

AUGUST 2015

Fishing port, South Juhu Beach, India



OCEAN ORBIT

THE NEWSLETTER OF THE INTERNATIONAL TANKER OWNERS POLLUTION FEDERATION LIMITED

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Managing Director's Review

If I were to identify a theme for this edition of our newsletter it would be 'building for the future'. You'll see from the diversity of topics featuring that the suite of skills maintained by the team enables the Federation to provide technical support to shipowners, their insurers, and governments on a broad range of issues worldwide.

The objectivity of ITOPF's technical advice was recognised when we were asked to join a UN response team providing advice in connection with the sinking of the laden tanker, MT Southern Star 7 in Bangladesh. Although not a Member, the importance of the incident meant that it was in the interest of all parties to have access to ITOPF's expertise, especially given the environmental sensitivity of the Sundarbans National Park.

A review of the number of spills from tankers and the volume of oil spilt over the last 10 years on page 6 highlights the very positive trend towards fewer and fewer incidents and shows an interesting split between the types of oil involved.

In line with our 5-year strategy, the team has been focusing on our priority areas, which include India and the Arctic, as well as topics such as HNS and wreck removal. The latter being particularly timely given entry-into-force of the Nairobi International Convention on the Removal of Wrecks in April of this year. The topic of wreck removal



Dr Karen Purnell, Managing Director (Photo by Dianna Bonner)

is an area that we anticipate will gain greater importance in the future and, as such, will feature in our new, 5-year Strategic Plan taking the Federation into 2020.

We have specifically targeted outreach and educational activities during the last year or so. The accolades in recognition of our series of seven training videos have

continued to flow throughout the year. We are building on the success of these with our new film, which focuses on responding to incidents in the challenging and hostile environment that can be found in remote, ice-covered regions of the world, such as the Arctic.

I am pleased to report that our popular series of Technical Information Papers (TIPs) are now available in eight languages, thereby ensuring our message of effective response to accidental oil spills is accessible to a much wider audience worldwide. In addition, we launched our new website, which incorporates a special site for kids aged between 5 and 8 years and the app, 'Oil Boom'. This game challenges kids and adults alike to capture the oil before it hits sensitive shorelines – have a go!

Following on from our support of the STEM initiative (promoting Science, Technology, Engineering & Maths subjects in schools), we were delighted to welcome three Year 10 schoolchildren to experience working at ITOPF in March of this year. Their excitement and curiosity was inspiring and I am pleased that we were able to show them how their study of STEM subjects can be used to access a rewarding career in the maritime sector.

We are ever-grateful for the continuing support of the world's shipowners and their insurers who provide the funding for us to carry out our work. Without their support many governments would not be able to benefit freely from the services of ITOPF. If you'd like a quick and easy acronym to remind you of what ITOPF provides, the following might help:

'ADVISOR'

- A = Available** (ITOPF is available 24/7)
- D = Diplomatic** (staff are sensitive wherever they are working)
- V = Value** (good value for money (Membership ~ a cup of coffee/ day)
- I = International** (staff travel wherever safe to do so)
- S = Science** (highly qualified team of scientists)
- O = Objective** (objective technical advice is a core value)
- R = Reasonable** (the basis of ITOPF's technical advice)

In between all of this, the team also finds time to have some fun and support various maritime charities, including abseiling down London's highest skyscraper! I hope you enjoy this edition of Ocean Orbit.



Amanda Howarth, along with Alex Hunt and David Campion, took part in a challenge to abseil down one of London's biggest skyscrapers, Broadgate Tower, in aid of the Sailors' Society in June 2015. Photo courtesy of Conference Photography

Incidents in the Spotlight

I TOPF has attended onsite at 26 incidents since the last issue of Ocean Orbit. Just under half of these involved tankers. Geographically, we have covered a fairly wide spread, with the UK our most visited spill destination for the period under review, topping the attendance table with four incidents. Asia, previously a significant spill hotspot, has provided less activity for ITOPF compared with previous years, though it experienced the first major spill of 2015 involving the tanker ALYARMOUK off Singapore. In the last year, we have also visited South America (with two incidents apiece in Chile, Colombia and Argentina) and Africa, including our first spill in Tanzania involving a release from a single buoy mooring (SBM) off Dar Es Salaam.

ALYARMOUK Singapore 2nd January 2015

Early on the morning of 2nd January 2015, tanker ALYARMOUK (61,342 GT; Libya flagged; built 2008) and bulk carrier SINAR KAPUAS (33,348 GT; Singapore flagged; built 2011) were involved in a collision approximately 11 nautical miles north-east of Pedra Branca, 9 nautical miles north-east of Horsburgh Lighthouse, off Singapore. As a result of the collision, ALYARMOUK sustained damage to a cargo tank and an

estimated 4,500 MT of Madura crude oil was lost to sea.

Immediately following the incident, ITOPF attended on site in both Singapore and Indonesia, working closely with both authorities to provide advice and share information on the likely fate and behaviour of the spilled oil, and the extent and nature of contamination.

Fate modelling suggested that a large proportion of the spilled oil would either evaporate within a few hours, or gradually disperse. Trajectory modelling suggested that the remaining oil would drift south from the collision site towards the Indonesian islands of Batam and Bintan, under the influence of the north-east monsoon conditions, and potentially strand on Bintan within a few days. Models provide a useful planning tool, but their predictions must always be ground-truthed by visual observations. As the predicted impacts were not realised, ITOPF's efforts focused on conducting aerial surveillance to verify the trajectory of the oil and identify the resources potentially at risk. Bintan was a particular concern as several tourist resorts and turtle nesting beaches are located along the northern and eastern coasts.

The incident occurred shortly after the Air Asia disaster, and Indonesian central government agencies and emergency response assets were understandably focused on search and rescue efforts.

