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## CONTINGENCY PLANNING

**Colleen O'Hagan, Senior Technical Adviser, ITOPF Ltd.**

*Government & Industry Co-operation – Mumbai, India (19<sup>th</sup> March 2014)*





- Not-for-profit organisation established in 1968
- Primarily funded by shipping industry (via P&I Clubs)
- Provides impartial advice on oil & chemical spills
- Based in London but provides a global service



# BOARD OF DIRECTORS



- Teekay Corporation (Chair), *Canada*
- ITOPF Ltd, *UK*
- Vela International Marine Ltd, *UAE*
- ExxonMobil SeaRiver Maritime Inc, *USA*
- Gard (UK) Ltd, *UK*
- BW Maritime Pte Ltd, *Singapore*
- Triandros Corporation, *USA*
- Stena Bulk AB, *Sweden*
- Shell Int Trading & Shipping Co, *UK*
- Valles Steamship Company Ltd, *Hong Kong*
- Keystone Shipping Co, *USA*
- Stolt-Nielsen Trans Group BV, *the Netherlands*
- China Shipping Development Co Ltd, *PR China*
- NYK Line, *Japan*
- Transpetro, *Brazil*
- Japan Shipowners' Mutual P&I, *Japan*
- Sovcomflot, *Russian Federation*
- BP Shipping Ltd, *UK*
- Euronav, *Belgium*
- Chevron Shipping Company LLC, *USA*
- F Laeisz GmbH, *Germany*
- Great Eastern Shipping Co. Ltd, *India*
- Maersk Tankers, *Denmark*
- JX Tanker Company Ltd, *Japan*
- North of England P&I Association, *UK*
- Steamship Insurance Management Services Ltd, *UK*





- 97% of the world's Tanker fleet (340 million GT); ..... and since 1999
- 680 million GT of non-tanker shipping – over 90% of the worlds fleet by tonnage



## ROLE ON SITE



- Respond at the request of ship-owner & P&I Club for the vessel
- Provide objective technical advice based on prior experience
- Promote effective response, joint assessments & cooperation
- Monitor spill response & investigate damage to sensitive resources
- Arrange for additional expertise & equipment to be brought on site

