Shipowners’ Perspective on Preparedness for Oil Spill Response

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The context
The Context

• Around 95% of India’s trade by volume is being transported by sea.

• During FY 2011-2012, major and non-major ports in India handled a total cargo throughput of 934 M MT of cargo.

• The Indian fleet presently stands at 10.46 million GT and 1205 ships (as on 31st January 2014).

• International maritime traffic transits close to Indian west coast.

• India recycled 8.76 million GT in 2011 (33%).
The Context

- Shipping is the lifeblood of world trade
- Sustainability
- Safe, reliable and most cost effective mode of transport
Sept. 2013:
Oil tanker newbuilding activity up 40%
reported 128 new contracts in 9 months
Accidental oil spills from tankers and tanker trade

1970s: 4.5 m ts spilled
1980s: -63% reduction
1990s: -3% reduction
2000s: -82% reduction

Source: INTERTANKO, based on data from ITOPF
The Current Difficult Market
Topics

- Oil Spill Prevention Measures of Ships
- Our Wish List in Case of Spill Incident
- Ratification of IMO Conventions
Oil Spill Prevention Measures of Ships
Ship Design Aspects

- Double Hull tankers
Ship Design Aspects
Ship Design Aspects

• Protection of Fuel Oil Tanks – in force since 1 August 2007
  
  – Applies to all new ship types delivered on or after 1 August 2010, having an aggregate oil fuel capacity of 600 m³ and above.

• Oily water separator – Bilge water

• Oil Discharge Monitoring and Control System on Tankers
Operational Aspects

- Slops / Sludge to Shore Reception Facilities or Incineration
- IOPP Survey and Certification
- Certificate of Fitness for chemical tankers
Operational Aspects

• Bunkering precautions and loading / discharging precautions

• Master’s SMS training

• Information Sharing to prevent spills / drills

• Briefing / Non mandatory training
Contingency Preparedness

• SOPEP / SMPEP
  – Containment and Clean up Equipments

• Audit of SOPEP / SMPEP Equipments by shore based auditors

• SOPEP / SMPEP Annual Review
Contingency Preparedness

- Monthly Shipboard Contingency Drills
- Half Yearly Ship-Shore Drill (one of them with USCG QI for US trading vessels)
- Annual Spill Response Exercise by Indian Coast Guard with Shipping and Oil industry
Our Wish List in Case of Spill Incident
Shipowners’ Wish List

- Ship within port
  - Prompt response from Port authorities with containment and cleanup
  - Compliance with Tier I requirements
- Ship outside port
  - Prompt response from ICG / Coastal authorities
- Prompt evacuation of injured personnel and salvage, where required
Shipowners’ Wish List

• The regime must provide adequate levels of service at a reasonable cost, without compromising the degree of preparedness or environmental protection.

• The response capability must take into account the likely size of a spill in Indian context, along with the desired response times.

• Efficient protection and clean up of shoreline in case of oil spill reaching the shores.
Shipowners’ Wish List

• Bearing in mind time is the most critical factor in oil spill response measures we need to give a serious thought about providing Private Oil Spill Response Organizations in critical locations (Gujarat / Maharashtra)
  • the response time may be high for foreign OSROs to deal with spill scenario depending upon availability of their equipment, facilities, requirement of various legal formalities etc.
  • Must operate within the control of statutory authority
Shipowners’ Wish List

- A system of surveillance for oil spill should be developed
  - to stop it at the early stage and
  - act as a deterrent to polluting vessels
Ratification of IMO Conventions
Regulatory

• India should ratify **Bunker Convention 2001 - International Convention on Civil Liability for Bunker Oil Pollution Damage, 2001 - entered into force on 21st November 2008**

• Covers oil spill damage from bunkers

• The ship owner must have insurance or other financial security to cover his liabilities when ship is in the territory of a Party to the Convention

• Presently obtaining Certificate from UK / Hong Kong etc.

• Being followed up with The Ministry of Shipping for ratification
Regulatory

• India should ratify OPRC-HNS Protocol 2000 - Protocol on Preparedness, Response and Co-operation to Pollution Incidents by Hazardous and Noxious Substances, 2000 – entered into force on 14th June 2007

• Follows the principles of the OPRC Convention 1990 but covers pollution incidents involving hazardous and noxious substances
  • Contingency Plan
  • Obligation to report sighting of spills
  • Request or render assistance in case of spills
THANK YOU