

*Promoting Effective Pollution Response*



## Just When Is Oil Spill Preparedness Too Expensive?

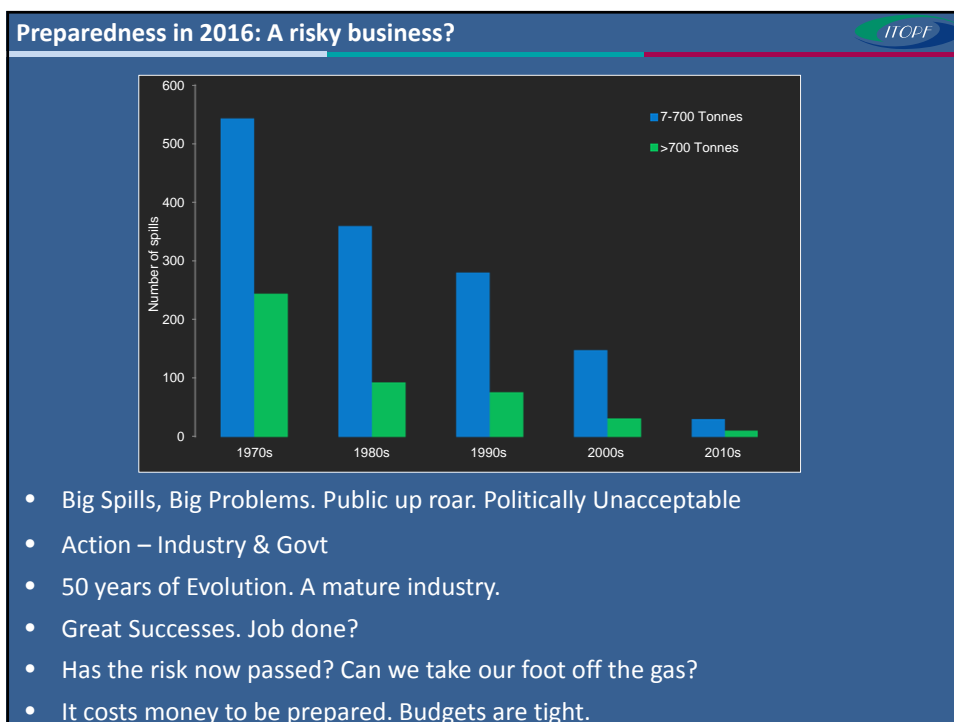
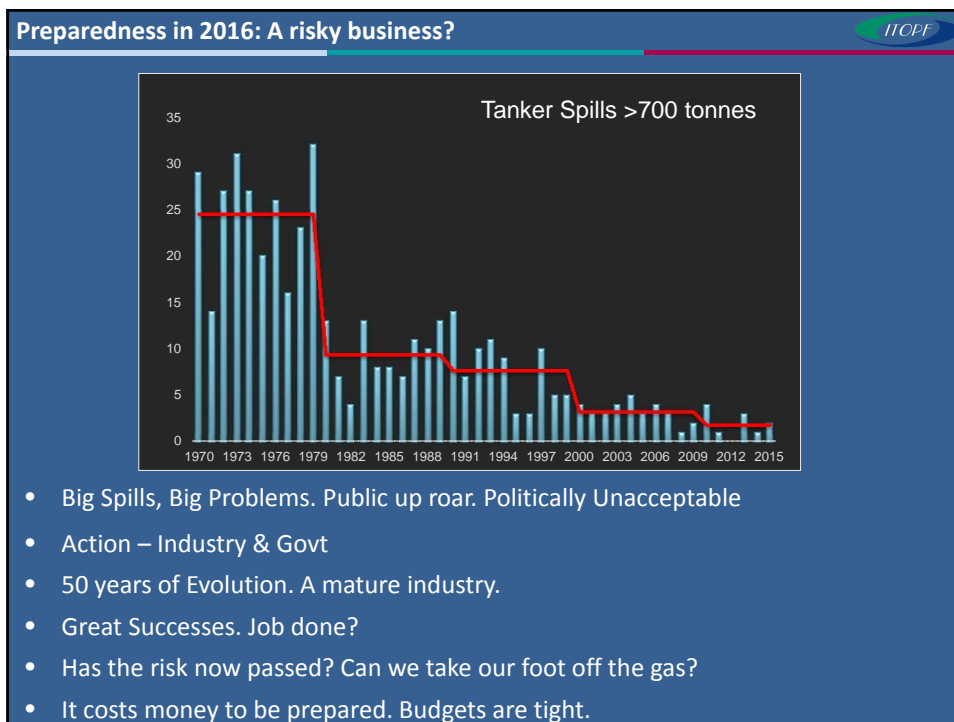
*Petroleum Association of Japan Symposium  
Richard H. Johnson - Technical Director  
Tokyo, 28<sup>th</sup> January 2016*

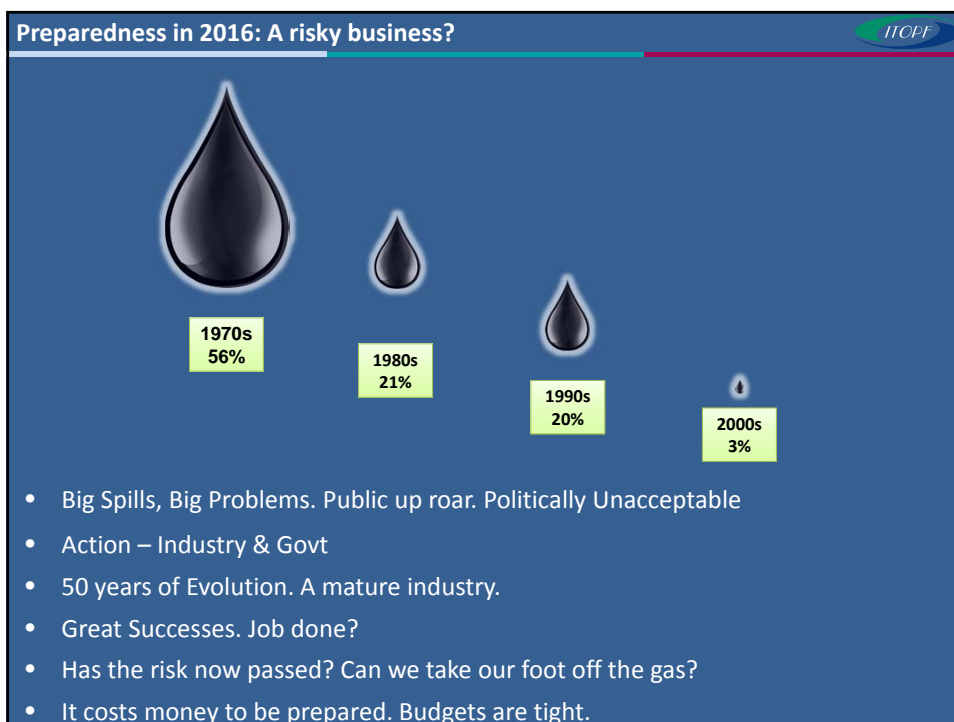
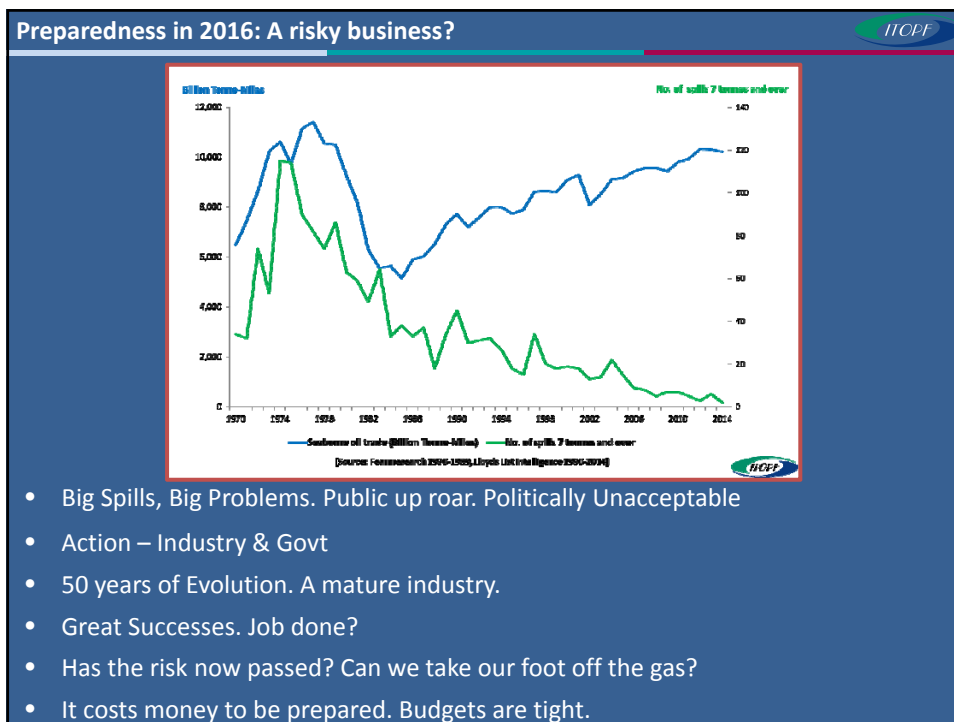


