



PROMOTING EFFECTIVE
SPILL RESPONSE

Technical Services



itopf.org

Overview

ITOPF is maintained by the world's shipowners and their insurers on a not-for-profit basis to promote effective response to spills of oil, chemicals and other substances in the marine environment.

Since ITOPF's establishment in 1968, our technical staff have attended on-site at over 800 shipping incidents in 100 countries to provide objective and scientific advice on clean-up measures, the effects of pollutants on the environment and economic activities, and on compensation. These incidents can involve oil, chemicals and all other cargoes, whether bulk or packaged, as well as bunker fuel from all types of ship. We also provide advice in relation to oil spills from other potential sources of marine pollution, including pipelines and offshore installations; physical damage to coral reefs resulting from ship groundings; and environmental impacts associated with shipwrecks.


Our first-hand experience of pollution incidents is utilised during contingency planning and other advisory assignments for government and industry. We are an authoritative source of information on marine spills and share our knowledge at training courses and seminars throughout the world, encouraging best practice through outreach and education.

Funding & Membership

The majority of our income comes from subscriptions from shipowners, paid on their behalf by Protection and Indemnity (P&I) insurers. Shipowners are enrolled in ITOPF either as Members (for tankers, barges, LPG/LNG carriers, FPSOs/FSUs or combination carriers) or Associates (for other types of ship). Membership stands at over 400 million GT, comprising around 8,000 shipowners who together own or operate approximately 14,000 tank vessels. Associates stand at over 800 million GT.


Our services are provided to Members, Associates and their P&I insurers, usually at no cost, apart from expenses. We are also available to assist at the request of governments and intergovernmental organisations such as the International Maritime Organization (IMO) and the International Oil Pollution Compensation Funds (IOPC Funds). Our activities are overseen by an international Board of Directors representing independent and oil company affiliated shipowners and their P&I insurers.

Supports over 90% of all ocean going tonnage



90%

Observer status at IMO and IOPC Funds




Operates internationally from London

Technical Services



Spill Response



Claims Analysis & Damage Assessment



Contingency Planning & Advisory Work



Training & Education



Information Services

Vision

To be a trusted source of objective technical advice worldwide on preparedness and response to accidental marine spills.

Mission

To promote effective response to marine spills of oil, chemicals and other substances as a means of reducing impacts on the environment and affected communities.



Spill Response

Responding to ship-source spills of oil, chemicals and other cargoes is our priority service.

Our role at the site of an incident varies according to the circumstances but it is always advisory and is based on practical experience and sound scientific principles. It normally includes one or more of the following activities: -

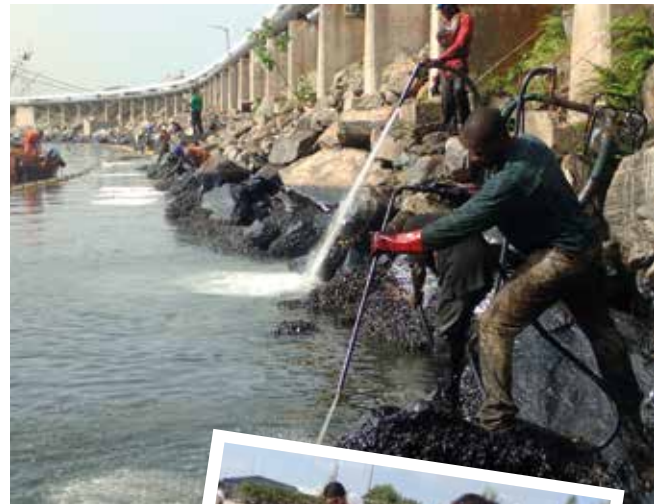
- **Advising all parties on the potential fate and effects of the pollutant**
- **Assisting and advising all parties on the most appropriate clean-up techniques, with the aim of mitigating any damage**
- **Helping to source equipment and, in cases where the shipowner is required to mount the response operation, helping to organise the clean-up**
- **Undertaking surveys, monitoring the clean-up and advising all parties on the technical merits of the actions**
- **Investigating the damage to the marine environment and to coastal resources, such as fisheries and aquaculture**
- **Advising on methods to mitigate environmental and economic losses, including restoration options**

In all cases, our aim is to cooperate and work closely with the government agencies and other parties involved in an incident, and to reach agreement on measures that are technically justified in the particular circumstances. This not only helps to ensure that the clean-up is as effective as possible and that damage is minimised, but that subsequent claims for compensation can be dealt with promptly and amicably.

