



Shipowners' Perspective on Preparedness for Oil Spill Response

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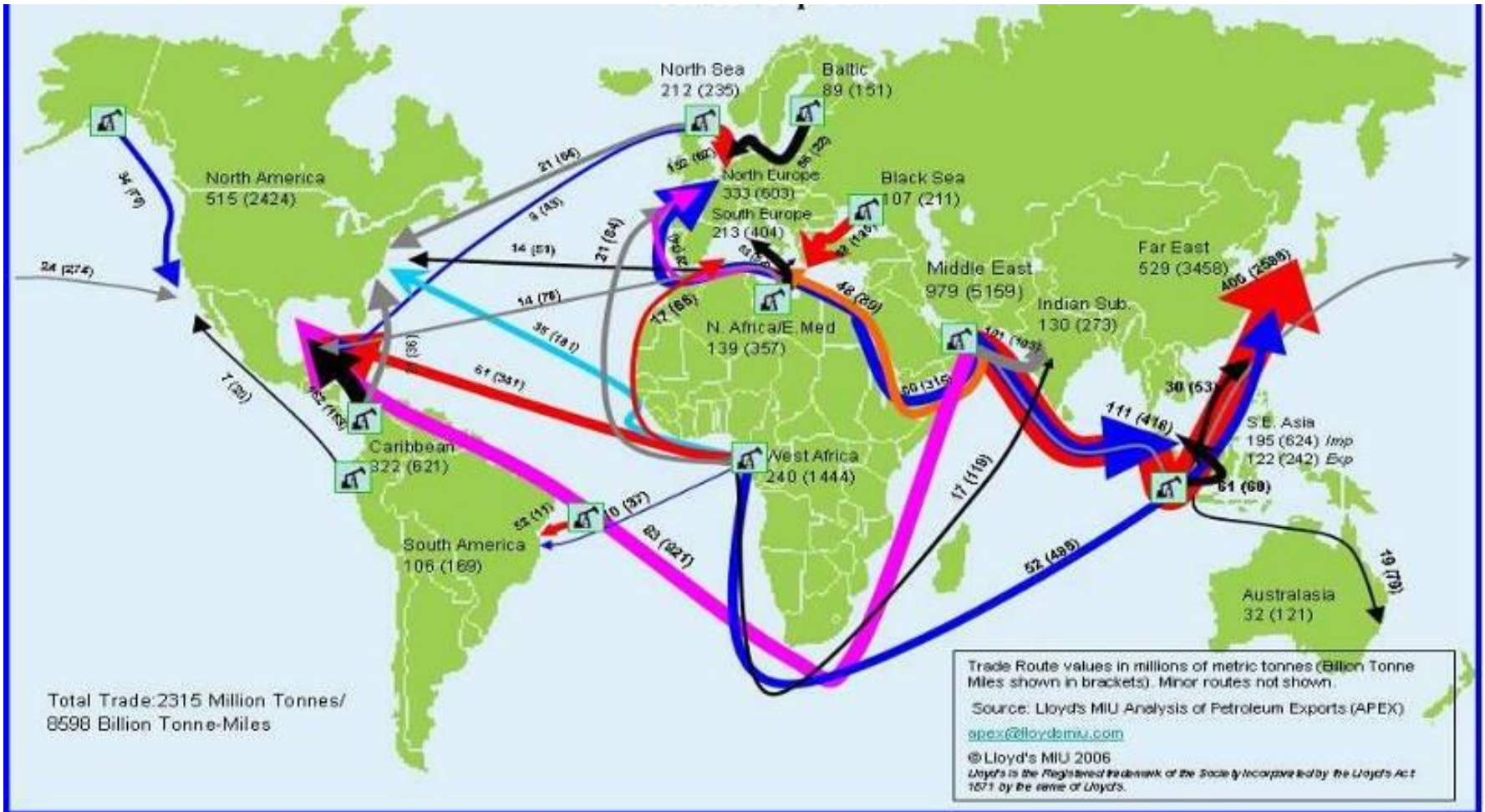
The context

