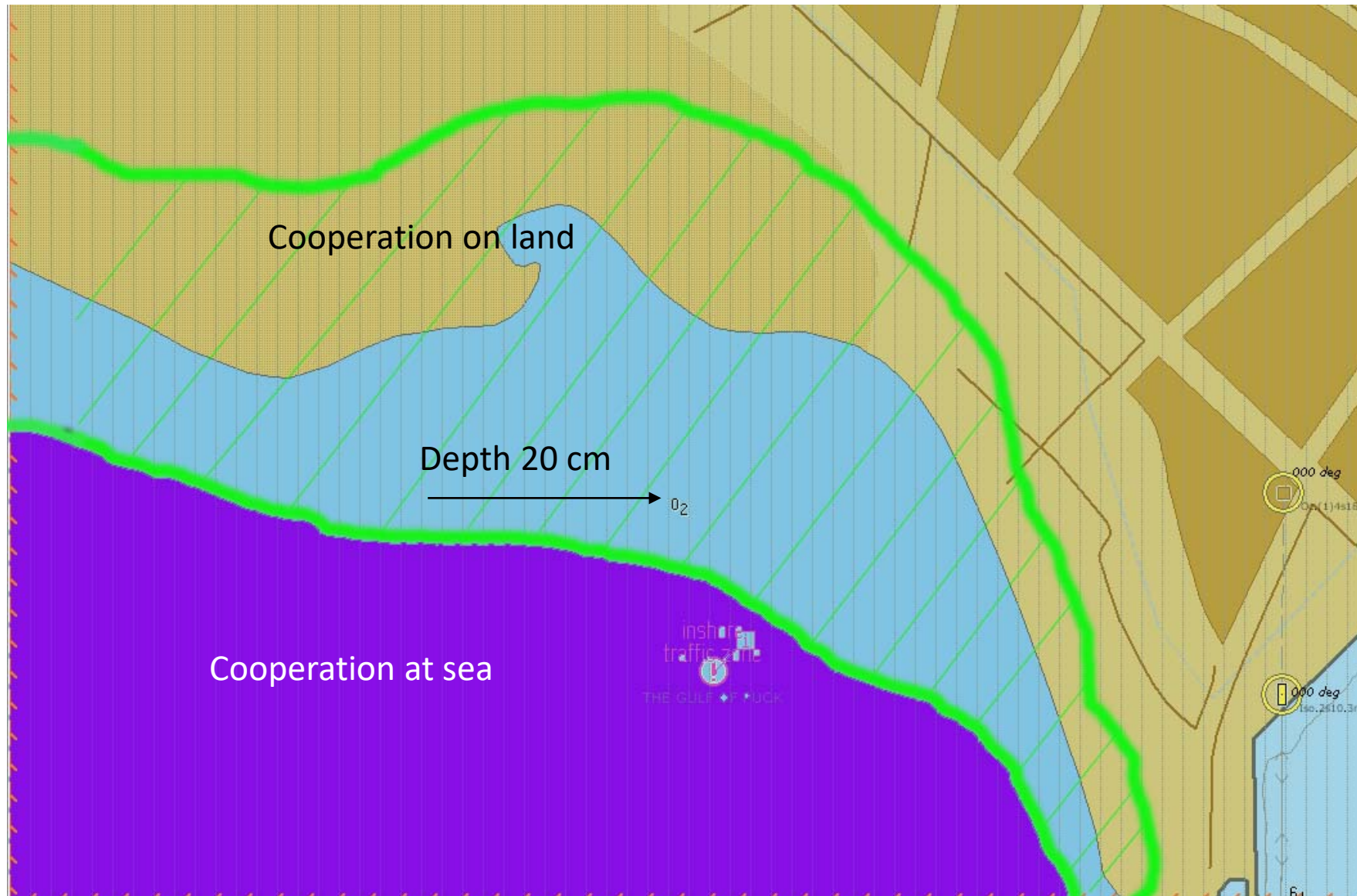
There is an operational exemption where the SAR Service initiates the response action at the coast. This is the situation when beach protection and beach cleaning is an immediate consequence of the action conducted at sea. The action is continued until the SFS troops arrive.

The definition is acceptable, but it shouldn't be understood literally

- Fixed delimitation is not profitable from the operational point of view, both during planning and executing of the response action, the expectation phase should be eliminated.
- Collection of pollution from water is mostly chipper and more effective from the ecological point of view.
- Apart from oil pollution, other substances can make threats to marine environment.

Therefore more well-founded is delimitation based on the affirmation, that responsibility of both services is duplicated in the areas, where technical and operational possibilities are limited.

Areas division



Duplication of responsibility allows to cooperate closely, as well as makes possible:

- Proper displacement of strike teams
- Correct description of necessary equipment
- More efficient use of accessible equipment
- More effective execution of appointed tasks

Unsheltered water areas

The area contains an open sea and part of Gdansk, and Pomorska bays limited with:

- The border of Polish Exclusive Economical Zone
 - Technical possibilities of the equipment mostly, the draught of special combating vessels.
-

The area can be extended because of:

- Separated appointments arisen from bilateral agreements
- In case suspicion, that pollution may threaten to Polish maritime areas
- In case of the international response action, following the call for assistance.

