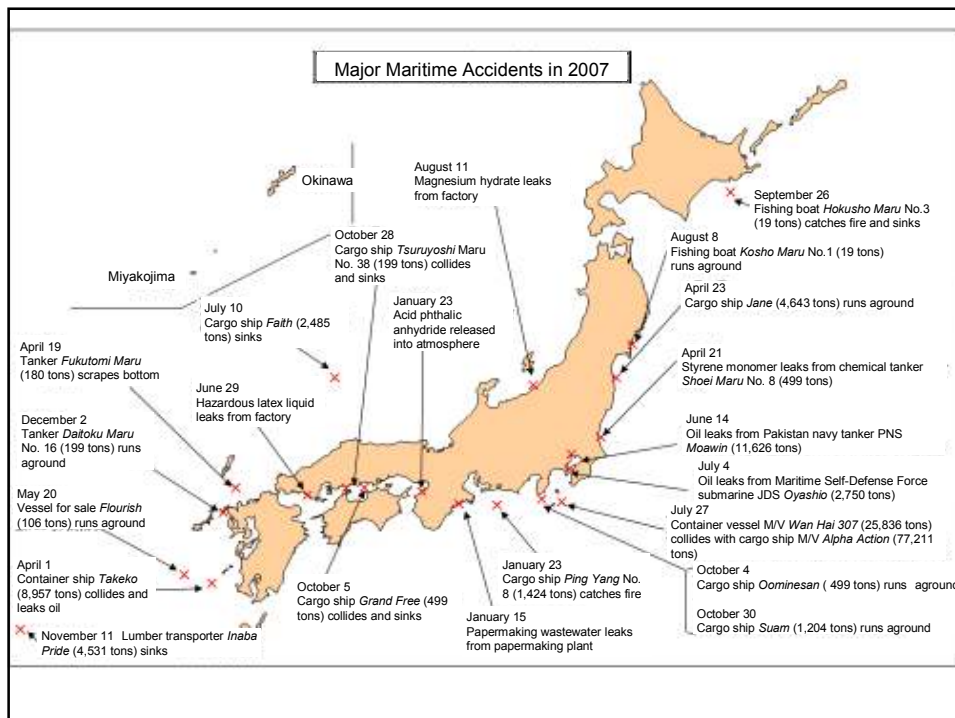


Response to Oil Spills and Other Accidents in Waters around Japan



Tomoo Miura, Director, Marine Environment Protection and Disaster Prevention Division, Guard and Rescue Department, Japan Coast Guard



St. Vincent-Registered Cargo Ship *Jane* Runs Aground



1. Accident Outline

At around 0400 on April 17, the *Jane* ran aground 150 m off the coast near the boundary of Miyagi and Fukushima prefectures, in a depth of 5 m.

On the same day all 17 crew members were lifted off by a Japan Coast Guard (JCG) rescue helicopter.



2. Key Facts about the *Jane*

- Vessel name: *Jane*
- Registered in: Saint Vincent and the Grenadines
- Gross tonnage: 4,643 tons
- Cargo: 5,248 tons of coal
- Fuel on board: Estimated 63 tons (class C heavy oil 33 tons, class A heavy oil 25 tons, LO 4.5 kiloliters)
- Crew: 17 (all Russians)
- Vessel owner: Pluricom Limited
- P&I insurer: Ingosstrakh



3. Response

(1) From initial occurrence to issue of ship removal order

- ❑ Following the accident, coordination meetings were held regularly with local authorities, fishing industry representatives, insurers and others to provide information on the situation and steps to be taken.
- ❑ To prepare for an oil spill, JCG dispatched the National Strike Team to the site, transported spill control materials to the area and set up emergency systems, while monitoring for oil slicks. JCG also directed ship's owner on removal of the vessel and other related matters.
- ❑ At the coordination meeting held on April 27, people concerned confirmed there was a risk that the *Jane* could cause considerable damage to the surrounding marine environment. Based on this confirmation, on May 7 the Commander, 2nd Regional Coast Guard Headquarters issued the ship's owners with a ship removal order pursuant to Article 40 of the Law Relating to Prevention of Marine Pollution and Maritime Disaster.