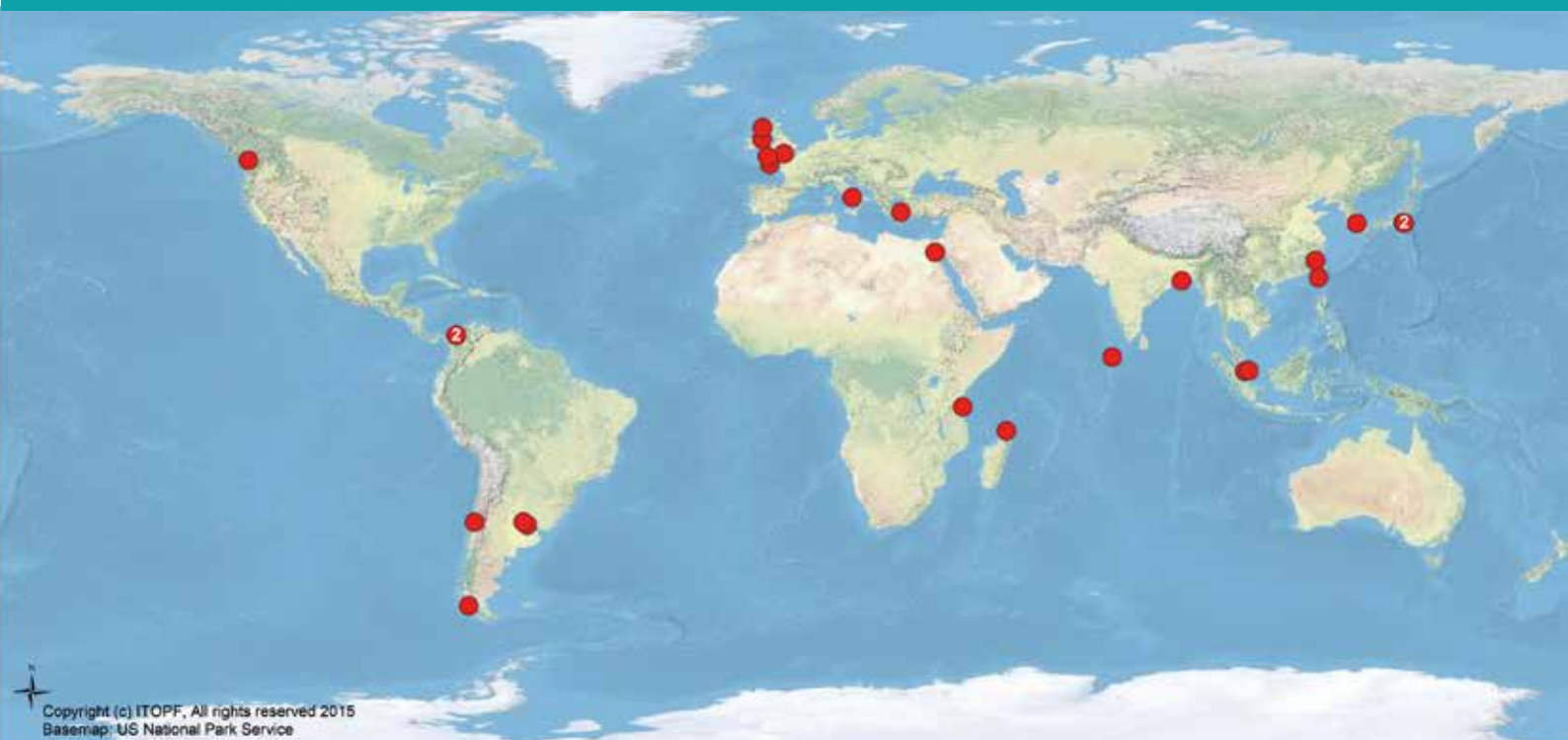
Here we highlight incidents that have provided interesting challenges for the technical team in the last year, including a major tanker spill; a quartet of river spills; and a relatively minor spill in a cold and remote location.

Tightened aviation restrictions also increased the time taken for permits to be granted by the three jurisdictions (Singapore, Indonesia and Malaysia) whose airspace would be transited during an overflight.

On 10th January, ITOPF was able to undertake an aerial surveillance flight using OSRL's fixed wing aircraft from Singapore. A ladder search was conducted to the south and east of the collision site, but no significant oil slicks were observed during the flight. Commercial aircraft and vessels approaching Singapore from the south and east were polled by the Singapore Maritime & Port Administration, but no reports of oil at sea were received. Shoreline surveys were conducted by ITOPF and P&I-appointed surveyors regularly throughout January, but no significant shoreline impacts were observed or reported.

In March 2015, a multi-agency Pollution Sub-Committee was convened in Jakarta to investigate the impacts of the ALYARMOUK incident. A shoreline survey undertaken by the Indonesian oil spill response organisation (OSCT) and Bintan Coast Guard reported

Incidents attended by ITOPF March 2014 – June 2015



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Basemap: US National Park Service



Surveying the scene from the air...



... and the shoreline

areas of oiling along the northern coast of the island. ITOPF returned to Bintan for a joint survey on 21st April, with representatives from Bintan Coast Guard, OSCT, and the Indonesian Directorate General for Sea Transportation. Oil was observed at several sites along the north and east coasts. However, as tar balls routinely wash ashore here during the monsoon, determining the source of the oil will be vital if compensation for any clean-up is to be sought under the international compensation regime. ITOPF has therefore been assisting the P&I Club by organising oil fingerprinting analysis of samples taken during the joint survey.

OCTBREEZE ISLAND Argentina 14th December 2014

On 14th December 2014, ITOPF was requested to attend a spill of bunker oil on the Paraná River, Buenos Aires province,

Argentina. The spill of approximately 140 MT of Intermediate Fuel oil (IFO 380) from the unladen bulk carrier OCTBREEZE ISLAND (GT: 23,264; Built: 2011) was the result of a collision with another vessel approximately 10 km northwest of San Pedro Port, which caused damage to a fuel oil tank and the two adjacent cargo holds. Although a significant amount of the oil released was effectively contained within these cargo holds, sections of riverbank up to 35 km downstream of the collision location were impacted by patches of stranded oil and staining.

The Paraná River is commercially important as a shipping route inland from Buenos Aires and is also used extensively by the local population for fishing and recreational activities. Apart from the residential areas of Rosario, San Nicolás and San Pedro, the riverbank in the affected area is predominantly characterised by unmodified grazing land and the occasional farm house or fishing cottage.

ITOPF provided advice to local Oil Spill Response Organisations (OSROs) and the authorities concerning appropriate clean-up methods, end points for the response, water sampling objectives, and prioritisation of the sites selected for cleaning. A joint survey team consisting of representatives of the P&I Club, Argentinian Naval Prefecture (PNA), Department of Sustainable Development (OPDS), Department of Fauna and Flora, OSROs and ITOPF was set up to approve work plans and monitor the response.

Clean-up methods that were employed effectively on the riverbank following ITOPF's advice included high volume, low pressure flushing; manual collection of stranded oil and heavily oiled vegetation; containment of oil on the water using booms and collection using skimmers and sorbents. Cleaning of structures and affected vessels was also conducted using manual methods such as wiping and pressure washing, where appropriate.

The OCTBREEZE ISLAND is not the



Oiled reeds along the banks of the Paraná River following the OCTBREEZE ISLAND incident



High volume, low pressure flushing of the riverbank

only incident within the Paraná River in the last few months. In May 2015 ITOPF returned to Argentina to attend a spill of HFO from oil/chemical tanker BUNGA LOTUS (GT: 11,925, built: 2012) following a collision with a barge in the Talavera Passage further south along the river. During our attendance, ITOPF Technical Advisers worked closely with the contracted OSRO and PNA to identify priority sites and effective clean-up techniques. ITOPF also worked with local experts to establish a sampling and monitoring programme with the aim of tracking the recovery of affected areas.