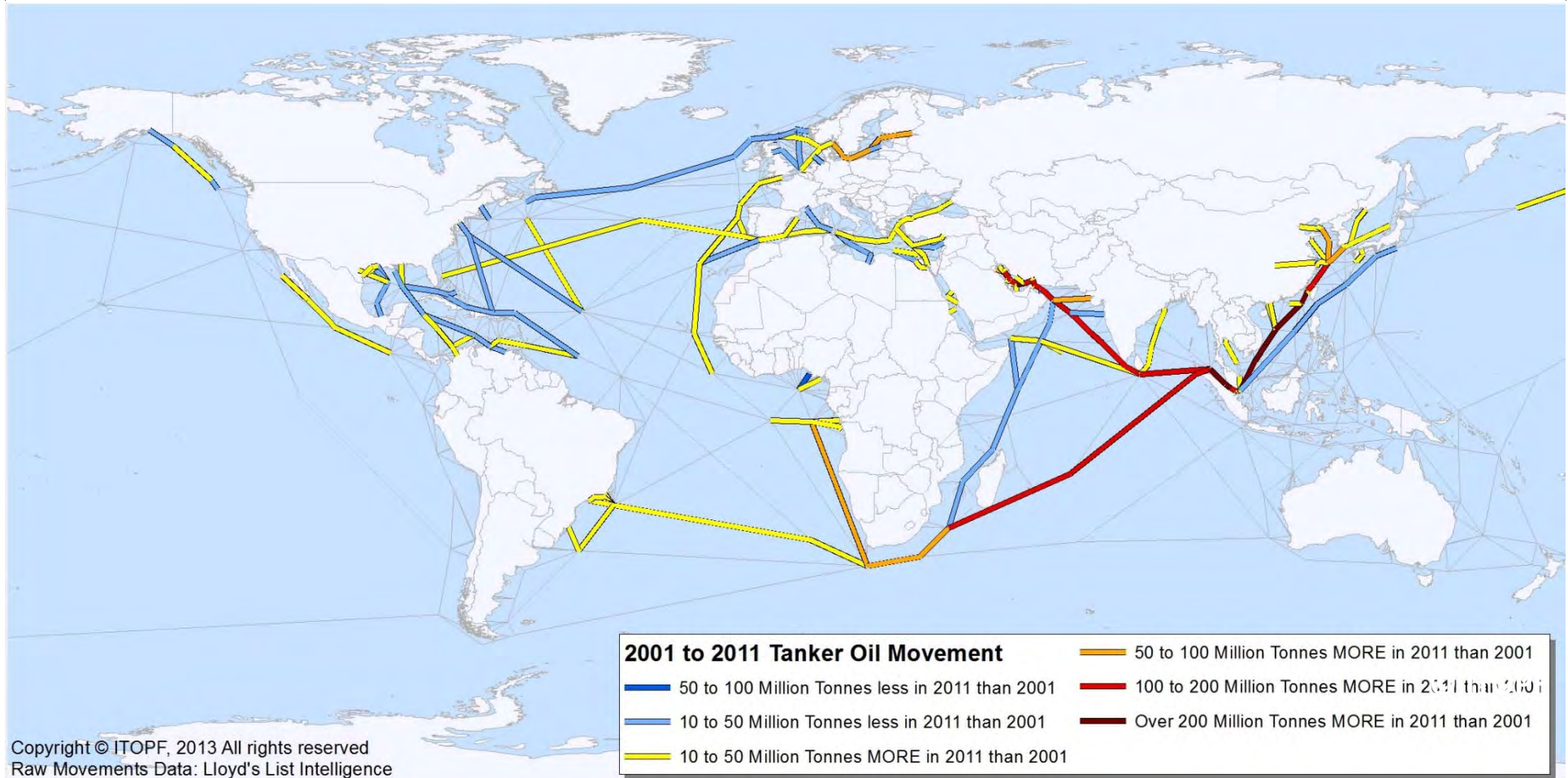


# PROVIDING SUPPORT IN EXERCISES & PLANNING



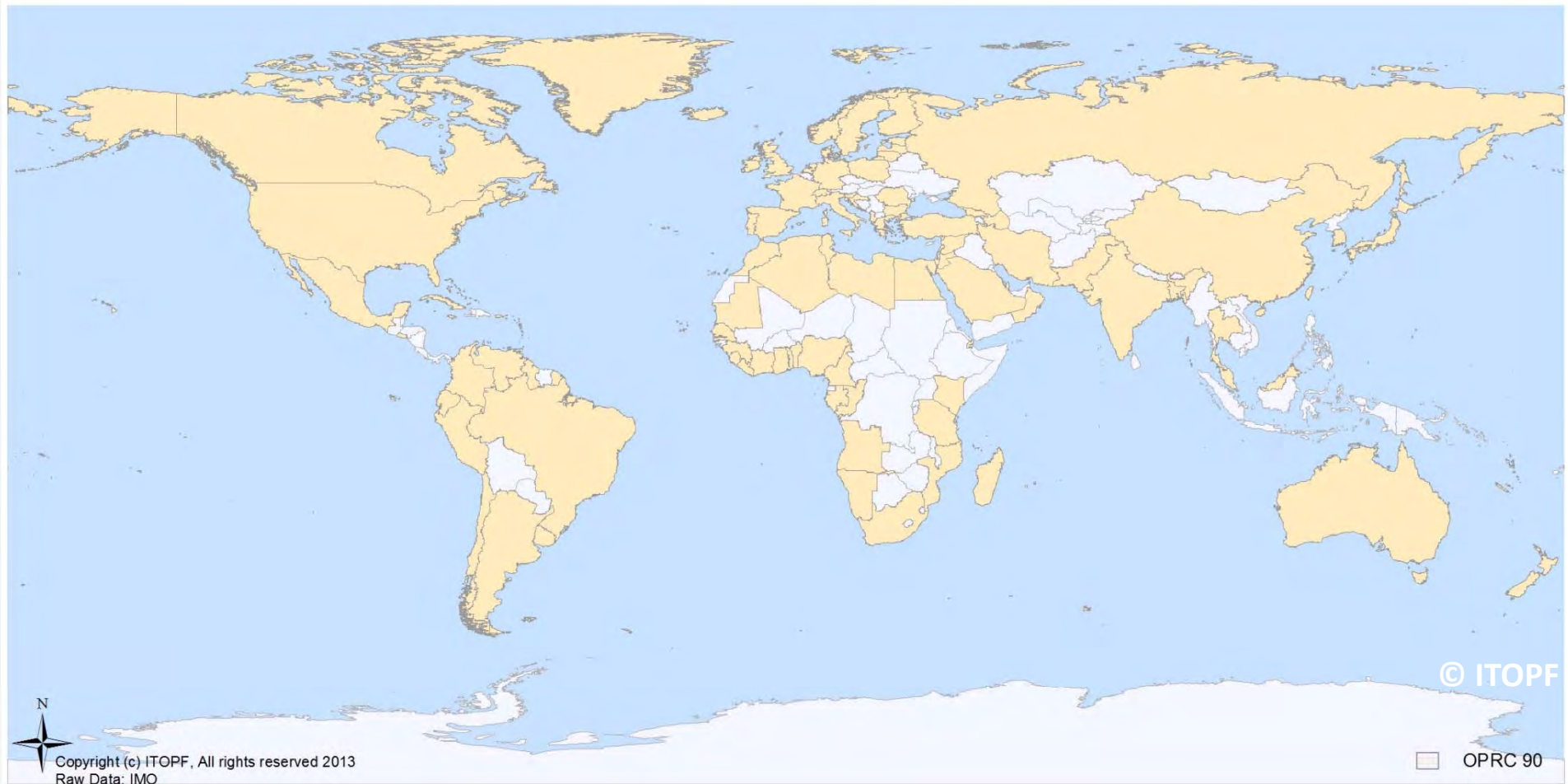
- Drills & Exercises
- Contingency planning
- Conferences, workshops & courses
- IMO / IOPC Fund Meetings
- Databases & spill statistics [www.itopf.com](http://www.itopf.com)
- ITOPF publications (e.g. TIP Series and Technical Advice Papers)