The Context

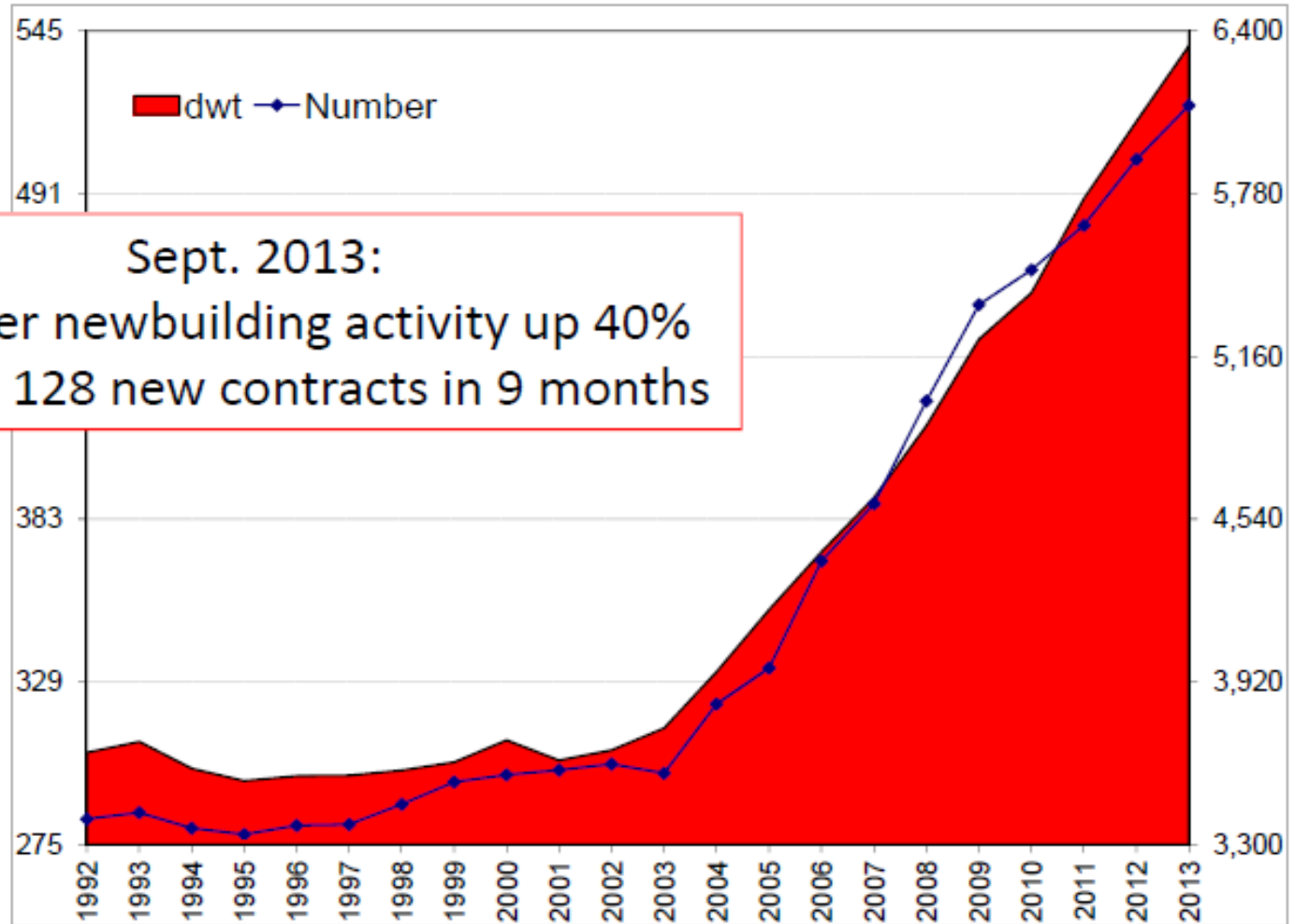
- Around 95% of India's trade by volume is being transported by sea.
- During FY 2011- 2012, major and non-major ports in India handled a total cargo throughput of 934 M MT of cargo.
- The Indian fleet presently stands at 10.46 million GT and 1205 ships (as on 31st January 2014)
- International maritime traffic transits close to Indian west coast
- India recycled 8.76 million GT in 2011 (33%).

