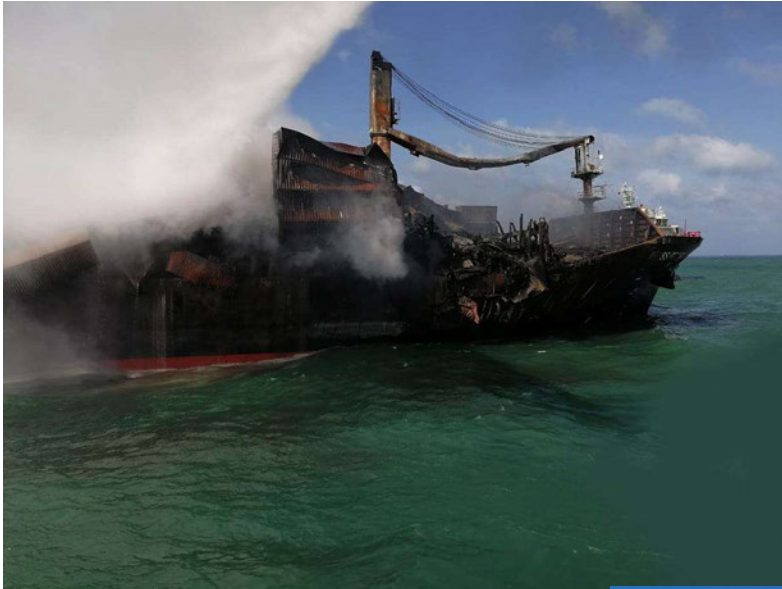


Distressed ship- MV X-Press Pearl off to the Colombo Harbor, Sri Lanka



MARINE ENVIRONMENT PROTECTION AUTHORITY (MEPA), COLOMBO 05, SRI LANKA**Distressed ship- MV X-Press Pearl off to the Colombo Harbor, Sri Lanka****Introduction**

Sri Lanka is at the Centre of international shipping lanes connecting East and West. Sri Lanka's location enables the country to provide quick and efficient global and regional connectivity to move cargo to and from Asia to the rest of the world. Further, its proximity to all major ports in the Indian sub-continent, especially those of India, makes Sri Lanka a prime location that is able to provide fast and easy connectivity to the Indian sub-continent through its feeder network.

In this perspective, the Singapore-flagged X-Press Pearl has been anchored in the Sri Lankan Territorial water off to Colombo Harbor Location- 0704N 07945 E from light house 9.5 Nm 9.5 nautical miles, since a fire erupted onboard May 20 distressed directly to the western coast of Sri Lanka. Since then, millions of beadlike bits of plastic have washed up from the fire-ravaged ship. There was huge fire on board ship and chemical container and the other cargo have been felt down to sea and as a result many particles were reached in the coastal belts of Western, North western and southern province. Coastal stretch from Puthalam to Matara has been affected

Vessel MV X Press Perl had stored several Dangerous cargos on board such as

- Nitric acid (25 T)
- Caustic soda solid
- Sodium methoxide solution
- Cosmetics
- Methanol
- Vinyl acetate inhabited

During the fire and fallen items were reach the coast such as nurdles, burned debris, plastic debris, oil contaminated debris, damaged containers and dead animals and pieces accordingly to clean the coast belt we deployed personnel with required safety equipment's such as safety cover overall, boots, mask and google. Collected debris kept in the containers temporally storage.

Marine environment protection authority is the mandated institution for the marine pollution prevention control and reduction in the maritime zones of Sri Lanka under the state ministry of Urban development, coastal conservation, waste disposal and community cleanness.