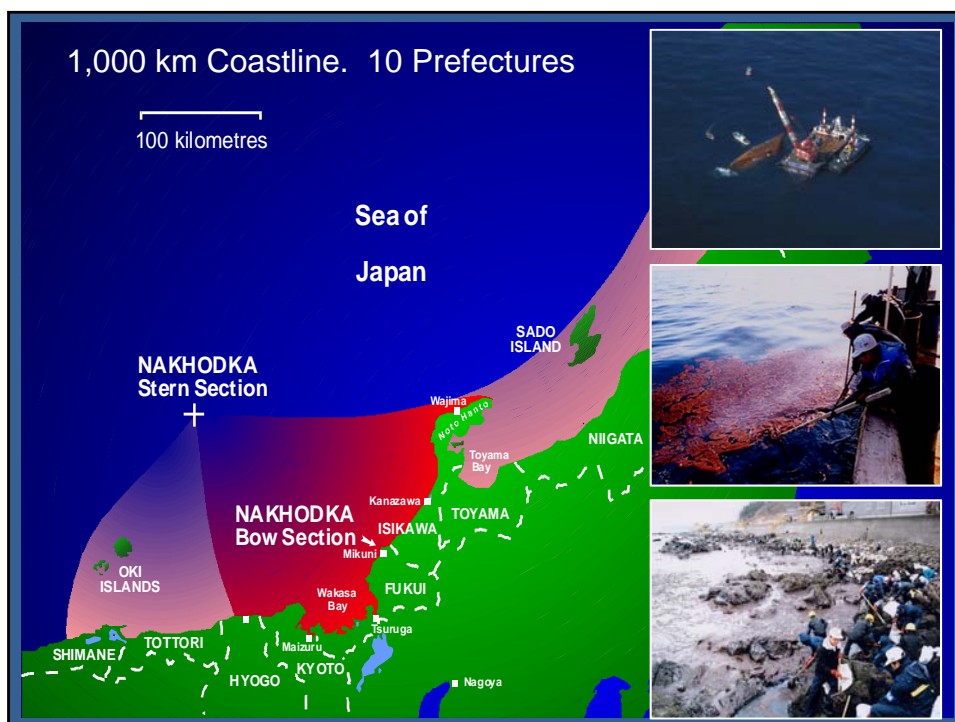
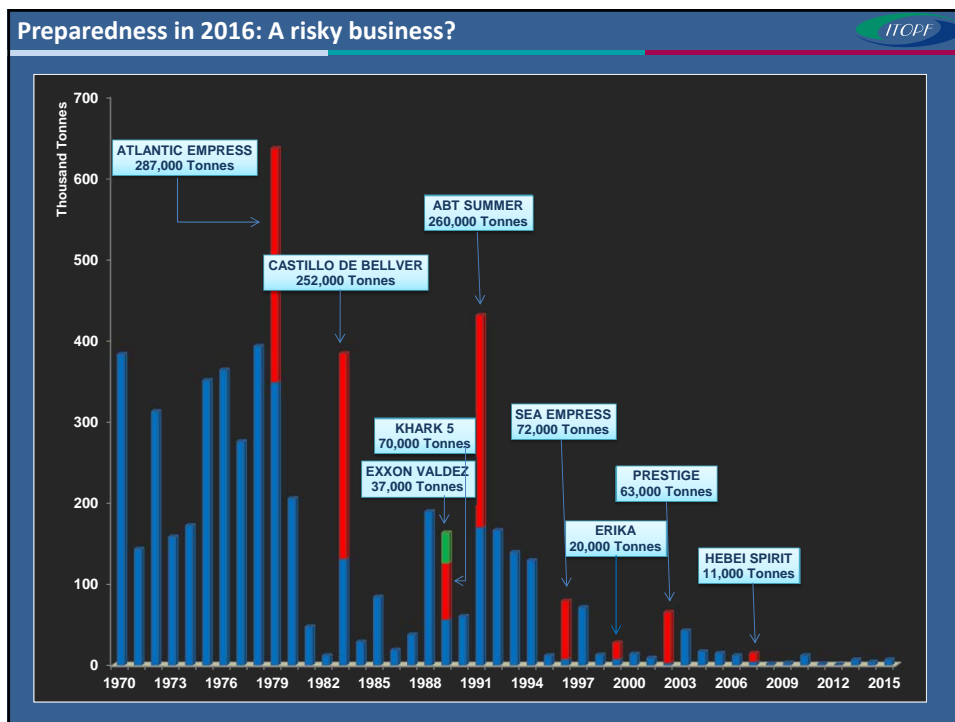
Preparedness in 2016: A risky business?

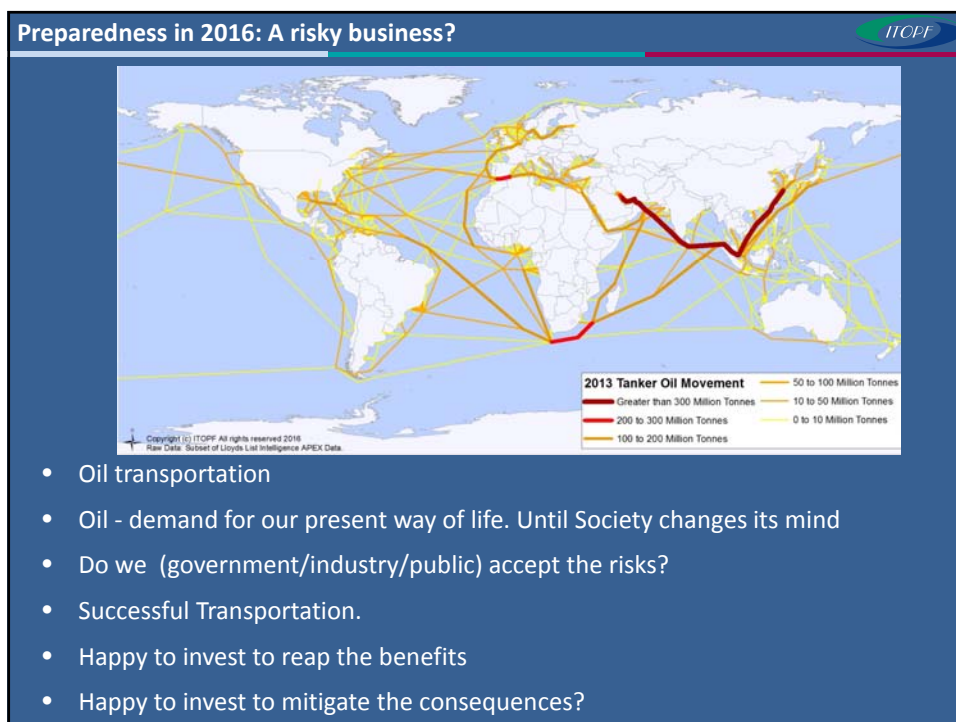
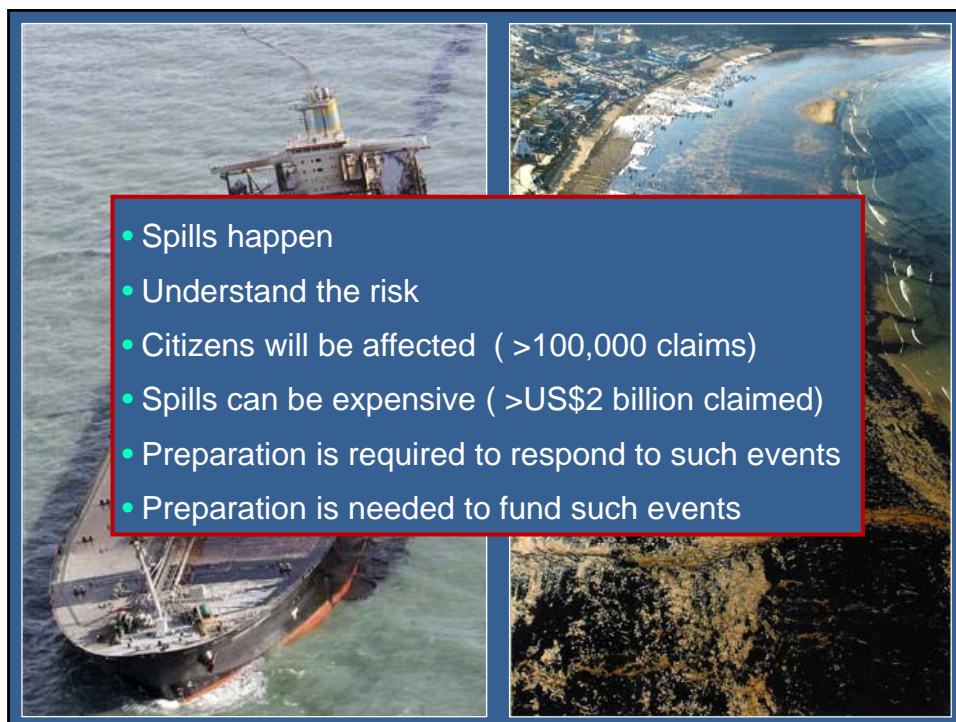


- Big Spills, Big Problems. Public up roar. Politically Unacceptable
- Action – Industry & Govt
- 50 years of Evolution. A mature industry.
- Great Successes. Job done?
- Has the risk now passed? Can we take our foot off the gas?
- It costs money to be prepared. Budgets are tight.













