

The Role of ITOPF in US and International Spills

- 1) Who we are
- 2) What we do
- 3) Why we do it

Dr. Michael O'Brien – Technical Team Manager
ITOPF – International Tanker Owners Pollution Federation, Ltd.

ITOPF: Who we are...

http://www.iopcfund-docs.org/ds/pdf/IOPC-MAR11-8-8_e.pdf

<http://www.itopf.com/information-services/publications/papers/#ITOPF>



INTRODUCTION TO ITOPF



- 40+ year history - Established in 1968, London based
- Industry-funded, non-profit federation
- Technical organisation, 11-12 Technical Advisors:
 - Natural Resource Economics
 - Marine Biology, Coastal Resource Management
 - Chemistry, engineering
- 24/7 Technical advice on marine spills of oil & chemicals:
 - Clean-up techniques
 - Monitoring/ Damage assessment
 - Claims analysis
- Free service provided by ship owners & P&I for benefit of all parties

ITOPF Technical Team

TEAM MANAGERS



Richard Johnson



Franck Laruelle



Michael O'Brien

TECH SUPPORT MANAGER



Tim Wadsworth

TECHNICAL ADVISERS



Alex Hunt



Andrew Tucker



Colleen O'Hagan



Mark Whittington

TECHNICAL SUPPORT



Lisa Woolgar



Ian Harrison



Susanna Musk



Henk Renken



Annabelle Nicolas



Rebecca Coward



Kelly Reynolds



Enya Elwood



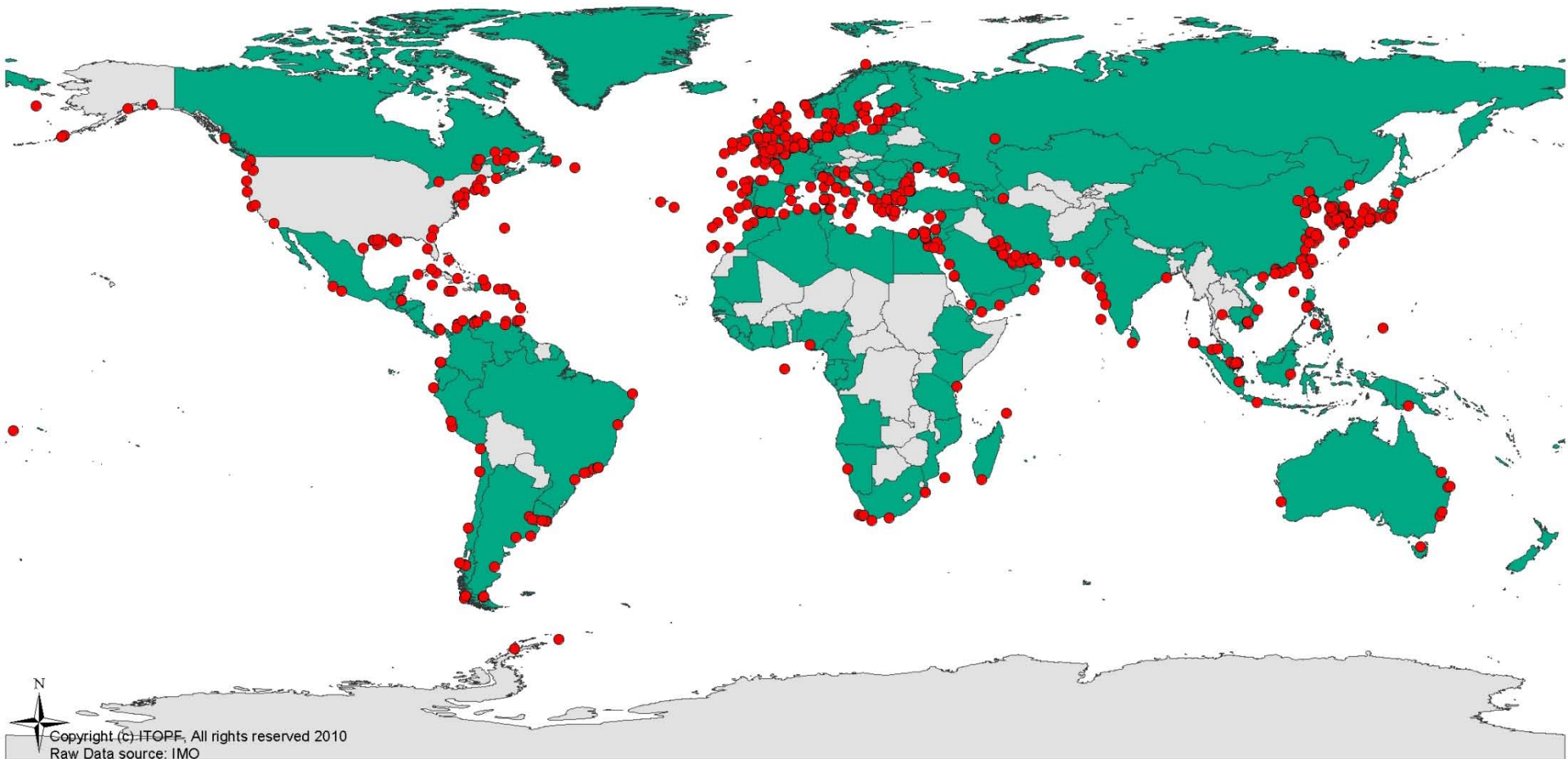
Carla Smith



Deborah Ansell

ITOPF Attended Incidents:

since 1972



660+ spills in 95 of 158 coastal IMO states (March, 2011)



