



ITOPF & the IG-DOI MOU



November 1, 2011, Washington DC

Dr. Michael O'Brien – Technical Team Manager

ITOPF – International Tanker Owners Pollution Federation, Ltd.b





**MEMORANDUM OF UNDERSTANDING
BETWEEN
THE INTERNATIONAL GROUP OF PROTECTION AND INDEMNITY CLUBS
AND
THE DEPARTMENT OF THE INTERIOR NATURAL RESOURCE DAMAGE
ASSESSMENT AND RESTORATION PROGRAM**

I. PARTIES

The Parties to this Memorandum of Understanding (MOU) are the International Group of Protection and Indemnity Clubs (P&I Clubs) and the Department of the Interior Natural Resource Damage Assessment and Restoration Program (DOI Restoration Program), collectively, the "parties".

The aim of this MOU is to promote expeditious and cost-effective restoration of injured natural resources (and the services such resources provide) resulting from ship-source oil spills and from response actions to address the threat of an oil spill in the USA ("spill incident"), as authorized by the Oil Pollution Act (OPA) of 1990 and in accordance with the OPA Natural Resource Damage Assessment (NRDA) regulations promulgated by the National Oceanic and Atmospheric Administration (NOAA), effective Feb. 5, 1996 (15 CFR 990).

II. DEFINITIONS

"IG" means International Group of Protection and Indemnity Clubs.

"Club" means Protection and Indemnity Club.

"ITOPF" means the International Tanker Owners Pollution Federation.



PRESENTATION OUTLINE



1. Introduction to ITOPF Ltd.
2. How ITOPF gets involved
3. Our typical role on site and interaction with others
4. The ITOPF contribution

1) INTRODUCTION TO ITOPF



- Established in 1968 after Torrey Canyon to administer TOVALOP
- Shift towards practical and technical advisory role in 1970's
- Current main role is to provide advice on marine spills of oil & chemicals
- Based in London, offering global service
- Industry-funded, non-profit organisation

