

FSO SAFER - Yemen



Where have we been?

And where are we going?

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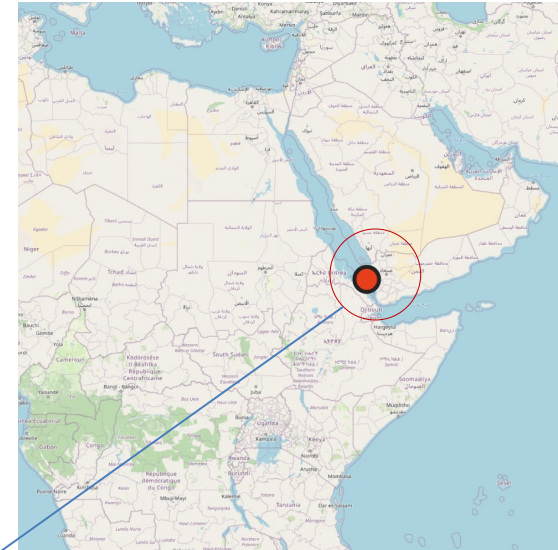
FSO SAFER

Background

- ☐ Built in 1976 as a ultra large crude carrier (ULCC)
- ☐ Converted from Crude Oil Tanker to a FSO in 1986
- ☐ Installed in Yemen and operating as a FSO since 1988
- ☐ Was fully operational and maintained up to 2015
- ☐ No proper maintenance since 2015
- ☐ Has been out of class since 2016

FSO Particulars

- ☐ **IMO No.** 7376472
- ☐ **Flag:** Yemen
- ☐ **Port of registry:** Hodeidah (Yemen)
- ☐ **Date of build:** March 1976
- ☐ **Gross tonnage:** 192,673
- ☐ **Deadweight:** 406,640 tonnes



Moored at
Ras Isa,
4.8 nautical
miles off
Yemen



Context – Civil conflict in Yemen



Civil conflict ongoing since 2011 and one of the most significant humanitarian crises in the world



Located in an area controlled by the Houthis, near Hodeidah (one of Yemen's principal ports)