PRESTIGE



AMOCO CADIZ



ERIKA



AEGEAN SEA



BRAER



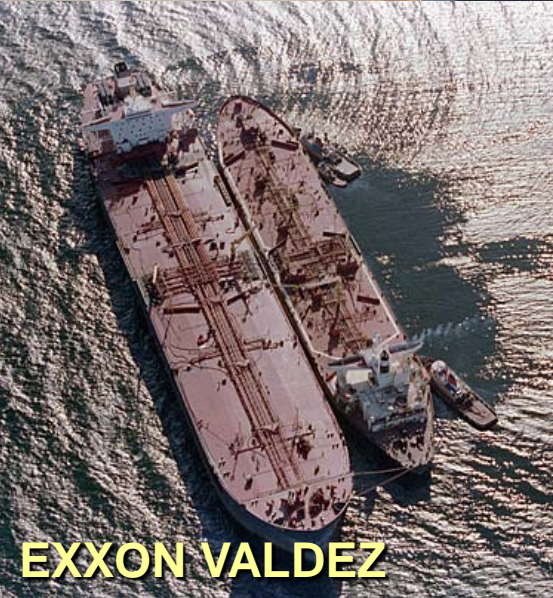
SEA EMPRESS



ATHOS 1



HAVEN



EXXON VALDEZ



HEBEI SPIRIT



TASMAN SPIRIT



Ro Ro's



Bulkers



General Cargo vessels



Container Vessels



Cruise ships/ pass. ferries



Car carriers



Fishing boats

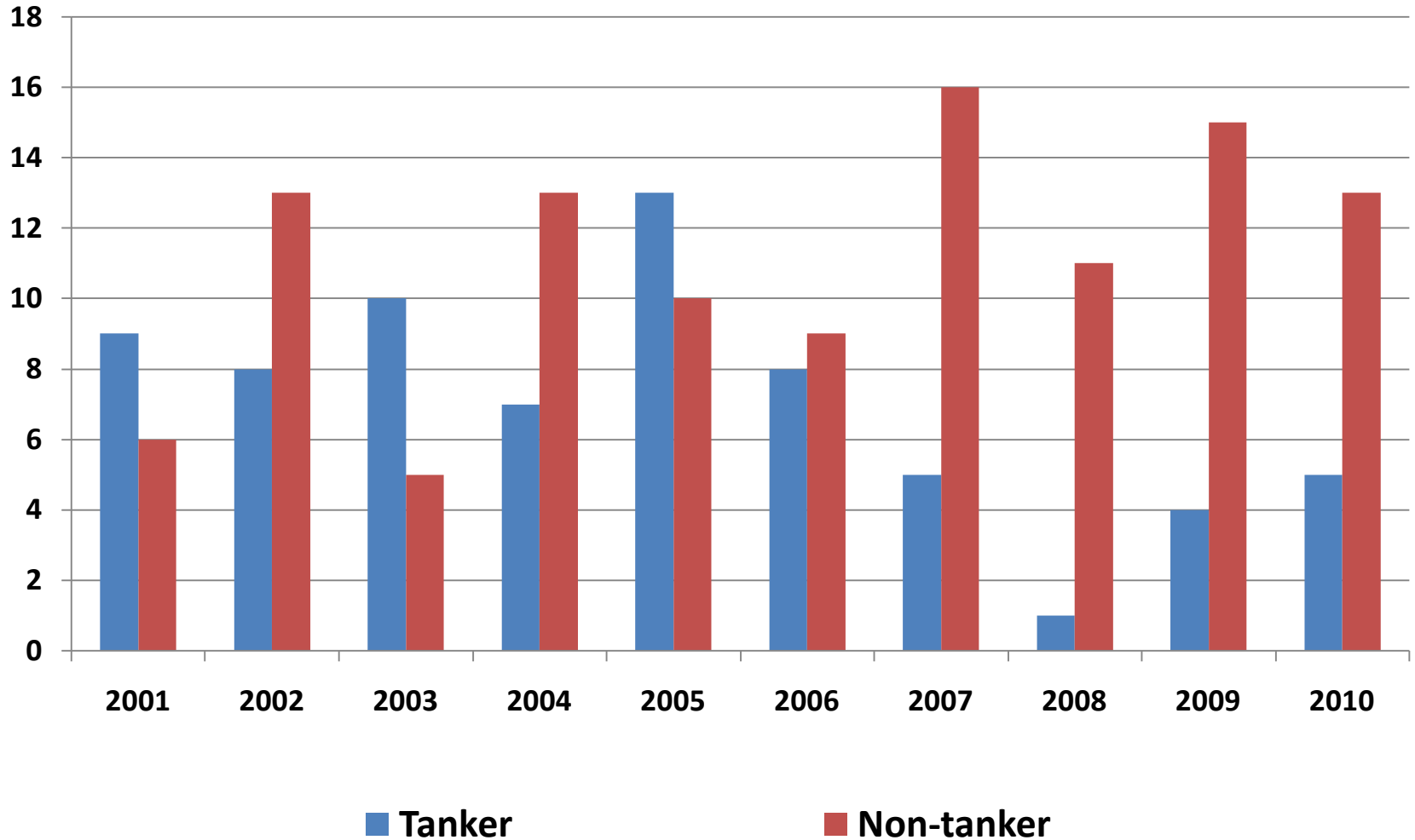


Floating storage units



Reefers

ITOPF Site Attendance



ITOPF Membership

“Members”: 6,160 tanker owners

- *10,770 tankers, barges & similar*
- *Tanker members: 320 million GT*
- *98% of world's bulk oil chemical & gas carrier tonnage*

“Associates”: owners of other types of ship

- *Expansion of membership after 1999*
- *Non-tanker Associates: ~ 532 million GT*
- *Account for >50% of ITOPF cases*

2) ITOPF: What we do...





ITOPF Services

In times of emergency:

- *24/7 remote evaluation/ advice on spill-related topics*
- *24/7 attendance at incidents (next slide)*
- *Facilitate provision of needed resources/ expertise*

In “peace time”:

- *Assessment of response & economic loss claims*
- *Participate in training/ conferences worldwide (e.g. IMO)*
- *Information services (e.g. Statistics, website, publications)*
- *Coordination in R&D, consulting...*

ITOPF: Role on Site

- At request of ship owners, P&I clubs, IOPC Funds
- Survey site (monitor) extent/ nature of incident
- Work with entire spill response community
- Provide technical advice on:
 - *Response methods (minimising further damage)*
 - *Clean-up claims, economic loss claims,*
 - *Environmental monitoring, damage & restoration*
- **(Almost) always only in advisory role!**

