Ship source spills and transboundary risks

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THE ORIGIN OF ITOPF

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

MT Torrey Canyon, UK, 1967

- Largest VLCC, built in Yokohama, 1966
- 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 industries' primary source of technical advice

ITOPF'S WORK

***Main aim:** promote effective response to spills*

***Main role:** on-site advice at shipping spills (oil/HNS)*




ROLE ON SITE

- Technical Advice: government, responders & victims
- Promote effective response, joint assessments & cooperation
- Level of involvement & type of work vary depending on needs
- Assist with securing equipment & organising clean-up
- Monitor spill response & investigate damage to resources
- Help to design & implement post-spill studies / restoration
- Promote underlying principles of international compensation regime

GLOBAL TRENDS

1970-79: 24.5 spills per year on average

1980-89: 9.4 spills per year on average

1990-99: 7.7 spills per year on average

2000-09: 3.5 spills per year on average

2010-13: 2 spills per year on average

Number of Spills

0 5 10 15 20 25 30 35

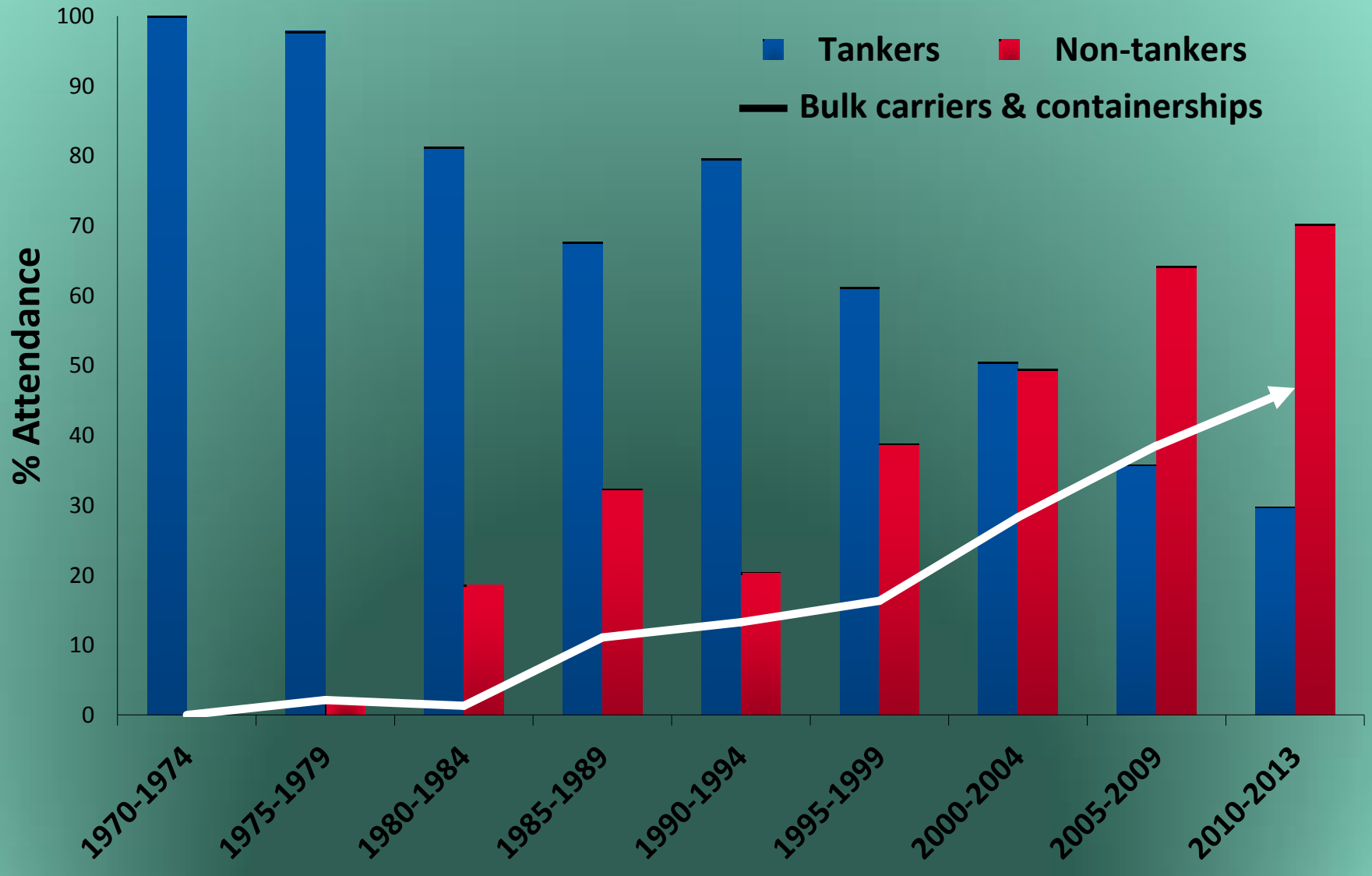
1970 1973 1976 1979 1982 1985 1988 1991 1994 1997 2000 2003 2006 2009 2012