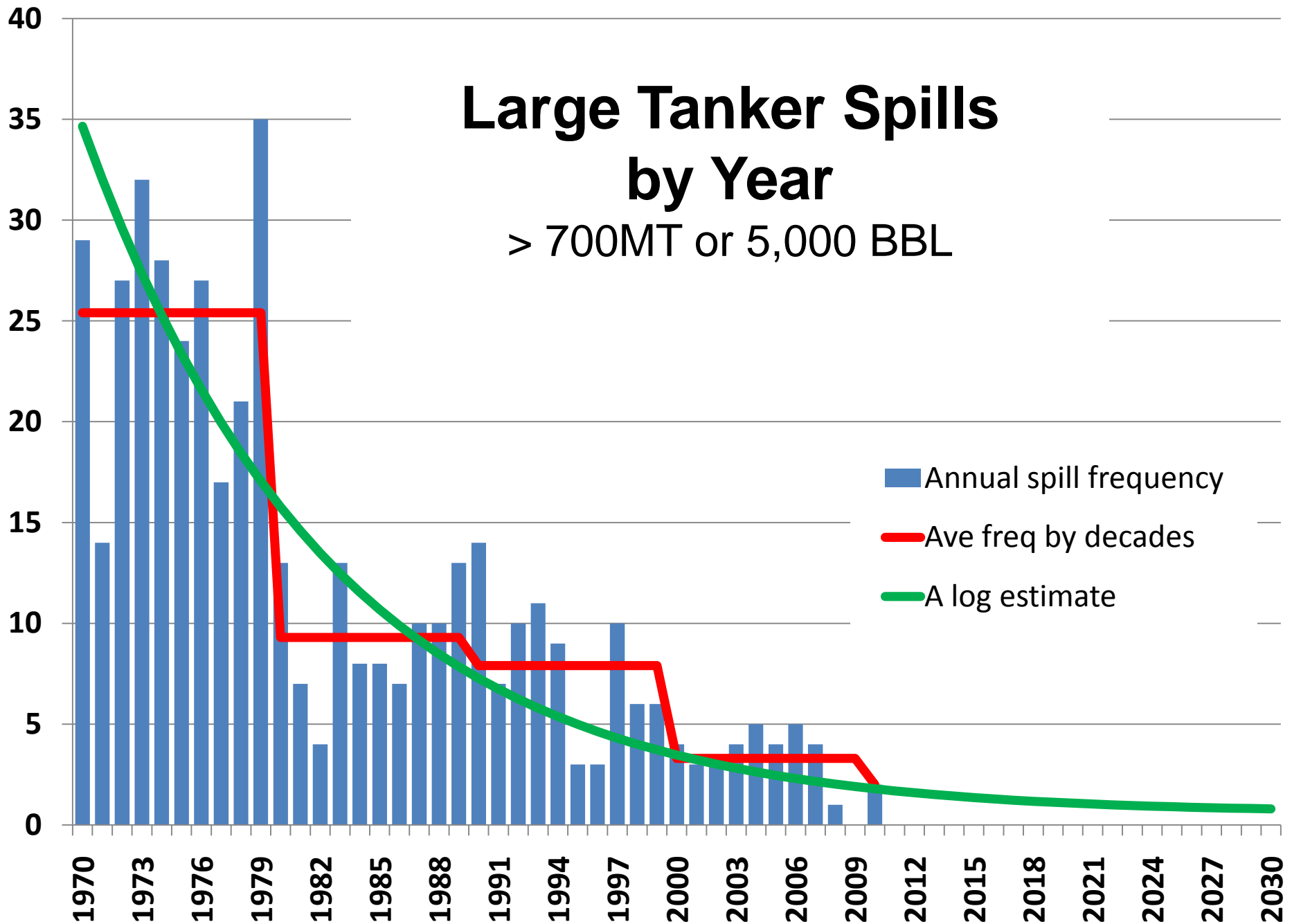
ITOPF MEMBERS



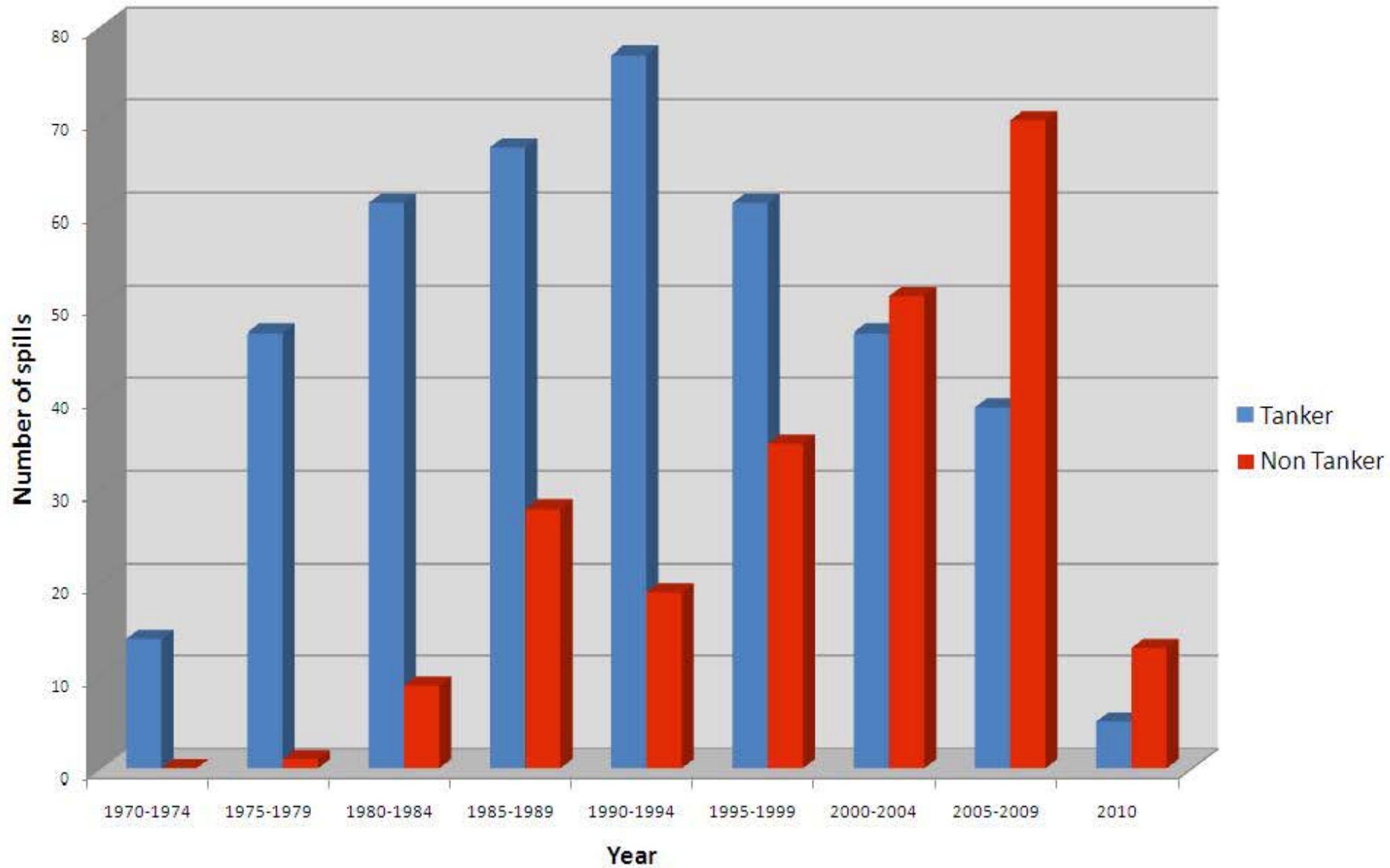
- > 6,000 tanker owners & bareboat charterers
- ~10,800 tankers, barges & combination carriers (~326 million GT)
- ~98% of world's bulk oil chemical & gas carrier tonnage

