

PIMMAG - PAJ JOINT EXERCISE IN PORT DICKSON
JULY 31 - AUGUST 2, 2000

ABSTRACT

The Straits of Malacca having approximately 500 vessels passing through the shallow and narrow waterway is one of the busiest sea-lanes in the world. The South China Sea with its accelerated development in the offshore petroleum industry poses additional risk as a result of consequential increase in tanker traffic. Owing to this sensitivity, Malaysian oil companies formed PIMMAG in 1993 to enhance protection of the environment and respond to members oil spill contingencies.

PAJ formed in 1990 developed 5 strategic overseas bases in Singapore, Malaysia, Indonesia, UAE and Saudi Arabia, along the transit route of the tankers transporting crude oil imported by Japan from the Middle East. This is to ensure that the impact of oil spill on the environment of the countries the product are passing through, is appropriately handled.

With that aspiration, PIMMAG and PAJ planned and conducted a joint exercise in August, 2000 at Port Dickson, Malaysia. The three day exercise consisting of equipment familiarisation, offshore deployment and beach clean up operations was safely, smoothly and successfully carried out achieving the set objectives.

It is recommended that this joint exercise be organised on an ongoing basis.

JULY 31 – AUGUST 2, 2000

INTRODUCTION

Formation of PIMMAG

Malaysia, a maritime nation, has relatively long coastline of approximately 4,500 km located between the Indian and Pacific Oceans at the centre of the Association of South East Asian Nations sharing her borders with all the group member states as in **Figure 1**. The seas bordering Malaysia namely the Straits of Malacca and the South China Sea serve as an important sea lanes linking the West to the Far East.

The Straits of Malacca, a shallow funnel shaped waterway with its narrowest passage near Singapore Island is known to be one of the busiest sea lanes in the world having approximately 500 tankers and cargo ships plying the Straits each day. Owing to the hazardous nature of the narrow and shallow waterway with congested entrance towards the south, the Straits is thus exposed to the threat of potential oil spill.

The South China Sea bordering the East Coast of Peninsular Malaysia, Sabah and Sarawak is no exception. The accelerated development and exploitation of Malaysia's offshore petroleum resources and those of its neighbours introduces similar risk as a result of consequential increase in tanker traffic. With that extent of sensitivity the oil companies in Malaysia in their effort to mitigate and combat oil spill as well as strengthening the national response capability, established in 1993 a joint service company called PIMMAG to enhance protection of environment and respond to members' oil spill contingencies in Malaysian waters.

Formation of PAJ

Japan imports over 800/0 of its crude oil need from the Middle East and 950/0 of the transportation of these cargo passes through the Straits of Malacca with the balance 50/0 transit through the Lombok Straits. Hence, Japan is obliged to

