

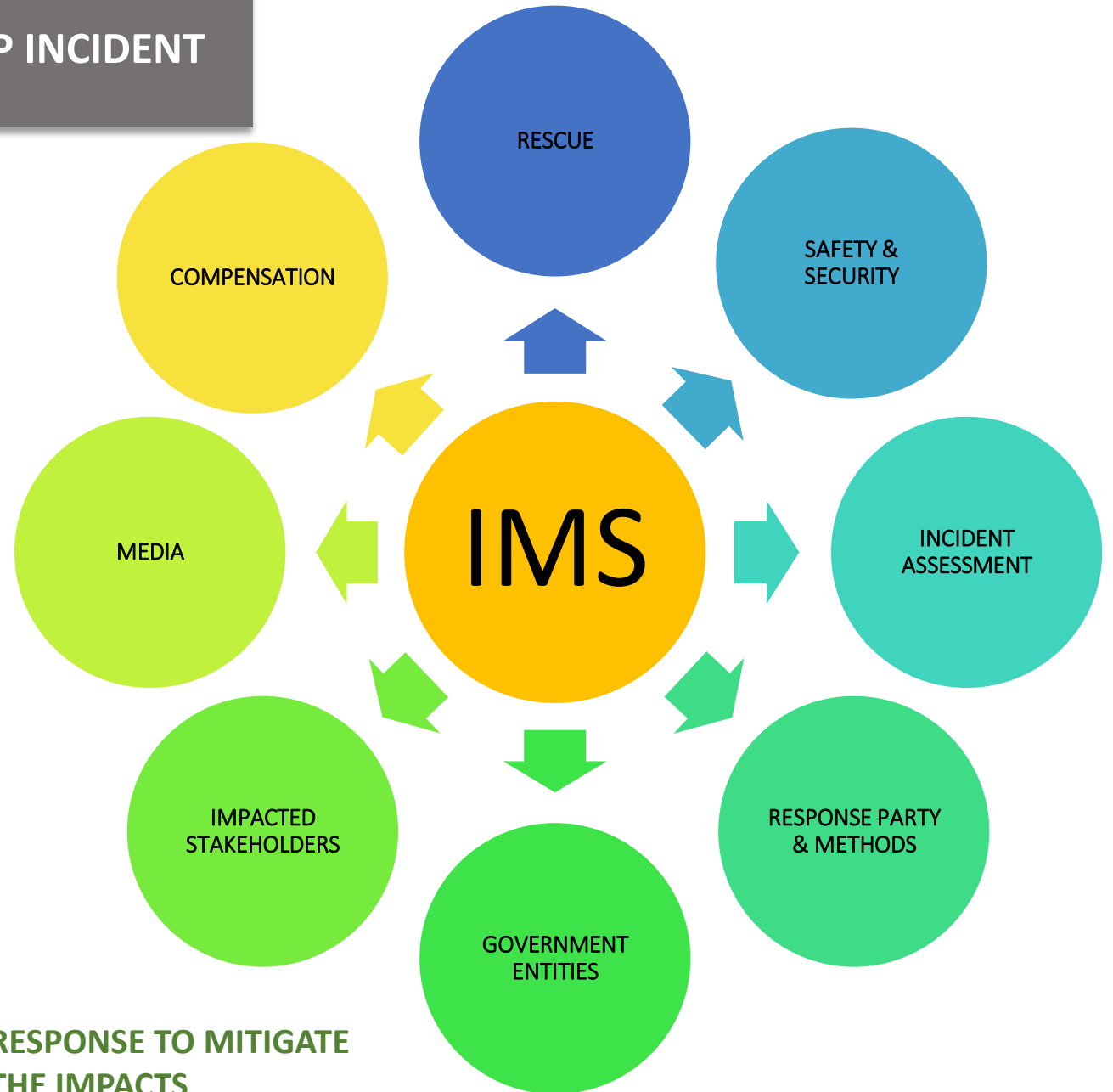
PVD OFFSHORE

A RELIABLE SERVICE PROVIDER

RESPONSE TO CONTAINER SHIPS INCIDENTS



CASE STUDY: HEUNG A DRAGON CONTAINER SHIP INCIDENT



INITIAL RESPONSE



DISTRESS

MRCC

PORT AUTHORITY

SALVAGE COMPANY

NATIONAL
RESPONSE CENTERS

**TASK FORCES FOR
SHIP INCIDENT**

- All crews were rescued by MRCC;
- No medical treatment case.

