

**REMEPC/WG.61/INF.7 Strengthening oiled wildlife preparedness and response**

**REMPEC/WG.61/INF.8 Future response to incidents involving alternative fuels**

Sixteenth Meeting of the Focal Points of the Regional Marine  
Pollution Emergency Response Centre for the Mediterranean Sea  
(REMPEC)

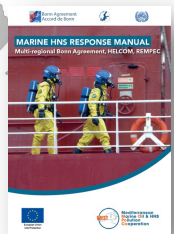
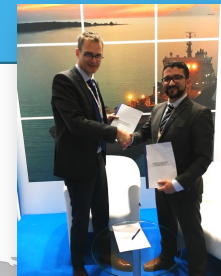
Sliema, Malta, 13-15 May 2025



## **REMEPC/WG.61/INF.7 Strengthening oiled wildlife preparedness and response**

# Wildlife Background : REMPEC & Sea Alarm (EUROWA)

- REMPEC-Sea Alarm MoU (since 2011)
  - Assist Contracting Parties with
    - 24/7 oiled wildlife response (MAU mission)
    - Wildlife planning & Training
  - Country Wildlife Response Profiles
    - Linked to REMPEC Profiles
- POSOW I (2012-13) and POSOW II (2015-16)
- West MOPoCo (2019-2020): SAT , Marine HNS Response Manual
- Sea Alarm → EUROWA Network
  - 12 Network Members in 11 countries, SAF Secretariat
  - Mobilised via:
    - REMPEC > SAF > EUROWA
    - European Commission's ERCC
    - Directly via SAF



- EUROWA wildlife courses (BASIC, ADVANCED, SPECIALIST Responder, Manager, Wildlife Branch Director).