### Preparedness in 2016: A risky business?

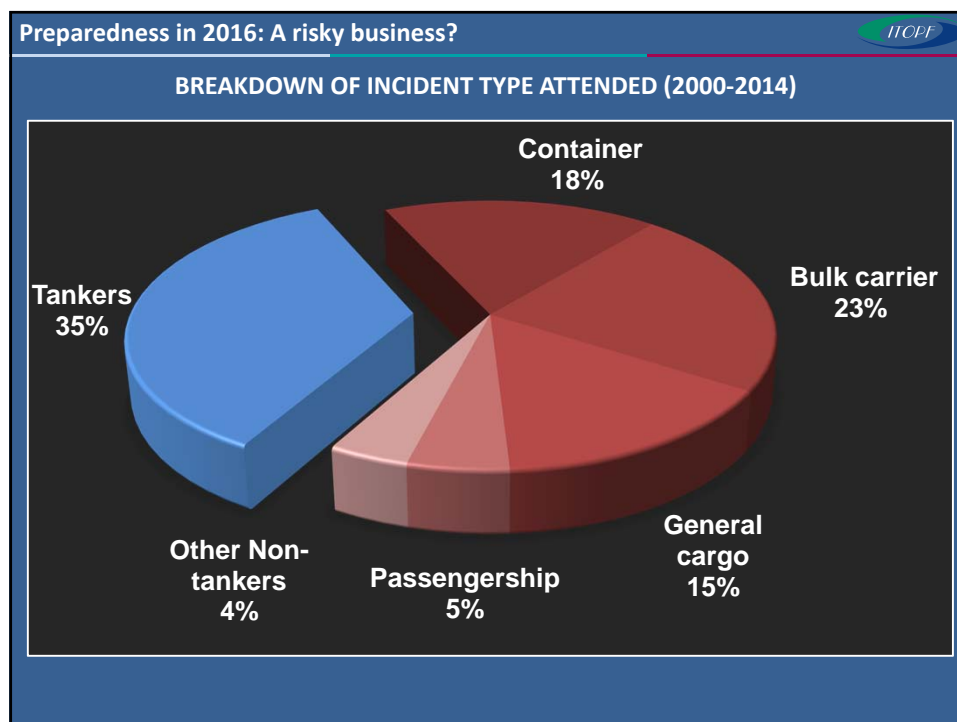
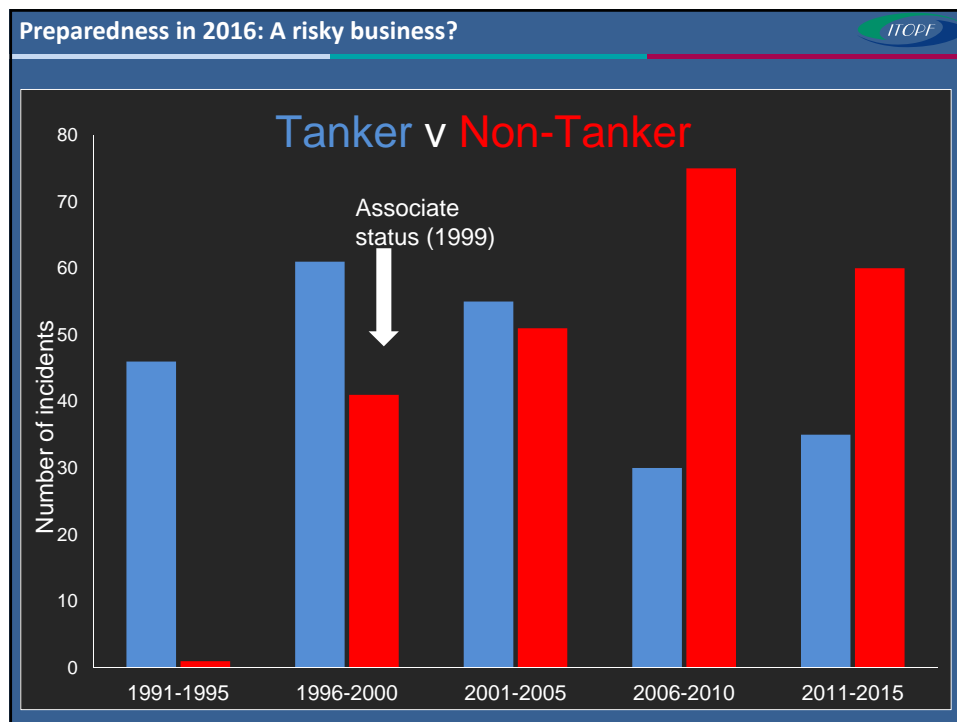


- All Shipping routes (90% commodities transported by sea)
- All cargoes - demand for our present way of life. Until Society changes its mind
- Do we (government/industry/public) accept the risks?
- Successful Transportation.
- Happy to invest to reap the benefits
- Happy to invest to mitigate the consequences?

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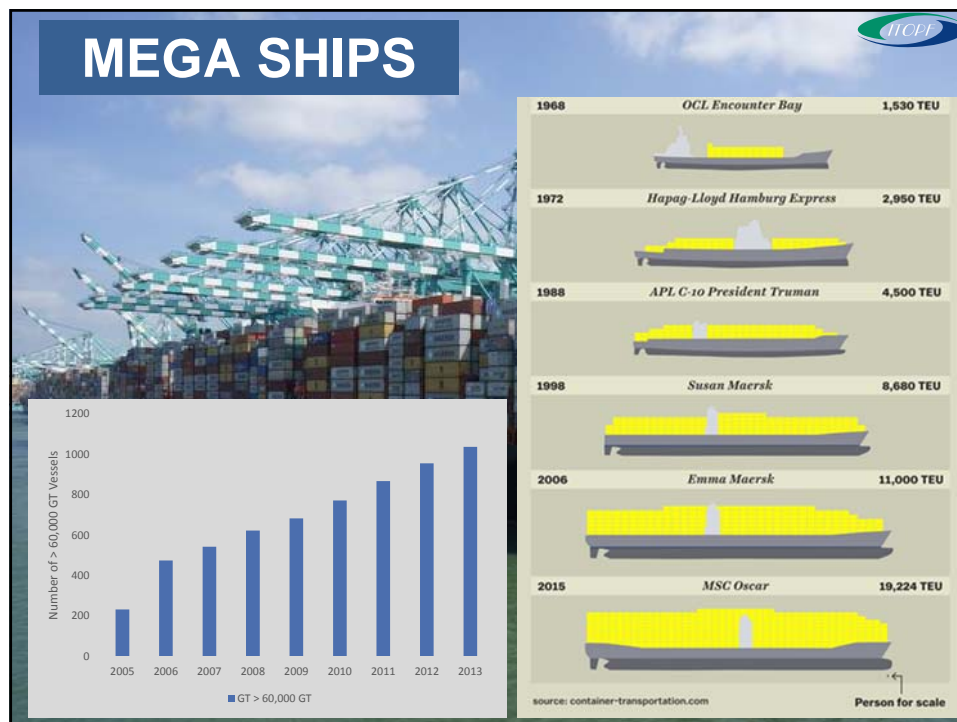


