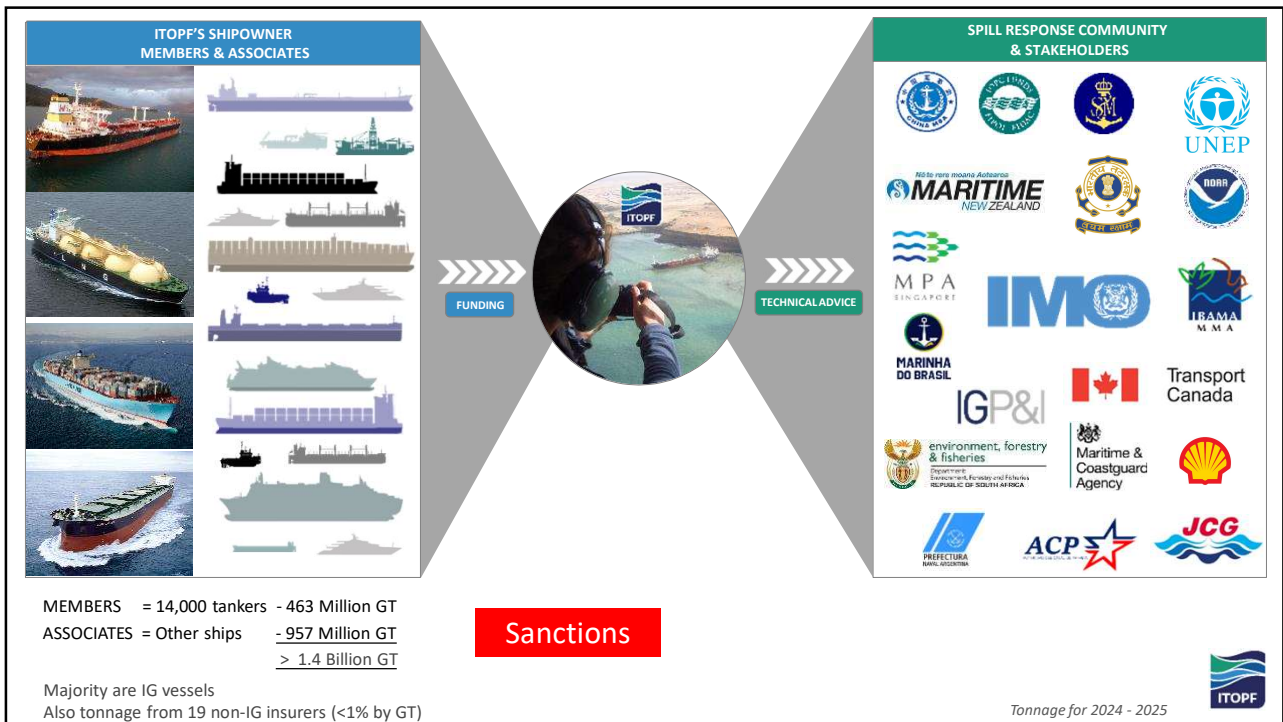




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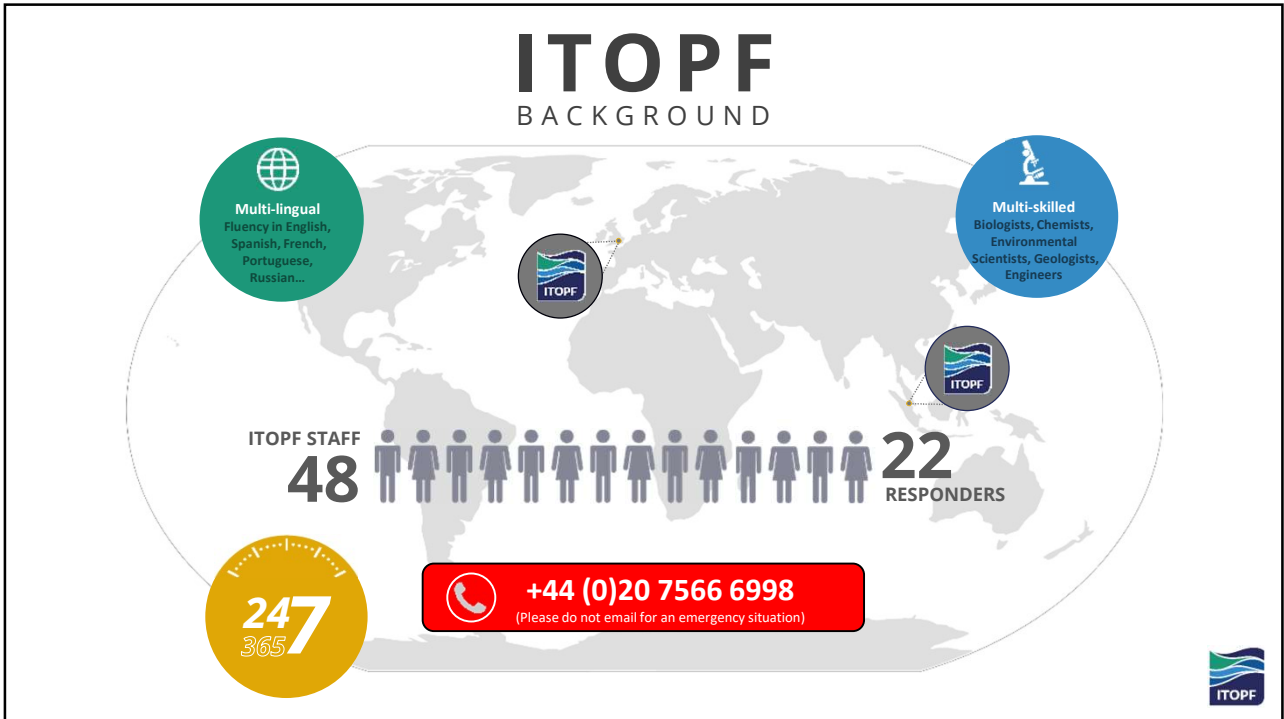


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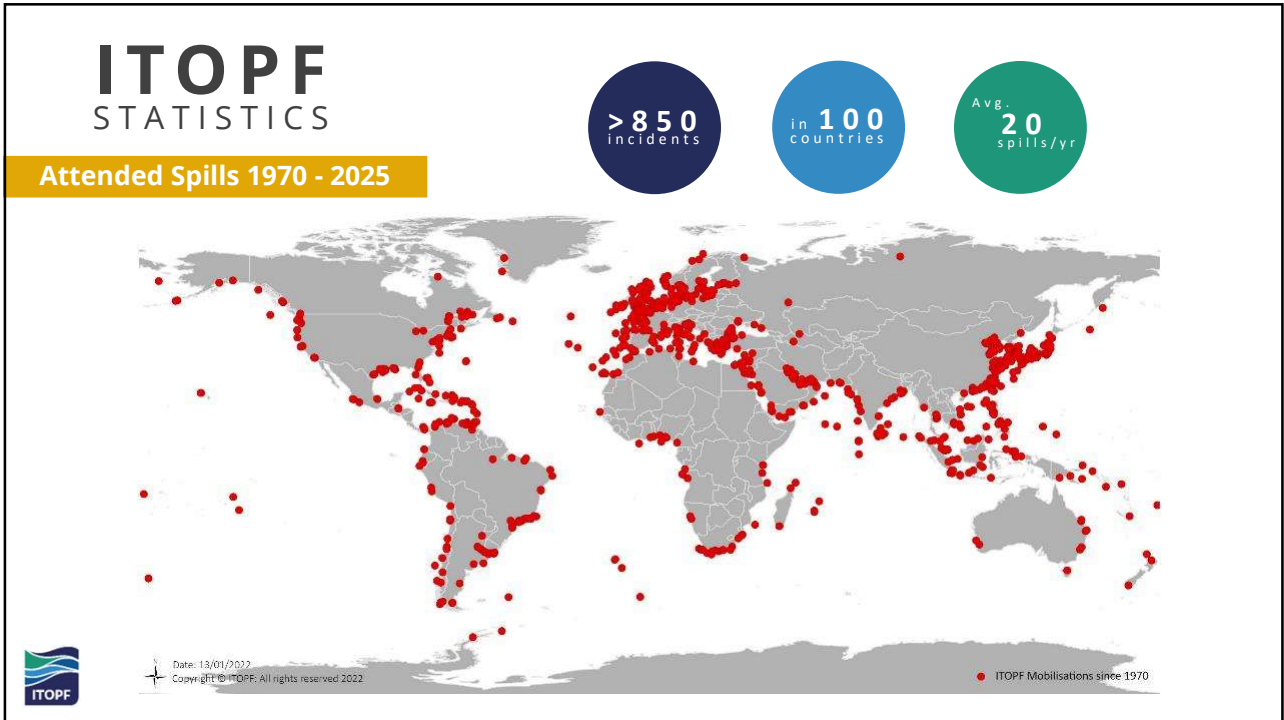
ITOPF 2024 BOARD DIRECTORS

- **Chairman: Erik Hånell (Stena Bulk AB)**
- Bahri, Saudi Arabia
- BW Maritime Pte Ltd, Singapore
- BP Shipping Ltd, UK
- Chevron Shipping Company LLC, USA
- China Shipping Tanker Co. Ltd., China
- Eneos Ocean Ltd, Japan
- Euronav NV, Belgium
- ExxonMobil SeaRiver Maritime Inc., USA
- F Laeisz Schiffahrtsgesellschaft GmbH, Germany
- Gard P&I, Norway
- International Seaways Inc., USA
- Japan Ship Owners Mutual P&I Assoc., Japan
- Keystone Shipping Corp., USA
- Maersk Tankers AS, Denmark
- NYK Line, Japan
- Petrobras Transporte SA - Transpetro, Brazil
- SeaGroup Inc, USA
- Seven Islands Shipping, India
- Shell International Trading & Shipping Co Ltd, UK
- Steamship Insurance Management Services, UK
- Stolt Tankers B.V., Netherlands
- Teekay Shipping, Canada
- Tsakos Energy Navigation, Greece
- West of England / Chairman (IGP&I PC)