Sheltered and shallow water areas

These contains areas of lagoons: Vistula and Szczecin, Bay of Puck, as well as shallow waters along the coastline. Also areas of harbors, its roads and anchor grounds could be included.

Borderlines of those areas are qualified by:

- From the open sea side – operational possibilities of the equipment
- From the coast side – technical possibilities of the equipment, mainly the draught.

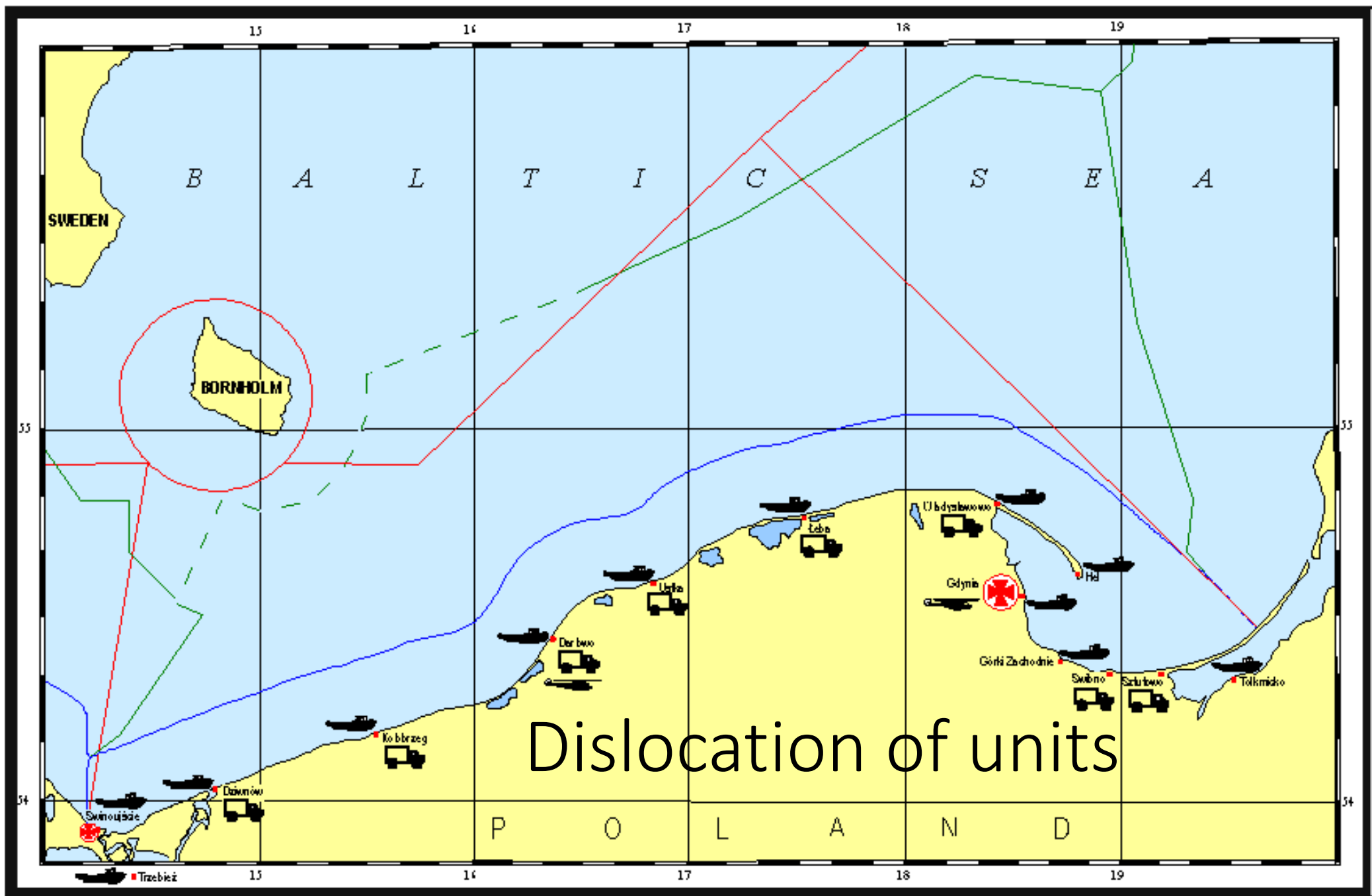
The border from the open sea is flexible and depends on the weather, sea state, crew competences, level of training. It depends also on development of the response action.