ACCIDENTS STILL HAPPEN…

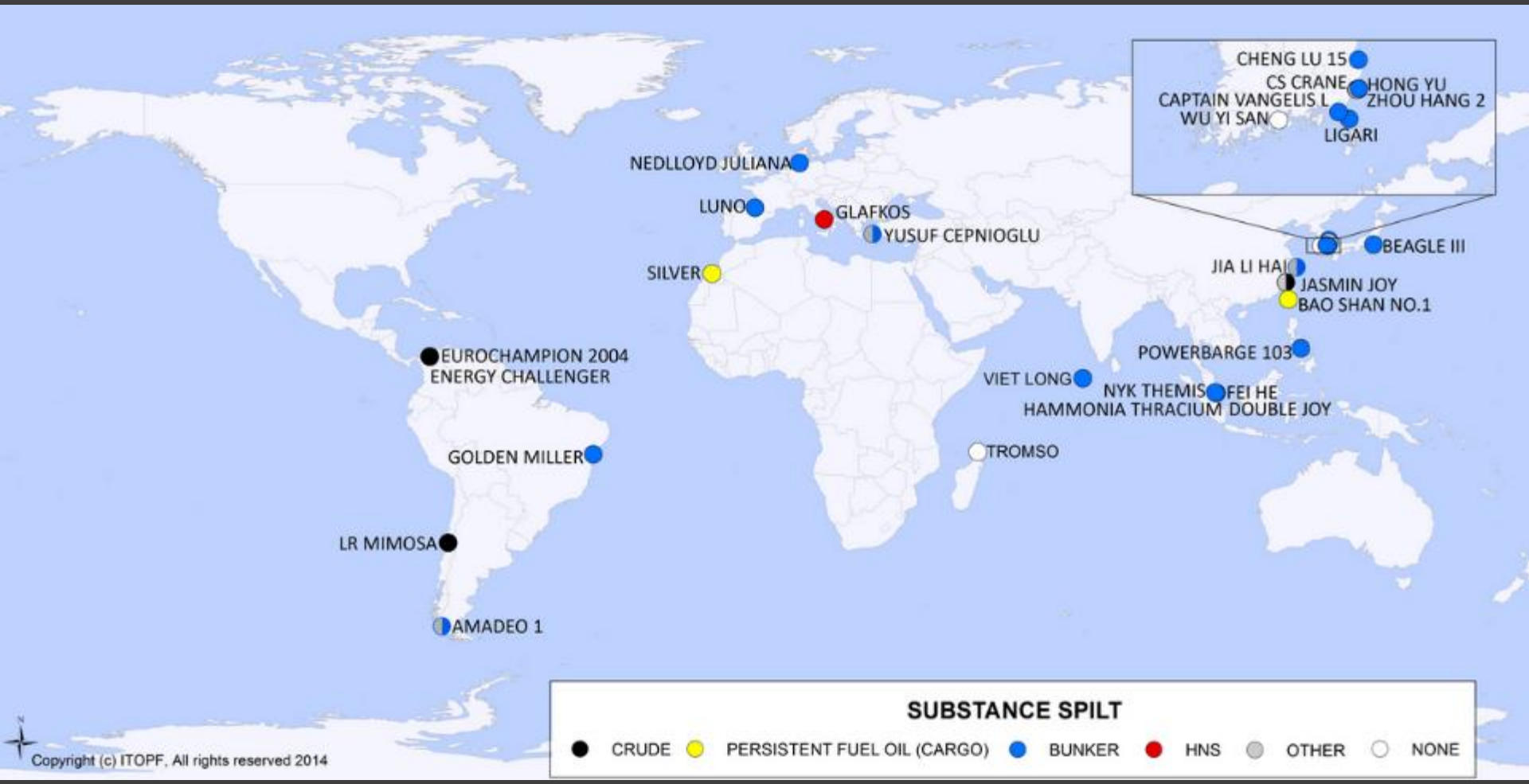
Photo: KCG

Photo: Reuters

TRENDS BASED ON ITOPF SPILL ATTENDANCE

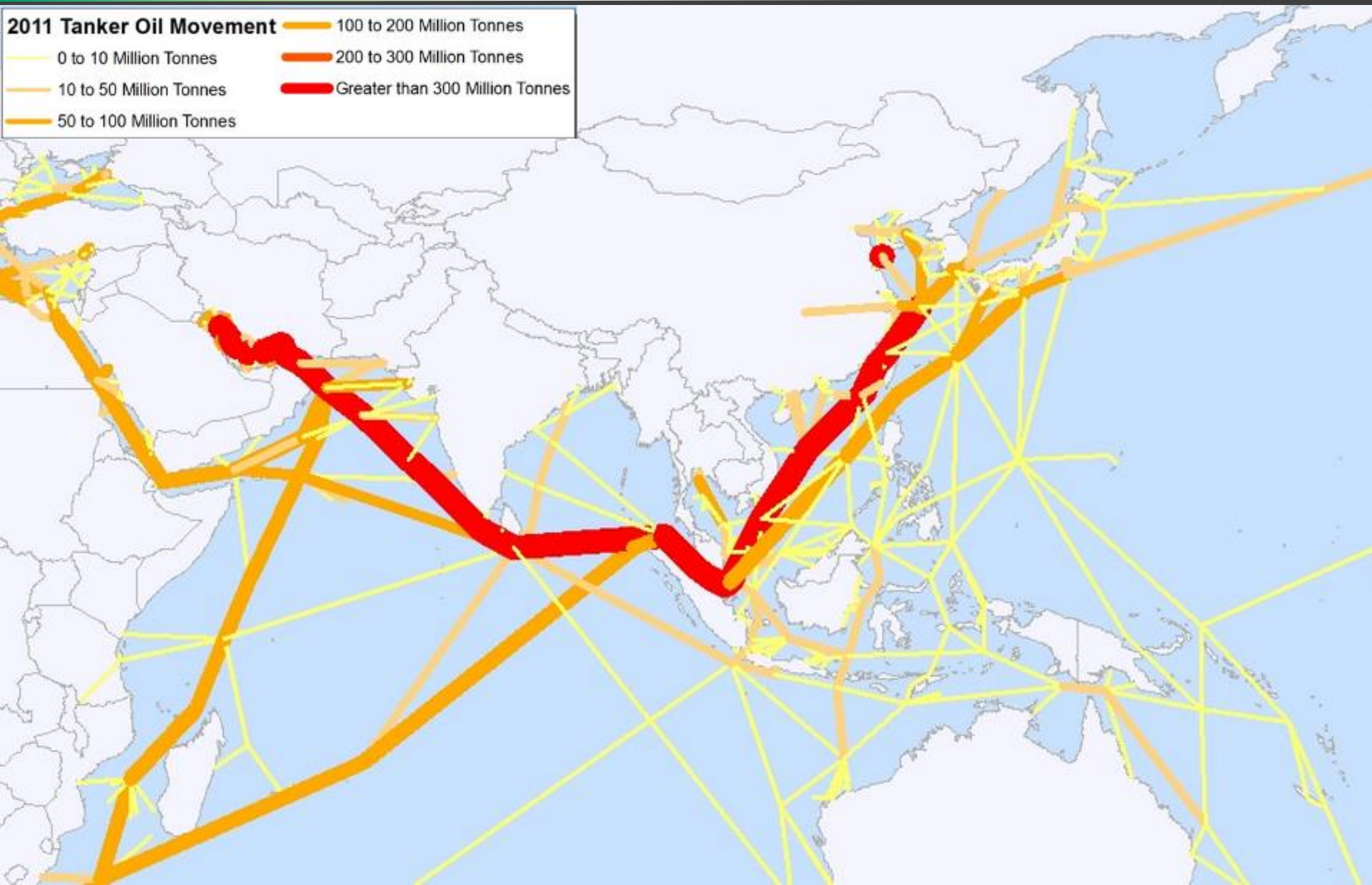


ITOPF ATTENDED SPILLS