ITOPF has also provided advice remotely for two other cases which occurred approximately 140 km upstream from OCTBREEZE ISLAND. The first incident involved the sinking of the tug ALIANZA SAN NICOLAS (GT: 948; built: 1976) on 28th November 2014, which led to a reported release of approximately 100 m³ of vegetable oil. The second case resulted in a small spill of IFO due to equipment failure while re-fuelling the tug PAMPERO I (GT: 447) on 4th February 2015. In both cases, ITOPF provided remote advice on clean-up methods and the technical merit of subsequent claims for compensation.



A colony of sea lions near the AMADEO 1 spill site

AMADEO 1 Chile 18th August 2014

In August 2014, ITOPF was mobilised to Chile to attend an incident involving the ro-ro ferry AMADEO 1 (GT 9,737; DWT 5,675; 1976 built) which grounded in Kirke Canal, 40 nautical miles south west of Puerto Natales in the south of the country. All 17 passengers and 28 crew on board were

rescued but some of the cargo of livestock was lost.

While the amount of oil spilled during this incident was relatively minor (estimated to be less than 5 tonnes of diesel, engine oil and vegetable oil), the remoteness of the area, coupled with strong tidal currents in the Kirke Canal and the cold climate presented significant challenges to response logistics. The grounding site was a two hour journey from Puerto Natales, where no phone or internet communication was possible. The workforce and, at times ITOPF, was required to sleep on site either in small vessels typically used for day trips to the glaciers or in converted shipping containers on a barge. Weather conditions also made working very challenging, with winds reaching 90 knots and temperatures of -5° Celsius.

ITOPF joined the authorities and the P&I Club correspondent on aerial surveillance flights and surveys of the affected shorelines to assess the extent of contamination and to help plan the clean-up operations. Shoreline oiling was limited to a relatively confined section of the northern shore of the Kirke Canal. However, there were some concerns from the authorities for a nearby colony of sea lions.

ITOPF liaised closely with the Chilean authorities and provided recommendations on effective response measures, sampling strategies, and contingency arrangements in case of further releases of oil.

Following an initial five week visit, ITOPF returned to site to provide technical advice on the potential risk of an oil spill during bunker removal operations. A preliminary environmental impact study revealed that the effects of the grounding and spill were minimal, with no measurable impact on the wildlife in the area, including the sea lion colony. The wreck removal of AMADEO 1 started in early April 2015 and the operation will be on going for the coming months.



The ferry AMADEO 1 grounded in a remote location in Chile

ITOPF Supports UN-led Spill Response Efforts in Bangladesh

ITOPF was contracted by the UK Department for International Development (DFID) to join the UN – Government of Bangladesh response efforts in the Sundarbans region of Bangladesh following an oil spill on 9th December 2014.

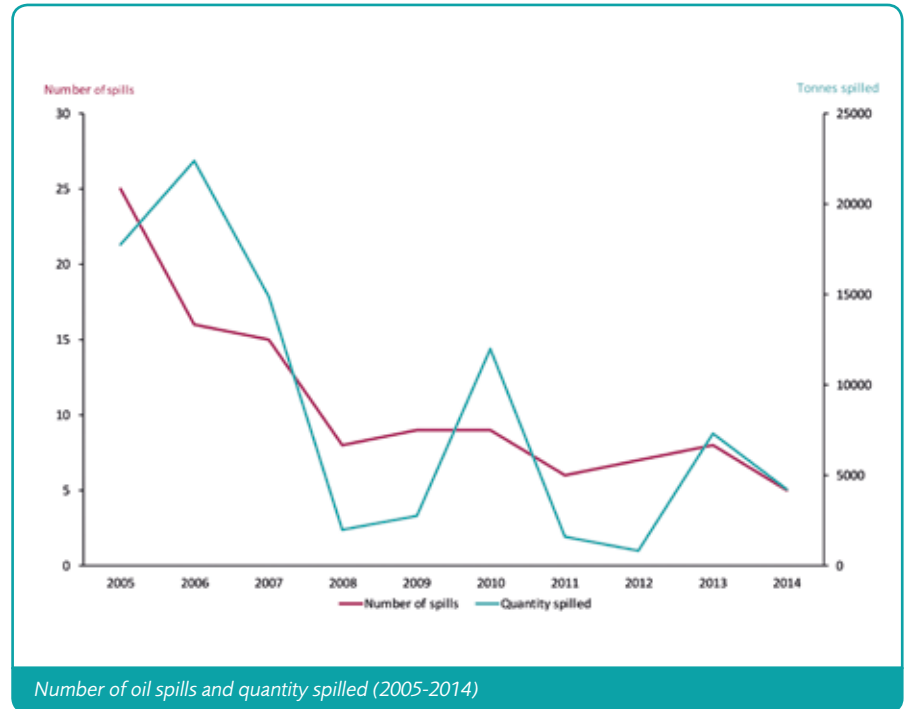
The spill occurred when the coastal tanker SOUTHERN STAR 7 collided on the Shela River near the port of Mongla. An estimated 350 tonnes of heavy fuel oil (HFO) were spilled which subsequently spread within the Sundarbans, one of the world's largest mangrove forests and a UNESCO World Heritage Site. The Sundarbans contains several wildlife sanctuaries and reserves and is home for a wide range of threatened and endangered animals, including the Bengal tiger and Irrawaddy dolphin.

On arrival in Dhaka, ITOPF's first focus was to assist the United Nations Development Programme (UNDP) and members of the Joint United Nations Sundarbans Oil Spill Response Mission to finalise its draft report on the status and impacts of the oil spill which was submitted to the government. Due to political conflict and associated blockades within the country a visit to the spill site was not possible. However, it is expected that ITOPF will make a return visit to the country in order to reassess the scale and extent of any oil remaining in the environment and to re-survey the mangrove habitat for indications of impacts from the pollution incident. It is also anticipated that ITOPF will provide further technical support to UNDP and the government of Bangladesh in building capacity to deal with future pollution incidents.

