



ITOPF - How we can help

Britannia P&I Asia Forum – Seoul – 19th Nov.2019

Richard H. Johnson - Technical Director



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Overall



- Who are ITOPF ?
- Describe how we can help you
- Case Histories
- Future – what do you want/need?

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Funded by Global Shipping Industry



To Promote Effective Response to Ship-Source Spills

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 **Funded by Global Shipping**

ITOPF MEMBERS

- 7,900 tanker owners and bareboat charterers
- 13,500 tankers, barges, OBOs
- 426 Million GT


ITOPF ASSOCIATES

- Other types of ships
- 810 Million GT
- > 1.2 Billion GT
- > 90 % of the world's ocean going tonnage
- Majority are IG vessels, but also includes tonnage from 19 non-IG insurers (<1% by GT)



Tonnage for 2018-2019

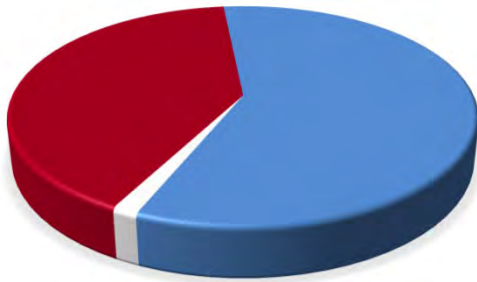
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Funded By Global Shipping


ITOPF INCOME 2019-20

Member Dues = £20 + 0.42p/GT (630 KWon/GT)



Association Dues = 0.38p/GT (570 KWon/GT)

- P&I Club arranges this for owner
- ITOPF Operates as NOT FOR PROFIT



Product carrier 1,597 GT	→	GBP 27/year
Member fee	→	GBP 0/day

Non-Member fee	→	GBP 900/day
No. of days on site	→	150+ days
No. of days on assessing claims	→	400 days

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Board of Directors



- Euronav (Chair), Belgium
- Keystone Shipping Corp., USA
- Assuranceforengen Skuld, Norway
- Maersk Tankers, Denmark
- Bahri
- NYK Line, Japan
- BP Shipping Ltd., UK
- Seven Islands Shipping, India
- BW Maritime Pte, Ltd., Singapore
- Shell Int.'l Trading & Shipping Co. Ltd., UK
- Chevron Shipping Company LLC, USA
- Sovcomflot, Russia
- China Shipping Tanker Co. Ltd., China
- Steamship Insurance Mgt. Services Ltd., UK
- ExxonMobil, SeaRiver Maritime Inc., USA
- Stena Bulk AB, Sweden
- F Laeisz GmbH, Germany
- Stolt Tankers BV, Netherlands
- Gard AS, Norway
- Teekay Corporation Inc., Canada
- International Seaways Inc., USA
- Thomas Miller P&I Club, UK
- Japan Ship Owners Mutual P&I Assoc., Japan
- Transpetro, Brazil
- JX Tanker Company Ltd., Japan
- West of England P&I Club, UK

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Technical Services

Response

- SPILL RESPONSE**

- DAMAGE ASSESSMENT & CLAIMS ANALYSIS**


Preparedness

- TRAINING & EDUCATION**


- CONTINGENCY PLANNING & ADVISORY**

- INFORMATION SERVICES**

- RAISING AWARENESS**


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ITOPF Resources



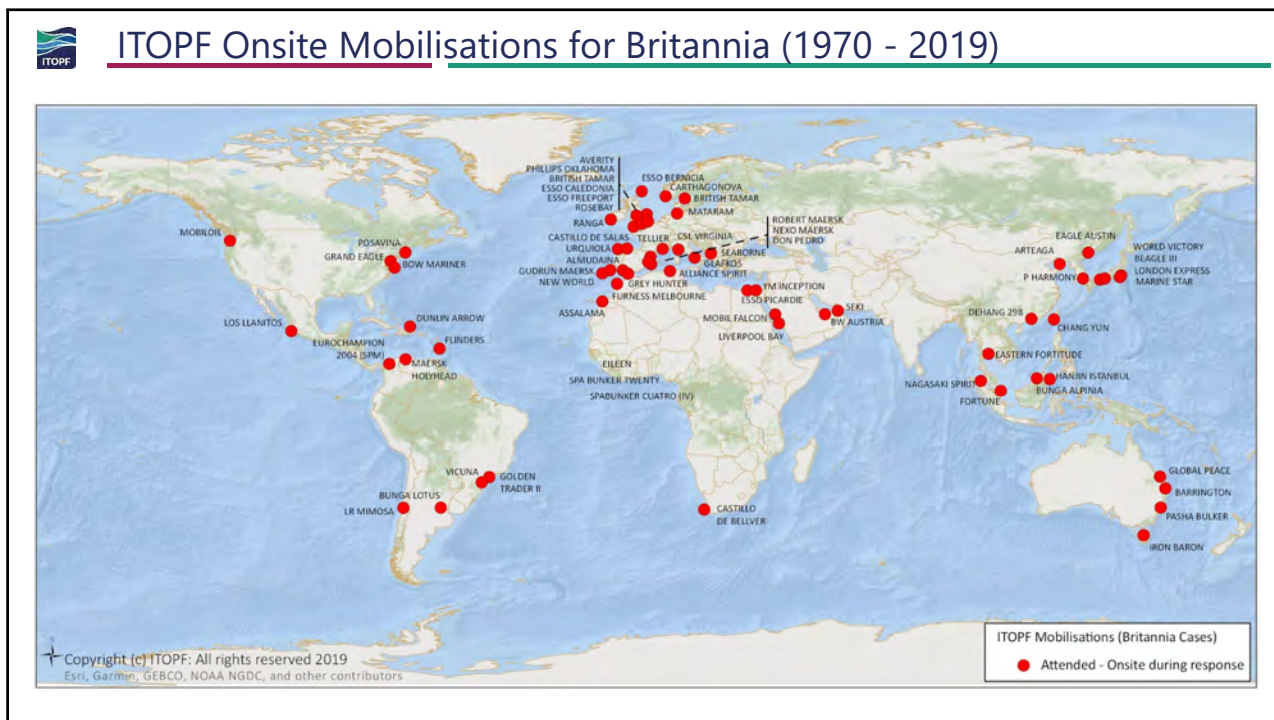
Date: 20/04/2017
Copyright (c) ITOPF. All rights reserved 2017
Source: US National Park Service

- Single office in London with 34 staff
- Technical team with 15 responders:
 - Post graduate scientific background & spill experience
 - On site at >800 spills in 100 countries
- In-house databases and technical library