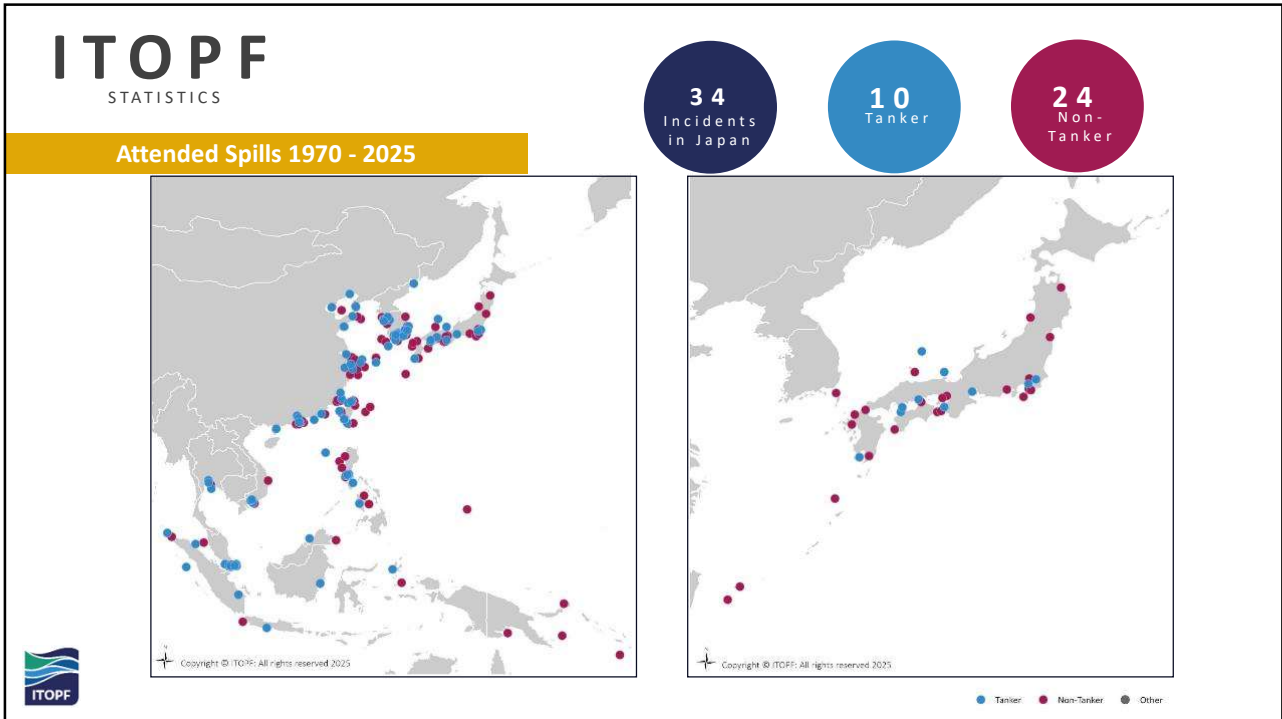
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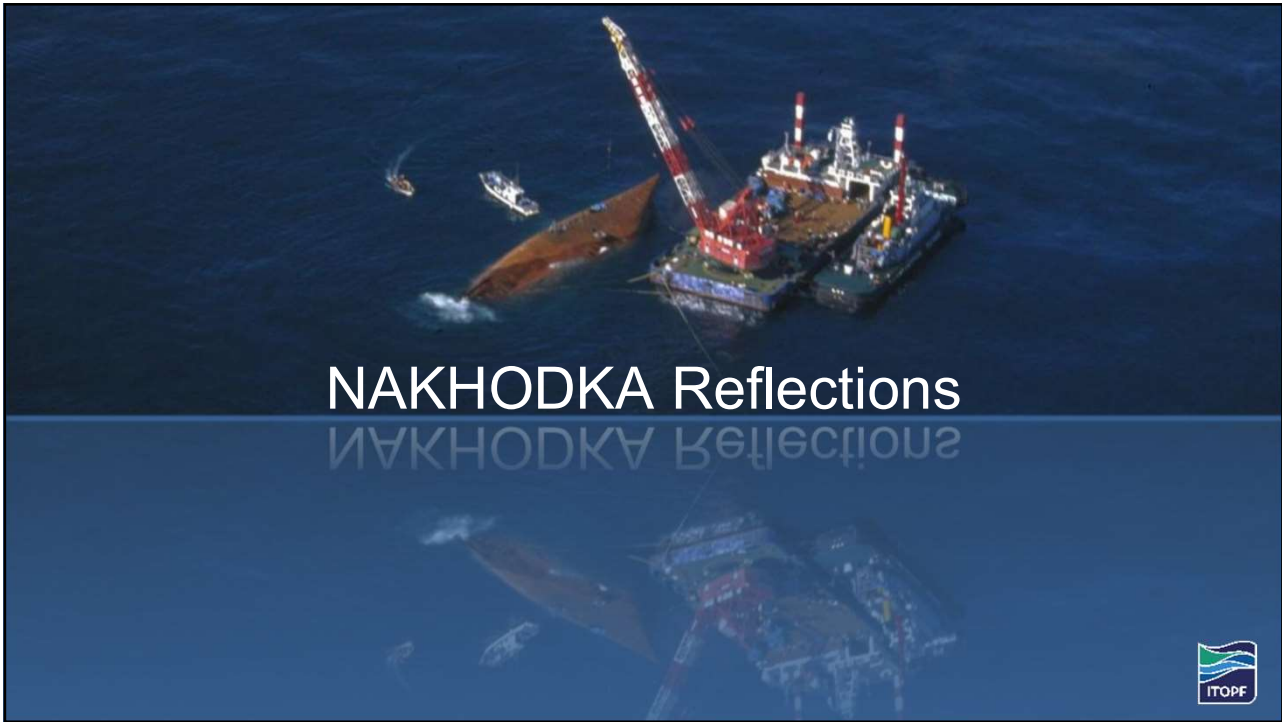
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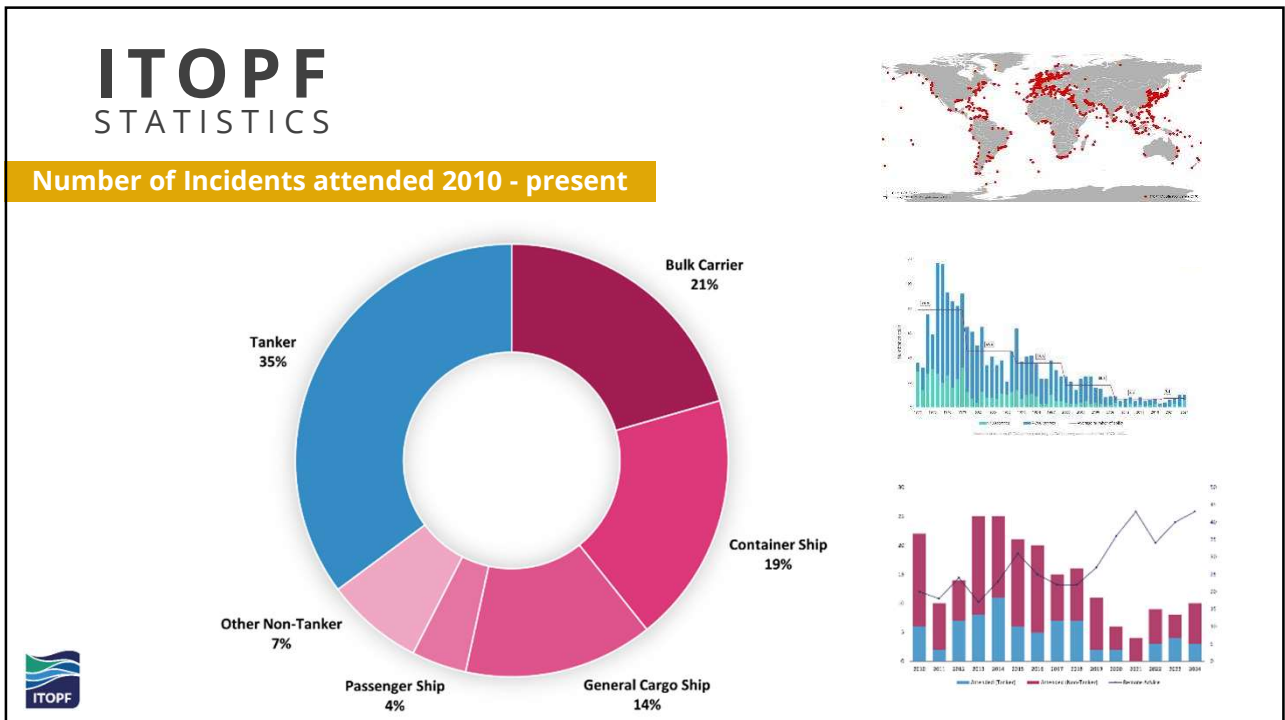
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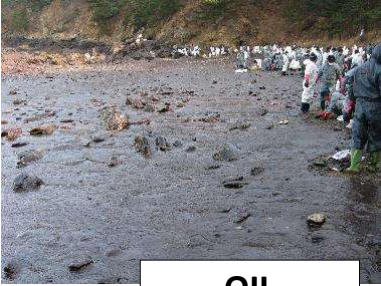
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9

...It's not just about oil







OIL





CHEMICAL




**Other substances
(eg coal, cement, grain, etc.)**









10

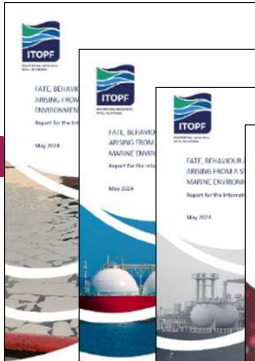


11


TECHNICAL SERVICES

Emerging Risks


- Alternative fuels
e.g. nuclear
- Changing shipping routes
e.g. hostilities, extreme weather
- Geopolitical
e.g. sanctions




Biofuels




LNG




LPG




Methanol




Ammonia



Hydrogen



Li-ion bat




Alternative fuels overview

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SPILL RESPONSE

ITOPF's Initial Actions


Notification
 Typically via the vessel's P&I insurers, but can be through correspondents, surveyors, OSROs or national authorities.