Beach cleaning operations

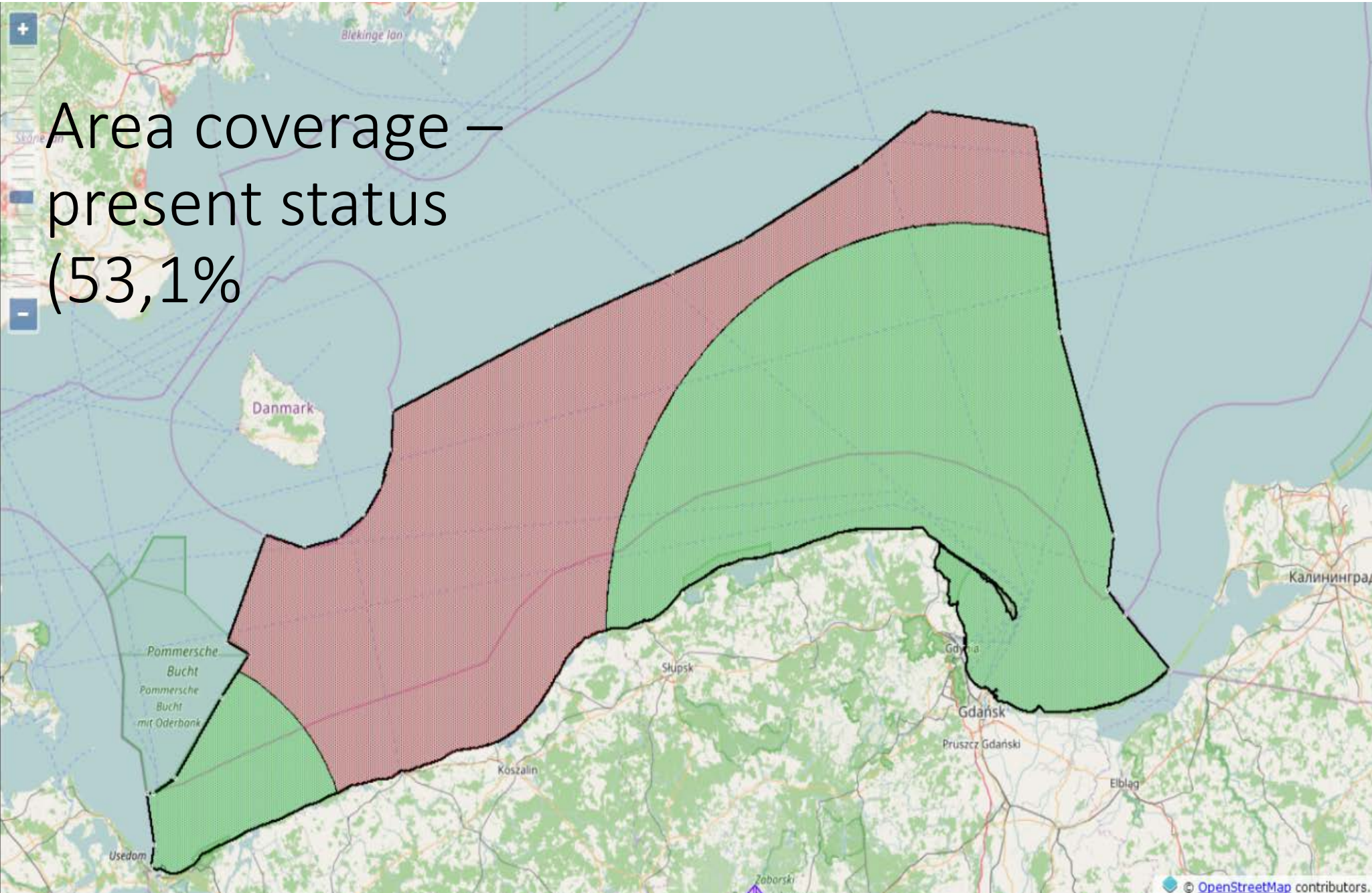
These are maritime and land areas along the coastline, which borders are qualified by:

- From the sea side – technical and operational possibilities of the equipment, mainly the draught.
 - From the coast side – technical possibilities of strike teams and equipment, terrain configuration, roads accessibility and others – sensitivity of the environment.
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The border from the sea is flexible and depends on the weather, sea state, crew competences, level of training. It depends also on development of the response action on sheltered and shallow waters areas.