RESCUE
PLAN

SITE
SECURITY
PLAN

FI-FI PLAN

SALVAGE
PLAN

OIL/HAZMAT
RESPONSE

- Issued Navigational warnings;
- Set-up the isolation zone;
- Install 04 marking buoys;
- Assign chasing boats standby on-site.

- Assign 03 tug boats with Fi-Fi system standby on-site.

- Salvage plan (incl. cargoes transfer, ETP, lightering plan) was prepared & submitted to Port Authority for review & approve.

- IAP was prepared & submitted to Port Authority for review & approve;
- NRC in charged as OSC in case of Tier 2;
- No chemicals response plan.

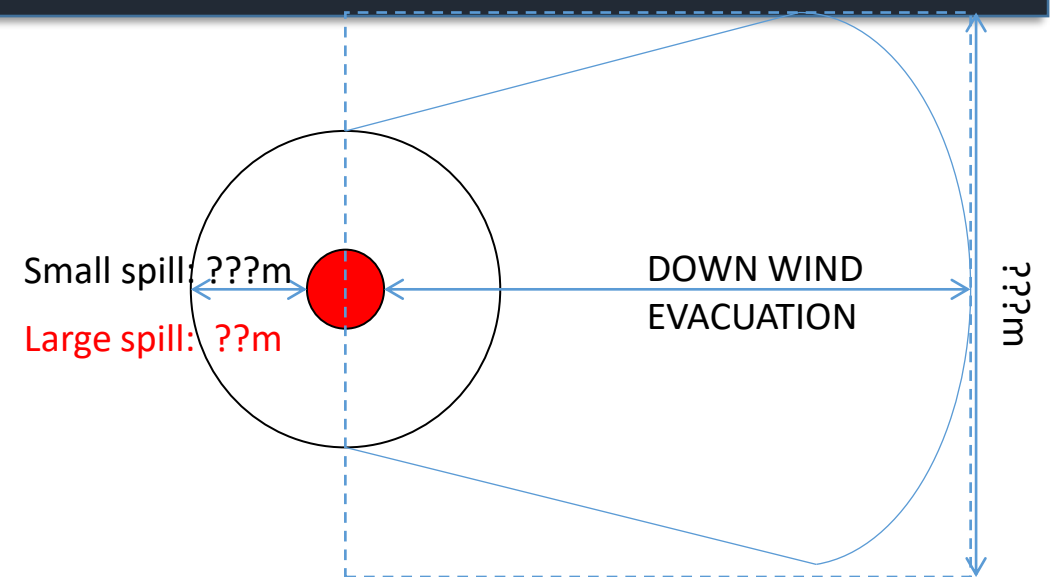
SAFETY & SECURITY



- SITE SECURITY, SAFETY & HEALTH PLAN:
 - SITE DESCRIPTION;
 - WORK PLAN & OBJECTIVES;
 - ORGANIZATION;
 - HAZARD ANALYSIS & CONTROL MEASURES;
 - EMERGENCY PROCEDURE;
 - ACCIDENT REPORT ;
 - SIGNAL, WARNING SIGNS & SIGNALLING.

- TRAINING MATRIX : HAZMAT TRAINING FOR ALL RESPONDERS;
- CARGOES INFORMATION:
 - CHEMICAL NAMES/ MARKINGS/LABELS/PLACARDS;
 - RESPONSE OPTIONS REFER TO EMERGENCY RESPONSE GUIDEBOOK (U.S. DEPARTMENT OF TRANSPORTATION).

- PPE & MORNITORING EQUIPEMENT:
 - PORTABLE DETECTOR TO MONITOR AIR DISPERSION (COLORIMETRIC TUBES & PHOTO-IONIZATION DETECTOR OF DRAEGER);
 - RESPONDER USED PPE LEVEL C DURING RESPONSE OPERATION.



