

# **“The Safety of Offshore Oil and Gas Drilling in European Waters”**

**Industry, Research and Energy Committee  
European Parliament**

**29<sup>th</sup> March 2011**

**Theresa Crossley  
Head of Department  
Implementation**

## Objectives of EMSA

Areas: maritime **safety**, **preventing pollution** from ships, **ship security**, vessel **traffic monitoring**

- **Ensure proper implementation of EU maritime legislation** by Member States e.g. through inspections
- **Provide technical advice** to the Commission and Member States, e.g. to prepare coordinated positions for IMO
- **Foster technical cooperation**, e.g. systems for maritime surveillance
- Specific operational tasks, in the fields of **pollution response**, **maritime surveillance** and third country **inspections**

## Areas of EMSA's work of possible interest in relation to incidents/accidents with offshore installations:

### - Response:

Network of stand-by oil recovery vessels

### - Monitoring:

CleanSeaNet (CSN) oil spill monitoring and detection

### - Prevention:

Inspection and audit (independent third party oversight – “inspecting the inspectors”)

## Service Network of Stand-by Oil Spill Response Vessels (SOSRV)

- “Top-up” Member States pollution response capabilities with 12 contracts (15 vessels) (2 more contracts to come), building up capacity since 2005
- Mobilisation by EMSA **at request of a Member State or Commission**
- Channelled through “EU Community Mechanism” - Monitoring and Information Centre (MIC) with DG ECHO
- In case of dealing with an accidental spill vessels are brought under **operational control** of the affected coastal State

## DEEPWATER HORIZON – EMSA INVOLVEMENT

July 2010 – EMSA provides oil spill response equipment to the US Coastguard.

Maintained regular correspondence with US Coastguard.

Provided daily reports to the European Commission (DG ECHO/MIC)

Prepared briefings for Commissioner Oettinger.



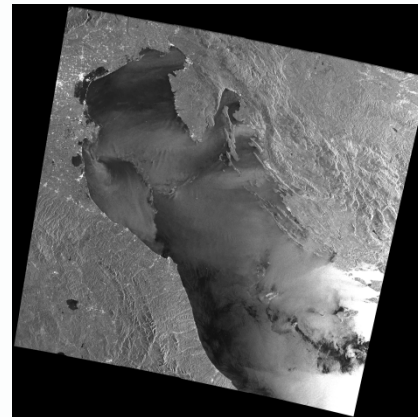
# CleanSeaNet : Near Real Time service – 30 min. 2.100 images per year used by 24 countries

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Acquisition and Processing

$T_0$  = End of scene acquisition



Oil Spill Analysis

Phone and email alert

Oil Service Report

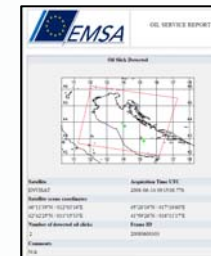
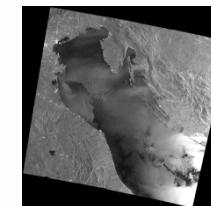


Image (LR, HR)



Ancillary data

Alert & Product Delivery (Web Browser, EMSA)