Large Tanker Spills by Year

> 700MT or 5,000 BBL



ITOPF: INCIDENTS ATTENDED

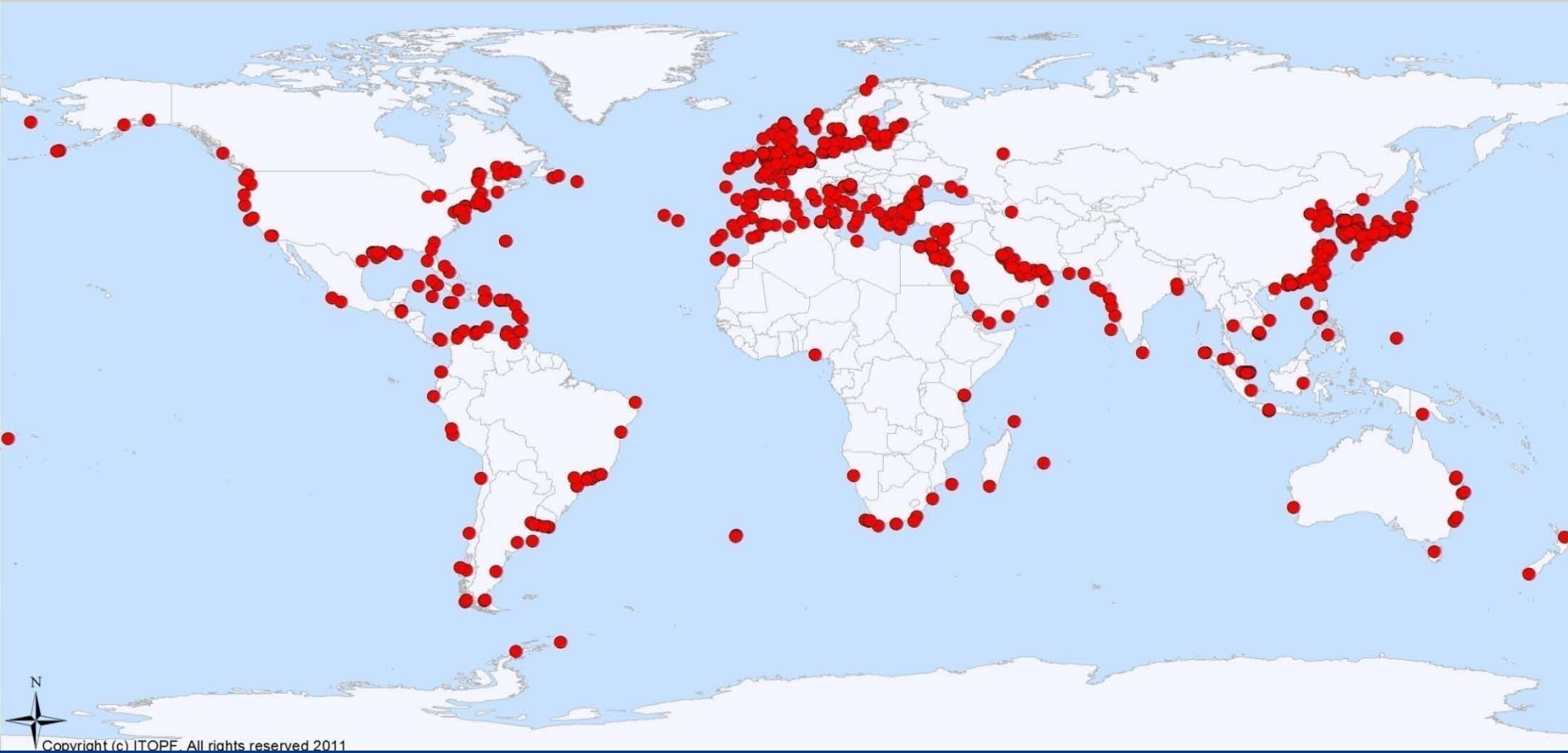


ITOPF ASSOCIATES



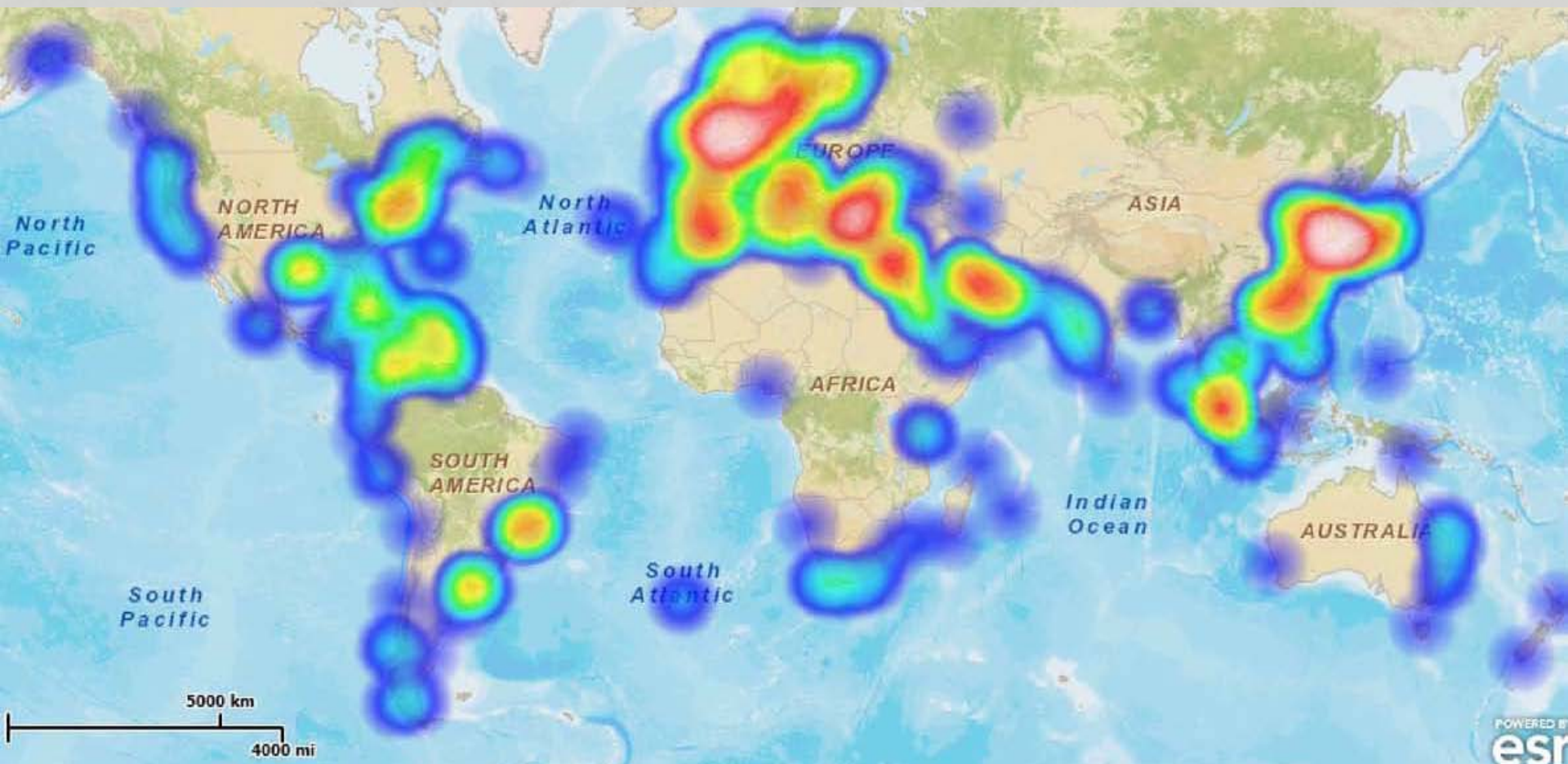
- Owners of other ship types given “associate” status since 1999
- ~536 million GT of non-tanker shipping
- Now accounts for a large share of spills attended by ITOPF