SAFETY &
SECURITY

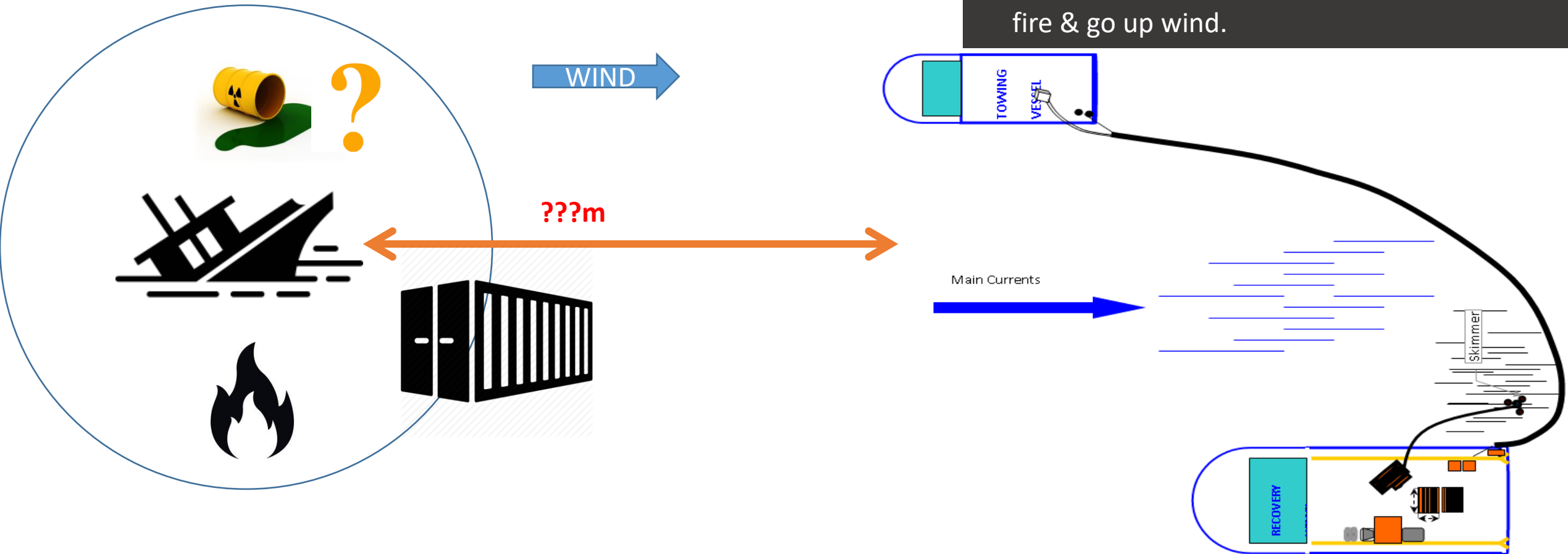


1. FIRE/EXPLOSION;
2. POTENTIAL SPILL OF PRODUCTS CLASSIFIED AS DANGEROUS GOOD (IMDG CODE);
3. OIL SLICK LEAKING FROM THE SHIP RAISING CONCERN OVER A MAJOR SUDDEN SPILL OF BUNKER FUEL ABOARD THE SHIP;
4. SHIPWRECK & LOST CONTAINERS DRIFT BELLOW SEA SURFACE;
5. CHALLENGING WEATHER & SEA CONDITIONS;
6. FISHING BOATS.

PROTECTIVE DOWNWIND DISTANCE

MIXED LOAD/UNIDENTIFIED CARGOES GUIDE:

- ISOLATE 200 m IN ALL DIRECTIONS when presence of hazardous materials /dangerous goods is suspected but no more info.;
- ISOLATE 800 m IN ALL DIRECTIONS in case of fire & go up wind.