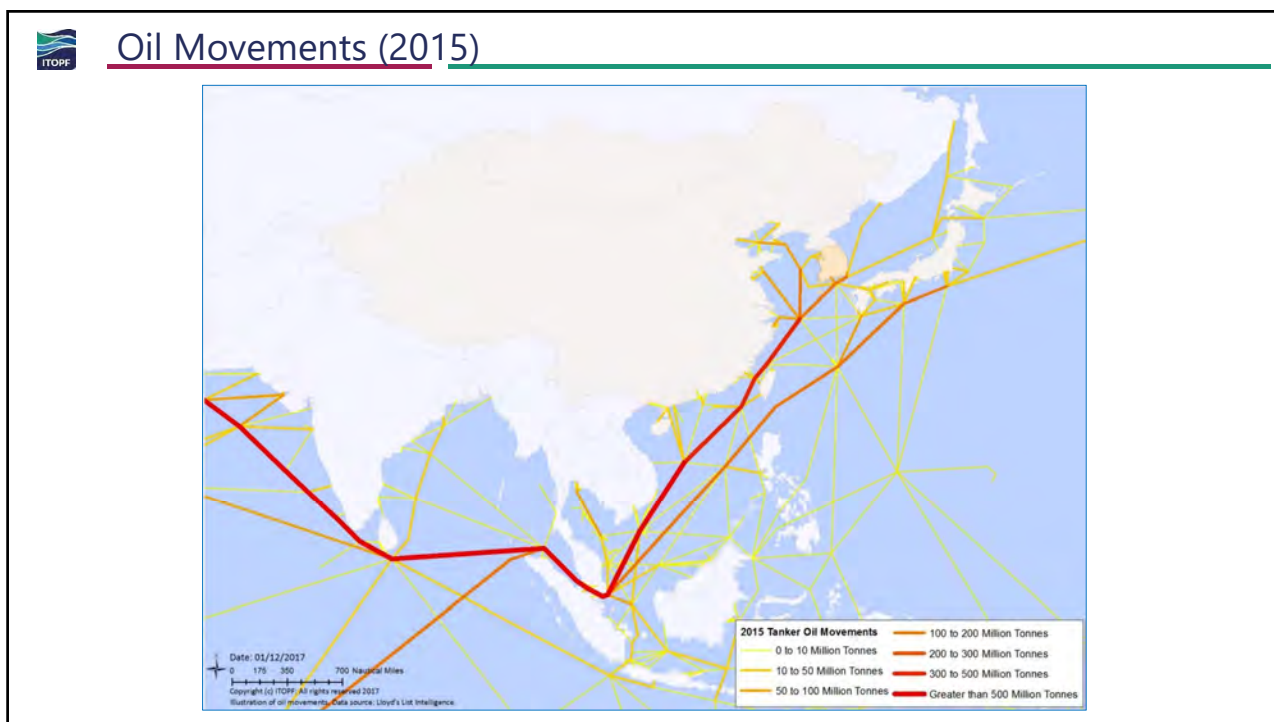


Updated Nov 2019

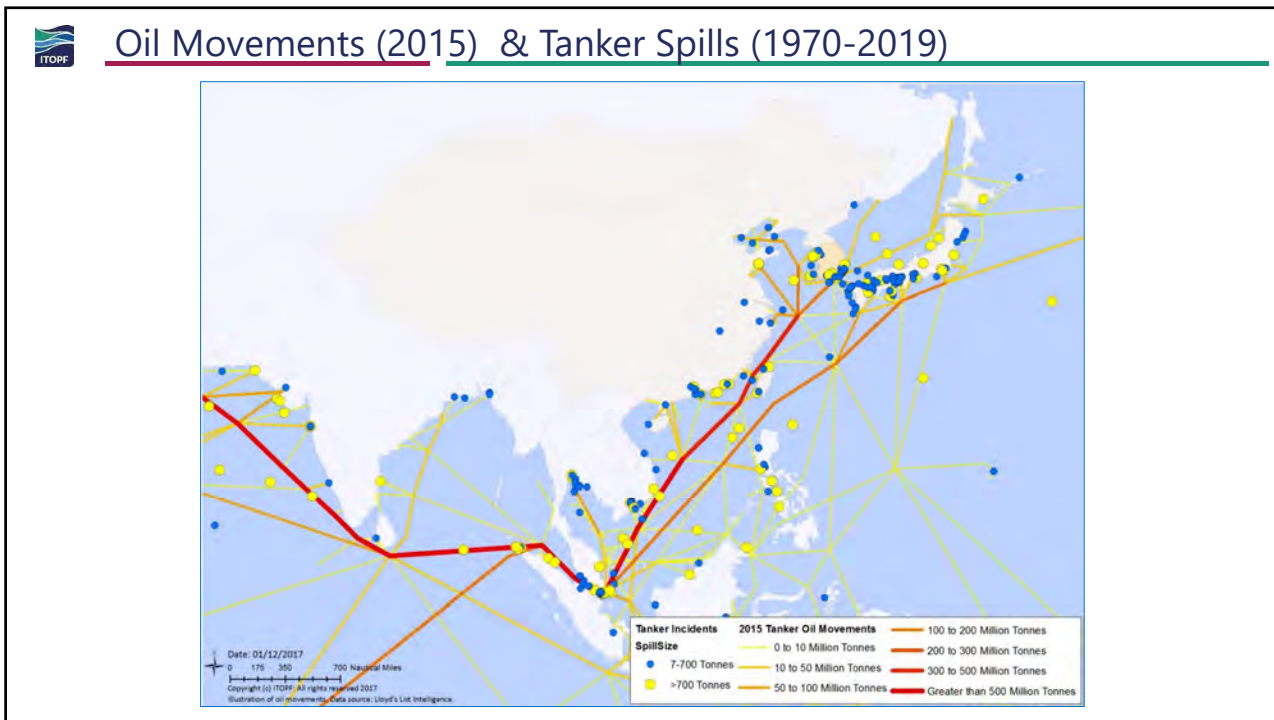
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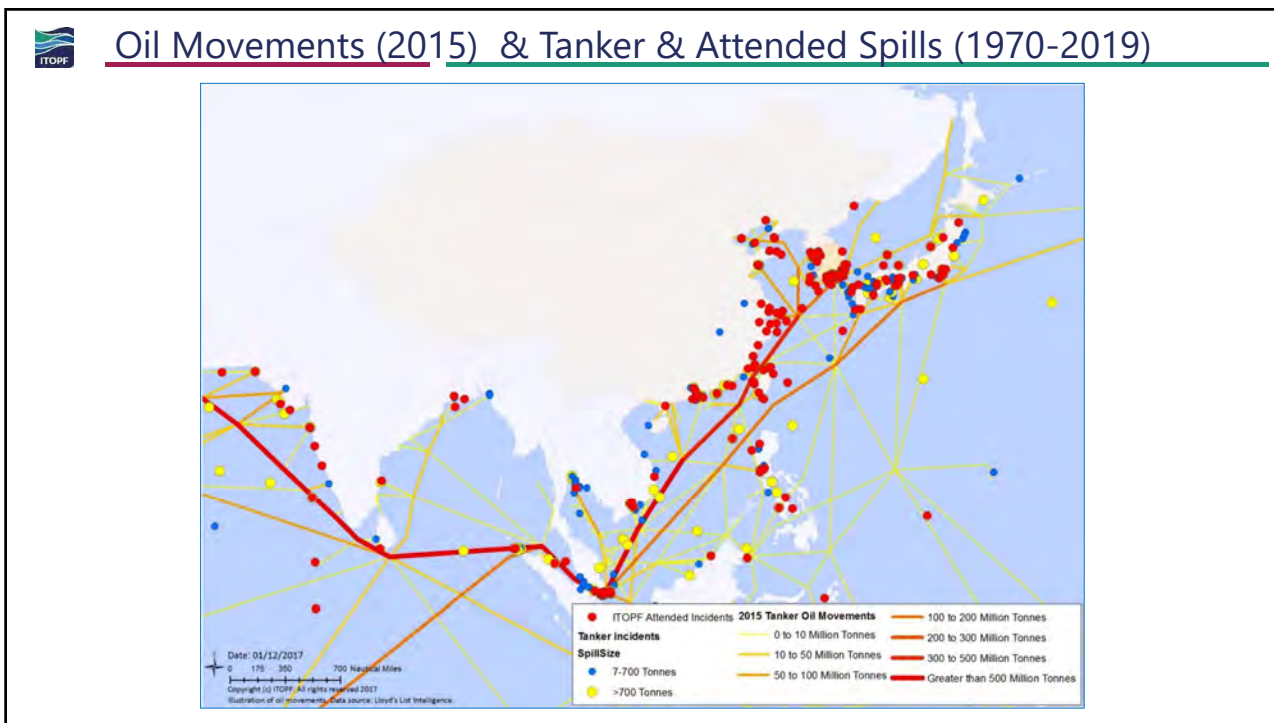
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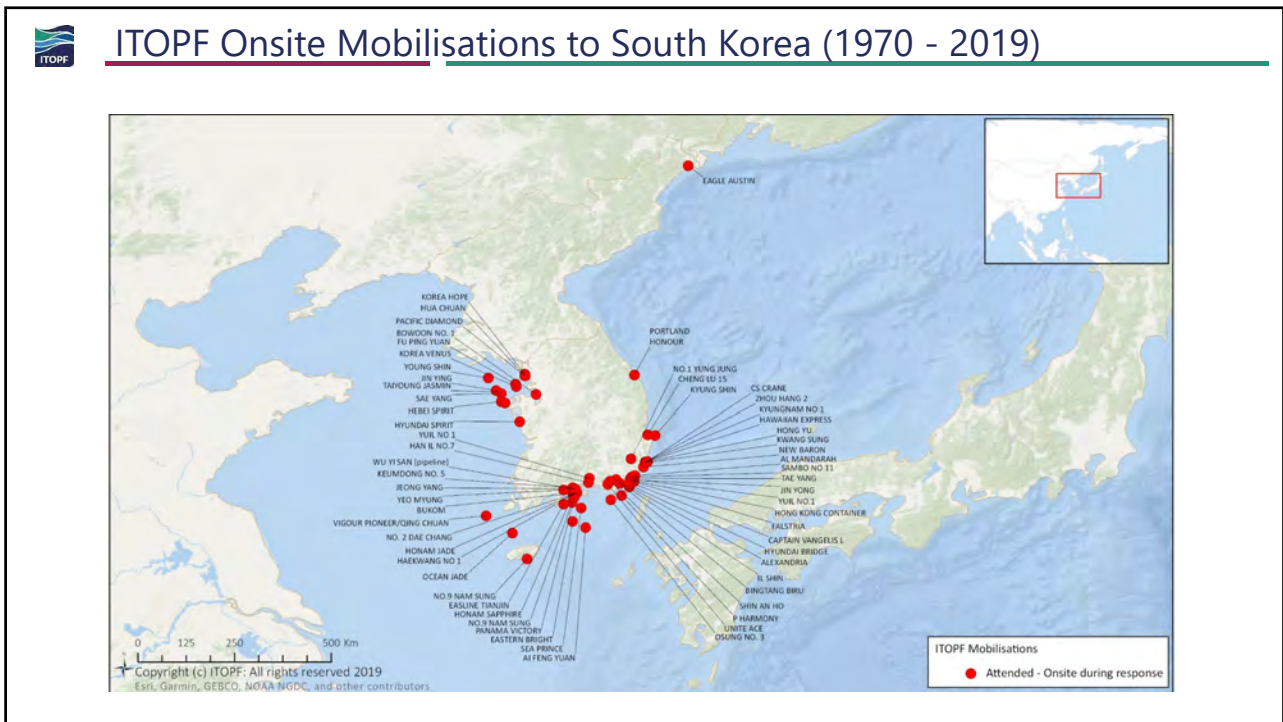
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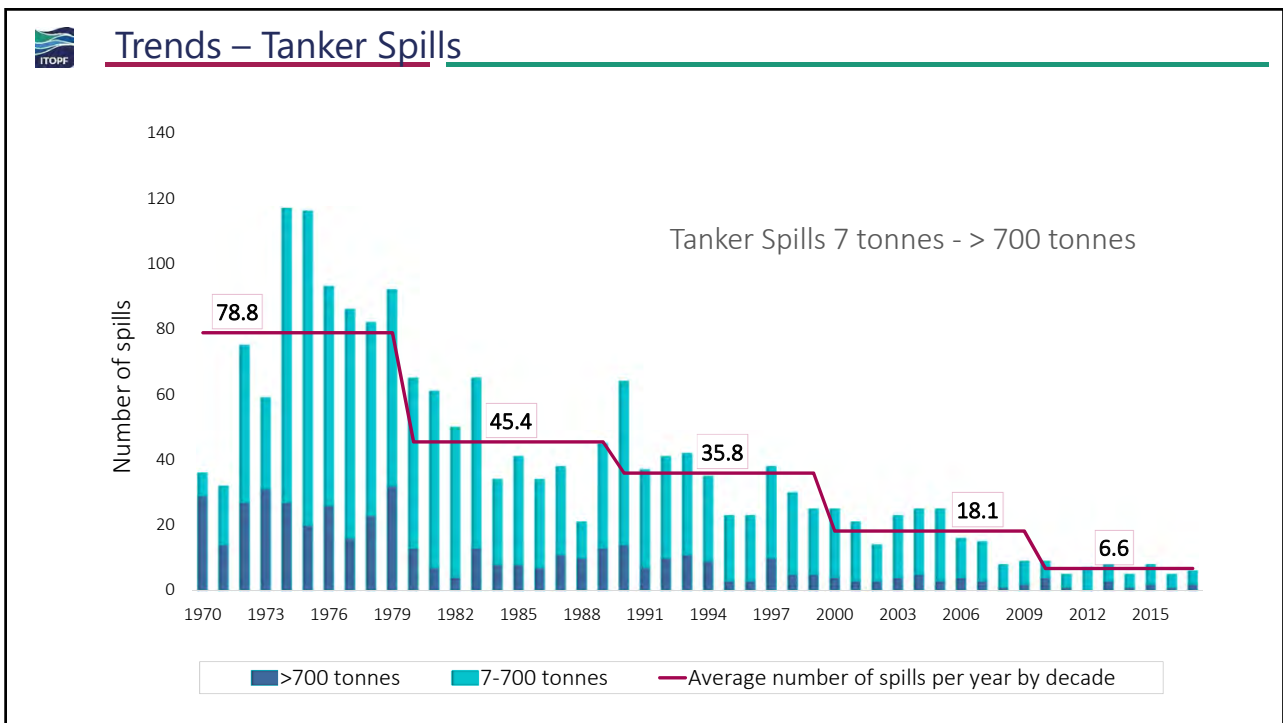
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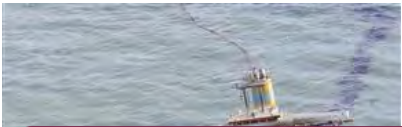