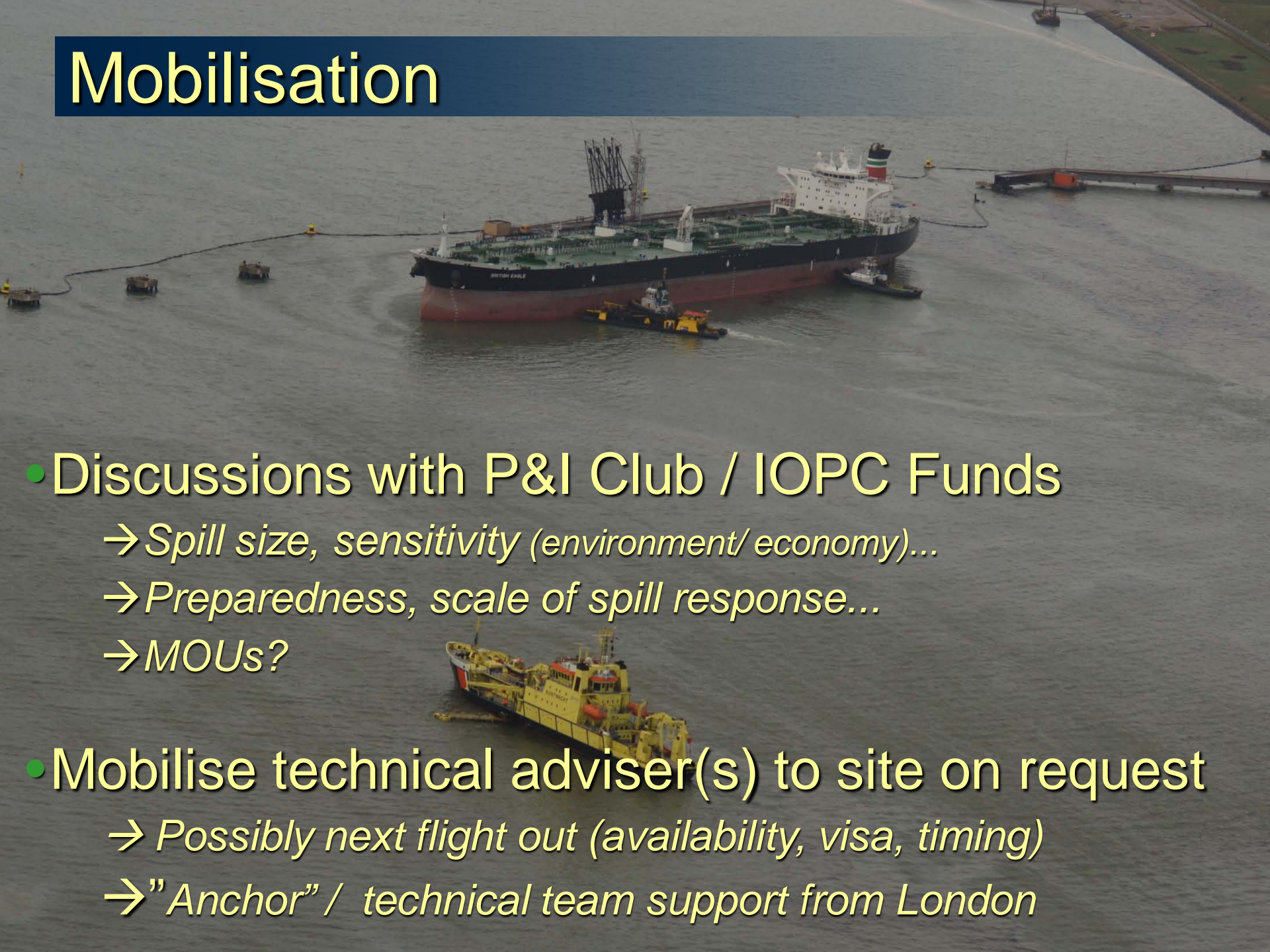
Initial Notification

- P&I Clubs
- Lloyd's Casualty Reporting Service
- IOPC Funds
- Shipowner, cargo owner, correspondent or surveyor
- Spill response Organisations
- Government agency, port authority, others

**Calls usually
come from:**



Mobilisation

- 
- Discussions with P&I Club / IOPC Funds
 - *Spill size, sensitivity (environment/ economy)...*
 - *Preparedness, scale of spill response...*
 - *MOUs?*
 - Mobilise technical adviser(s) to site on request
 - *Possibly next flight out (availability, visa, timing)*
 - *"Anchor" / technical team support from London*

Arrival On-Site



- Briefing from correspondent / surveyor
- Initial surveys (*air, land, sea...*)
- Visit to Command Center