INCIDENT ASSESSMENT

➤ SHIP STATUS:

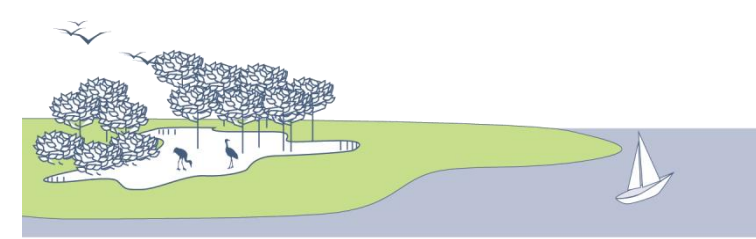
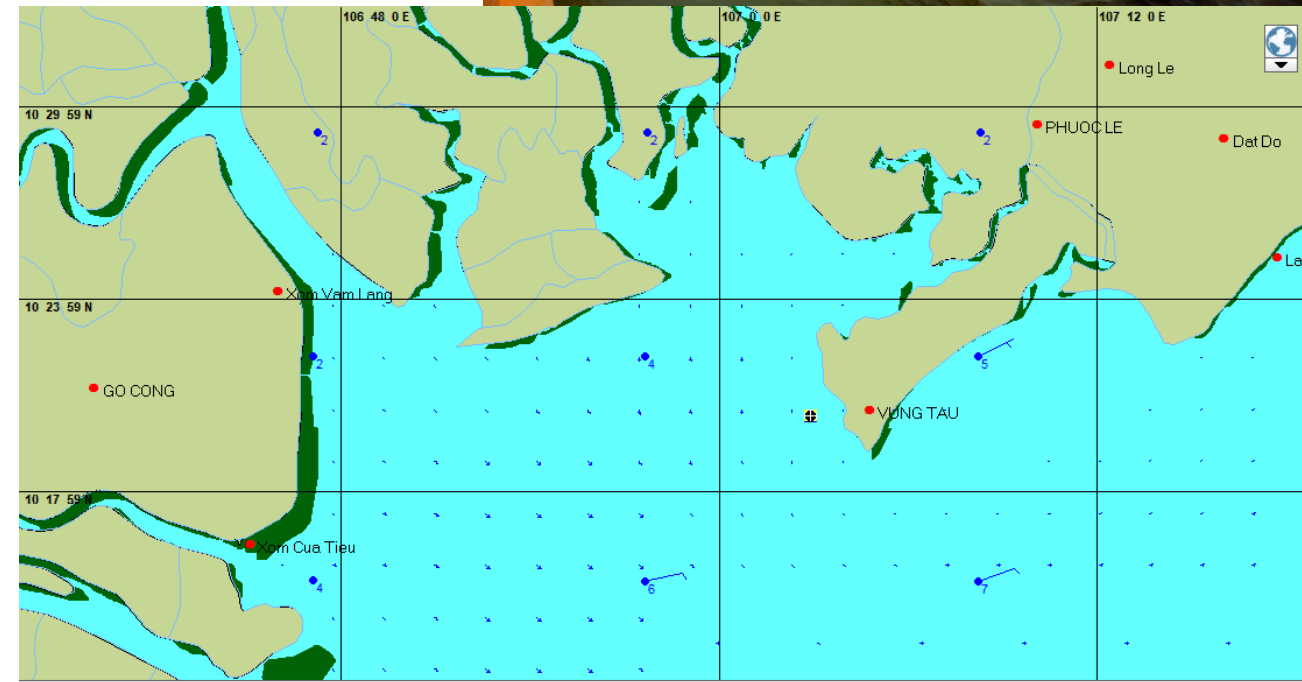
- COLLISION & GROUNDING;
- ENGINE ROOM WAS DAMANGED;
- ALL FUEL TANKS WAS SERCUED ;
- EST. 1 m³ FO IN SERVICES TANKS;
- EST. 40 m³ OF DO & 400 m³ FO ON BOARD;
- SOME CONTAINERS WERE ON FIRE.

➤ POTENTIAL IMPACTS:

- TOURIST ACTIVITIES & FISHERY RESOURCES;
- MANGROVE AREAS;
- RESORTS ALONG THE COASTLINE OF VUNGTAU CITY;
- PUBLIC HEALTH CONCERNS

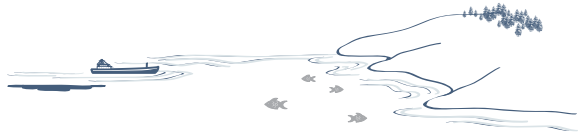
➤ WEATHER & SEA CONDITIONS

- NE MONSOON;
- ROUGH SEA;
- TIDAL: SEMI-DIURNAL (2 HIGH & LOW TIDE/DAY)