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 **HEBEI SPIRIT, Taean, South Korea**



- Spills happen
- Understand the risk
- Citizens will be affected (>130,000 claims)
- Spills can be expensive (>US\$5 billion claimed)
- Preparation is required to respond to such events
- Preparation is needed to fund such events

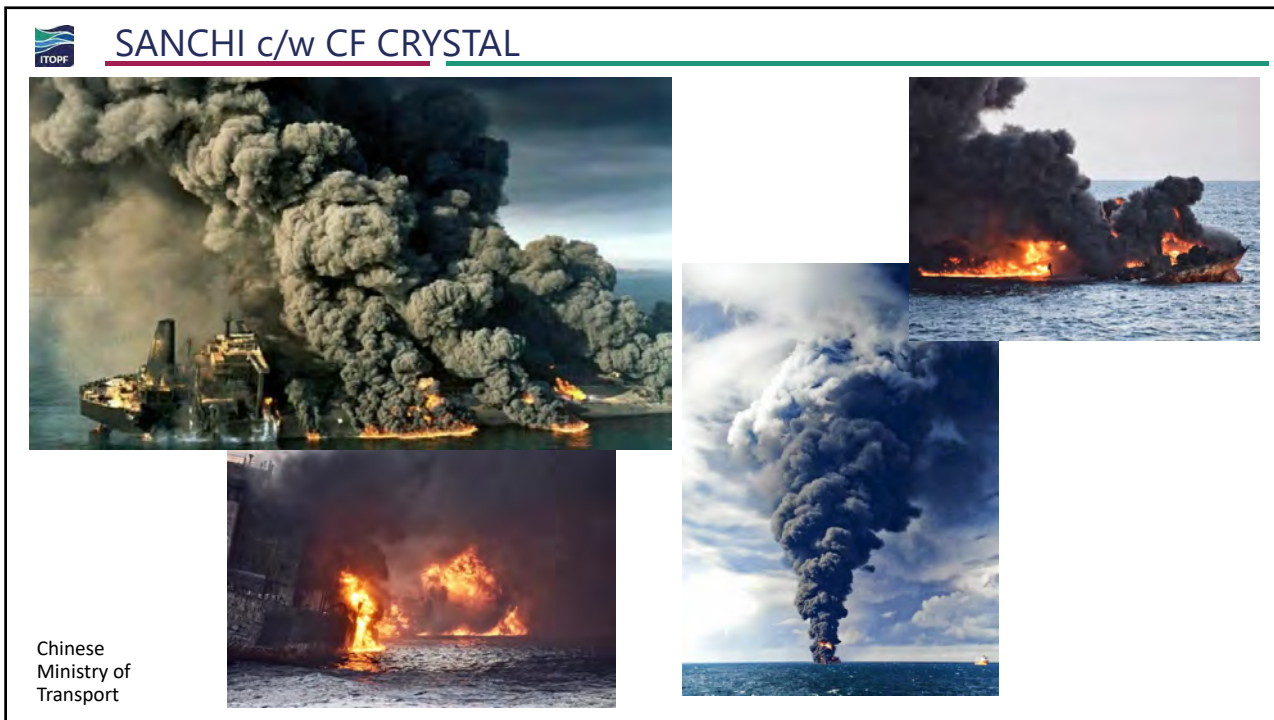
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- 700 mandays in first year
- 1200 mandays in first 3 years



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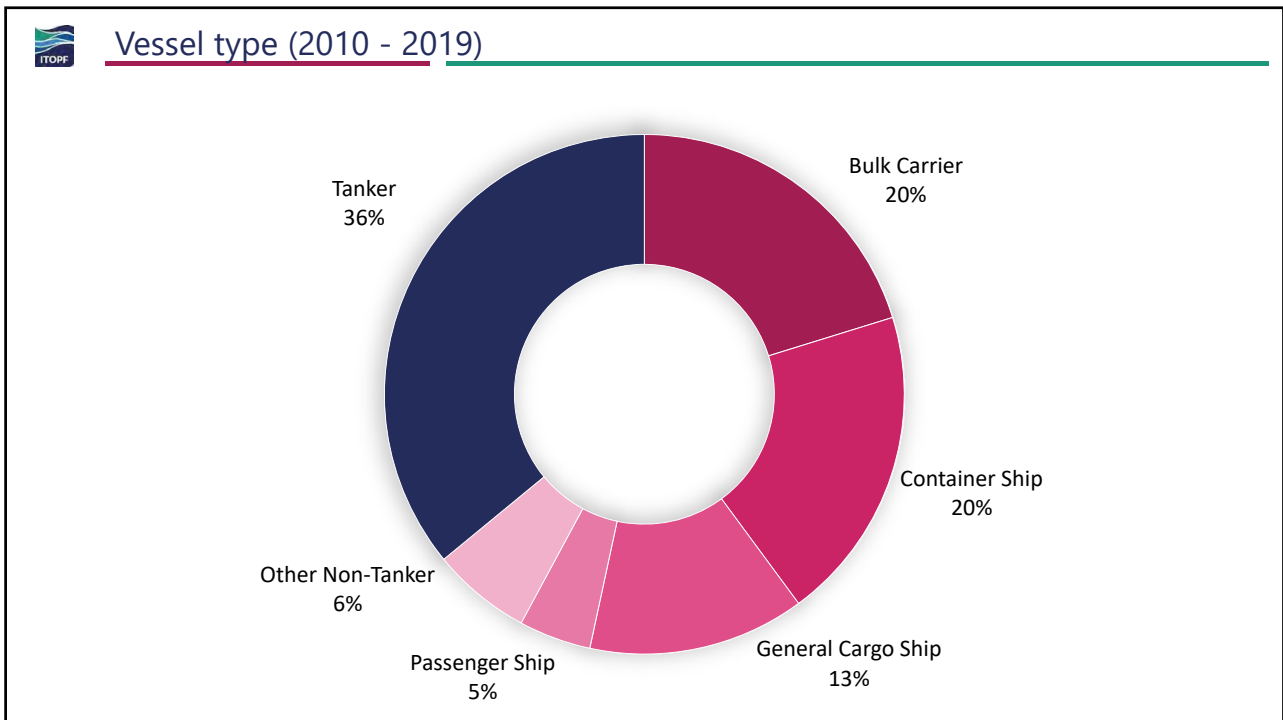


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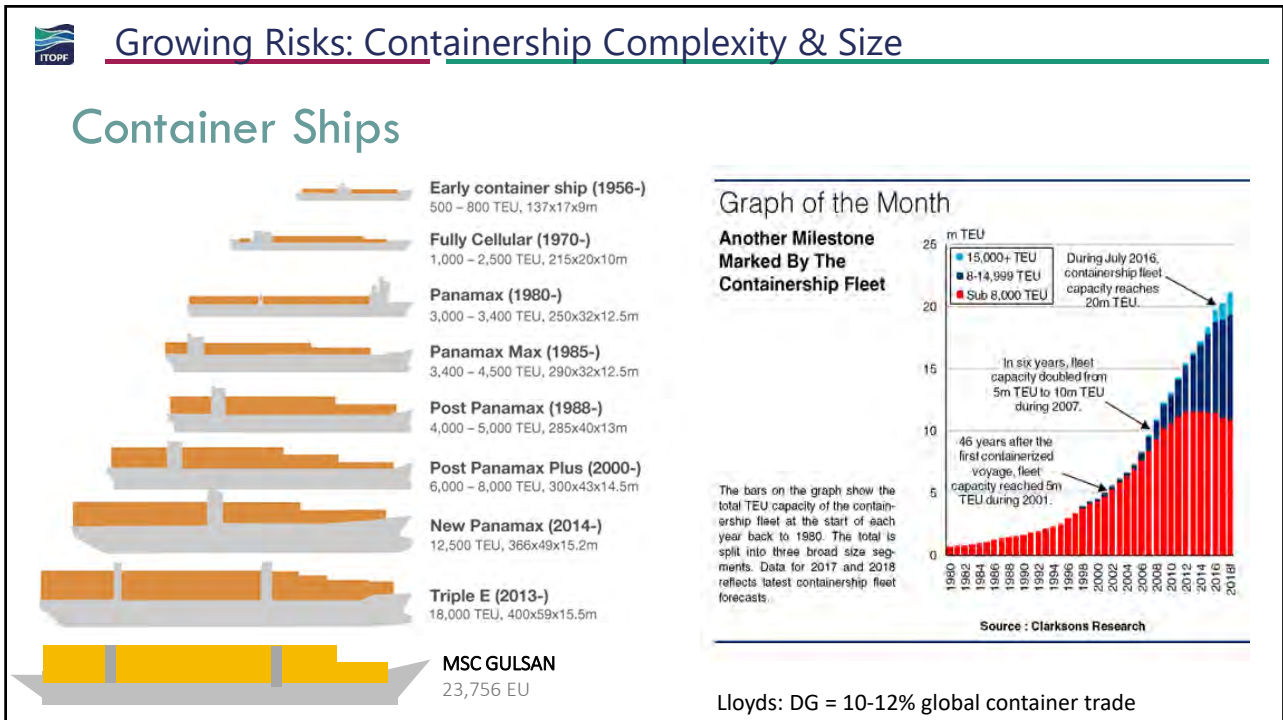
SANCHI c/w CF CRYSTAL

<p>Collision: SANCHI – CF CRYSTAL Date: 6th January 2017, 20:00hrs On board: 111,388 MT condensate 1,900 MT IFO 380 119 MT diesel oil 42 MT lube oil</p>	
<p>Notification: 6th January (within hours) ITOPF in contact with both IG Clubs</p>	
<p>Mobilised: 8th January Arrival: Shanghai, 9th January</p>	
<p>Authority: Shanghai MSA</p>	
<p>Vessel: Sank, 14th January</p>	