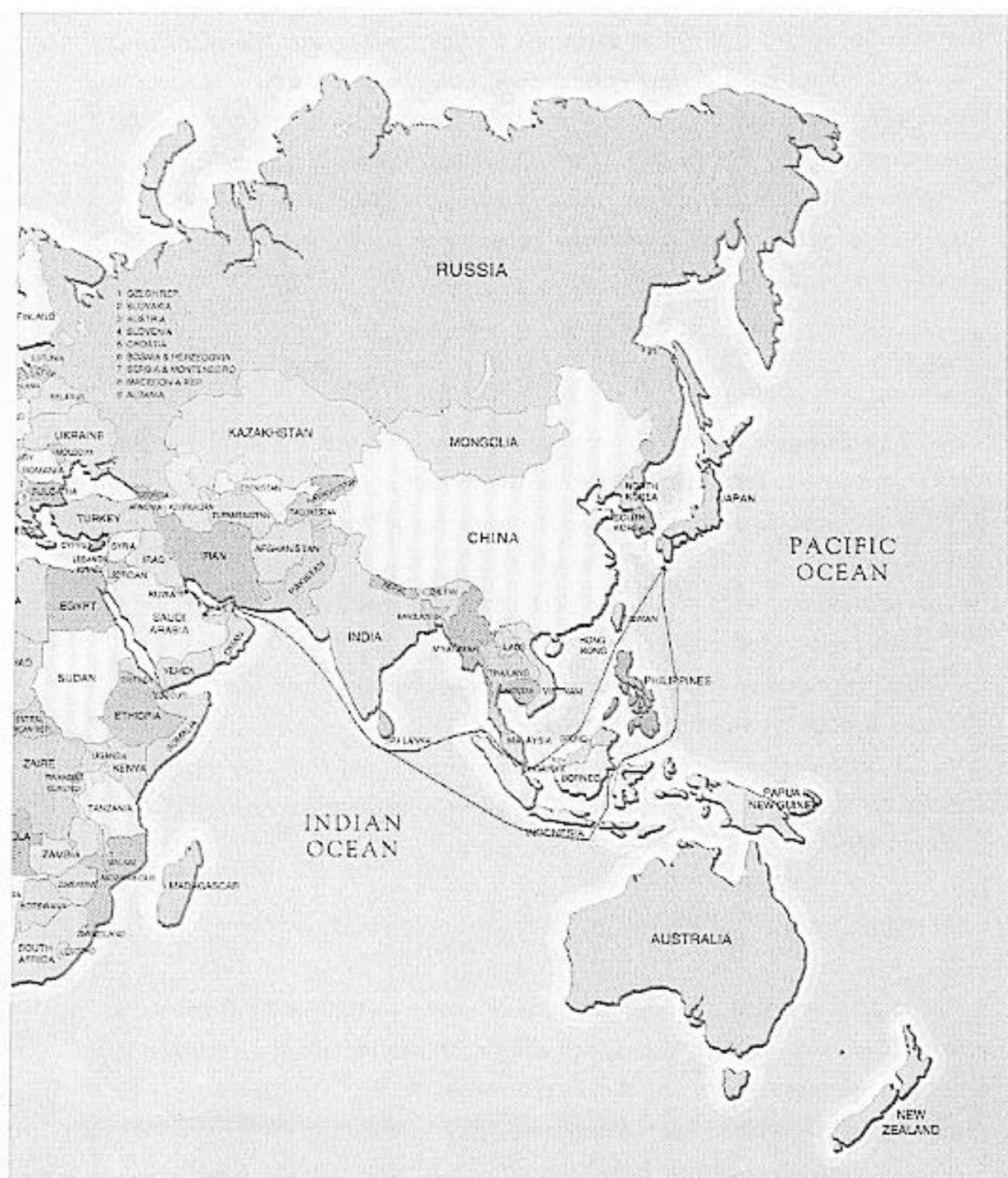


FIGURE 1

ensure that their operation takes into consideration the adverse impact of an oil spill on the lives and environment of the countries where the products are passing. PAJ major OSR programme created in 1990 had developed 5 strategically located overseas bases within the transit route namely in Singapore, Port Klang in Malaysia, Jakarta in Indonesia, Alkhafji in Saudi Arabia and Abu Dhabi in UAE to offer remedial measures to an oil spill incident. Through the appropriate implementation of the programme, PAJ would contribute not only towards the promotion of OSR capability but also to global marine environment conservation as well as ensuring stable supply of oil to Japan.

PLAN

With the above aspirations of both the organisations, PIMMAG and PAJ initiated a plan in mid 1999 to conduct a joint exercise with the aim of:-

- Creating opportunity for the two bodies to exchange knowledge and test their equipment.
- Developing rapport to understand each other's capabilities and work culture to enable effective future joint operations.
- Obtaining hands-on knowledge on equipment optimum utilisation and manpower co-ordination in an emergency situation.

After a number of meetings and discussions ensued, the plan was eventually realised on July 31 to August 2, 2000 when a joint exercise was conducted in Port Dickson, Malaysia.

EXERCISE

10 PAJ personnel from various installations in Japan and 20 PIMMAG members from PETRONAS, Exxon, Mobil, Shell and Cabot (see Picture 1) participated in the three day session consisting of three operations:-