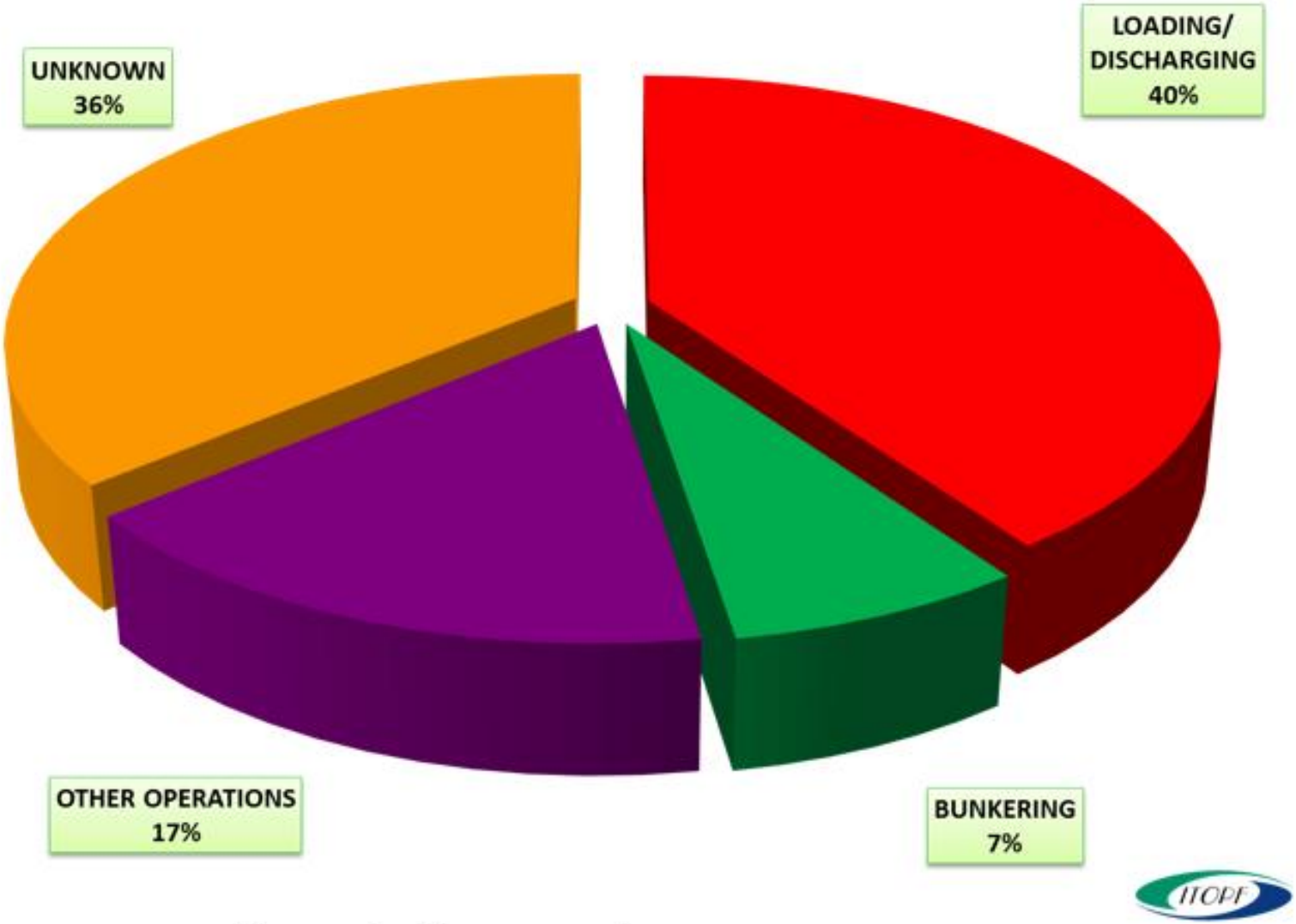


Spills attended over the last 12 Months

TRENDS IN ASIA:
Tanker oil movements

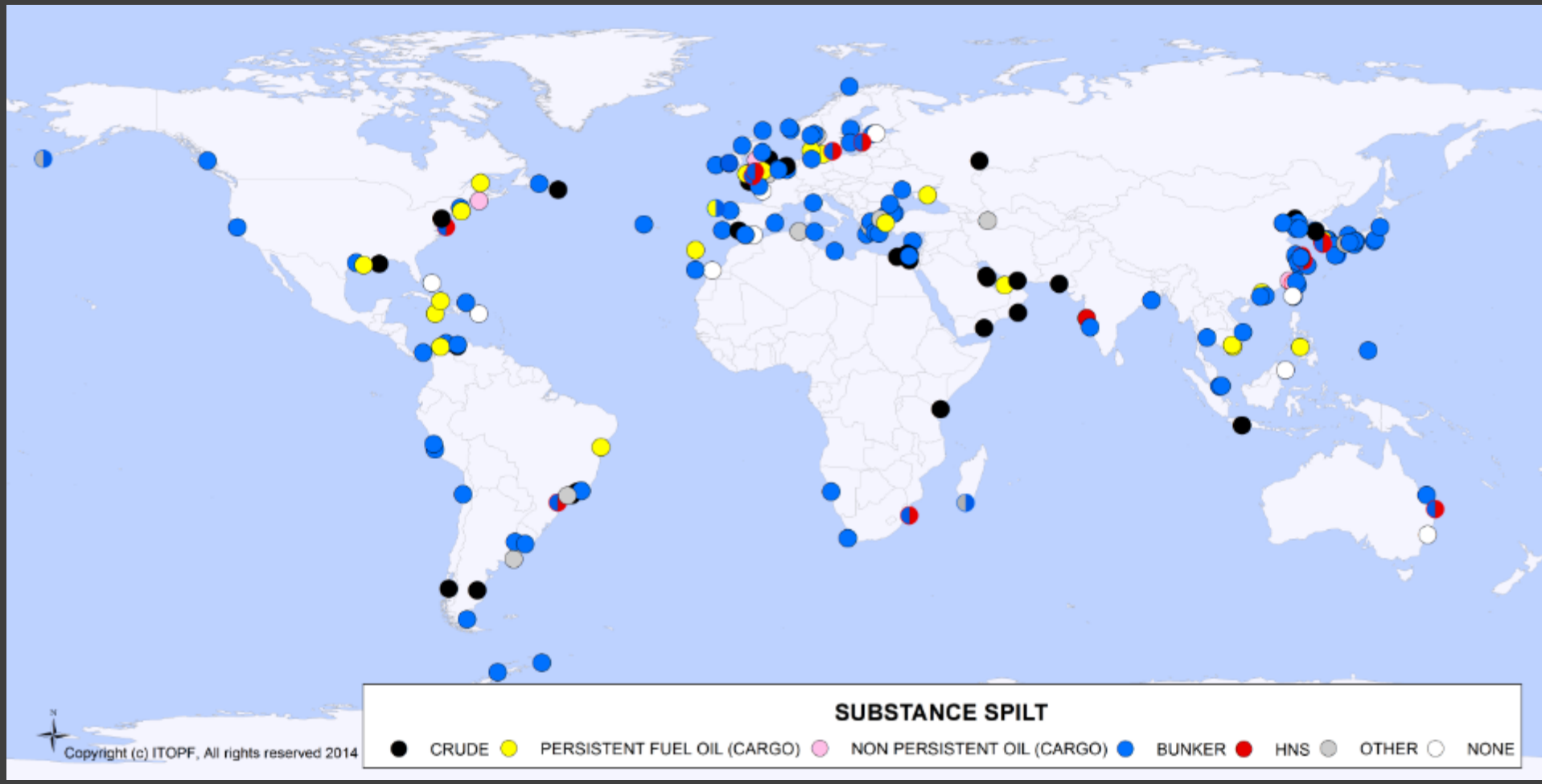


GLOBAL TRENDS: INCIDENT CAUSES