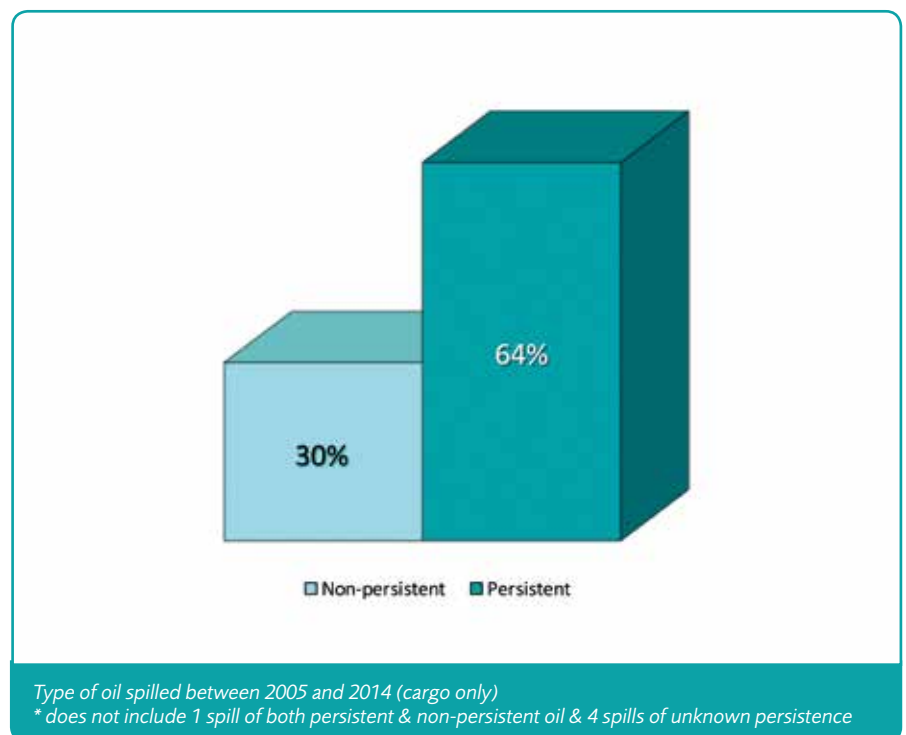
Although the ship was not entered in ITOPF, we were pleased to take on this assignment free of charge as part of our not-for-profit remit to promote effective response to marine spills of oil throughout the world.

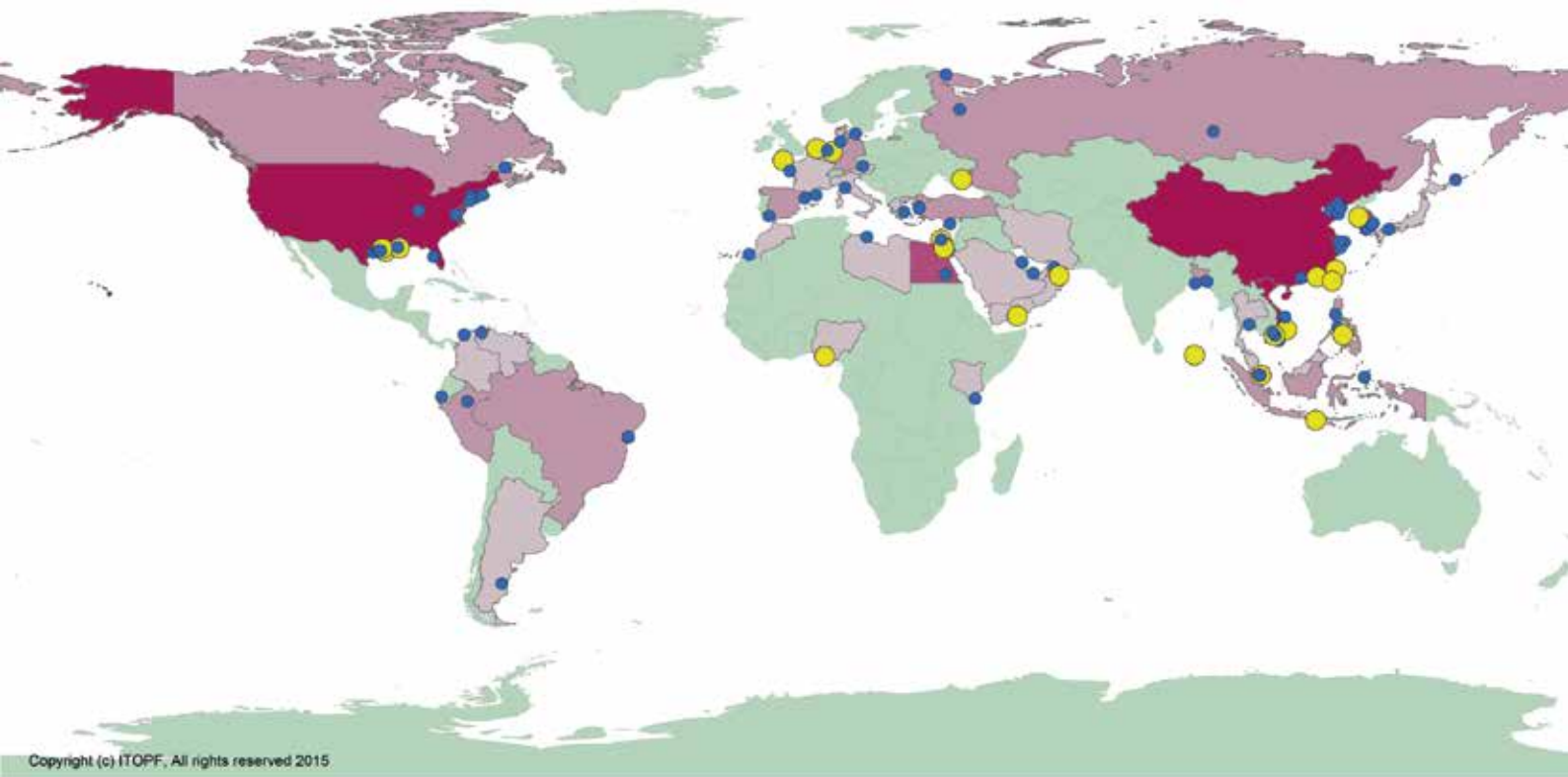
ITOPF Observes a Significant Reduction in Tanker Spills over the Past Ten Years

Recent analysis of tanker incidents has shown that the number and quantity of oil spilled from tankers has more than halved over the past ten years (2005–2014).



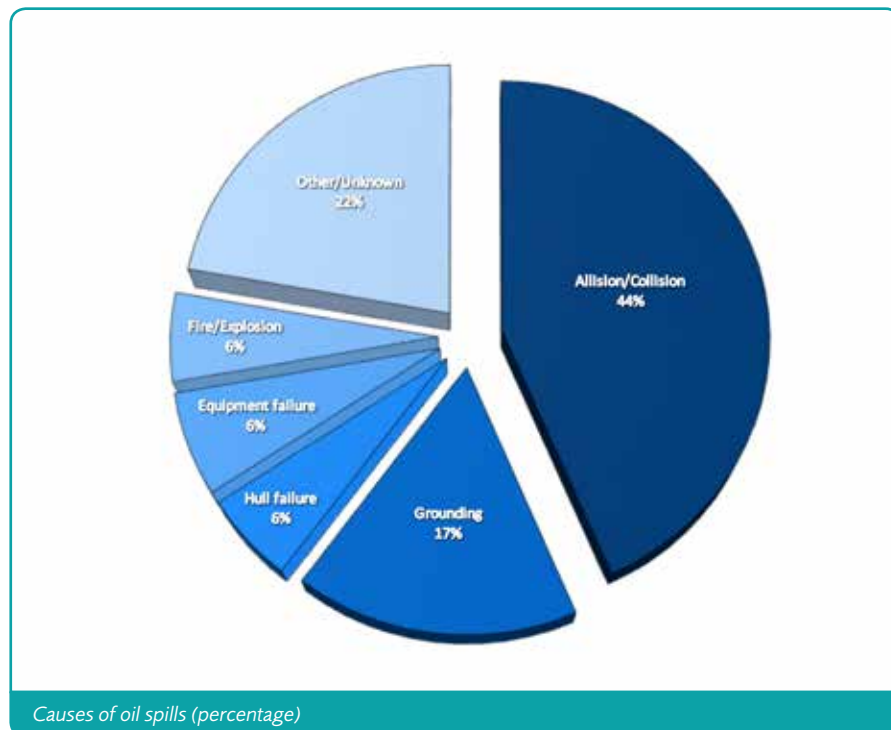
The majority of spills involved persistent oil cargo.