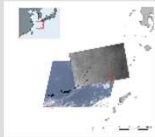
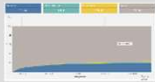




Evaluation
 Preliminary assessment of likely extent of the pollution, its probable behaviour, fate, potential impact and local level of Preparedness.


Sanctions check

Mobilisation



We endeavour to help if it is **safe and legal**




+44 (0)20 7566 6998

(Please do not email for an emergency situation)

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PAJ; Feb 2025

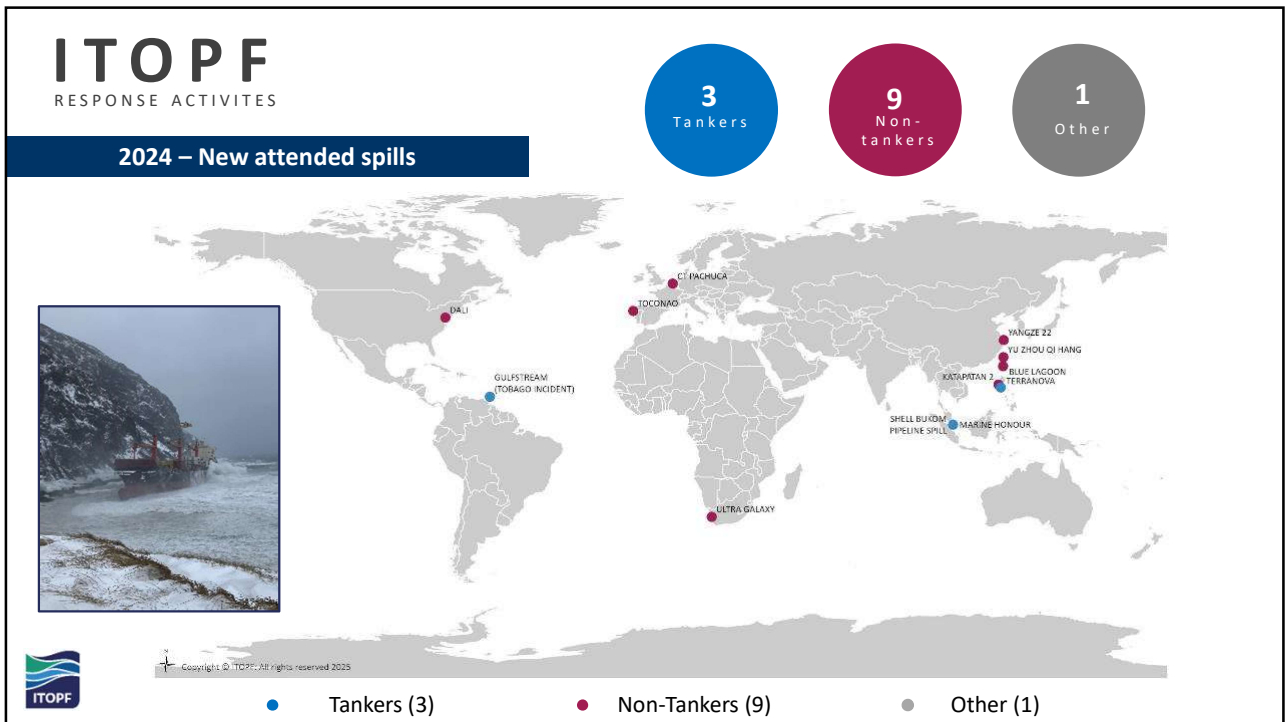
ITOPF New Mobilisations (2024)



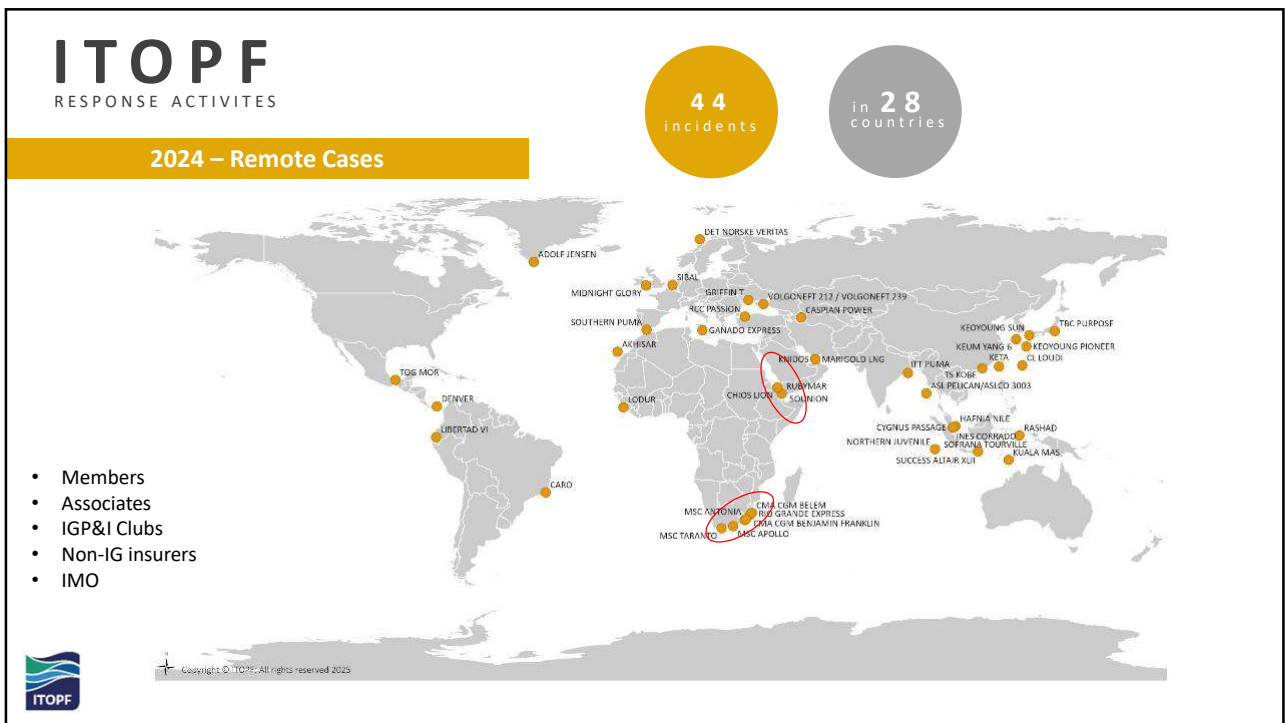
	Date of incident	Name of ship	Location	Nature of incident	GT	DWT	Product spilt
	08 Dec '23	TOCONAO	Off Braga, Portugal	Loss of containers	96,628	116,079	Plastic pellets
	06 Feb '24	GULFSTREAM**	Off Tobago	Capsized	Unknown	Unknown	HFO
	26 Mar '24	DALI	Baltimore, USA	Allision	95,128	116,851	Container contents
	06 Jun '24	CT PACHUCA	Antwerp, Belgium	Bunkering ops	6,901	9,236	LSFO
	14 Jun '24	MARINE HONOUR**	Singapore	Allision	4,709	9,003	IFO 380
	08 Jul '24	ULTRA GALAXY	SW coast, South Africa	Grounding	10,021	13,802	NH ₄ NO ₃ VLSFO
	25 Jul '24	TERRANOVA**	Manila Bay, Philippines	Capsize & sinking	498	1,415	IFO & MDO
	01 Oct '24	BLUE LAGOON	Lanyu Island, Taiwan	Grounding	43,498	79,471	Furnace slag VLSFO & LSMGO
	05 Oct '24	HMNZS MANAWANUI	Upolu, Samoa	Sinking	-	-	Containers F76/AGO diesel
	23 Oct '24	Bukom Pipeline	Bukom Is., Singapore	Rupture	-	-	Slops
	30 Oct '24	YU ZHOU QI HANG	Yehliu, Taiwan	Grounding	9,968	12,135	VLSFO 180 Diesel & Lubes
	01 Nov '24	KATAPATAN 2	Masinloc & Oyon Bay, Philippines	Grounding	4,259		Coal
	30 Dec '24	YANGZE 22	Shanghai, China	Collision	44,479		(NH ₄) ₂ SO ₄ VLSFO
	18 Aug '20	SA Plastic pellet spill	Mossel Bay, South Africa	Loss of containers	N/A	N/A	Plastic pellets
	20 Jan '21	QUEBEC	Graciosa Bay Solomon Is.	Operational	16,722	28,451	Oily water
	20 May '21	X-PRESS PEARL	Colombo, Sri Lanka	Fire	31,629	36,150	Plastic pellets, VLSFO & MGO

