



## Oil Spill Preparedness and Response:

### Expectations & Realities

Karen Purnell, Managing Director



## The Origin of ITOPF

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

- Largest VLCC, built in Yokohama, 1966 (MT 'Indemitsu Maru')
- VLCC 'TORREY CANYON' ran aground in 1967 spilling 119,000 tonnes of Kuwait crude oil cargo
- Fault-based liability & compulsory insurance 1<sup>st</sup> discussed in Tokyo, 1969
- Ship-owners agree interim voluntary measures, TOVALOP
- ITOPF established to administer TOVALOP & to provide expert technical advice
- Now the shipping industry's primary source of technical advice



- Not-for-profit organisation
- 26 staff with 13 technical advisers on 24/7 call out
- Advisers from different countries & backgrounds
 

United Kingdom, USA	Biologists
South Africa,	Chemists
France, Netherlands	Economist
Belgium /Chinese	Engineer
- Extensive practical experience and technical knowledge
- World-wide network of contacts
- Comprehensive library of oil spills and databases



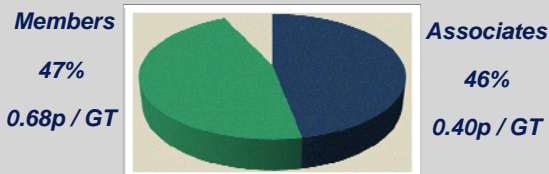
## ITOPF MEMBERSHIP

- 5,980 tanker owner Members
- 10,592 tank vessels of 304 million GT
- Non-tank vessels = Associates
- 495 million GT of non-tanker tonnage
- P&I Clubs arrange ITOPF entries & pay dues



## ITOPF Funding 2009/10

Other Income  
7%



## Board of Directors 2009



Teekay (Chairman)

- |                               |  |
|-------------------------------|--|
| Japan P&I                     | NYK Line                               |
| Nippon Oil Tanker Corporation | Vela International Marine Ltd          |
| Transpetro                    | Shell International Trading & Shipping |
| Seagroup Inc                  | Keystone Shipping Corporation          |
| Thomas Miller P&I Ltd         | Stolt-Neilsen Transportation Group BV  |
| BW Maritime Pte Ltd           | Steamship P&I                          |
| ExxonMobil Global Marine      | BP Shipping Ltd                        |
| Triandros Corporation         | Reederei F Laeisz GmbH                 |
| Skuld P&I                     | AP Møller – Maersk A/S                 |
| Valles steamship Company Ltd  | Sovcomflot                             |
| Stena Bulk AB                 | Chevron Shipping Company LLC           |



## TECHNICAL SERVICES

- Response to marine spills
- Claims Analysis & Damage Assessment
- Contingency Planning & Advisory Work
- Training, Seminars, Conferences
- Information Services
  - Publications
  - Databases
  - Website: [www.itopf.com](http://www.itopf.com)

## ITOPF ROLE ON SITE

- Always advisory
- Co-operation and mutual agreement
- Promote reasonable & cost effective clean-up response
- Aim to minimise damage to resources
- Offer guidance on admissibility of claims

NOT LOSS ADJUSTERS

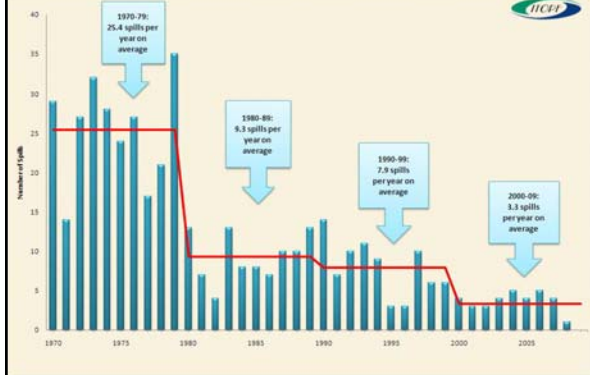
## INCIDENTS ATTENDED WORLDWIDE



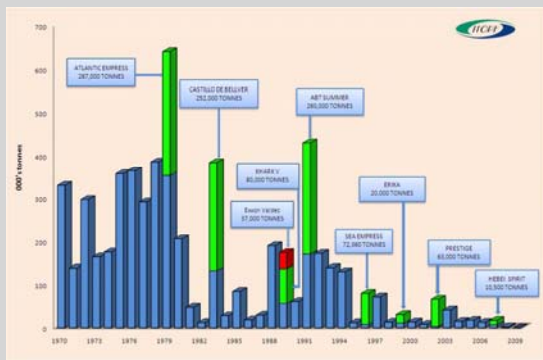
ITOPF: 650 incidents attended in 99 countries since 1970