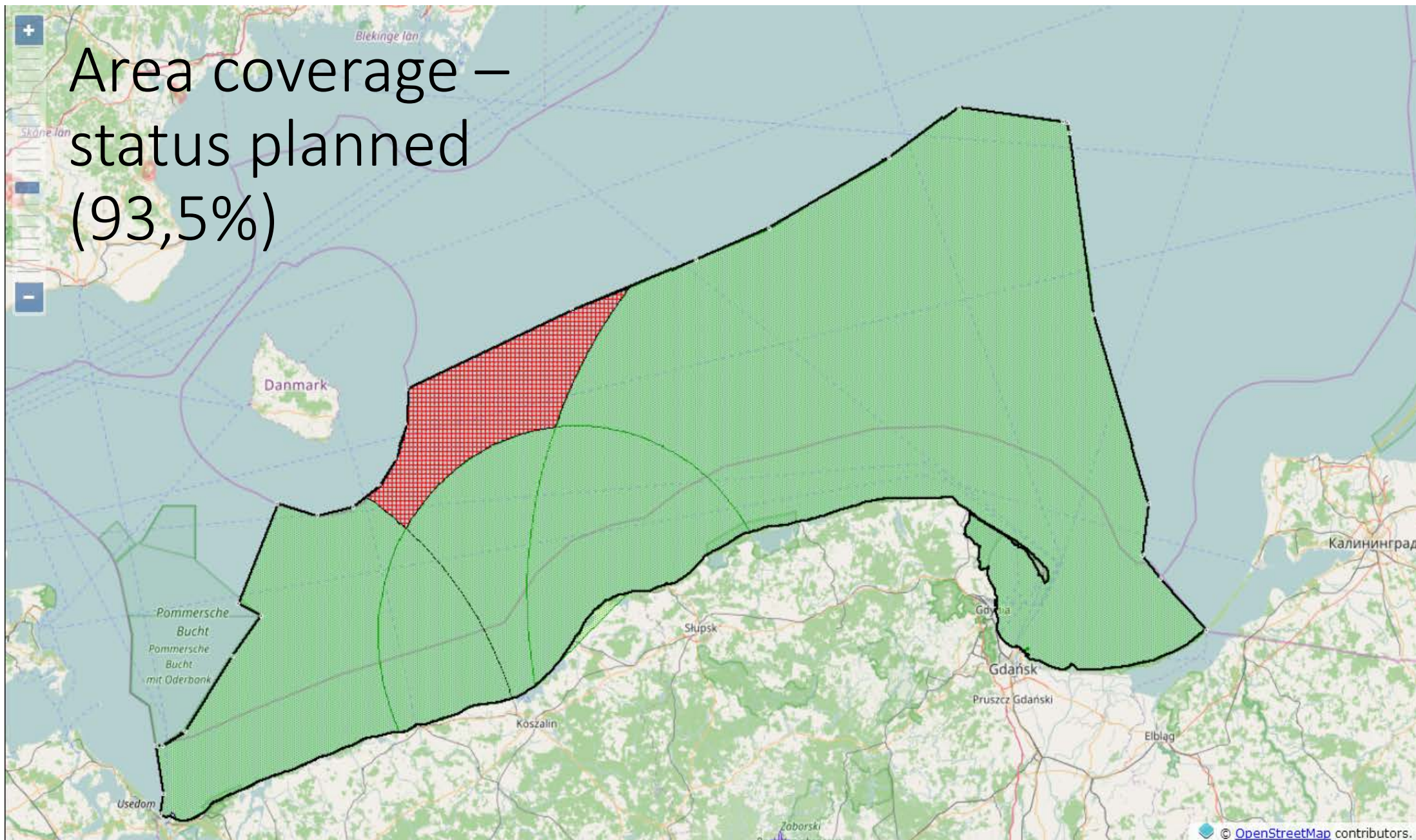


Dislocation of units

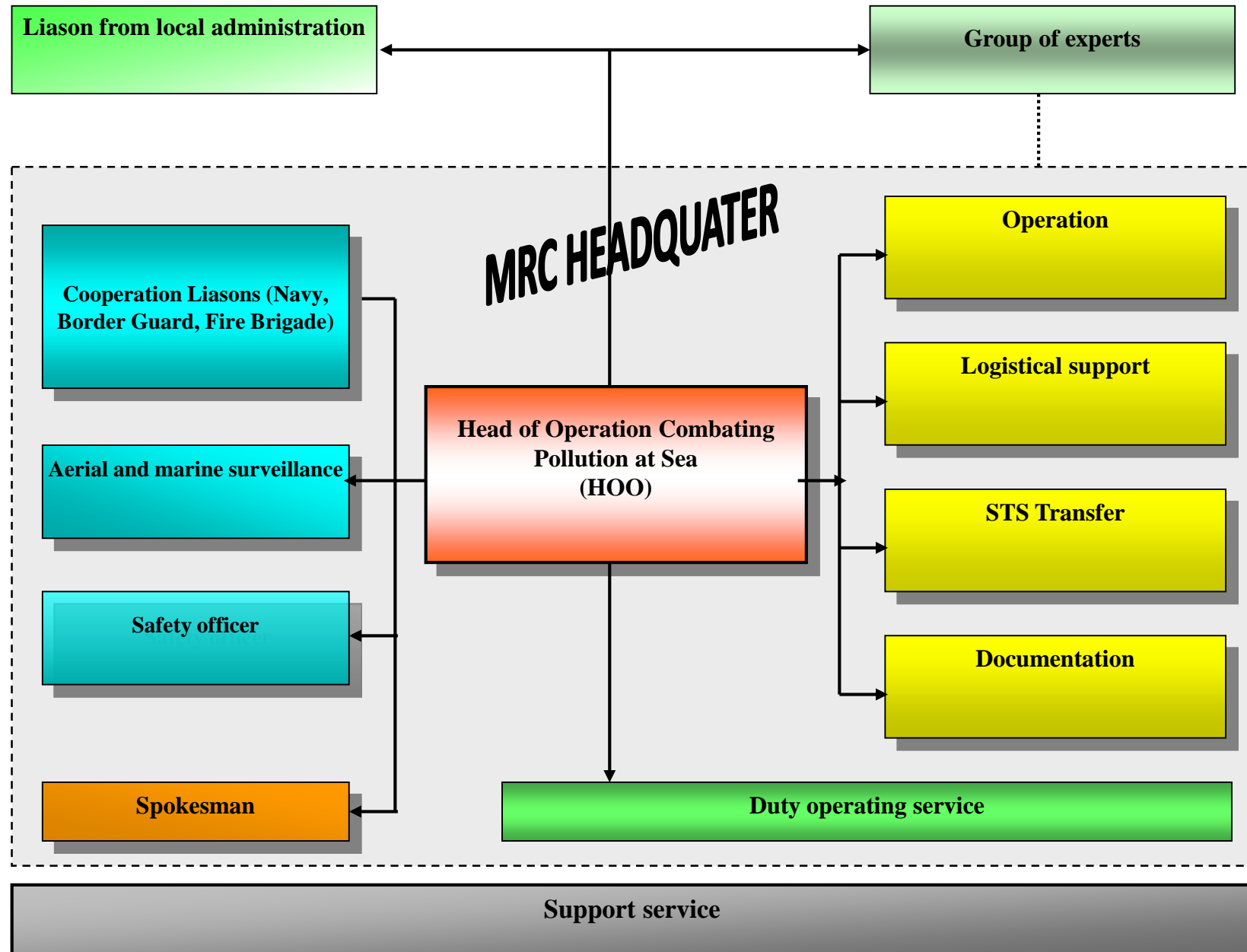


