



# Tier 2 - Mutual Aid; the ITOPF Experience

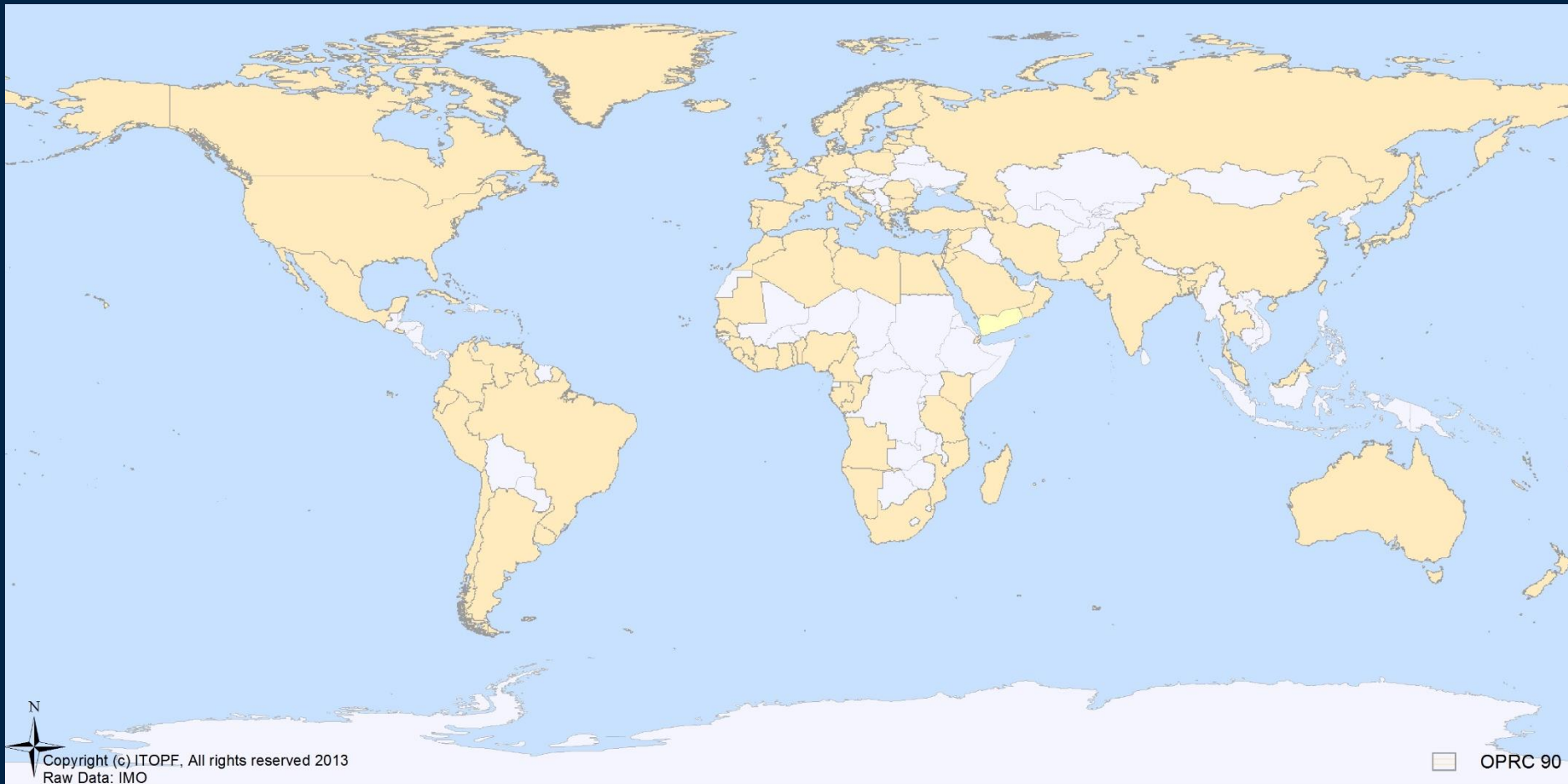


*Richard H. Johnson Technical Director  
Mumbai, 19<sup>th</sup> March 2014*



# International Convention on Oil Pollution Preparedness, Response and Cooperation

## OPRC 1990



Ratified by 106 States

# OPRC-90

## Article 6

6.1 Establish a national system for responding promptly and effectively to oil pollution incidents.

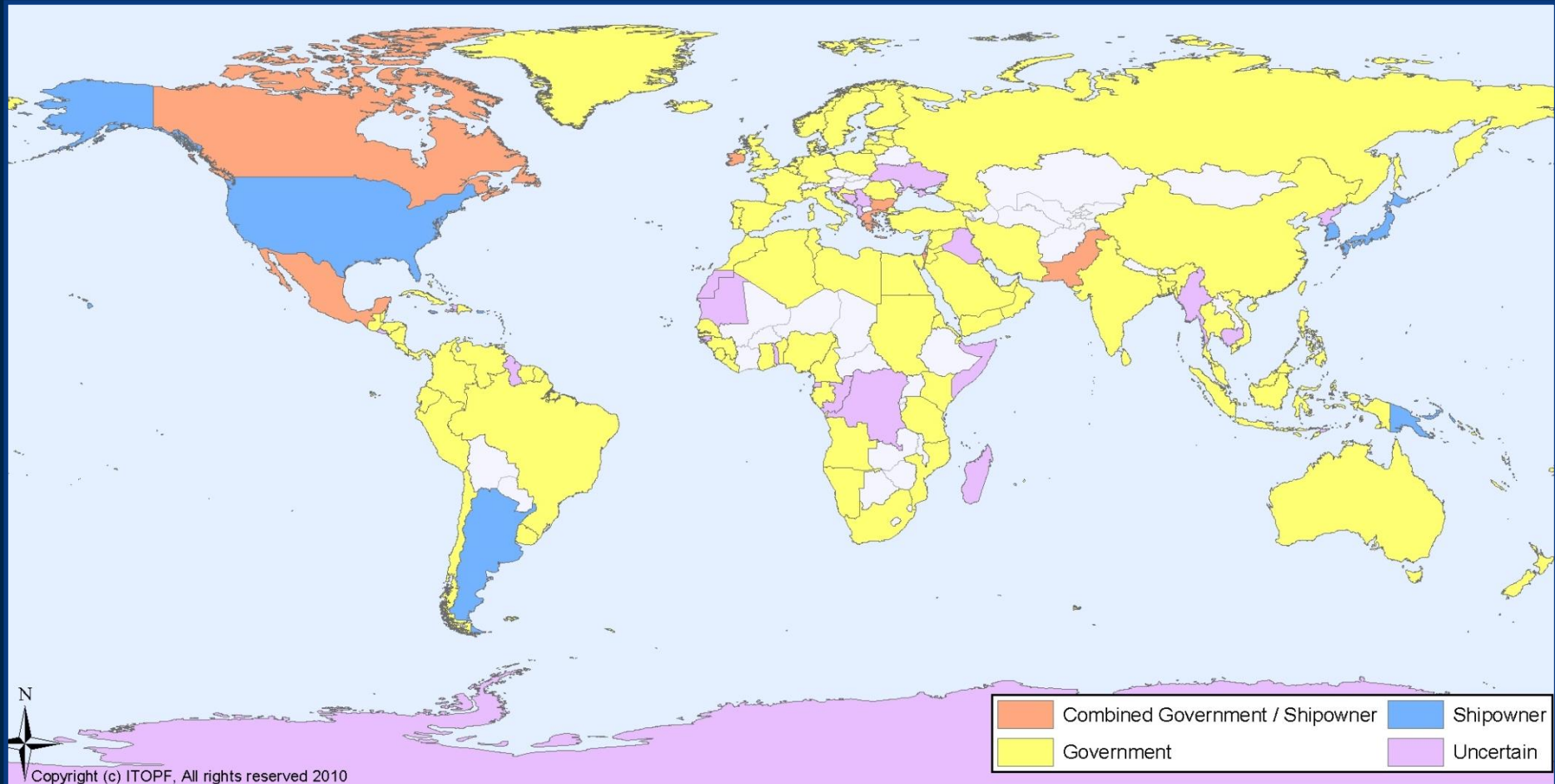
6.2 Each Party, within its capabilities either individually or through bilateral or multilateral co-operation and, as appropriate, **in co-operation with the oil and shipping industries, port authorities and other relevant entities**, shall establish:

- a minimum level of pre-positioned equipment
- a programme of training & exercises
- detailed plans & communication capabilities for responding to an oil pollution incident
- a mechanism or arrangement to co-ordinate the response with, if appropriate, the capabilities to mobilize the necessary resources.

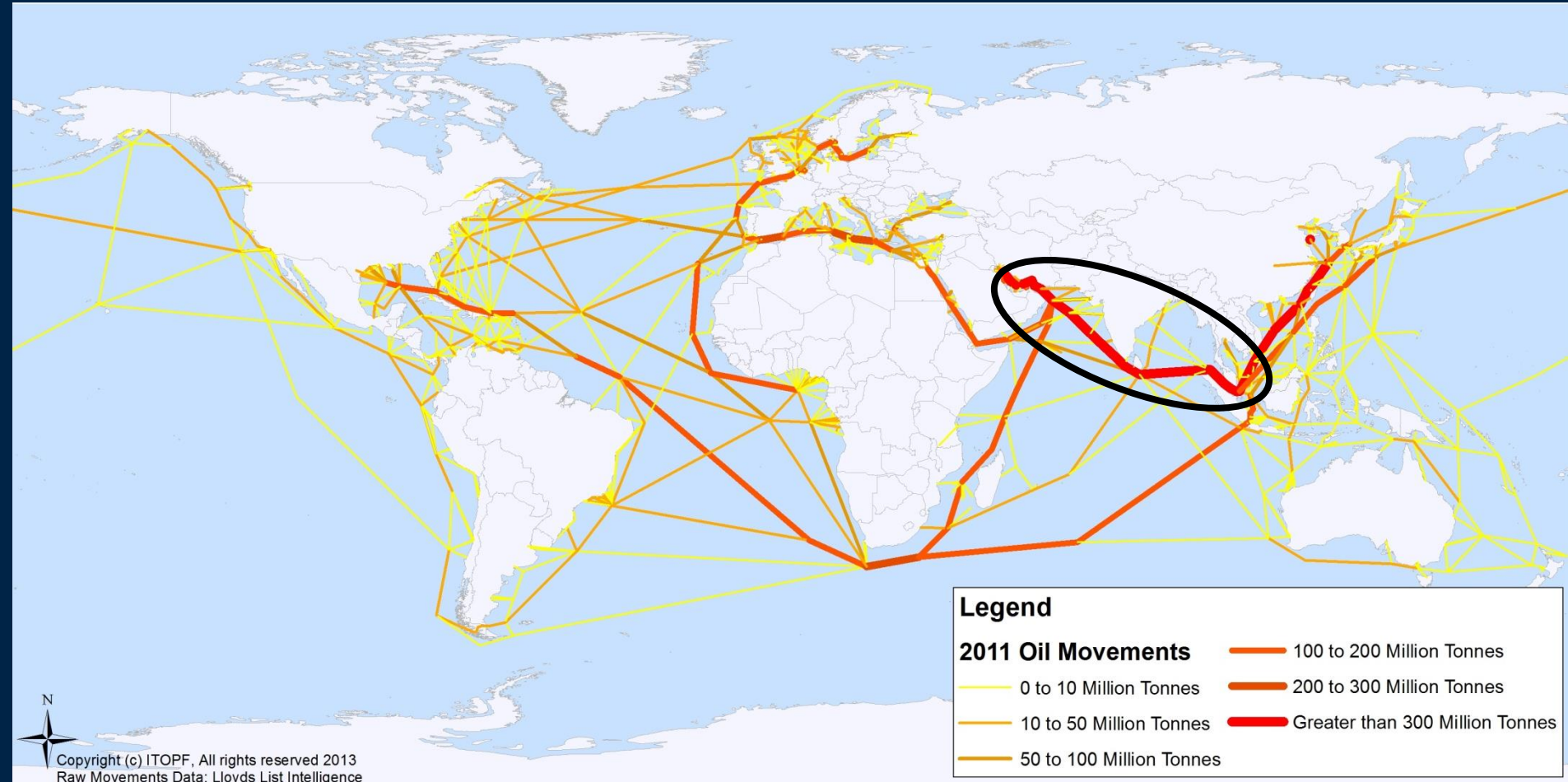
# Government and Industry involvement in Spill Preparedness & Response