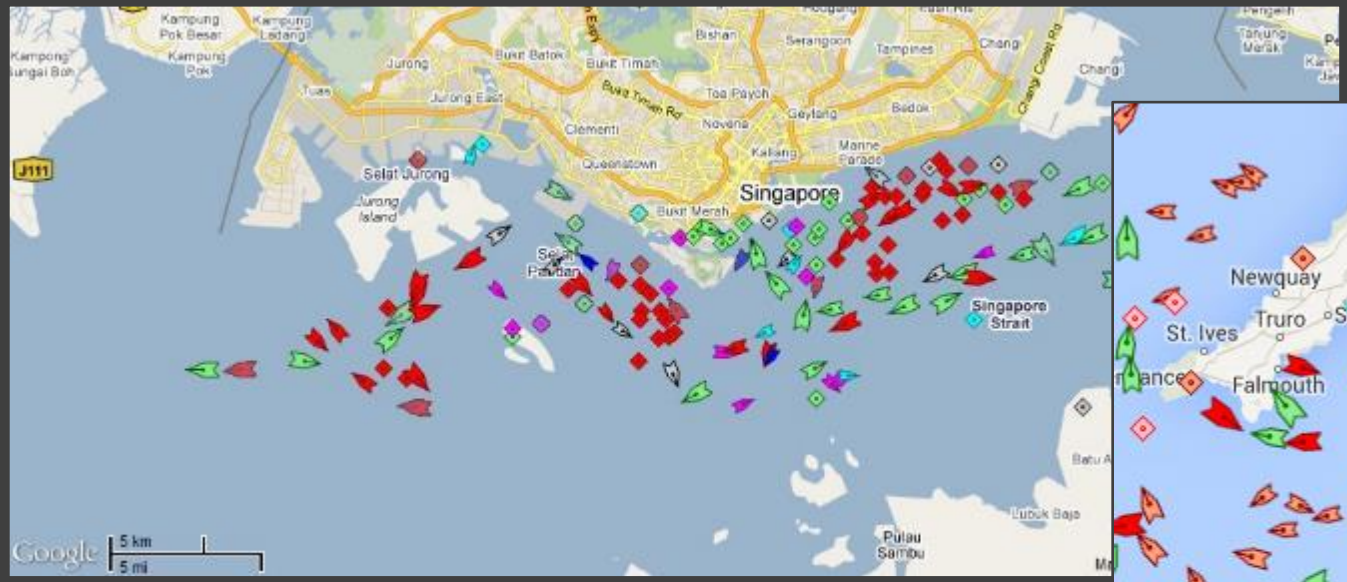


Incidence of spills <7 tonnes by cause, 1974-2014

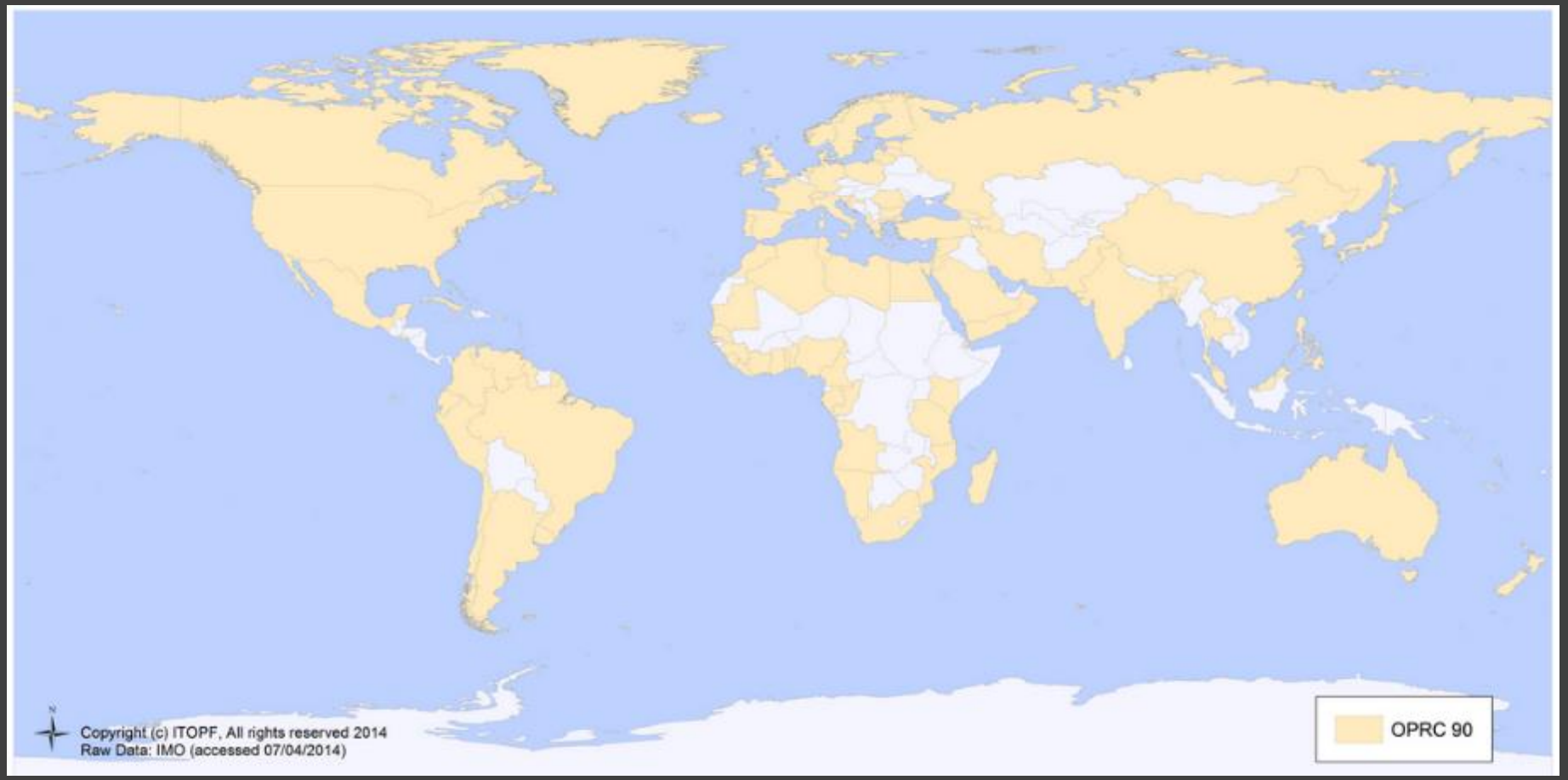
TRENDS IN ASIA:
Spills attended since 1980



WHY INTERNATIONAL COOPERATION?