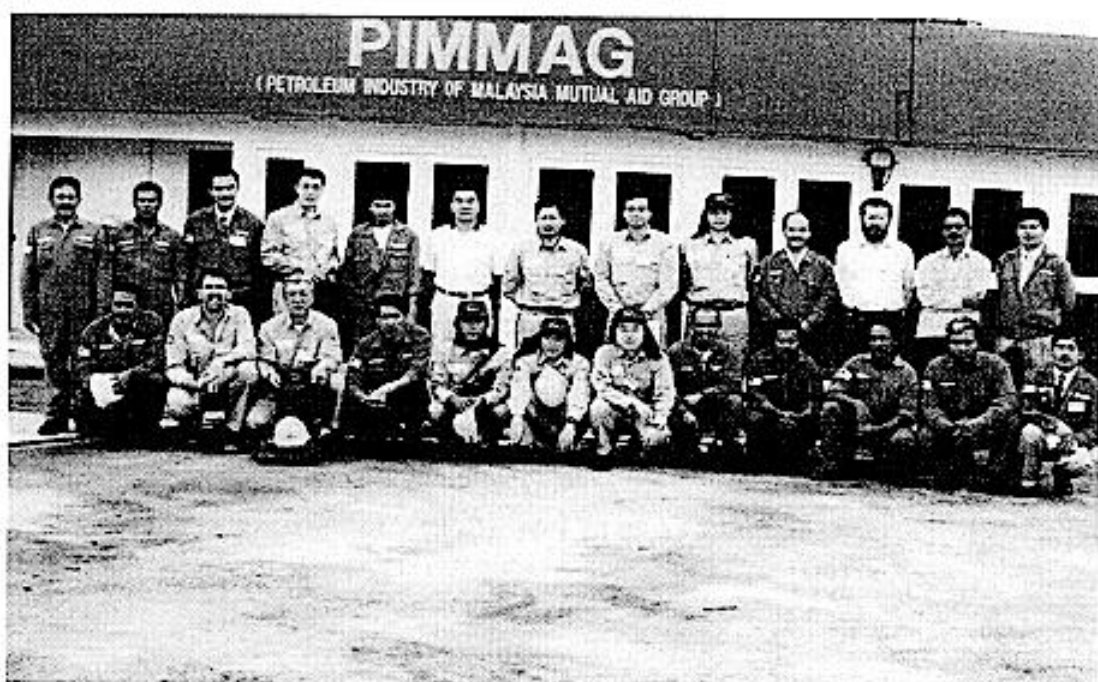
Day 1

- Introduction - Warehouse Tour

Equipment Familiarisation

Day 2 - Offshore Deployment

Day 3 - Beach Cleanup Operations



PIMMAG—PAJ TEAM

PICTURE 1

The introduction session held at Paradise Lagoon Hotel teed off with briefings given by the Managers of PIMMAG and PAJ respectively followed later by visit to the PIMMAG Port Dickson Base for equipment familiarisation (see Pictures 2, 3 & 4). The Base Manager ran through with all participants both the PIMMAG and PAJ equipment utilised for the offshore deployment and beach clean up exercises. Briefings were conducted both in English and Japanese (see Pictures 5 to 9). The offshore deployment exercise commenced at 0700 hours the next day where the participants divided into 2 groups boarded two different vessels, one containing PAJ equipment and the other PIMMAG'S and sailed for long 101048' and lat 020 28' about 10 nm off the coast of Port Dickson. Various boom configurations namely I, U & J formations using hi-sprint and ocean booms were deployed from the vessels followed by skimming operations using GT 185 and Foilex TDS-200 skimmers. Lastly boat spraying operation was conducted to conclude the exercise. The exercise was successfully completed with testing of all equipment utilised and debriefing at 1 600 hrs (see Pictures 10 to 15).

Equipment utilised were:-

PIMMAG

250 m Ocean Boom
200 m Sea Sentinel Boom
TDS 200 Foilex Skimmer

PA J

Hi-Sprint Boom
GT 185 Skimmer

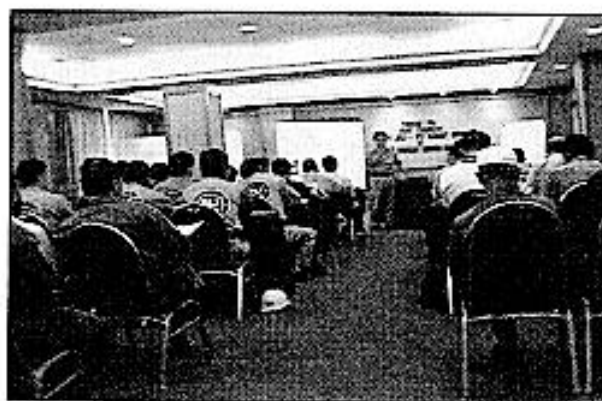
The beach clean-up operations commenced at 0800 hrs on the last day of the session at Glory Beach along Port Dickson coast with the participants also divided into 2 teams deployed beach booms, operated beach power vacuum, T-12 Disc and Manta-Ray skimmers, erected Fast Tanks and set up tents (see Pictures 16 to 39).

The exercise was demobilised at 1200 hrs followed by debriefing session conducted at the Base (see Pictures 40 to 51).