13 Incidents (on site) in 2024
3 Incidents (on site) pre-existing 2024
3 Tanker and IOPC Fund incidents**

14



15



16



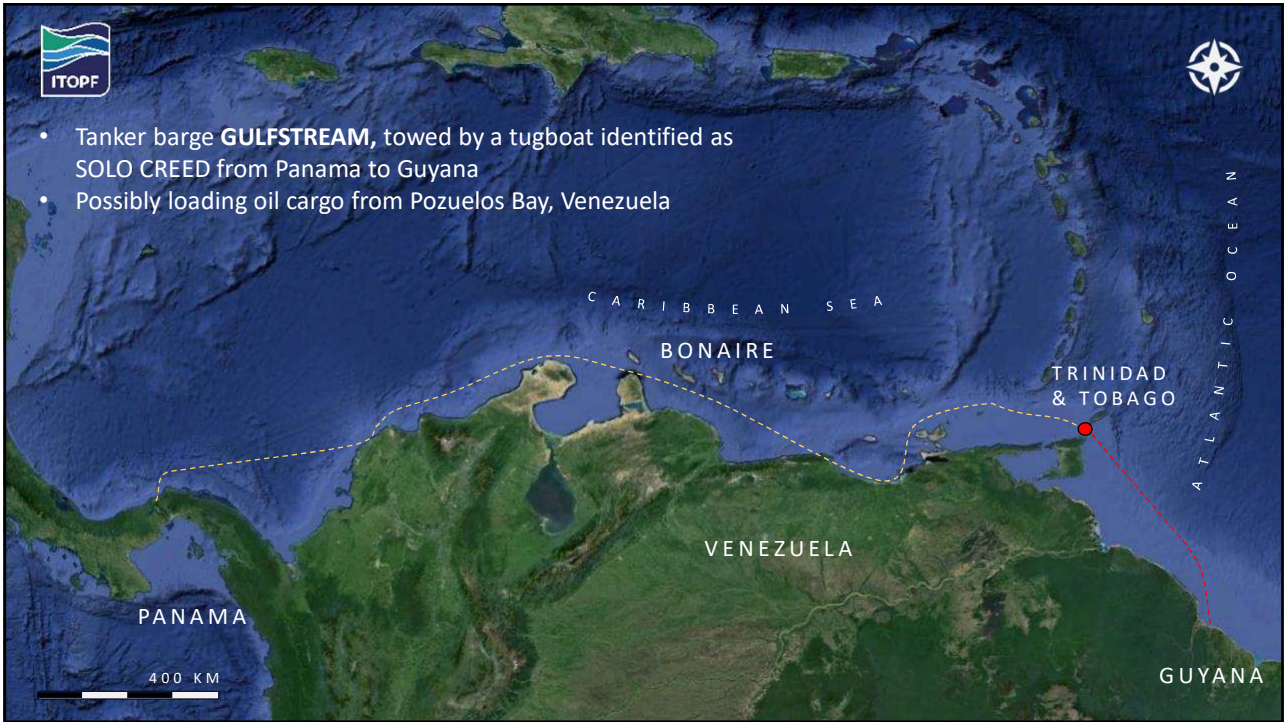
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ITOPF

- Barge capsized off coast of Tobago on 6th Feb. 2024, grounded 7th Feb
- Satellite imagery suggests leaking since 3rd Feb
- ITOPF attendance on 26th Feb.
- Unconfirmed volume of oil spilled (\approx 1-3,000 MT)

CARIBBEAN SEA

ATLANTIC OCEAN

TOBAGO

SCARBOROUGH

~15km

INCIDENT BACKGROUND

The slide features a satellite-style map of Tobago. An inset oval image shows a large, rusted metal barge capsized in the ocean. A red line on the map indicates a distance of approximately 15 km from Scarborough to the incident site. The text 'INCIDENT BACKGROUND' is prominently displayed in the bottom right corner.

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ITOPF

SATELLITE IMAGERY

BONAIRE

TOBAGO

150 KM

The slide displays satellite imagery of the Caribbean Sea region. A satellite icon is shown in the upper right. An inset image shows a close-up of a satellite track with colored lines. A scale bar at the bottom left indicates 150 km. The text 'SATELLITE IMAGERY' is written in large white letters across the top right.

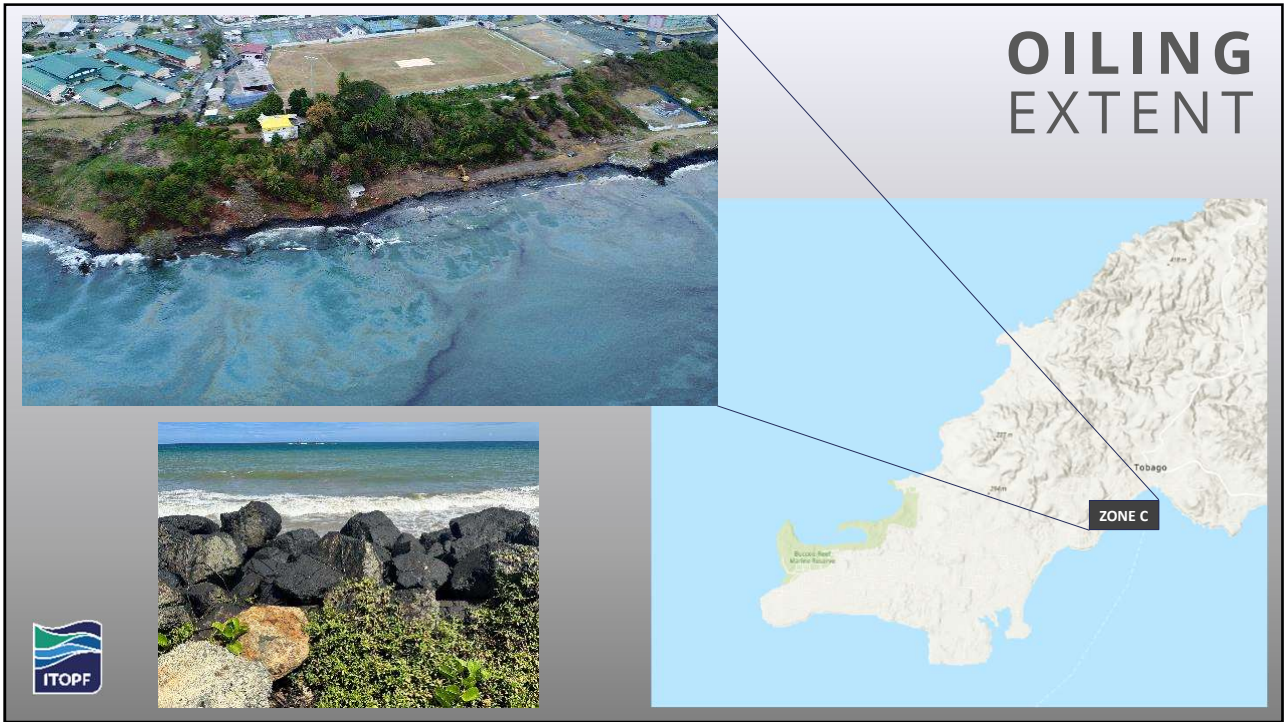
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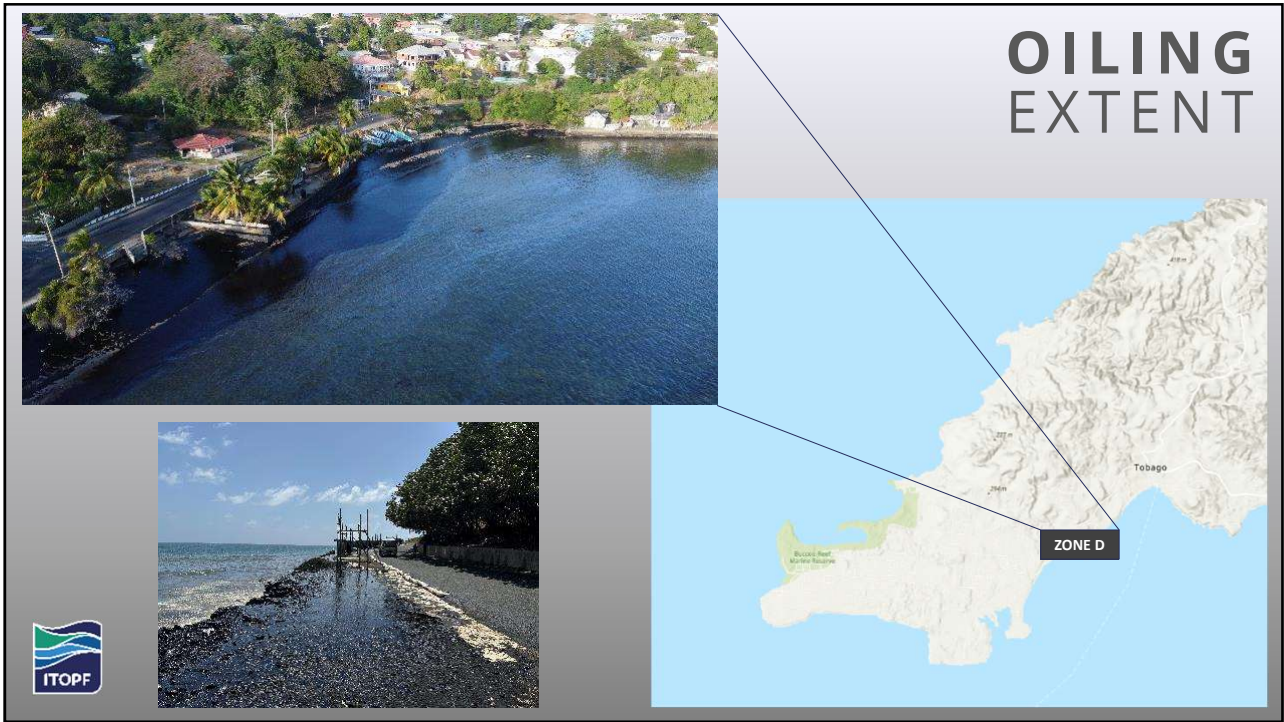
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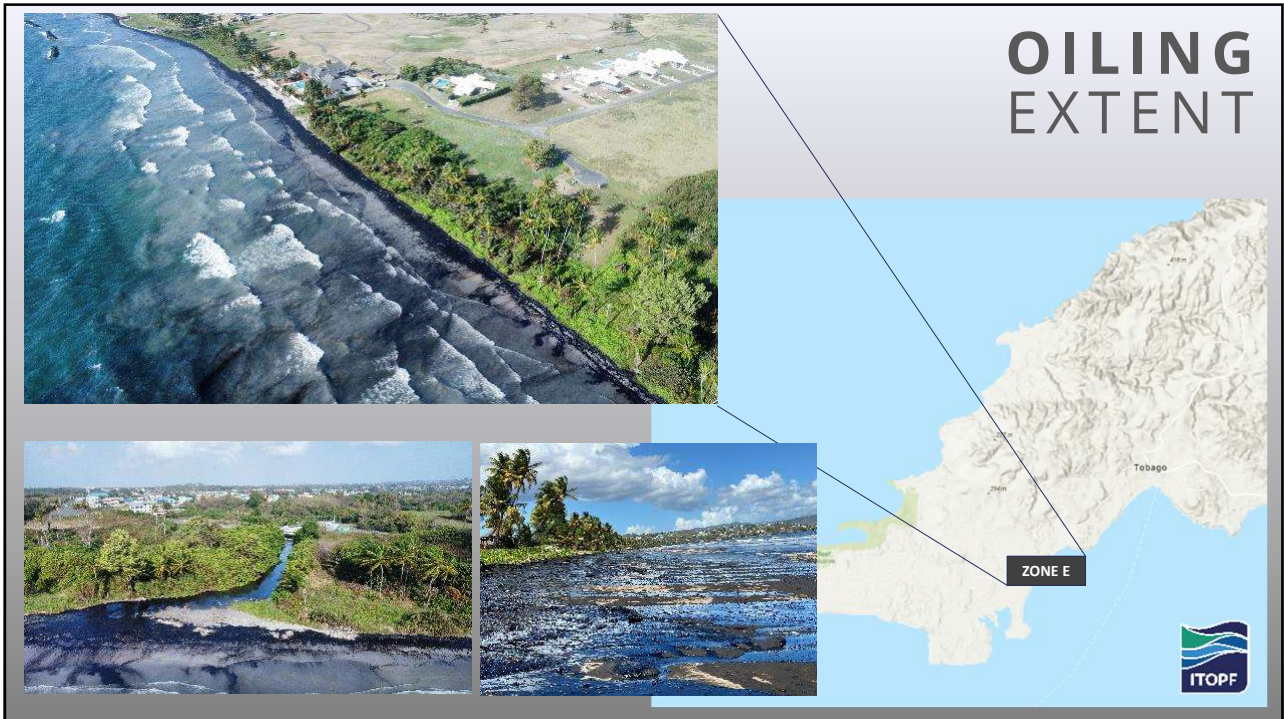
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EMERGENCY NATIONAL EFFORT