We are also available to provide advice remotely from the office for cases that may not require full mobilisation. Common requests include advice on the potential trajectory of a pollutant, the resources at risk or the location of response equipment.



At-sea response, North Sea



Cleaning port infrastructure, Ghana



ITOPF advising on-site, Greece



Highly skilled international team ready to assist 24 hours a day, 365 days a year

Marine biologists, chemists, environmental scientists, engineers, geologists

Fluent in English, French, German, Italian, Portuguese, Spanish

Attends on average **20** cases per year



Claims Analysis & Damage Assessment

We assess claims for compensation arising from spills. In many cases this is a natural extension of our attendance on-site at the time of an incident. Claims analysis usually involves assessing the reasonableness of clean-up costs and the merit of claims for damage to economic resources, such as property or businesses, according to criteria established internationally. The assessment of damage to fisheries, especially mariculture facilities, is a specialist area which often requires detailed analysis of complex claims. We may work in conjunction with experts who have in-depth knowledge of the affected area and the economics of its particular fisheries.

Our advice is also regularly sought on environmental damage caused by spills, and on the feasibility and technical justification of proposed restoration measures.

Our role is to encourage a cooperative approach to the assessment of pollution damage with a view to facilitating the prompt and amicable settlement of claims. In this regard, we provide support both to claimants and to those who actually pay the compensation, usually the P&I insurers and/or the IOPC Funds.

These bodies - and not ITOPF - ultimately decide whether or not a particular claim should be paid as many other factors, other than purely technical considerations, may influence the final decision.



Contingency Planning & Advisory Work

We use our extensive practical experience to advise governments, industry, international agencies and other organisations on the preparation of contingency plans and other matters related to marine pollution.

These activities give us the opportunity to pass on messages of good practice outside the pressurised environment of a spill. This also enables us to build and maintain links with governments, organisations and systems that we might work with in the future.



Training & Education

We organise and participate in training courses and seminars for government and industry around the world. These are often undertaken with key inter-governmental partners, such as IMO and the IOPC Funds, or industry bodies like IPIECA. Training courses provide an excellent opportunity for us to share our technical knowledge and first-hand experience with people likely to be involved with an incident.