Area coverage –
present status
(53,1%)

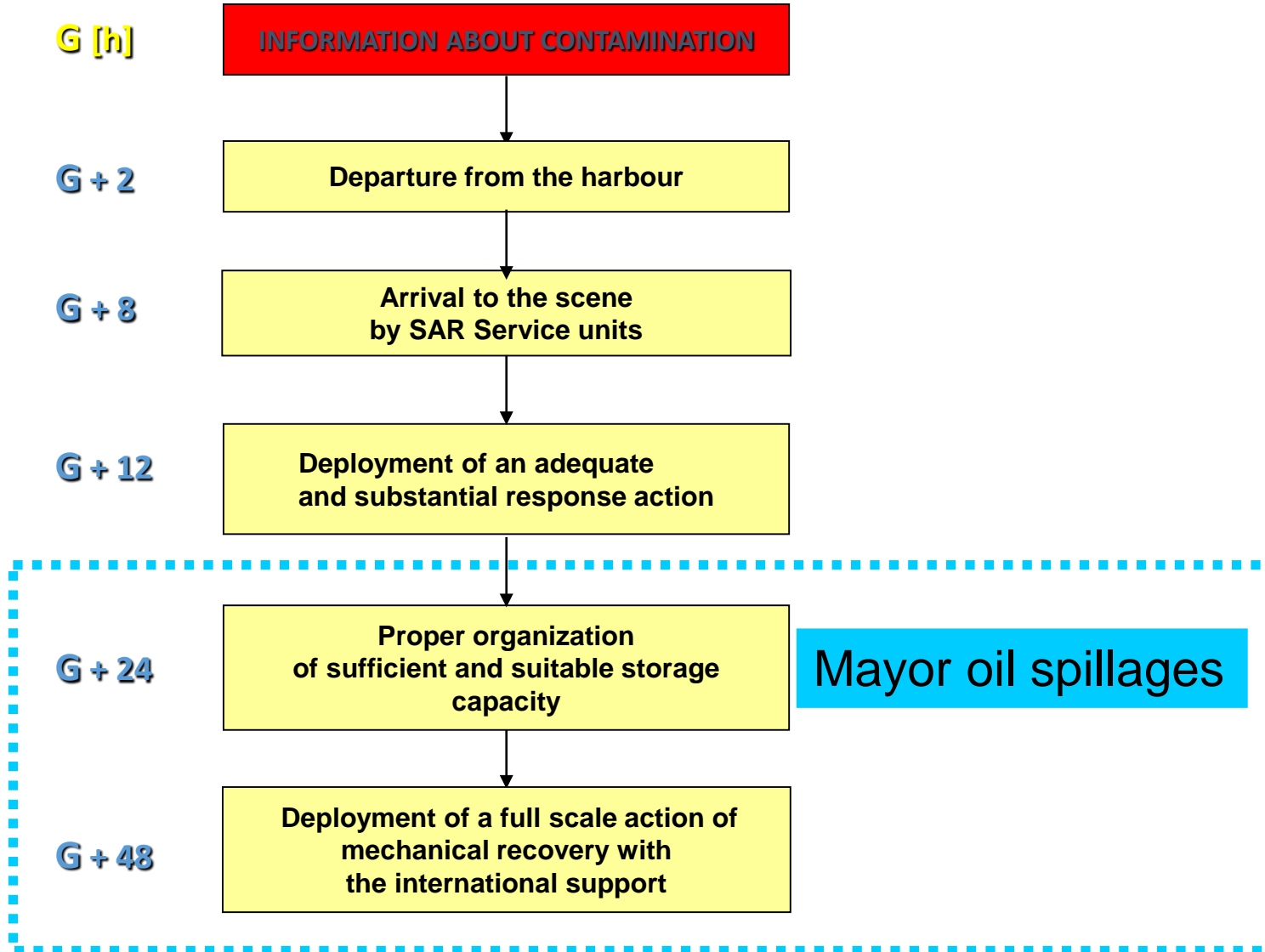
Area coverage –
status planned
(93,5%)