PIMMAG-PAJ Joint Exercise



PICTURE 2



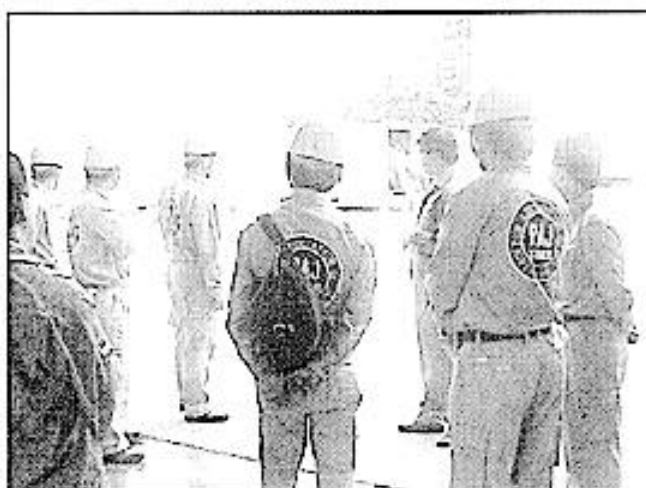
PICTURE 3



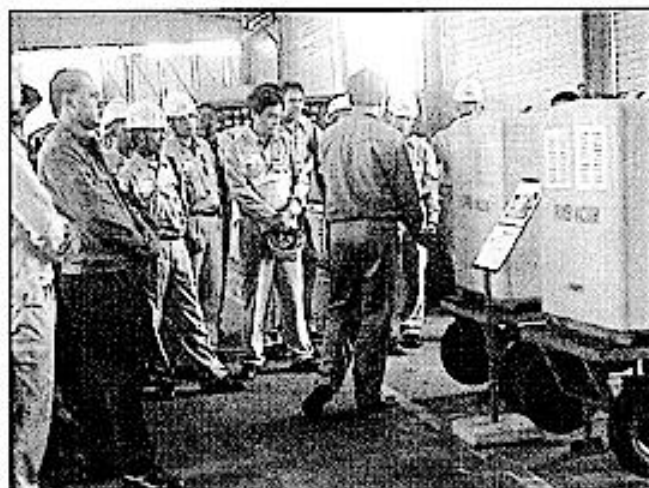
PICTURE 4

Exercise Briefing

PIMMAG-PAJ Joint Exercise



PICTURE 5



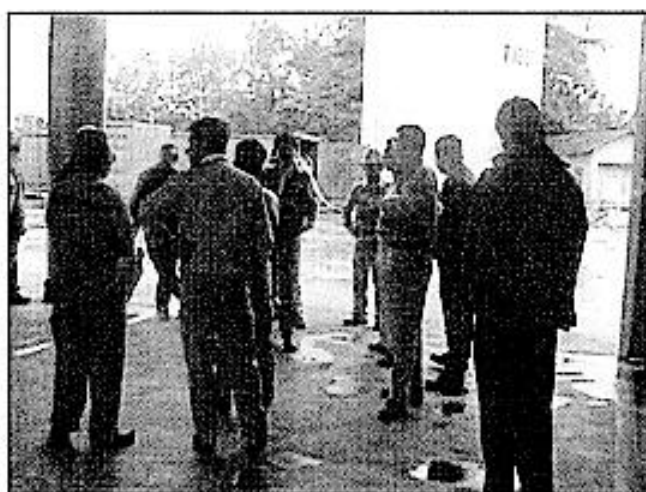
PICTURE 6



PICTURE 7



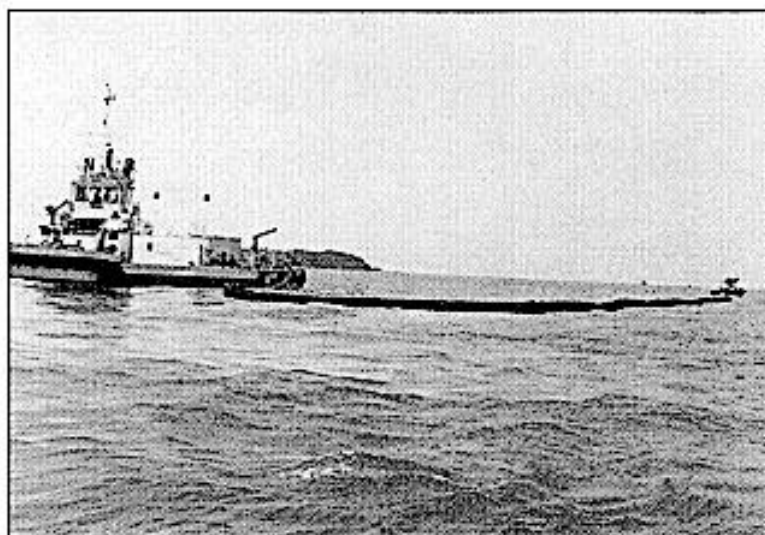
PICTURE 8