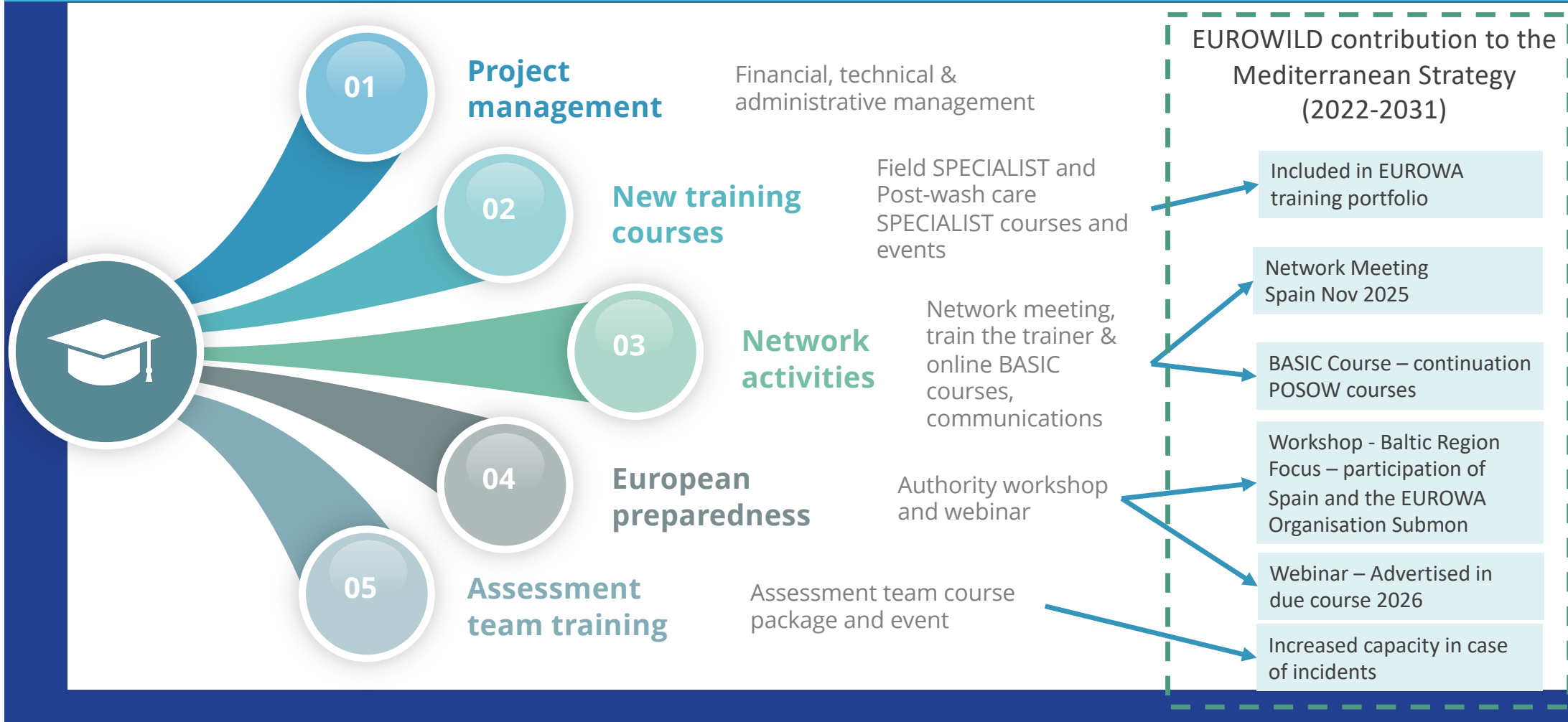


# EUROWILD Overview



- EU Project granted (Erasmus+)
- 2 years, started Dec 2024, €250K project
- Funding to continue activities of EUROWA network (€0 own budget)
  - Supporting life-long learning & network capability as a training academy
  - Delivery of new training packages & transnational training events
  - Enhancing capacity of authority & EUROWA experts to work together and manage response events
  - Maintain and reinforce the EUROWA network
- Coordinator: Sea Alarm
- Partners: ProBird (Germany), WWF Finland, Submon (Spain), WRC Ostend (Belgium)

# EUROWILD Work Packages

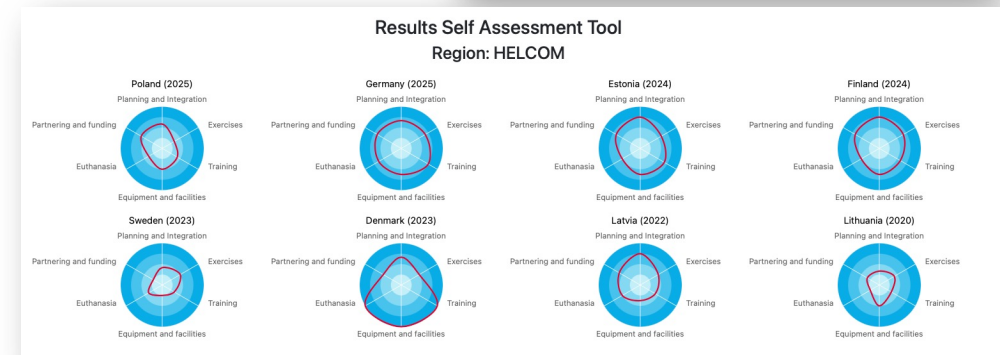
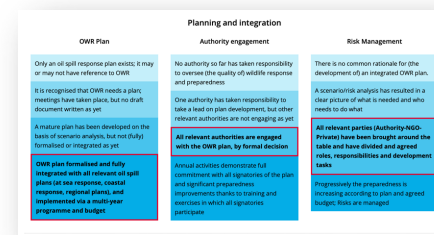


# Sea Alarm / EUROWA Support CSO1 / Action 1.3.4

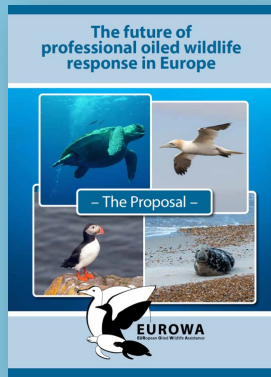
CSO1 / Action 1.3.4 “To develop a framework for holistic and integrated management of marine pollution incidents that enable a coordinated preparedness and response operation at sea and onshore, incorporating the response to oil-affected wildlife, at a national level and in the region-wide cooperation”

- Self Assessment Tool

- Completed by some CP during West MOPoCo (2019-2020)
- Recently completed with the RETOS™ tool by some CP during REMPEC's activities supporting the completion of national self-assessments of CP (2019-2023)
- Open to be completed online by CPs
- Good monitoring tool to assess wildlife preparedness levels in the Barcelona Convention



