Oil Spill Preparedness and Response:
Expectations & Realities
Karen Purnell, Managing Director

The Origin of ITOPF

Established in 1968 with support from the oil companies, independent tanker owners and P&I Clubs

- Largest VLCC, built in Yokahama, 1966 ('MT Indenitsu Maru')
- VLCC ‘TORREY CANYON’ ran aground in 1967 spilling 119,000 tonnes of Kuwait crude oil cargo
- Fault-based liability & compulsory insurance 1st discussed in Tokyo, 1969
- Ship-owners agree interim voluntary measures, TOVALOP
- ITOPF established to administer TOVALOP & to provide expert technical advice
- Now the shipping industry’s primary source of technical advice
Not-for-profit organisation

26 staff with 13 technical advisers on 24/7 call out

Advisers from different countries & backgrounds
- United Kingdom, USA: Biologists
- South Africa: Chemists
- France, Netherlands: Economist
- Belgium /Chinese: Engineer

Extensive practical experience and technical knowledge

World-wide network of contacts

Comprehensive library of oil spills and databases

---

**ITOPF MEMBERSHIP**

5,980 tanker owner Members

10,592 tank vessels of 304 million GT

Non-tank vessels = Associates

495 million GT of non-tanker tonnage

P&I Clubs arrange ITOPF entries & pay dues
**ITOPF Funding 2009/10**

*Other Income*

7%

**Members**

47%

0.68p / GT

**Associates**

46%

0.40p / GT

**Board of Directors 2009**

- Teekay (Chairman)
- Japan P&I
- Nippon Oil Tanker Corporation
- Transpetro
- Seagroup Inc
- Thomas Miller P&I Ltd
- BW Maritime Pte Ltd
- ExxonMobil Global Marine
- Triandros Corporation
- Skuld P&I
- Valles steamship Company Ltd
- Stena Bulk AB
- NYK Line
- Vela International Marine Ltd
- Shell International Trading & Shipping
- Keystone Shipping Corporation
- Stolt-Neilsen Transportation Group BV
- Steamship P&I
- BP Shipping Ltd
- Reederei F. Laeisz GmbH
- AP Møller – Maersk A/S
- Sovcomflot
- Chevron Shipping Company LLC
TECHNICAL SERVICES

- Response to marine spills
- Claims Analysis & Damage Assessment
- Contingency Planning & Advisory Work
- Training, Seminars, Conferences
- Information Services
  - Publications
  - Databases
  - Website: www.itopf.com

ITOPF ROLE ON SITE

- Always advisory
- Co-operation and mutual agreement
- Promote reasonable & cost effective clean-up response
- Aim to minimise damage to resources
- Offer guidance on admissibility of claims

NOT LOSS ADJUSTERS
INCIDENTS ATTENDED WORLDWIDE

ITOPF: 650 incidents attended in 99 countries since 1970

The Role of ITOPF

Number of Tanker Spills over 700 tonnes, 1970-2009

- 1970-76: 23.2 spills per year on average
- 1981-89: 5.6 spills per year on average
- 1990-99: 7.5 spills per year on average
- 2000-09: 3.3 spills per year on average
Tonnes of Oil Spilt (1970 – 2009)

Tanker versus Non-Tanker Incidents (1970-2009)
20-Year Trend in the Number of Incidents Attended