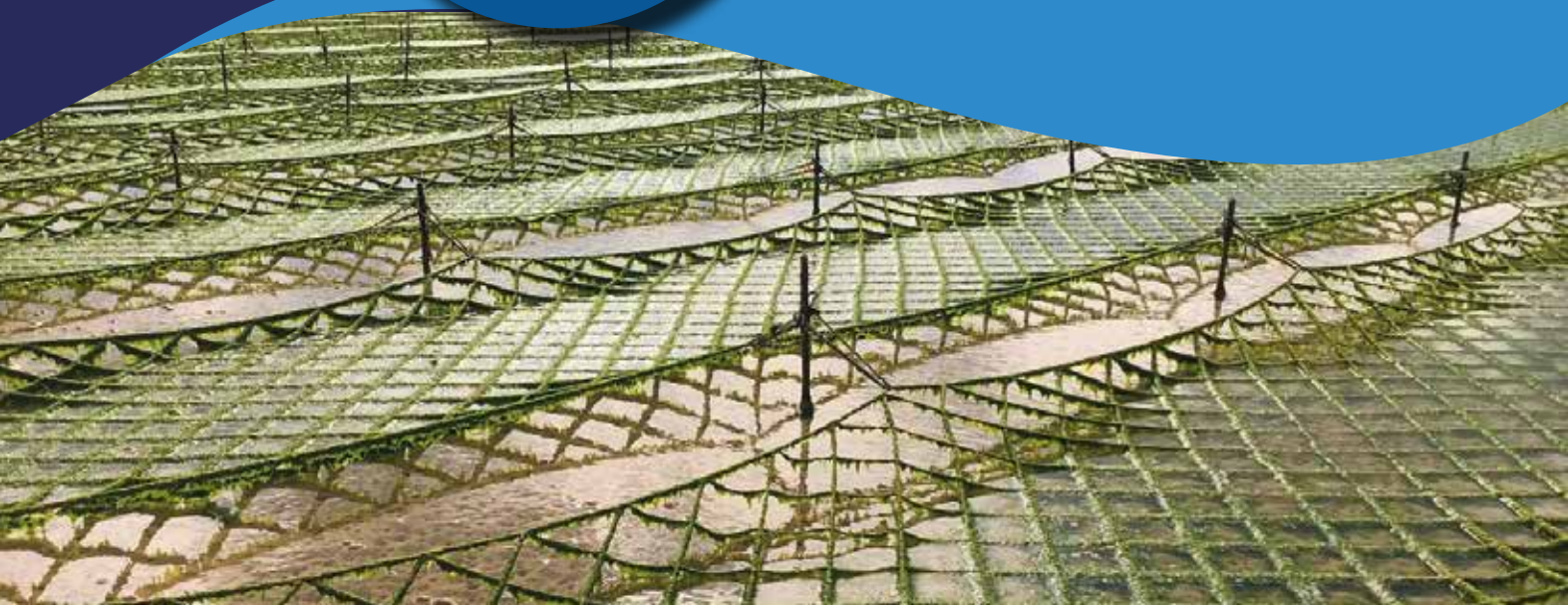
We also regularly assist with spill drills and exercises conducted by shipowners, oil companies, governments and other groups.

£50k

Awards up to
£50,000 each
year for R&D
activities

ITOPF R&D Award

We fund an annual R&D Award. Each year, up to £50,000 is made available to fund research and development projects that have the potential to lead to improvements in spill preparation and response, as well as new techniques for monitoring and restoring environmental resources.





Information Services

We are a primary source of information on ship-source pollution. The following resources are available free of charge via our website: -

Technical Information Papers (TIPs), providing practical guidance on oil and chemical spill response and effects in the marine environment, available in multiple languages.

1. Aerial observation of marine oil spills
2. Fate of marine oil spills
3. Use of booms in oil pollution response
4. Use of dispersants to treat oil spills
5. Use of skimmers in oil pollution response
6. Recognition of oil on shorelines
7. Clean-up of oil from shorelines
8. Use of sorbent materials in oil spill response
9. Disposal of oil and debris
10. Leadership, command & management of oil spills
11. Effects of oil pollution on fisheries and mariculture
12. Effects of oil pollution on social and economic activities
13. Effects of oil pollution on the marine environment
14. Sampling and monitoring of marine oil spills
15. Preparation and submission of claims from oil pollution
16. Contingency planning for marine oil spills
17. Response to marine chemical incidents

Response to Marine Oil Spills Films, an award winning series of eight films tackling key issues related to oil spills and how to deliver a well-planned and executed response, with subtitles in multiple languages.

1. Introduction to oil spills
2. Aerial surveillance
3. At-sea response
4. Shoreline clean-up
5. Waste management
6. Environmental impacts
7. Oil spill compensation
8. Oil spills in cold climates