# CONTINGENCY PLANNING – A Maritime Perspective



- Shipping has a unique and varied risk profile
- Potential to impact any section of Indian Coastline
- Effective response requires leadership by coastal states





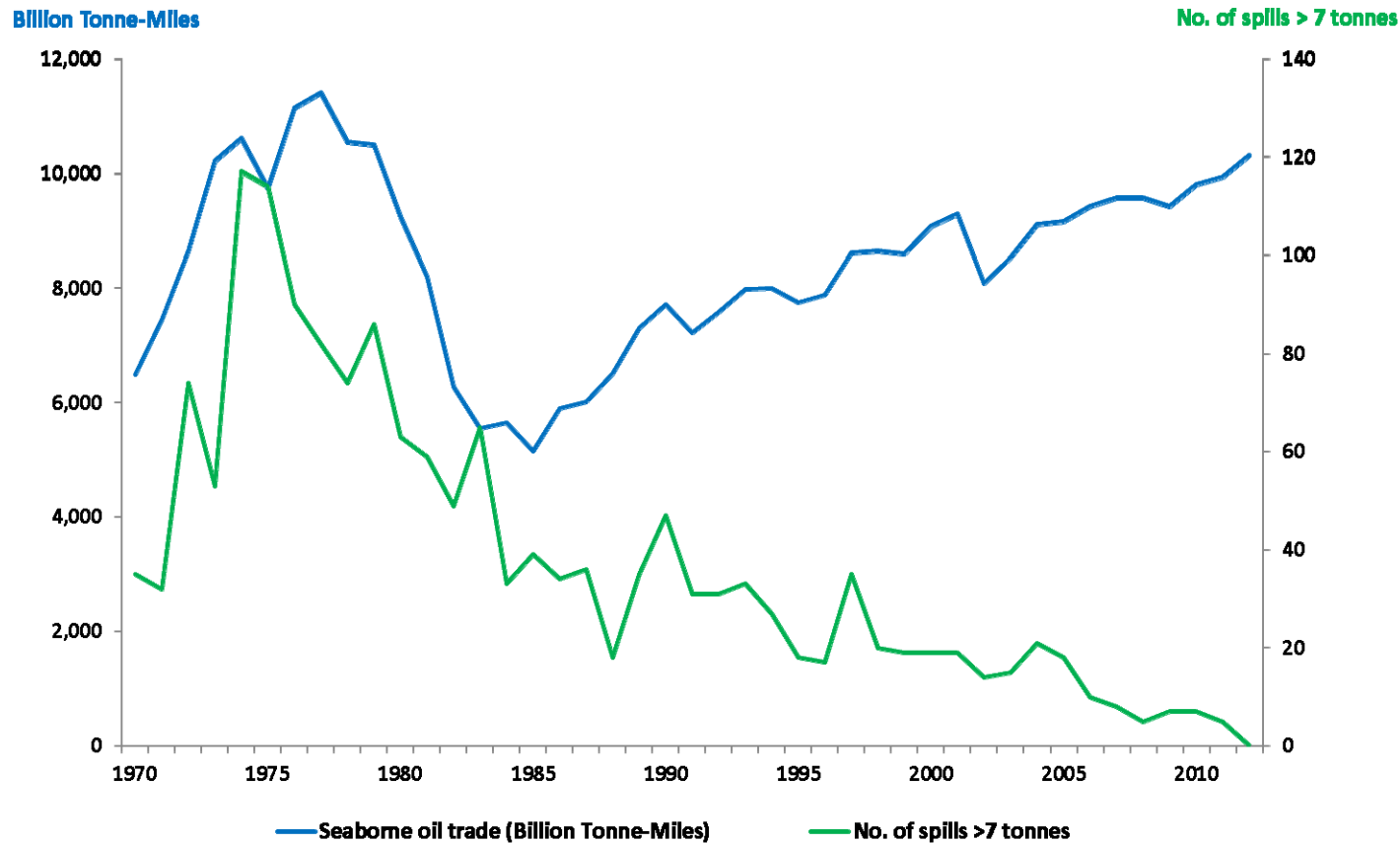
## INTERNATIONAL CONVENTION ON OIL POLLUTION PREPAREDNESS, RESPONSE AND CO-OPERATION

(107 Maritime States; 71.5% world tonnage)