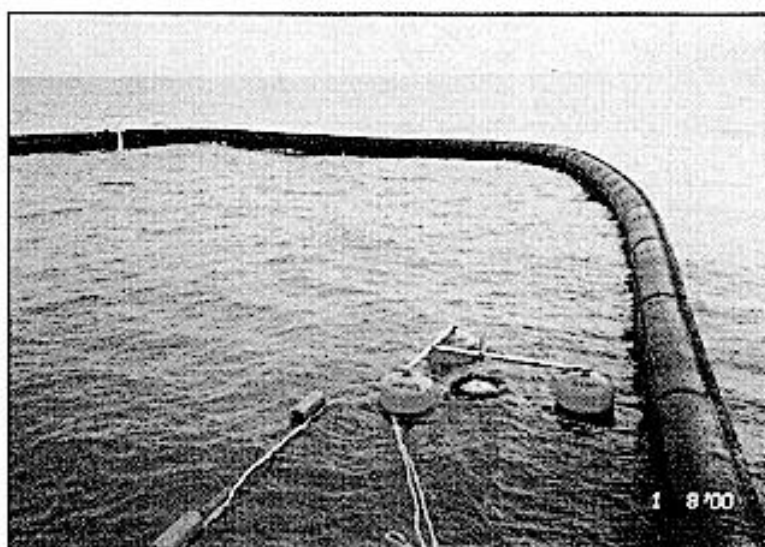
PICTURE 9
Warehouse Tour



PICTURE 10

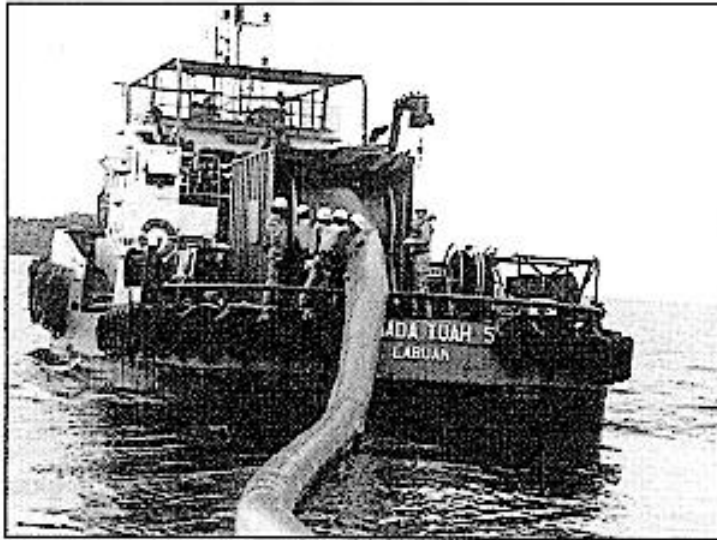


PICTURE 11

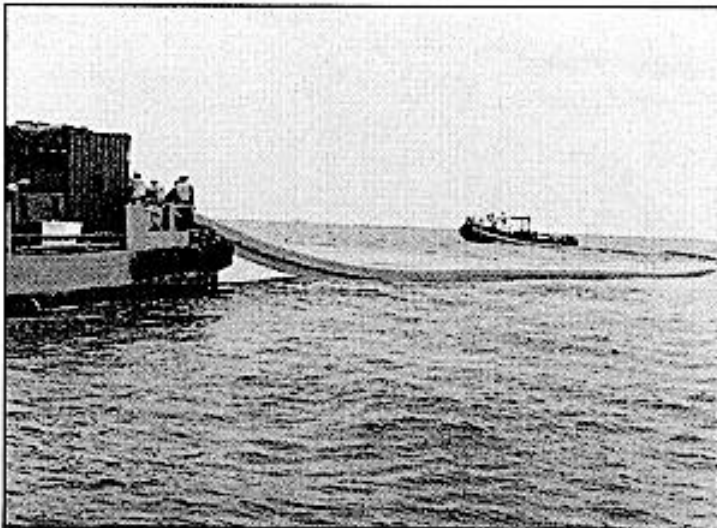


PICTURE 12

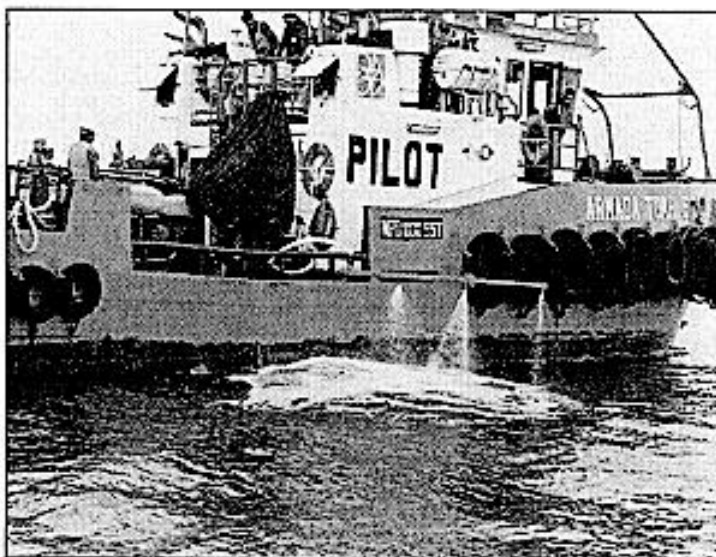
Offshore Deployment (set 'J')



PICTURE 13



PICTURE 14



PICTURE 15

Offshore Deployment (set 'M')