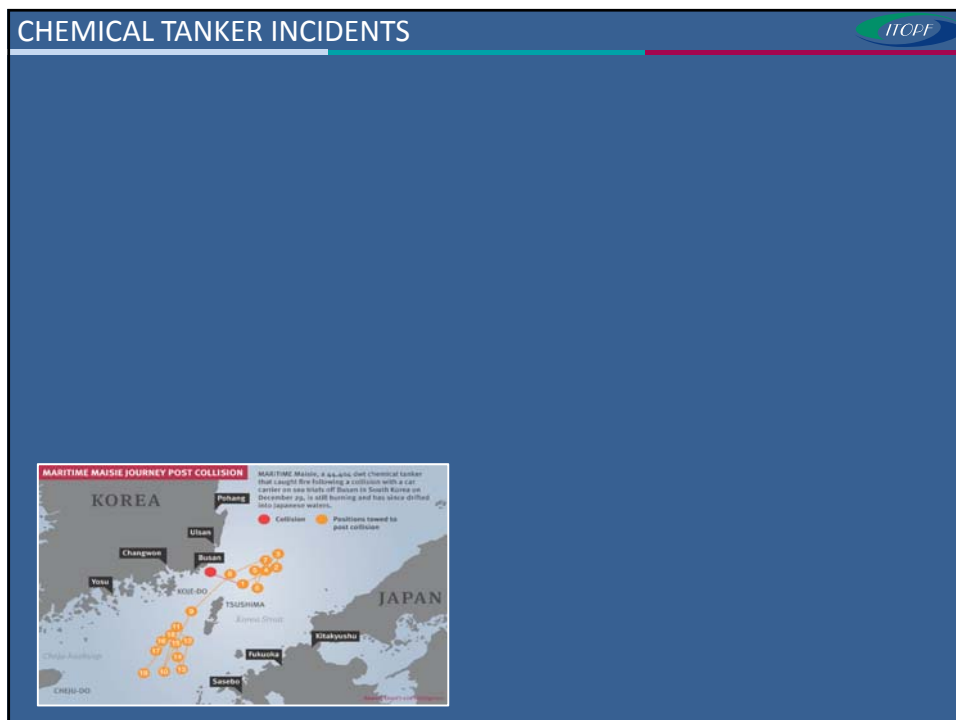
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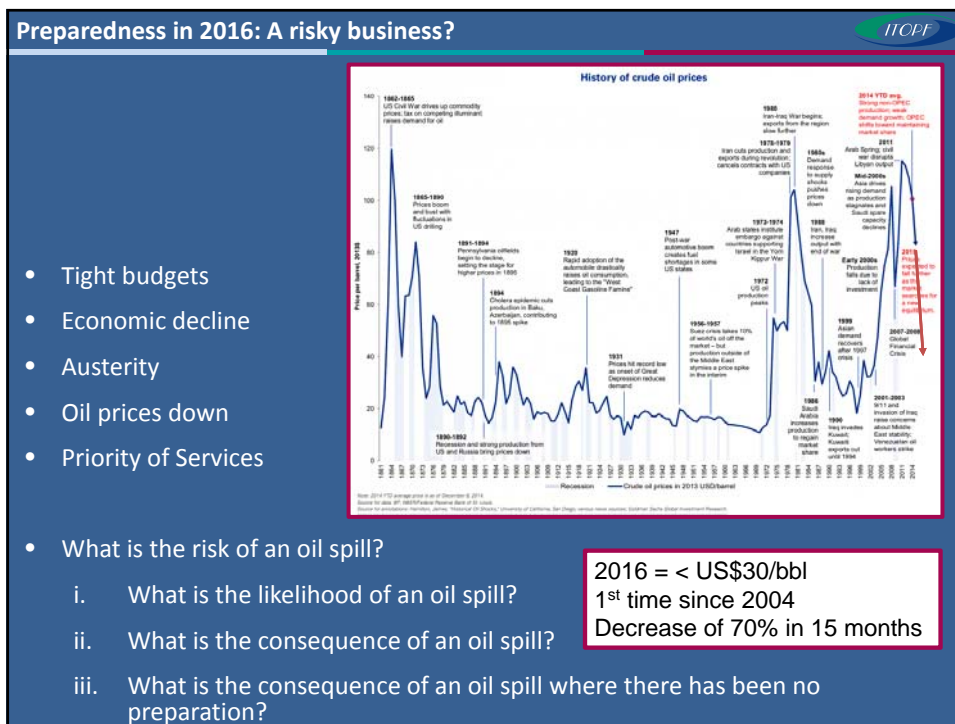
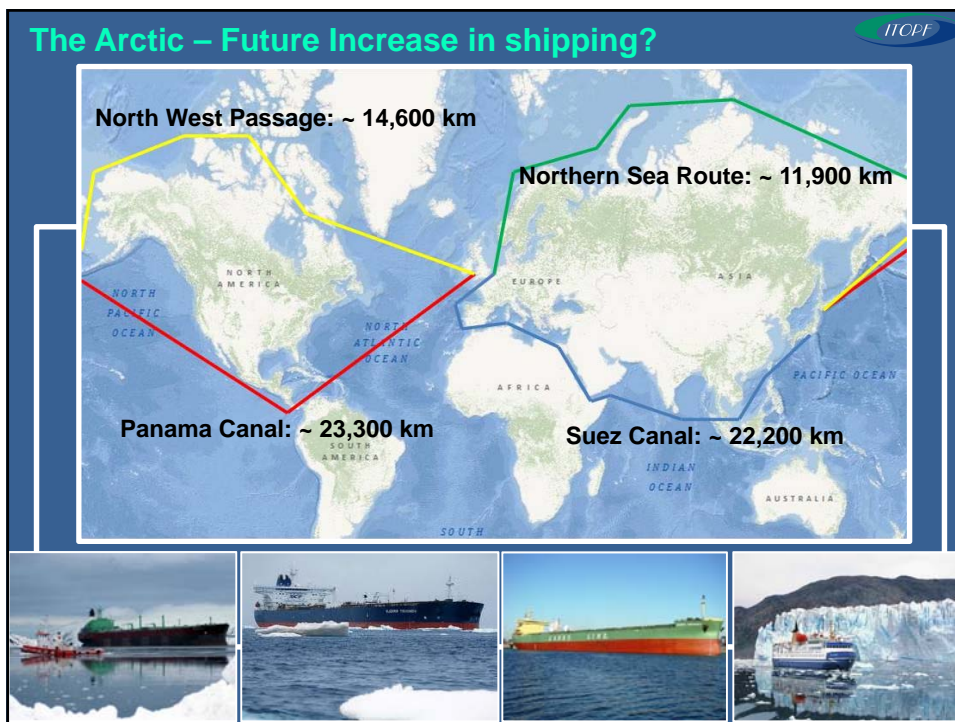












Preparedness in 2016: A risky business?