Marine Response Center



SCHEDULE OF DEPLOYMENT OF COMBATING POLLUTION ACTION



Equipment owned by SAR

- Two (in 2023 three) pollution response vessels (onboard high sea booms and integrated recovery systems, working boats)
- Eleven SAR vessels ready to work as vessels of opportunity (e.g. boom and floating tanks towing)
- Two equipment bases with 1600 metres of open-sea booms, high capacity skimmers, floating tanks and trawling nets
- Eight costal stations with 300 m. of costal booms, beach booms, small skimmers, towable bladders, collapsible tanks, boats and terrain vehicles each

Equipment owned by others to be used within the NCP

- Maritime administration

- The plane with remote sensing for aerial surveillance, two vessels with limited response capacity (by the end of next year there will be built two new), the network of coastal protection stations with standard equipment enabling transportation and manual works

- The Navy

- Two planes with remote sensing, a number of helicopters, as well as naval ships to be used as vessels of opportunity (there is the plan to build a new multi response vessel with oil recovery capacity)

- Border Guard

- Two planes, two vessels to be used as the oil spill recovery vessels and a number of small vessels could work as the vessels of opportunity

- Petrobaltic

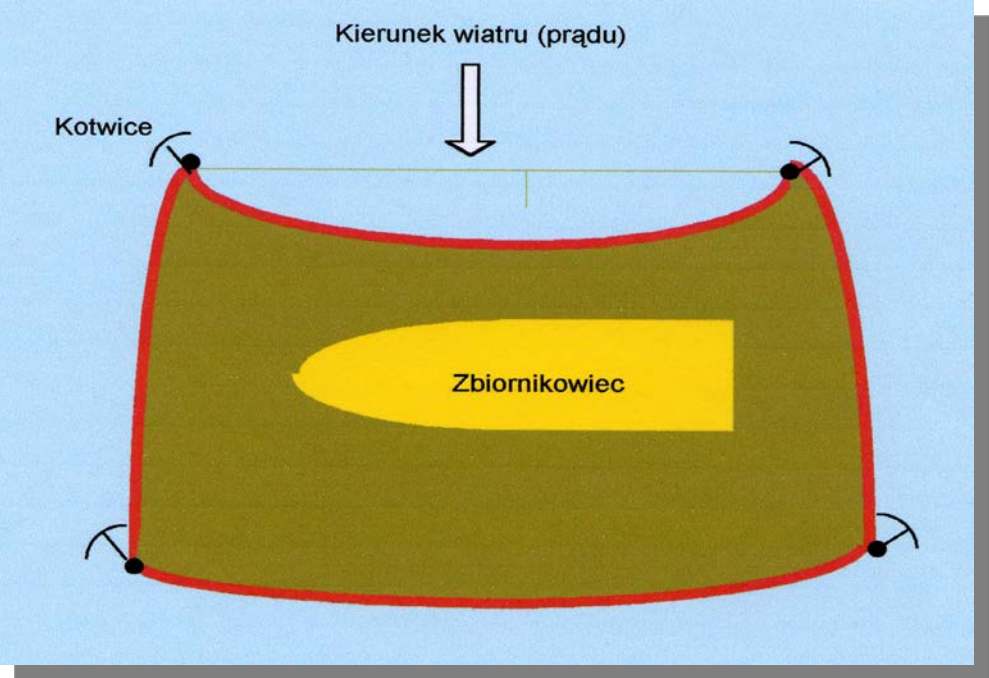
- One oil spill response vessel and a number of vessels to be used as vessels of opportunity

- Harbours capacity

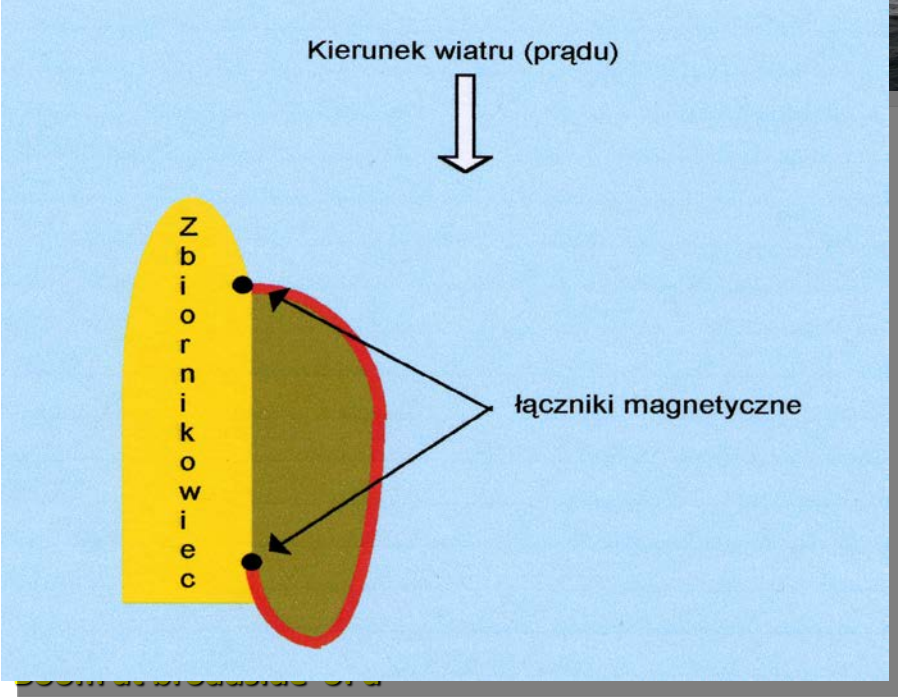
- A number of vessels (tugs, firefighting vessels, bunker ships)