Locations of tanker spills and frequency per country (2005–2014)

The main known causes of spills over the past ten years have been allisions, collisions and groundings.



The countries experiencing the highest number of spills (10 and over) in this ten year period are China, Vietnam and the USA, although the latter may be due to incident information being more readily available in the public domain. It should be noted that a large proportion of these incidents occurred before 2010 and since then, the number of spills in these countries has reduced by at least half.

For the complete analysis please visit: <http://www.itopf.com/knowledge-resources/data-statistics/statistics/>.

TIPs Available in More Languages

ITOPF's 17 Technical Information Papers (TIPs) providing practical guidance on oil and chemical spill response in the marine environment are now freely available to download from ITOPF's website in Arabic, Spanish and Turkish.





HNS-related shipping incidents are relatively rare, but training and preparation are key

HNS Matters

ITOPF has been involved in one HNS-related incident since the last issue of Ocean Orbit. Though these incidents are relatively rare, their consequences can be far reaching and ITOPF remains committed to broadening its knowledge and promoting preparedness in this respect.

HNS Workshops

In October 2014, ITOPF was pleased to participate in the EMSA (European Maritime Safety Agency) HNS workshop, held at its headquarters in Lisbon and chaired by Berndt Bluhm, Head of Unit: Pollution Response. ITOPF gave the first talk on recent HNS incidents and concluded the workshop with a talk entitled 'The future challenges of HNS response', which summarised all the exchanges, discussions and conclusions of the workshop.

Following this workshop, ITOPF invited EMSA and NCEC (the UK National Chemical Emergency Centre) to an in-house HNS table-top exercise and discussion in March 2015. This exercise provided a good opportunity for in-depth discussions relating to chemical risk assessment, behaviour and modelling trajectory.

In a separate event, ITOPF provided a series of talks on 'Behaviour and Fate

of HNS', 'Response Strategies', and 'HNS Case Studies' at the OPRC-HNS Workshop organised by China MSA in December 2014.

The workshop was attended by maritime officers from Malaysia, Indonesia and Singapore. Technical staff also presented on HNS issues at a joint workshop with OSRL in Mumbai, January 2015. Copies of the presentations are available on ITOPF's website.

HNS Convention

ITOPF has been working closely with the IOPC Funds, IMO, and Transport Canada to prepare a new guide on HNS incidents and the HNS Convention. This publication will highlight the importance of the HNS Convention as part of the international maritime compensation regime.

HNS Project Wins 3rd R&D Award

The 2014 ITOPF R&D Award was won by the FAMERR project, which aims to depict a realistic behaviour and fate profile for chemicals spilled in the marine environment. The project is led by Cefas (Centre for Environment, Fisheries and Aquaculture Science) in the UK, and is the continuation of the ARCOPLUS project funded by the EU. The influence of temperature and salinity on the evaporation, dispersion and decay of selected chemicals is being investigated. Ecotoxicity tests are also being carried out on selected species to study the influence of temperature and salinity on the toxicity of spilled chemicals on sensitive marine organisms. Preliminary results from this project using aniline as the model chemical were presented at Interspill 2015.



ITOPF provided a presentation on the risks of HNS incidents at a workshop on the HNS Convention hosted by the Italian Government in Rome, Italy in October 2014

The Work of ITOPF in Claims Assessment

Approximately half of the incidents in which ITOPF has been involved in recent years have required the assessment of claims for compensation. Such assessments are central to the work of ITOPF and are a natural extension of the attendance of ITOPF Technical Advisers on-site at the time of an incident.

ITOPF will usually be asked by the insurer of the casualty, typically a P&I Club, or by the IOPC Funds, to review and advise on claims submitted for the reimbursement of costs incurred as a result of the response and of economic losses resulting from pollution damage.

The work required to provide a technical assessment of claims can vary widely, depending on many factors arising from the incident, and can involve several ITOPF staff.

Some incidents generate a large number of individual claims, for example, from fisheries or tourism sectors, and involve numerous government agencies and private contractors

To enable compensation to be paid

promptly, ITOPF's Technical Advisers and Technical Support staff work together with those responsible for paying the compensation to review and assess claims for pollution damage. This will include providing advice on reasonable response techniques and rates for associated equipment, personnel and materials.

As some claims comprise large amounts of supporting documentation (which may require translation) and complex spreadsheets, the Technical Support team manage and coordinate the assessment process internally. ITOPF may also be asked to review claims resulting from incidents that were not attended by a Technical Adviser although first-hand experience of the consequences of the incident and the decisions on site is always preferable.

To ensure ITOPF is able to respond as quickly as possible to requests for the assessment of claims, the Technical Support team has expanded with the recent inclusion of Pauline Marchand in the role of Senior Claims Coordinator.



ITOPF Library – "Setting knowledge free"

ITOPF has one of the most extensive collections of documents relating to oil spills in the world. Our library was started in the 1980s and, in addition to published sources, contains a myriad of hard-to-come-by literature such as technical reports, unpublished papers and conference proceedings from the last 50 years. Our earliest holding is 'Some effects of crude petroleum on soil fertility' from 1948!

In recent years we have widened the collection to include information relating to marine spills of chemicals and other cargoes as the focus of ITOPF's work has expanded. We also cover many related topics such as liability and compensation, damage assessment and the fauna and flora of the marine environment generally.

Last year we converted our existing library database to a new flexible library management system provided by Soutron. This allows more complex searching and crucially a storage solution for electronic documents. Now our staff can access many of the library's resources as easily from site as from the office.

Visitors to the ITOPF library in London are always welcome and we are also happy to make the database available for searching to any of our shipowners or contacts. We are, however, unable to offer instant access to all electronic documents due to copyright restrictions. Please contact our Information Officer, Deborah McKendrick (deborahmckendrick@itopf.com), if you'd like access to the database or for any other enquiries about the library.



Assessing damage to aquaculture facilities



ITOPF provided advice on environmental concerns during the COSTA CONCORDIA salvage operation

Wreck Removal

14th April 2015 marked an important milestone in the handling of maritime casualties with the entry into force of the Nairobi International Convention on the Removal of Wrecks (the Wreck Removal Convention). This provides the first set of international rules and procedures aimed at ensuring the prompt and effective removal of shipwrecks. As at 5th June 2015, 22 states were party to the treaty.