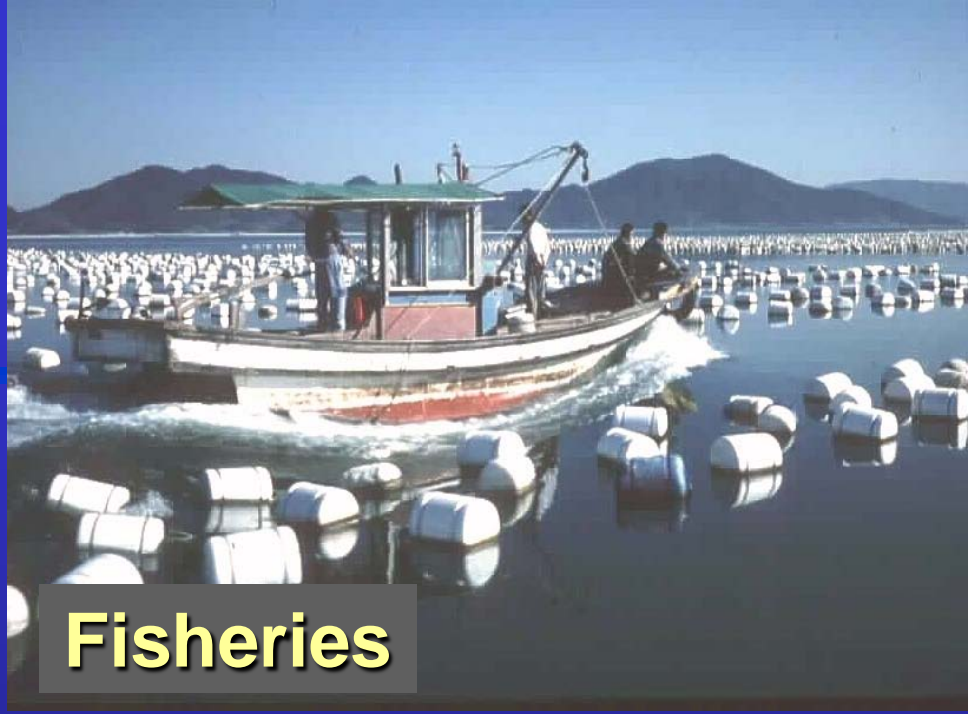
Assistance On-Site

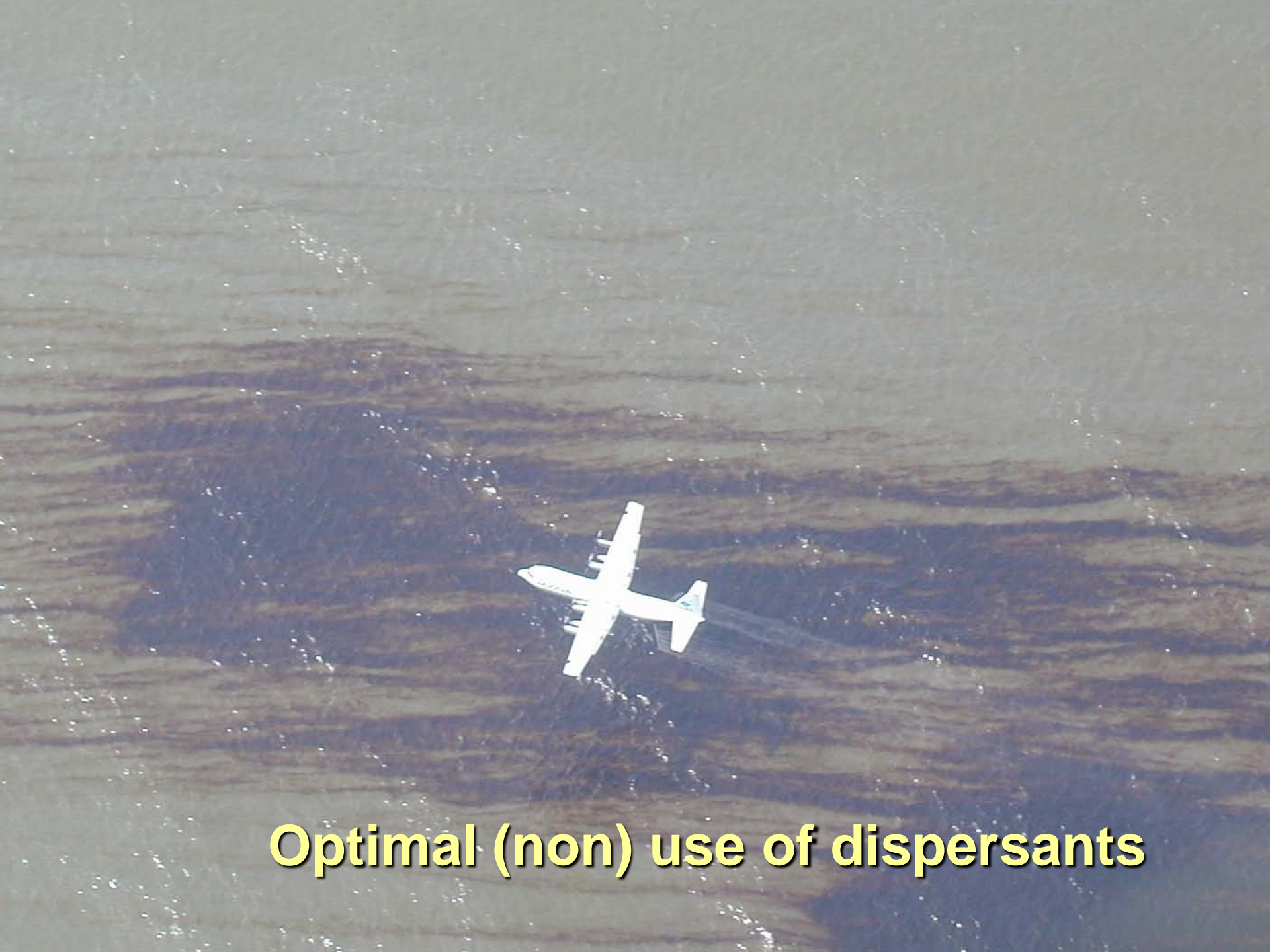


- Meetings with Lead Response Agency
- Site visits with concerned authorities
- Assist with immediate prioritisation, strategy...