- Everyone's goal should be to mitigate the effects of oil pollution damage, both environmentally and economically
- The best approach of dealing with a problem is through cooperation
- Government has a responsibility for looking after its citizens and its coastlines
- Shipowners are serving a demand for products by citizens within that country  
(90% of world's products carried by sea transportation)
- Clearly defined rules of the game. Correct expectations of each other
  - Processes in place to enable success
  - Finger pointing and casting blame are counterproductive

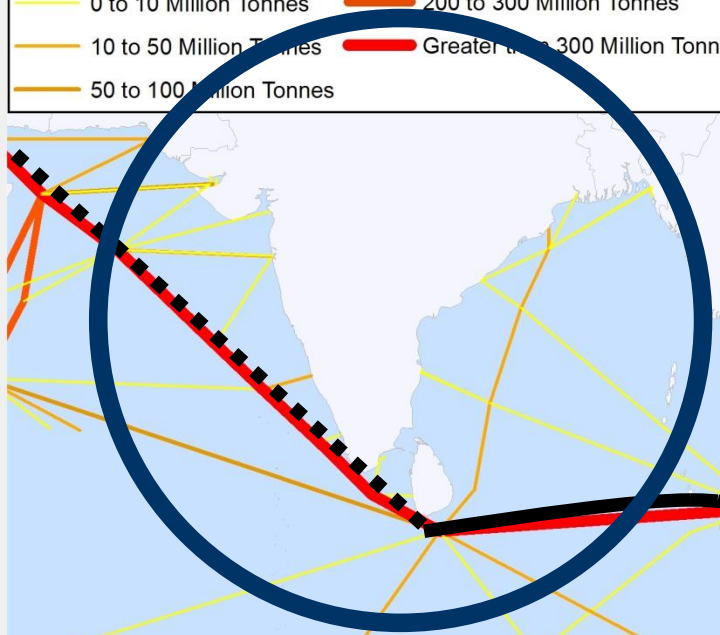
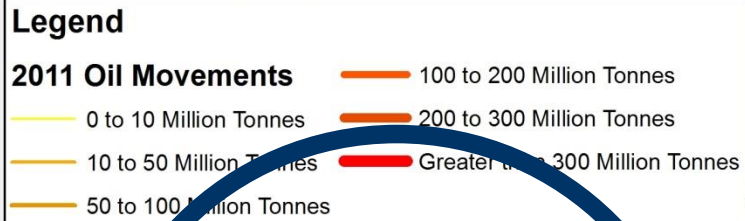
# Responsibility for the Initial Response to a “Large” Oil Spill



# Global Tanker Traffic 2011



# Oil Movements Around India; 2011



**Oil Imports**

1.	US	10.3m bbl/day
2.	China	5.1m
3.	Japan	4.4m
4.	India	3.1m

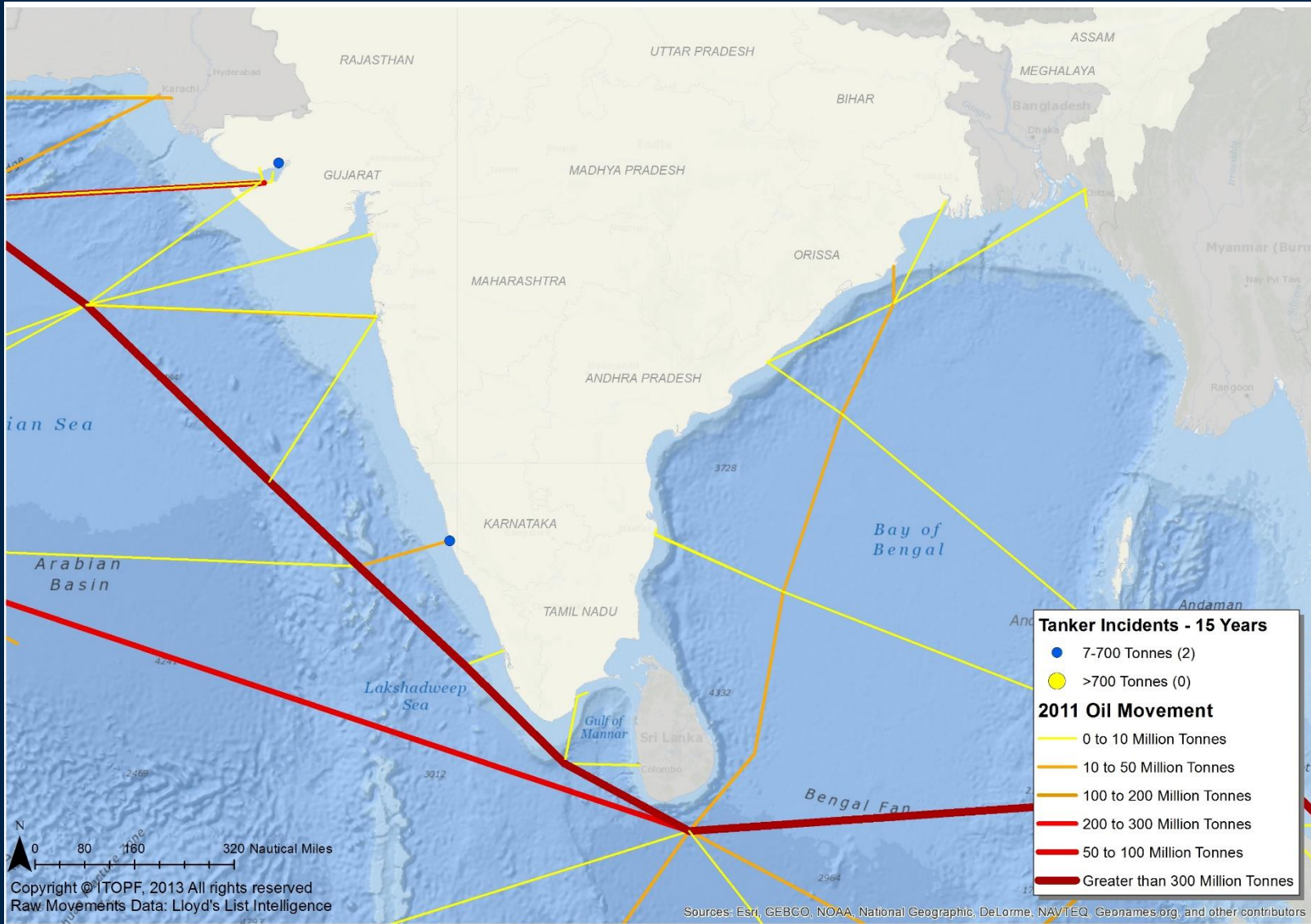
**South Asia 2011: 550m tonnes crude**

**India 2011: 200m tonnes crude/HFO**



# Tanker Spills

(Last 15 years: 1998 - 2013)

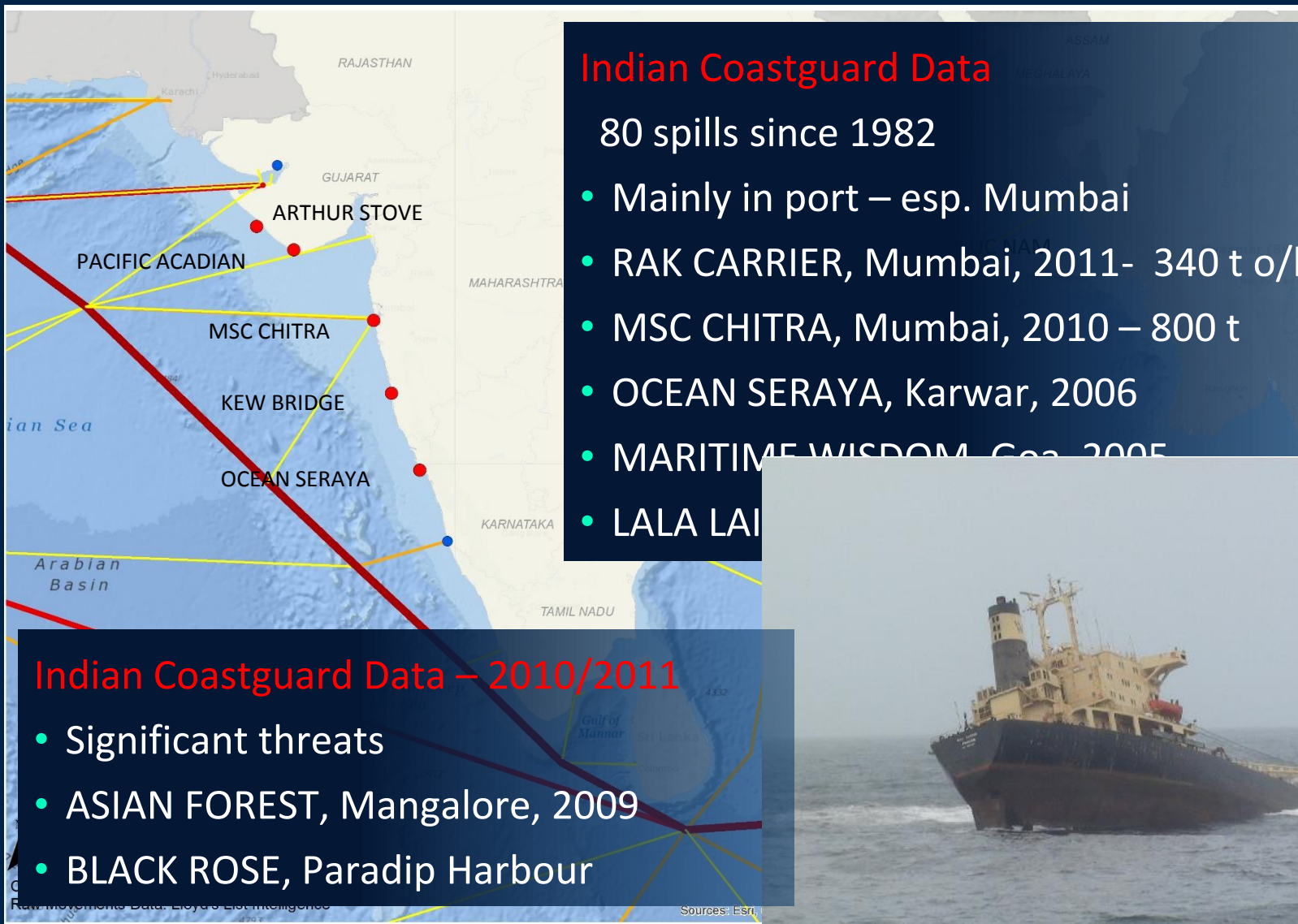






# Spills Attended

(Last 15 years: 1998- 2013 Tanker Spills & ITOPF Incidents)