OPRC ‘90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Raw Data: IMO (accessed 07/04/2014)
OPRC 90

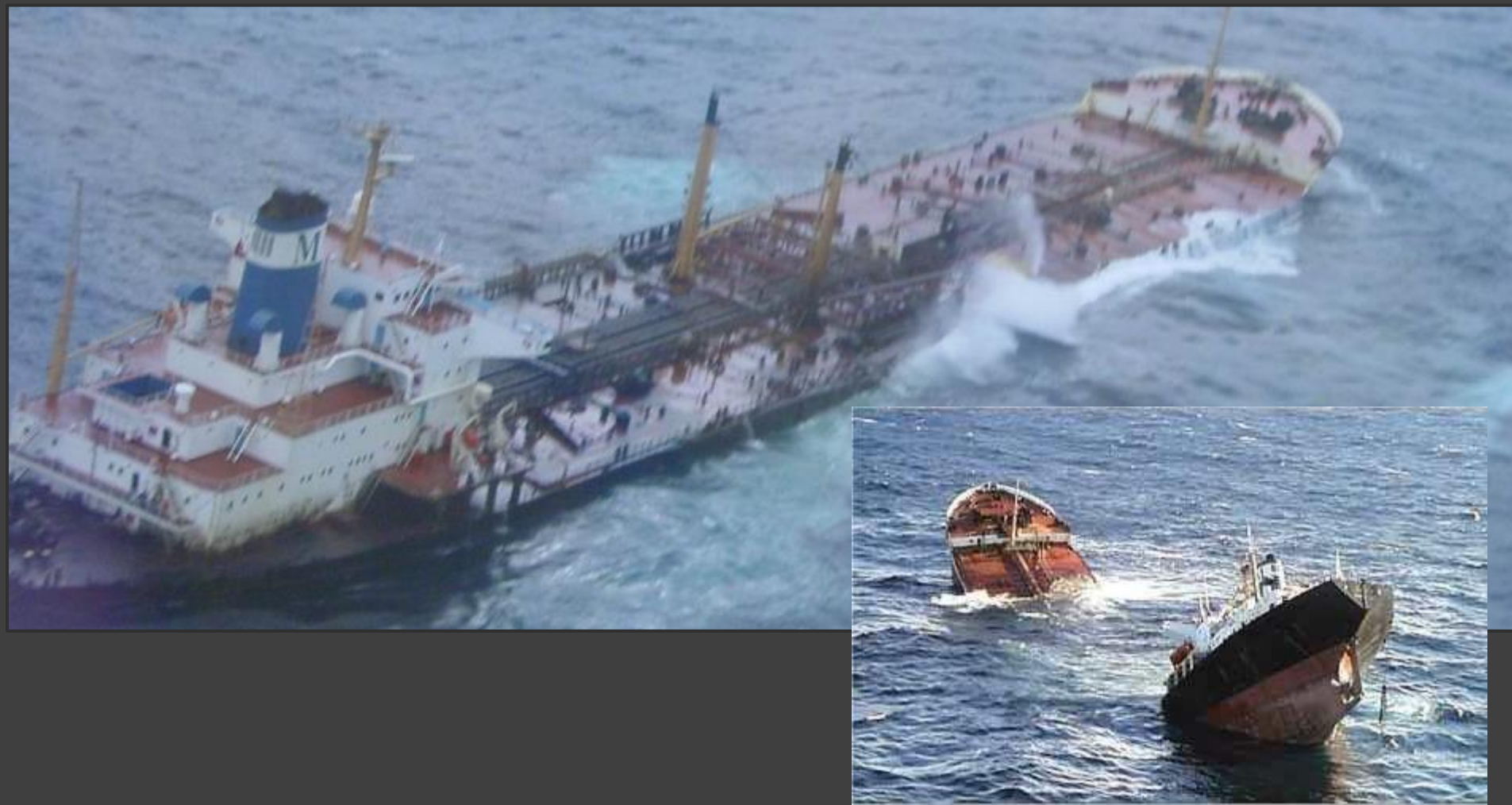
WHAT DO WE MEAN BY TRANSBOUNDARY SPILLS?

ERIKA, 1999 – not transboundary, but substantial international assistance provided

Source: French Navy

WHAT DO WE MEAN BY TRANSBOUNDARY SPILLS?

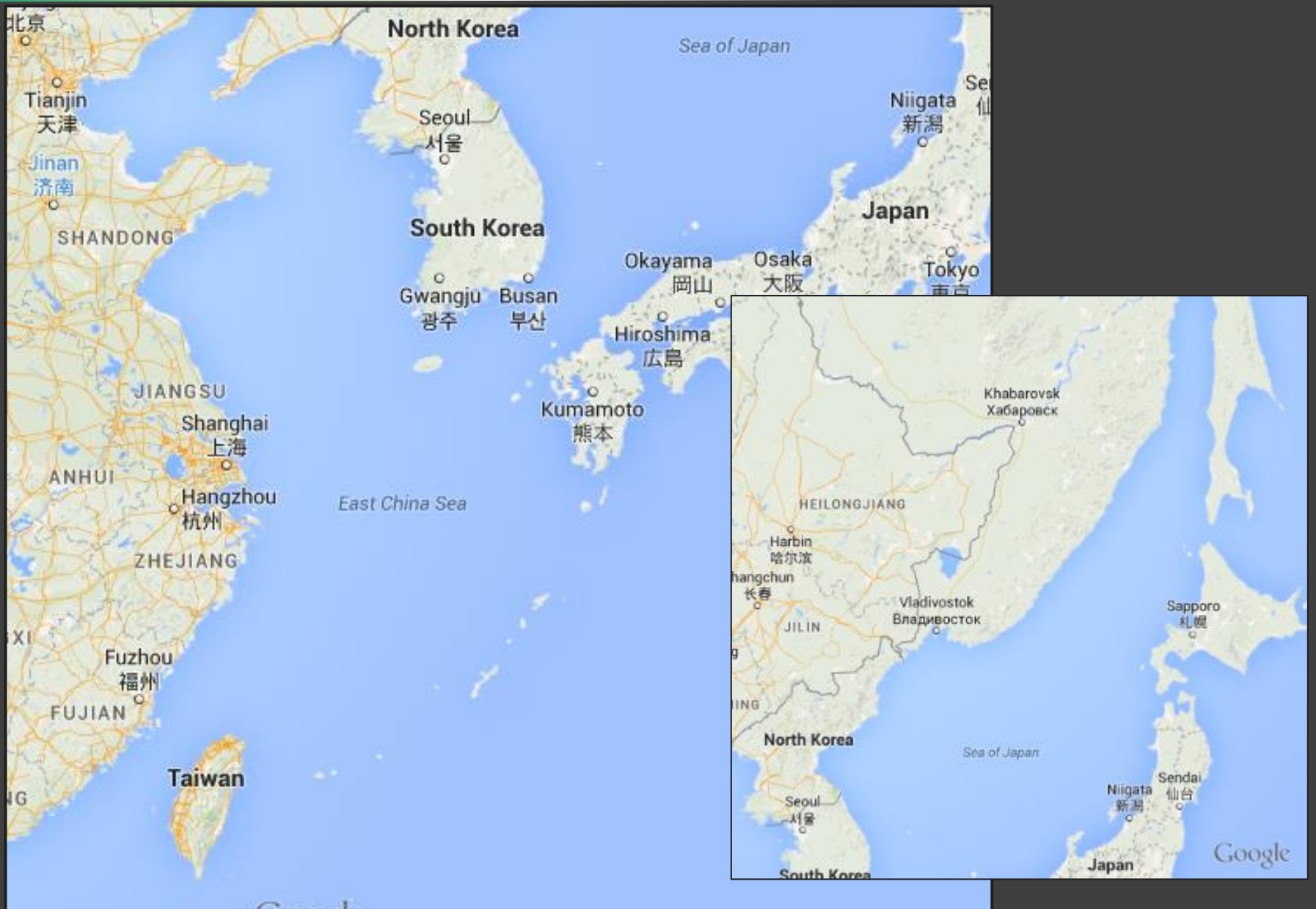
PRESTIGE – Spain and France



WHAT DO WE MEAN BY TRANSBOUNDARY SPILLS?