(2) From issue of ship removal order to the present

- ❑ On May 19 the P&I insurers entered into a formal contract with US company Titan Salvage for removal of the vessel, and work was begun on May 21.
- ❑ By early August the cargo (approx. 5,264 tons of coal) had been taken off.
- ❑ Work was being undertaken to block off openings of the hull and remove sand sitting in the vessel, but these operations were interrupted due to difficulties caused by typhoons and other factors.
- ❑ From December 3 tractors were installed on the beach and these are currently being used to tow the *Jane* to shore.



★ National Strike Team

➤ Set up in April 1995 in the Search and Rescue Division, Guard and Rescue Department, Third Regional Coast Guard Headquarters to take control measures in the event of oil spills or similar accidents throughout the country. There are presently four teams with a total of 16 members.

➤ When an oil spill or similar accident occurs, the force is dispatched to the relevant Regional Coast Guard Headquarters etc. to:

- Offer technical guidance, advice and coordination on oil spill control measures
- Advise on formulation of response plans at meetings convened with relevant agencies.

➤ In normal time, the force conducts training, exercises and maritime disaster prevention research

Formulating response plans



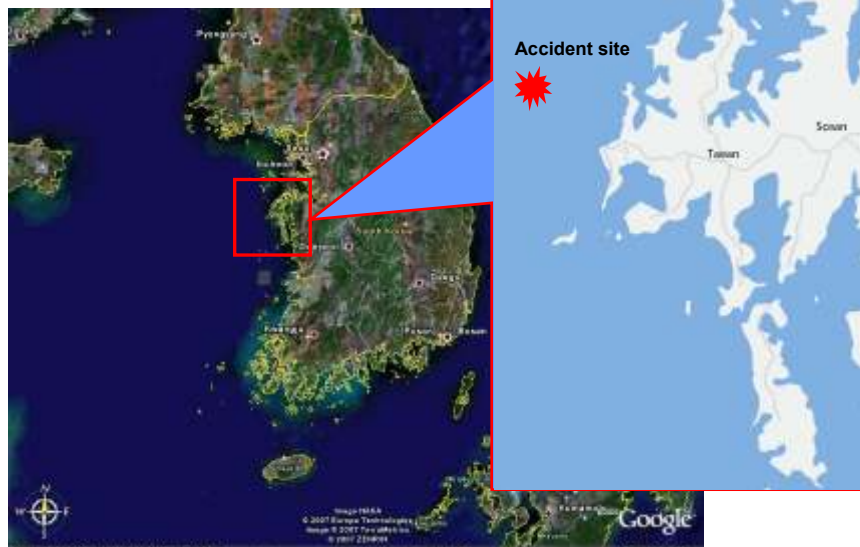
Ascertaining and assessing situation



Conducting and evaluating spill control activities



Tanker Collision/Oil Spill off Taean Peninsula, Korea



1. Accident Outline

On December 7, the Hong Kong-registered tanker *Hebei Spirit* (146,000 tons), which was anchored six nautical miles, northwest of Shin Island, Taeon County in Chungcheongnam Province, western Korea, collided with a crane barge being towed by a tugboat. Approximately 12,547 kiloliters of the 300,264 kiloliters of crude oil onboard the tanker leaked into the sea.



2. Key Facts about the Hebei Spirit

- Vessel name: *Hebei Spirit*
- Registered in: Hong Kong
- Gross tonnage: 146,000 tons
- Cargo: 300,264 kiloliters of crude oil
- Vessel construction: Single hull tanker



3. Japan's Response

(1) Requests from Korea

- ❑ Dec. 10: Northwest Pacific Action Plan (NOWPAP) Regional Oil Spill Contingency Plan activated (deactivated on January 14, 2008)
- ❑ Dec. 13: Japanese government receives formal request from Korean government for emergency support