ITOPF Spills Attended



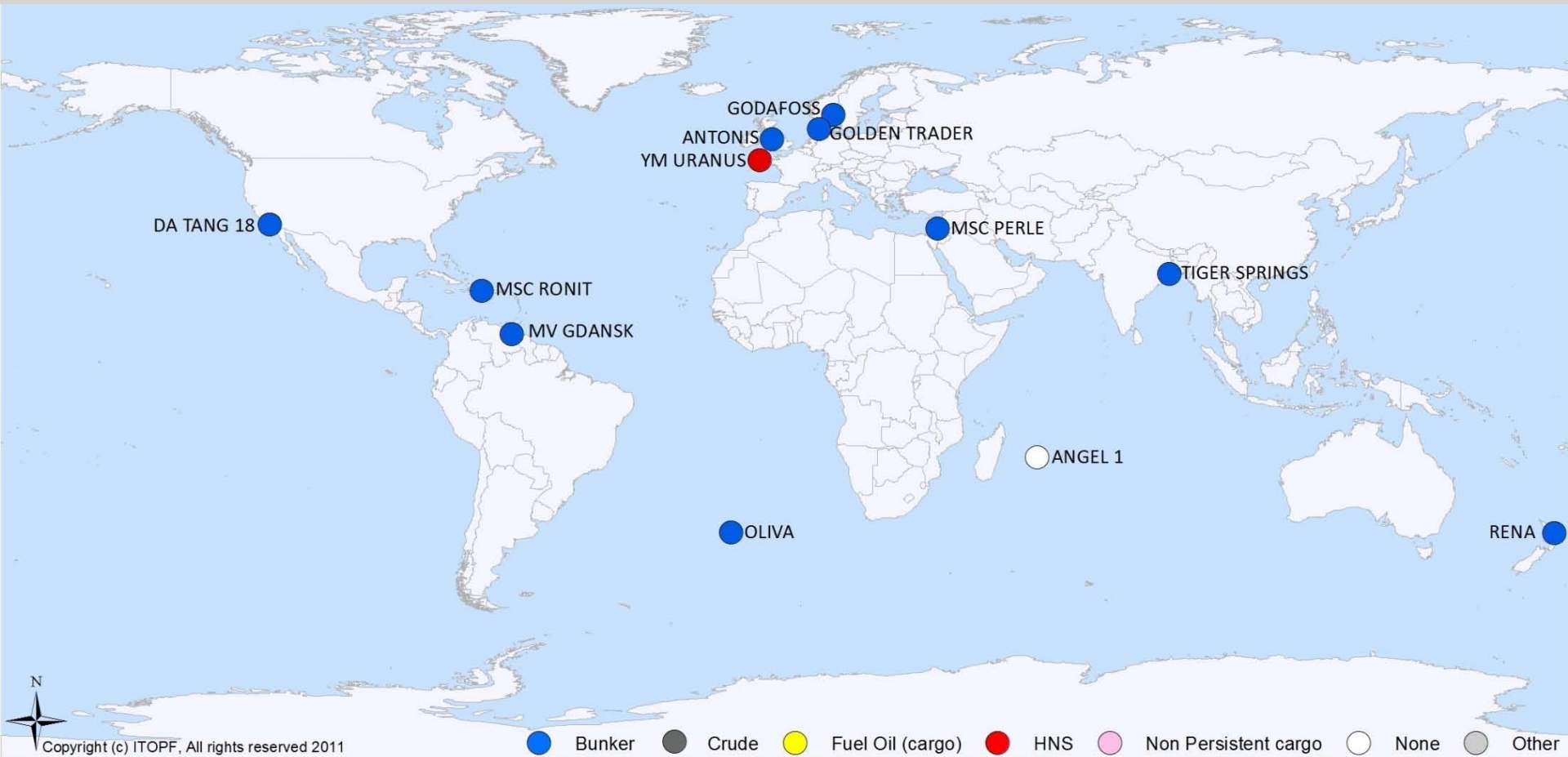
- 25 staff with 12 technical advisers on call 24 hrs a day
- Attendance at ~700 incidents in 99 countries
- Worldwide network of contacts
- Databases on oil & chemical spills

ITOPF SPILLS ATTENDED



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RECENT SPILLS ATTENDED



- 12 incidents attended from Oct 2010 - Oct 2011
- 1 HNS incident & 10 bunker spills from non-tankers