MSC NAPOLI – no major oil pollution ultimately, but it posed a risk to both France and the UK

WHEN DOES A SPILL BECOME A TRANSBOUNDARY ISSUE?



INTERNATIONAL COOPERATION

In summary, Article 7 of OPRC ‘90 which pertains to international cooperation states:

(1) Parties agree, where feasible, to provide advisory services, technical support and equipment for the purpose of responding to an oil pollution incident, when the severity of such
incident so justifies, upon the request of any Party affected or likely to be affected.

(2) A Party which has requested assistance may request financial assistance from the IMO In line with paragraph 1
(3) In accordance with applicable international agreements, each Party shall take necessary legal or administrative measures to facilitate:

(a) the arrival and utilisation in and departure from its territory of ships, aircraft and other modes of transport engaged in responding to an oil pollution incident or transporting personnel, cargoes, materials and equipment required to deal with such an incident; and
(b) the expeditious movement into, through, and out of its territory of
personnel, cargoes, materials and equipment referred to in subparagraph (a).

PRACTICAL ISSUES WITH INTERNATIONAL RESPONSE: Large versus small to medium spills

"Major" or Large spills (most often tankers)

Typical requirements:

- Equipment and other resources
- Technical expertise
- Facilitation of customs procedures
- Definition and integration of chain of command

Common issues:

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

PRACTICAL ISSUES WITH INTERNATIONAL RESPONSE: Large versus small to medium spills

Small to medium spills

Typical requirements:

- Communication

- Point of notification
- Coordination procedures

Common issues:

- Coordination of aerial assets for surveillance
- Point of first notification
- Integration of command centres
- Coordination of operations

BARRIERS TO COOPERATION

- Aerial surveillance and rapid access to airspace

- Notification procedures - POLREP (Pollution reporting system), when to notify a state?