The Wreck Removal Convention was adopted at a five-day international conference held at the United Nations office in Nairobi, Kenya in May 2007. It enables states to take measures following a maritime casualty to remove wrecks that are deemed to pose a hazard to navigation, safety, the marine environment or any coastal and economic interests in their territory. The Convention encompasses any form of prevention, mitigation or elimination of the hazard caused by the wreck itself or by its cargo and fuel.

What determines a wreck under the Wreck Removal Convention falls under the discretion of the affected state in accordance with navigational, environmental and economic criteria. This includes the depth of water in the area, the tidal range and currents, the proximity of shipping routes, the traffic, the presence of sensitive areas, the nature and quantity of the wreck's cargo, the amount and types of oil on board the wreck, and the damage likely to result should the cargo or oil be released into the marine environment.

The tests of proportionality and reasonableness are key principles under the Convention. This means that measures in relation to the removal of a wreck must be proportionate to the hazard and must not go beyond what is necessary to remove the wreck.

The Wreck Removal Convention sets out clear rights and obligations to remove hazardous shipwrecks and cargo including when the shipowner is responsible for removing the wreck and when a state may intervene. The shipowner may contract with any salvor to remove the wreck and the affected state may lay down conditions to ensure that the removal proceeds in a

manner consistent with considerations of safety and the protection of the marine environment.

The potential for further damage to marine and coastal environments following a wreck removal operation is a major consideration and a thorough risk assessment should be undertaken. It is in this respect that ITOPF can play an important role. Technical staff have been involved with a number of wreck removal operations in the past, including the COSTA CONCORDIA, and have provided objective technical advice on a wide range of environmental impacts, including assessment of the potential hazards associated with the wreck, cargo or fuel. Assessing the potential impact takes into account many variables, such as the weather and currents at the location of the vessel, the nature of the cargo and fuel, and the environmental and socio-economic sensitivities in the vicinity. Working in collaboration with the authorities and other relevant parties, we can help ensure that informed decisions are made both with regard to the determination of a hazard and for what might constitute reasonable measures for removing the hazard.

ITOPF's Work in the Arctic

In the period since the last issue of *Ocean Orbit*, ITOPF has continued to follow developments in Arctic shipping. During the summer of 2013, 71 international vessels transited the Northern Sea Route, transporting 1,355,897 tonnes of cargo; the 2014 season on the other hand saw 53 transits and 274,000 tonnes of cargo moved¹, but only six transits by non-Russian flagged vessels. This represents at least a temporary reversal in the increasing trend over the past few years, which may reflect a range of political and commercial factors.

Despite this, industry, media, and government focus on Arctic developments has continued. In November 2014, the IMO adopted the mandatory International Code for Ships Operating in Polar Waters (the Polar Code) and related amendments to the International Convention for the Safety of Life at Sea (SOLAS), which are expected to enter into force on 1st January 2017, and will apply to new ships constructed after that date. Ships constructed before 1st January 2017 must meet the requirements of the Polar Code by the first intermediate or renewal survey after 1st January 2018.

The Polar Code will be mandatory under both SOLAS and the MARPOL Conventions, since it contains safety and environmental provisions, and is intended to cover the full range of shipping-related matters relevant to navigation in waters surrounding the two poles, ie ship design, construction and equipment; operational and training concerns; search and rescue; and the protection of polar environments and ecosystems.

Vessels intending to operate in Antarctic or Arctic waters will be required to apply for a Polar Ship Certificate, under which they would be classified as:

- Category A – ships designed for operation in polar waters, at least in medium first-year ice, which may include old ice inclusions;
- Category B – a ship not included in category A, designed for operation in polar waters in at least thin first-year ice, which may include old ice inclusions; or
- Category C – a ship designed to operate in open water or in ice conditions less severe than those included in Categories A and B.

ITOPF's internal technical working group on Arctic Response has continued to monitor technological and regulatory developments in relation to Arctic shipping, and most recently has been assisting the IMO's Pollution Prevention & Response (PPR) Sub-Committee and the Arctic Council's Emergency Prevention Preparedness & Response (EPPR) Working Group by providing technical comments on a Guide to Oil Spill Response in Snow & Ice Conditions.

ITOPF's technical team have also presented at several Arctic-related conferences and seminars, and on SOVCOMFLOT's training seminar for senior officers, covering topics such as wildlife response in the Arctic and challenges associated with responding to oil spills in remote and icy environments.

Efforts to ensure that ITOPF's Technical Advisers are prepared to attend on site at an incident in the Arctic or other cold and challenging locations have continued, with two further survival training courses being held in northern Sweden in February and March 2015. The majority of the technical team has now undertaken this training.

Following on from the success of the Response to Marine Oil Spills film series, launched in 2014, ITOPF is currently working on an eighth film which will look

at the response to oil spills in ice-infested waters. The film will set the scene for the increasing focus on Arctic maritime activities, and the need to be prepared for an oil spill in a remote and inhospitable environment. The fate and behaviour of oil in ice and response strategies for dealing with a spill in these conditions will be highlighted. In particular, the importance of prevention, preparedness, and international cooperation will be identified as key areas of focus. As with the previous films, the oil in ice film will include contributions from colleagues in the shipping and oil spill response communities. Footage has already been shot in Sweden and in Svalbard, where 24-hr darkness and extreme cold provided a 'taste' of the type of logistical and operational challenges that might be anticipated in an incident. A short trailer of this footage can be viewed on our website at <http://www.itopf.com/news-events/news/article/coming-soon-for-release-in-2016/>. At the end of March, footage was obtained onboard UMIAK, a polar class icebreaking bulk carrier owned by FEDNAV, one of our Associates operating in Canada's Labrador Sea. This footage serves to illustrate the work of the shipping community to prevent an accident from occurring in such challenging and sensitive locations.



Filming with Dr Nicola Beer in Sweden

¹ Source: *Barents Observer*, 16th December 2014 (<http://barentsobserver.com/en/arctic/2014/12/northern-sea-route-traffic-plummeted-16-12>); Northern Sea Route Information Office (http://www.arctic-lio.com/docs/nsr/transits/Transits_2014.pdf).

Update on India

India was identified as a priority country in ITOPF's Strategic Plan and in the last 18 months we have been supporting initiatives in India to promote effective preparedness and response to oil and chemical spills.

In January, ITOPF ran its third joint seminar with Oil Spill Response Ltd (OSRL) on government and industry cooperation in India. This focused on the implementation of the new National Oil Spill Disaster Contingency Plan (NOSDCP) drafted by the Indian Coast Guard (ICG). Particular emphasis was placed on coordination between at-sea and shoreline response operations, which was raised as an area of concern at the second ITOPF/OSRL Seminar held in March 2014.