## MOL COMFORT

86,692 GT

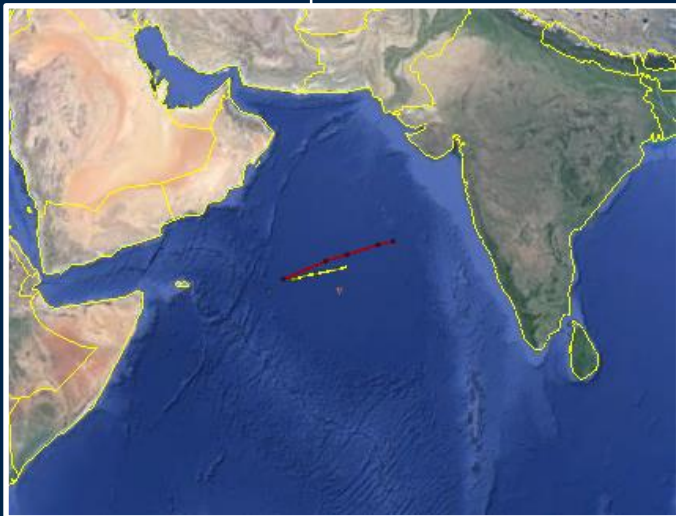
316m LOA

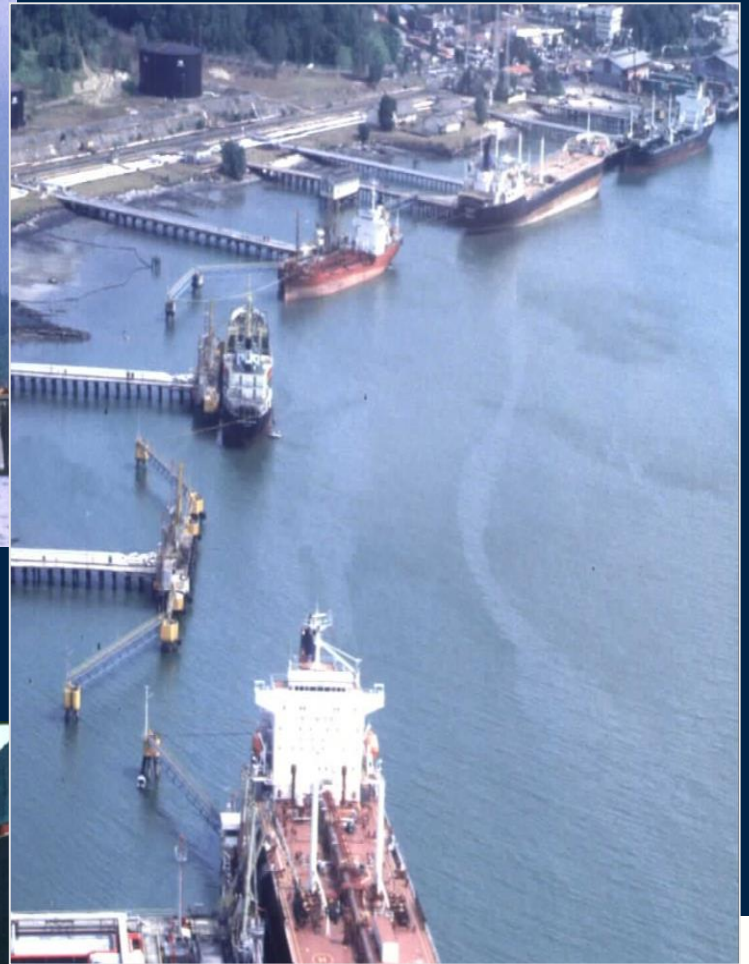
Singapore to Saudi Arabia

7,041 TEU

Broke in two - 17.07.2013

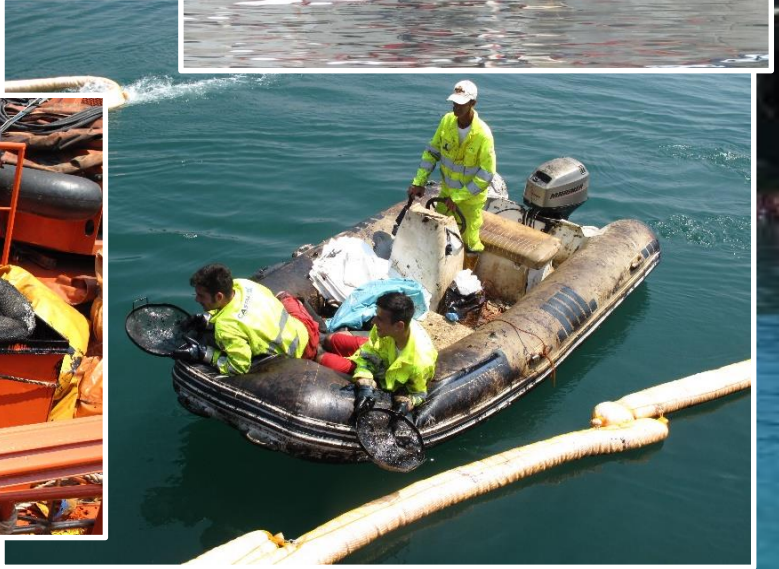
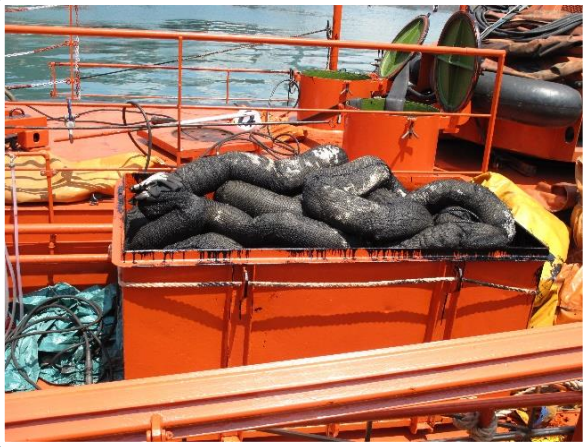
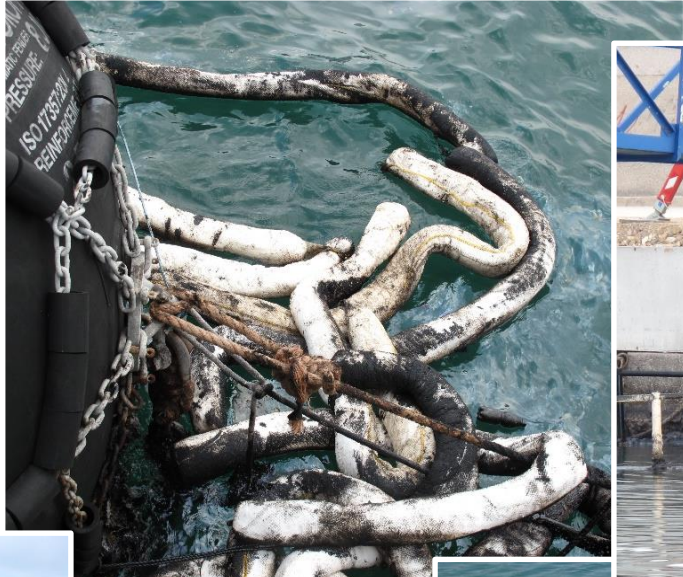
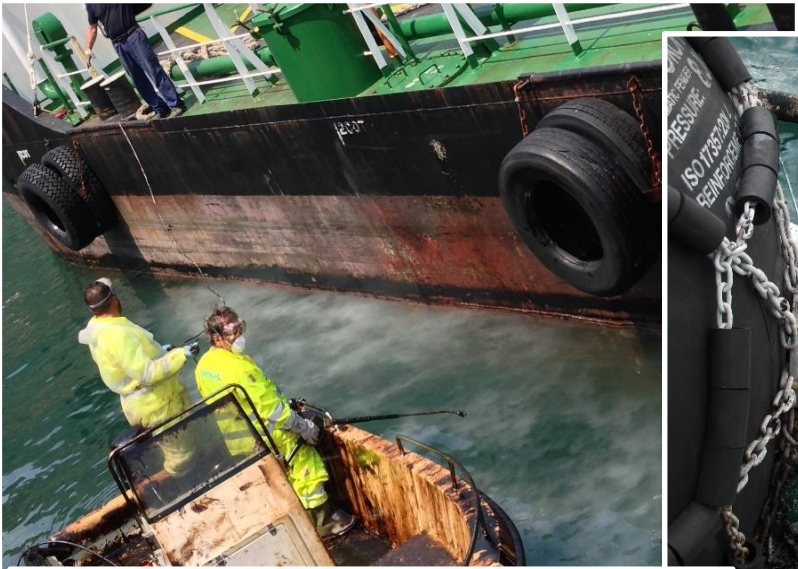
200nm off Yemen



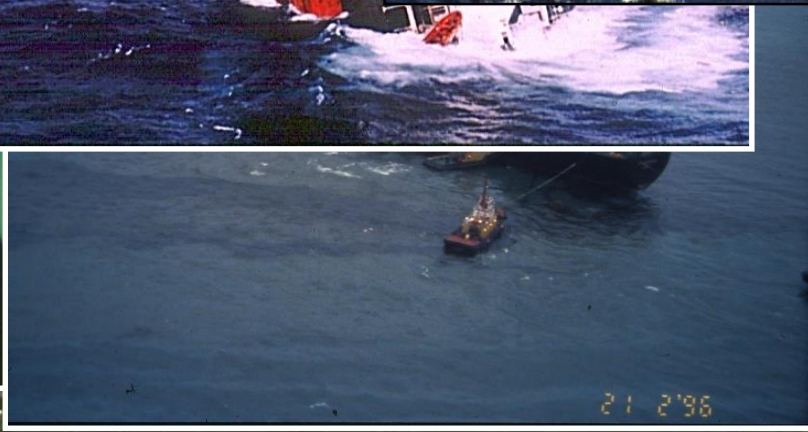


# TIER I





TIER 2



# PRESTIGE

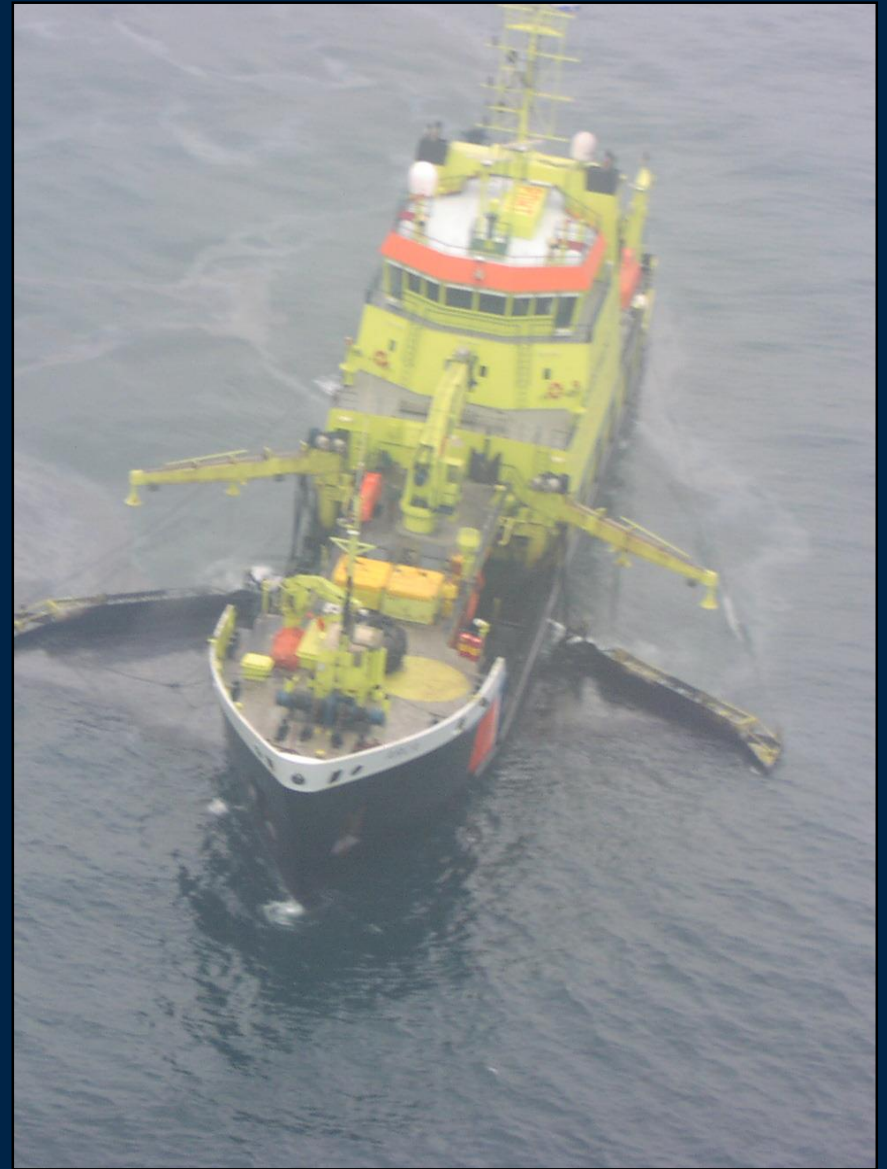
## Main anti-pollution vessels (15)

<b>Vessel</b>	<b>Country</b>
AQUA CHIARA	<i>Italy</i>
TITO	<i>Italy</i>
SEFTON SUPPORTER	<i>UK</i>
UNION BEAVER	<i>Belgium</i>
ALCYON	<i>France</i>
NORTHERN CORONA	<i>Norway</i>
NORMAND DRAUPNE/ BAMSE	<i>Norway</i>
GUNNAR SEIDENFADEN	<i>Denmark</i>
AILETTE	<i>France</i>
FAR SCOUT/ BOA SIW	<i>Norway</i>
NEUWERK	<i>Germany</i>
ARCA	<i>Netherlands</i>
RIJNDELTA	<i>Netherlands</i>
<b>TOTAL</b>	

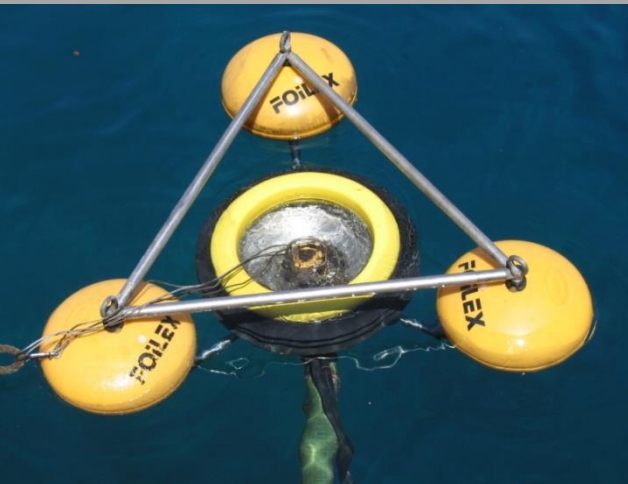




RIJNDELTA (Netherlands)