PIMMAG-PAJ Joint Exercise



PICTURE 16



PICTURE 17



PICTURE 18



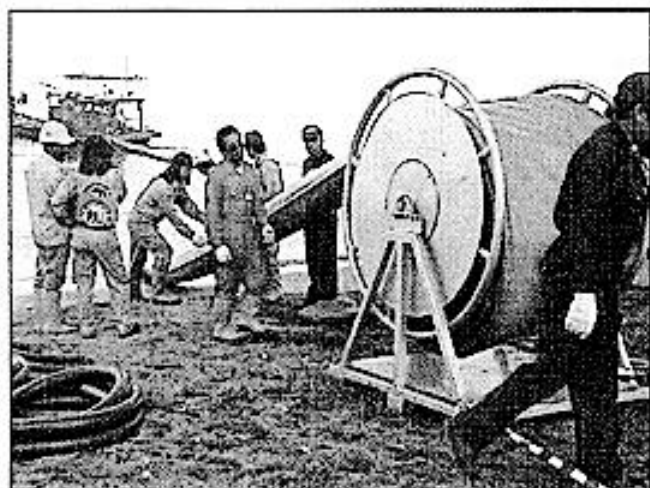
PICTURE 19

Beach Clean-up preparation

PIMMAG-PAJ Joint Exercise



PICTURE 20



PICTURE 21



PICTURE 22



PICTURE 23



PICTURE 24



PICTURE 25

Beach Deployment

PIMMAG-PAJ Joint Exercise



PICTURE 26



PICTURE 27



PICTURE 28



PICTURE 29



PICTURE 30



PICTURE 31

Beach Deployment

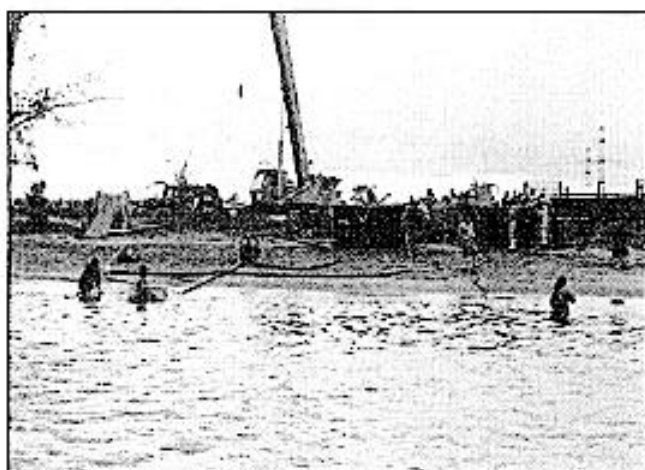
PIMMAG-PAJ Joint Exercise



PICTURE 32



PICTURE 33



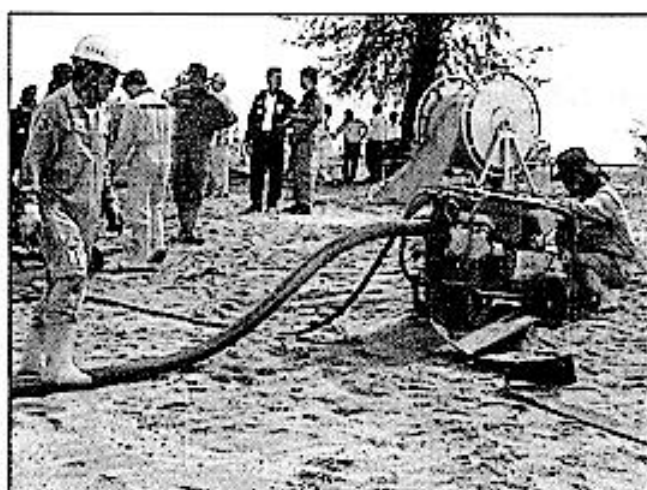
PICTURE 34



PICTURE 35



PICTURE 36



PICTURE 37

Beach Clean-up



PICTURE 38



PICTURE 39
Collection Mode

PIMMAG-PAJ Joint Exercise



PICTURE 40



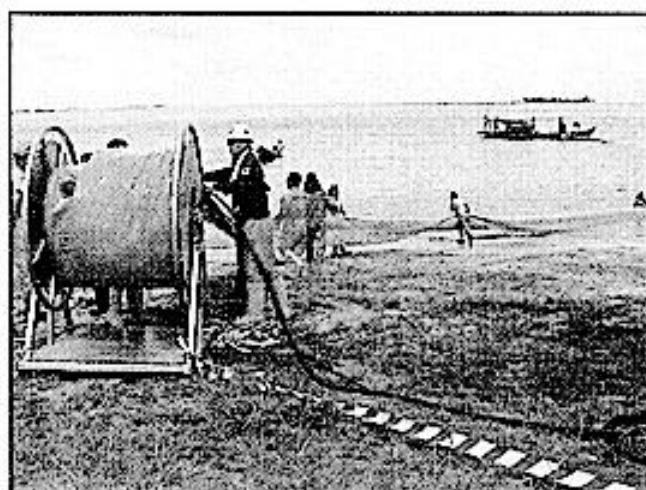
PICTURE 41



PICTURE 42



PICTURE 43



PICTURE 44



PICTURE 45

Demobilisation

PIMMAG-PAJ Joint Exercise



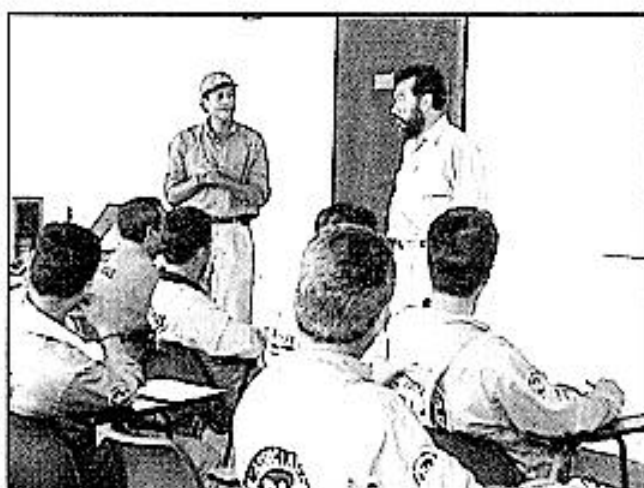
PICTURE 46



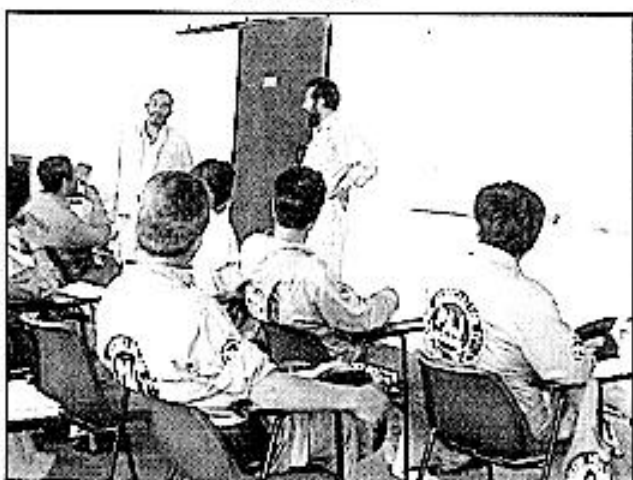
PICTURE 47



PICTURE 48



PICTURE 49



PICTURE 50



PICTURE 51

Debriefing

Equipment used were:-

PIMMAG

60 m Beach Boom
T-1 2 Skimmer
Manta-Ray Skimmer
Tents

PA J

Beach Power Vacuum
Fast Tanks

CONCLUSION

The entire exercise was successfully and safely completed, fully achieving its set objectives. There was an apparent good team work, co-operation and collaboration between PIMMAG and PAJ personnel irrespective of language restrictions. The whole operations were conducted smoothly without any difficulty in operation of all the equipment albeit responding to oil spill emergencies. There was a clear indication that the joint exercises and training are the ways to fine tune our co-operation and getting hands on knowledge on how best our equipment can be co-ordinated to give the optimum utilisation in an emergency situation.

To commemorate the event, we arranged for media coverage of the exercise which was later published in the local newspaper (**see Figure 2**).