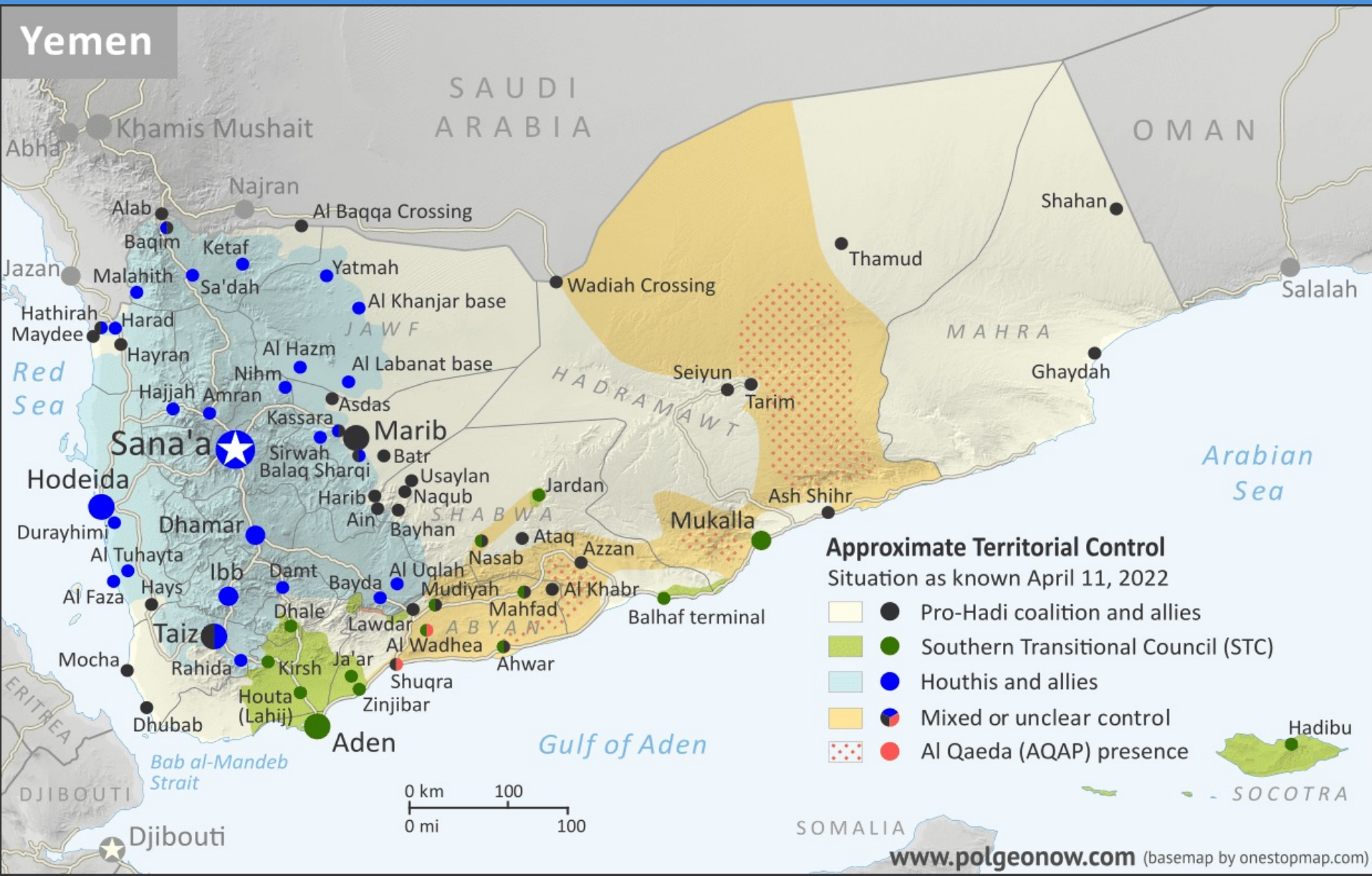


Estimated to have 150,000 MT of crude oil on board



Deteriorating state and increasing risk of oil spill that would be an environmental & humanitarian catastrophe

Yemen



Potential impacts of a significant spill from FSO SAFER

Humanitarian impacts:

- disruption to the port of Hodeidah, which is a key entry point for goods and humanitarian aid
- disruption to power station water intakes and desalination plants

Socio-economic impacts

- fisheries and coastal communities
- disruption of shipping travelling through Bab-el-Mandeb Strait
- disruption of tourism in the wider Red Sea

Environmental impacts

- marine ecosystems including coral reefs, mangroves, tidal flats and seagrass beds
- Important bird habitats, designated marine parks and IUCN red list vulnerable marine species could be impacted



Challenges

Conflict and security issues

- FSO located in DFA-controlled waters
- At-sea response will be difficult to impossible due to security constraints, inability to deploy equipment vessels, and access (visas, clearances, etc)
- Some areas are mined

Lack of functioning national framework

- Systems fractured by civil conflict: governmental entities now split between IRG and DFA authorities
- National plan no longer applicable to current situation
- Minimal capacity or resources within Yemen to mount a response