TEMA
Tobago Emergency Management Agency

**VOLUNTEERS
NEEDED!**

**OIL SPILL
CLEAN-UP CAMPAIGN**

Message: Join Us in the OIL SPILL CLEAN-UP CAMPAIGN

Join the oil spill clean-up





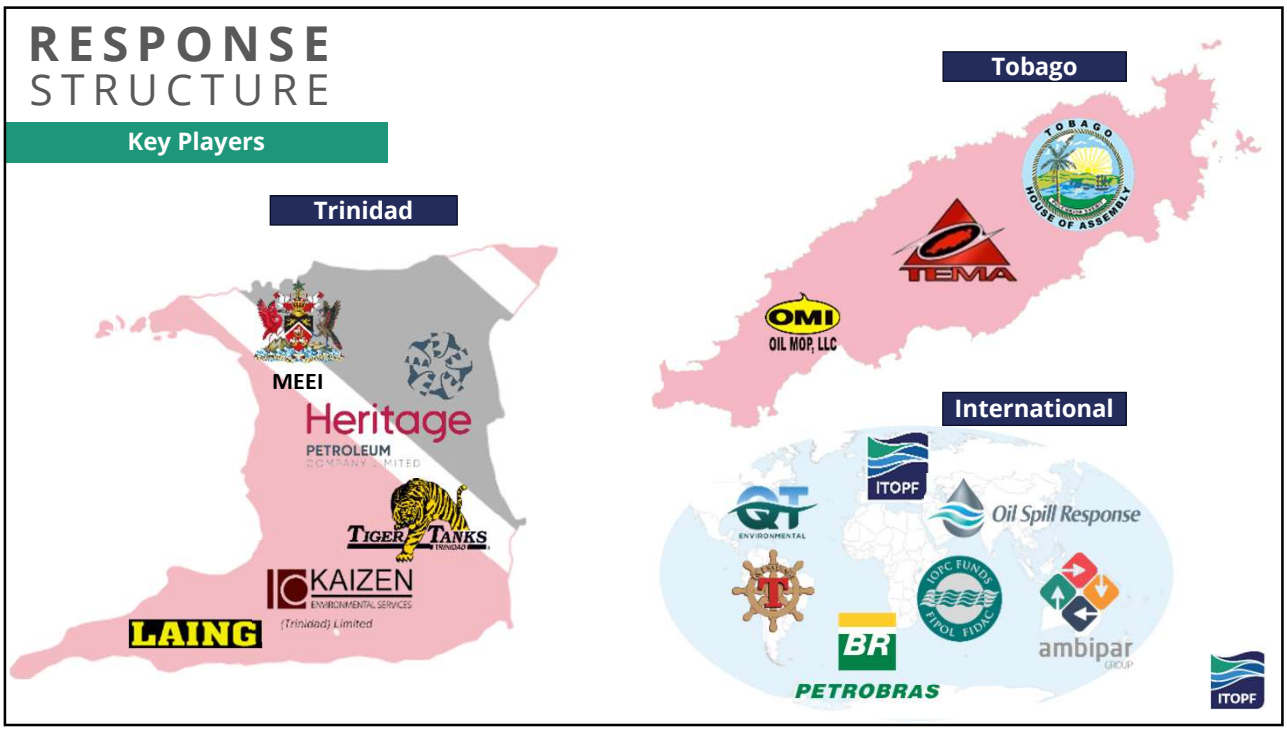




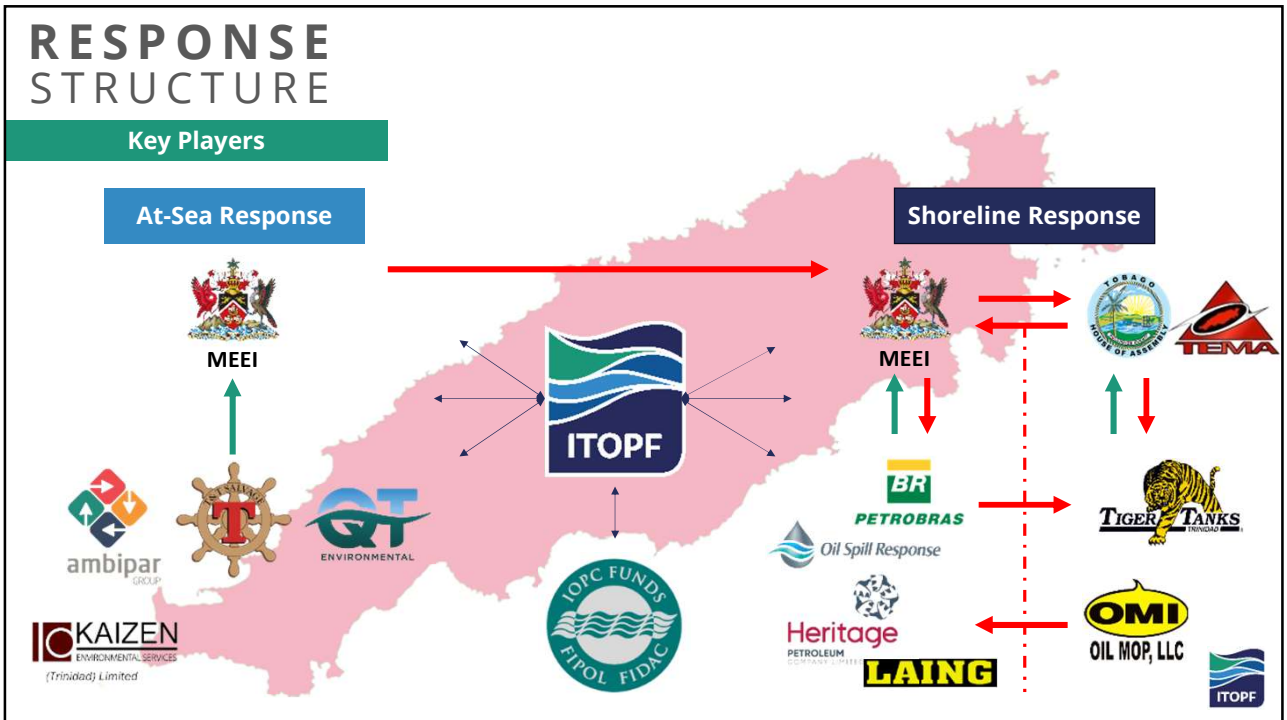
CRUCIAL ITEMS NEEDED FOR OIL SPILL
CLEANUP EFFORTS

-  TYVEK COVERALLS PERSONAL PROTECTIVE EQUIPMENT (PPE)
-  CLEANING SUPPLIES - DAWN DISHWASHING LIQUID
-  RESPIRATORS  N95 MASKS 
-  MEDICAL SUPPLIES - EYE WASH
-  MEDICAL GLOVES - SIZE L, XL, XXL 
-  HEAVY DUTY GLOVES 
-  SAFETY GOGGLES  DUCT TAPE 
-  CASES OF WATER  JUICE
-  SNACK ITEMS - GRANOLA, BISCUITS,

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ITOPF ROLE IN **RESPONSE** STRUCTURE

Technical

Activity	Phase	Priority	Responsible Party	Notes
Assessment	Phase 1	High	ITOPF	Initial site assessment and reporting.
Containment	Phase 2	High	ITOPF	Deployment of containment booms and skimmers.
Removal	Phase 3	High	ITOPF	Deployment of skimmers and vacuum suction.
Recovery	Phase 4	Medium	ITOPF	Deployment of oil recovery systems.
Monitoring	Phase 5	Medium	ITOPF	Monitoring of oil slicks and environmental impact.
Decontamination	Phase 6	Medium	ITOPF	Decontamination of affected areas.
Reporting	Phase 7	High	ITOPF	Final reporting and documentation.

TECHNICAL GUIDANCE NOTE: REMOVAL OF BURIED OIL (MACHINE ASSISTED MANUAL RECOVERY)

OBJECTIVE: To provide technical guidance on the removal of buried oil using machine-assisted manual recovery methods.