Spills Attended since January 2009
INCIDENTS ATTENDED SINCE JANUARY 2009

<table>
<thead>
<tr>
<th>DATE</th>
<th>Vessel Name</th>
<th>Country</th>
<th>Tanker</th>
<th>OILTYPE</th>
</tr>
</thead>
<tbody>
<tr>
<td>2009</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>28/01/2009</td>
<td>ASSALAMA</td>
<td>Morocco</td>
<td>N</td>
<td>NONE</td>
</tr>
<tr>
<td>13/02/2009</td>
<td>DUNLIN ARROW</td>
<td>Dominican Republic</td>
<td>N</td>
<td>BUNKER</td>
</tr>
<tr>
<td>20/02/2009</td>
<td>MARINE STAR</td>
<td>JAPAN</td>
<td>N</td>
<td>BUNKER, FUEL (CARGO)</td>
</tr>
<tr>
<td>11/03/2009</td>
<td>PACIFIC ADVENTURER</td>
<td>Australia</td>
<td>N</td>
<td>BUNKER, HNS</td>
</tr>
<tr>
<td>20/09/2009</td>
<td>ISOLA VERDE</td>
<td>TURKEY</td>
<td>Y</td>
<td>FUEL (CARGO)</td>
</tr>
<tr>
<td>27/09/2009</td>
<td>MARTI PRINCESS</td>
<td>TURKEY</td>
<td>N</td>
<td>NONE</td>
</tr>
<tr>
<td>14/07/2009</td>
<td>YM INCEPTION</td>
<td>Egypt</td>
<td>N</td>
<td>BUNKER</td>
</tr>
<tr>
<td>31/07/2009</td>
<td>FULL CITY</td>
<td>NORWAY</td>
<td>N</td>
<td>BUNKER</td>
</tr>
<tr>
<td>07/08/2009</td>
<td>Y-O BUCO</td>
<td>TAIWAN</td>
<td>Y</td>
<td>NONE</td>
</tr>
<tr>
<td>08/08/2009</td>
<td>XIN DONG GUAN 3</td>
<td>MALAYSIA, WEST COAST</td>
<td>N</td>
<td>FUEL (CARGO)</td>
</tr>
<tr>
<td>26/08/2009</td>
<td>GULSER ANA</td>
<td>MADAGASCAR</td>
<td>N</td>
<td>BUNKER</td>
</tr>
<tr>
<td>27/08/2009</td>
<td>CASIO PILAR</td>
<td>BRAZIL</td>
<td>Y</td>
<td>FUEL (CARGO)</td>
</tr>
<tr>
<td>15/09/2009</td>
<td>AGIOS DIMITRIOS</td>
<td>CHINA</td>
<td>N</td>
<td>BUNKER</td>
</tr>
<tr>
<td>02/10/2009</td>
<td>MV RED ROSE</td>
<td>FRANCE, NORTH COAST</td>
<td>N</td>
<td>BUNKER</td>
</tr>
<tr>
<td>23/10/2009</td>
<td>MV MARSTAN</td>
<td>GERMANY</td>
<td>N</td>
<td>BUNKER</td>
</tr>
<tr>
<td>24/10/2009</td>
<td>LOWLANDS PROSPECT</td>
<td>CHINA</td>
<td>N</td>
<td>BUNKER</td>
</tr>
<tr>
<td>28/10/2009</td>
<td>MSC SHENZHEN</td>
<td>SPAIN</td>
<td>N</td>
<td>BUNKER</td>
</tr>
<tr>
<td>01/11/2009</td>
<td>ZODIK</td>
<td>CHINA</td>
<td>N</td>
<td>BUNKER</td>
</tr>
<tr>
<td>05/12/2009</td>
<td>AFFLATUS</td>
<td>CHINA</td>
<td>N</td>
<td>BUNKER</td>
</tr>
<tr>
<td>31/12/2009</td>
<td>SAMHO HERON</td>
<td>JAPAN</td>
<td>Y</td>
<td>LUBRICATING OILS</td>
</tr>
<tr>
<td>2010</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>05/01/2010</td>
<td>FURNESS MELBOURNE</td>
<td>MOROCCO</td>
<td>N</td>
<td>NONE</td>
</tr>
<tr>
<td>12/01/2010</td>
<td>HUASCO</td>
<td>CHILE</td>
<td>N</td>
<td>BUNKER</td>
</tr>
<tr>
<td>24/01/2010</td>
<td>EAGLE OTOME</td>
<td>USA</td>
<td>Y</td>
<td>CRUDE OIL</td>
</tr>
<tr>
<td>26/01/2010</td>
<td>SEA ANGEL</td>
<td>TAIWAN</td>
<td>N</td>
<td>BUNKER</td>
</tr>
</tbody>
</table>

PAJ Oil Spill Symposium 2010
‘Reality and Formality in Oil Spill Response and Training/Exercises’

How to maintain momentum against a background of reducing oil spills?

- Realistic and sustainable level of investment in preparedness
- Focus on areas that historically present difficulties
The Challenge of Maintaining Momentum in Spill Preparedness & Response

Key Issues
- Variable quality of contingency planning
- Inadequate assessment of risks
- Lack of clarity on roles and responsibilities
- Over-reliance on external resources
- Inadequate logistical/customs support
- Inadequate integration of local resources
- Inadequate consideration of waste issues
- Insufficient documentation for claims
Oil Movement & Preparedness
Conventions

OPRC-90
To establish measures for dealing with pollution incidents, either nationally or in co-operation with other countries.

- Designation of a competent National Authority
- National Contingency Plan
- Minimum level of pre-positioned equipment
- Programme of training & exercises
- Flag States to ensure SOPEPs
The Challenge of Maintaining Momentum in Spill Preparedness & Response

Key Issues

• Variable quality of contingency planning
• Inadequate assessment of risks
• Lack of clarity on roles and responsibilities
• Over-reliance on external resources
• Inadequate logistical/customs support
• Inadequate integration of local resources
• Inadequate consideration of waste issues
• Insufficient documentation for claims

Roles & Responsibilities

• What is mean by ‘responsible’?
• Ship-owner versus government-led response
• Does everyone know their role?
• Does everyone else know everyone else’s role?
• Can they be contacted?
• Exercises
The Challenge of Maintaining Momentum in Spill Preparedness & Response

Key Issues

• Variable quality of contingency planning
• Inadequate assessment of risks
• Lack of clarity on roles and responsibilities
• Over-reliance on external resources
• Inadequate logistical/customs support
• Inadequate integration of local resources
• Inadequate consideration of waste issues
• Insufficient documentation for claims
The Challenge of Maintaining Momentum in Spill Preparedness & Response

Key Issues
- Variable quality of contingency planning
- Inadequate assessment of risks
- Lack of clarity on roles and responsibilities
- Over-reliance on external resources
- Inadequate logistical/customs support
- Inadequate integration of local resources
- Inadequate consideration of waste issues
- Insufficient documentation for claims
Payment of Claims

- Claims should relate to actions taken on the basis of a technical evaluation, should be to scale, and demonstrate cost-effectiveness.
  - Reasonable

- Claims must be for actions that qualify for compensation.
  - Admissibility

- Claims must contain sufficient detail so as to allow insurers to assess on the basis of facts and supporting documentation.
  - Proof

WELL PREPARED CLAIMS = PROMPT PAYMENT

Summary

In quiet times, consider areas that may cause difficulties during the response to an oil spill and concentrate on these for improvement during exercises and training, and then update the contingency plans.