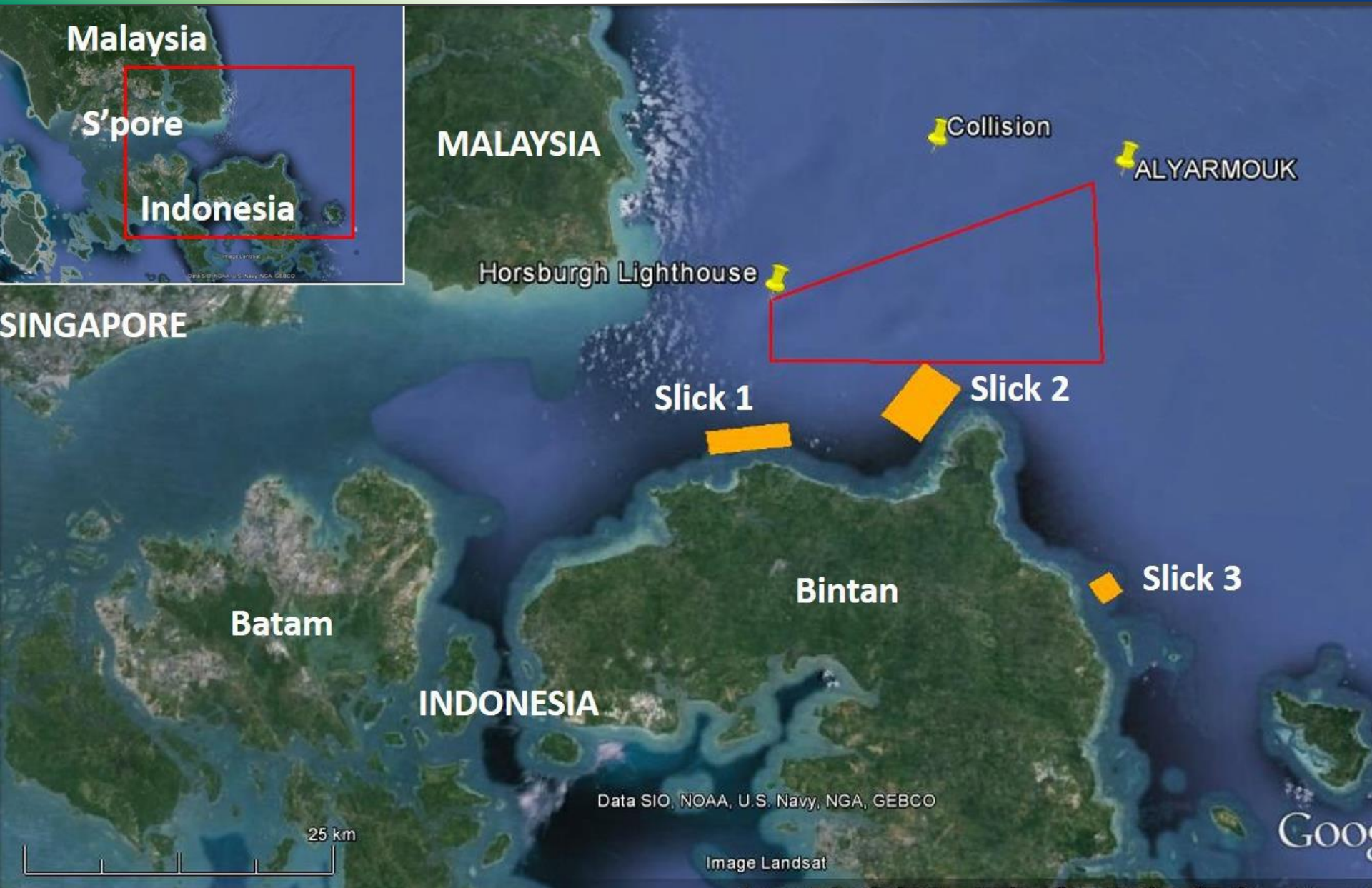
- Command integration

- Operational and logistical coordination

- Place of refuge

AERIAL SURVEILLANCE

CASE STUDY: ALYARMOUK



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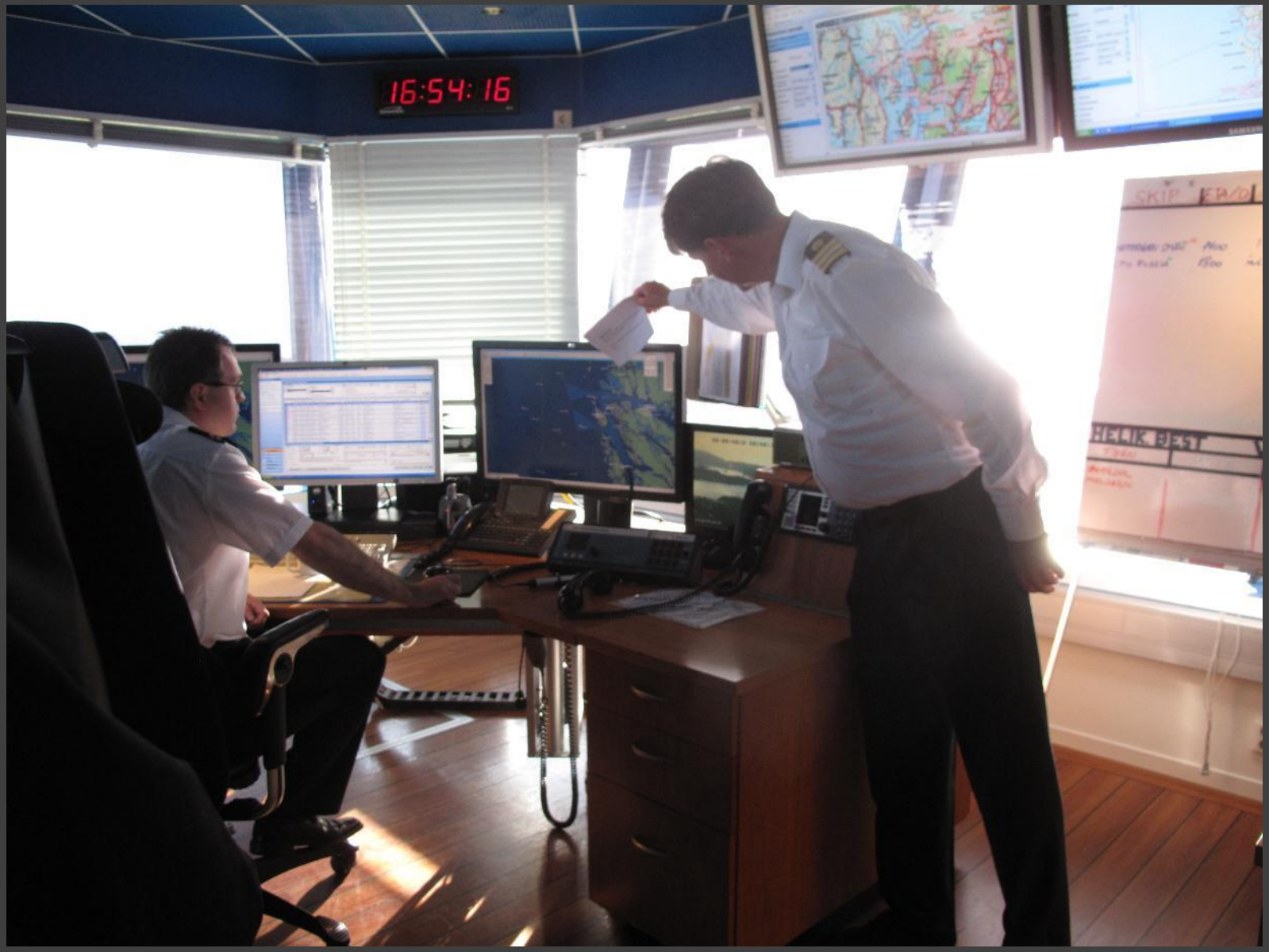
WHEN TO NOTIFY?

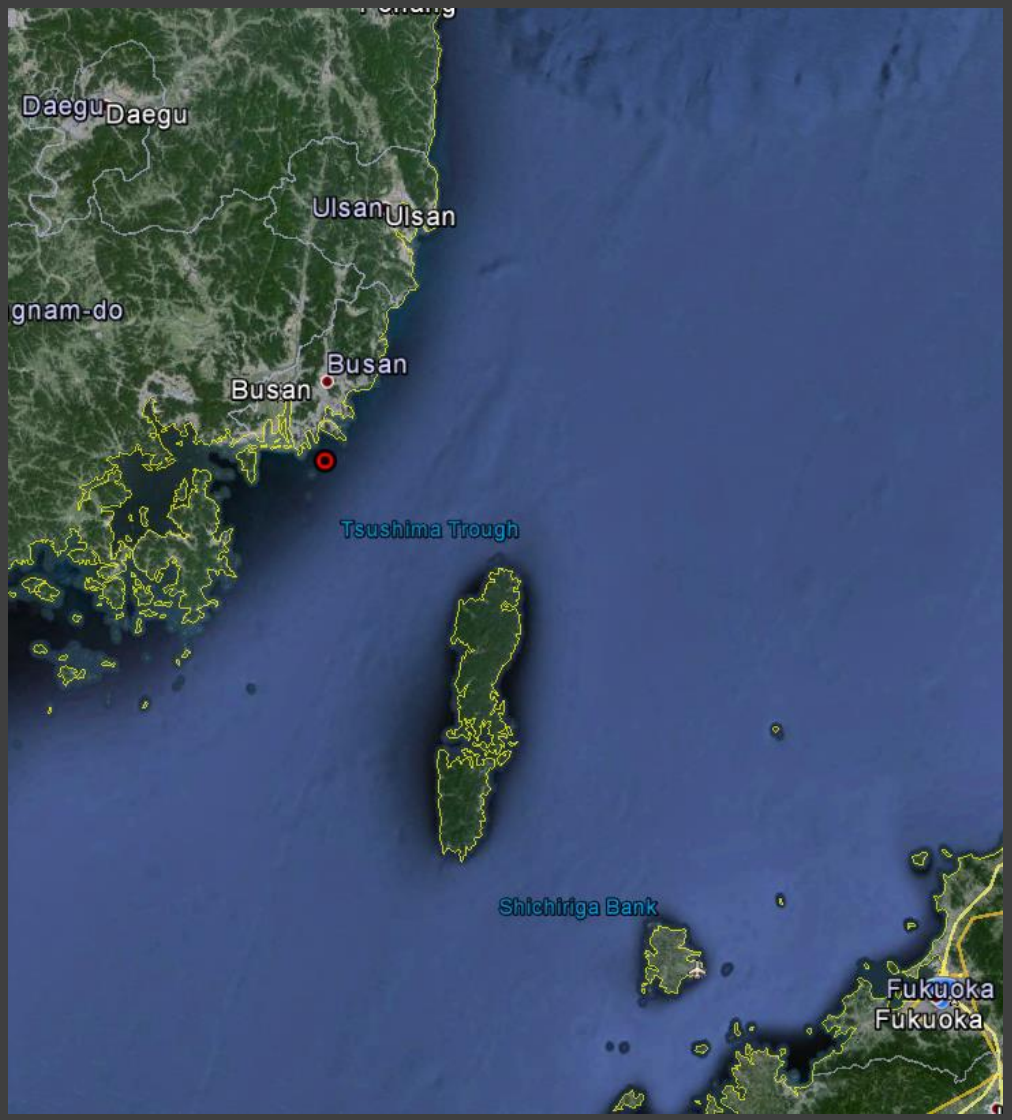


CASE STUDY: CAPTAIN VANGELIS L

- Bulk carrier CAPTAIN VANGELIS L collision with GREEN PLUS – 15th February 2014
- 237 m^3 of IFO 380 spilled
- Majority of oil remained at sea by 25th February, and limited oiling to South Korean shorelines
- Oil slick observed by Japan Coast Guard (JCG) in vicinity to Tsushima Island on 25th February
- Korean Coast Guard (KCG) unable to conduct systematic aerial surveillance due to airspace restrictions