RECOMMENDATION

In view of the success achieved in conducting this exercise and the benefit gained by participants from both organisations, it is recommended that this joint exercise be organised on an ongoing basis.

By HILARY COHEN

THE Petroleum Association of Japan (PAJ) has stepped up co-operation with the local oil spill response entity, the Petroleum Industry of Malaysia Marine Aid Group (Pimrag), by extending the usage of its equipment from oil storage in the event of an oil spill.

The non-profit organisation, which is subsidised by 22 Japanese oil companies and funded by the Ministry of International Trade and Industry (MITI), operates a Tier 3 response equipment stockpile base at Port Klang since March 1994.

Last week PAJ and Pimrag held a joint exercise for the first time in six years at Pimrag's base and vicinity in Port Dickson.

PAJ's oil spill response department (response section) manager Yukio Hironaka said:

"Japan imports over 80% of its crude oil and from the Middle East and 60% of the transportation of these crudes passes through the Straits of Malacca and the balance 20% transit the Lombok Straits."

"Hence, we are obligated to ensure that our operation takes into consideration the adverse impact of an oil spill on the lives and environment of the countries where the products are passing."

Hironaka added that PAJ's major oil spill response programme, which was created in 1980, had developed five overseas bases strategically located within the transit route to offer immediate response to an oil spill incident.

Through the appropriate implementation of the programme, PAJ would like to contribute not only to the protection of oil spill response capability, but also to global mar-

Oil spill response unit gets to use Japanese equipment



Capt Abdulrahman... joint exercises a good way to fine-tune our co-operation



