



«One must conduct oil transport via oil pipelines through special marine terminals»

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There has been nothing unexpected for specialists. One forecasted this situation long before November. Attempts to refer its consequences to natural disaster have little force, to put it mildly. There have been stronger cataclysms in this region. Sometimes the whole of Taman Peninsular got flooded and the people had to hide on the roofs of their houses, practically as it was a couple of years ago in Thailand and Indonesia. For example, on 28 October 1969 a 35m/c wind caused a 4 m high water fetch resulting in practical destroyal of Temryuk. Hundred of people perished.

The situation was aggravated by the fact that cargo transportation is conducted with river-sea vessels unable to withstand rough sea. It fact they shall not leave the mouth of the Don. Or reach Temtyuk at the maximum. At this crude must be excluded from transported cargoes. And to go to the Black Sea area in such barges means make the whole of the ecosystem and people living and working on both banks of the strait “hostages”.

It was as far back as in mid 90-ies that Krasnodar Krai Administration took a principal decision: there should be no oil movements in the Azov Sea due to high risk of accidents and high Azov Sea ecosystem sensitivity to oil pollution.



Additionally, even at those times, more frugal from financial point of view, the issues of safety and operations with this type of cargo was always paid primary attention. One can take construction in 1999-2000 one of the biggest marine terminals owned by Caspian Pipeline Consortium as an example. As a result of ecological risk assessment done at that time one moved the Marine Terminal away from Kerch Strait.

According to statistical data, most of crude and oil products (98%) spill into environment during shipment and only 2% during oil treatment, production and other operations.

In addition to this one imposed on CPC so many environmental safety conditions that it can be considered a showpiece structure

up to now. This includes three levels of sea protection from pollution in case of an incident at the oil base, oil pipeline surge protection system, construction of single point moorings five kilometres away from the shore to prevent recreation areas pollution with atmospheric emissions during vessel lifting, Marine Terminal equipment with the necessary oil spill response equipment, landscape reclamation for which purpose the complex is hidden in between the mountains and so on.

There have been a number of catastrophes with dry cargo ships within the last twenty years occurring in hard meteorology conditions as a result of mistakes by the port vessel management services and vessel captains that failed to provide safe vessel holding anchorage during storms (NordWest motorship, the Port of Novorossiysk, 1989; Vyikhren motorship, Tuapse, 1995). As a result of these incidents during the vessel taking the ground there was fuel tank destroyal and spill of oil into the sea.

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