# Sea Alarm / EUROWA Support CSO1 / Action 1.3.4



E-Learning Module  
for Authorities



Wildlife Response  
Animations



Help authorities both nationally and internationally to take firm steps towards better preparedness and increased capability via integrated management

## **REMPEC/WG.61/INF.8 Future response to incidents involving alternative fuels**

## CSO1 / Action 1.3.4 from Mediterranean strategy 2022-2031

*CSO1 / Action 1.3.4 - "To develop a framework for holistic and integrated management of marine pollution incidents that enable a coordinated preparedness and response operation at sea and onshore, incorporating the response to oil-affected wildlife, at a national level and in the region-wide cooperation"*



- Fast changes in maritime environment
  - Energy transition
  - Climate change
- Multi-disciplinary joint response capabilities
  - Maritime – Shore - Harbour
- One Incident One Response
  - Proposal for a framework for holistic and integrated management as part of the IRA-MAR project (2022-2024)
  - Sea Alarm made OneX methodology
    - Adopted by several countries in EU (Sweden, Finland, UK)
    - Showcased in Brussels Workshop (2023), EU's Civil Protection Forum (2024), HELCOM RESPONSE meeting and a dedicated BALEX ALPHA exercise (2024) and recently in the UK (2025).

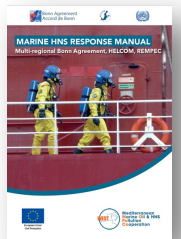
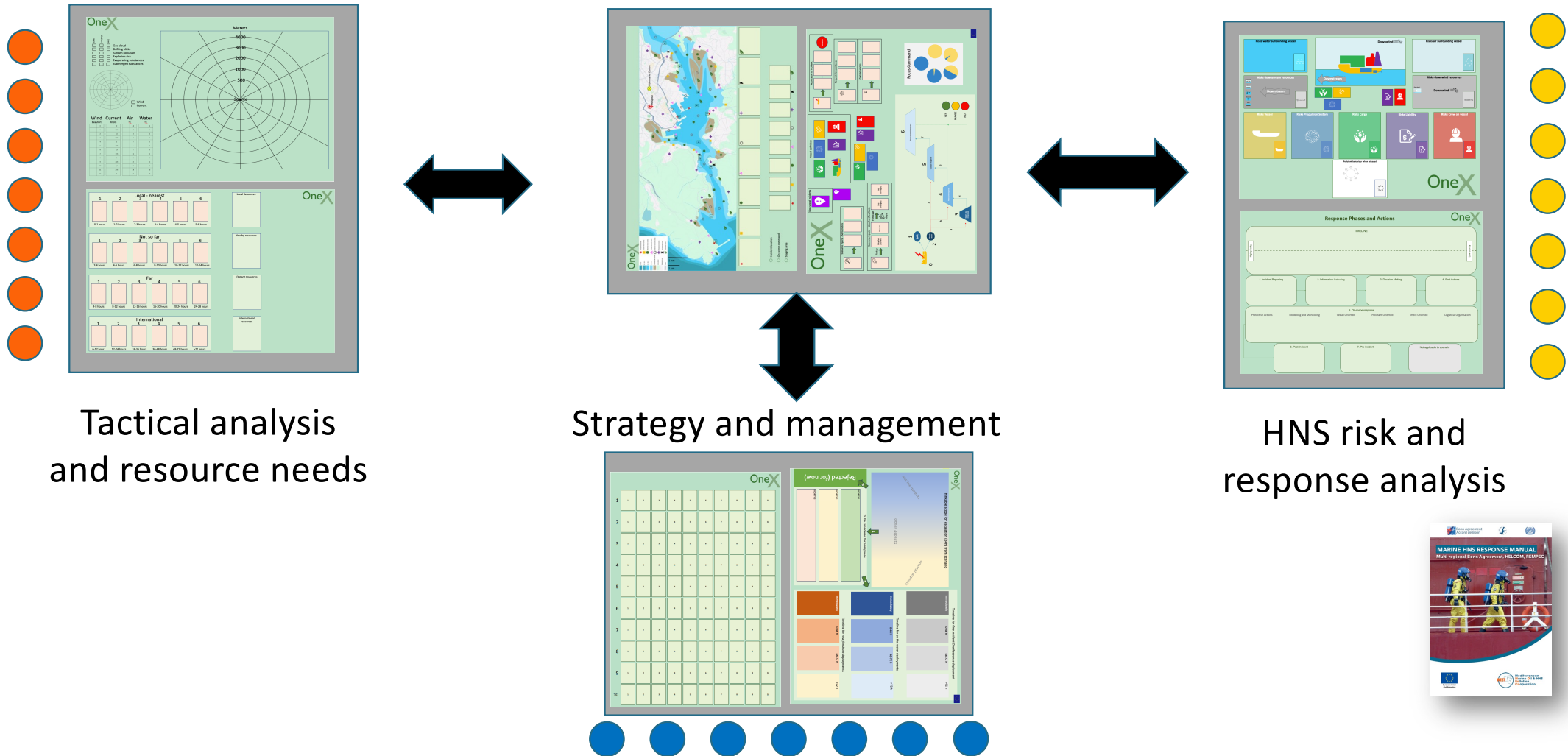
# United Kingdom