The latest seminar attracted over 40 delegates from government, the shipping industry, oil companies, port authorities and spill contractors, and provided an excellent forum for exchange of information and views. A particular highlight of the day was the excellent keynote session by Deputy Inspector General AA Hebbbar of the Indian Coast Guard, who provided a summary of the changes to the new plan and the way ahead in terms of national capabilities. This was followed by a talk from Dr Y. B. Sontakke, Joint Director of Maharashtra Pollution Control Board (MPCB), who used the MSC CHITRA incident to discuss the role of the MPCB in an oil spill and the challenges faced in this particular case. Copies of all the day's presentations are available on ITOPF's website.



Incidents such as the MSC CHITRA in Mumbai in 2010 have focused attention on spill preparedness and response in India

ITOPF was also pleased to be invited to take part in other spill response events across India last year:

- IOPC Fund/IMO Workshop on Compensation, Mumbai, March 2014
- Oil Spill Response Workshop, Trivandrum, September 2014
- Oil Spill India 2014, Goa, September 2014

These gave us the opportunity to

highlight our spill experience in the country and beyond, raise awareness of how we could assist in the event of a spill, as well as build closer working relationships with the key organisations involved in preparedness and response. With the strengthening of these relationships, we hope that ITOPF's advice will be welcomed and acted upon by the authorities in the event of a future spill in India.



Richard Johnson presenting a paper on 'Shipping and Pollution: Risks and Consequences in India' at Oil Spill India in Goa in September 2014



Panel and delegates at the joint OSRL/ITOPF Workshop on Government & Industry Cooperation, Mumbai in January 2015



ITOPF won 1st, 2nd & 3rd prizes for its films at the IOGC film festival

The films cover oil spills, their impacts, effective response and compensation and incorporate footage from actual response operations, with news archive and interviews. They can be viewed free of charge from ITOPF's website and are now available with subtitles in Chinese, French, Spanish, Arabic, Korean, Turkish and Portuguese, with Japanese to follow later this year.

ITOPF App. In addition, there is the option to purchase a DVD containing the entire series at a price of £10 (see our website for details); over 1,000 copies have already been sold.

The film series has gone on to win further accolades. In August 2014, we won a Gold Stevie Award in the 'training' category at the 11th Annual International Business Awards. This year we were a finalist in the Investment in People category in the 2015 Seatrade Awards.

However, what has been most pleasing are the many requests we have received to use the films in training courses around the world. We are delighted that the films are being viewed as providing key messages which other organisations are keen to promote themselves. This has also served to raise ITOPF's profile of being at the forefront of organisations working worldwide to reduce the impact of marine oil spills.

ITOPF is currently working on its next filming project – Oil spills in ice-covered waters. For a report on progress, see our Arctic update on page 11.

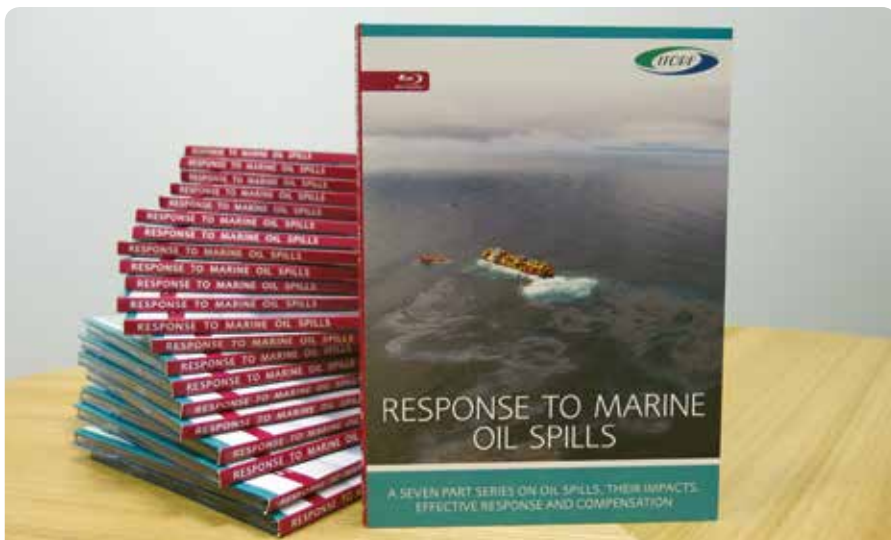
'Response to Marine Oil Spills' Film Series

As reported in last year's Ocean Orbit, ITOPF's series of seven films 'Response to Marine Oil Spills' was launched at the International Oil Spill Conference in Savannah in April 2014 where it made a clean sweep of the top awards at the conference film festival.

In order to raise awareness of the films, we took to the road to showcase them at a

number of events around the world working in conjunction with some of our partner organisations.

The films have now been watched in over 140 countries and more than 35,000 people have loaded the film pages onto their web browser. They can also be watched on mobiles and tablets in the absence of an internet connection by downloading the



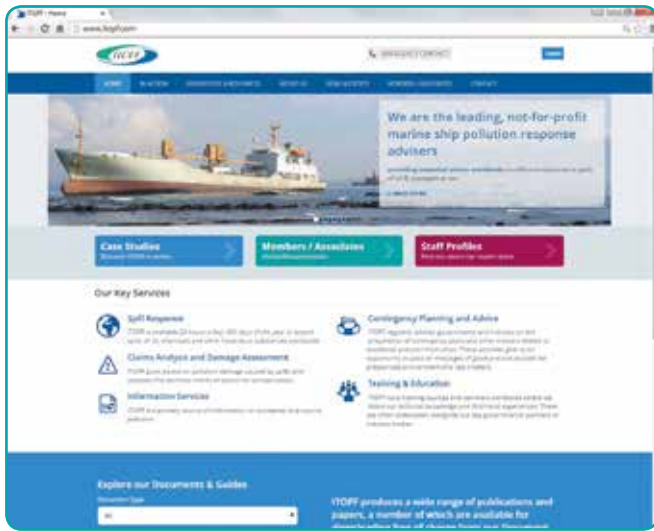
The film series can be purchased as a DVD from ITOPF's website



World premiere of Shoreline Clean-up and Oil Spill Compensation films in Singapore



Dr Karen Purnell and Will Rowson from the film production company True North receiving the Gold Stevie Award



ITOPF's Website Redesigned

Making our knowledge and technical expertise widely available is a key priority for ITOPF. One of the main vehicles for this is our website, which we undertook to redevelop in 2014.

The aim of this project was to ensure that the wealth of information and resources we provide could be found easily and navigated across all devices from mobile phones and tablets to desktops. With our international reach, we also wanted the ability to translate the website into several additional languages.

The new website was launched last summer and has gained praise from external partners, in particular for the way in which it makes information more readily accessible, as well as for its updated historical case studies and for a new bespoke section for Members and Associates.