In order to reduce the accumulated debris in the coastal stretch marine environment authority conducted debris cleanup program with the assistance of Sri Lanka navy, Sri Lanka coast guard, Sri Lanka army, Sri Lanka police, coast conservation and coastal resource management department, disaster management center, central environment authority, local authorities, waste management authority and other related institutions. Waste management handled by the central environmental authority and main powers provided by the tri-forces and police. MEPA officers

appointed coordinators for each location. Coordinator is the responsible person to coordinate with the particular location for man power providing required cleaning equipment's, safety equipment's and refreshments finally site coordinator should make necessary arrangement to send the collected debris of the temporary storage sites and submission of daily report with a next day focus.

This distressed vessel now sunken off the coast of Sri Lanka, its hull resting on the shallow ocean bed and towers of containers stacked upon each other, may contain chemicals and more plastic nurdles will raise unprecedented threat to the marine environment. As the responsible organization to manage and control and prevent the marine environment, MEPA has started working with its' fullest capacity from the beginning to till to control the impacts raised from the damaged vessel. From 26th May to 16th June, 2021, there were 12,617 man power in persons collected 45,556 bags of plastic nurdles and debris manually by using shovels and other tools to clean the beaches affected with this incident.

Used techniques on debris collection.

1. Collected by shovels.

Debris were gathered and transferred to garbage bags using shovels.



2. Debris collected using Baskets.

Floating debris were collected using baskets.



3. Debris collected using JCB machines



Debris Clean up-Program pictures with site details



Cleaning at Walliwala beach, Matara



Kapungoda site cleanup



Sarakkukanda site cleanup by NAVY



Thelwatta, Hikkaduwa site cleanup



Ichchankadawa, Kalpitiya site cleanup

FINAL TASKING REPORT FOR LOGISTICS OPERATIONS SERVICES



Services Order 74788/54

Sri Lanka Maritime Disaster

12th July 2021 – 30th November 2021

Final Tasking Report for Logistics Operations Services provided to DFAT for Logistics Support – Sri Lanka Maritime Disaster

This Report is provided in accordance with Services Order 74788/54 Section 8 Clause 8.2 and supports Palladium Pty Ltd's invoice for this activity. It contains both financial and program highlights. The currency used throughout is Australian Dollars.

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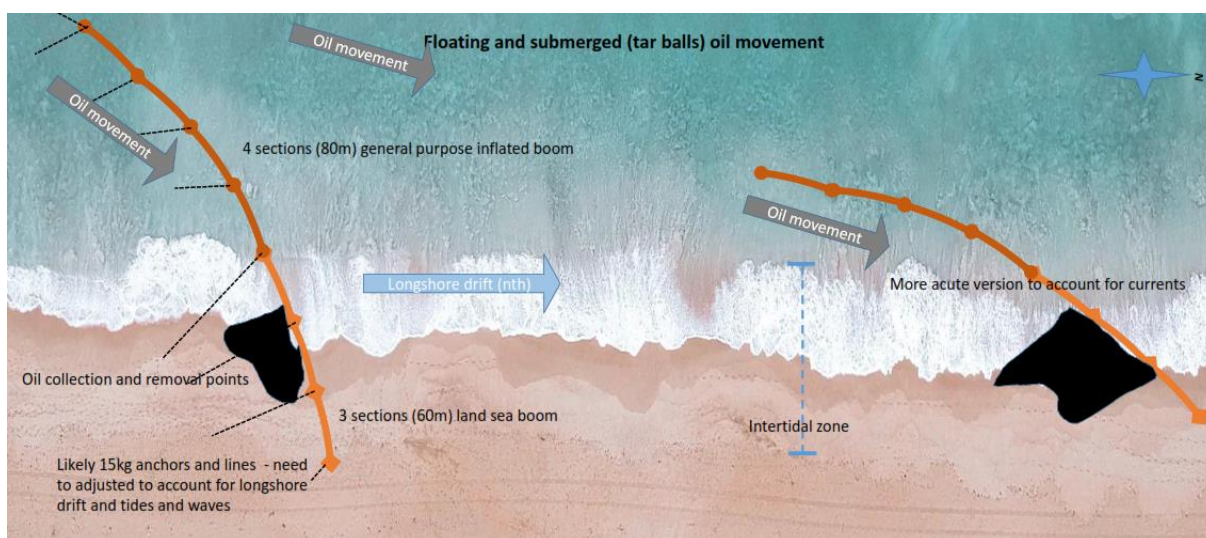
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1. BACKGROUND