ARCA (Netherlands)





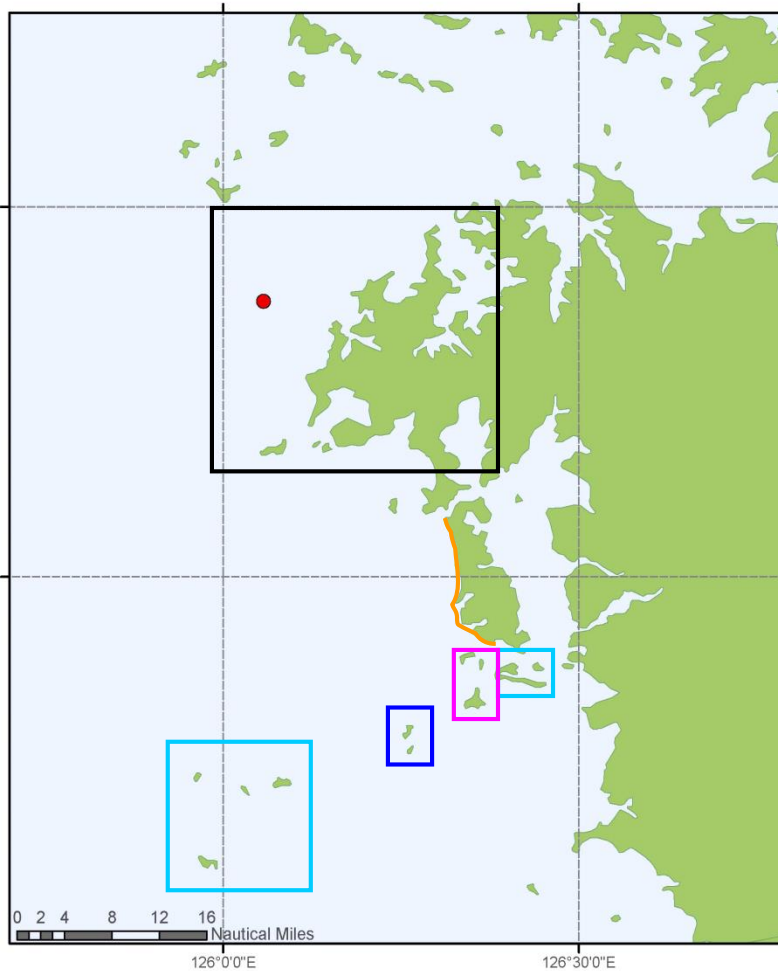




- Korea Coast Guard (KCG) + Korea Marine Pollution Response Corporation (KOEM)
- Strategy: containment & recovery + dispersant spraying + sorbents
- More than 100 response vessels & 1,500 fishing boats involved
- At-sea operations complete by 27<sup>th</sup> December (20 days post-spill)



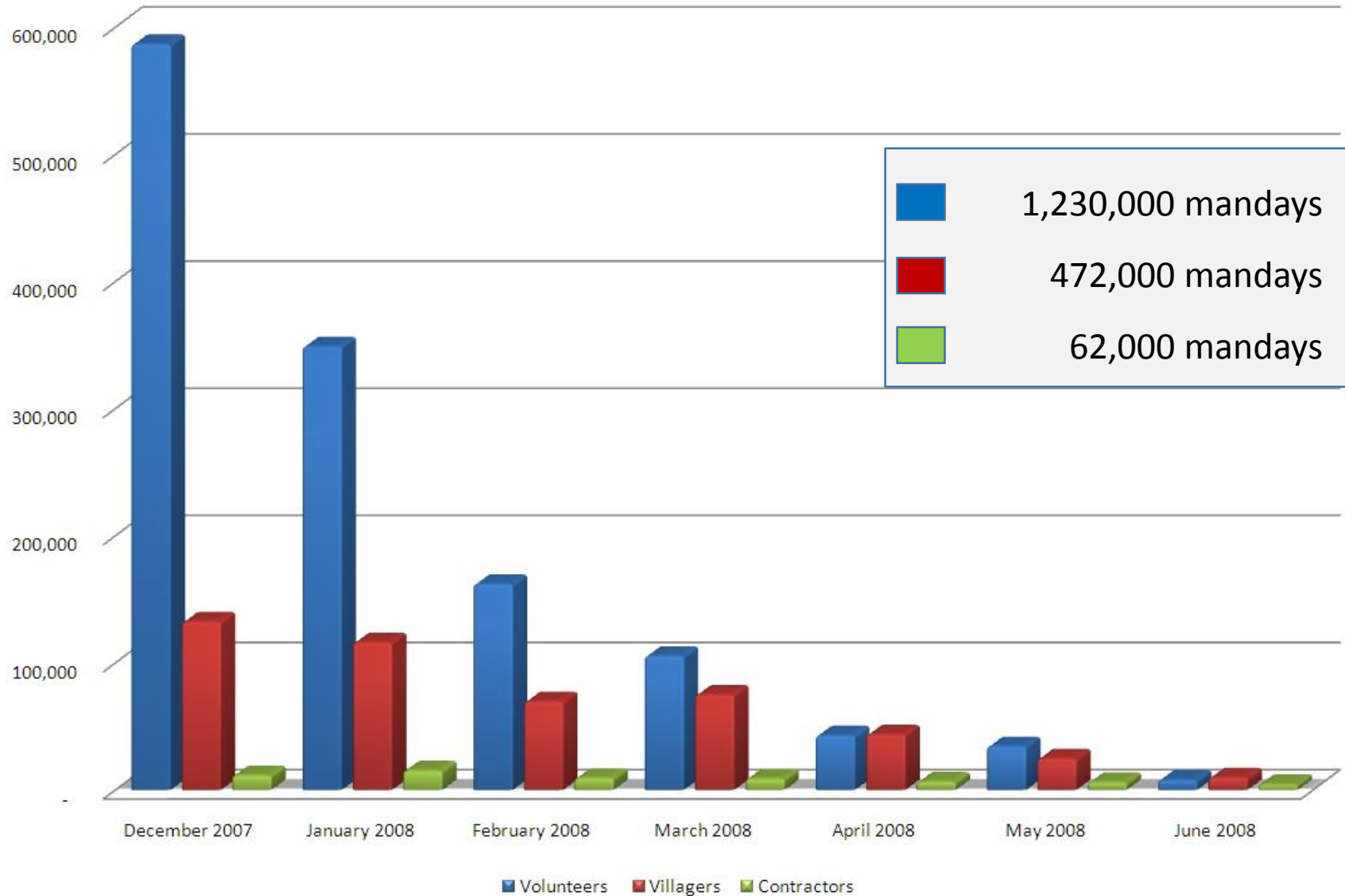
# Shoreline Response



- 23 contractors
- City governments
- Huge manual clean-up effort
- Villagers / fishermen
  - up to 10,000 / day
- Volunteers
  - > 50,000 / day
- Military
- > 1 million man-days in first six weeks

# HEBEI SPIRIT

## Personnel involved during cleanup



# DEEPWATER HORIZON



*Photo: NOAA*

# What is Tier 2 ??

Somewhere in between Tier 1 and Tier 3!!

- Sea or Shoreline Response?
- Who owns Tier 2 stockpile?
- Who maintains and manages it?
- Who asks it to respond, and pays for it?
- Who pays for preparedness? Who pays for response?
- Polluter pays: if there is one, Liability limits exceeded?

# Tier 2

Risk based, possible scenarios,  
Co-operative – joint sharing of resources

- Mutual Aid Agreements between industry operators
  - Combined Tier 1 resources with formal agreement
- Industry funded oil spill response co-operative
  - run by oil industry or a commercial enterprise
  - dedicated equipment and personnel within location it serves
  - one or numerous stockpiles of various size commensurate of risk
  - packaged, easily transportable
- Specialised Tier 2 Services
  - Common risk to numerous operators requiring specific response provision e.g. dispersant application
  - Co-operative approach. Cost sharing.
- Co-operation at the local/provincial government level



**ASIAN LILY** Kwaiawata Island, 24.12.12





Typical oil coating on  
rock (below) debris at  
beach top (right)

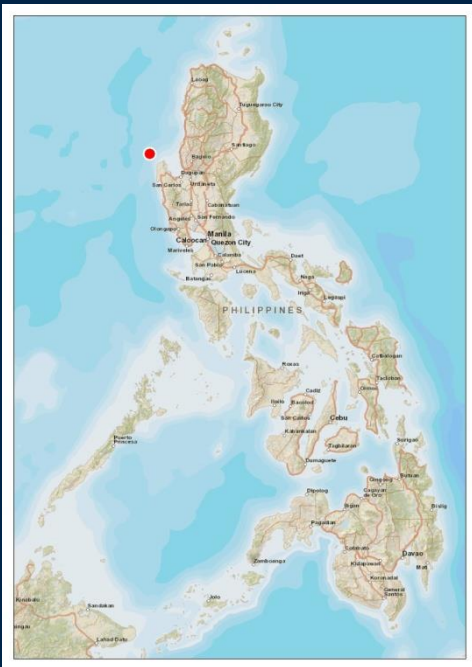


# Anti-Pollution work on vessel

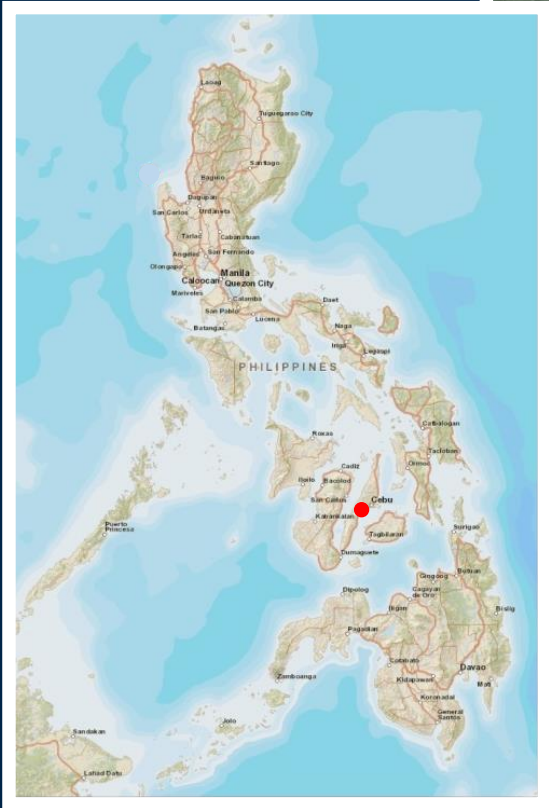
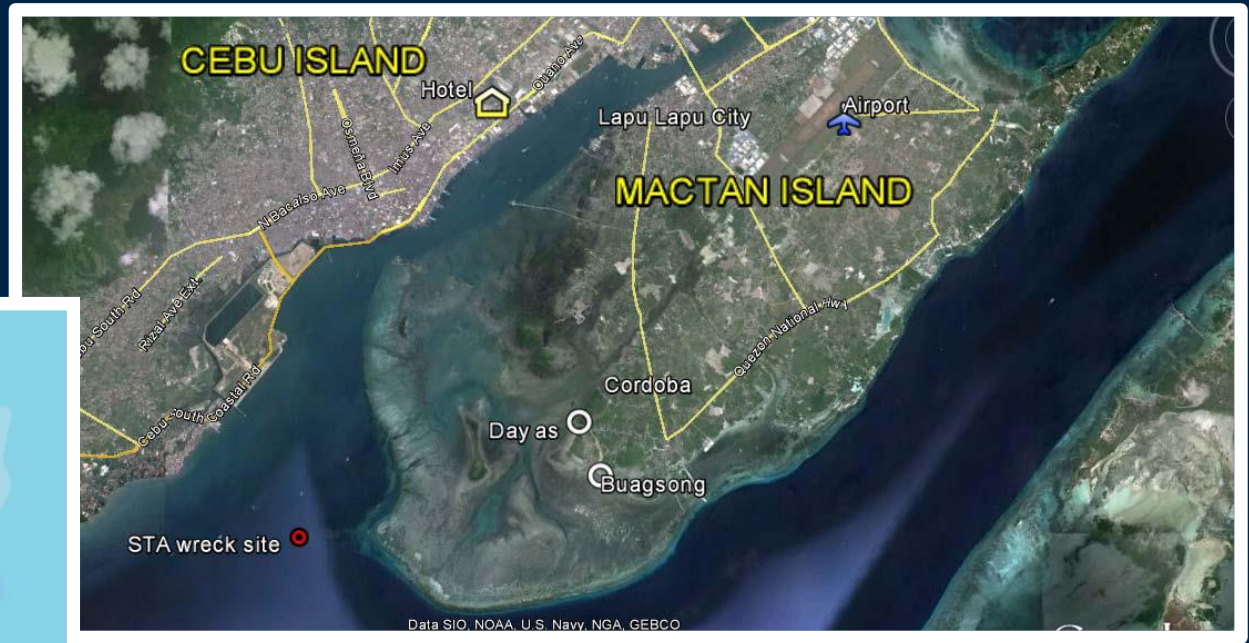