The Role of ITOPF

## Number of Tanker Spills over 700 tonnes, 1970-2009

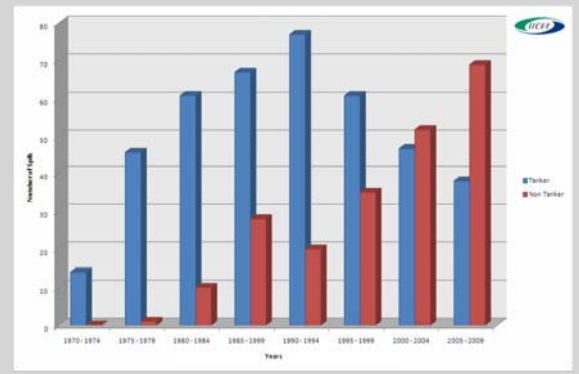


## Tonnes of Oil Spilt (1970 – 2009)

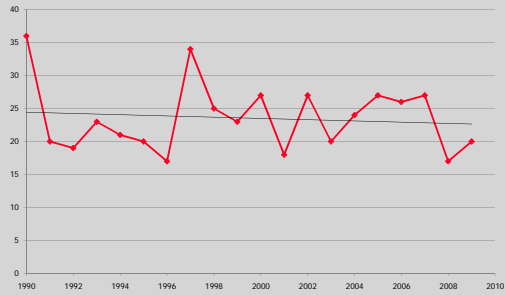


GLOBAL TRENDS

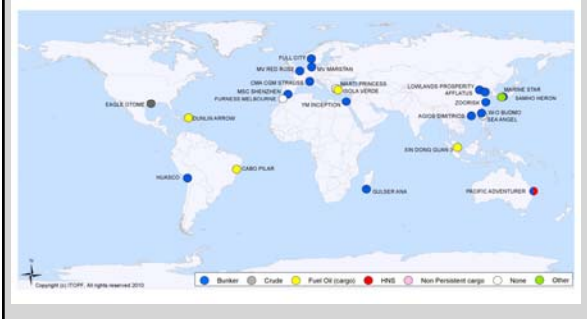
## Tanker versus Non-Tanker Incidents (1970-2009)



### 20-Year Trend in the Number of Incidents Attended



### Spills Attended since January 2009



INCIDENTS ATTENDED SINCE JANUARY 2009				
DATE	Vessel Name	Country	Tanker	OILTYPE
2009				
28/01/2009	ASSALAMA	Morocco	N	NONE
13/02/2009	DUNLIN ARROW	Dominican Republic	N	BUNKER
20/02/2009	MARINE STAR	JAPAN	N	BUNKER, FUEL (CARGO)
11/03/2009	PACIFIC ADVENTURER	Australia	N	BUNKER, HNS
20/06/2009	ISOLA VERDE	TURKEY	Y	FUEL (CARGO)
27/06/2009	MARTI PRINCESS	TURKEY	N	NONE
14/07/2009	YK RECEIPTION	Egypt	N	BUNKER
31/07/2009	FULL CITY	NORWAY	N	BUNKER
07/08/2009	W-O BUDMO	TAIWAN	Y	NONE
08/08/2009	XIN DONG GUAN 3	MALAYSIA, WEST COAST	N	FUEL (CARGO)
26/08/2009	GULLER ANA	MADAGASCAR	N	BUNKER
27/08/2009	CAHO PILAR	BRAZIL	Y	FUEL (CARGO)
15/09/2009	AGIOS DIMITRIOS	CHINA	N	BUNKER
02/10/2009	MV RED ROSE	FRANCE, NORTH COAST	N	BUNKER
23/10/2009	MV MAHSTAN	GERMANY	N	BUNKER
24/10/2009	LOWLANDS PROSPERITY	CHINA	N	BUNKER
28/10/2009	MSC SHENZHEN	SPAIN	N	BUNKER
01/11/2009	ZODORIK	CHINA	N	BUNKER
05/12/2009	AFILATUS	CHINA	N	BUNKER
31/12/2009	SAMHO HERON	JAPAN	Y	LUBRICATING OILS
2010				
05/01/2010	FURNISS MELBOURNE	MOROCCO	N	NONE
12/01/2010	HILASCO	CHILE	N	BUNKER
24/01/2010	EAGLE OTOME	USA	Y	CRUDE OIL
26/01/2010	SEA ANGEL	TAIWAN	N	BUNKER