2) HOW ITOPF GETS INVOLVED IN SHIPPING INCIDENTS





NOTIFICATION



- P&I Clubs / IOPC Funds
- Lloyd's Casualty Reporting Service
- Shipowner, cargo owner
- Correspondent, surveyor
- Spill response organisations
- Government agencies, port authority

INITIAL EVALUATION & MOBILISATION (or not)

OPTIONS

- Areas Traded
- Break up info
- Dimensions
- Navigation/Comms
- Propulsion
- Tonnages
- Vessel Design
- Vessel Rpt.
- Inspections

NAVIGATION

- Next Record
- Prev. Record
- Close
- Help

Vessel Details

Name: MSC Ilona Company: Conti Holding GmbH & Co. KG
'MSC Ilona' is Trading Manager: No manager listed

Detail

Gross Tonnage: 75,590
DW Tonnage: 85,890
Vessel Type: Containership
Year Built: 2001
Country of Build: South Korea
Year Acquired: 2001
P & I Club: Swedish Club (Sverige Angfartygs Assurans Forening)
Flag: Germany

Classification

Class 1: Germanischer Lloyd
Survey Date: Ice: ☒ Provisional: ☐
Class 2: Survey Date: Ice: ☐ Provisional: ☐

Notes

Positional Type
Launched Okpo, Republic of Korea Before 01-JUN-2001

ISPS Information

ISPS Company: NSB Niederelbe Schifffahrtsgesellschaft mbH Issue: 23/03/2004
ISSC Issued By: ?? Expires: 22/03/2009

Previous Owner

Click on the question mark for further details.

ISM Information

'Convention' certificate

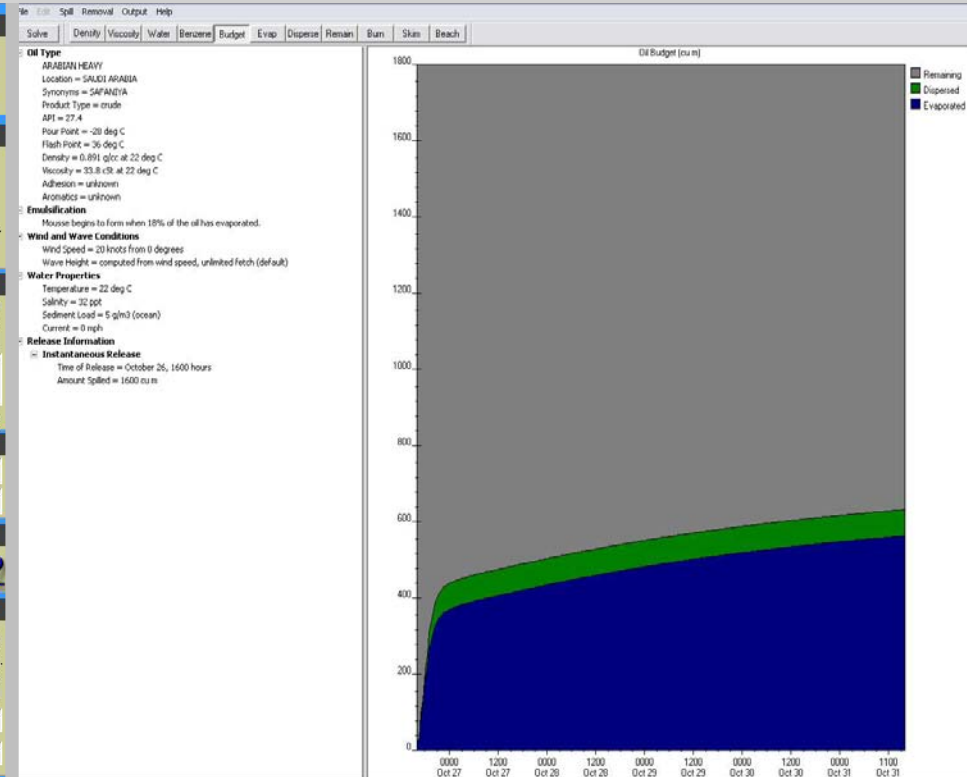
Inspection Information

Date of Inspection	Port of Inspection	Deficiency	Detention	MOU ID
02/09/2010	Le Havre	Y		P
29/06/2010	Savannah	N		U
11/06/2010	Miami	Y		U
05/11/2009	Savannah	N		U

Machinery

Additional Machinery information is available. The following fields are offered as part of the database subscription. Please contact Sales@SeaWay.co.uk for more information.