**Removing bunker fuel to eliminate risk of further spill during refloat**





# HARITA BAUXITE The Philippines, 17.02.13



# ST THOMAS DE AQUINAS



ST THOMAS DE AQUINAS





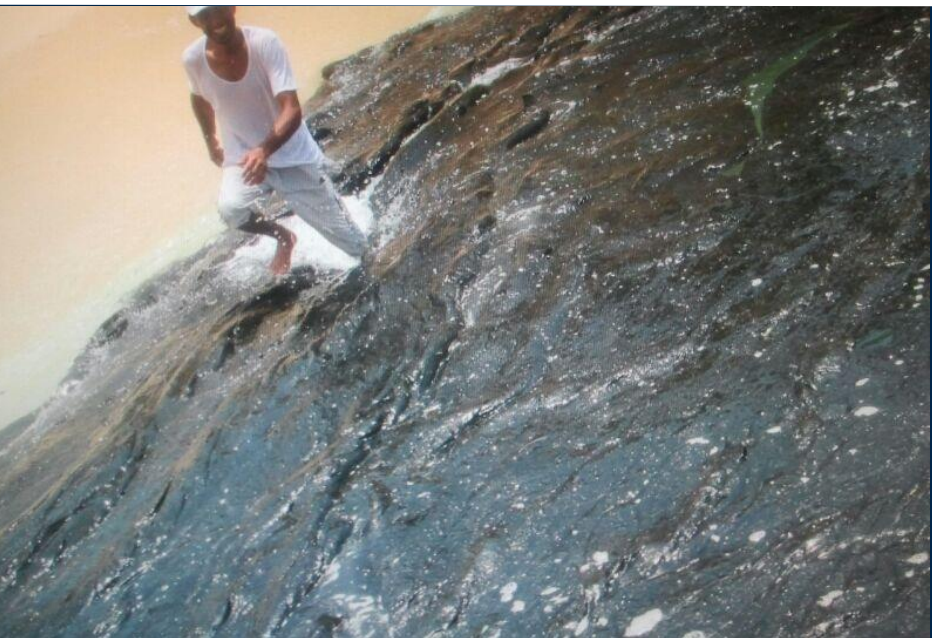




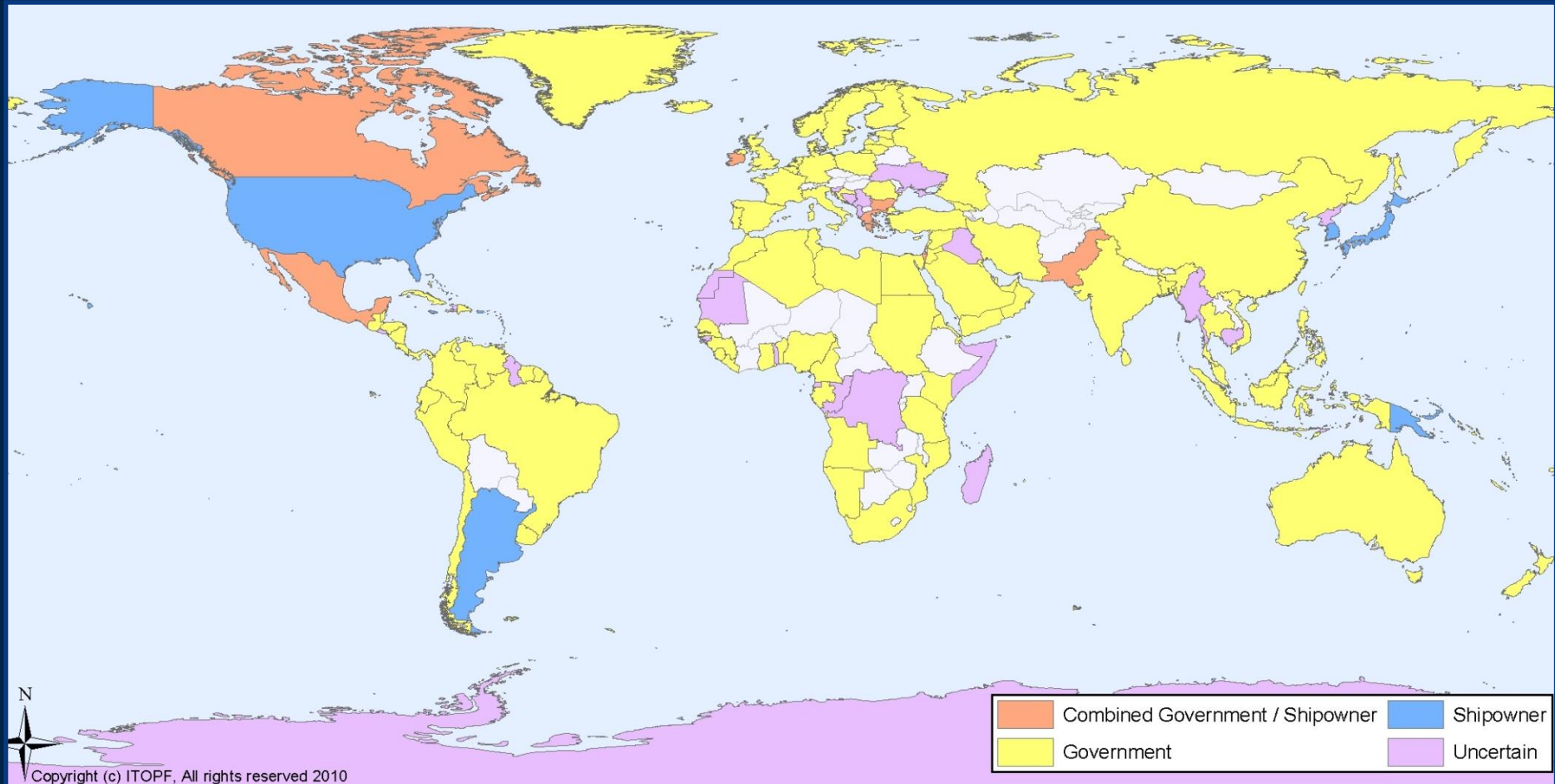
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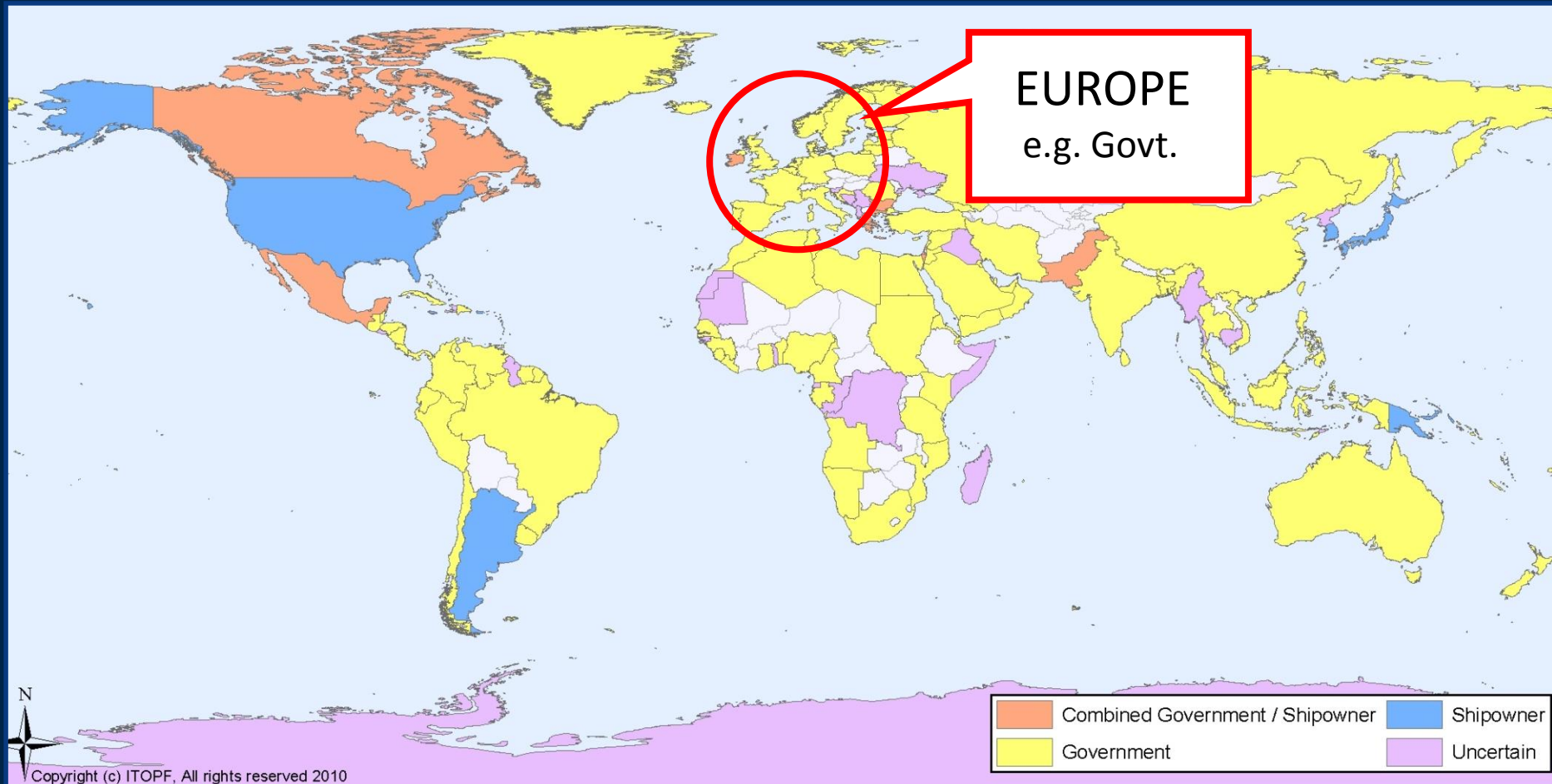
# NESA R3 - Oman