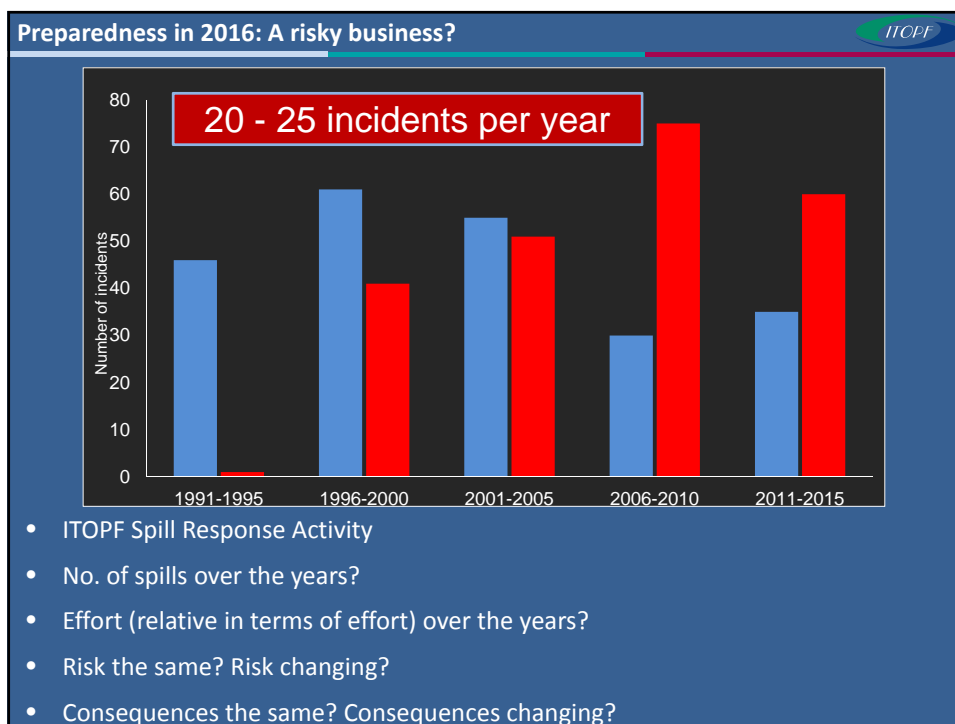
ITOPF

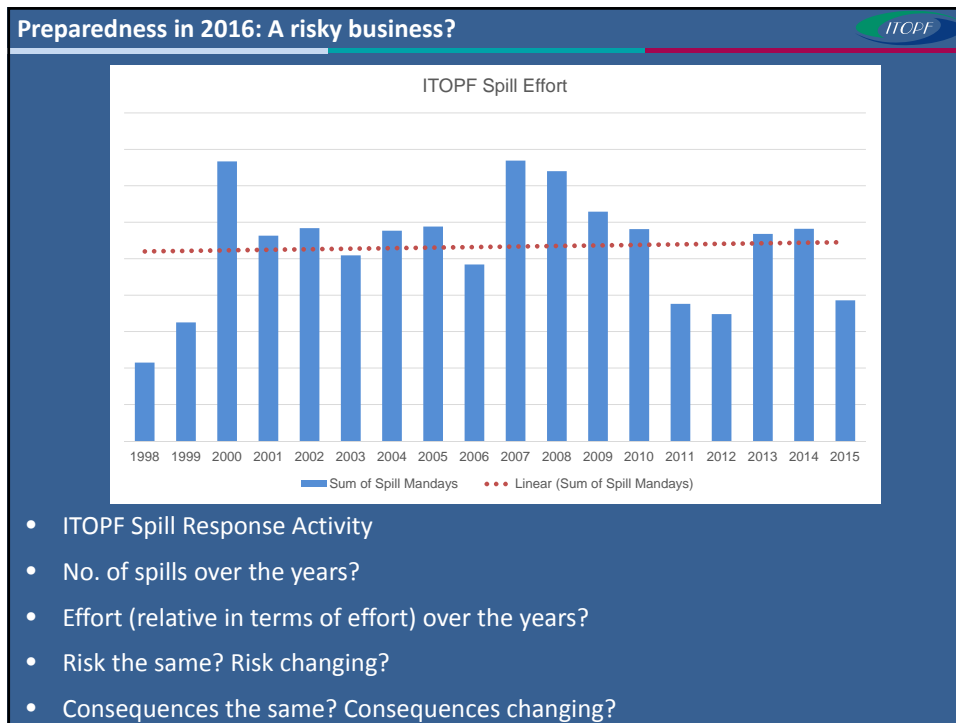
## Shipping - Oil Spill Risk Factors

Risk = Probability x Consequence

- Quantity of oil transported
- (Tankers / non-tank vessels – bunkers)
- Prevention measures
- ....
- Probability of spill decreased?

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Preparedness in 2016: A risky business?

## Preparing According to Risk

$\text{Risk} = \text{probability} \times \text{consequence}$

### Spill consequence determinants

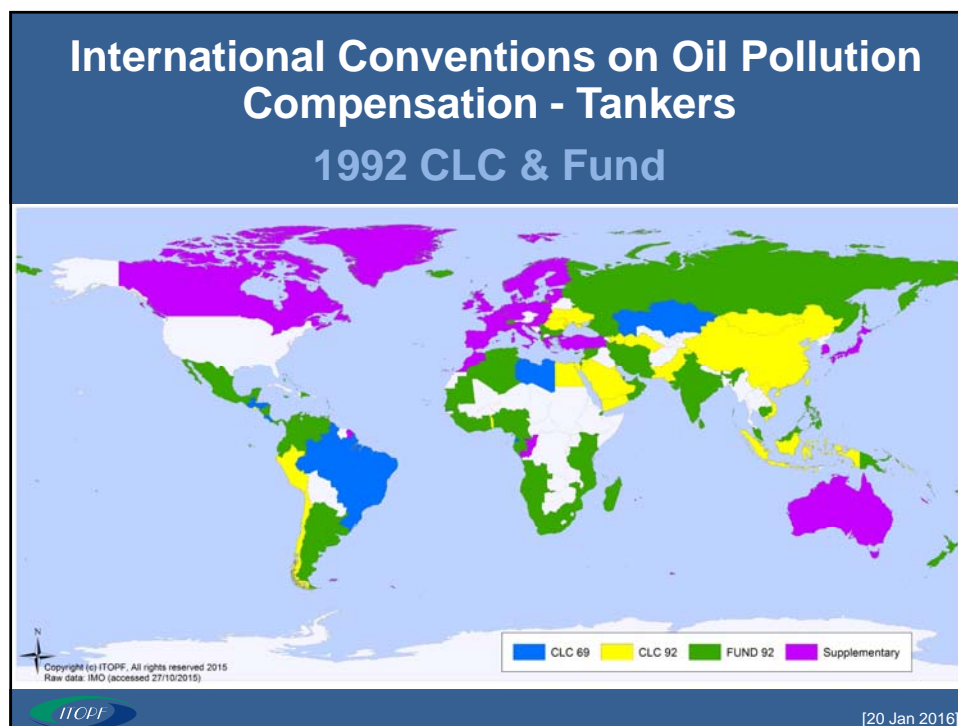
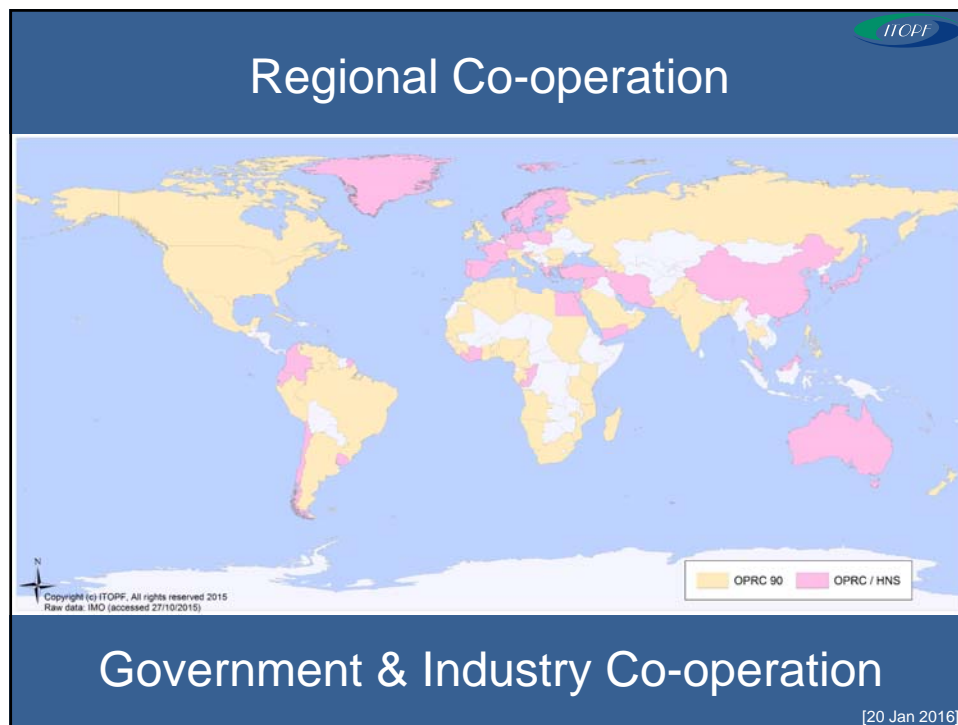
- Amount of oil and rate of spillage
- Type of oil
- Characteristics of spill location
- Sensitive resources
- Weather and sea conditions
  - trajectory
- Efficiency of response / clean up



## Preparedness Effective response

- Legal frameworks in place
- Defined roles & responsibilities
- Comprehensive, realistic contingency plans
- Risk assessment (most likely / worst scenarios)
- Appropriate equipment (maintained)
- Tiered response
- Regional agreements
- Government & Industry partnerships
- Trained & exercised
- Lessons learned







### Preparedness in 2016: A risky business?

# TODAY?

**Are you prepared?  
Can you afford not to be prepared?**

- What is today's risk? Different to yesteryear?
- What is today's consequence? Different to yesteryear?
- Different people have different measures of consequence
  - Sovereign state. Responsible for looking after nation's citizens and coastline
  - Peoples livelihoods at stake
  - Neglect of duty. Voted out, lose power. Political
  - Private body. More expensive to clean up & compensate if ill prepared
  - Reputational damage. Share price down. Business bust. Financial
  - Environmental





- Much achieved – no room for complacency, room for further improvement
- Commensurate / proportionate with risk