Engine Builder: DOOSAN ENGINE CO LTD
Engine Design: B&W
Ship builder: DAEWOO SHIPBUILDING &



- Reported circumstances
- Vessel database
- Trajectory
- Fate & behaviour
- Sensitive resources

- Discuss seriousness with Club
- Recommend best course of action
- Mobilise next available TA on request
- Consider second TA
- Support from London office

REMOTE ASSISTANCE



Health	3
Fire	0
Reactivity	1
Personal Protection	

Material Safety Data Sheet Hydrochloric acid MSDS

Section 1: Chemical Product and Company Identification

Product Name: Hydrochloric acid

Catalog Codes: SLH1462, SLH3154

CAS#: Mixture.

RTECS: MW4025000

TSCA: TSCA 8(b) inventory: Hydrochloric acid

CI#: Not applicable.

Synonym: Hydrochloric Acid; Muriatic Acid

Chemical Name: Not applicable.

Chemical Formula: Not applicable.

Contact Information:

Sciencelab.com, Inc.

14025 Smith Rd.

Houston, Texas 77396

US Sales: **1-800-901-7247**

International Sales: **1-281-441-4400**

Order Online: ScienceLab.com

CHEMTREC (24HR Emergency Telephone), call:

1-800-424-9300

International CHEMTREC, call: 1-703-527-3887

For non-emergency assistance, call: 1-281-441-4400

Section 2: Composition and Information on Ingredients

Composition:


Name	CAS #	% by Weight
Hydrogen chloride	7647-01-0	20-38
Water	7732-18-5	62-80

Toxicological Data on Ingredients: Hydrogen chloride: GAS (LC50): Acute: 4701 ppm 0.5 hours [Rat].



- Assess ... using reports (salvors, surveyors, contractors, etc.)
- Advise ... on appropriate response approaches, equipment, contingency arrangements
- Help plan ... monitoring programmes/ damage assessment work
- Recommend ... “reasonable” costs for response activities

3) ITOPF: ROLE ON SITE

- At request of ship owners, P&I clubs, IOPC Funds
 - 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!**
- 
- A photograph of a beach with a cliff in the background and the ocean in the distance. The beach is sandy with some dark debris scattered across it. The cliff is a light brown color and runs along the left side of the frame. The ocean is a deep blue color with white waves breaking on the shore. The sky is a light blue color with some white clouds.

KEY ITOPF TASKS: Emergency phase

- Overflights (own/ joint)
- Shoreline surveys
- Study of sensitivity & vulnerability
- Study of available response resources & needs
- Following & promoting “reasonable” response
- Facilitating solid spill management
- Recognising bottlenecks in process (e.g. waste)
- Work with team to initiate ephemeral monitoring



KEY PLAYERS ON SITE

Shipping/ insurance Interests

- Local P&I Correspondent/ surveyors
- Local & London lawyers
- Owner's representative
- Salvors & SCR

Other

- Media interests
- Environmental groups
- Volunteer groups

Technical Specialists

- Spill Management Team
- Clean-up contractors/ OSRO
- ITOPF
- Government advisers
- Specialist experts

Government Interests

- Lead response authority (CG/ navy)
- Environmental authorities
- Fisheries / resource authorities
- Local government



KEY ITOPF TASKS: Post-emergency phase

- Provide advice to government, scientists & victims
(*e.g. termination, monitoring, claims...*)
- Promote joint assessments & cooperation
- Facilitate contaminant monitoring (*pathway, exposure*)
- Help design & implement damage assessment studies & restoration
- Assist in fisheries management issues (*e.g. closures*)
- Assist in the technical assessment of compensation claims





4) ITOPF Contribution

Maintain a stock:

- Expertise
- Experience
- Readiness
- Objectivity
- Practicality
- Openness

Acting: as well-informed, capable generalists who facilitate, network, organise, advise, even mediate.

Without managing the spill, 'taking over', negotiating/ paying claims

Overall we try to:

- Get right people on site, right resources in play
- Build international standards on effective operations
- Maintain perspective (between and within incidents)

INVOLVEMENT IN NON-SHIP POLLUTION INCIDENTS



THE INTERNATIONAL TANKER OWNERS POLLUTION FEDERATION LIMITED (ITOPF)
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Email: central@itopf.com Web: www.itopf.com

HEYDAR ALIYEV ACCIDENTAL DISCHARGE - SUMMARY OF FINDINGS

FAO: MAERSK CONTRACTORS and EXXONMOBIL, BAKU

AUTHOR: ALEX HUNT, TECHNICAL ADVISER, ITOPF Ltd.