On 28 May 2021, the Australian Government received a request from the Sri Lankan Government to support their response to the fire on board the MV X-Press Pearl off the port of Colombo. The fire was causing the ship to sink and leak oil into the ocean, leading to a significant maritime incident likely to affect Sri Lanka's fishing industry.

The Australian Government has committed technical and practical assistance. This services order arranges the logistics for equipment to be sent to Sri Lanka to be prepositioned for future maritime disasters.



2. FINANCIAL SUMMARY (Acquittal)

In accordance with Section 8 clause, 8.1 the financial limit for this Services Order (74788/54), was set at AUD 13,000.00 plus GST if any, up to a maximum amount of AUD 1,300.00 (the amount of GST).

2.1. Acquittal table

Activity Budget	Table 1 Logistics Operation Services Fee 7%	Table 2 Personnel Cost- Logistics Operations Services	Table 3 Operational Costs - Reimbursable Procurement	
Financial Limit	\$962.96	\$4,583.08	\$7,453.96	
GST Limit	\$96.30	\$458.31	\$745.40	
Total Financial	\$1,059.26	\$5,041.39	\$8,199.36	
Invoice Claim	Table 1	Table 2	Table 3	
Financial Limit Invoice Claim	\$550.17	\$408.00	\$6,469.09	
GST Invoice Claim	\$55.02	\$40.80	\$646.91	
Total Claim	\$605.19	\$448.80	\$7,116.00	
Variation	Table 1	Table 2	Table 3	
Activity (to budget)	\$412.79	\$4,175.08	\$984.87	
GST (to budget)	\$41.28	\$417.51	\$98.49	
Variation Summary				
Activity (ex GST)	Financial Limit	Invoice Claim	Variation	% Under
	\$13,000.00	\$7,427.26	\$5,572.74	42.87%

This was a small values Service Order and the funding envelope included contingencies not required. The team achieved significant savings in personnel by utilising the services of existing HLC team members, who stepped up in addition to implementing their day jobs; providing greater VfM for the Commonwealth.

3. SUMMARY OF SERVICES DELIVERED (TASKED)

Under the cover of Services Order 74788/54, Palladium International Pty Ltd was tasked under DFAT's Australian Aid Program to provide Logistics Operations Services for activities in support to Australia's response to the Maritime Disaster in Sri Lanka.

- Manage the loading and delivery of agreed DFAT HERS (Seam Booms) from the Australian Maritime Safety Authority (AMSA) contractors Sydney warehouse to Palladium Sydney warehouse.
- Manage the deployment of the Humanitarian emergency relief supplies HERS from Sydney to Canberra by road.

- Liaise with s22(1)(a)(ii) and the Domestic Security and Diplomatic Mail Services Section of DFAT to receipt the goods and arrange for them to be taken to Richmond for Uplift on a C130 to Colombo.
- Provide technical advice for the efficient and appropriate storage and transportation of specialist Oil booms at all locations.
- Provide logistical support to transport the following goods from the AMSA Store at D Shed, Victoria Quay, Fremantle to Colombo via sea freight

Item	Weight (kg)	Volume (m3)	Length (m)	Width (m)	Height (m)
L/S boom 1.1	800	5.2	2.3	1.5	1.5
L/S boom 1.2	400	3.5	2.3	1.5	1.0
L/S Boom 2.1	800	5.2	2.3	1.5	1.5
L/S Boom 2.2	400	3.5	2.3	1.5	1.0
Total	2400	17.4			

