



Section ~ 6 : Avoidance of Pollution



Famous Ships



- ▣ **List a few famous ships ...**
- ▣ **and why are they famous?**

Infamous Ships



Infamous Ships



News extract

The oil tanker “Prestige” sank off Spain's NW coast, taking more than 70,000 tonnes of fuel into the Atlantic with it. A spokesman for Smit International salvage company attempting to rescue the Prestige, told the press: "The aft part of the ship has sunk. The front part is still floating but it will sink ... A lot of oil went down with this aft part."

“Prestige”

Infamous Ships



- The grounding of the crude oil tanker “**Sea Empress**” in February 1996 resulted in approximately 72,000 tonnes of oil into the seas around the coast of Wales.



“Sea Empress”

Infamous Ships



In March 1989, the “**Exxon Valdez**”, loaded with 1,264,155 barrels of crude oil, ran aground in the north eastern portion of Prince William Sound, spilling about one-fifth of its cargo. It was the largest crude spill, to date, in US waters and - probably the one which gained the biggest media coverage to date. The U.S. public demanded action - and duly got it.

The United States introduced its Oil Pollution Act of 1990 (OPA 90), making it mandatory for all tankers calling at U.S. ports to have double hulls.



“Exxon Valdez”

Infamous Ships



The “**Torrey Canyon**” ran aground while entering the English Channel and spilled her entire cargo of 120,000 tons of crude oil into the sea. This resulted in the biggest oil pollution incident ever recorded up to that time and was a result of poor navigational practices.

“Torrey Canyon”

Infamous Ships



□ 1967

- **March 18, Cornwall, U.K.:** *Torrey Canyon* ran aground, spilling 119,000 tonnes of crude oil off the Scilly Islands.

□ 1978

- **March 16, off Portsall, France:** wrecked supertanker *Amoco Cadiz* spilled 223,000 tonnes, causing widespread environmental damage over 100 miles of Brittany coast.

□ 1979

- **July 19, Tobago:** the *Atlantic Empress* and the *Aegean Captain* collided, spilling 46 million gallons of crude. While being towed, the *Atlantic Empress* spilled an additional 41 million gallons off Barbados on Aug. 2nd. Total 287,000 tonnes. This is still the largest spill ever recorded.

□ 1983

- **Aug. 6, Cape Town, South Africa:** the Spanish tanker *Castillo de Bellver* caught fire, spilling 252,000 tonnes of oil off the coast

Infamous Ships



□ 1989

- **March 24, Prince William Sound, Alaska:** tanker *Exxon Valdez* hit an undersea reef and spilled 37,000 tonnes of oil into the water, causing the worst oil spill in U.S. history.

□ 1991

- **April 11, Genoa, Italy:** *Haven* spilled 144,000 tonnes of oil in Genoa port.
- **May 28, Angola:** *ABT Summer* exploded and leaked 260,000 tonnes of oil off the coast of Angola.

□ 1993

- **Aug. 10, Tampa Bay, Fla.:** *three ships* collided, the barge *Bouchard B155*, the freighter *Balsa 37*, and the barge *Ocean 255*. The *Bouchard* spilled an estimated 13,600 tonnes of No. 6 fuel oil into Tampa Bay.

Infamous Ships



▫ 1996

- **Feb. 15, off Welsh coast:** supertanker *Sea Empress* ran aground at port of Milford Haven, Wales, spewed out 72,000 tonnes of crude oil, and created a 25-mile slick.

▫ 1999

- **Dec. 12, French Atlantic coast:** Maltese-registered tanker *Erika* broke apart and sank off Brittany, spilling 20,000 tonnes of heavy oil into the sea.

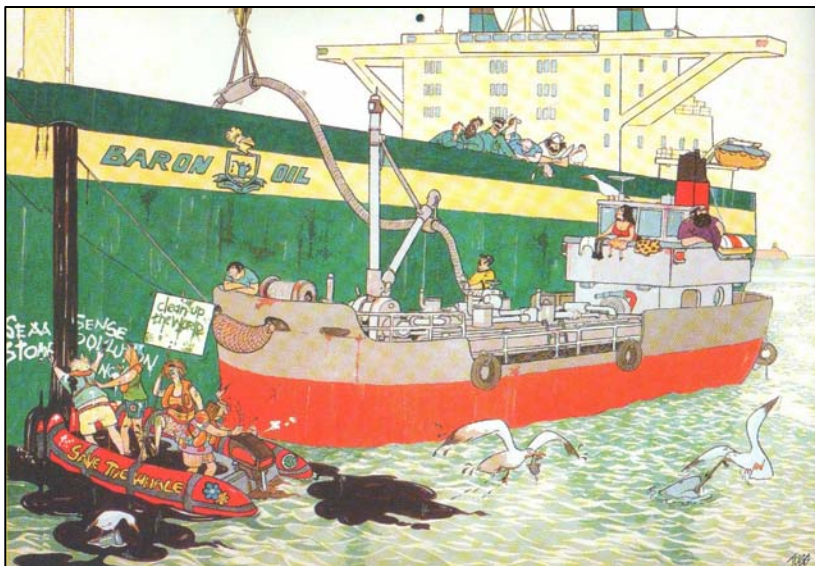
▫ 2000

- **Nov. 28, Mississippi River south of New Orleans:** oil tanker *Westchester* lost power and ran aground near Port Sulphur, La., dumping 567,000 gallons of crude oil into lower Mississippi. Spill was largest in U.S. waters since *Exxon Valdez* disaster in March 1989.