The oil spill response unit putting the boom into formation during the first PAJ-Pimrag oil spill exercise in Port Dickson last week. - Photograph by TAN HONG TAT

ine environment conservation, as well as to the stable supply of oil to Japan," he said in an interview during the exercise.

PAJ's five overseas bases are located in Singapore, Port Klang, Alghero, Abu Dhabi and Jakarta with each having a stockpile of 1,000m inflatable boom, four skimmers, two beach cleanup vehicles and eight portable tanks.

However, he said the Tier 3 response unit only provided the

equipment minus the manpower as a back-up to existing Tier 2 response centres like Pimrag.

In the event of a spill, Hironaka said the borrowers would have to deploy the equipment using their own logistical arrangements and return the equipment within reasonable time in good condition.

"Repair work of damaged equipment are to be borne by the borrowers," he said, adding that the overseas stockpiles were main-

tained by appointed contractors.

Within Japan, PAJ operates six stockpile bases strategically located at Tokyo Bay, Misaki Bay (Kanto), Sagami Bay, Sagami Bay, Sagami Bay (Kanto), Sagami Bay (Kanto) and Sagami Bay (Kanto).

The three-day exercise created the opportunity for the two bodies to exchange knowledge and test out their equipment.

Pimrag's manager Capt Abdulrahman said the exercise created the rapport needed to under-

stand each other's capabilities and work culture to enable an effective joint-operation in future.

"We share the same objectives and therefore we should work closely to achieve them."

Joint-exercises and training are the ways to fine-tune our co-operation and getting hands-on knowledge on how best our equipment can be co-ordinated to give the optimal utilisation in an emergency situation," he said.

FIGURE 2

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DAY : MONDAY
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