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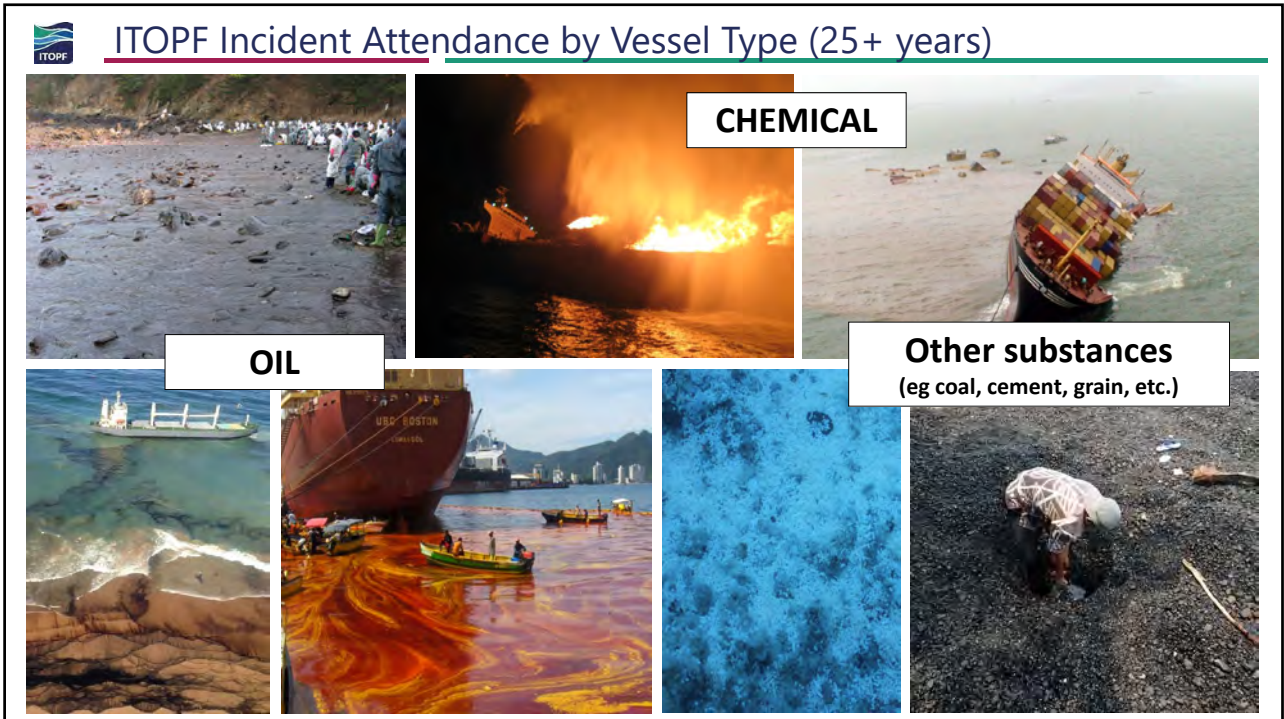


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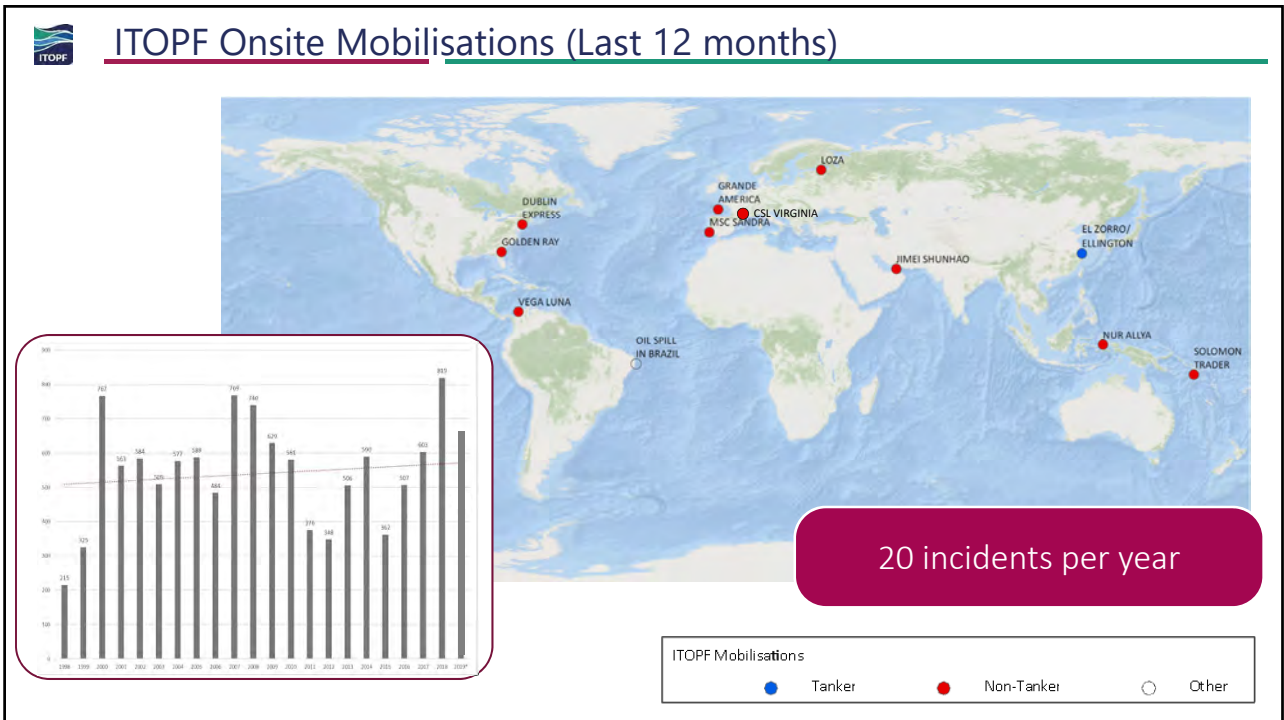


Lloyds: DG = 10-12% global container trade

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ITOPF Involvement (Last 12 months)

STOLT GROENLAND, Ulsan, South Korea

- Support requested by Govt.
- Unattributed spill

- No Govt contact
- Advice in a vacuum

- Mature NCP with resources
- Remote
- Multi national involvement

ITOPF Mobilisations

- Tanker
- Non-Tanker
- Unknown
- Remote Advice

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Role of ITOPF

Key Aims:

- Assist with the clean-up operations
- Provide advice to mitigate pollution damage
- Work with affected parties
- Assist with technical assessment of claims

Exclusively Advisory Role

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Spill Response: Notification

Emergency Contact

24 HOUR EMERGENCY RESPONSE
+44 20 7566 6998

24 HOUR EMERGENCY NUMBER
+44 20 7566 6998

Emergency Contact - Business Hours
+44 20 7566 6998

Emergency Contact - Outside Normal Office Hours
+44 20 7566 6998

Essential Information

Additional Useful Information

HNS Chemicals

Oil

24 hour emergency response

+44 2075666998

- No Fees

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Spill Response: Assessment

Location

Satellite Image

Trajectory

- Confirm incident details
- Utilise in-house information
- Predict oil fate & resources at risk
- Assess response preparedness

Fate Modelling

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Spill Response: arrival



- Briefing from correspondent and/or surveyor
- Meet with lead authority and/or spill responders
- Conduct initial survey of affected area (ideally jointly)

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Spill Response – mitigating pollution damage



- Understanding Limitations

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 Spill Response – mitigating pollution damage



- Time and a place
- Pros and cons

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 Spill Response – recommending techniques



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Spill Response – advising on endpoints



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Spill Response – advising on endpoints





How clean is clean?

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 Damage Assessment: fisheries/environmental surveys







- Carried out by ITOPF & fisheries experts
- Meet claimants and investigate losses
- Guidance on protection & mitigation
- Advice on fishing bans and criteria

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Claims Analysis



- Natural progression from attendance on site
- Advise on technical merits of claims for P&I Clubs & IOPC Funds
- While on site, advice provided to all parties regarding 'reasonableness' (e.g. on clean up and damage claims)
- Utilise information gathered while on-site and CLC/FUND principles
- IOPC Fund Claims Manual criteria always applied for consistency
- Work closely with local correspondents & surveyors for guidance


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Technical Services

Response

SPILL RESPONSE



DAMAGE ASSESSMENT & CLAIMS ANALYSIS



Preparedness

TRAINING & EDUCATION




CONTINGENCY PLANNING & ADVISORY



INFORMATION SERVICES



RAISING AWARENESS



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Information Services: website, country profiles, publications, films

www.itopf.org

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I T O P F

- 8 Films
- Free online
- DVD
- 10 languages

- Introduction to Oil Spills (22 mins)
- Aerial Surveillance (18 mins)
- At-Sea Response (24 mins)
- Shoreline Clean-Up (19 mins)
- Waste management (18 mins)
- Environmental Impacts (18 mins)
- Oil Spill Compensation (26 mins)
- Oil Spills in Cold Climates


- English
- French
- Spanish
- Portuguese
- Korean
- Chinese
- Japanese
- Arabic
- Turkish
- Russian

www.itopf.org

F I L M S

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 **CSL VIRGINIA – Collision, North Corsica, 7th Oct. 2018**

- Collision - CSL VIRGINIA and ULYSSE on 7th Oct. 2018
- CSL VIRGINIA was at anchor 15 NM off northern Corsica
- Passenger ferry lodged at 90° amidship CSL VIRGINIA after colliding at 19 knots
- Bunker tank # 3 breached
- 550 MT of bunker fuel (IFO 380) lost at sea



France

- 2 x IG P&I Clubs
- Well established NCP
- Solid links with authorities
- ITOPF advice well regarded
- Cedre
- Experienced contractor
- French-speaking strong advantage



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 **At-sea Response**

- Joint response by Italian and French authorities
- Response lasted for 20 days
 - Emergency Tow Vessels and skimmers
 - Small vessels for nearshore recovery (trawl nets/scoops)
- 34 vessels and 11 aircraft used during the response
 - Including EMSA vessel BREZZAMARE
- Poor weather impeded at-sea operations



Plan RamogePol



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At-sea Response


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Extent of Contamination

- Oil stranded after 9 days
- ≈370 km coastline affected along the south of France
- Ranging from moderate to extensive contamination
- ~35 km of Gulf of St. Tropez severely impacted
- Sensitive coastline
- Amenity beaches, coastal infrastructure and rocky shores



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Shoreline Contamination – Beaches