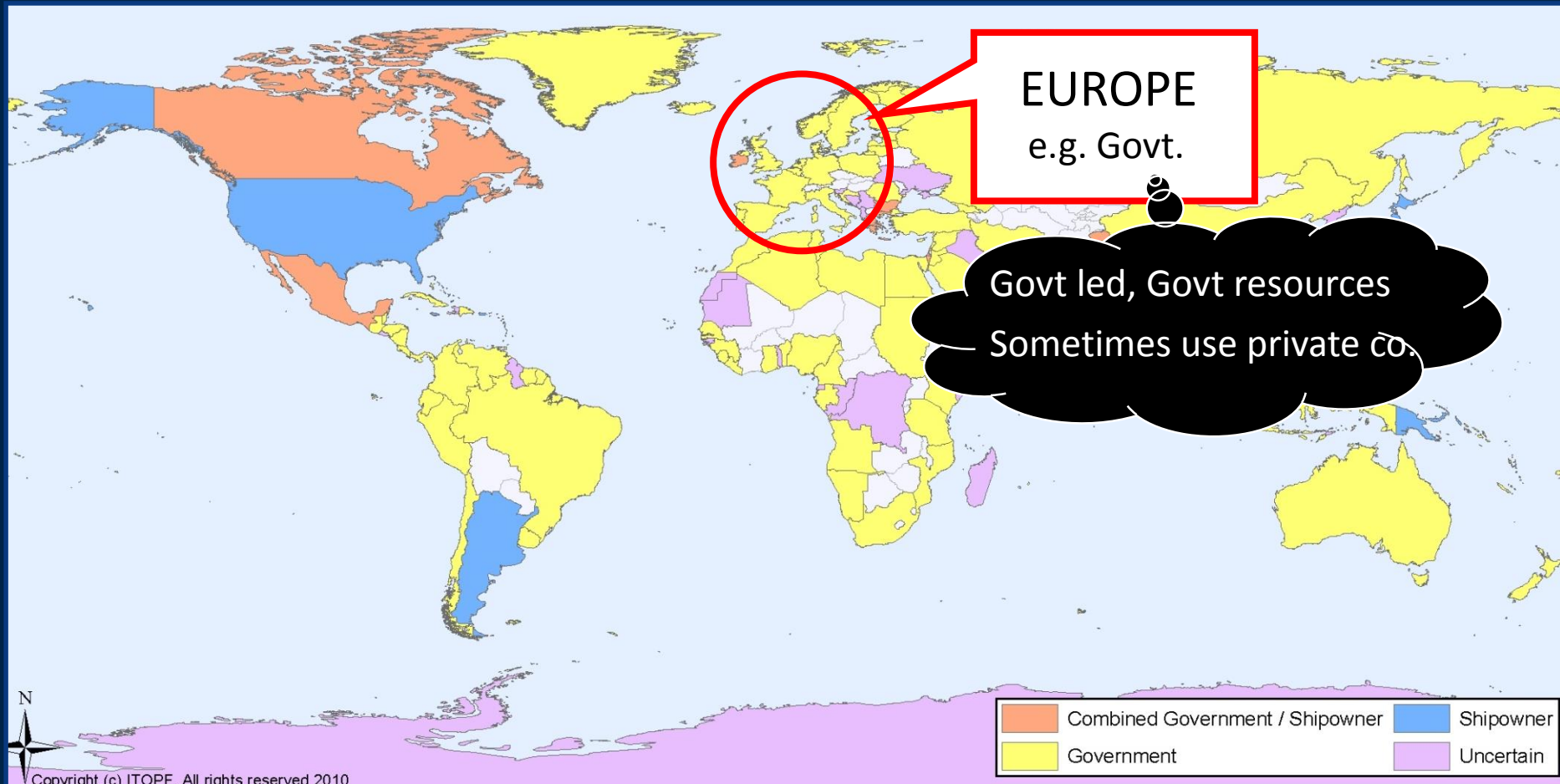
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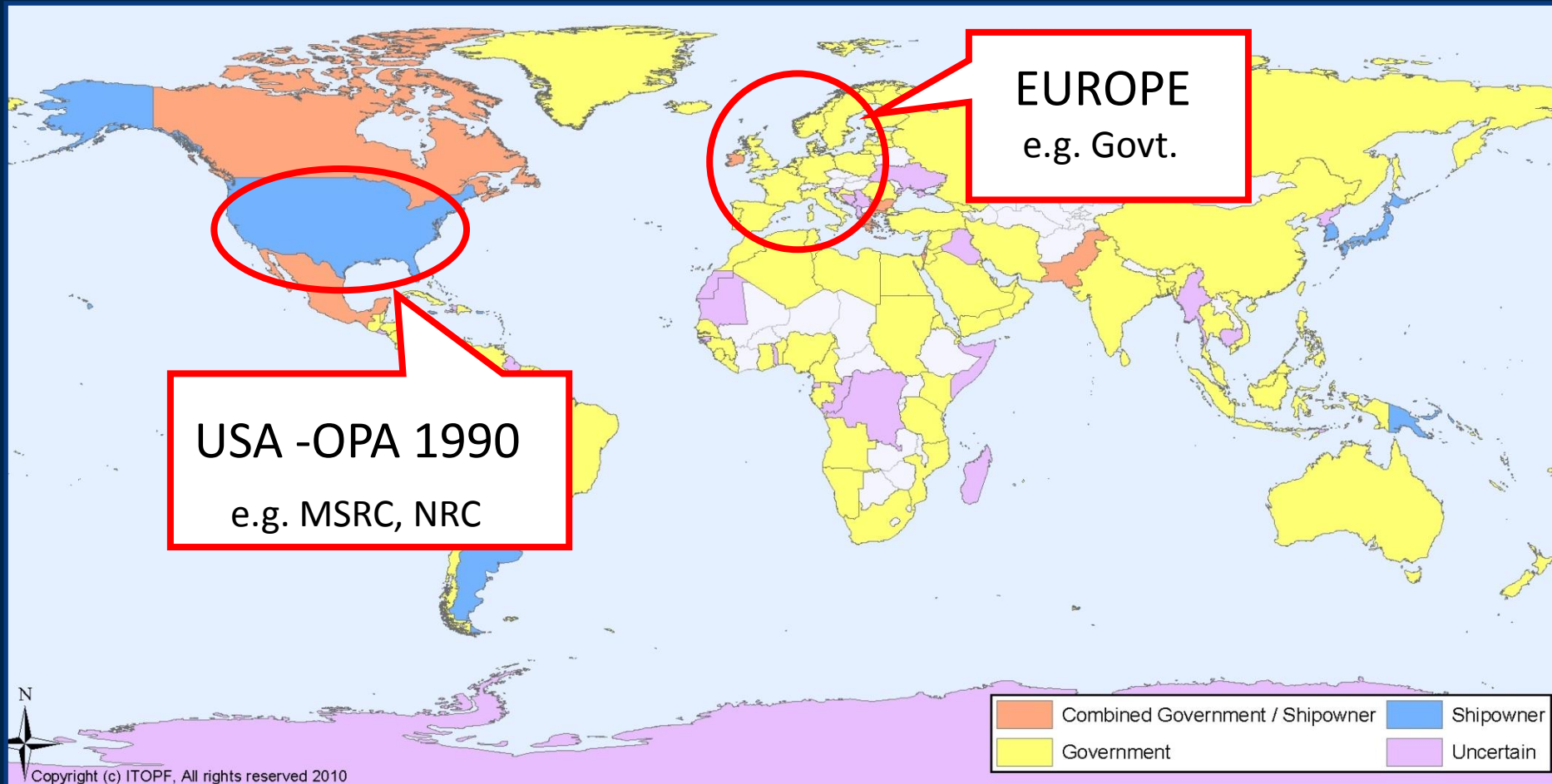
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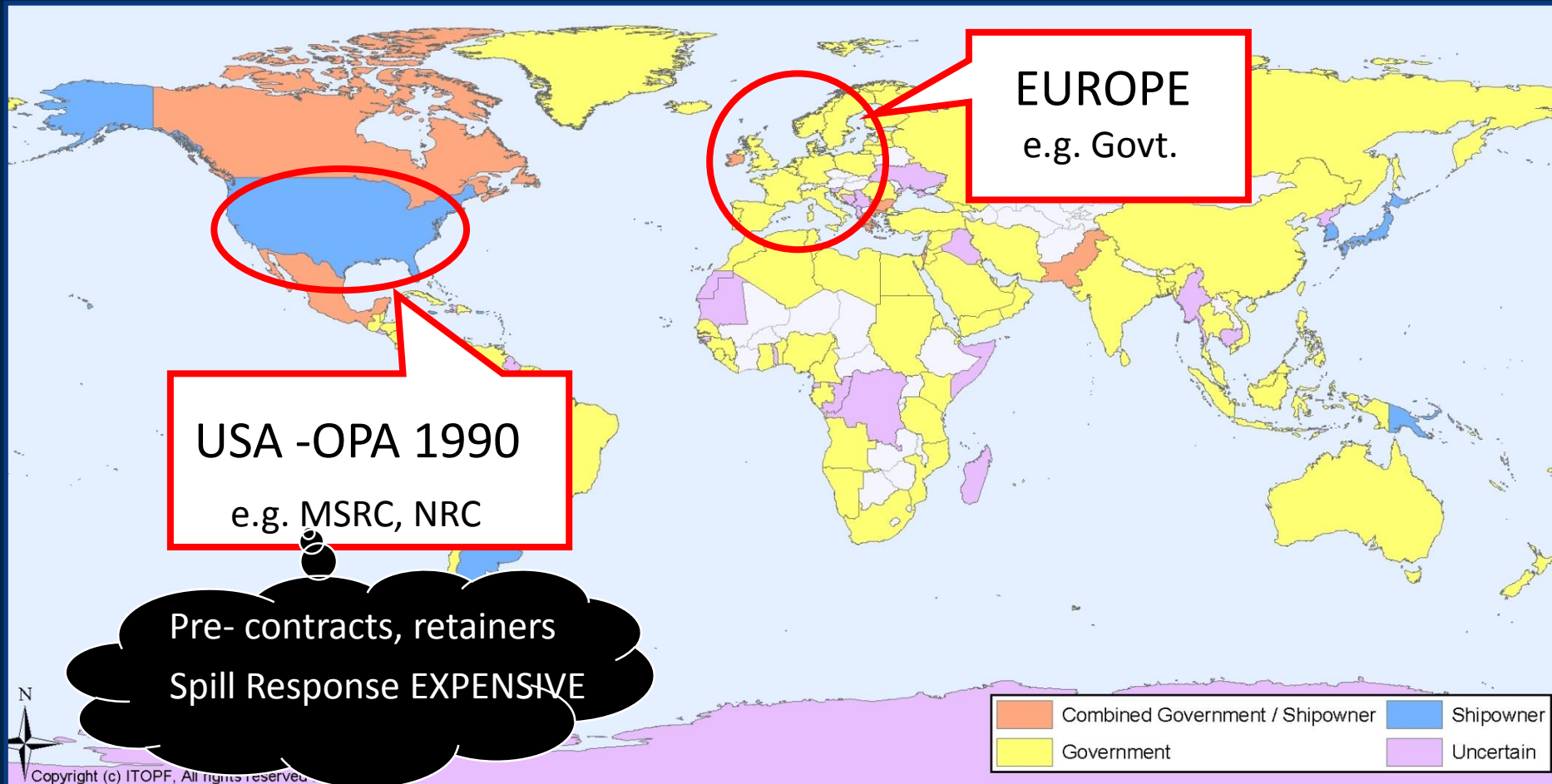
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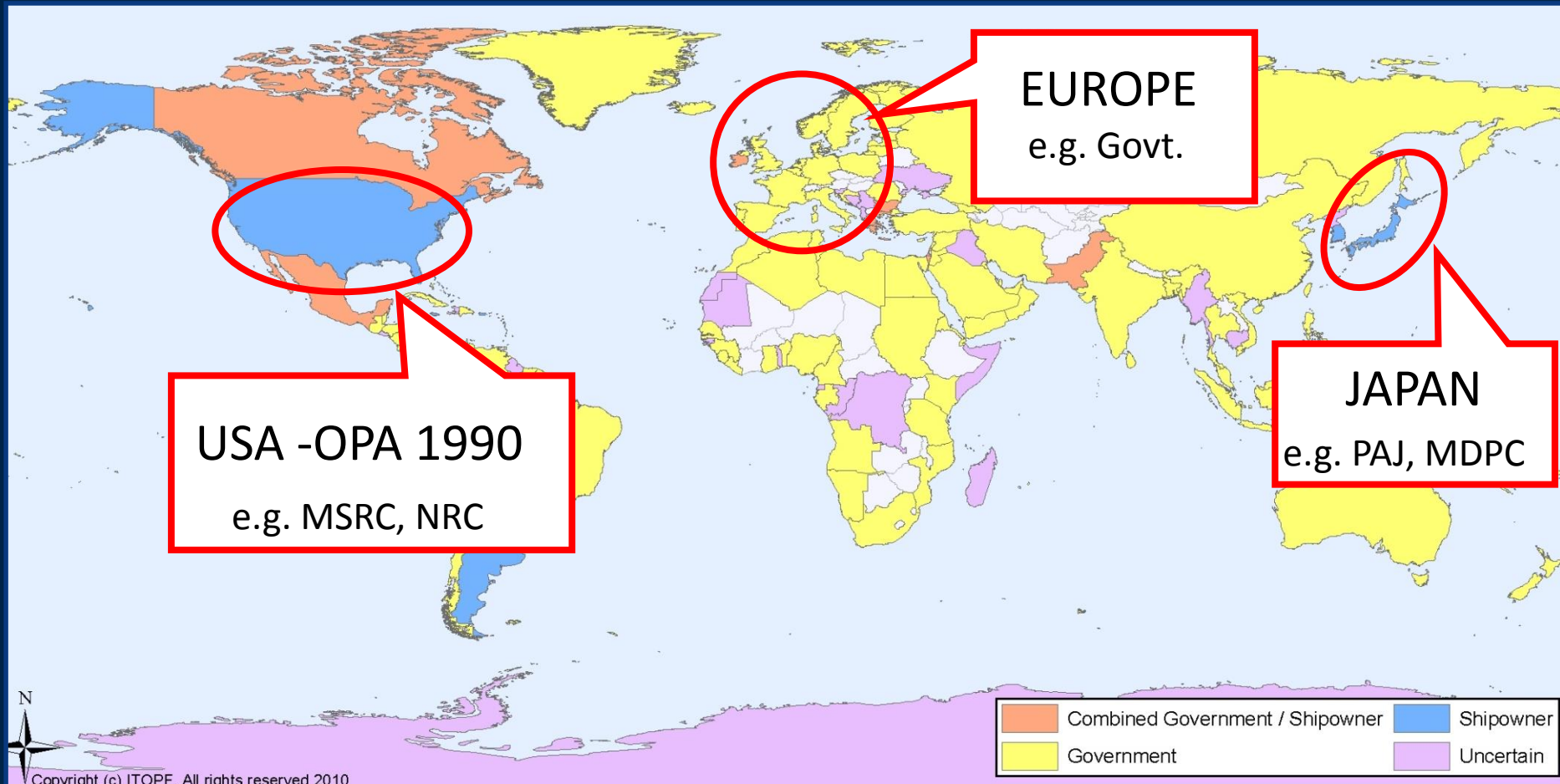
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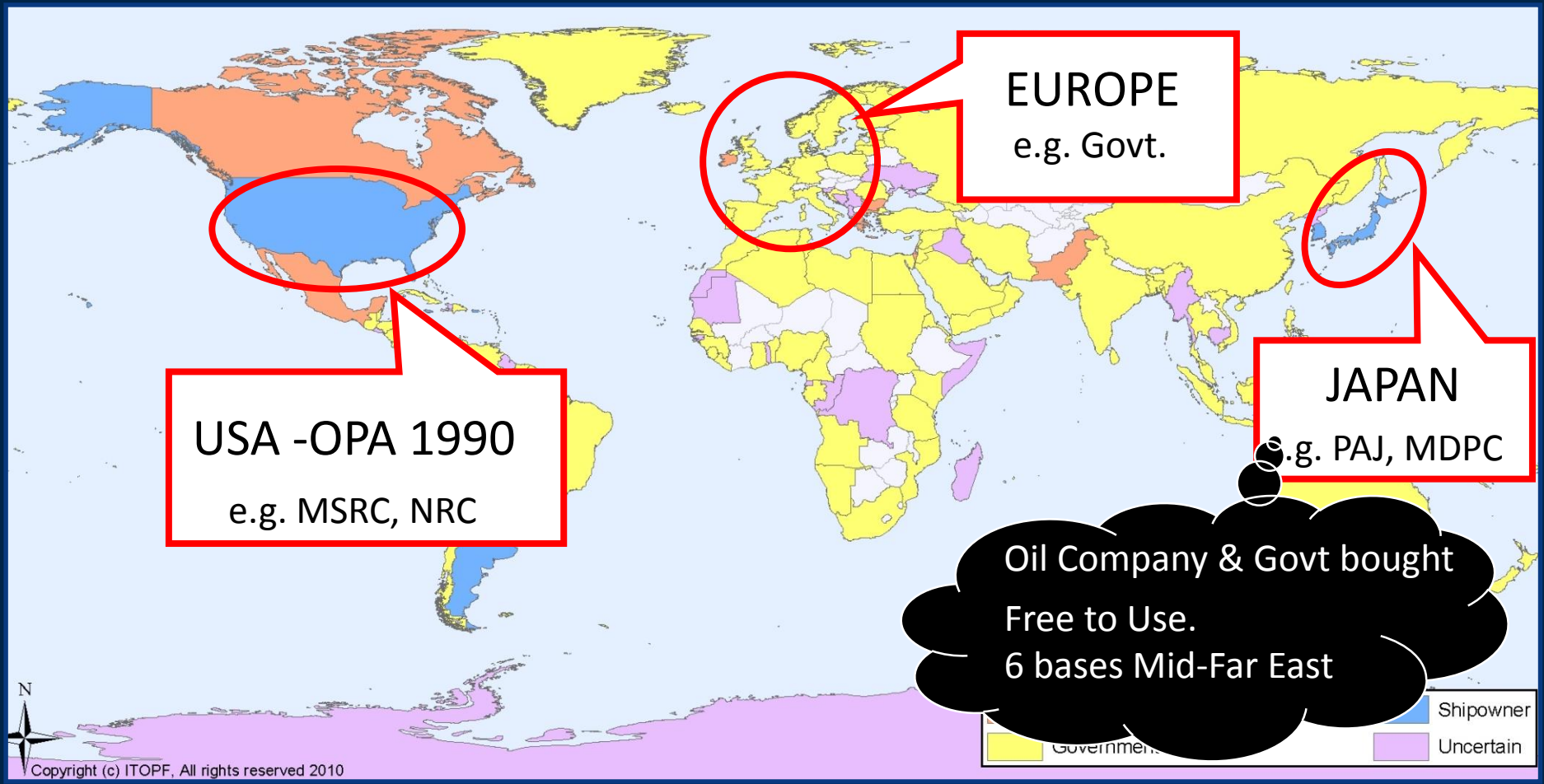