The Context

- Shipping is the life blood of world trade
- Sustainability
- Safe, reliable and most cost effective mode of transport

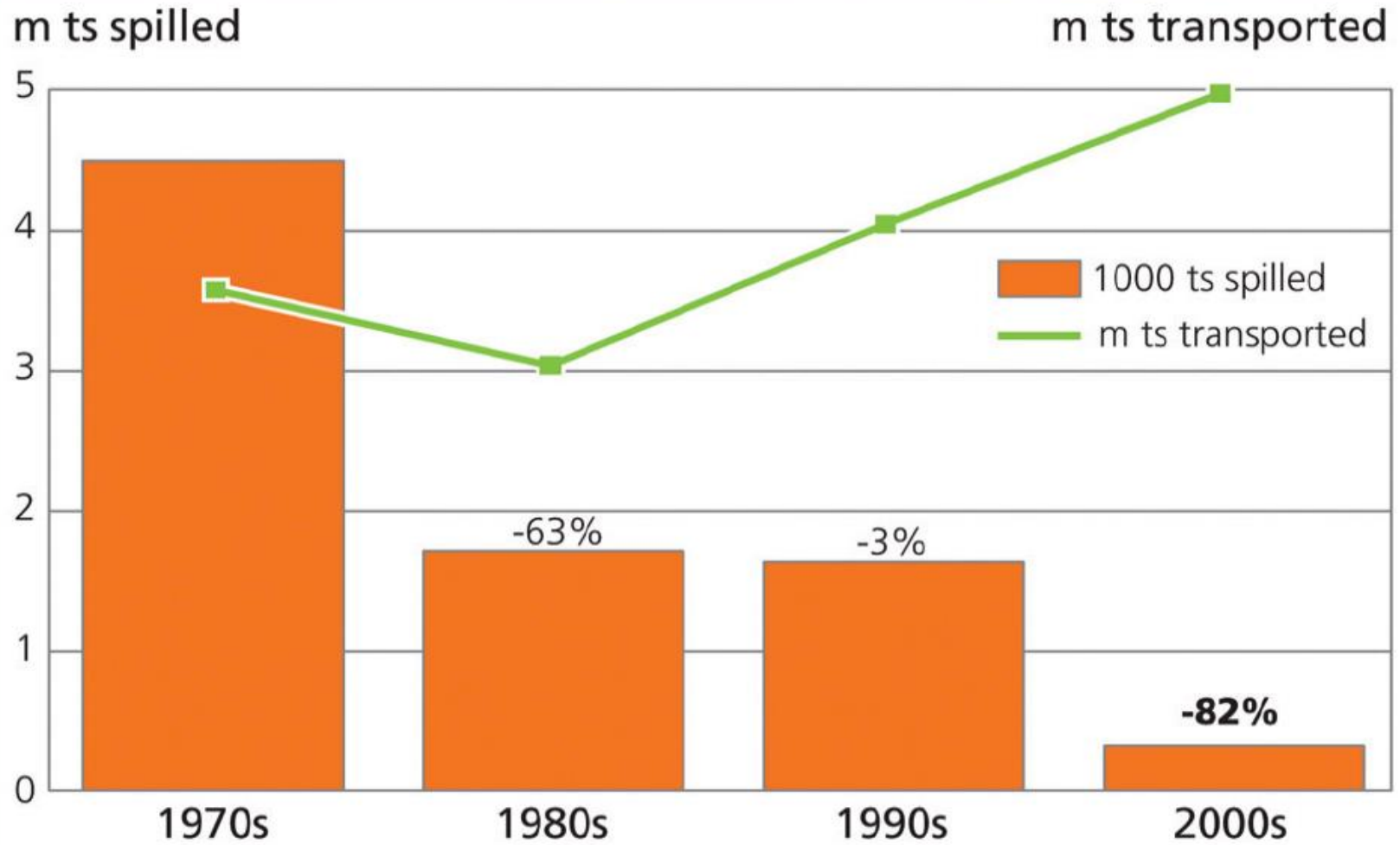


m dwt Tanker fleet 2003-2013 increased some 72% number



Sept. 2013:
Oil tanker newbuilding activity up 40%
reported 128 new contracts in 9 months