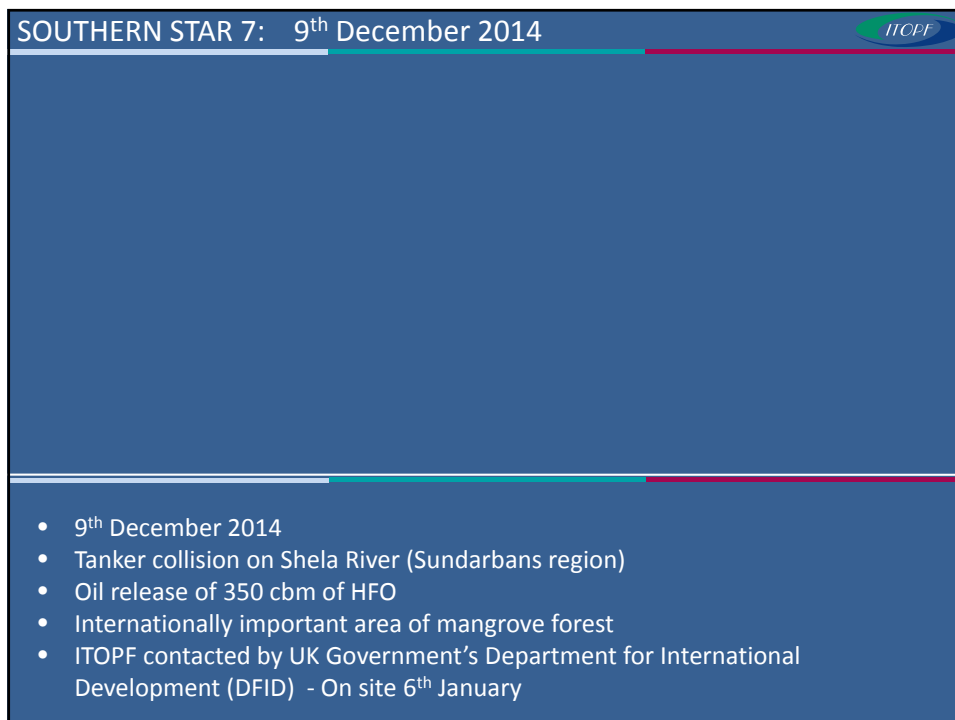
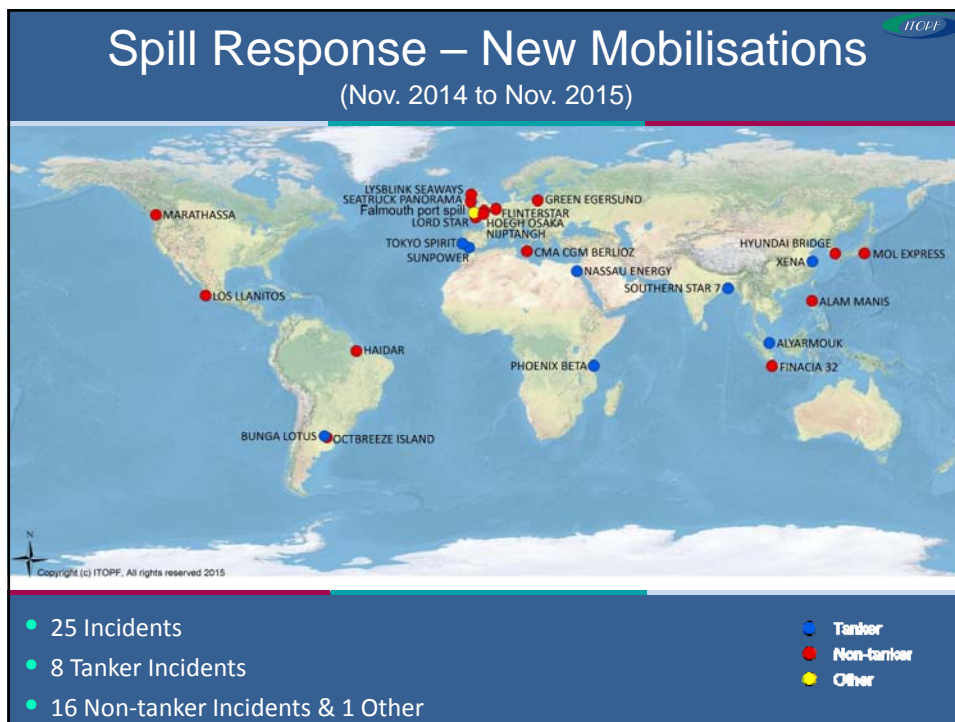
## Spill Response – New Mobilisations

(Nov. 2014 to Nov. 2015)



|    | Date of incident | Name of ship                    | Location                   | Nature of incident  | GT      | DWT     | P & I Club             | Product spilt        |
|----|------------------|---------------------------------|----------------------------|---------------------|---------|---------|------------------------|----------------------|
| 1  | 22 Oct 2014      | SEATRUCK PANORAMA               | Warrenpoint, NI, UK        | Ballast ops         | 14,759  | 5,125   | North of England       | IFO                  |
| 2  | 04 Dec 2014      | PHOENIX BETA                    | Dar es Salaam, Tanzania    | Eqpt Failure        | 59,831  | 104,707 | Gard                   | Crude, White Product |
| 3  | 09 Dec 2014      | SOUTHERN STAR 7                 | Sundarbans, Bangladesh     | Sinking             | 4,702   | 4,220   | Unknown                | HFO                  |
| 4  | 12 Dec 2014      | LORD STAR                       | Brest, France              | Grounding           | 43,656  | 82,938  | Gard                   | IFO 380              |
| 5  | 13 Dec 2014      | OCTBREEZE ISLAND                | Paraná River, Argentina    | Collision           | 23,264  | 38,278  | Gard                   | IFO 380              |
| 6  | 28 Dec 2015      | HYUNDAI BRIDGE                  | Busan, South Korea         | Collision           | 21,611  | 24,772  | Skuld                  | IFO 180              |
| 7  | 02 Jan 2015      | ALYARMOUK                       | Horsburgh Light, Singapore | Collision           | 61,342  | 116,039 | North of England       | Madura Crude         |
| 8  | 03 Jan 2015      | HOEGH OSAKA                     | Southampton, UK            | Grounding           | 517,770 | 16,886  | Gard                   | None                 |
| 9  | 11 Jan 2015      | MOL EXPRESS                     | Bay of Tokyo, Japan        | Grounding           | 53,822  | 63,046  | Skuld                  | None                 |
| 10 | 18 Feb 2015      | LYSBLINK SEAWAYS                | Kilchoan, Scotland, UK     | Grounding           | 7,409   | 7,500   | Skuld                  | Bunker               |
| 11 | 06 Mar 2015      | NASSAU ENERGY                   | Ras Ghareb, Egypt          | Berthing manoeuvres | 57,925  | 107,161 | Gard                   | None                 |
| 12 | 09 Apr 2015      | MARATHASSA                      | Vancouver, Canada          | Equipment failure   | 43,229  | 80,635  | Standard               | IFO 380              |
| 13 | 11 May 2015      | BUNGA LOTUS                     | Paraná River, Argentina    | Collision           | 11,925  | 19,992  | Britannia              | HFO                  |
| 14 | 02 Jun 2015      | Falmouth Port Spill             | Falmouth docks, UK         | Equipment failure   | -       | -       | -                      | HFO                  |
| 15 | 17 Jul 2015      | ALAM MANIS                      | Luzon, Philippines         | Grounding           | 31,238  | 55,652  | UK                     | None                 |
| 16 | 26 Jul 2015      | SUNPOWER                        | Port of Huelva, Spain      | Loading ops         | 3,691   | 4,999   | Gard                   | Asphalt              |
| 17 | 27 Aug 2015      | GREEN EBERSUND                  | Gdynia Port, Poland        | Allision            | 5,084   | 6,120   | Skuld                  | HFO                  |
| 18 | 02 Sept 2015     | FINACIA 32                      | Ujung Kutonas, Indonesia   | Grounding           | 3,141   | -       | Shipowners             | Bituminous coal      |
| 19 | 10 Sept 2015     | CMA CGM BERLIOZ c/w SANTA ELENA | Freeport terminal 1 Malta  | Eqpt failure        | 73,157  | 80,250  | London                 | HFO                  |
| 20 | 16 Sept 2015     | XENA                            | Shanghai, P.R. China       | Cargo               | 11,733  | 19,980  | Gard                   | Styrene              |
| 21 | 06 Oct 2015      | FLINTERSTAR c/w AL ORAIQ        | Zeebrugge, Belgium         | Collision           | 6,577   | 9,122   | QBE                    | IFO 380              |
| 22 | 06 Oct 2015      | HAIDAR                          | Barcarena, Pará, Brazil    | Capsized            | 5,026   | 6,419   | Al-Bahriah Ins & Reins | Livestock and HFO    |
| 23 | 15 Oct 2015      | NIJPTANGH                       | Cherbourg, France          | Allision            | 1,403   | 2,743   | Gard                   | MGO                  |
| 24 | 17 Oct 2015      | TOKYO SPIRIT                    | Cascais, Lisbon, Portugal  | Grounding           | 78,845  | 149,996 | Gard                   | -                    |
| 25 | 23 Oct 2015      | LOS LLANITOS                    | Manzanillo, Mexico         | Grounding           | 38,105  | 71,665  | Britannia              | Unknown oil          |