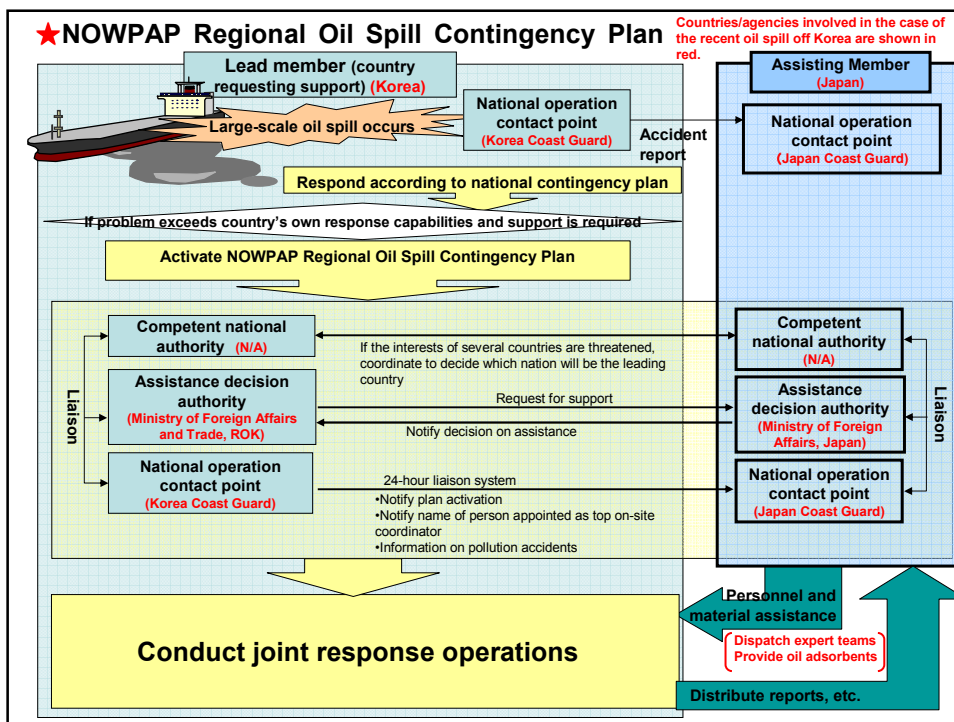
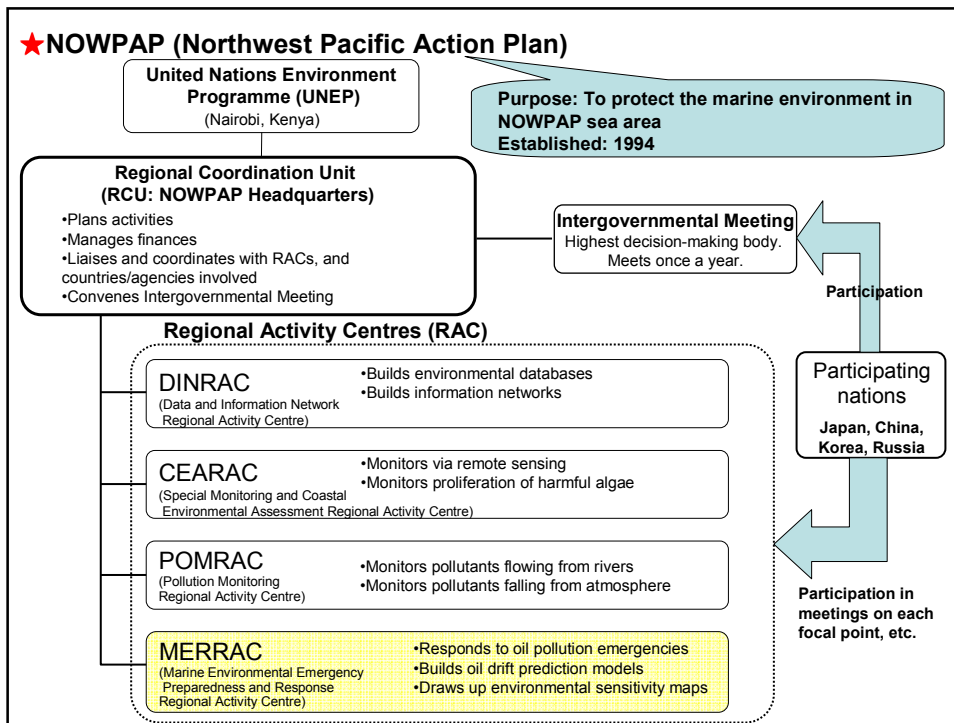
(2) Dispatch of Japan Disaster Relief Team and supply oil absorbent