Shoreline Surveys







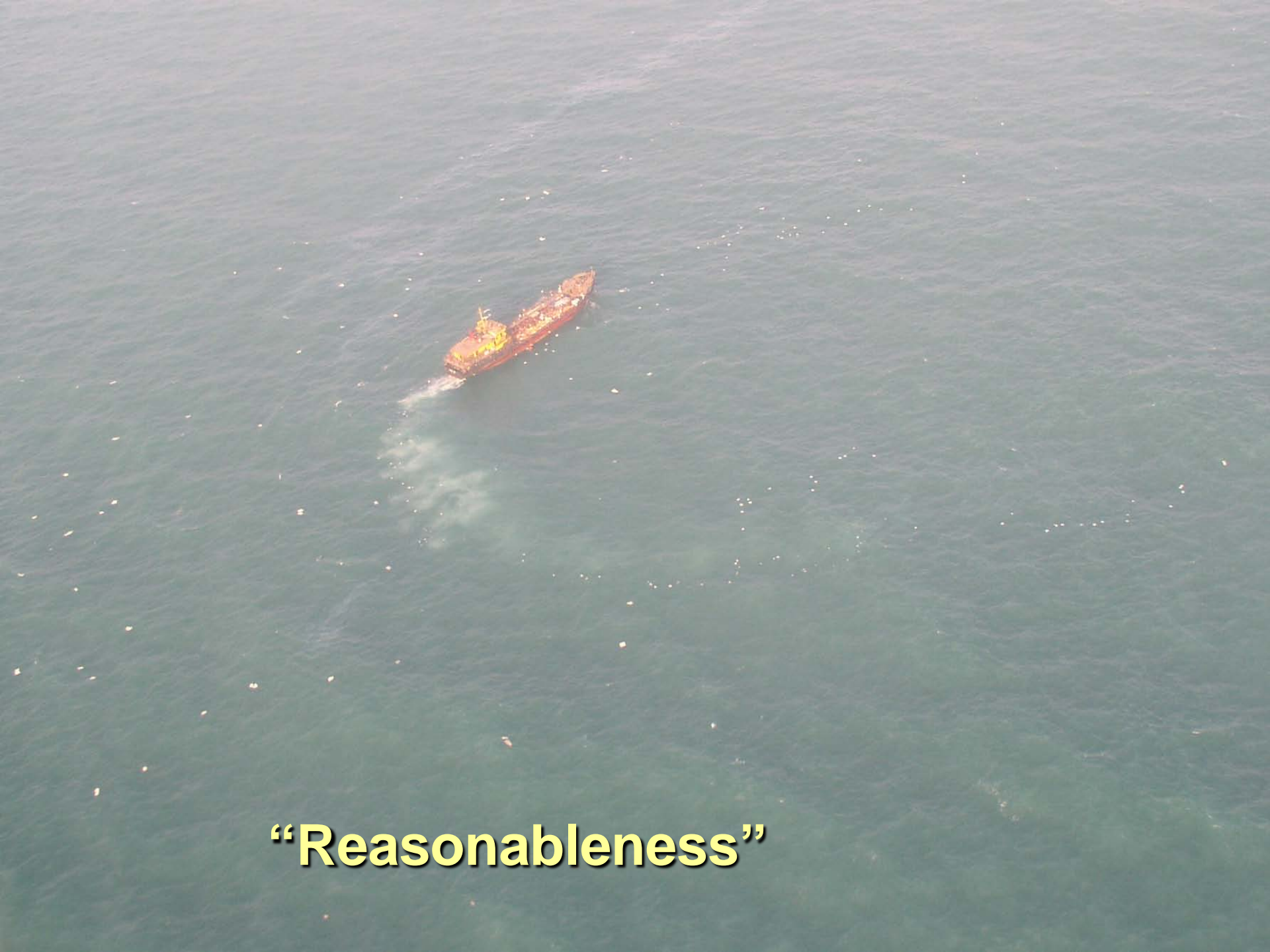
Optimal (non) use of dispersants



Monitoring effectiveness of dispersants



Containment and recovery



“Reasonableness”



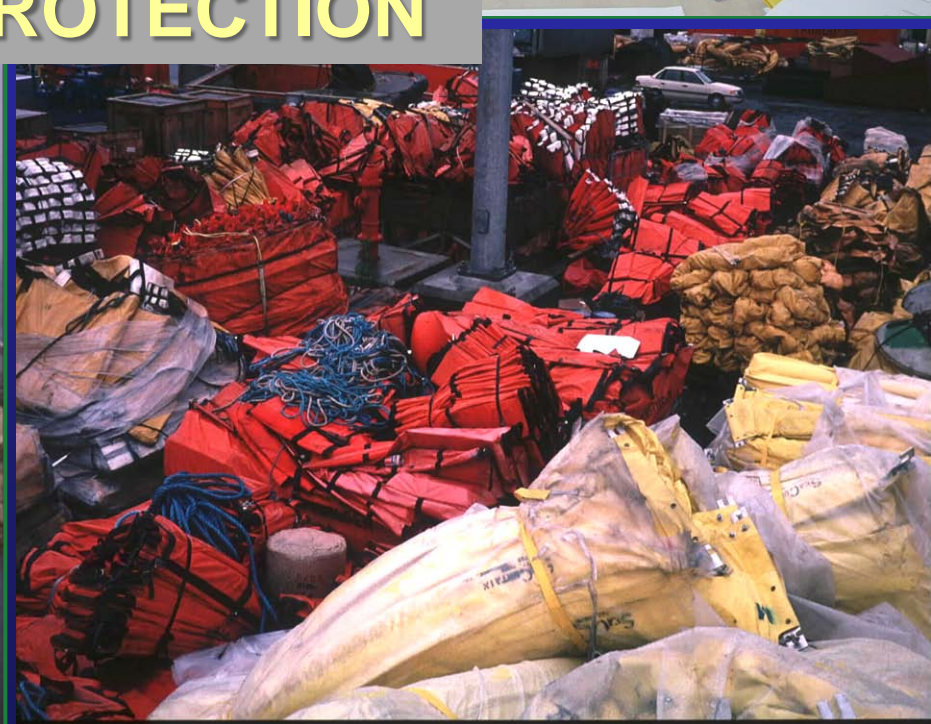
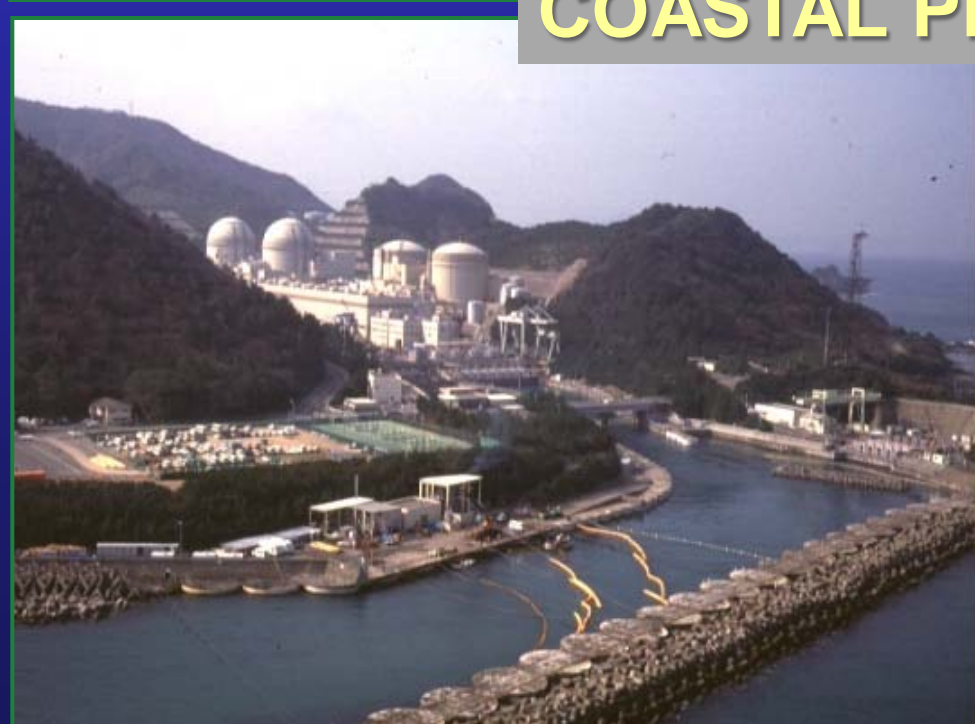
“Reasonableness”



“Reasonableness”