## SOUTHERN STAR 7


The Sundarbans,  
Bangladesh, 09.12.2014

Daily Star, Bangladesh




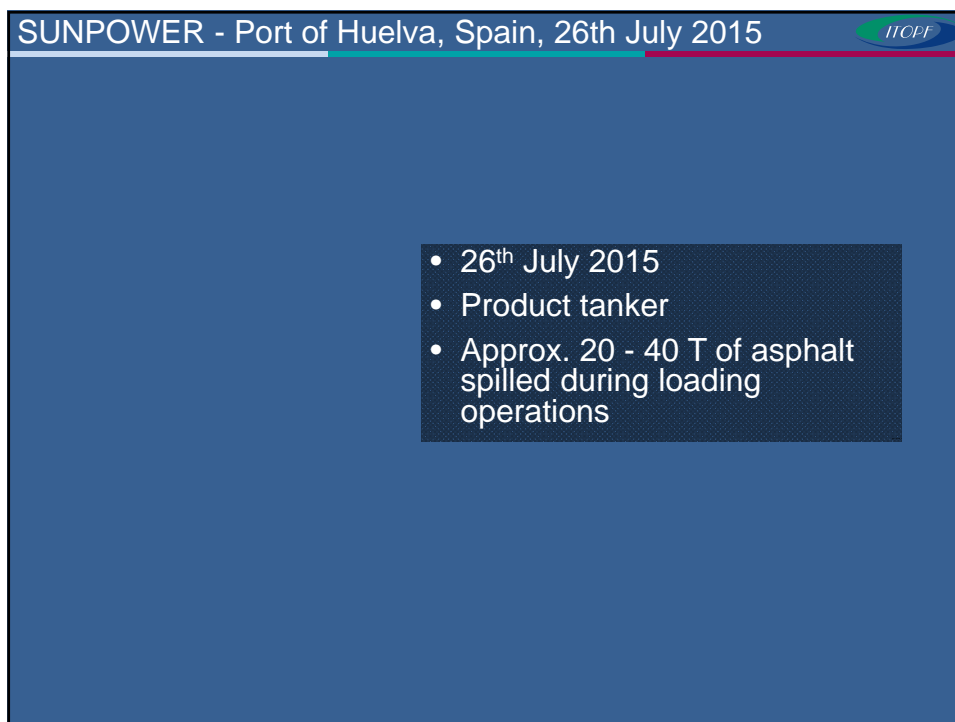
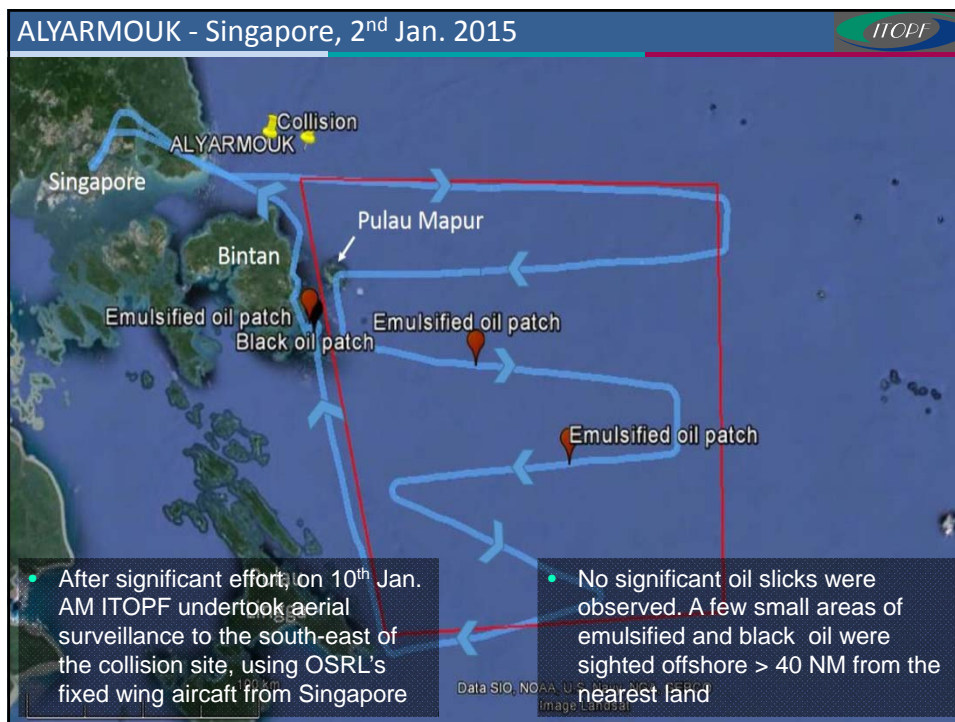
STRDEL/AFP/Getty Image

### ALYARMOUK - Singapore, 2<sup>nd</sup> Jan. 2015



- Tanker ALYAMOURK (61,342 GT)
- Collision involving a bulk carrier 10 NM off coast of Singapore
- Spill of 4,500 MT Madura Crude (Specific gravity: 0.81)
- Singapore MPA notified Malaysian and Indonesian Authorities of the incident.





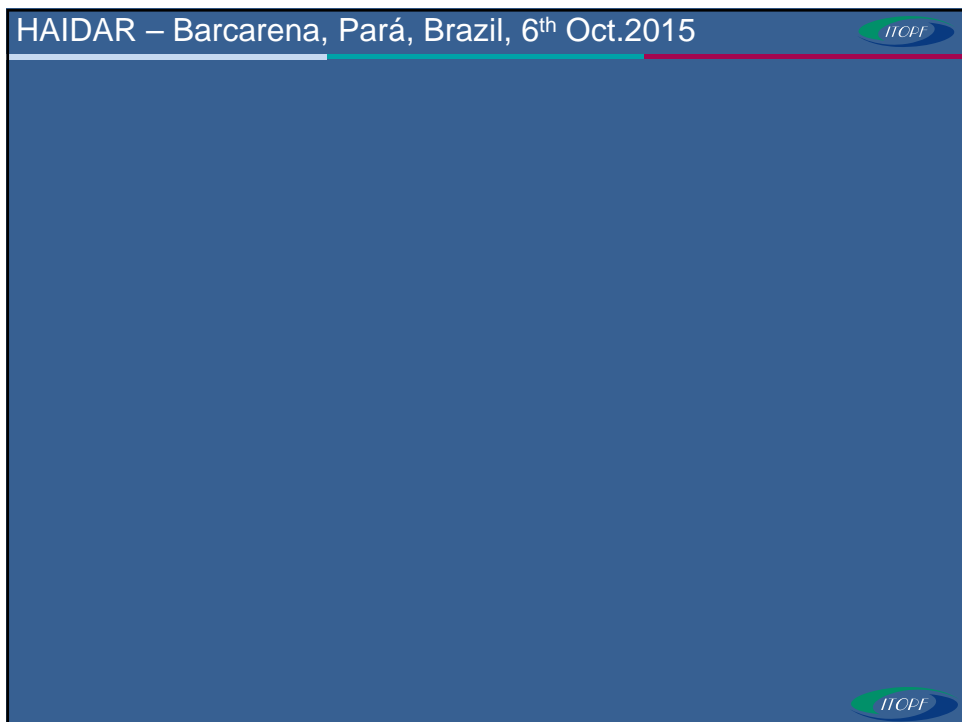
FINACIA 32 - Java, Indonesia, 1st Sept. 2015



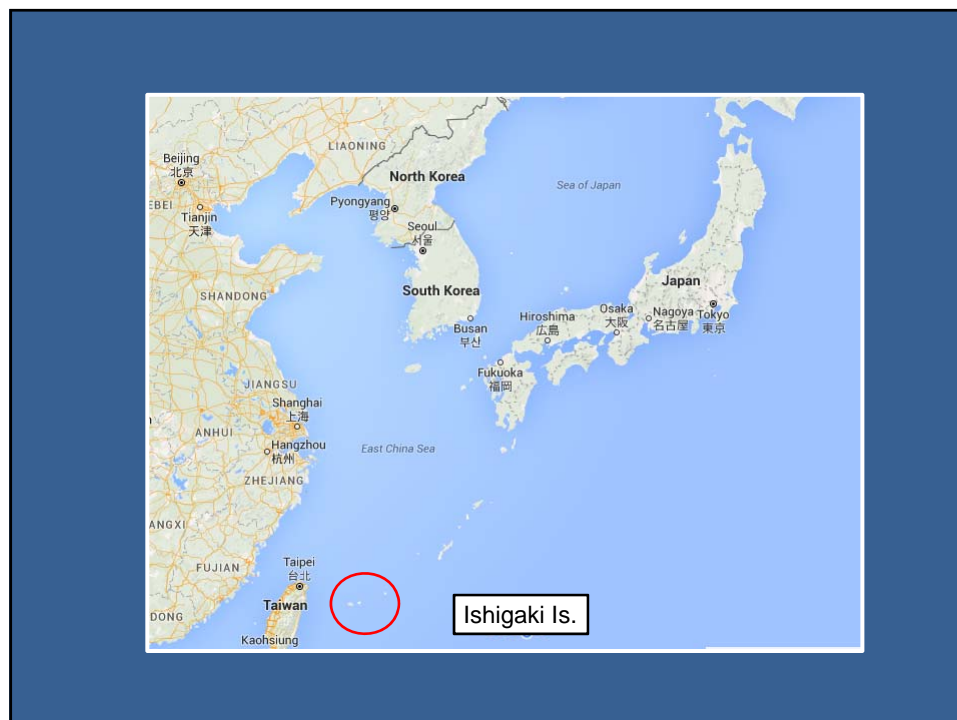
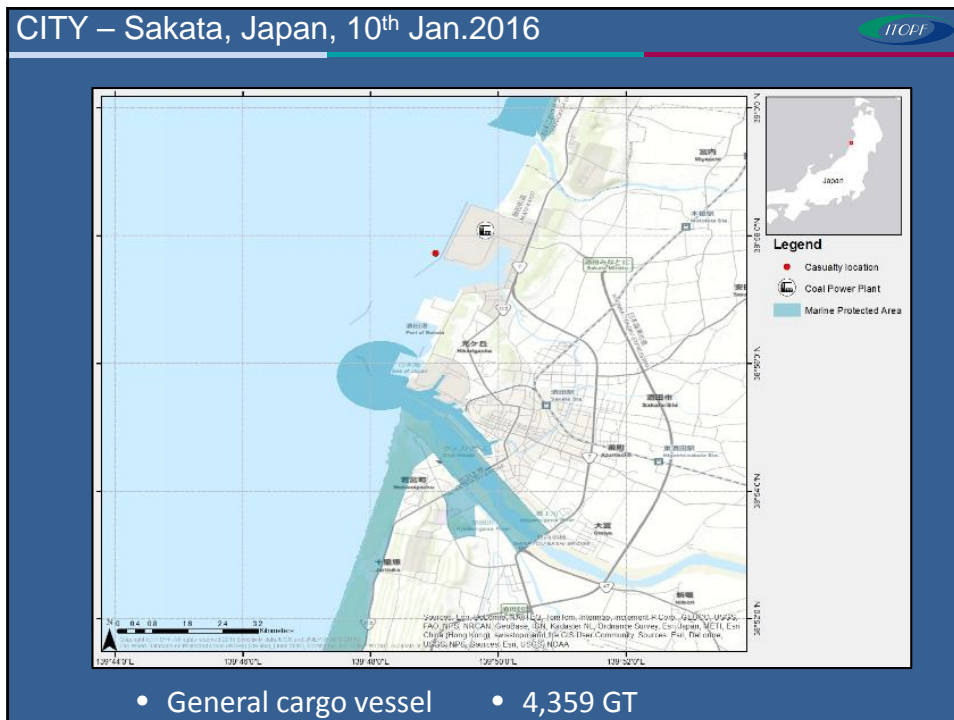
- Non-motorised barge FINACIA 32 ran aground in poor weather
- South coast Ujung Kutonas Peninsula, South-West Java
- All 7,500 MT cargo of unburnt steam coal ("bituminous" coal) was spilled
- Approx. 50% of the cargo *initially* reported as on the shore, with remainder presumed submerged off the beach