- Highly dynamic sediment shores resulted in buried oil
- High density of drift wood and endemic sea grass species, *Posidonia oceanica*
- Large quantities of oiled waste

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Shoreline Contamination – Rocky Shore



- Long lengths of rocky outcrops and rock pools
- Trapped oil at low tide, remobilised during high tides
- Eventually reaching sandy or pebble beaches, where it would be buried and mix with debris
- Limited accessibility to many contaminated areas

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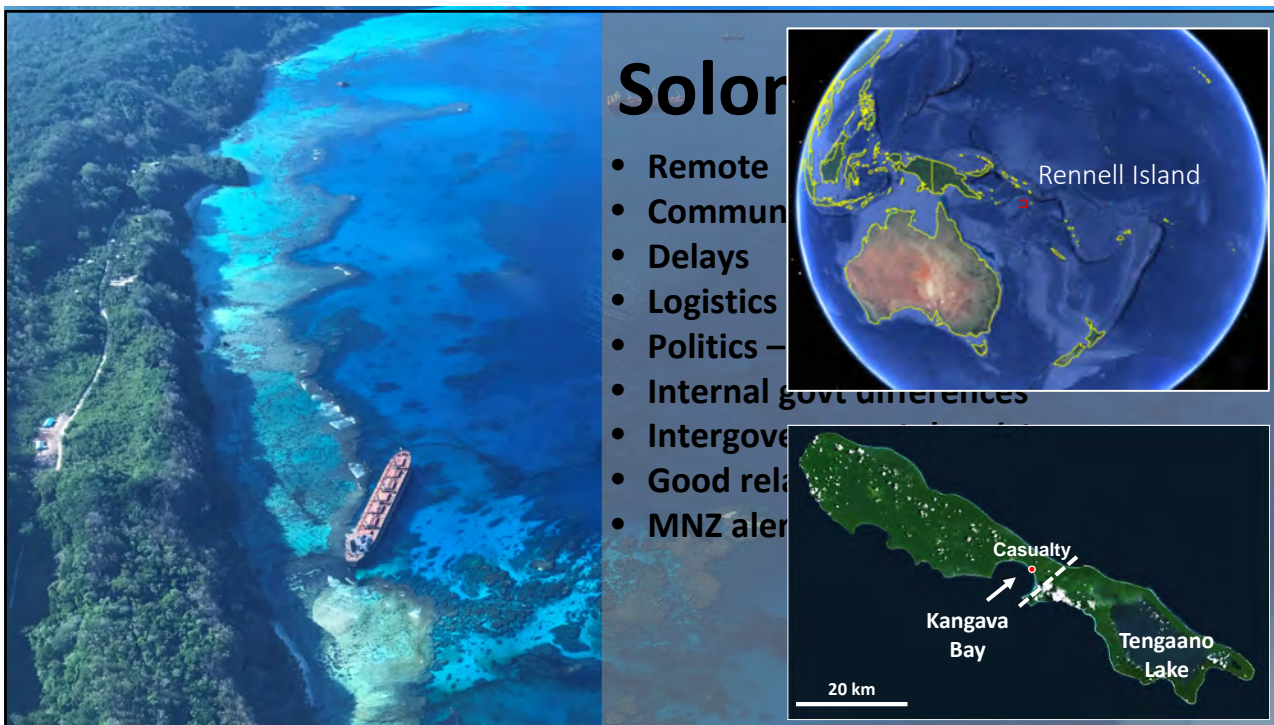
Shoreline Response Techniques



Beaches:	Rocky Shore:
<ul style="list-style-type: none"> • Sounding for buried oil • Manual and mechanical removal oil 	<ul style="list-style-type: none"> • Manual collection • Scraping and brushing • High pressure washing • Flushing

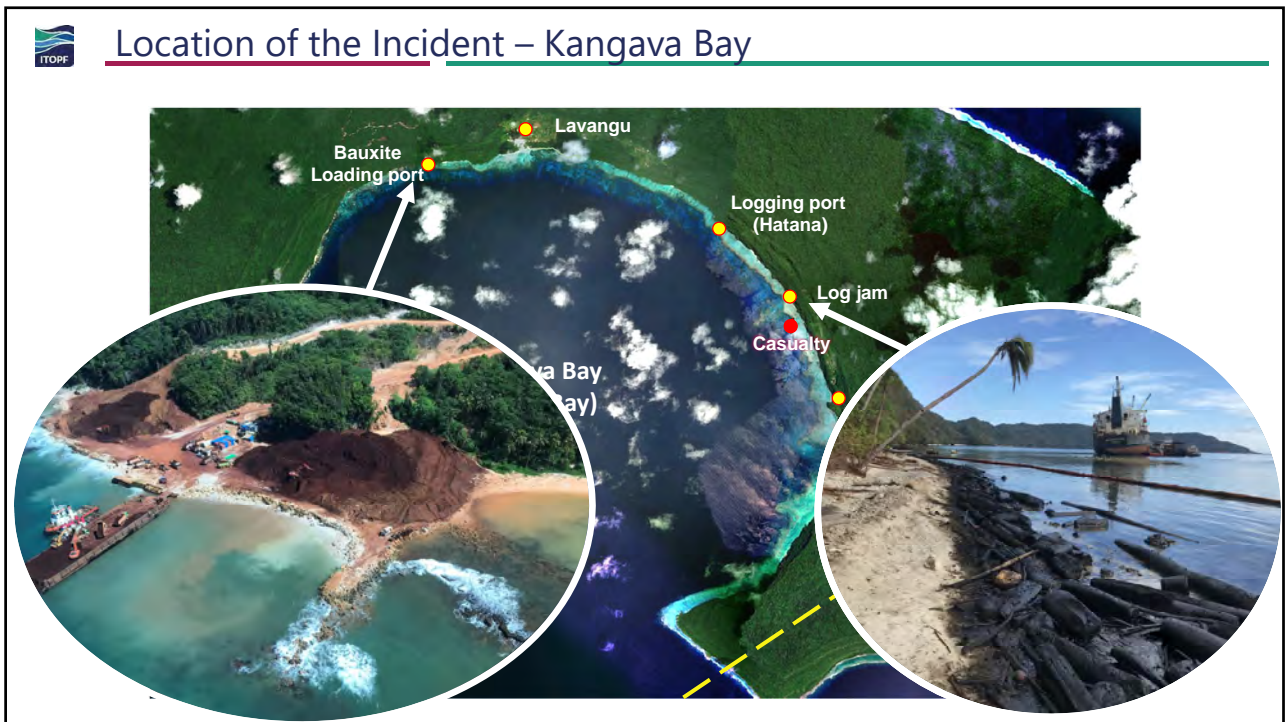
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Solor



- Remote
- Commun
- Delays
- Logistics
- Politics –
- Internal govt differences
- Intergove
- Good rela
- MNZ alert

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SOLOMON TRADER: Circumstances of the Incident

Kangava Bay, Rennell Island, Solomon Islands


• Bulk Carrier	38,779 GT
• Cargo:	10,850 MT bauxite ore
• Hydrocarbons:	760 m3 IFO 380 59 m3 DO & LO
• Estimated spill:	300 – 350 MT IFO 380


Key Milestones

• Ship aground	Feb 4 th
• Oil on the water	Feb 15 th
• ITOPF onsite	Feb 28 th
• Refloat	May 11 th
• Change contractor	May 26 th
• Vessel towed	June 18 th
• Clean-up completed	July 26 th

The slide also features a photograph of the ship 'SOLOMON TRADER' aground on a beach, with a log jam in the foreground.


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 **SOLOMON TRADER: Premiers**





- Solomon Islands: 1st major spill
- Korea P&I: 1st international spill
- Resolve: 1st international spill response
- Incident commander: 1st spill (normally SCR)
- KOMOS: 1st first as club representative

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 **SOLOMON TRADER: Transboundary Issues**

INTERGOVERNMENTAL




- Limited operational capacity under international agreement (PACPLAN)
- Lack of unity within response

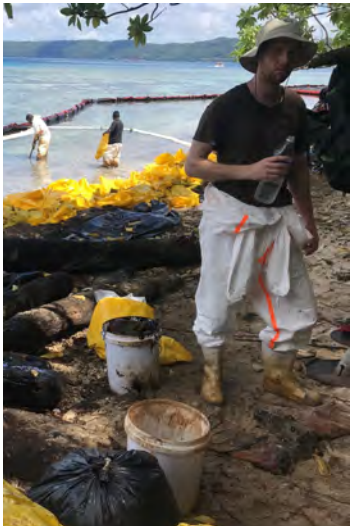
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 **SOLOMON TRADER: Transboundary Issues**


OPERATIONAL



Approach




Resources




Communication

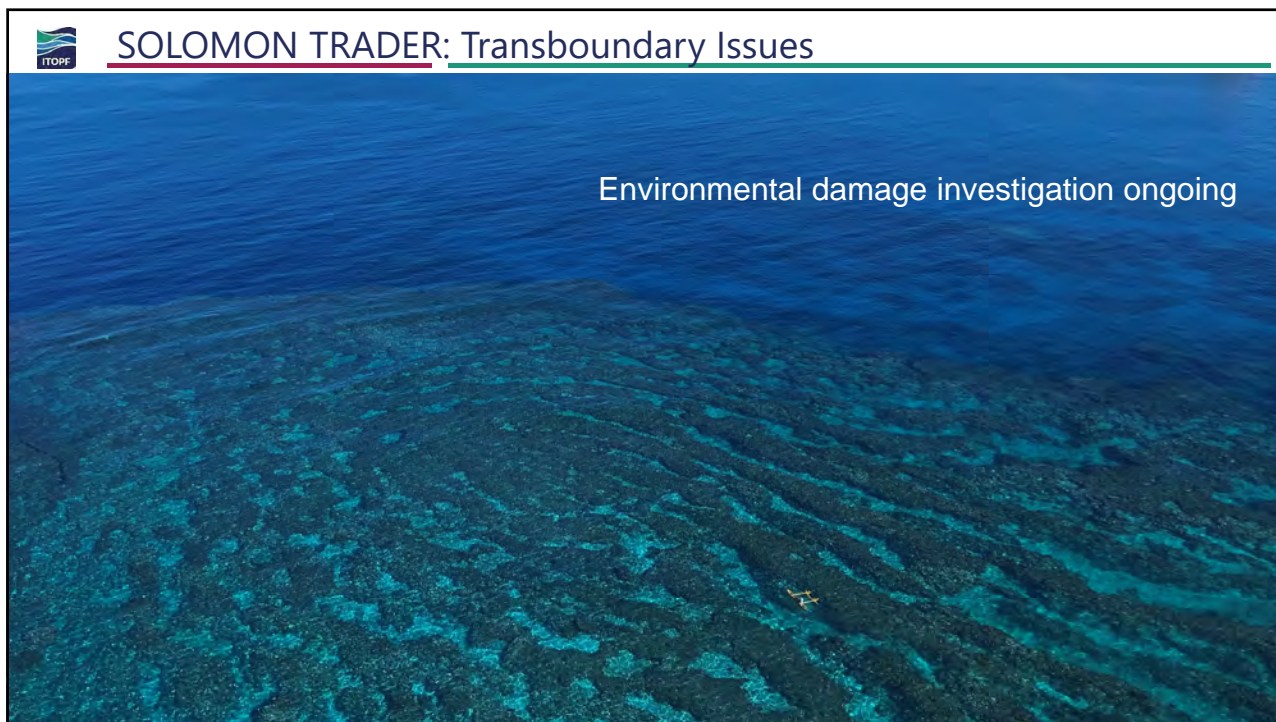
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 **SOLOMON TRADER: Transboundary Issues**