SCOPE: This guidance note applies to the removal of buried oil from beaches and intertidal areas.

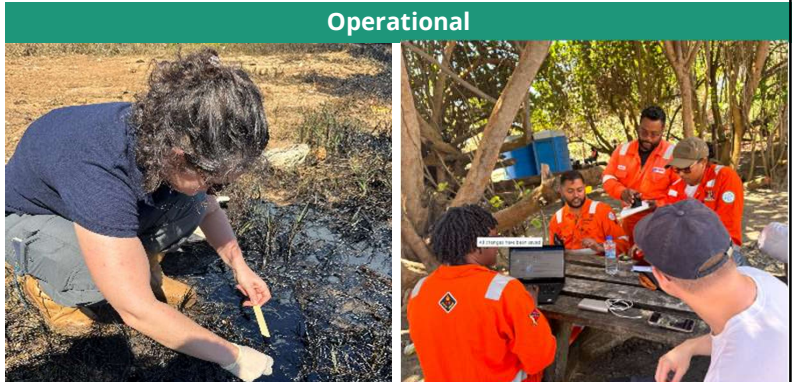
DEFINITIONS: Buried oil: Oil that has seeped into the sand and is not visible on the surface. Machine-assisted manual recovery: The use of hand tools and equipment to remove buried oil.

PROCEDURE: 1. Assess the extent of the buried oil. 2. Deploy a containment boom. 3. Use a vacuum suction unit to remove the oil. 4. Use a shovel to dig out the oil. 5. Collect the oil in a drum. 6. Dispose of the oil according to local regulations.

SAFETY: Wear appropriate PPE, including gloves and boots. Avoid contact with the oil. Use caution when operating machinery.

ENVIRONMENTAL CONSIDERATIONS: Minimize disturbance to the beach and surrounding environment. Avoid damage to coral reefs and other sensitive areas.

REFERENCES: ITOPF Technical Guidance Notes on Oil Spill Response.



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PHASE I: BULK REMOVAL

Vacuum Suction

A large photograph showing several workers in white protective suits using vacuum suction equipment on a beach. A circular inset provides a closer view of the workers operating the vacuum suction units in the shallow water.


A vertical photograph showing a worker in a white protective suit using a shovel to dig out buried oil from a beach. The worker is standing in shallow water, and the beach is covered in dark, oily sand.

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PHASE I: BULK REMOVAL

Vacuum Suction


Stage I: Suction Stage II: Offloading Stage III: Decanting



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PHASE I: BULK REMOVAL

Mechanical Assisted Manual Recovery



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PHASE III: BURIED OIL


Remobilisation




Mechanical Action




Tidal Cycles



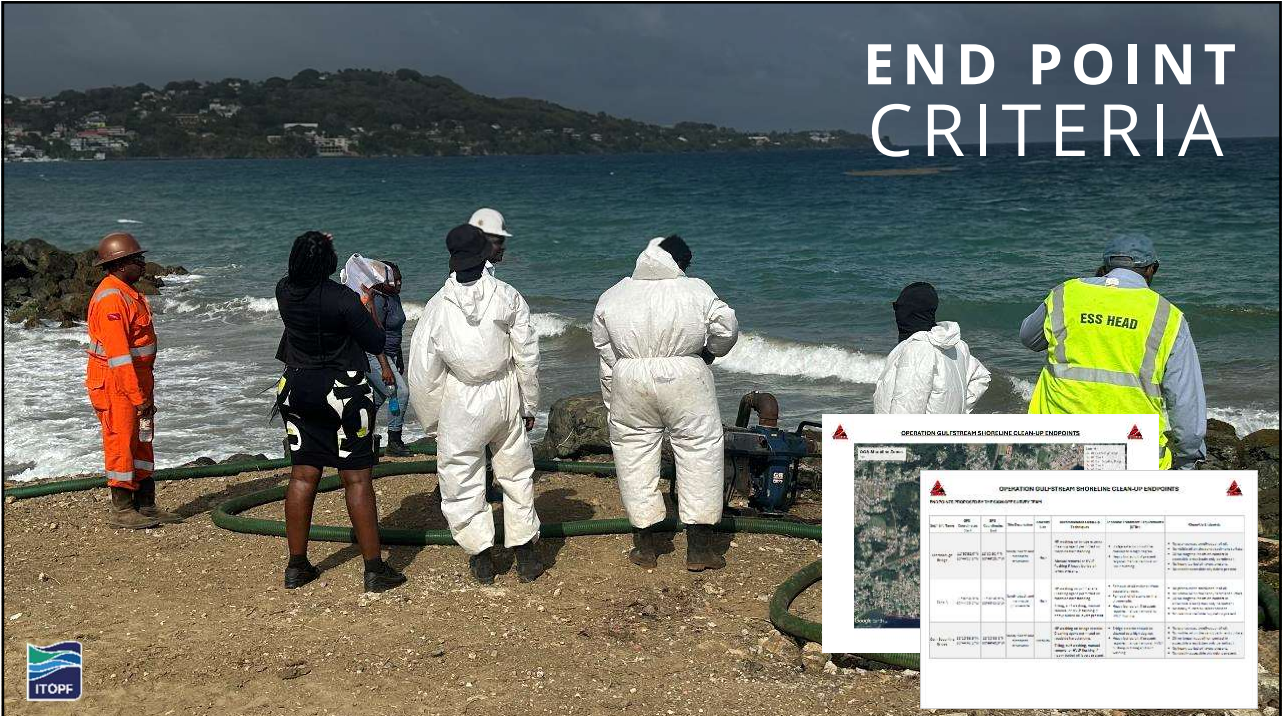
Resurfacing




Oil Mats Visible



37



END POINT CRITERIA



OPERATION GULF-STREAM SHORELINE CLEAN-UP ENDPOINTS	
Activity	Criteria
Beach Sweeping	Oil residue is not visible to the naked eye.
Oil Mats Removal	Oil mats are removed and disposed of in a controlled manner.
Resurfacing	Beach surface is restored to its natural state.
Monitoring	Regular monitoring is conducted to ensure no further oil is visible.

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END POINT CRITERIA

TEMA DISASTER MANAGEMENT

Medical Emergencies

Hurricane Preparedness

Reliance on natural attenuation

- Reduced focus on oil spill
- Wariness of financial burden
- Spill fatigue

ITOPF

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CLEAN-UP PROGRESS

Zone D

Zone E - Bailey Bridge

Zone F - Little Rocky Bay Beach





ITOPF

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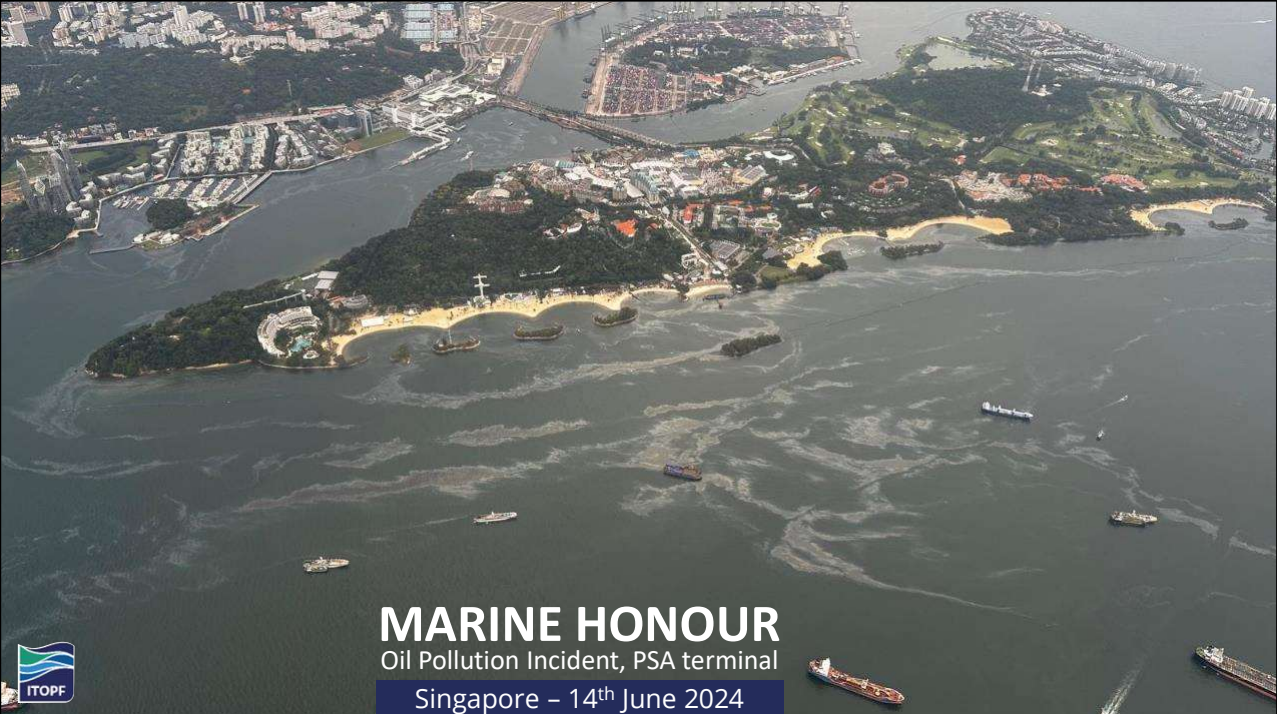
ITOPF WORK FOLLOW-UP

CLAIMS

- ITOPF providing advice on claims: admissibility criteria, process, supporting information.
- IOPC Funds communication with MEEI
- Correspondent/ Focal point for claims in Trinidad.