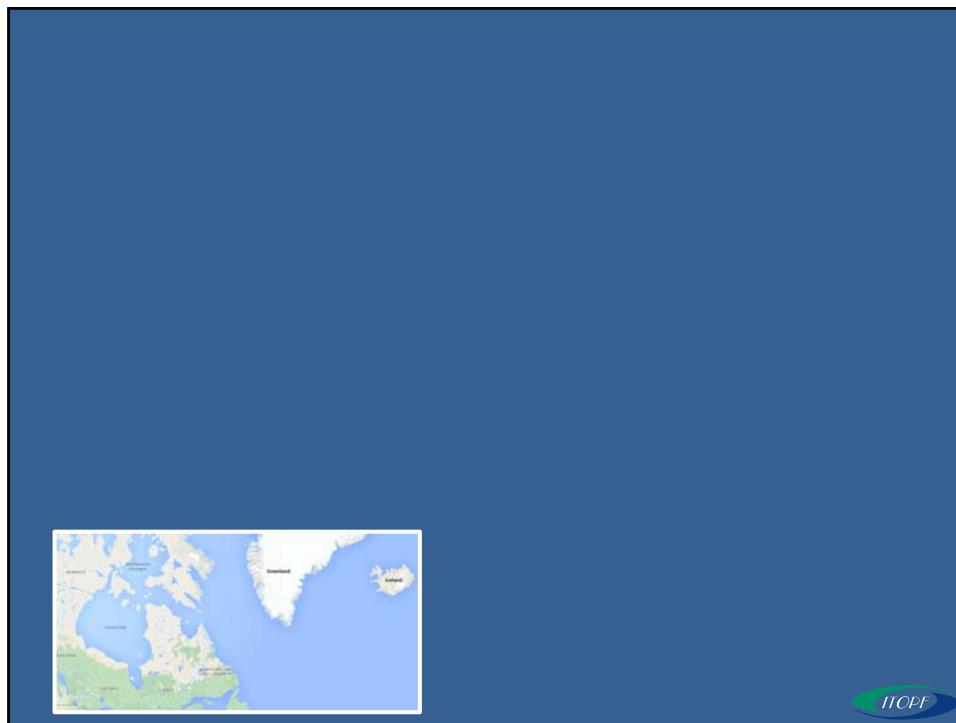
HOEGH OSAKA - Solent, 3rd Jan. 2015











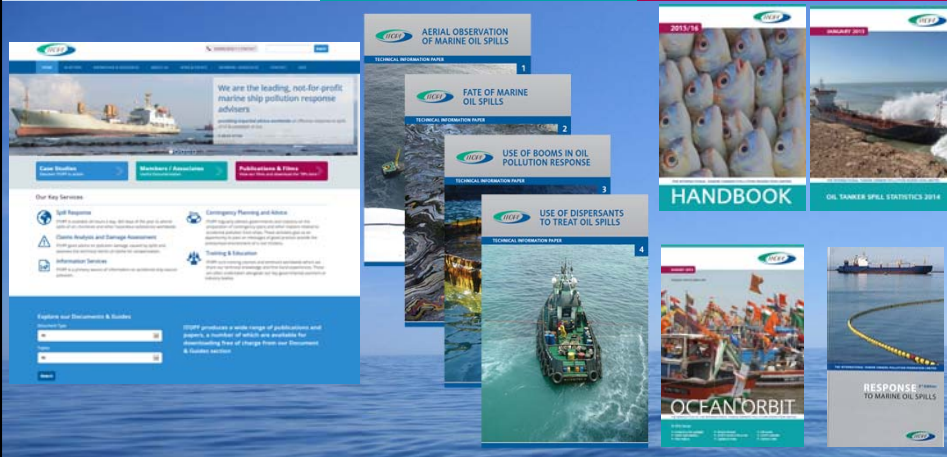
### ITOPF: Promoting Effective Spill Response (Five core services)



**Richard H. Johnson**  
*Technical Director*


1. SPILL RESPONSE (OIL & HNS)
2. CLAIMS ANALYSIS & DAMAGE ASSESSMENT
3. CONTINGENCY PLANNING & ADVISORY WORK
4. TRAINING & EDUCATION
5. TECHNICAL INFORMATION

### INFORMATION SERVICES



- Website & WebGIS - [www.itopf.com](http://www.itopf.com)
- ITOPF publications (e.g. TIPS Series – 9 languages)
- Databases with spill statistics
- Comprehensive technical library

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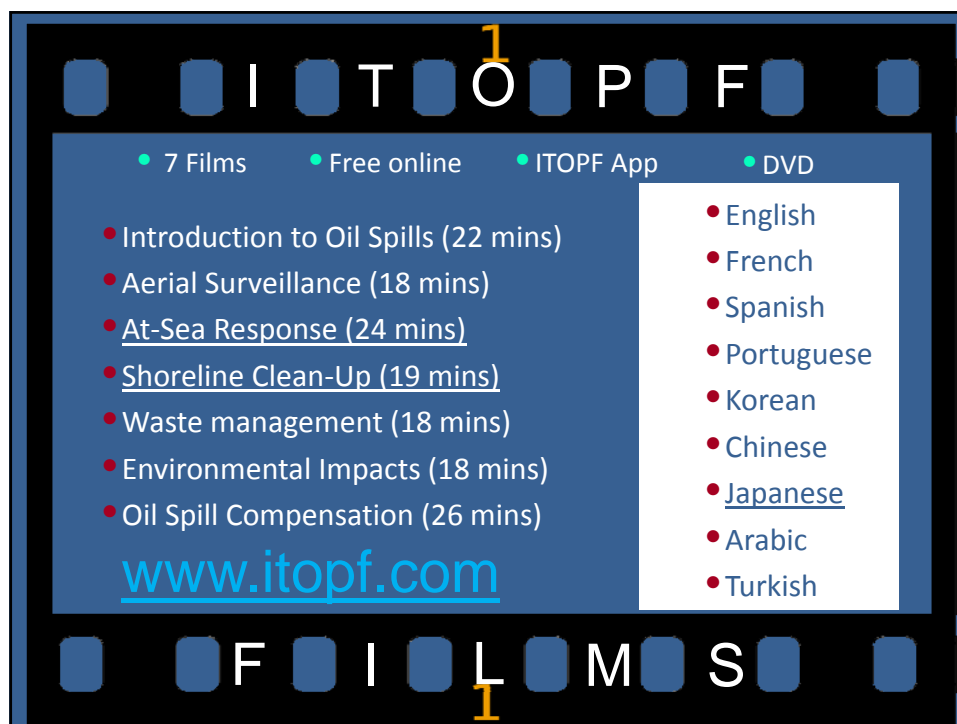


**Response to Marine Oil Spills Film Series**

*Richard H. Johnson Technical Director  
PAJ Symposium, Tokyo - 29<sup>th</sup> January 2016*







**ITOPF**





**Richard H. Johnson**  
*Technical Director*

1. NOT FOR PROFIT
2. SHIPPING INDUSTRY FUNDED
3. PROMOTE EFFECTIVE SPILL RESPONSE
4. OBJECTIVE TECHNICAL ADVICE ON SITE
5. FIVE CORE SERVICES