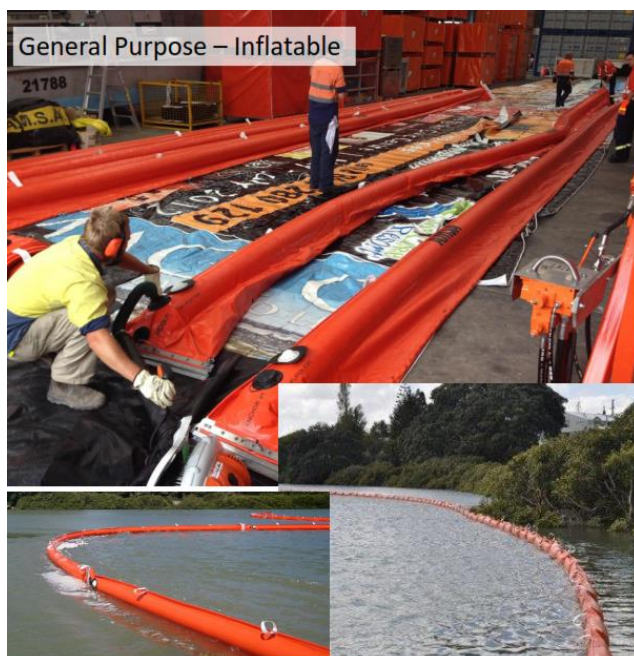
- Store and facilitate the national and international freight movements of all Oil Boom Equipment to Colombo at the earliest possible opportunity including the following, where agreed by DFAT:
 - Customs clearances and port fees
 - Cartage
 - Freight Insurance
 - Quarantine and import regulations



4. PROJECT OVERVIEW

On the 12th July 2021 DFAT reached out to Palladium Humanitarian Logistics Capability (HLC) requesting support to Australia's response to the MV X-Press maritime disaster in Sri Lanka in July.

Palladium was requested to liaise with OPEC to uplift 4 packages containing Land Sea booms and 2 packages containing GP Inflatable boom kits and store them in the Palladium Sydney warehouse.



General Purpose – Inflatable

Boom – General Purpose – Inflatable – STRUCTURFLEX

A self-inflating curtain boom consists of inflatable compartments fitted with self-aspirating valves. The buoyancy chambers are fitted with ribs to enhance self-inflation. There are bulkheads at three metre intervals preserve the integrity of the boom should a buoyancy chamber be cut or punctured or in the event of the leakage of an inflation valve. The boom sections are stored zip-up bags.

The boom is deployed and retrieved manually and there are handles at two metre intervals along the length of the boom to facilitate manual handling.

Technical Details

Section Length – 20m
Section Mass – 80kg
Overall height – 650mm
Freeboard – 250mm
Draft – 400mm
End Connectors

Logistical Information

Packaging – Hot dipped galvanised stillage
Dimensions – 2230L x 1420W x 1320mm H
Mass – 800kg
This item is part of a kit that comprises 100ms of boom, a back pack blower, 4 x 15kg anchors & 2 x towing bridles.



Six large stores pallets were delivered to the DFAT Sydney warehouse. It had been confirmed that the ADF were able to provide two L-pallets (equivalent of 16 stores pallets) of uplift, directly to Colombo, Sri Lanka. This was later revised down to ¼ of a L-Pallet / two stores pallets on ADF (only).

As it was not possible to uplift all equipment via ADF, the Sydney warehouse team, in close coordination with AMSA and DFAT Canberra, prioritised the immediate requirements to meet the available uplift capacity. This correspondence was done via email as AMSA were unable to come to the Palladium Warehouse and demonstrate the technical requirements for packaging items.

AMSA provided photos in the emails, and despite adding some additional challenges to the task, the team successfully navigated issues and return the excess items to AMSA, opting instead to mobilise some equipment directly from Fremantle, WA.



Two white wrapped AMSA pallets - R G Casey Building, DFAT Canberra - s22(1)(a)(ii) applying the Australian Aid Branding.