### PAJ Oil Spill Symposium 2010 'Reality and Formality in Oil Spill Response and Training/Exercises'

*How to maintain momentum against a background of reducing oil spills ?*

- Realistic and sustainable level of investment in preparedness
- Focus on areas that historically present difficulties

### The Challenge of Maintaining Momentum in Spill Preparedness & Response

#### Key Issues

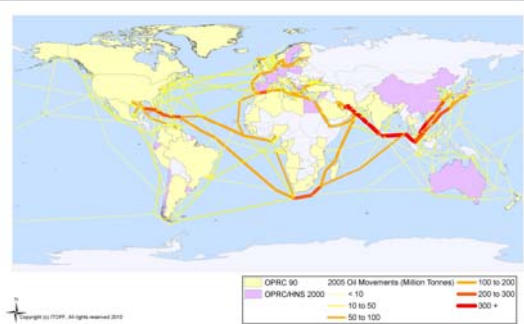
- Variable quality of contingency planning
- Inadequate assessment of risks
- Lack of clarity on roles and responsibilities
- Over-reliance on external resources
- Inadequate logistical/customs support
- Inadequate integration of local resources
- Inadequate consideration of waste issues
- Insufficient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

### The Challenge of Maintaining Momentum in Spill Preparedness & Response

#### Key Issues

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

## Oil Movement & Preparedness Conventions

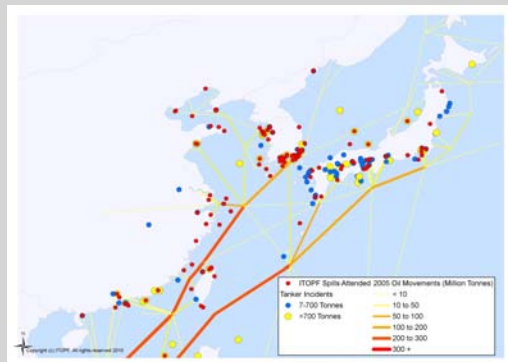


## OPRC-90

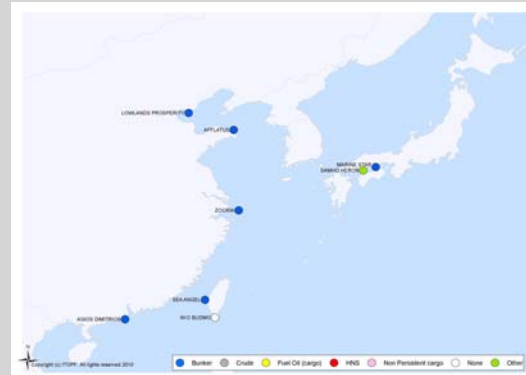
*To establish measures for dealing with pollution incidents, either nationally or in co-operation with other countries.*

- Designation of a competent National Authority
- National Contingency Plan
- Minimum level of pre-positioned equipment
- Programme of training & exercises
- Flag States to ensure SOPEPs

## Oil Movement & Spill Attended



## Spills Attended since 2009



## The Challenge of Maintaining Momentum in Spill Preparedness & Response

### Key Issues

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

## Roles & Responsibilities

- What is meant by 'responsible' ?
- Ship-owner versus government-led response
- Does everyone know their role?
- Does everyone else know everyone else's role?
- Can they be contacted?
- Exercises

## The Challenge of Maintaining Momentum in Spill Preparedness & Response

### Key Issues

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

## The Challenge of Maintaining Momentum in Spill Preparedness & Response

### Key Issues

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

## The Challenge of Maintaining Momentum in Spill Preparedness & Response

### Key Issues

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

## The Challenge of Maintaining Momentum in Spill Preparedness & Response

### Key Issues

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

## Payment of Claims



- Claims should relate to actions taken on the basis a technical evaluation, should be to scale, and demonstrate cost-effectiveness  
= **Reasonable**
- Claims must be for actions that qualify for compensation  
= **Admissibility**
- Claims must contain sufficient detail so as allow insurers to assess on the basis of facts and supporting documentation  
= **Proof**

**WELL PREPARED CLAIMS = PROMPT PAYMENT**

## Summary

In quiet times, consider areas that may cause difficulties during the response to an oil spill and concentrate on these for improvement during exercises and training, and then update the contingency plans.



**Oil Spill Preparedness and Response:**

***Expectations & Realities***

*Karen Purnell, Managing Director*