- ❑ Within the framework of the NOWPAP Regional Oil Spill Contingency Plan, a Japan Disaster Relief Team (6 experts) was dispatched in response to a request from Korea
 - a) Dispatch period: Dec. 15-23, 2007 (nine days)
 - b) Duties: Support for oil spill control activities in affected areas

Persons dispatched

- Senior Regional Coordinator, Northeast Asia Division, Asian and Oceanian Affairs Bureau, Ministry of Foreign Affairs of Japan
- Director for Maritime Disaster Prevention, Marine Environment Protection and Disaster Prevention Division, Guard and Rescue Department, Japan Coast Guard
- Senior Response Officer/Response Officer, Yokohama National Strike Team Station, Third Regional Coast Guard Headquarters, Japan Coast Guard
- Staff of Operation Division, Disaster Prevention Department, Maritime Disaster Prevention Center
- Staff of Secretariat of Japan Disaster Relief Team, Japan International Cooperation Agency

- ❑ Supplied 10 tons of oil absorbents



★ Maritime Disaster Prevention Center

History

October 1976: Established as an authorized corporation

October 2003: Reformed as an independent administrative agency and took over all the duties of the authorized corporation

◆ Disaster Prevention Duties

1. Take steps to respond oil spills and similar accidents, **acting under instructions from the JCG Commandant**
2. Take steps to respond oil spills and similar accidents, fight fires using firefighting vessels, and prevent fire spread, **acting under the commission of those responsible for the accident (ship owners, etc.)**



**24-hour response,
nationwide network**

Oil spill response
HNS* response
Fire response

**Crisis response
(emergencies)**

◆ Other Duties

3. **Maintain stocks of oil spill response materials** (oil recovery equipment, oil booms, oil dispersants, etc.) and **lend them under contract** to ship owners and other relevant parties
4. **Conduct maritime disaster prevention exercises**
5. **Research** maritime disaster prevention equipment, materials and technologies and **publicize the results**
6. **Gather, compile and disseminate** maritime disaster prevention **information**
7. **Provide instruction and advice** on maritime disaster prevention under commission from ship owners or other interested parties
8. Contribute to promoting **international cooperation**

Maintain and supply materials & equipments
Train and enhance skills of disaster prevention personnel
Develop new technologies and methods

**Risk
Management
(normal times)**

***Active for more than 30 years as a core organization playing a key role in
Japan's maritime disaster prevention system***

*Hazardous and noxious substances

3. Japan's Response

(3) Response of Japan Disaster Relief Team

- Local situation survey
- Cooperation for site workers on response measures
- Cooperation in handling of oil spill response materials and equipment
- Exchange of views with overseas experts, etc.



Exchange of views



Cooperation in recovery methods

4. Situation in Korea after Japan Disaster Relief Team returned to Japan

(from Korean media reports, as of December 28, 2007)

- ❑ 20 days after the accident occurred, emergency control measures were largely completed
- ❑ An average of 20,000 volunteers participated in response activities each day, a total of more than 400,000 person-days

5. Achievements of the Japan Disaster Relief Team

- ❑ Provided technical cooperation on response measures in line with local situation survey
- ❑ Offered Korean authorities view on accident analysis and response measures based on expert knowledge gained from the local situation survey and lessons learned from the *Nakhodka* oil spill and other accidents

Summary of cooperation :

- (1) Control of oil slicks
- (2) Clean-up of oil washed ashore
- (3) Future response systems, etc.

⇒ Control measures were taken in accordance with this cooperation, which proved helpful to the Korean response



海上保安制度創設60周年記念

60th Anniversary of the Establishment of the Coast Guard System