Obligations include establishing measures for dealing with oil spills



# SEABORNE TRADE V NO. OF SPILLS



[Source: Fearnresearch 1970-1989, Lloyds List Intelligence 1990-2012]

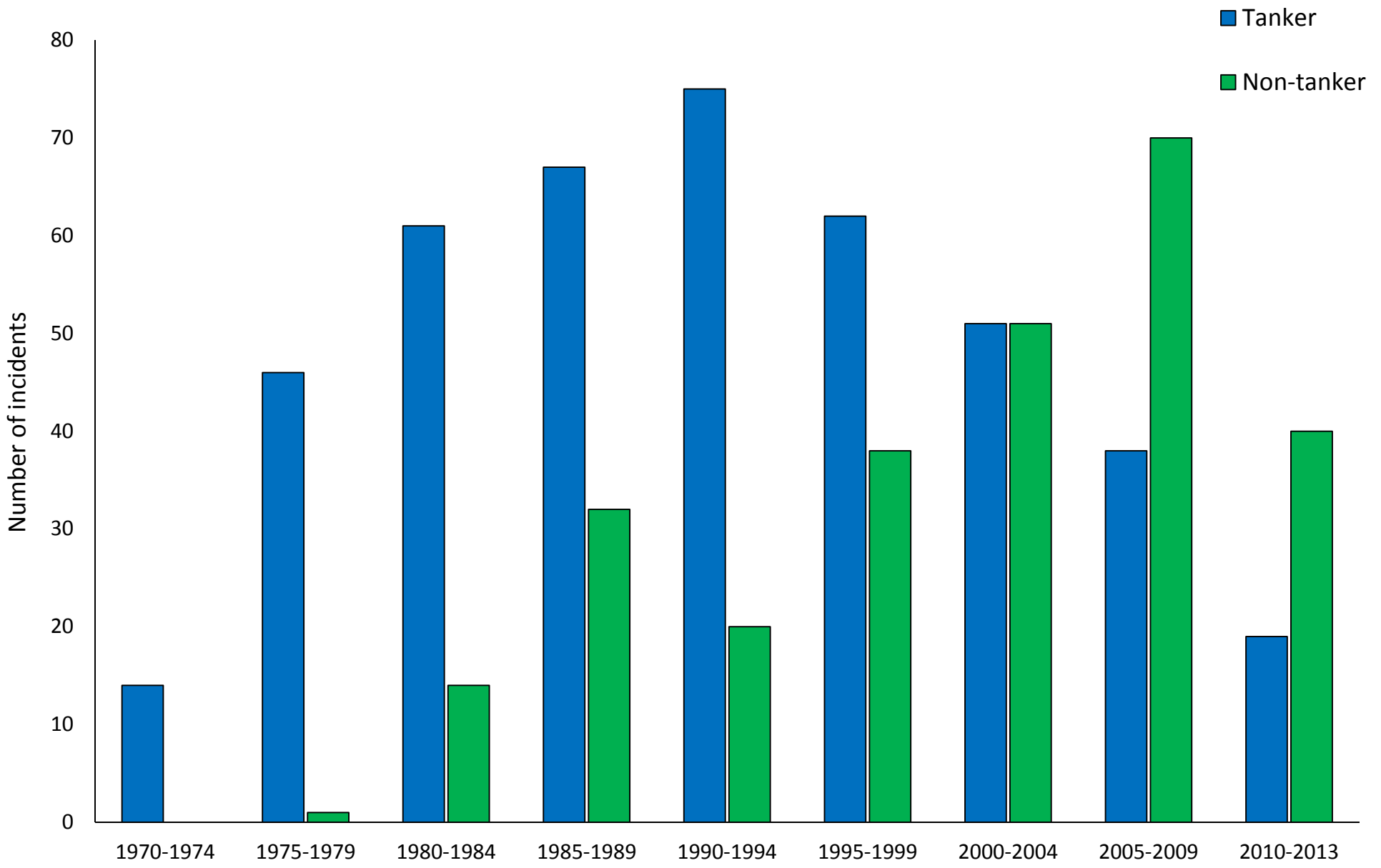


Seaborne oil trade and number of tanker spills >7 tonnes, 1970 to 2012 (Crude and Oil Product \*)

\* Product vessels of 60,000 DWT and above. Barges excluded.