RESPONSE
PARTY &
METHODS

NEAR SHORE INCIDENT



SENSITIVIE ECOSYSTEM

LOCAL BUSSINESS

LOCAL COMMUNITY

TOURISM

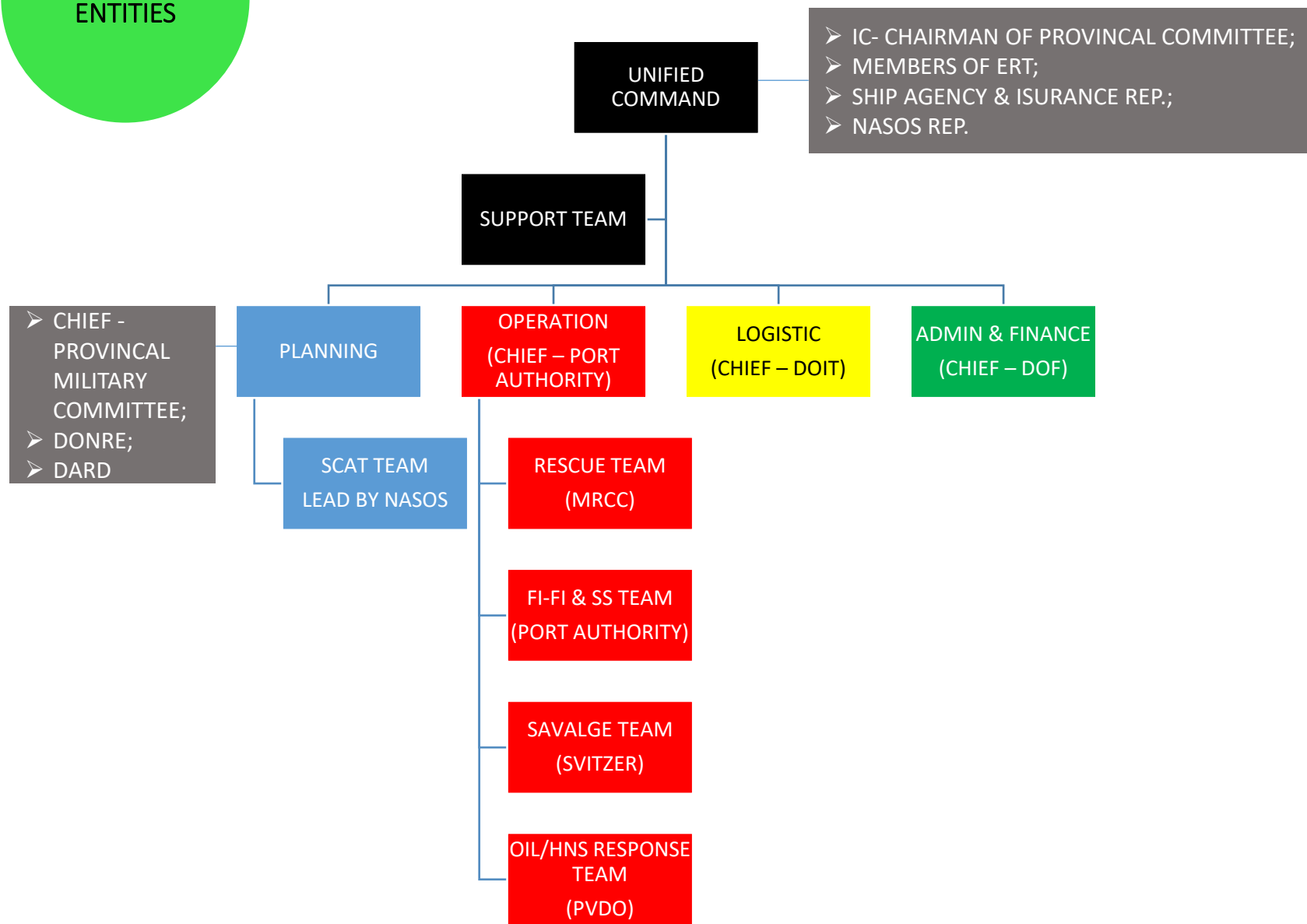
COMMUNITY INDUSTRIES

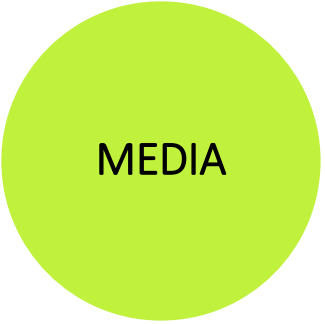




PROVINCAL OSCP

GOVERNMENT ENTITIES





MEDIA

- UNIFIED COMMAND SET UP THE DAILY MEETING TO UPDATE ON THE RESPONSE OPERATION;
- MEDIA RELEASE WAS ISSUED BY UNIFIED COMMAND (NO TIMEFRAME FOR NEW INFORMATION UPDATE).