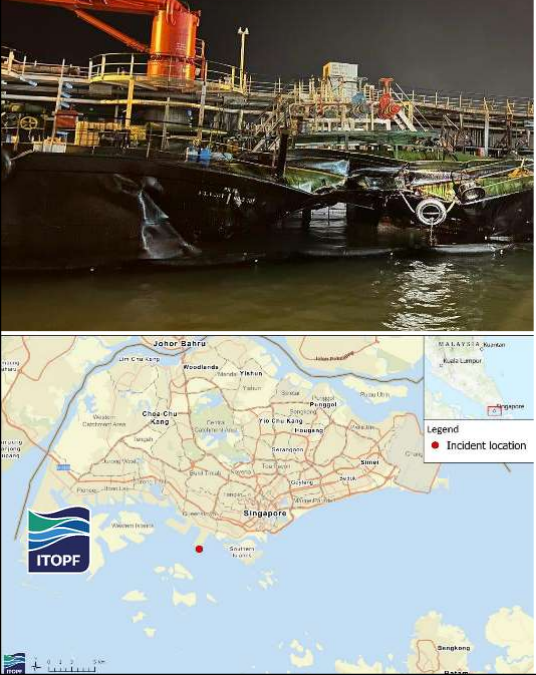


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Background Response Clean-up phases Oiling extent Impacts Challenges ITOPF involvement Summary



AVAILABLE COMPENSATION

1992 Civil Liability Convention

Owners of ships not exceeding 5,000 units of gross tonnage can limit their liability to a fixed sum of 4.51 million SDR **(around \$6 million USD)**

1992 FUND Convention

The 1992 Fund pays compensation when:

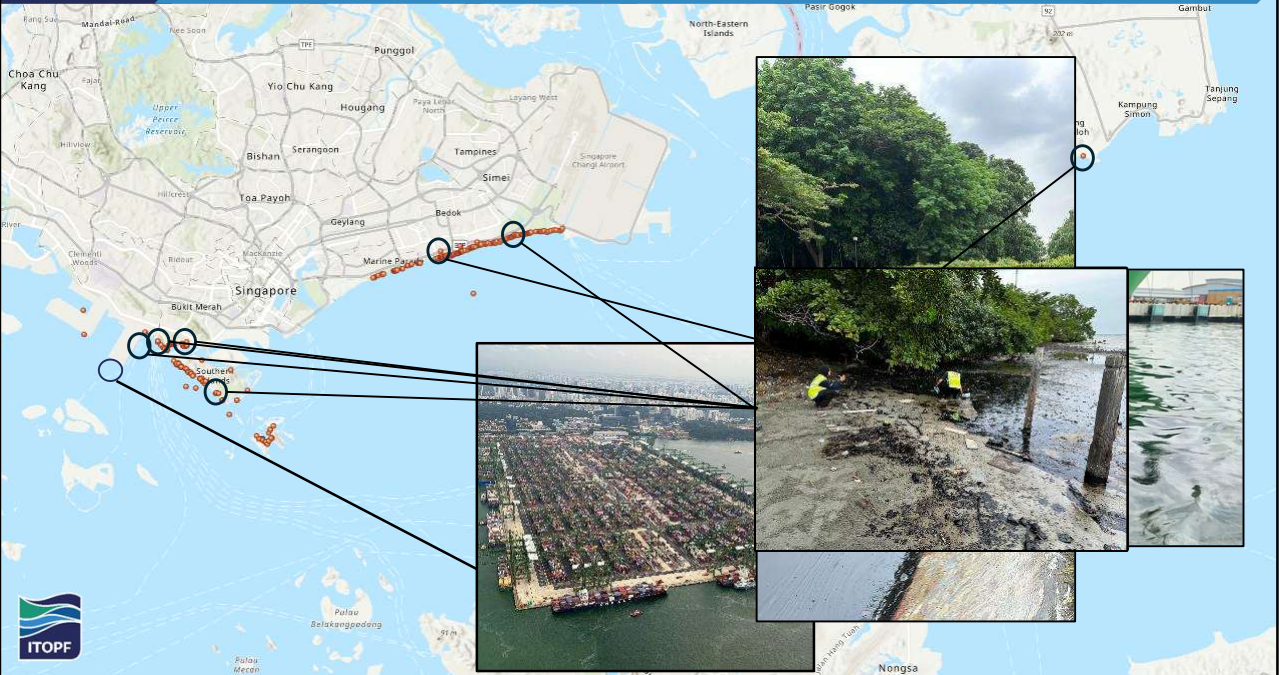
- The damage exceeds the limit of the shipowner's liability under the 1992 CLC

Maximum compensation payable by the 1992 Fund is 203 million SDR **(around \$272 million USD)**

5 September 2024

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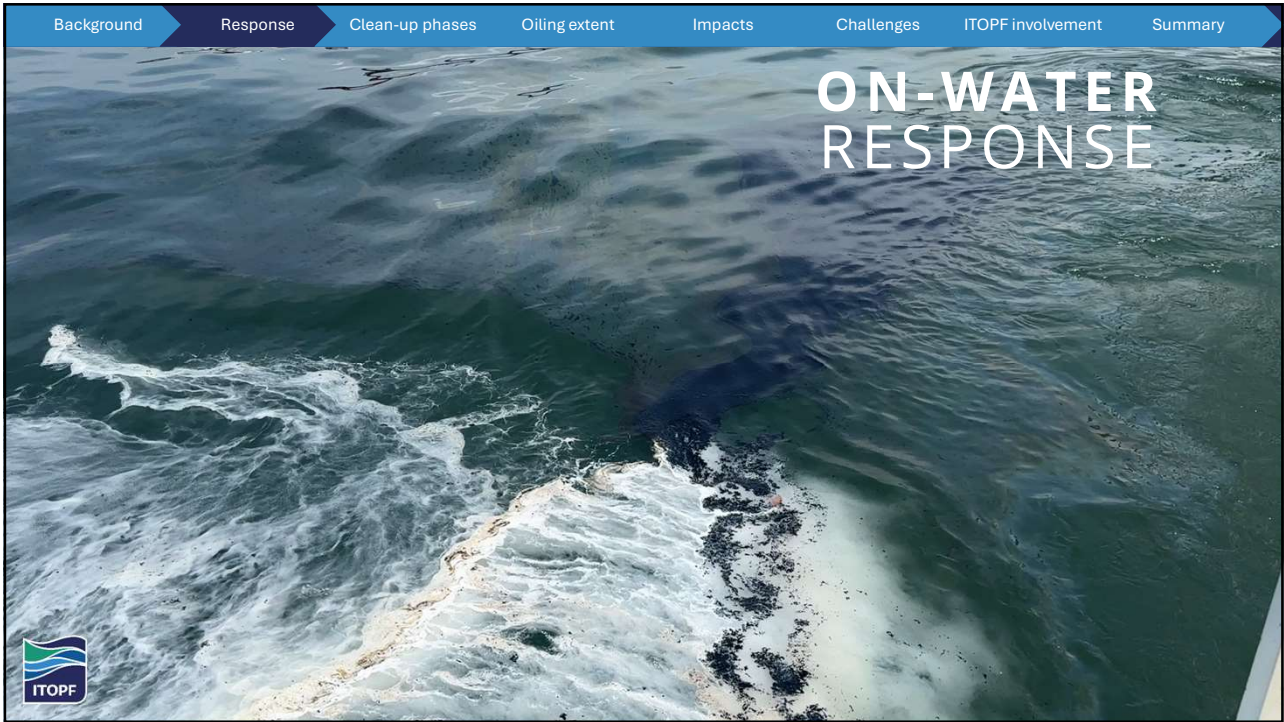
Background Response Clean-up phases Oiling extent Impacts Challenges ITOPF involvement Summary