COASTAL PROTECTION

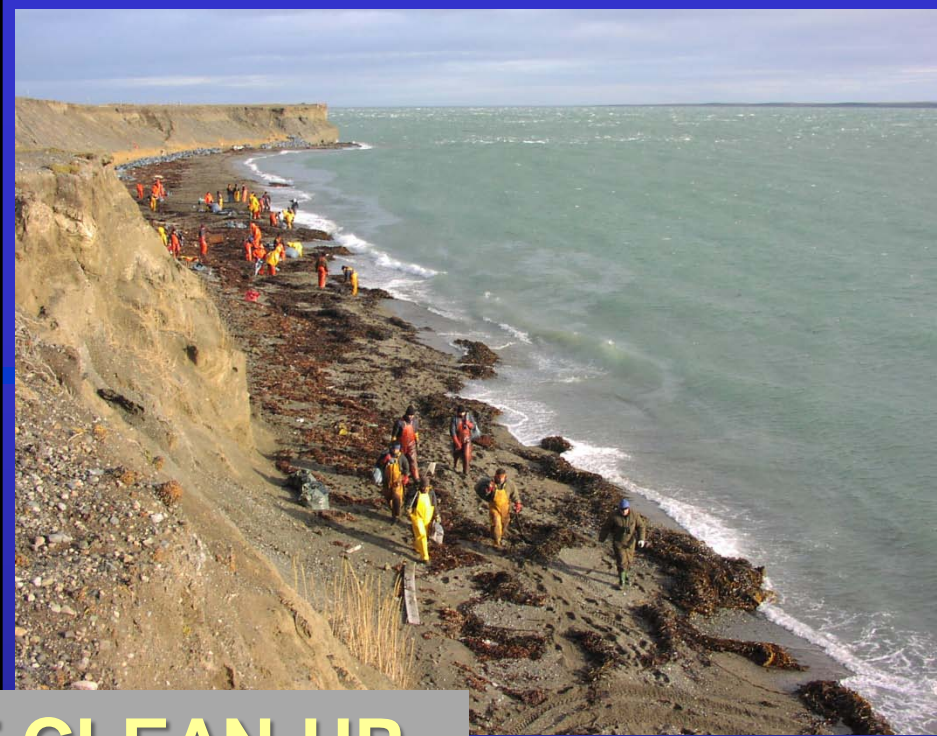




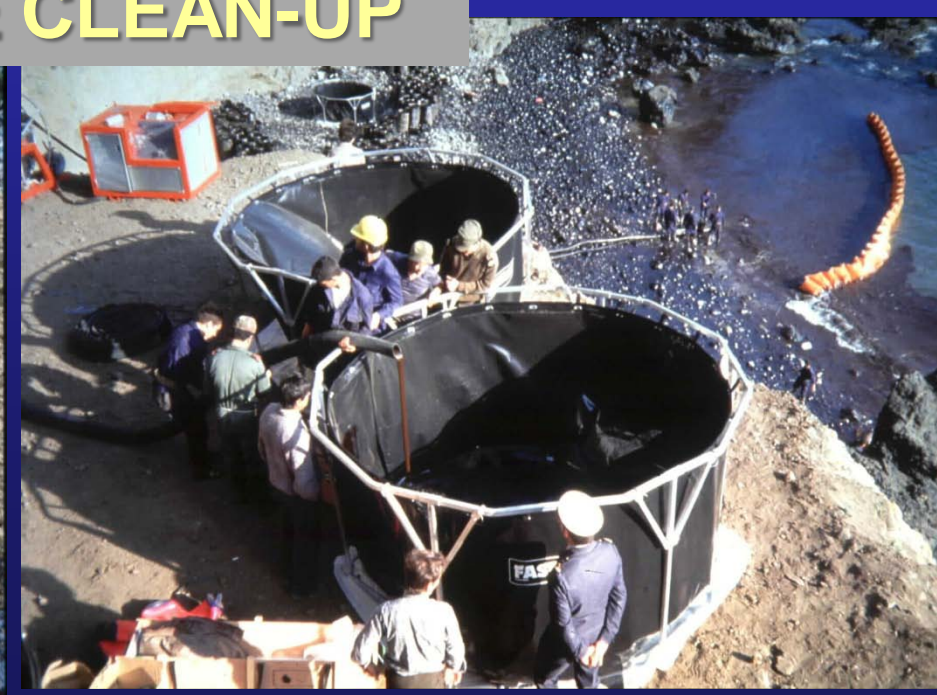
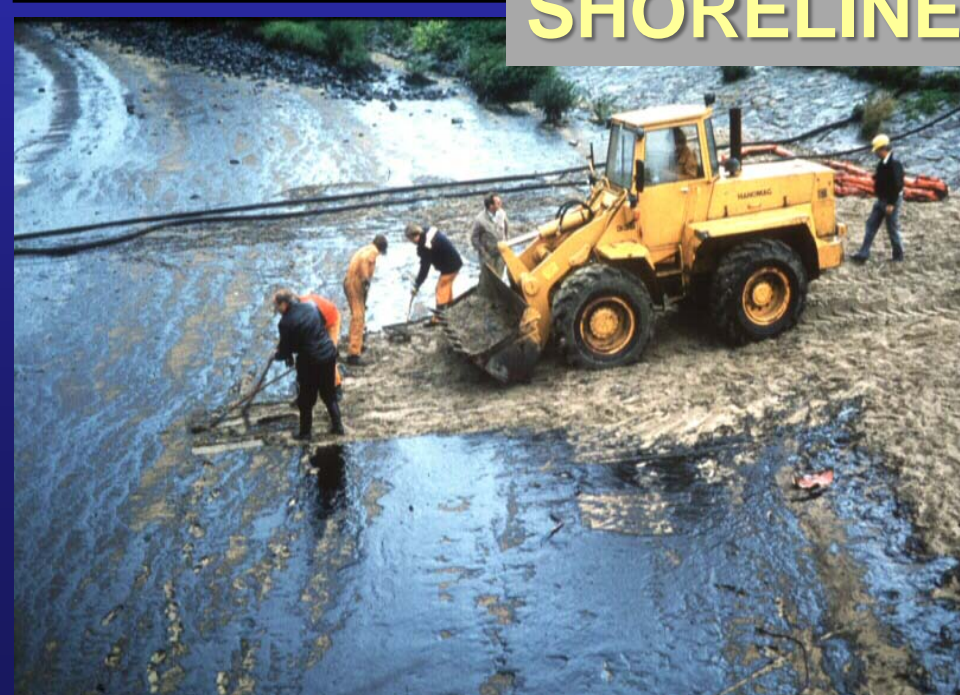
“Reasonableness”



“Reasonableness”