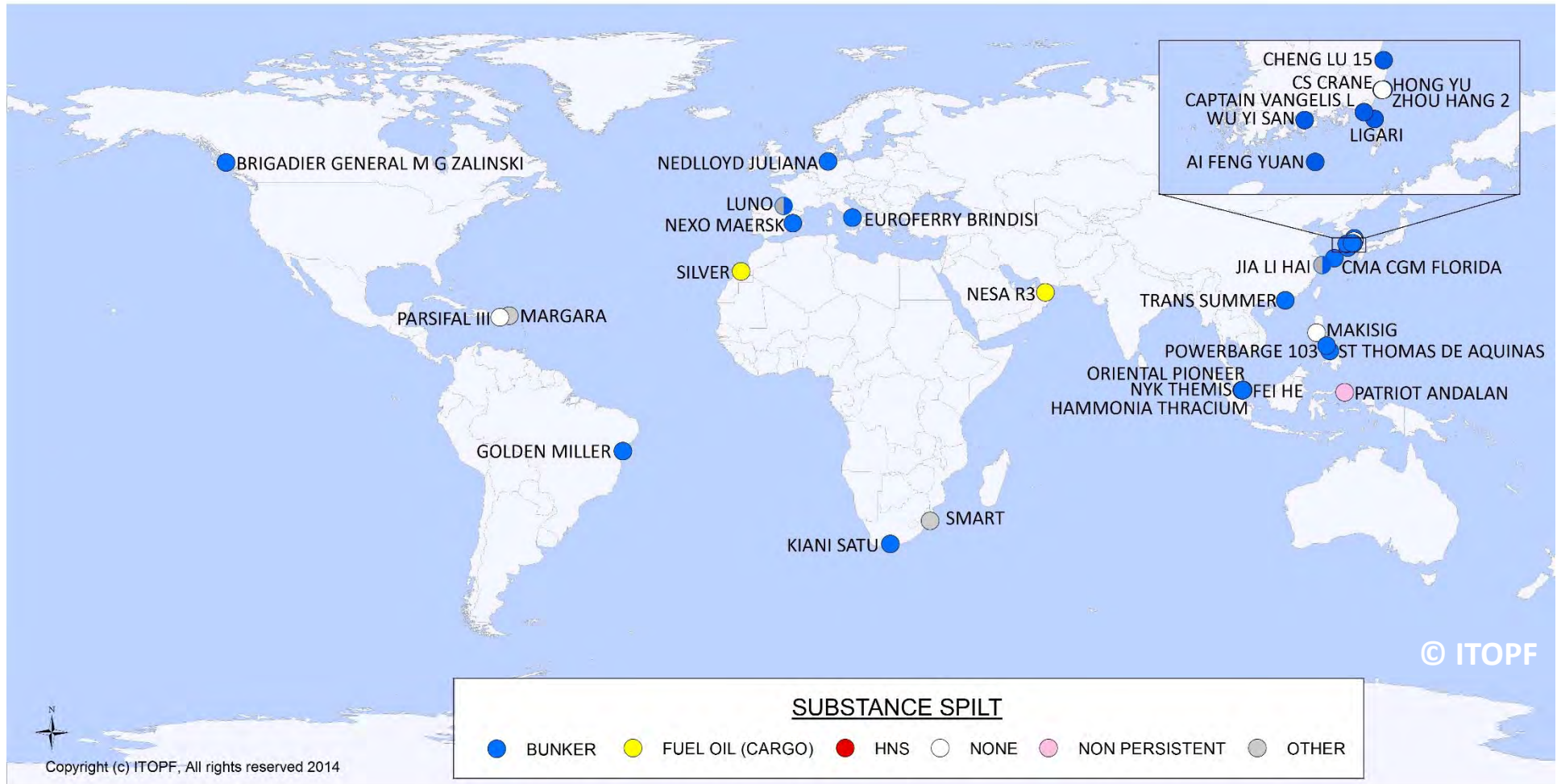


# TANKER & NON-TANKER SPILLS





# ITOPF ATTENDED INCIDENTS IN THE LAST YEAR



- Accidents still occur
- Consequences can be significant
- Effectiveness of the response is a key determinant to mitigating impact



# CONTINGENCY PLANNING: GOVERNMENT



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**Oil spills typically test authorities to the limits of their capability**

**Numerous agencies and organisations are likely to be involved in a response**

**Roles and responsibilities need to be clearly defined in advance**



# KEY PLAYERS ON SITE



## Shipping Interests

- Correspondent / local P&I office
- Local & London lawyers
- Owner's representative
- Salvors & SCR
- Local surveyor
- Spill Management Team (US)
- Clean-up Contractor / OSRO

## Technical Specialists

- ITOPF
- Government advisers
- International experts

## Other

- Media interests
- Environmental groups
- Volunteer groups

## Government Interests

- Lead authority (coast guard / navy)
- Environmental authorities
- Fisheries authority
- Local government
- Clean-up Contractor / OSRO