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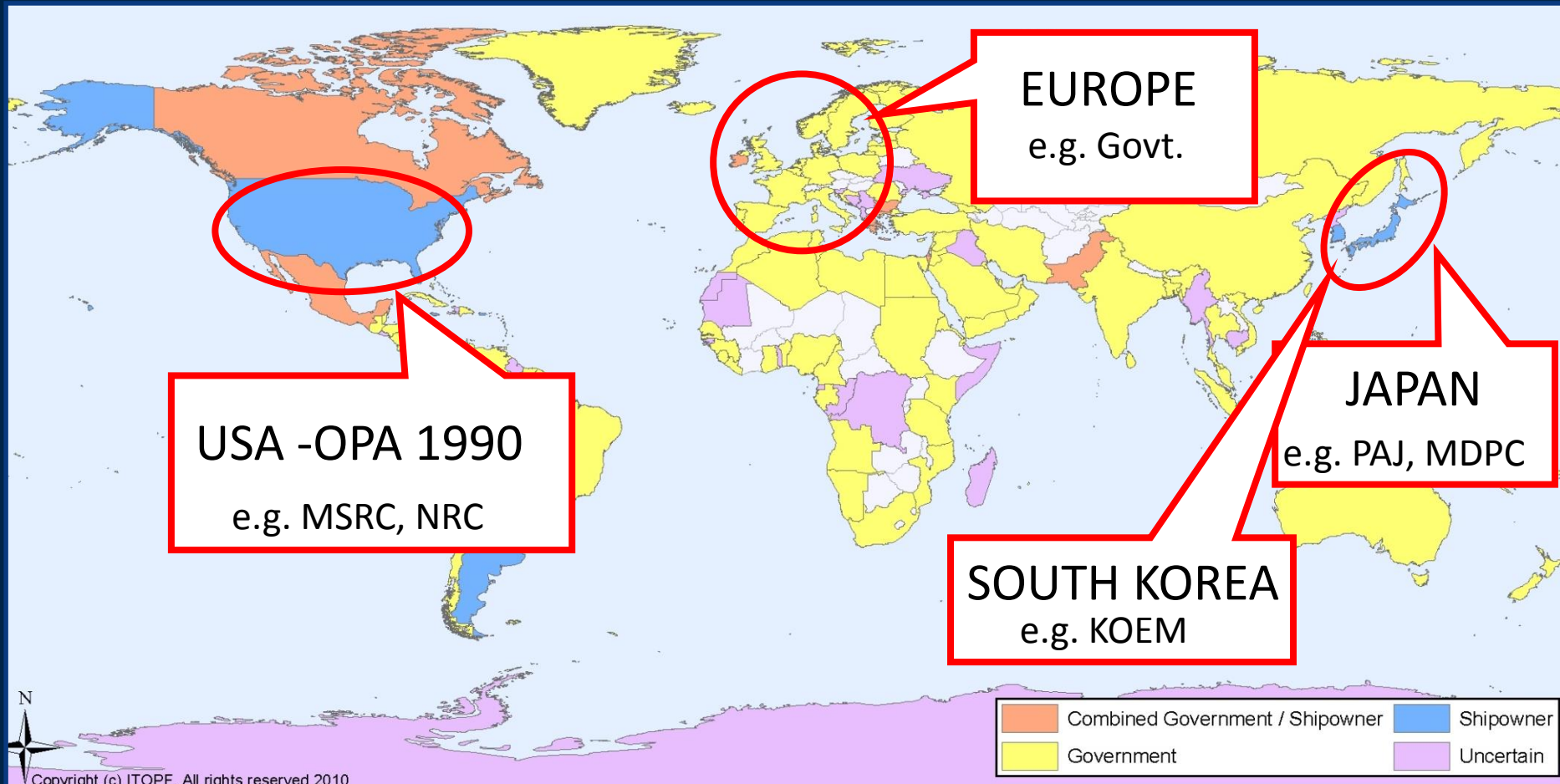