CASE STUDY: CAPTAIN VANGELIS L

- On 18th February, KCG reported that 80% of all oil had been recovered at sea and at-sea response was terminated on 25th February
- Oil reached shoreline of northern Tsushima Island on 3rd March 2014
- Clean-up in Tsushima already underway due to a different incident, simplifying response arrangements



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COMMUNICATION BETWEEN COMMAND CENTRES

BARRIERS TO COOPERATION

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- Place of refuge

OPERATIONAL AND LOGISTICAL COOPERATION

Integration of resources, assets and personnel can be important to ensuring an effective response, however it is important that the following are considered prior to a spill occurring and SOPs defined

Financial and administrative

- Customs and immigration – establish agreements with relative authorities to facilitate entry of response equipment
- Establish and maintain an inventory, including dimensions

Personnel

- Consider any communication barriers such as language, channels of communication etc.
- Define communication SOPs in regional or bilateral agreements

Equipment

- If borrowing equipment, establish chain of responsibility
- Consider logistical aspects of equipment transfer (airport landing facilities, transport, packaging etc.)

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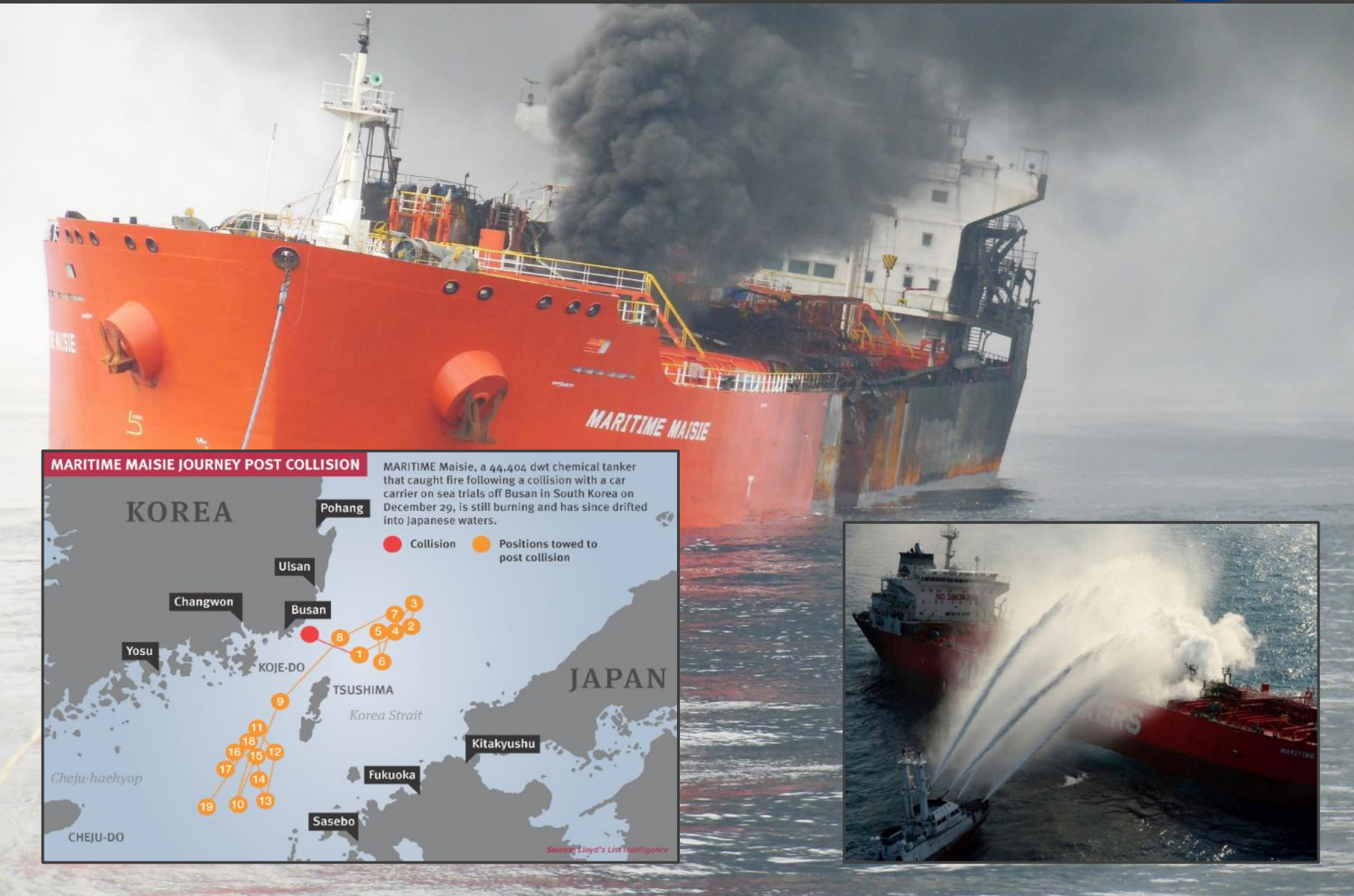
PLACES OF REFUGE



PLACES OF REFUGE

STOLT VALOR – off Saudi Arabia (15th March 2012)

- Chemical tanker (15,732 GT; Built 2004; Stolt Tankers)
- 13,000 MT MTBE + 1,300 MT IBAL + 430 MT HFO
- Fire eventually controlled by salvors after 5 days
- Delay in providing port of refuge for three months

Photo: Swire Pacific

Summary

- **Aerial surveillance** is a critical factor in ensuring an effective response. Minimising bureaucracy by establishing pre-agreed protocols can result in a more effective response, and minimise uncertainty/disputes as regards source of contamination

- **Notification** of the oil spill to other authorities or organisations allows them to prepare, even if ultimately no action is required

- Regular **communication between command centres** as well as operational units will avoid use of incompatible response measures

- As risks in the region grow, with more complex and larger vessels, the need for swift granting of places of refuge is increasingly important.

THANK YOU FOR YOUR ATTENTION

ANY QUESTIONS?

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www.itopf.com