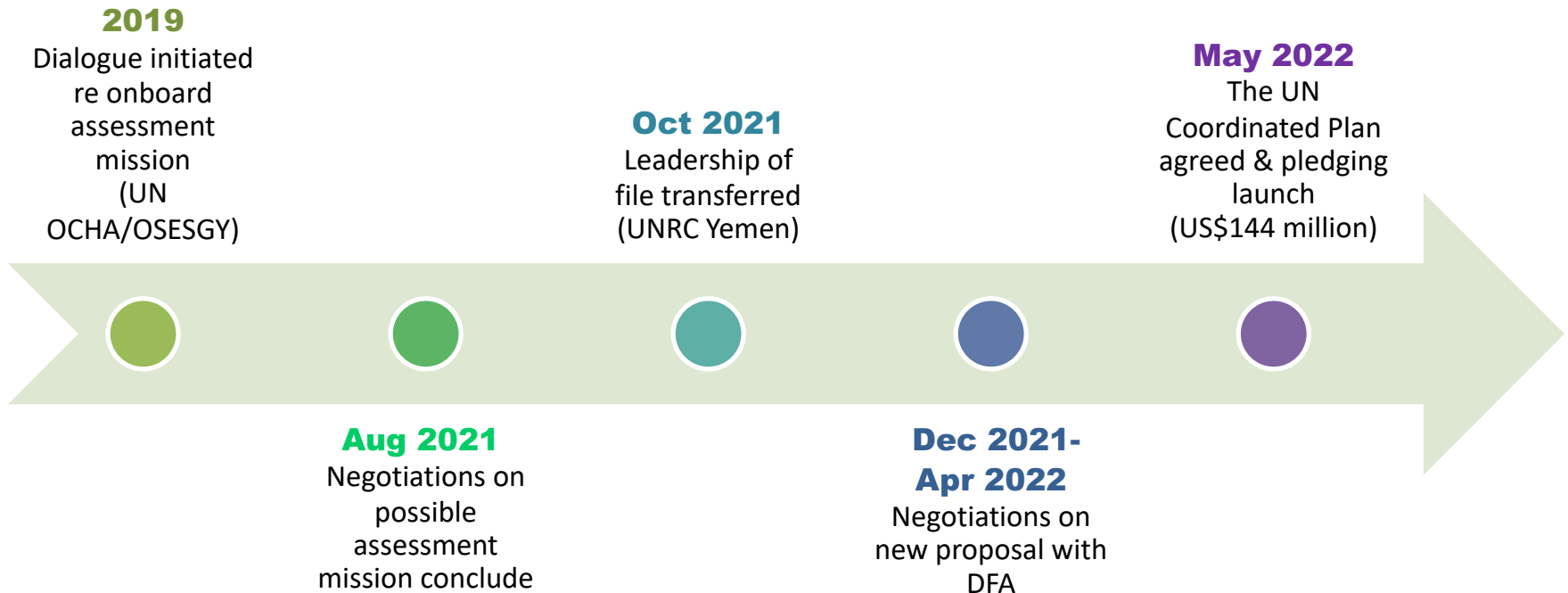
Owner/operator constraints

- Government-owned company – practical and economic difficulties
- FSO has no insurance cover should a spill happen

Liability and compensation under the international conventions

- CLC 92 and Fund 92 do not apply, therefore no immediate financing or compensation for the response

UN involvement - timeline



UN interagency process – began 2019, major shift in late 2021



- Currently led by United Nations Office of the Resident Coordinator (UNRC) for Yemen
- With participation from: UNDP, OCHA, UNOPS, OSESGY, UNICEF, IMO, and UNEP

UN-Coordinated Plan

- **Phase 1 – Emergency phase – Transfer & Salvage**
 - Charter VLCC that will be brought alongside FSO SAFER
 - STS of oil from FSO SAFER to VLCC
 - Clean and scrap FSO SAFER
 - Put new VLCC in place for a period of 18 months
- **Phase 2 – Replace VLCC with new FSO**
 - Purchase VLCC – convert to FSO (18 months)
 - STS of oil from VLCC to new FSO
 - Remove VLCC and put FSO on permanent mooring

Total Cost USD 144 million

Current status & possible support

National

- National authorities (IRG and DFA)
 - *Very limited, if any, capacity*
 - *Communication between national entities is challenging given conflict*
- SEPOC (owner/operator)
 - *Very limited capability and financial resources*

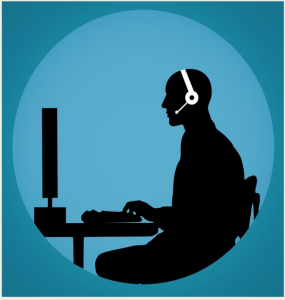
Regional

- PERSGA and EMERSGA
 - *Mandate: Jeddah Convention and the Emergency Protocol (1982)*
 - *Regional plan updated in 2020 in view of FSO SAFER*
 - *Limited response experience and minimally defined coordination mechanisms*

International

- UN assistance: IMO, UNEP, UN OCHA (and others) would support national and regional efforts in the event of a spill
- UN Launch of donor appeal in the event of a spill likely
- Coordinate offers of international assistance from governments/non-government entities
- Engagement of technical and non-governmental experts/organizations

Role of IMO in the event of a spill



REMOTE TECHNICAL ASSISTANCE

- Direct provision of advice
- Access to specialized remote expertise through IMO international network



MOBILIZE INTERNATIONAL ASSISTANCE

- pool of technical experts
- possible support from OSROs and petroleum industry
- OSR equipment sources

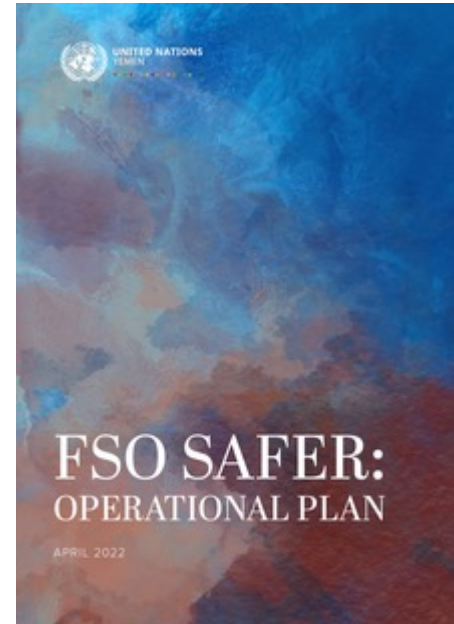


LIAISON & COORDINATION

- Interface between UN and oil spill response entities

Additional information

- FSO SAFER operational plan
 - <https://reliefweb.int>
- IMO and FSO SAFER
 - <https://www.imo.org/en/MediaCentre/HotTopics/Pages/FSO-SAFER-oil-spill-risk.aspx>
- UNDP - Pledging and
FSO SAFER Operation
 - <https://www.undp.org/yemen/fso-safer-pledging-conference>



Questions?