LOGISTICAL



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SOLOMON TRADER: Transboundary Issues

Environmental damage investigation ongoing

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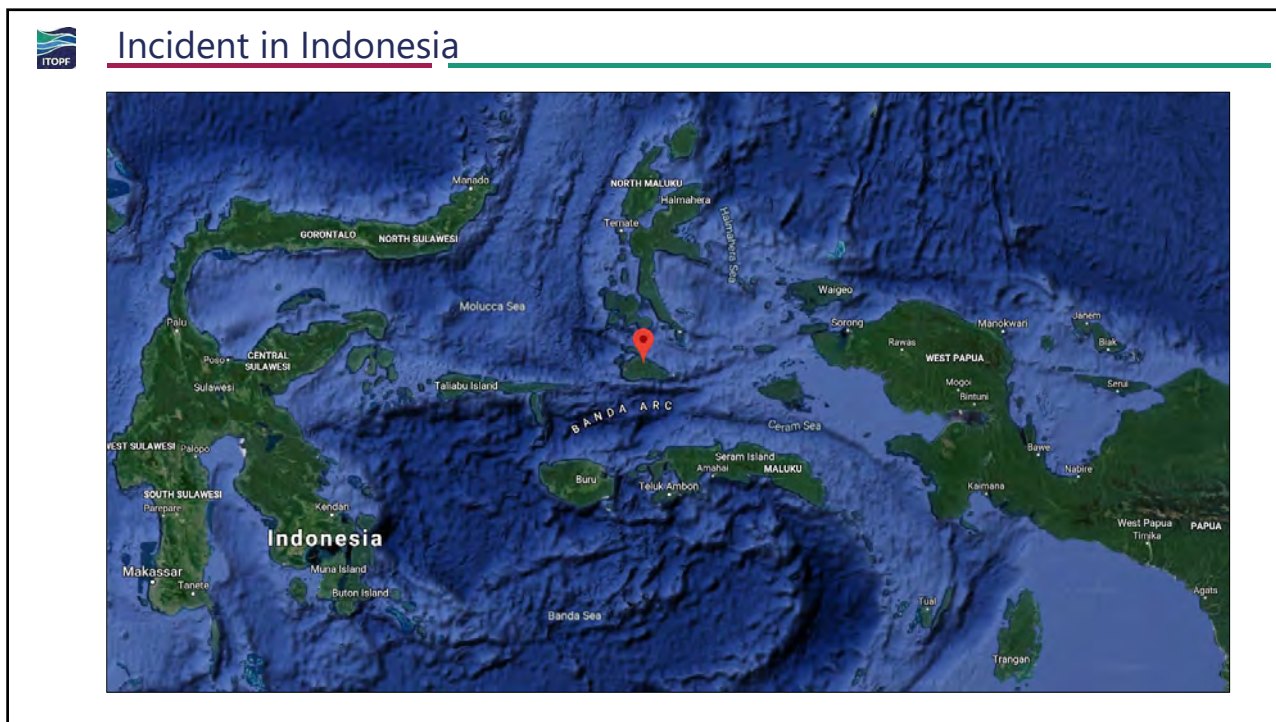
Incident in Indonesia



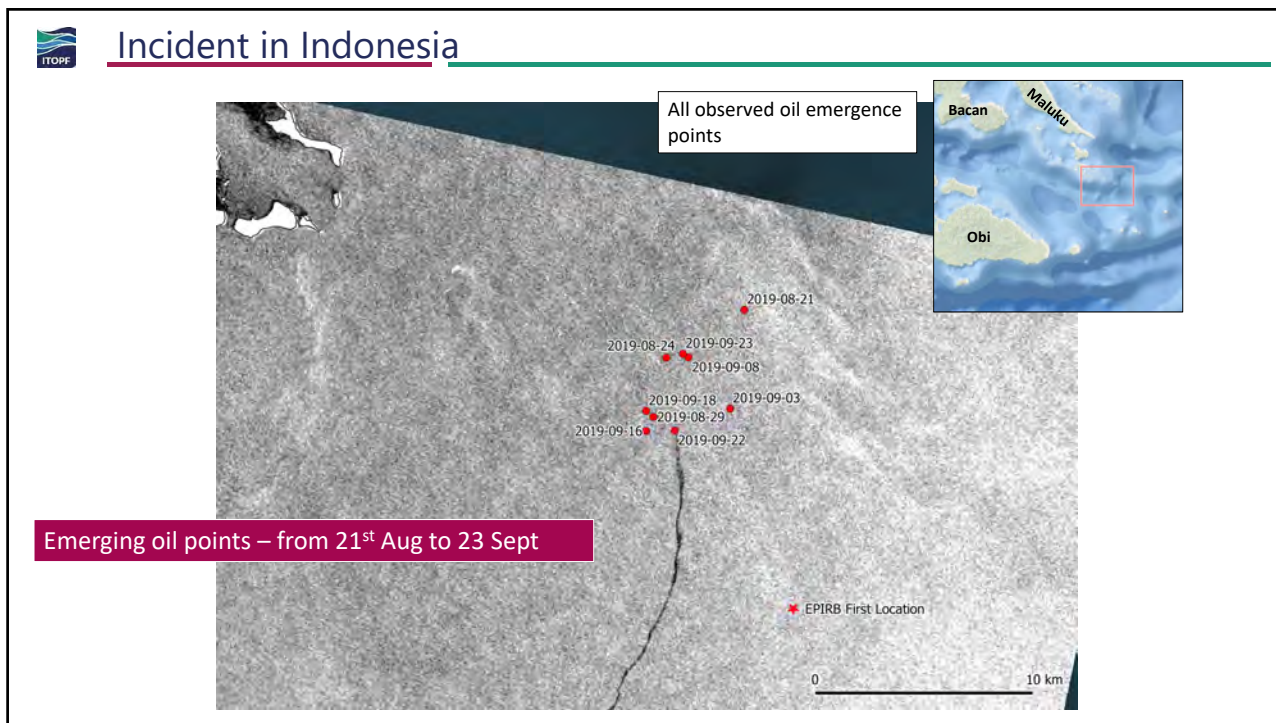
Indonesia

- Lost ship and souls
- Liability - no proven link of oil and ship
- Remote
- No interaction with govt.
- Political background flavours strategy
- –large financial demands often made