- Vessels with alternative fuels already are appearing in UK harbours
- Question amongst response stakeholders: are we prepared to respond?
- UK and Ireland Spill association and IPIECA joined up
  - Aware of challenges and complexities HNS and Alternative Fuels
  - Try to get answers by inviting multiple key experts to 1 workshop (2days)
  - Three scenario's selected
    - Container ship dual powered with methanol
    - Chemical tanker powered by VLSFO carrying HNS products (Sulphuric Acid)
    - Ammonia propelled vessel
  - How to discuss? → OneX chosen as a systematic methodology
  - Sea Alarm invited to moderate the workshop

# Room setup

OneX

## Scenario setup and injects







**SEA  
ALARM**





# Findings and insights



24 Feb 25

All in Stakeholder Group

**Report on Ipicca/UK and Ireland Spill Association 2 Day Alternative Fuels Desktop Exercises 14 and 15 Jan 25**

## 1. Introduction

With Ipicca support, the UK and Ireland Marine Alternative Fuels Preparation Group held desktop exercises over 2 days in London on 14 and 15 January using the One X serious game to explore three marine alternative fuel spill scenarios and their associated response actions.

The exercise was a collaboration between the UK & Ireland Spill Association Marine Alternative Fuels Preparation Group, Ipicca Alternative Fuels and Products Response Task Force and Sea Alarm who developed and managed the delivery of this serious game.

The aim of this 2-day exercise was to identify areas that can improve the ease of response to alternative fuels and test the integration between decision makers and responders.

Thirty-three participants drawn from across the UK maritime community participated as ship owners, ports, regulators, responders, insurers, STS, modellers, consultants, local authorities and SOSREP; see Annex A.

Since the meeting I have been receiving feedback and have met online or in person with many of the participants – thank you.

## 2. Outcomes – what we learned

Regulations	HNS convention - gaps in regulations. UK not yet a signatory Insurance implications of HNS as a cargo vs bunker fuel
Liability and Responsibility	Vessel owner may have limited responsibility to respond however surrounding response by local communities may be significant. Who foots the bill/provides funds for response efforts?
Capability	Confusion exists regarding HNS capability in UK HNS misunderstood Responders lack capability and training FRS capability differs by county and local statutory requirement Paradigm shift in response required in speed, equipment and technology Knowledge however does exist but in clusters
Monitoring and Modelling	Recognition receiving ports should have gas monitoring in place - who is responsible for this (ownership and EE)? Worst case vs realistic modelling scenarios of gas clouds - who is responsible for this (who does this and EE)?

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- HNS incident response ≠ oil spill response
  - Paradigm shift
- Close collaboration maritime and coastal needed
- Many gaps in HNS preparedness
  - Training, equipment
  - Insurance, response capabilities
- Takes time to fill gaps
- Workshop-group to stay/work closely together
  - Maritime – Civil Protection – Harbour
  - Response specialists

# Conclusion

- Many changes in maritime environment
- Many new variables that can play a role in tomorrow's incidents
- Important to have a framework/methodology for preparing for that
- Which framework? Which methodology?
- OneX Methodology:
  - Different stakeholders around the table exploring multiple scenarios
  - Develop a (shared) feel on what is the right thing to do when it happens
  - Develop important insights on multi-disciplinary response needs/coordination
  - Find gaps in existing systems
  - Structure focused and in-depth relevant discussions



Thank You!

**Any Questions?**