- INCIDENT SITE LOCATED NEAR-SHORE (3Nm), JOURNALISTS USED FISHING BOATS ACCESS TO THE SITE;
- MEDIA OUTLETS WERE NOT THE SAME INFORMATIONS

Five pitfalls to avoid

1. Mixed messages from multiple experts
2. Information released late
3. Paternalistic attitudes
4. Not countering rumors and myths in real-time
5. Public power struggles and confusion



AUTHORITIES



COMMUNITY



MEDIA

- 

Be First:
Crises are time-sensitive. Communicating information quickly is crucial. For members of the public, the first source of information often becomes the preferred source.
- 

Be Right:
Accuracy establishes credibility. Information can include what is known, what is not known, and what is being done to fill in the gaps.
- 

Be Credible:
Honesty and truthfulness should not be compromised during crises.
- 

Express Empathy:
Crises create harm, and the suffering should be acknowledged in words. Addressing what people are feeling, and the challenges they face, builds trust and rapport.
- 

Promote Action:
Giving people meaningful things to do calms anxiety, helps restore order, and promotes some sense of control.
- 

Show Respect:
Respectful communication is particularly important when people feel vulnerable. Respectful communication promotes cooperation and rapport.

TIMELINE OF INCIDENT



@23:40 on Nov. 7, 2013

Cargoes transfer & lightering operation



Nov. 20 – Dec.22, 2013

WOW & Ship owner changed the salvage company



Dec. 23 2013 – Feb. 20, 2014

Nov. 10 - 14, 2013



Nov. 20 – Dec.22, 2013



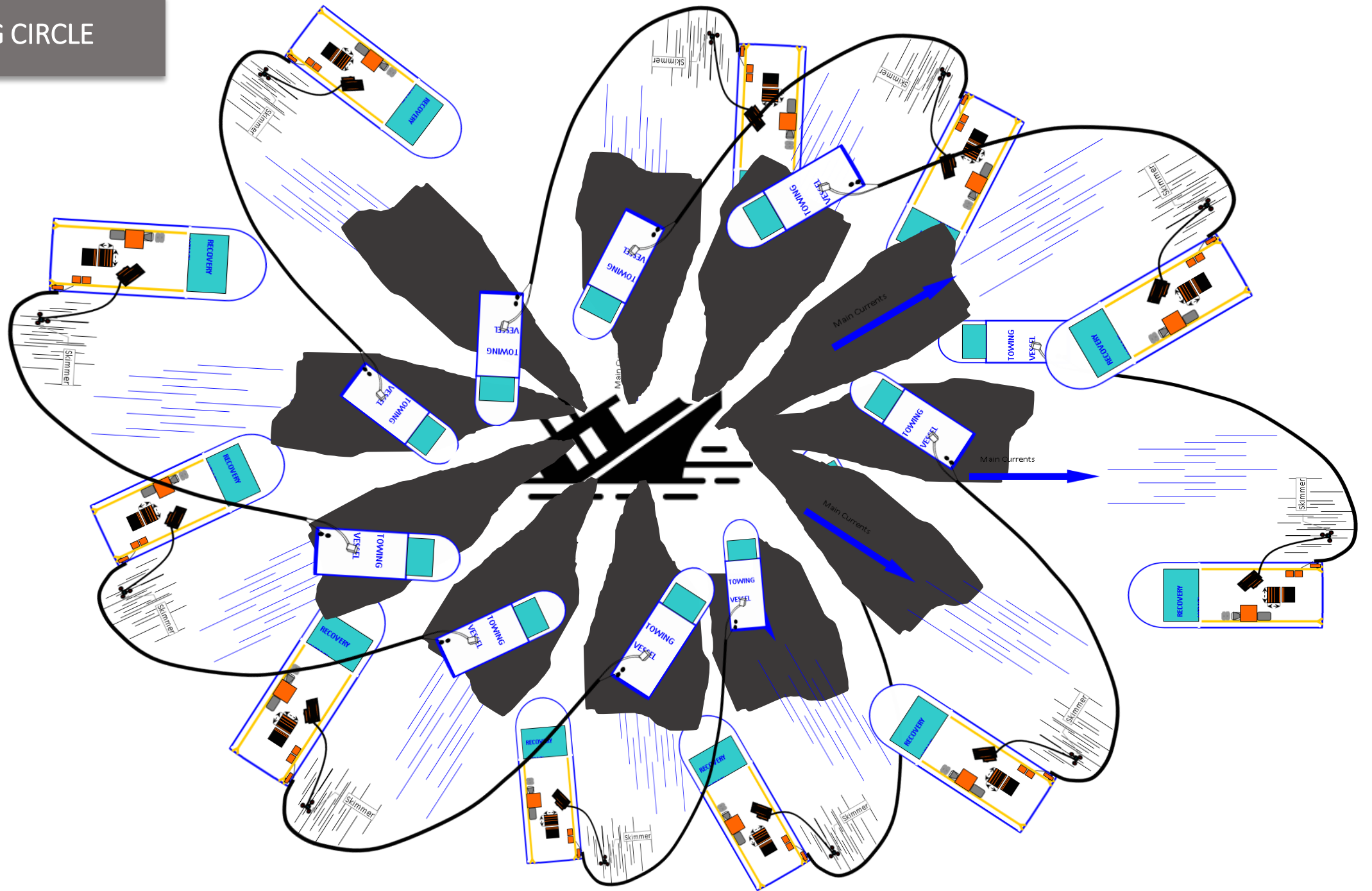
Oil spill response operation

Feb. 21 – Mar. 22, 2014



End of operation

SAFE TURING CIRCLE

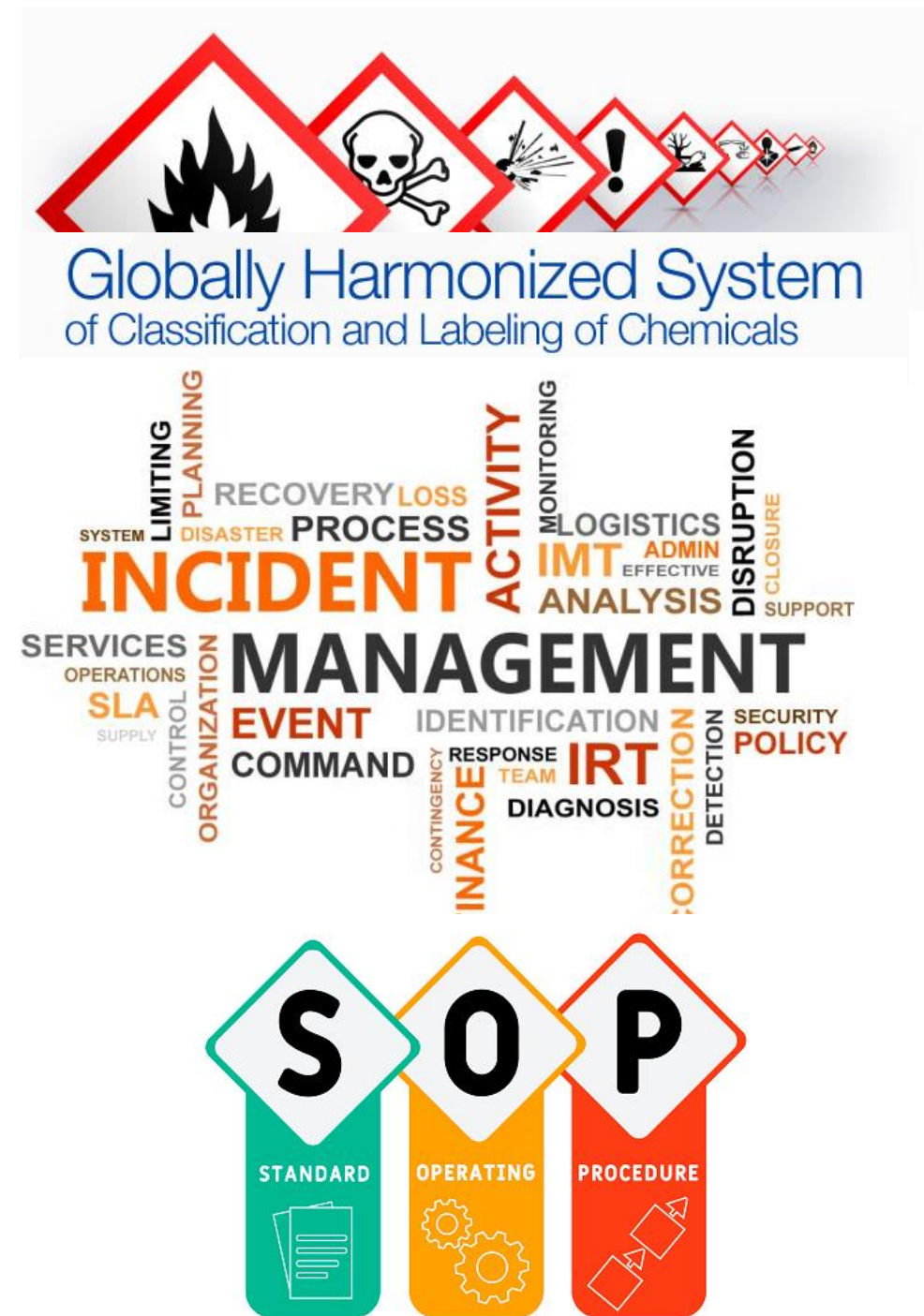


CHASING BOAT



CONSTRAINTS

- AT THE TIME OF THIS INCIDENT, THERE WAS NO REGULATION ON CHEMICALS RESPONSE;
- LACK OF HNS EXPERTS IN SUPPORT TEAM OF UNIFIED COMMAND CENTER;
- PVDO HAS NO REP. IN UNIFIED COMMAND SO WE COULD NOT SHARE WHAT WE KNOW ON HAZMAT RESPONSE;
- LACK OF INFORMATION ON CARGOES MANIFEST FROM SHIP, ESPECIALLY FOR CHEMICALS ON BOARD;