Accidental oil spills from tankers and tanker trade



Source: INTERTANKO, based on data from ITOPF

The Current Difficult Market



Topics

Oil Spill Prevention Measures of Ships

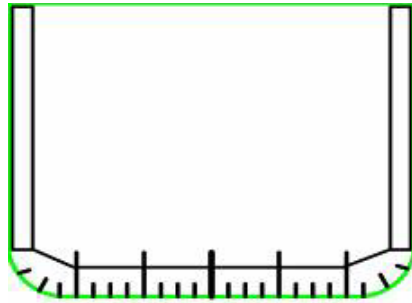
Our Wish List in Case of Spill Incident

Ratification of IMO Conventions

Oil Spill Prevention Measures of Ships

Ship Design Aspects

- **Double Hull tankers**



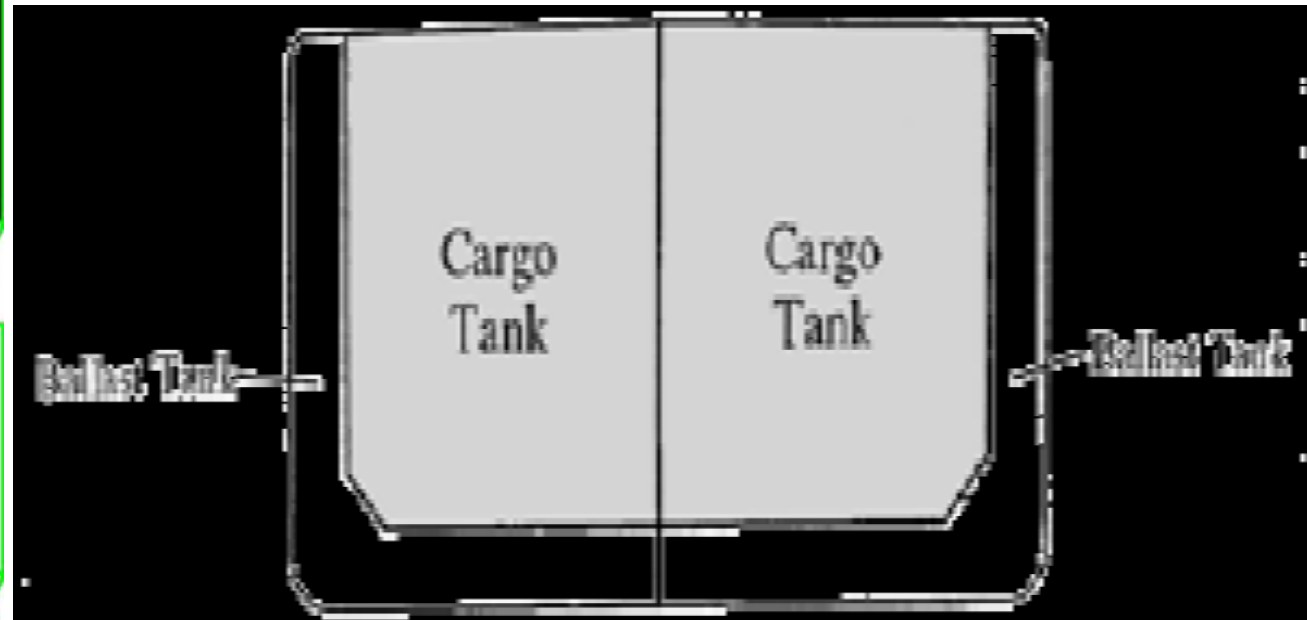
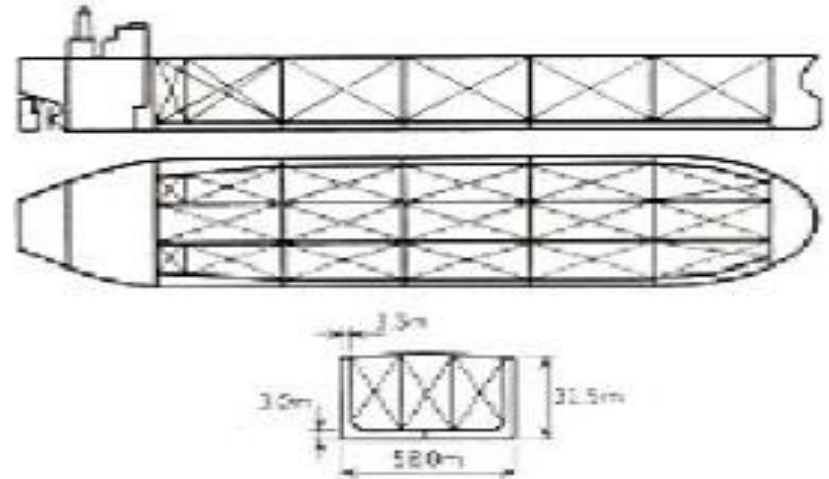
Single Bottom



Double Bottom



Double Hull



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