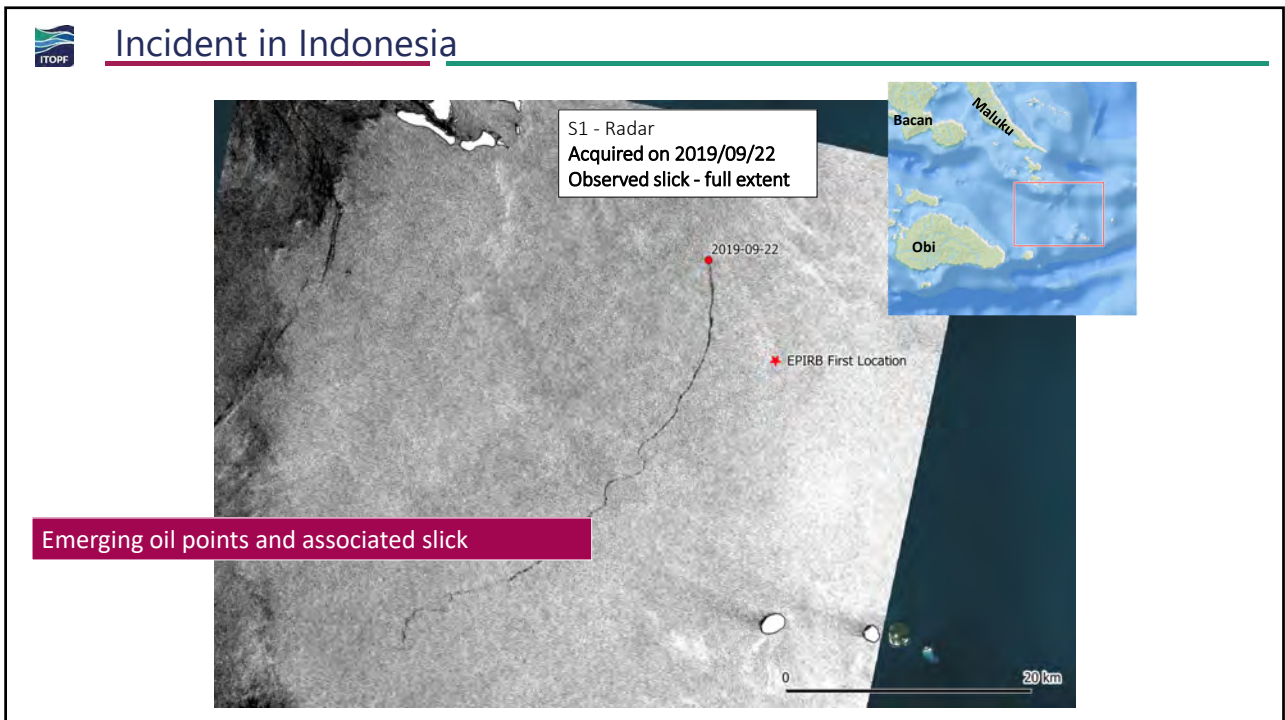
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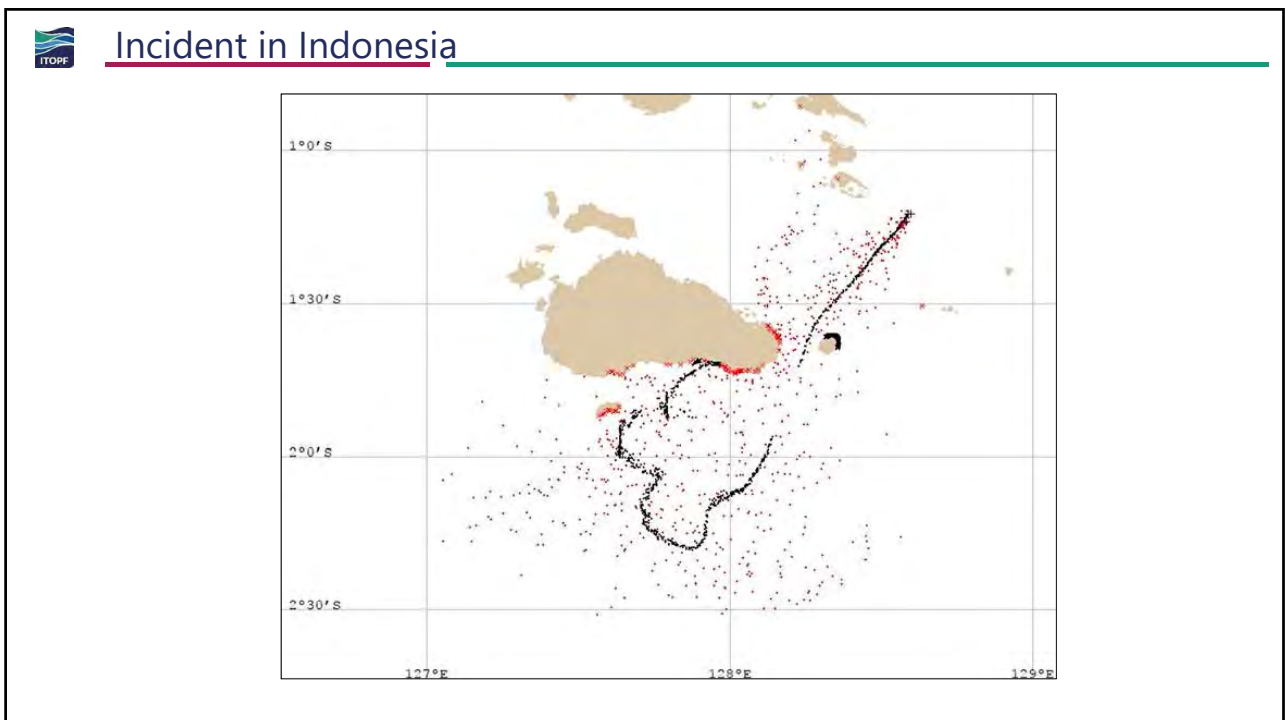
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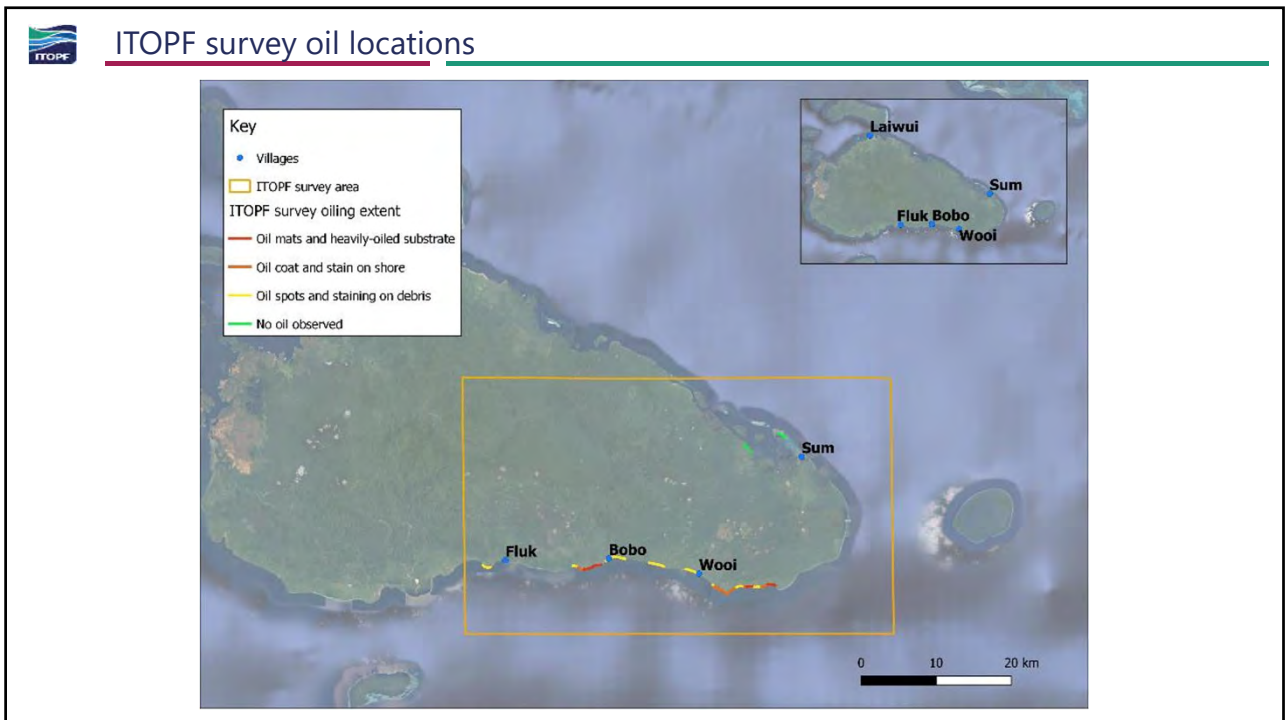
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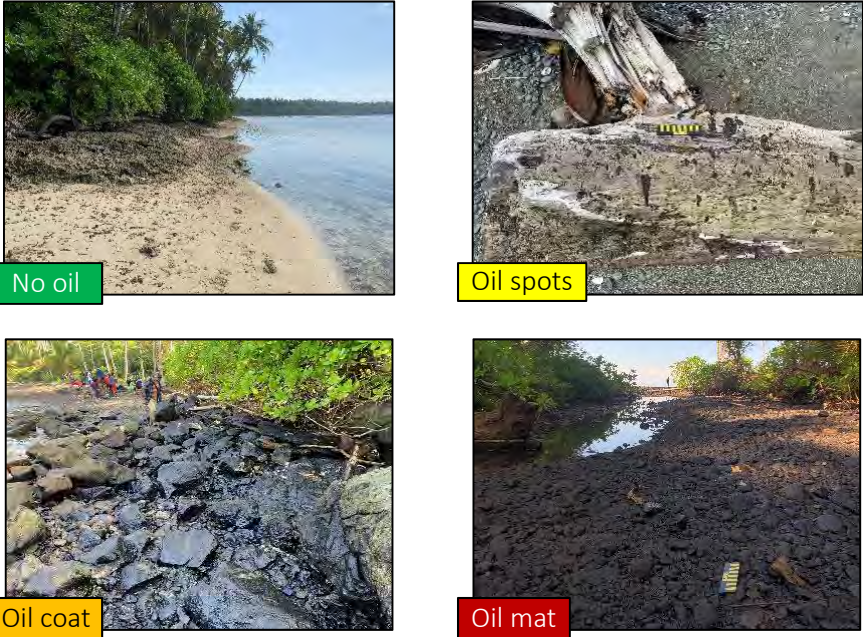