METHODS OF POLLUTION COMBATING AT SEA

I. ENCLOSING OF OIL SLICK

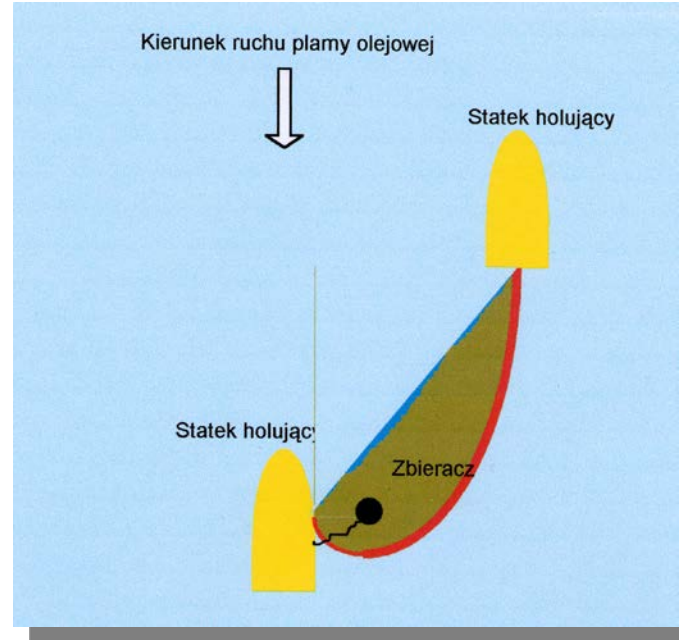
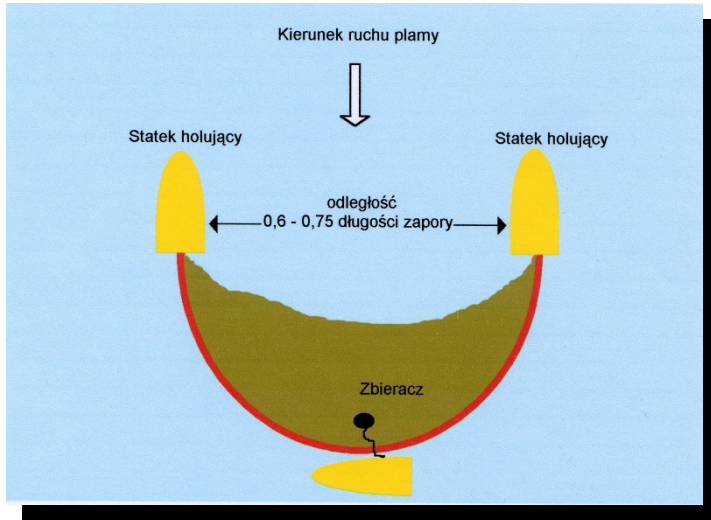