▫ 2002

- **Nov. 13, Spain:** *Prestige* suffered a damaged hull and was towed to sea and sank. Much of the 63,000 tonnes of oil remains underwater.

MARPOL CONTRAVENTION & THEIR CONSEQUENCES 'MSC ELENA'



What did the Chief Engineer do?



- According to the court hearing, upon his taking over responsibility as Chief Engineer in March 2005, Mani Singh asked to be informed of the "*magic pipe*" arrangement on the MSC Elena and, once informed, directed that it be used to discharge waste overboard.
- It is alleged that both sludge and oil contaminated bilge waste were discharged overboard through the bypass equipment and without the use of the Oily Water Separator.

'MSC ELENA'



As a result of these MARPOL violations, MSC Shipmanagement Limited, (based in Hong Kong) pleaded guilty and was sentenced to pay \$10 million after admitting to conspiracy, obstruction of justice, destruction of evidence, false statements and violating the Act to Prevent Pollution from Ships.

U.S. v. MSC Ship Management

Summary

- **Corporate Defendant: MSC Ship Management (Hong Kong) Ltd.**
 - Charges: Conspiracy, Obstruction, False Statements, and Act to Prevent Pollution from Ships.
 - **Criminal Fine: \$10 million**
 - **Community Service: \$500,000**
 - To National Fish & Wildlife Foundation to fund non-profit organizations to provide environmental education to seafarers, including how to report environmental crimes to the U.S. Coast Guard.
 - Probation: 5 years. Subject to the terms of an Environmental Compliance Plan.
- **Individuals:**
 - **Chief Engineer:** Pleaded guilty to charges of Conspiracy, Obstruction, False Statements and Act to Prevent Pollution from Ships.
 - **Second Engineer:** Pleaded guilty to charges of Act to Prevent Pollution from Ships.

'MSC ELENA'



This is the largest fine involving a single vessel charged with deliberate pollution and the largest criminal fine paid by a defendant in an environmental case in Massachusetts history. The company was also ordered to pay an additional \$500,000 for a community service project administered by the National Fish & Wildlife Foundation, which will provide environmental education to mariners visiting or sailing from Massachusetts ports and inform them how to report environmental crimes to the U.S. Coast Guard.

'MSC ELENA'



U.S. v. MSC Ship Management (Hong Kong) Ltd.

- Bypass pipes and hoses found in a USCG inspection on May 16, 2005.
- Approximately 40 cubic meters of sludge and a larger quantity of bilge waste discharged in approximately 6 months.
- Oil Record Book and a Sounding Log were falsified to conceal discharges
- Crew members directed to lie to the Coast Guard by senior ship engineers and by shore-side managers.
- Documents concealed on the ship.
- Computer printer disabled, alarm printout hidden, and false statements made to USCG.



'MSC ELENA'



MSC Ship Management admitted to charges filed by the US Department of Justice that a specially-fitted steel pipe, referred to as the “magic pipe,” was used on the MSC Elena, a 30,971 dwt container ship, to circumvent required ship pollution prevention equipment and discharge oil sludge and oil contaminated waste directly overboard.

Upon the discovery of this bypass equipment during a U.S. Coast Guard inspection in Boston Harbour on May 16, 2005, senior company officials in Hong Kong directed crew members to lie to the Coast Guard. Additionally, senior ship engineers ordered that documents be destroyed and concealed.

'MSC ELENA'



“ Deliberate pollution from vessels is a serious and recurrent problem that threatens the state of our oceans ”

The sentence imposed on the ship owner was significant because it sends the message to show increasingly tougher penalties for those in the maritime industry who continue to pollute."