- SSSH PLAN, FI-FI PLAN, SALVAGE PLAN & OSR PLAN WERE PREPARED BY DIFFERENT ORGANIZATION. SO THESE PLANS DID NOT MERGE, ALTHOUGH THERE WERE SOME DISCREPANCIES AMONG THESE PLAN;
- SITE SECURITY TEAM DID NOT PERFORM THEIR DUTIES IN PROPERLY, ESPECIALLY WHEN ROUGH SEA CONDITIONS OCCURRED;
- COLLABORATIVE BETWEEN GOVERNMENT AGENCIES – INDUSTRIES WERE NOT SMOOTH DURING RESPONSE AT SITE;
- MEDIA CONTROL DID NOT MANAGE WELL.



IMPROVEMENTS



- REGULATION ON CHEMICALS RESPONSE WAS ISSUED IN 2016;
- YEARLY CONDUCT THE BASIC CHEMICAL SAFETY TRAINING AS LEGAL REQUIREMENTS;
- PROMOTE GOVERNMENT-INDUSTRY OSR EXERCISES (INCL. TABLE TOP & DEPLOYMENT);
- COOPERATE WITH NRCs & VNSC TO CONDUCT THE OSR MANAGEMENT TRAINING FOR LOCAL AUTHORITIES (INCL. SCAT, IMS, HAZMAT,...);
- ADVISE LOCAL AUTHORITIES TO INSERT THE MEDIAL CONTROL PROCEDURE/GUIDELINE IN THEIR PROVINCIAL OSCP (EX.: PREPARE SOME TEMPLATE OF MEDIA RELEASE FOR INITIAL, DURING THE RESPONSE & WHEN STAND DOWN);
- SHARE WITH LOCAL AUTHORITIES ON SOP FOR RESPONDING TO CONTAINER SHIP, EMERGENCY RESPONSE GUIDEBOOK & SITE SECURITY- SAFETY & HEALTH TEMPLATE.