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$T = T_0 + 30 \text{ min}$

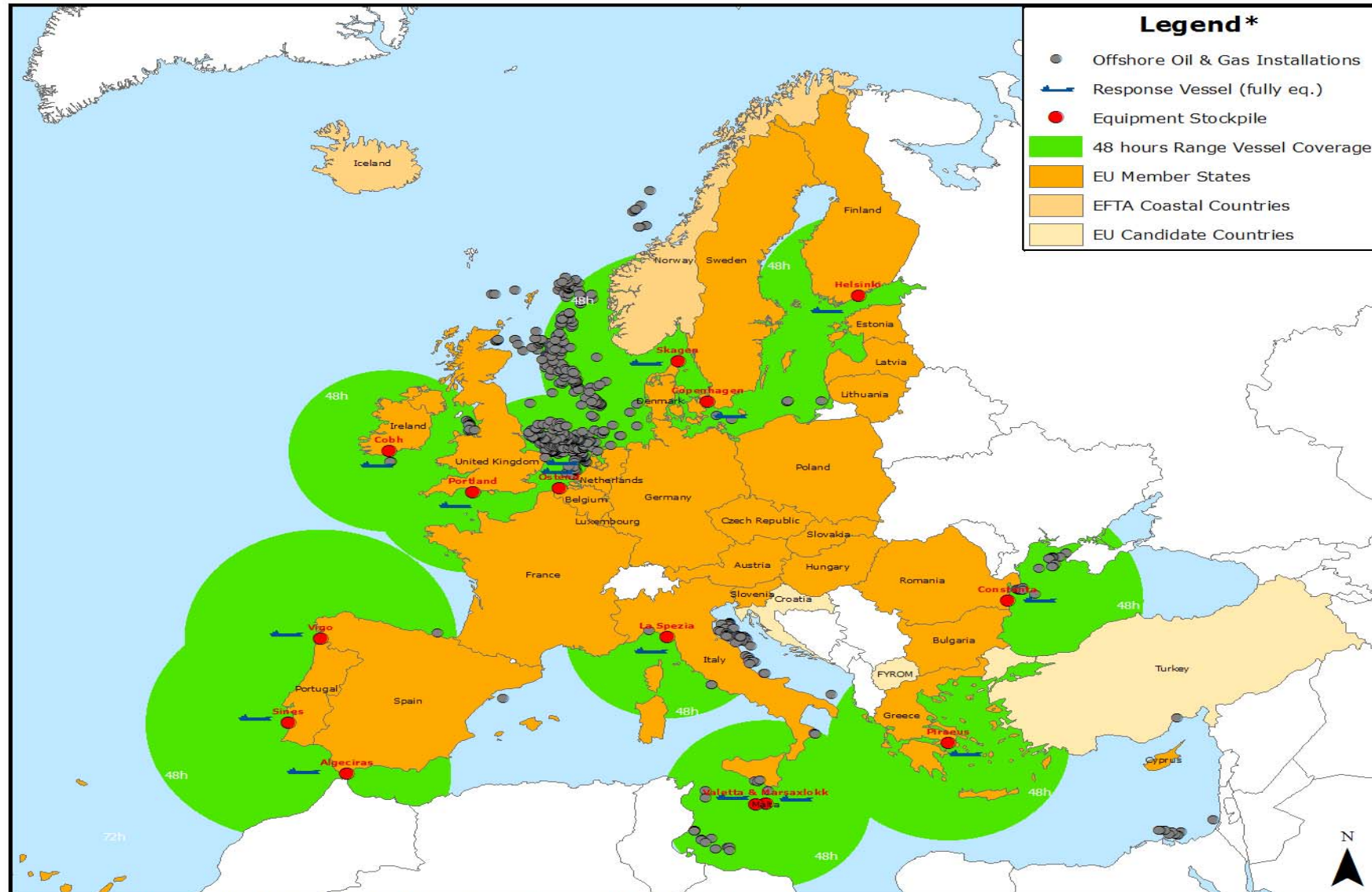
## First analysis of response and monitoring (= operational) capabilities of EMSA

- EMSA oil recovery vessels/equipment suitable to cope with spills from off shore platforms. BUT offshore platforms often produce mixtures of oil & gas. The properties of these highly flammable or explosive mixtures need to be considered. Some EMSA vessels would not be able to respond to recover fresh oil until the lighter fractions had evaporated and the flashpoint had dropped to  $<60^{\circ}\text{C}$ .
- Spill quantities potentially much larger from platforms than from vessels
- Oil spill response techniques for platforms and vessels do not vary significantly, BUT viscosity, thickness and degree of emulsification of oil can vary.
- Monitoring of offshore activities/spills possible with the CleanSeaNet satellite monitoring service.

- Location and design of current contracted vessels is a result of evaluation of oil trade patterns around Europe.
- No account taken of locations and specific challenges presented by oil platform spills
- In view of offshore activities, EMSA's contracted vessels not well represented in:
  - north of the North Sea
  - Adriatic Sea
  - West Mediterranean Sea
  - Arctic sea/Canary Islands (explorations expected).



## Stand-by EMSA OilSpill Response Vessel (SOSRV) Network Coverage and Offshore Oil Field around Europe.



\* Disclaimer: Boundaries and country names are indicative and do not represent the views of EMSA nor EU institutions

The range is shown as the area which a vessel can reach at an estimated speed of 10 knots within the time given counting the mobilisation time and delaying factors

Source: International Association of Oil and Gas Producers OGP + EEA Environment Report Assessment Report No 10 (2003) + CMap Electronic Nautical Charts + Petroleum Economist Ltd Oil and Gas Map

## THIRD PARTY OVERSIGHT – EMSA Inspections and Audits

Current situation:

- Offshore safety is the responsibility of the Shelf State.
- Even within Europe, Shelf States use different mixes of safety case, risk assessment and prescription.
- Mobile Offshore Drilling Units (MODUs) eg Deepwater Horizon – are also ships and meet ship requirements of IMO, including the MODU Code.
- MODUs normally surveyed by classification societies acting on behalf of Flag States.
- Fixed Platforms – legislation for exploration and production aspects of the offshore industry is very different to that in the maritime industry – often heavy emphasis on operator to meet health & safety responsibilities.
- Fixed Platforms built to different standards and national regulations. Production equipment often built in compliance with the American Petroleum Industry (API) standards.
- Classification societies often act as Third Party verifying agents on behalf of owners, with the agreement of the Shelf State.

## Third Party Oversight – EMSA Future Involvement?

Some relevant expertise:

- Acting on behalf of European Commission, EMSA audits classification societies against EU legislative requirements. Since 2004, 100+ such audits of 13 classification societies – EMSA knows them well!
- Significant experience of providing third party oversight. Developed effective audit and inspection methodologies

BUT

- Would need EU legislation to audit against. Very little appropriate existing EU legislation, mostly focussed on employee protection.
- EMSA's current expertise is focussed on *maritime* safety. Would need inspectors with offshore sector experience.

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