The following is a summary of the comments made by ITOPF concerning the likely environmental damages due to the accidental discharge of synthetic based mud (SBM) from the drilling rig HEYDAR ALIYEV (aka MAERSK EXPLORER, aka MAERSK LIDER) while operating in the Zafar Mashal offshore contract area in Azerbaijani waters. These findings are based on our research of the available literature and the findings of post-drilling studies conducted at the Nakhchivan contract area in the Caspian Sea. A more comprehensive assessment of the likely damages associated with the incident can be found in our report entitled: 'A Technical Evaluation of the Merit of Claims for Environmental Damage as a Result of an Accidental Release of Synthetic-Based Drilling Fluid from Rig HEYDAR ALIYEV, Zafar Mashal Azerbaijan 19th May 2004.'

- Due to the high density of linear- α -olefin (LAO) based drilling mud the discharge is likely to have descended rapidly through the water column to settle on the seabed.



PSR / ITOPF Cleanup Recommendations

Shell Bitumen Spill

Fredericia Denmark – 11th November 2008

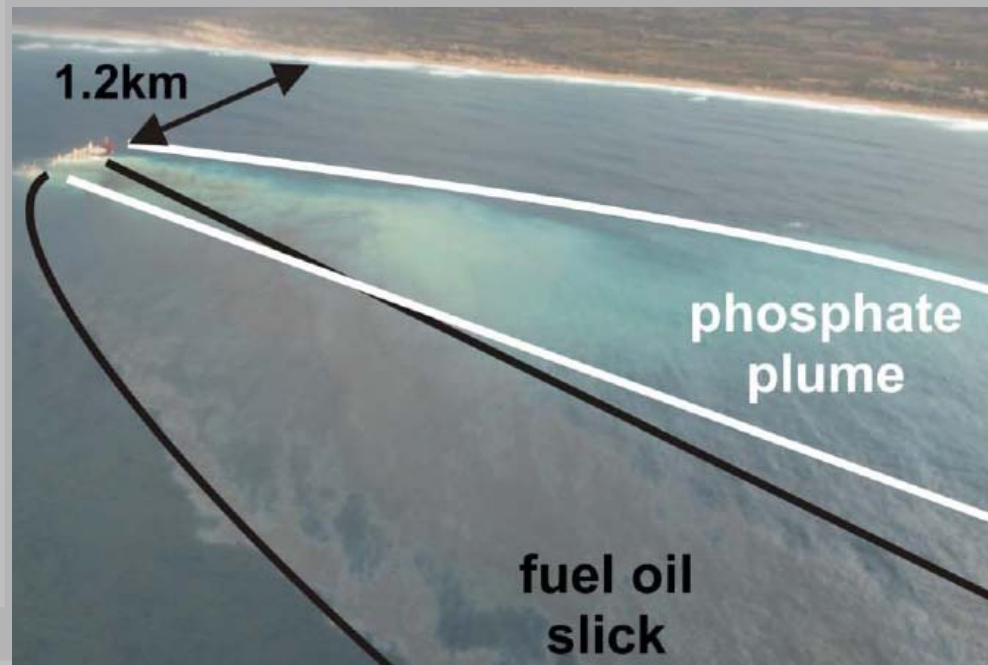
Fredericia, Thursday 13th November 2008

INTRODUCTION

On 11th November at 1215pm, one of the storage tanks at the Shell Fredericia marine oil terminal ruptured, leaking some 480m³ of bitumen. The majority of the leak is said to have ceased by 5pm of the same day, with only minor seepage continuing the following few hours. The primary bund surrounding the storage tanks leaked and bitumen seeped out into the sea. The breached tank contained a total of 2000m³ of bitumen (stored at 170°C with a density of 1.1). Possible cleanup techniques and mitigation measures for the spill bitumen are discussed below. These are to be reported to a meeting with Shell managers later today and then discussed Friday 14th at the meeting with the Odense Environmental Centre and the Local Commune.

- Some pipeline, terminal, platform cases, but relatively limited exposure to date
- Ready to become involved on a non-profit fee-basis

INVOLVEMENT IN NON-OIL INCIDENTS



- Releases of dry bulk cargos
- HNS incidents
- Ship groundings (e.g. Coral reef groundings)

OTHER TECHNICAL SERVICES



- **OVERALL AIM OF ITOPF: TO PROMOTE EFFECTIVE SPILL RESPONSE**
- Conferences, training courses, workshops
- Oil spill exercises & drills
- Regional/ international meetings (e.g. IMO / IOPC Funds)
- Technical working groups, R&D projects
- Technical publications/ website...