Enclosing of booms



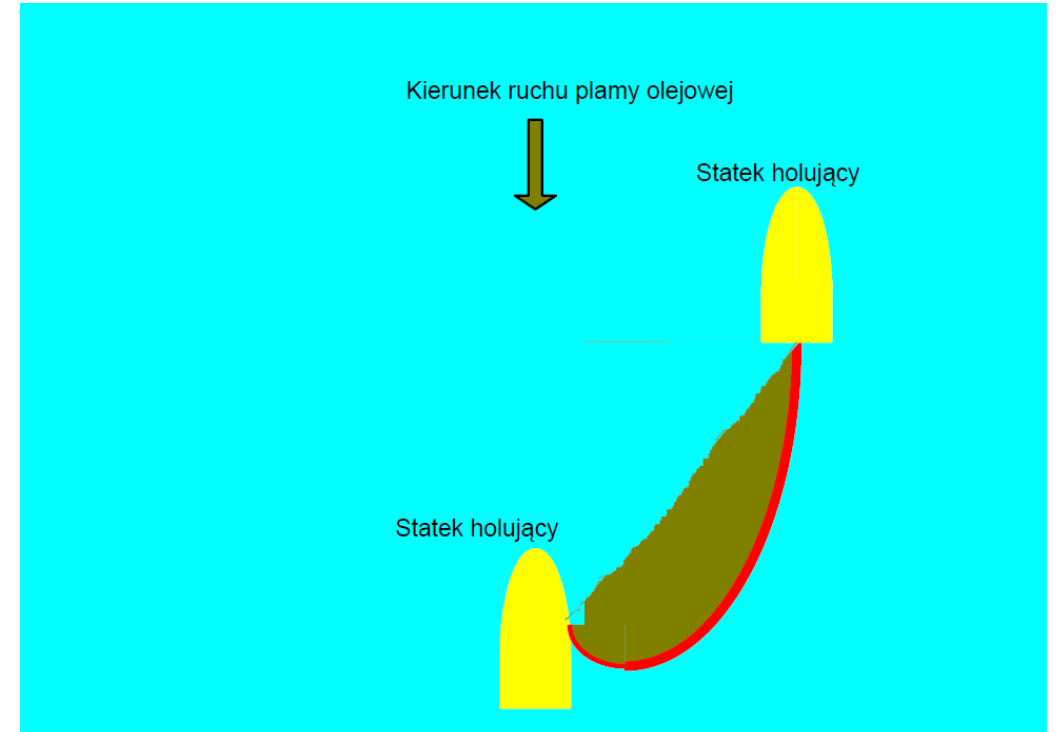
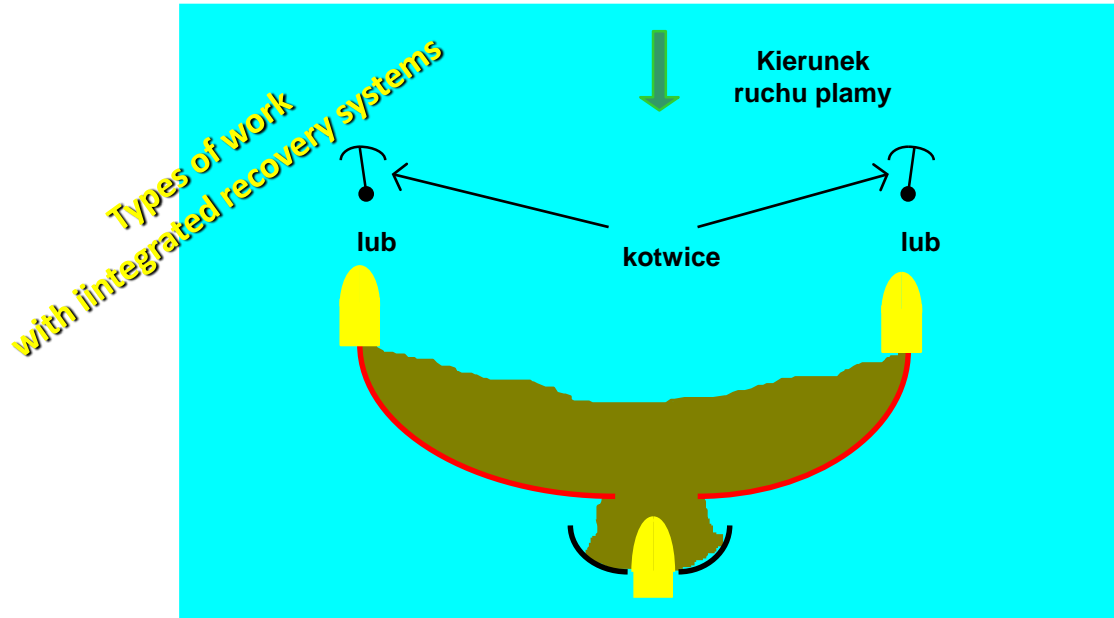
tanker

METHODS OF POLLUTION COMBATING AT SEA





II. COMBATING POLLUTION ON SEA SURFACE



300 m of boom is connected to the integrated oil recovery system

Securing the Oil-Removal Operation

- The Oil-Removal Operation Plan (OROP) has to be prepared by the entity responsible for this activity and approved by the competent authority – DUM (In case of FRANKEN this will be DUM Gdynia)
- The Oil Spill Response Plan (OSRP) dedicated to this operation has to be an integral part of the OROP and before the DUM approval be agreed with the SAR Service or
- While the OROP takes into account the involvement of the SAR Service resources both entities prepare OSRP
- Otherwise the SAR Service is obliged to participate in the operation upon the decision – request given by DUM
- The third option is also possible where the SAR Service is available within 4 - 6 hours on request, directly or through DUM
- The SAR Service obviously secures operations related to the safety of life at sea

Final remarks

- In case of an oil spill caused by the Oil-Removal Operation the SAR Service conducts its response operation under command and control of the Head of Operation. The use of external resources is not required excluding additional storage capacity
- This response operation is supervised by DUM, who has the right to brake the Oil-Removal Operation and change the command/control status
- This provides to the situation where the SAR Service will take the overall responsibility
- The spill caused by the Oil-Removal Operation itself provides also to the conclusion that the civil liability for oil pollution issues should be considered