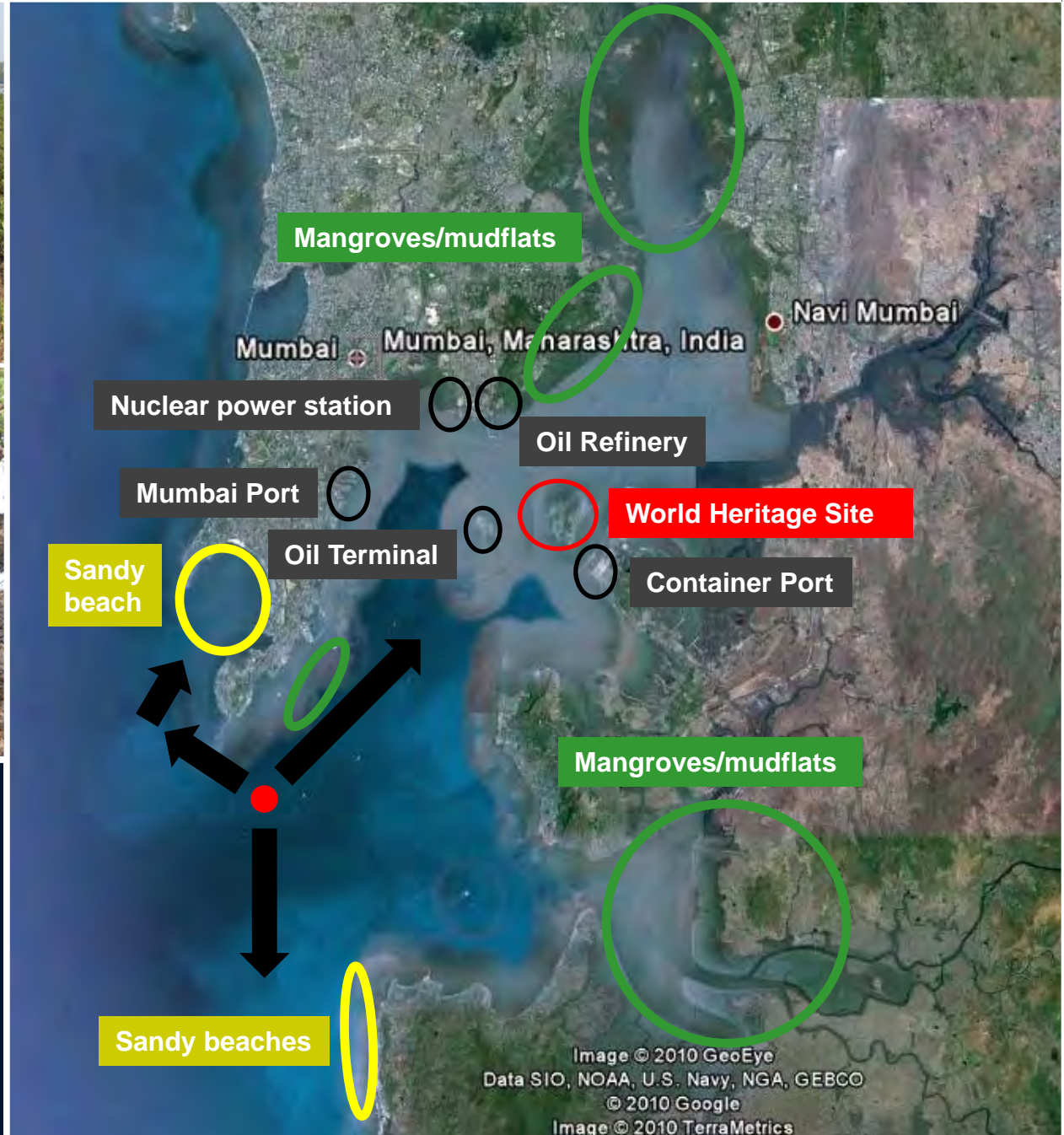


- **Containership (1980; 33,113 GT; 2,314 TEU)**
- **Collision on 7<sup>th</sup> Aug outside port near Prongs Reef – bulker KHALIJA 3**
- **Subsequently grounded with list to port**
- **2,600 MT Fuel on Board, 1,300 (31 DG) containers**
- **800 - 1,000 MT heavy fuel & 300 containers lost**
- **ITOPF attendance from 11<sup>th</sup> August**





- 110 km coast affected
- 70 % mangrove or mudflat







- India has a National Contingency Plan (1996)
- Crisis Management Group – Chaired by DG Shipping
- Indian Coast Guard responsible for at-sea response
- ICG: centralised with clear role and spill experience
- Rapid response at-sea







- Maharashtra PCB responsible for shoreline clean-up
- MPCB: state agency with limited prior spill experience
- Participated in joint shoreline surveys
- Uncertainty regarding shoreline clean-up: roles, organisation & techniques



# EXTENT OF SHORELINE OILING



- Oil contamination was in the form of oiled mangrove, oiled debris and a few areas of bulk oil accumulation
- Priority – Clean-up of Immersion sites for Ganesh Festival
- MPCB directed removal of oiled debris at a number of sites up to 18<sup>th</sup> August when their active response ceased.