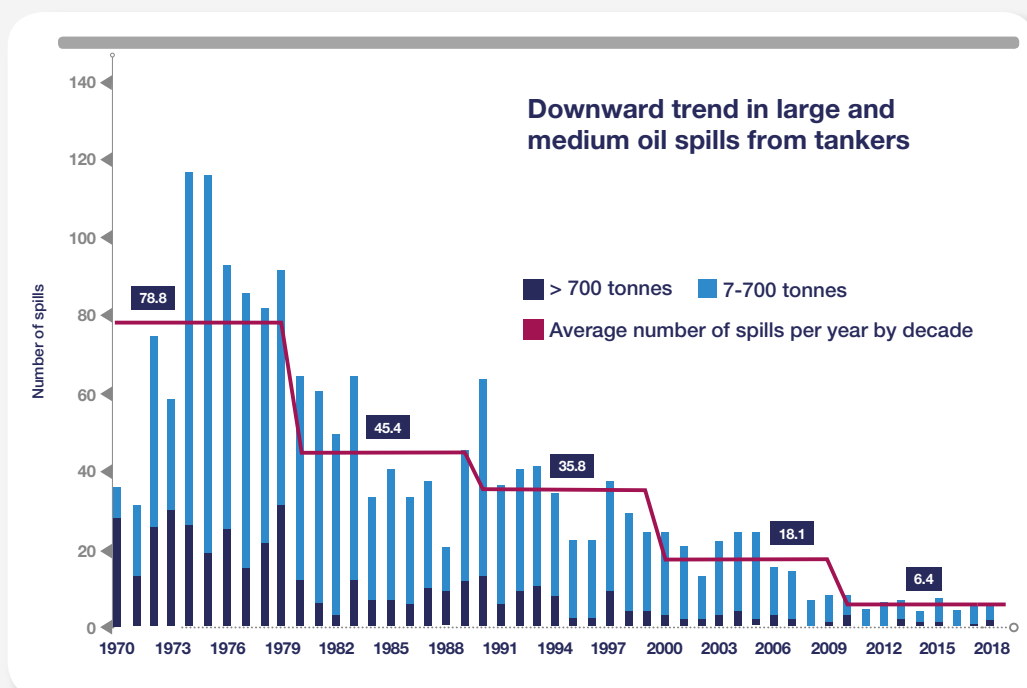
Oil Tanker Spill Statistics, an annual publication providing data on accidental oil spills from tankers, combined carriers and barges since the 1970s, derived from ITOPF's database.

Country & Territory Profiles, short reports summarising the spill response arrangements and clean-up resources within individual maritime states.

GIS, displaying historic spills, international conventions and tanker traffic data.

We also have a comprehensive library containing a unique collection of publications on marine spills, clean-up techniques, environmental effects and other related issues. This is open to students and other visitors for reference purposes by appointment.

Our statistics show a dramatic and sustained reduction in oil spills from tankers.



ITOPF technical seminar



Delivering a training course, China

Emergency Contact

In case of a spill of oil, chemicals or other substance, please call us on the numbers below for advice and/or to mobilise us to site:-

9 AM – 5 PM
(UK BUSINESS HOURS)

+44 (0) 20 7566 6999

This is our office number.
Please ask to speak to a member of the technical team.

OUTSIDE UK BUSINESS HOURS
(spill emergencies only)

+44 (0) 20 7566 6998

Your call will be forwarded to the member of the technical team on duty.

We will require as much of the following information as possible:-

ESSENTIAL INFORMATION

- Contact details of the person reporting the incident
- Name of vessel and owner
- Date and time of the incident (specifying local time or GMT/UTC)
- Position (e.g. latitude and longitude or distance and direction from the nearest port or landmark)
- Cause of the incident (e.g. collision, grounding, explosion, fire, etc) and nature of damage
- Description and quantity of cargo and bunker fuel on board
- Estimate of the quantity spilt or likelihood of spillage
- Name of the cargo owner
- Action, both taken and intended (and by whom), to combat pollution
- Status of the vessel and any planned salvage activities

ADDITIONAL USEFUL INFORMATION

- Weather and sea conditions, wind speed and direction
- Length, breadth and appearance of any slicks or plumes, including direction of movement
- Type of resources that may be at risk (e.g. fisheries or residential areas)
- Distribution of cargo and bunkers and location relative to damage

HNS Chemicals

- State – solid, liquid, gas, bulk, packaged
- UN or CAS number, MSDS, cargo manifest

Oil

- Density, viscosity, pour point, distillation characteristics, wax & asphaltene content (or bunkering certificate)



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