SHORELINE CLEAN-UP

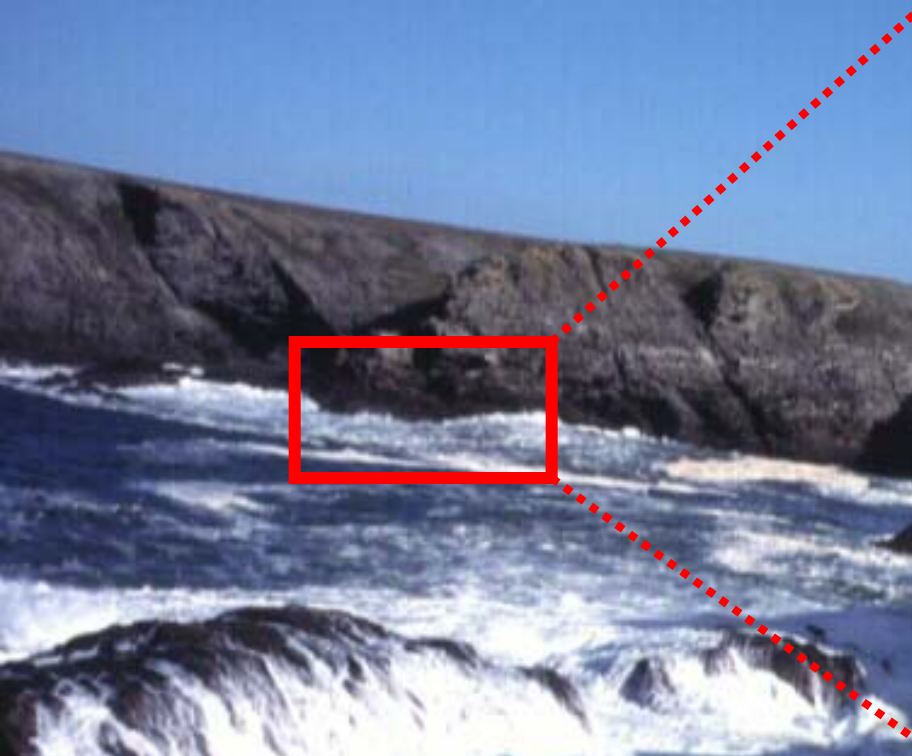




“Reasonableness”



“Reasonableness”



“Reasonableness”

Minimising waste



More harm than good?

Hot water high pressure washing (HWHP)



How Clean is Clean?





Joint Shoreline Inspections

3) ITOPF: Why we do it...



Why?

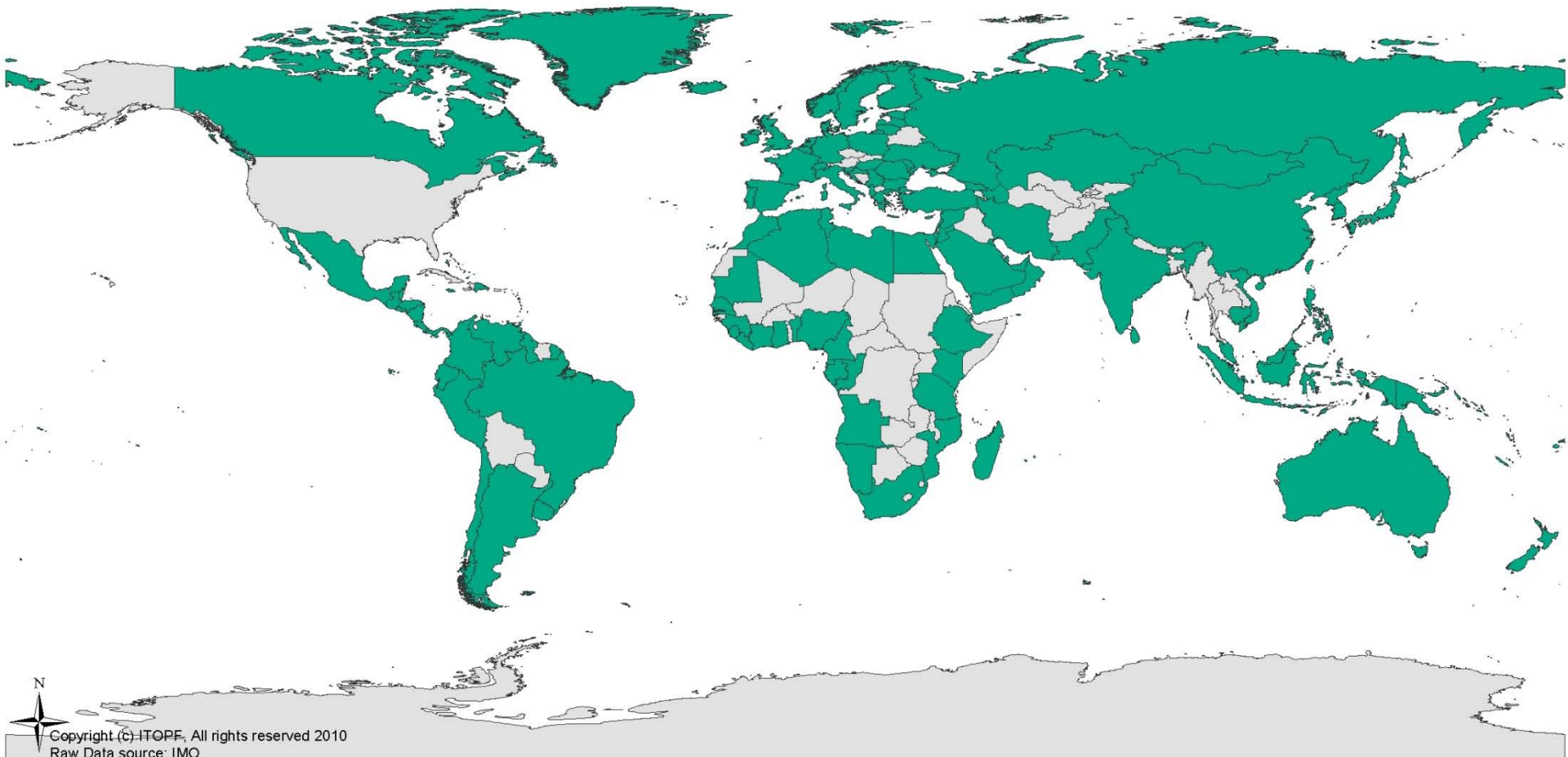
Because:

- **ITOPF Members (ship owners/ managers)**
- **Their insurers (P&I)**
- **ITOPF Clients (e.g. IOPC Fund)**

have found it useful to have...