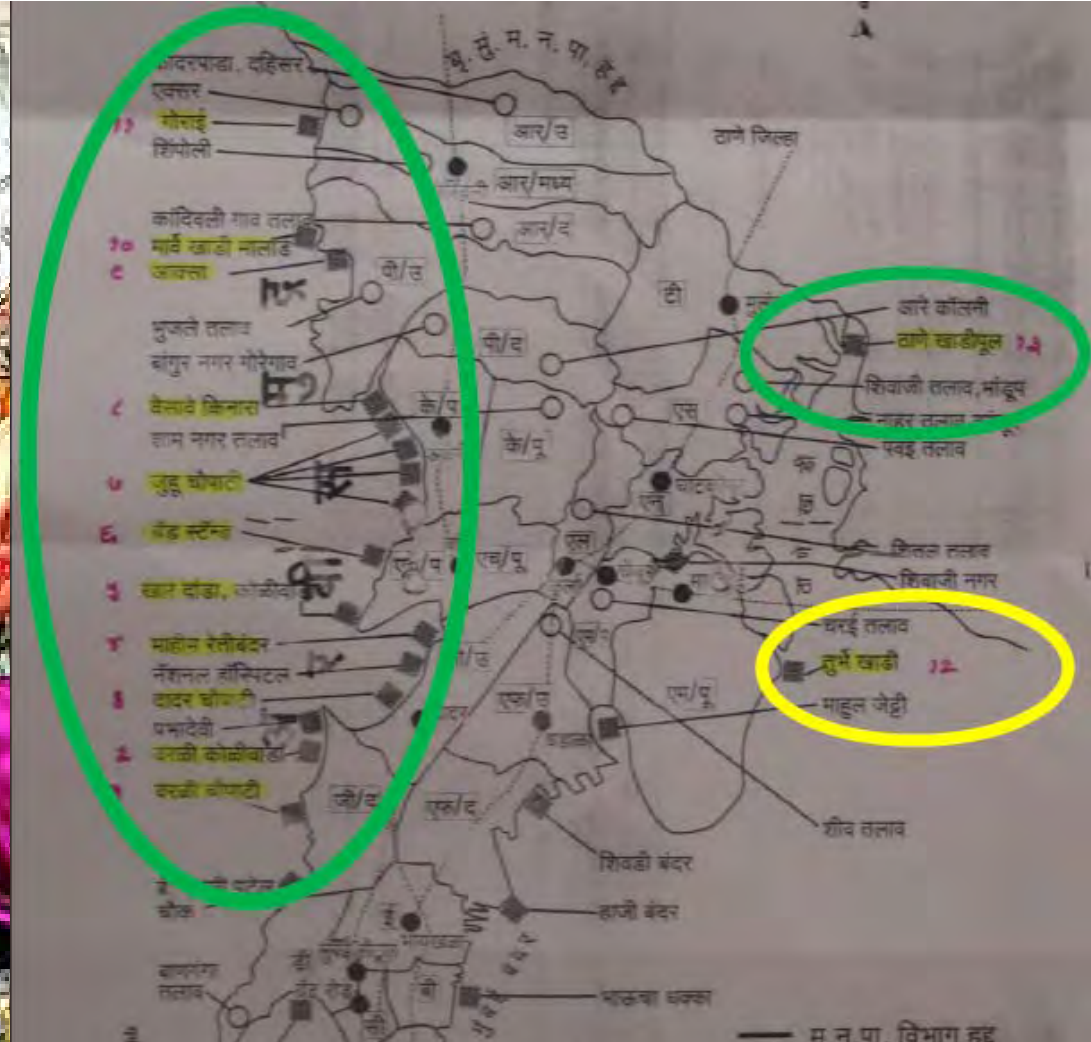




# EXTENT OF SHORELINE OILING



# SHORELINE CLEAN-UP: GANESH FESTIVAL



Status of Immersion sites (other than Elephanta Island):

Green – not oiled

Yellow – oiled but not significantly



# SHORELINE CLEAN-UP: ELEPHANTA ISLAND





# SHORELINE CLEAN-UP: ELEPHANTA ISLAND





# SHORELINE CLEAN-UP: NAVY NAGAR



**Area 2:  
US Club Promenade**

**Area 3:  
Eastern Colaba Point**

**Area 1:  
Colaba Point to Prongs Reef**

990 m

Image © 2010 GeoEye  
Image © 2010 TerraMetrics

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# SHORELINE CLEAN-UP: NAVY NAGAR





# SHORELINE CLEAN-UP: BUTCHER ISLAND



- Area 1:** Foreshore in front of BPCL office.
- Area 2:** Eastern side of the bund leading to No. 4 jetty trestle.
- Area 3:** Western side of the bund leading to No. 4 jetty trestle.