Lisa Stevens and Jayne Foster demonstrating the new website and game to children at Liverpool Maritime Museum's World Oceans Day event in June



We have also developed our own game OIL BOOM! Oil has spilt into the sea and it's your job to catch it before it hits land. Use the booms to trap the oil and help protect the environment and different habitats. It's quite addictive!

New Kids Website & Game

To help engage children in the marine environment and shipping, ITOPF has developed a new website aimed specifically at 5–8 year olds. Launched in April, this website aims to inform children about different marine habitats and animals, how an oil spill might affect them and some of the techniques used to protect and clean up the environment. We have worked in cooperation with key partners AMSA in Australia and NAMEPA in the USA, to share games and activity booklets and help reach out to a wider audience. We plan on following up with a website aimed at older children next year.



ITOPF at SEA ASIA, Singapore, April 2015

Voyage with Maersk

One of our Technical Advisers joined a voyage on a MAERSK product tanker as part of an internal training initiative to gain a wider understanding of ship operations and the day-to-day activities of our Members and Associates. The voyage between Port Juliene and Rotterdam provided first-hand experience of cargo loading and discharging and the operational challenges of transporting cargoes that are hazardous to humans and the environment.

Whilst onboard, ITOPF held discussions with the Captain and ship's officers regarding recent emergency response drills and training the crew had received. We also discussed the role of ITOPF on-site, the services we provide for our Members and Associates, and our recent spill experiences. The crew expressed interest in past ITOPF cases and were keen to know more about the varying issues and challenges arising from a loss of cargo or bunker fuel during an incident.

We are grateful to Maersk for hosting us and providing the team with an insight into life on board one of their vessels. It is hoped that further training voyages can be scheduled for other members of the ITOPF team.

ITOPF is Entering the Owners' Orbit!

ITOPF is the world's largest shipowner organisation. We have over 7,000 individual Members who together own or operate over 11,800 individual tankers. Collectively this represents about 350 million gt of tonnage. We also have Associates who are the owners and bareboat charterers of all other types of ship, currently totalling 744 million gt.

Paradoxically, most of our shipowners don't know they are Members or Associates! This is because their entry in ITOPF is taken care of by their P&I insurer. As part of our strategic plan we are bridging that gap by making direct contact with shipowners all over the world.

In March 2015, we attended Shipping 2015, North America's premier shipping trade conference and exposition organised by the Connecticut Maritime Association,

and in April 2015 we exhibited at the Sea Asia Conference and Exhibition in Singapore, the largest maritime event in Asia. We have also presented at seminars and forums organised by P&I Clubs for their shipowning members in different regions.

Later this year, we are directly targeting our tanker owner Members at Riviera Maritime Media's Tanker Shipping & Trade Conference & Awards, 18th–19th November, London.

ITOPF is sponsoring and presenting the first Tanker Shipping & Trade Environmental Award. We are also hosting a drinks reception following the awards ceremony (19th November) where we hope to see many of you.

For more information on attendance please also see www.tankershippingconference.com.

Change in ITOPF's Dues Structure for Members

For almost 50 years the Federation has been promoting best practice in spill preparedness and response to government and industry worldwide. ITOPF's funding, via dues levied on the entire Membership according to tonnage, has provided an equitable and sustainable mechanism allowing ITOPF to provide its highly valued services objectively. From ITOPF's inception to the present time the subscription payable by Members has been calculated solely by reference to the tonnage of a Member's tankers. Statistics of time expended by ITOPF staff per tanker incident show that subscriptions calculated in this way are no longer necessarily proportionate to the use of ITOPF's services. Accordingly, at

an Extraordinary General Meeting held in London on 9th June 2015 Members voted to amend ITOPF's Articles of Association to enable subscriptions to be calculated to include an administration fee per tanker, irrespective of tonnage. Thus, the subscription for Members will comprise an element of fixed administration fee plus a rate per ton such that the total income received by ITOPF will be the same as would have been received if all the subscriptions had been calculated with reference to a rate per ton. The level of the administration fee will be decided by the Board at its meeting on 12th November 2015, but will not at present apply to owners of non-tankers (Associates).

Emergency Contact in the Event of an Incident

UK Business Hours

Please use ITOPF's office telephone number: **+44 (0)20 7566 6999**

Outside UK Business Hours: Emergencies Only

+44 (0)7623 984 606 or
+44 (0)20 7566 6998

The emergency numbers are linked to a message paging system. Callers should be ready to leave their name, contact number and a brief message.

A member of the ITOPF technical staff will return their call.

Please do not rely on notification of emergencies to ITOPF by email.

Staff News

ITOPF has recruited four new Technical Advisers in the last few months. **David Campion** joined ITOPF in November. He has a master's degree in tropical coastal management and most recently was Group Director for Corporate Social Responsibility for a hotel group in the Maldives, Thailand and Vietnam. In December **Jessika Fuessel** and **Anne Réglain** joined the team. Jessika has a PhD in biogeochemistry and recently worked as a postdoctoral researcher in the Department of Bio-Geosphere Interactions, Centre for Marine Environmental Sciences, Bremen, Germany. Anne has a master's degree in environmental engineering and for the last two years was the Total secondee to IMO's Regional Activity Centre for the Caribbean, REMPEITC-Caribe. In the New Year we were joined by **Romain Chancerel**. Romain has an MSc in engineering in the coastal environment and previously worked for the United Nations Environment Programme as an Assistant to the Co-ordinator of the Abidjan Convention. He has also worked at IPIECA and OSRL.

We welcomed **Pauline Marchand** to the team as Senior Claims Coordinator in November to work alongside Tim Wadsworth, Technical Support Manager, and the technical team to coordinate the claims process within ITOPF. Pauline has a background in law and was previously employed by the Secretariat of the International Group of P&I Clubs (IG).

On the Finance & Administration side, **Lisa Fleming** joined the Federation in November 2014 as Finance Officer.



Lisa Fleming and Claire Keogh



David Campion, Anne Réglain, Romain Chancerel, Jessika Fuessel and Pauline Marchand

She has 25 years' accounts experience and is responsible for ITOPF's accounting transactions including the collection of Membership and Associate dues. In March 2015 **Claire Keogh** joined ITOPF as Office and HR Administrator, replacing Carol Remnant. Claire has 8 years' experience working in HR departments for a number of large organisations.

Last year we said 'goodbye' to two members of the technical team. **Colleen O'Hagan**, one of ITOPF's Senior Technical Advisers, left in August after 10 years'

service to take up a position with the International Maritime Organization (IMO) as Technical Officer within the Marine Environment Division. In October, **Dr Henk Renken**, a Technical Adviser since 2009, left ITOPF to join BP as an Oil Spill Preparedness and Response (OSPR) Senior Technology Advisor.

And finally, **Doreen Pounds** retired in January 2015 after 14 years at ITOPF as Finance Officer. We wished her a long and healthy retirement at a snooker-themed leaving party.



New technical staff receiving helicopter underwater escape training



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