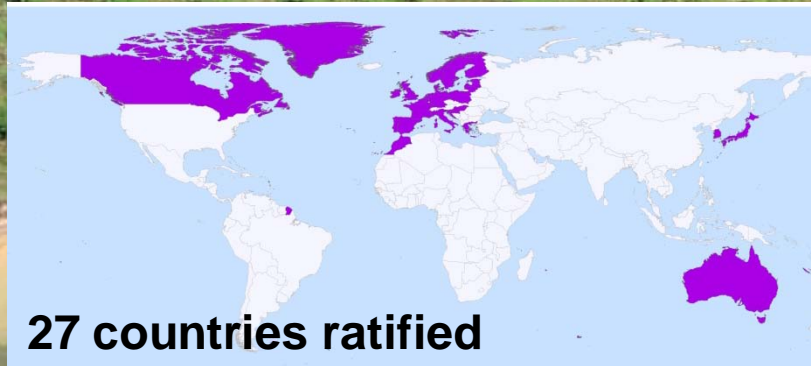
- **decisions based on science & technical consensus**
- **a 'free' advice provider available world-wide**
- **a technical body *in place* to expedite processes**
- **an organisation *in place* to help co-ordinate & integrate**

Realms in which ITOPF operates: 1) US-OPA90 & 2) “International Regime”

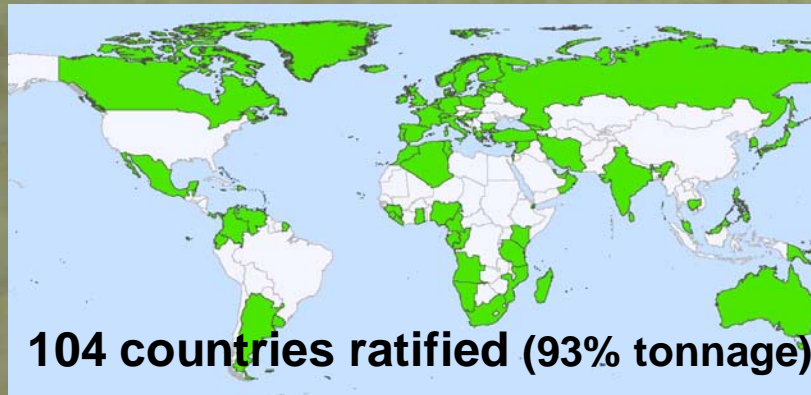


***CLC '69 (37), CLC '92 (123), Fund '92 (104), Bunkers '01 (58)
=141 of 158 coastal IMO states (March, 2011)***

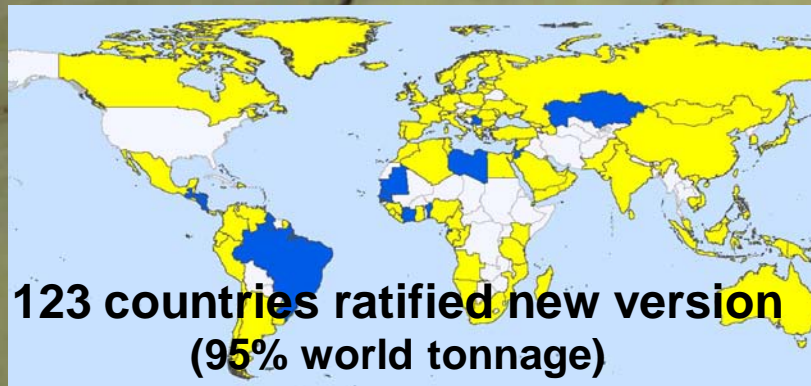
Main Conventions



3rd Tier:
Supplementary Fund
→ *oil importers/ ship-owners pay*
IOPC: up to \$1.2b



2nd Tier:
1992 Fund Conventions
→ *oil importers pay*
IOPC: up to \$322m



1st Tier:
Civil Liability Conventions
→ *ship-owner pays*
CLC: \$32m – \$143m

Convention Objectives



- **Compensate clean-up costs & pollution damage**
- **Persistent oils spilled from oil tankers**
- **Provide uniform treatment of claims**
- **Quick compensation payment without litigation**
- **Contributions based on oil “received” and paid by importing oil firms, not governments**

PROTECTION & INDEMNITY (P&I) CLUBS

- Third party insurance coverage (\$\$) for shipowners
- 'Mutuality' – ship owners share burden (non-profit)
- Indemnification – pay to be paid
- World-wide network of correspondents, surveyors
- 95% tanker spills: CLC is sufficient
- Clubs pay own limits (\$8m), then turn to IG pool
- International Group – 13 P&I Clubs cover up to \$60m
- Reinsurance (from \$60m): Lloyds of London.



UK P&I CLUB



IG – NOAA MOU

- ◆ 2001: 5 yrs; 2007: indefinite
- ◆ ITOPF is a subject, not signatory
- ◆ Aim: “to promote expeditious and cost-effective restoration”... In US under OPA90 & NOAA NRDA regs.
- ◆ Preparedness: Frequent meetings, exchange of technical info, joint training, coordination outside USA.
- ◆ Assessment:
 1. Confirm key players (both sides), ship/oil data;
 2. ITOPF “to be involved at the request of either the relevant club or NOAA at the earliest stage.”
 3. “ITOPF’s role is to provide technical information and analysis to NOAA and its co-Trustees” and the RP during all phases
 4. ITOPF may participate in TWGs, subject to availability



IG – DOI MOU



- ◆ In discussion since ≈2007
- ◆ Text on basis of NOAA MOU,
- ◆ Draft text agreed in principle: 2008
- ◆ Assessment:

ITOPF's role is to provide technical information and analysis on relevant issues related to the spill. ITOPF may also serve as a conduit for exchange of this information among the DOI, DOI co-Trustees, the responsible party, and the involved Club. ITOPF may become involved in the NRDAR process at the request of either the relevant Club or the DOI at any point in the process. Specifically:

- a. Determinations and implementation of preventative measures, Participation during the pre-assessment phase: Identification of threatened and affected resources, collection of ephemeral information/data, emergency restoration;
- b. during injury assessments in restoration planning participate in appropriate injury determination and quantification studies, and;
- c. during restoration selection scoping of potential restoration actions.



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