© 2010 Google  
Image © 2010 DigitalGlobe  
© 2010 Europa Technologies



Imagery Dates: Dec 15, 2009 - Jan 25, 2010

18° 57.524' N 72° 54.259' E elev 14 m

Eye alt 1.89 km

# SHORELINE CLEAN-UP: BUTCHER ISLAND

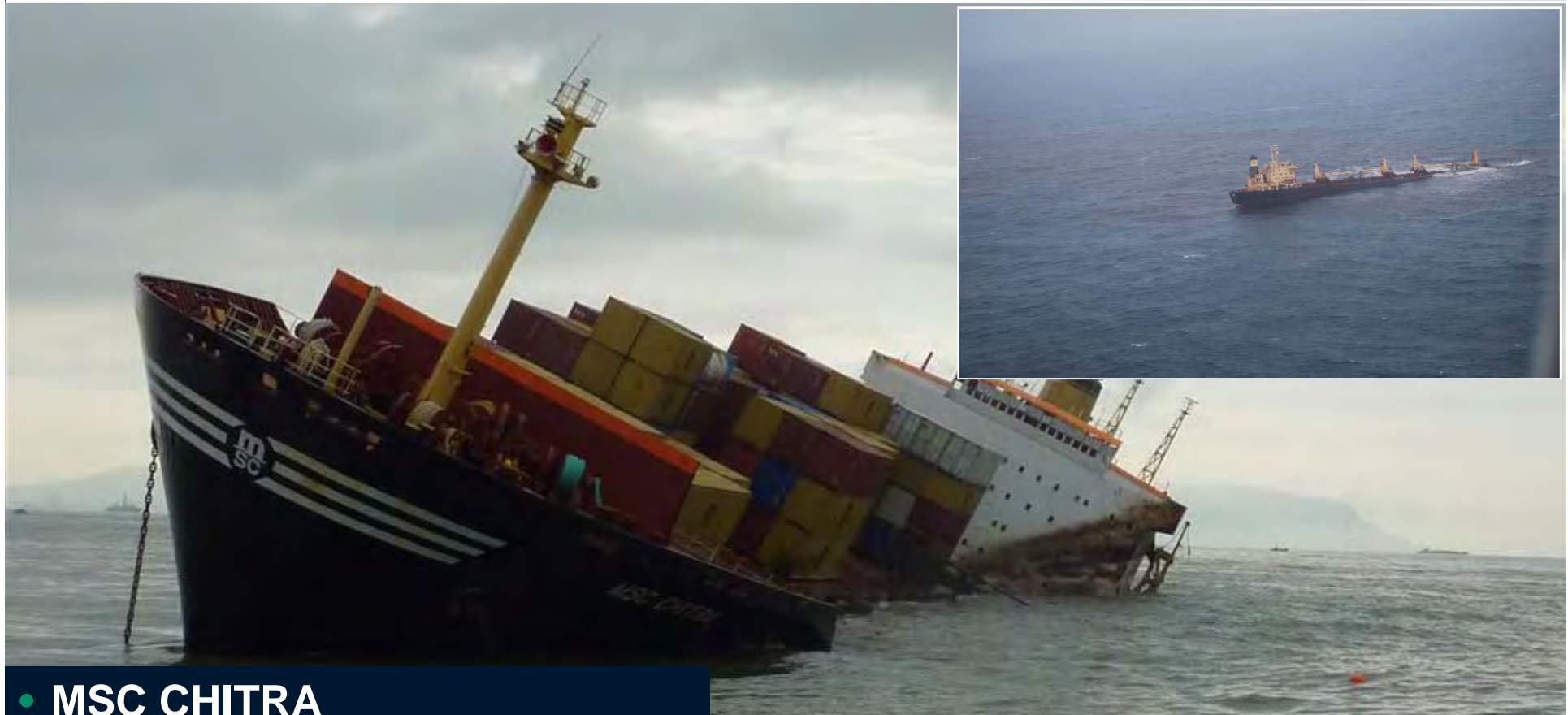






- Tier III OSRO brought on site to assist
- Local personnel & equipment – Seaworthy
- Logistical support from Shipowner
- Clean-up completed within 5 months





- **MSC CHITRA**
- Large shipowner with a presence in country
- IG P&I Club
- ITOPF engaged
- TIER III ORSO (OSRL) engaged
- Local contractor Seaworthy

- **RAK CARRIER**
- No shipowner presence in country
- Non IG- P&I Insurer
- ITOPF not engaged





## ISSUES:

- **Coordination of shoreline response – Roles & Responsibilities**
  - **Priority sites and End point criteria**
- **Availability of equipment and expertise in country**
- **Cross government agency support – Emergency Response Budget**
- **Movement of personnel and equipment into country – Customs & Immigration**



A wide-angle photograph of a coastal landscape. In the foreground, a sandy beach is partially covered with a dark, viscous oil spill that has washed ashore. The water is dark and turbulent, with white foam from the waves. In the background, there are green hills and a clear sky. The overall scene depicts the aftermath of an oil spill on a beach.

**2. Approaches to joining up “at sea” and “on-shore” response operations in India with active participation of the coastal Pollution Control Boards (PCBs)**

**How might this be achieved?**

**What role can oil & gas and shipping industries play?**

**What level of cooperation is required?**





## QUESTIONS?

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