MSC Elena OWS Bypass



Portable Welden Pump and Flexible Rubber Hose Used to Bypass the Oil Water Separator

'MSC ELENA'



MSC Ship Management discharged approximately 40 tons or approximately 10,640 gallons of sludge during a five-month period in 2004 through a three-piece bypass pipe manufactured on the ship. An even larger volume of oil-contaminated bilge waste was also discharged with a rubber hose and portable pump. The MSC Elena made regular voyages from ports in Europe across the Atlantic to ports in the United States, including Boston

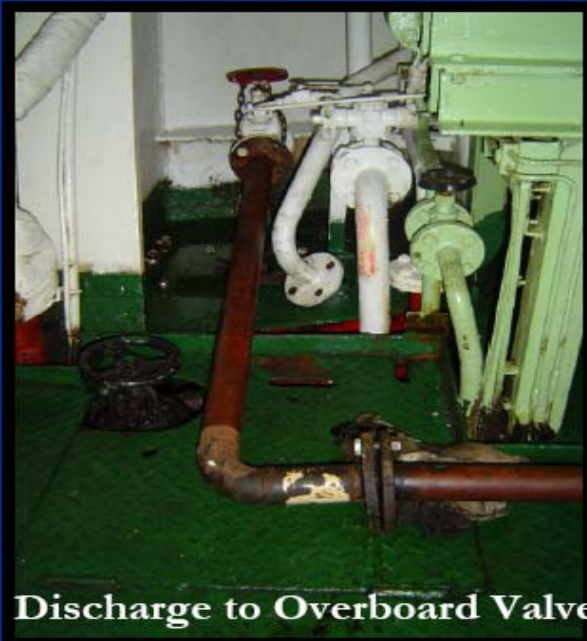
MSC Elena Bypass



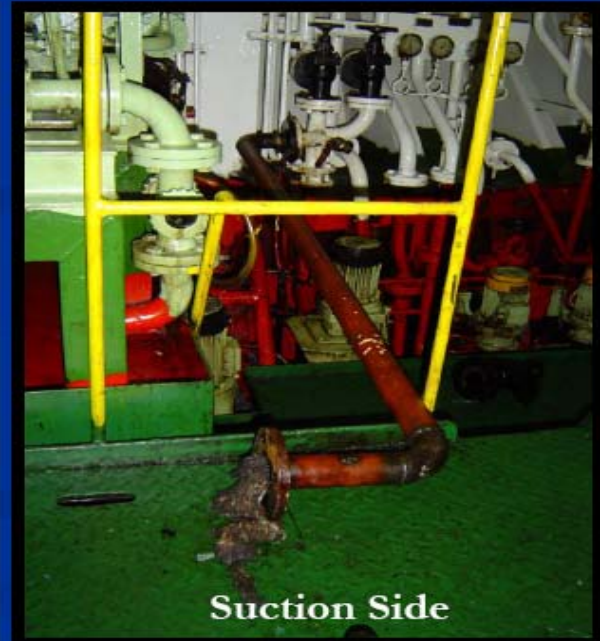
'MSC ELENA'



MSC Elena Bypass



Discharge to Overboard Valve



Suction Side

Let's ask ourselves the following questions.....



Why ??????

- Why do senior engineers and other crew members deliberately risk their liberty, career and company's image?
- Why does a convicted company continue to commit crimes while on probation?
- Why does a company under investigation continue to commit crimes?
- Why have senior engineers deliberately tricked newly installed anti-tricking equipment?



Our Message to you



It is necessary for everyone to understand that the consequences of illegal discharge are significant, costs more than legally disposing of the waste and we should realise that violating our environmental protection policy will be taken seriously and lead to IMMEDIATE termination of employment and possible legal proceedings.

'MSC ELENA'



The Chief Engineer was accused of making false statements to the Coast Guard; denying knowledge about the existence and use of the by-pass equipment; obstructing justice by directing subordinates to lie to the Coast Guard; concealing evidence; and concealing the discharges in a falsified Oil Record Book. Singh pleaded guilty in December 2005 and is scheduled for sentencing. Aman Mahana, the ship's Second Engineer, also pleaded guilty.

Conviction for MARPOL Violators



Singh faces a maximum sentence of **5 years** in prison on the *Conspiracy* charge, **5 years** in prison on the *Obstruction* charge, **5 years** in prison on the *False Statements* charge, **20 years** in prison on the *Destruction of Evidence* charge, and **5 years** in prison on the violation of the Act to Prevent Pollution from Ships. The proceedings are is continuing...

Who pays for shore transfer?



It is the duty of the owner to pay for bilge oil / sludge transfer to shore facilities and we as a company ensure that they do so WITHOUT exception.

Do not risk your job for any reason what so ever!!!

Ask yourselves this.....



SNAPSHOTS by Jason Love



*Do you want to lose your family
for many years by going to
jail....*



Lessons Learned

- Class, Flag State and Port State certifications do not alone provide assurance of compliance.
- Operator needs to minimize waste streams, know how much waste is generated, establish correct procedures and budget.
- Operator has ultimate responsibility for establishing corporate compliance culture – Experience shows many crew members engage in illegal conduct to benefit employer or to preserve job.
- Control procedures and devices alone cannot guarantee compliance.
- Environmental crimes represent a management failure.
- Environmental non-compliance is usually an indication of other non-compliance and management deficiencies.
- Costs of non-compliance is going up.

Our Mission Statement says it all !



We assure complete support to our sea staff for any matters related to ensuring 100% compliance with MARPOL regulations.

Respect, Comply and have ABSOLUTE regard to our Environmental policy and procedures



End of Section 6: Avoidance of Pollution