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 **Oil categories**




No oil


Oil spots

Oil coat


Oil mat

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 **Incident in Indonesia**



Clean-Up Status



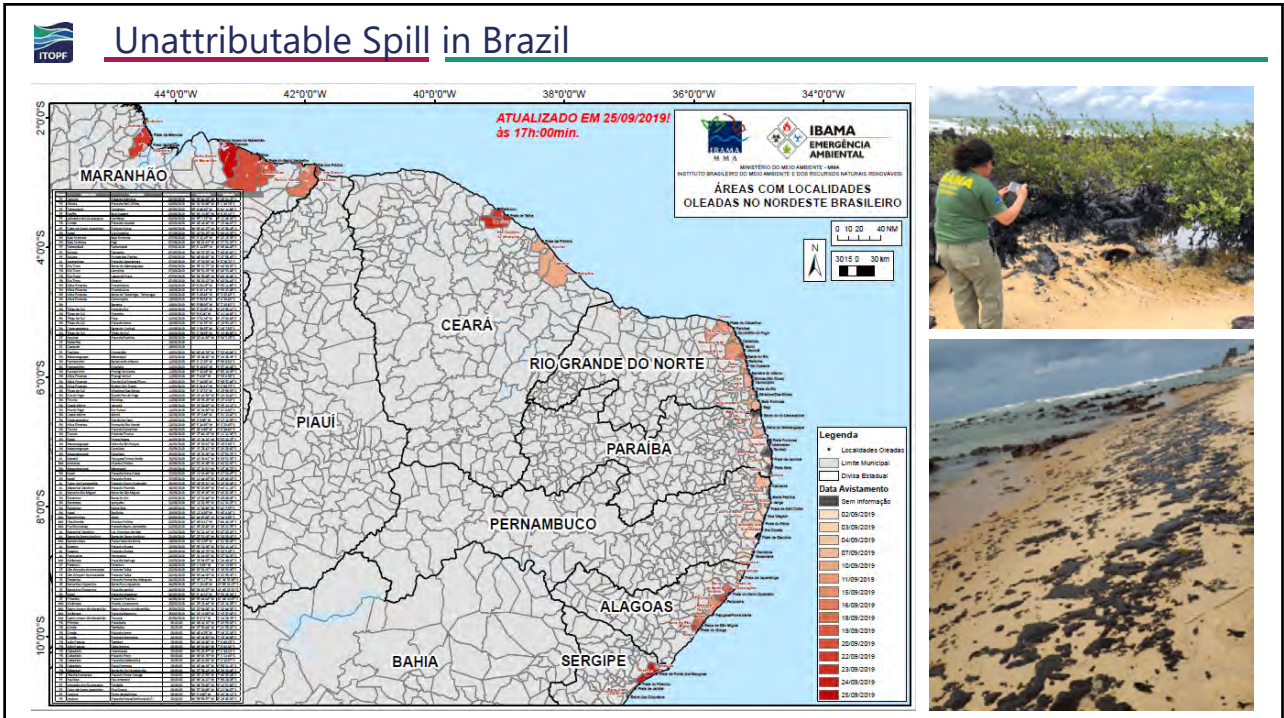
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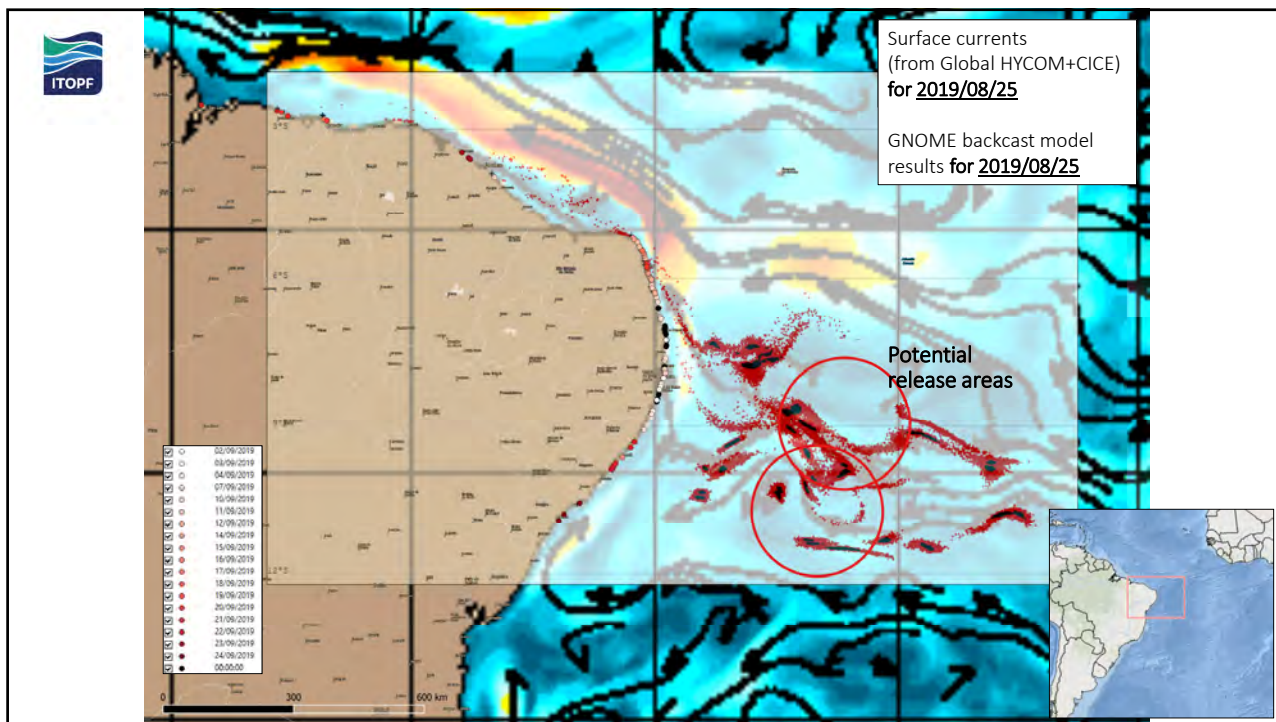
Brazil

- Unattributable Spill
- Strategic Priority Country
- Relations built with national authorities – concerted effort
- Authorities see us as trusted, technically objective experts and
- Directly requested our help
- Self funded
- Portuguese speaking staff
- Press interest

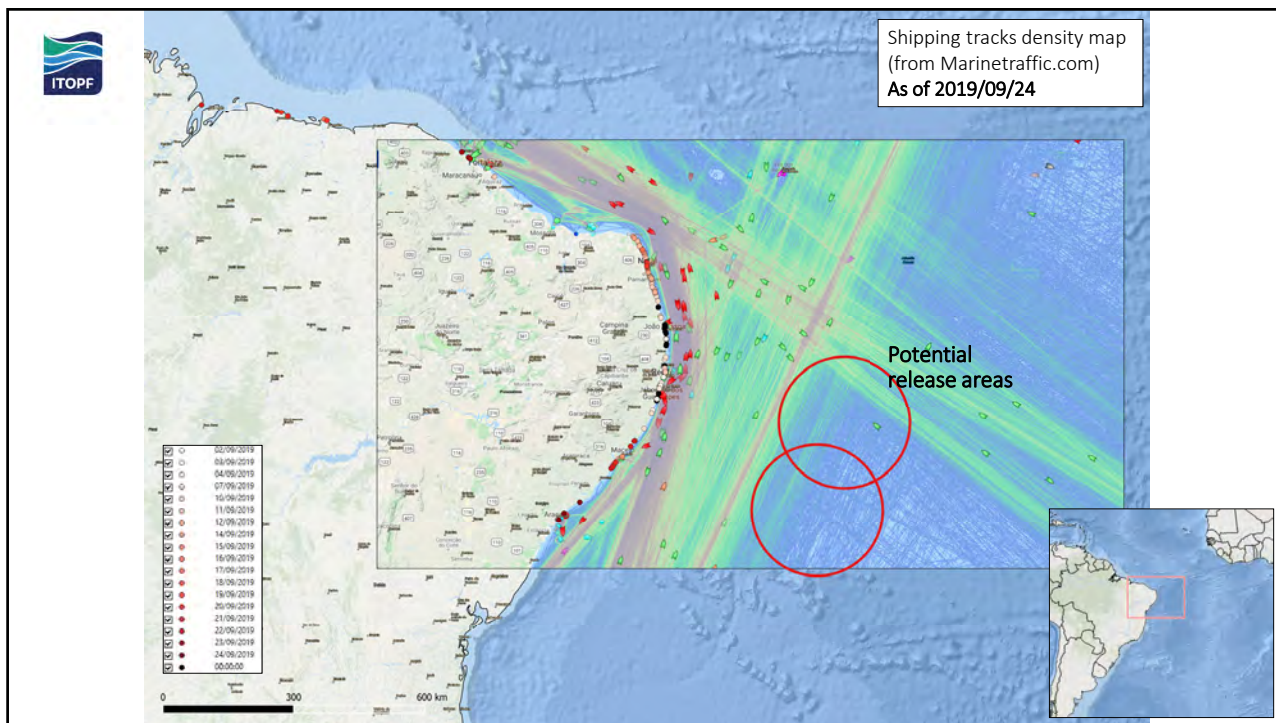
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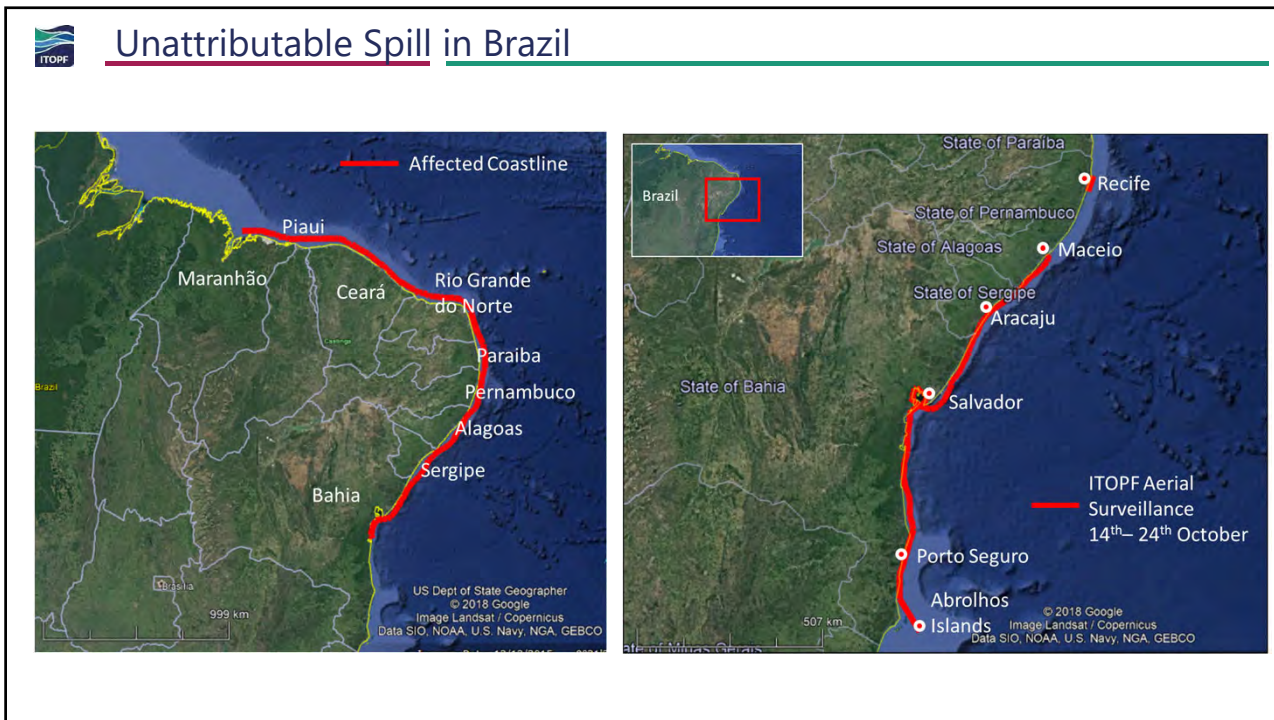
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Unattributable Spill in Brazil

ITOPF ≈ 8,000 km aerial surveillance

Alagoas


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Unattributable Spill in Brazil

A B C D E F G H I J

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Unattributable Spill in Brazil



- BOUBOULINA accused by Federal authorities
- DELTA tankers – Greek - WoE
- Mery 16 loaded from Jose offshore platform Venezuela
- 513 cSt at 38 deg C

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Overall



- Knowledge of ITOPF - you are Members/Associates
- We are here to help - no professional fees when called upon
- Five core services - emergency response & preparedness
 - not just oil
 - inc exercises & drills
- Examples - recent case histories
- Future - LSFO (other fuels), plastics?

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Richard H. Johnson
Technical Director

1. NOT FOR PROFIT
2. SHIPPING INDUSTRY FUNDED
3. PROMOTE EFFECTIVE SPILL RESPONSE
4. OBJECTIVE TECHNICAL ADVICE ON SITE
5. FIVE CORE SERVICES