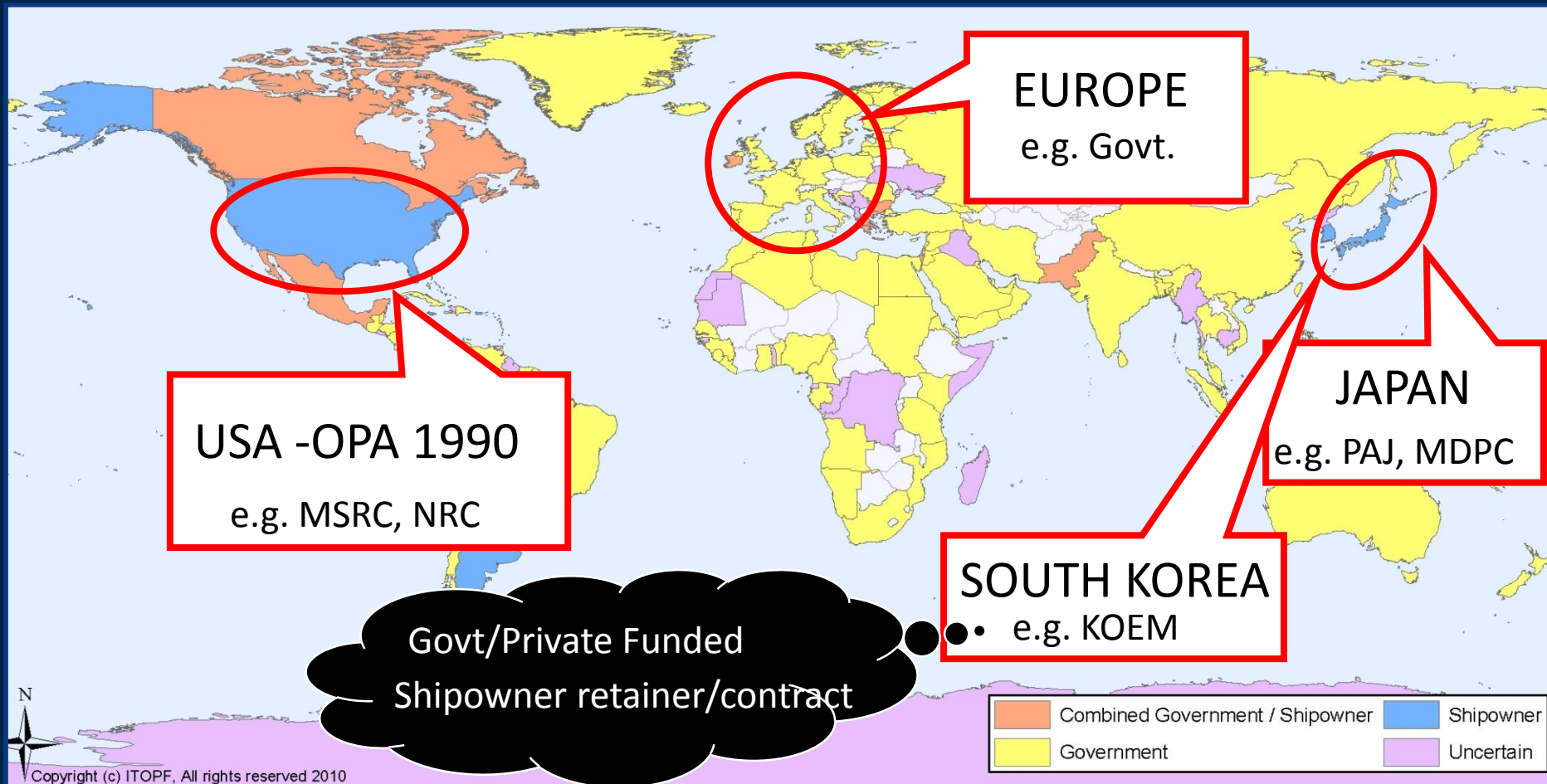
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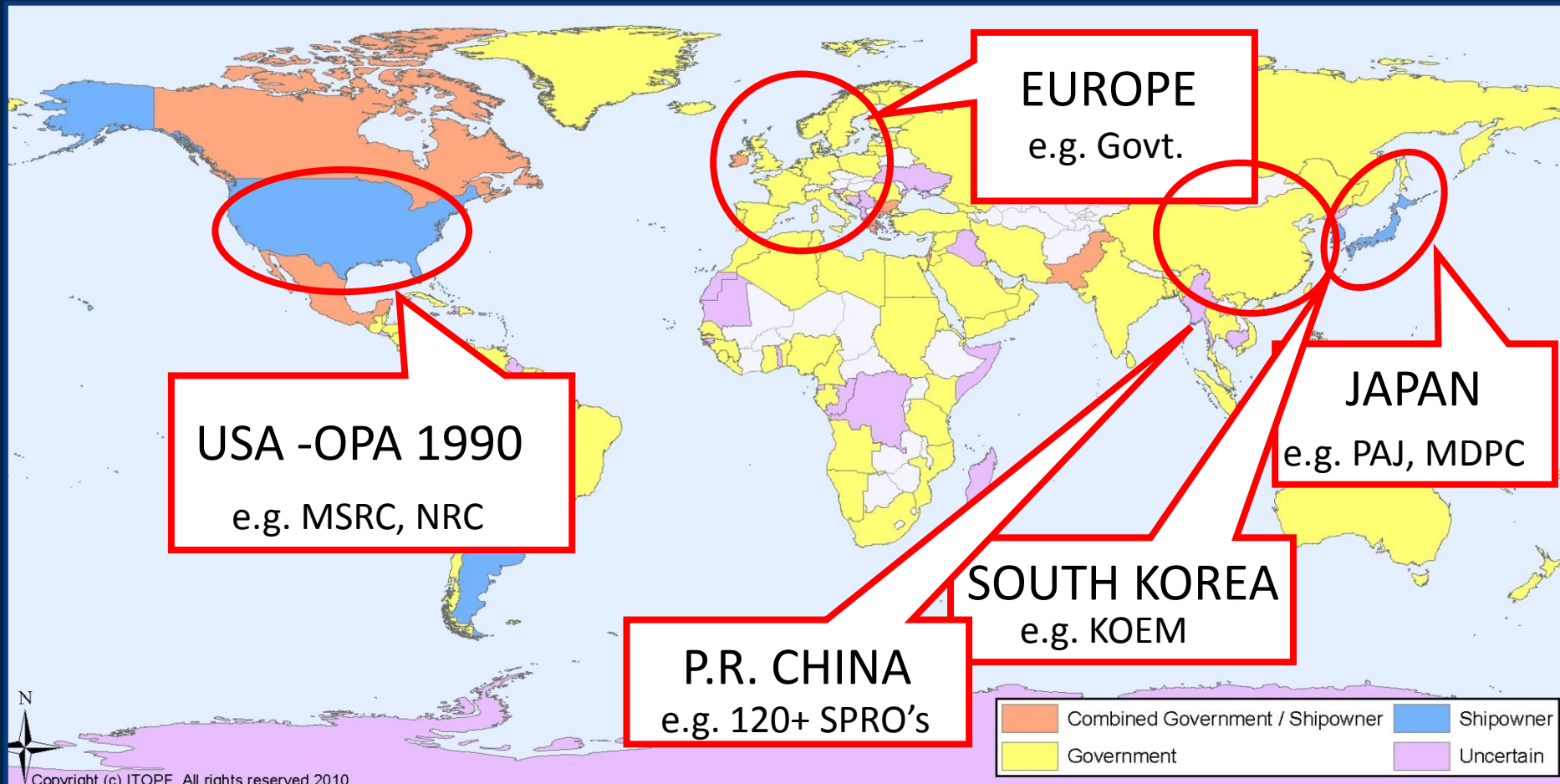
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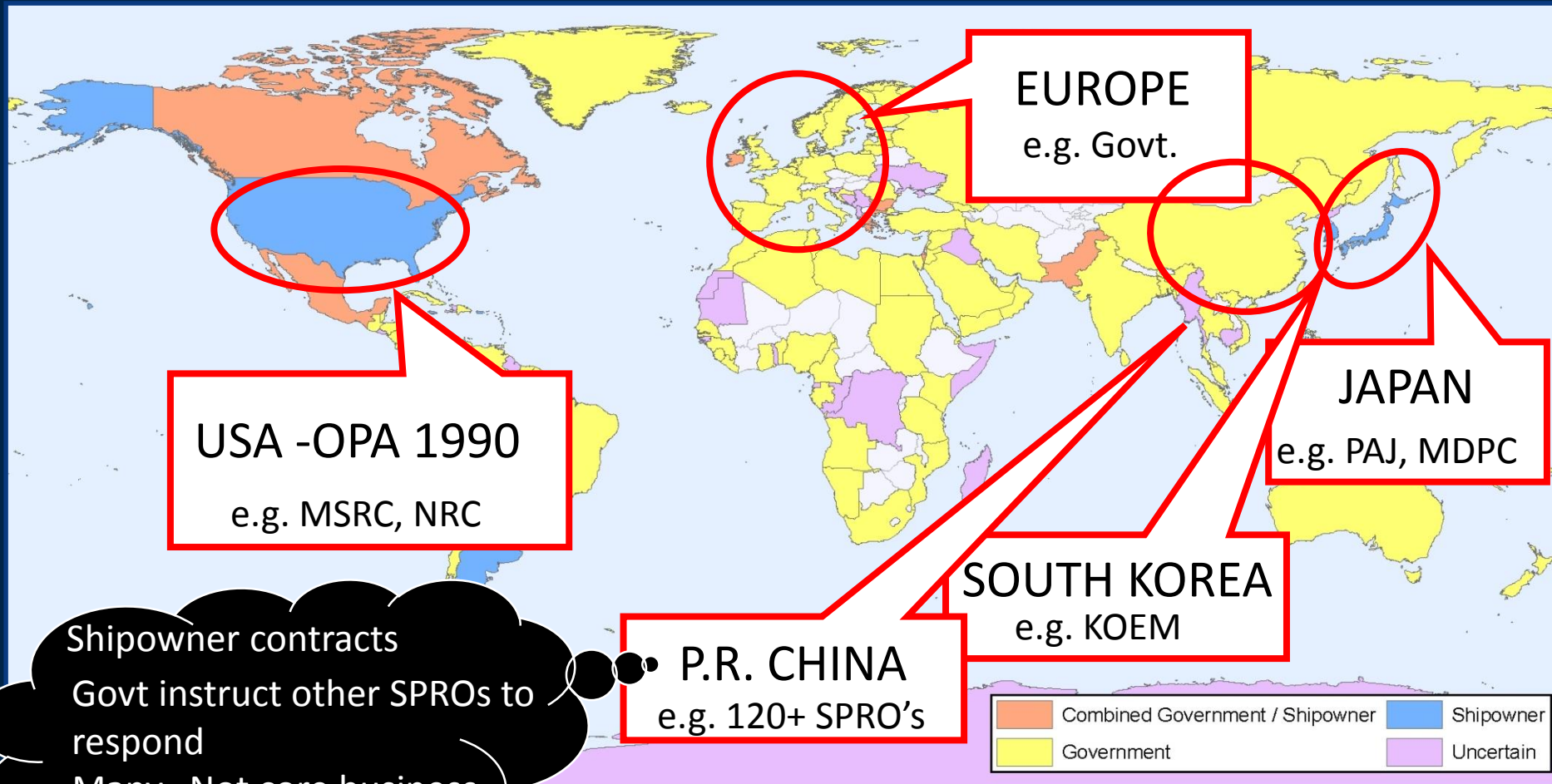
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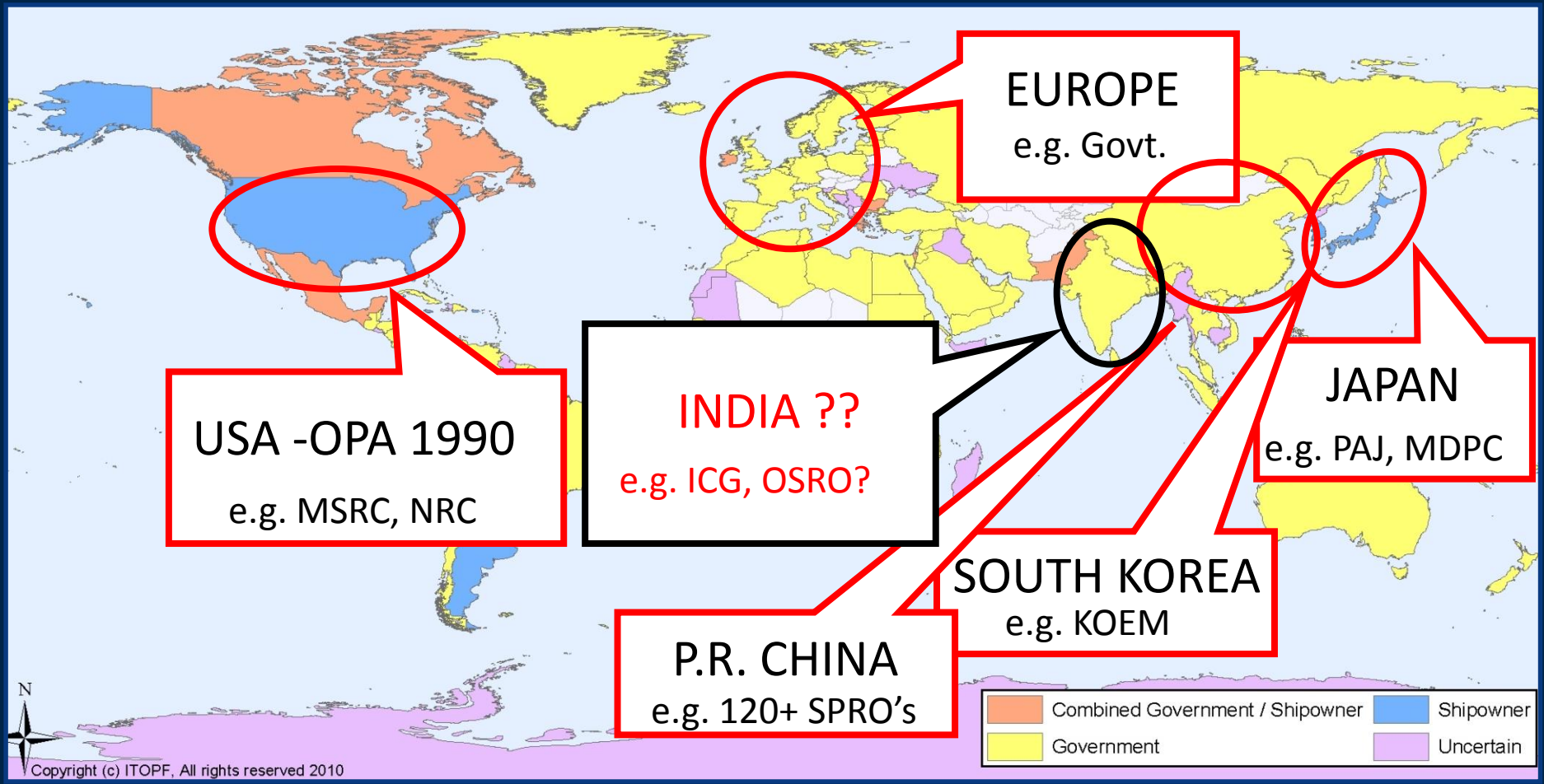


# Responsibility for the Initial Response to a “Large” Oil Spill



Shipowner contracts  
Govt instruct other SPROs to respond  
Many. Not core business

# Responsibility for the Initial Response to a “Large” Oil Spill



# India

## Preparedness Funding *(Different to Funding Response!)*

- OPRC 1990 ratified
- India NOSDCP
- Oil Pollution Cess (Merchant Shipping Act 1958)
  - 25 years (since 1988)
  - 50 paise per tonne of imported oil  
(valid for a ship for all port visits within 3 months)
  - Oil reception facilities. Oil pollution combat equipment and materials
  - Uniformly collected? Legal provisions? Monitoring?
  - Money used for intended purpose?
  - Discussion for way forward
  - Increased thought to improve (Tier 1) facilities through this mechanism
  - “Ushering A Step Change”
  - National Shipping Board, DG Shipping, Indi Coast Guard, Ministry of Shipping, Indian Ports Association

# Tier 2

Risk based, possible scenarios, co-operative – joint sharing of resources

- Stockpiles funded and run by Govt
- Port tax/levy for ships to fund centres/stockpiles
  - Govt centre can respond to any spill eg passing tanker syndrome
- Stockpiles funded and run by oil industry
- Pre-authorized contracts; shipowner with OSRO
  - No cover for passing tanker syndrome



# Summary

- India's risk
- Is India in need of extra resources commensurate with risk?
- How to build and fund those resources if needed
- Different "Models" around the world.
  - Govt led response
  - passing ship syndrome
  - un-attributable spill
  - beyond shipowners limit



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