The two pallets (pictured) were transported to Richmond Airforce Base and on-forwarded via C130 to Colombia. The remaining Sea Boom and other stores that were unable to fit onto the first uplift were then re-issued from AMSA's warehouse in Freemantle and transported via commercial ship to Colombo.

4.1. DISTRIBUTION OVERVIEW TOTALS FOR DFAT AND PARTNER STORES

Table 1: Total DFAT/AMSA Stores:

Item:	QTY:	Unit Measure:	of	Total Weight: KG	Total Cubic:	Total Value AUD:
GP Inflatable Boom Kits	4	each		2400	17.4	\$50,000.00
						\$50,000.00

Table: Total Partner Stores:

Item:	QTY:	Unit Measure:	of	Total Weight: KG	Total Cubic:	Total Value AUD:
Nil Partner Stores	-	-		-	-	
						Nil

5. LESSONS LEARNT

In accordance with the reporting requirements, Section 5, Clause 5.1 of this Services Order, PALLADIUM provides the following Lessons Learnt.

- Having the AMSA team come out to the Sydney Warehouse to assist with the repalletization would have been significantly more efficient than relying on emailed photographs.
- This service order successful, due to the good collaboration, communication, and partnership between all parties – in particular s22(1)(a)(ii) from the 'Bangladesh, Sri Lanka and Maldives' section of DFAT and Response lead Shelley Thomas of Palladium actively engaging and supporting one another. There was also regular and broadly effective communication between Palladium and the AMSA Team.
- A ship docked in Fremantle harbour reported positive COVID-19 cases on board, effectively shutting down the port facility to any incoming materials. Again, due to good communication and clear messaging between all parties mitigated much of the distress and duress generated by this unexpected delay.

6. SUMMARY

The team at Palladium International Pty Ltd greatly appreciated the opportunity provided by DFAT to participate in this response. This was an invaluable learning experience as it allowed the team to support our second recent environmental mitigation / maritime response, involving once again AMSA, as the Commonwealth Department providing technical advice under the leadership of DFAT.

The partnership continues to expand its capabilities and scope of services in delivering humanitarian logistics capabilities and we look forward to continuing to grow our response capabilities.

(On behalf of the HLC team)



Matthew Everitt

Director – Humanitarian Logistics Capability

Palladium Pty Ltd

18/07/2022

ANNEX A – Personnel Table

Table 1. Personnel costs - Australian Management Support Team						
Position	Job Level and Professional Discipline Category	Daily remuneration Rate	Budgeted Days	Actual Days	Maximum Amount Payable	Actual Amount Paid
Team Leader Shelley Thomas	Group C, Level 3	814.00	4.5	0	\$3,654.00	\$ -
Log Finance	Group A, Level 3	300.00	.5		\$300.00	\$ -
AMST Totals:					\$1632.00	\$0.00

Table 2. Personnel costs - Australian Warehouse Support Staff						
Position	Job Level and Professional Discipline Category	Daily remuneration Rate	Total Days	Actual Days	Maximum Amount Payable	Actual Amount Paid
Warehouse	Group A, Level 2	\$214.54	2	0	\$429.08	\$ -
WH Totals:					\$429.08	\$0.00

ANNEX B – DFAT Stores per flight

Flight 1 C130 from Richmond

Item:	QTY:	Unit Measure:	of	Total Weight: KG	Total Cubic:	Total Value AUD:
GP Inflatable Boom Kits	2	each		1200	8.7	\$25,000.00
						\$25,000.00

Sea Freight from Freemantle

Item:	QTY:	Unit Measure:	of	Total Weight: KG	Total Cubic:	Total Value AUD:
GP Inflatable Boom Kits	2	each		1200	8.7	\$25,000.00
						\$25,000.00

ANNEX C – Partner Stores per flight

Nil Partner Stores