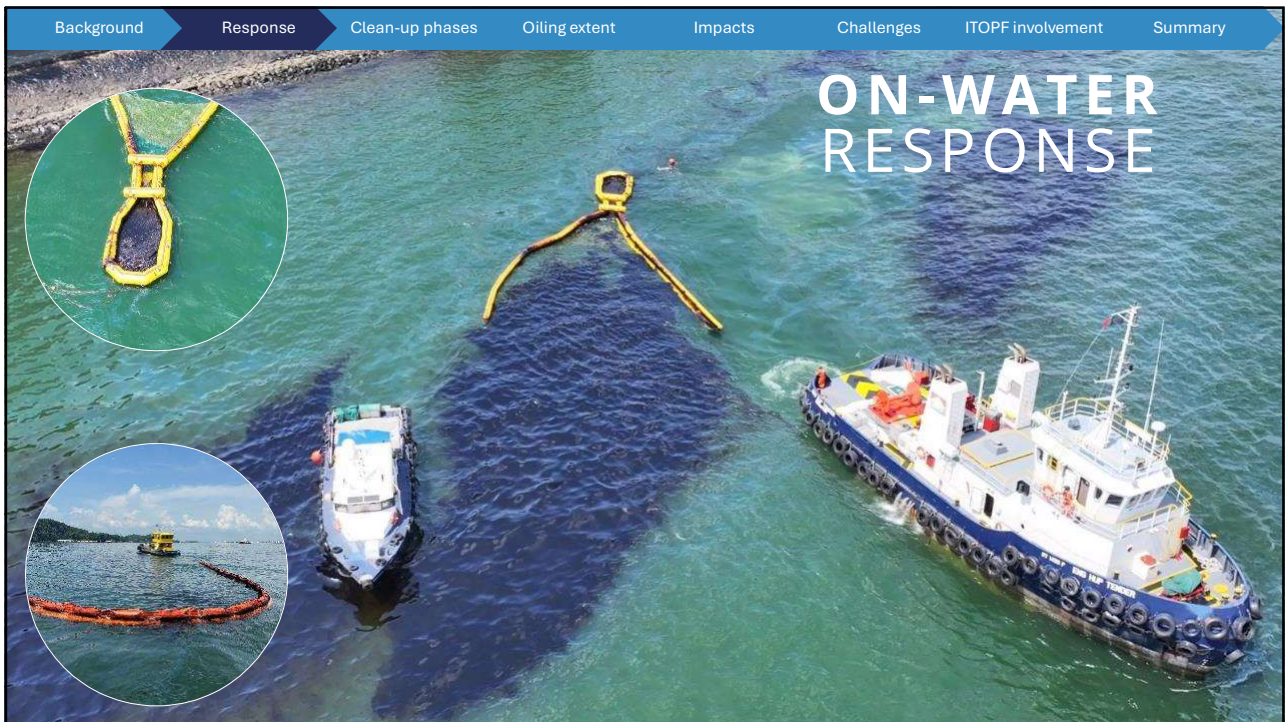
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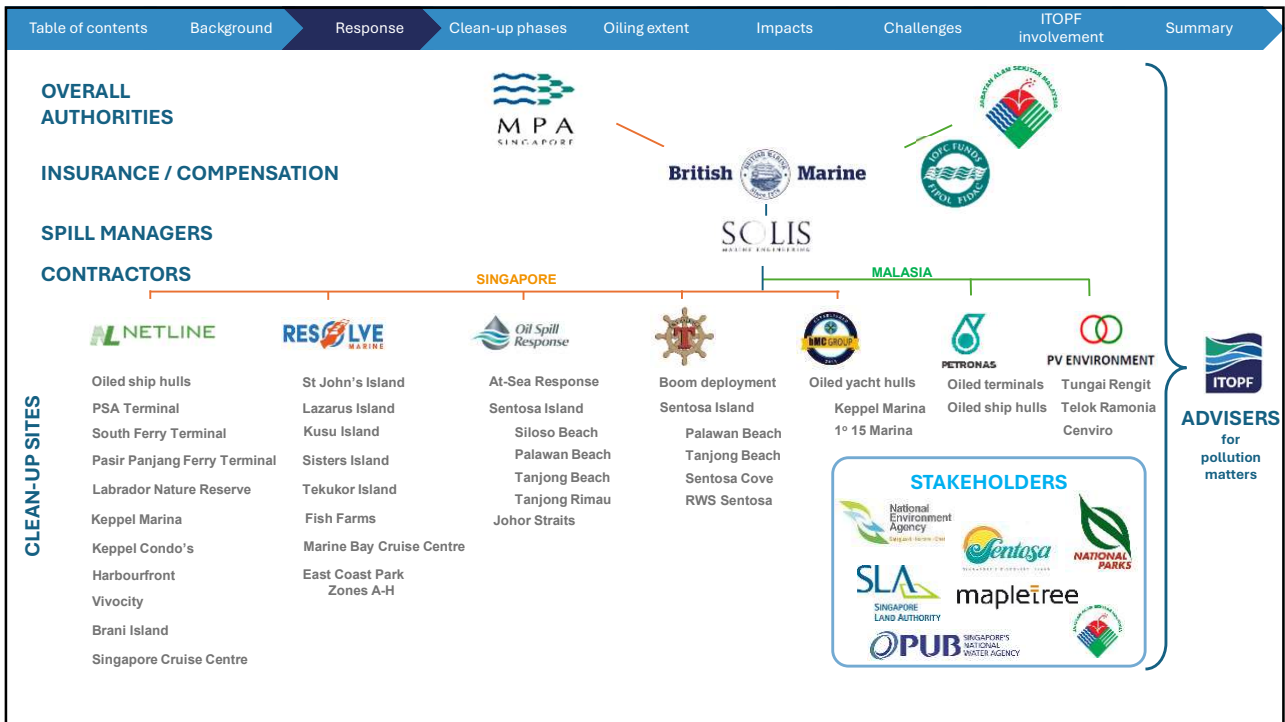
47

Background Response Clean-up phases Oiling extent Impacts Challenges ITOPF involvement Summary

MALAYSIA

- Oil slicks impacted part of the south coast of Malaysia, around Sungai Rengit and PETRONAS Pengerang site
- ITOPF mobilized on 19th June
- Overall, lower contamination than in Singapore

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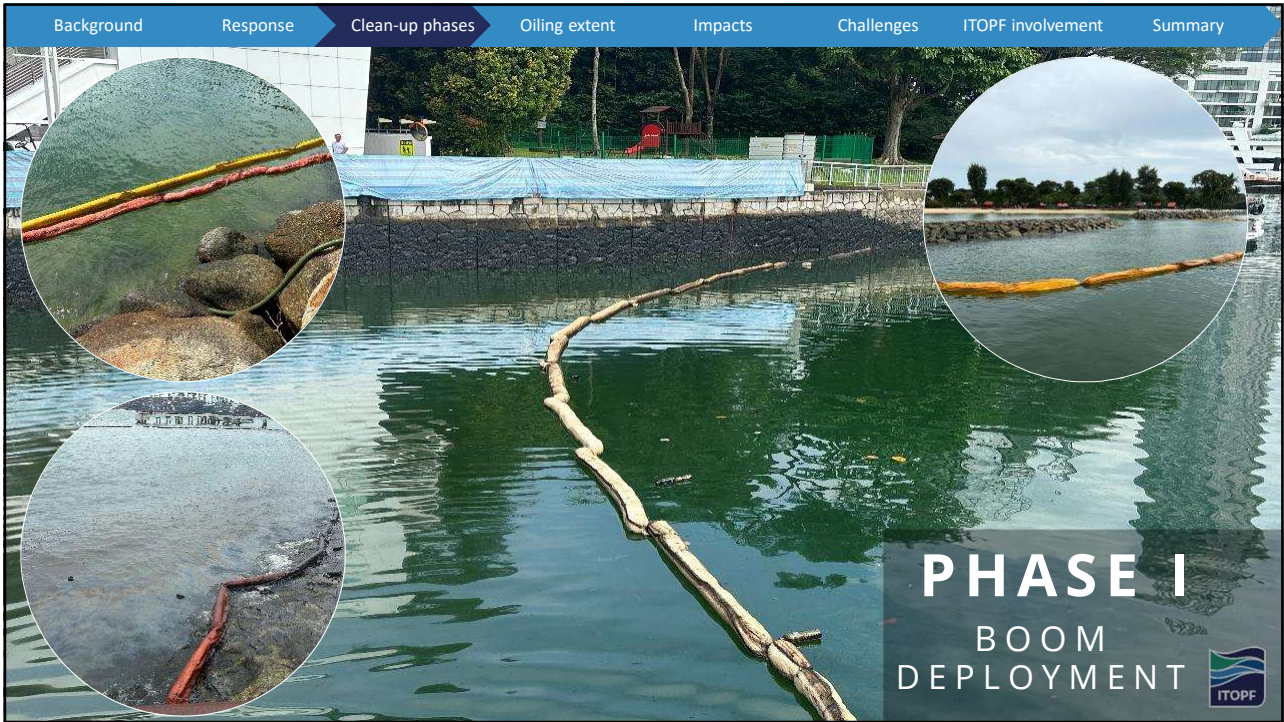


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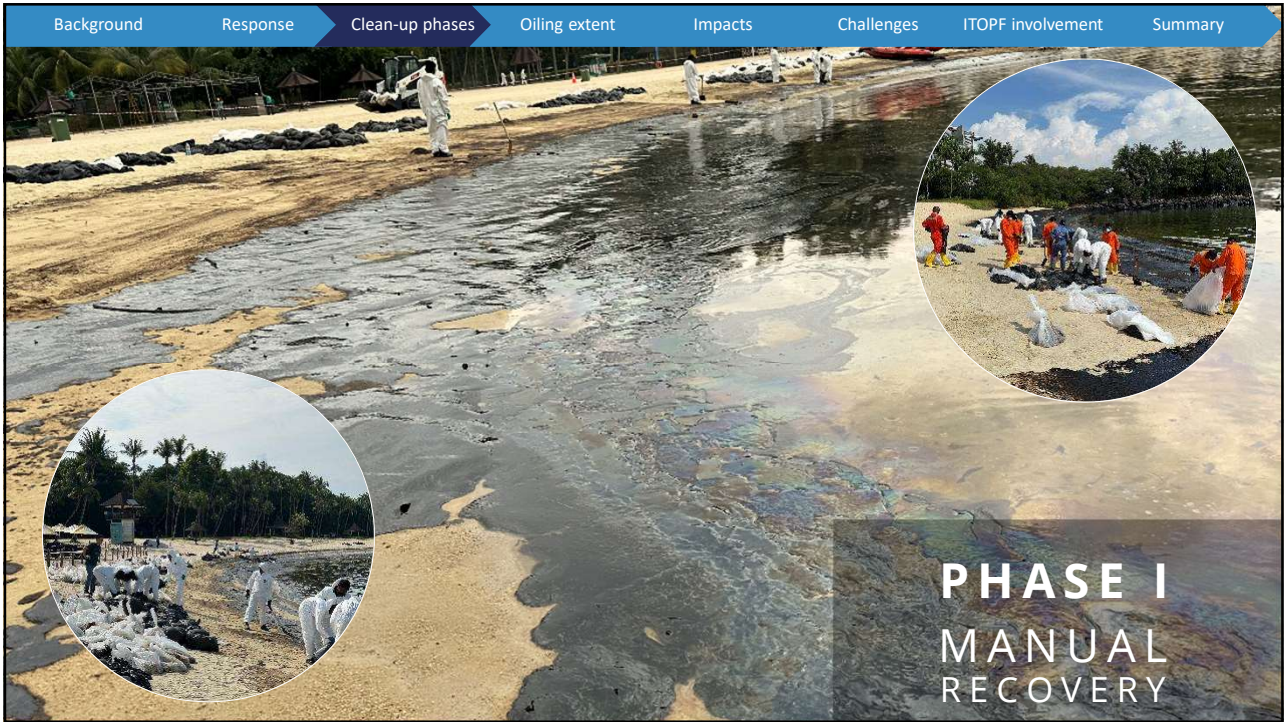
The slide content is as follows:

- Background** | **Response** | Clean-up phases | Oiling extent | Impacts | Challenges | ITOPF involvement | Summary
- Amount of time spent at Command Centre: > ~45 days
- Interagency meetings per day (emergency pase): 10am, 4pm
- Challenges:**
 - ITOPF heavily relied upon from early stages
 - Managing time on site and in daily meetings
 - Pre-existing relationships with authorities: high reliance on ITOPF

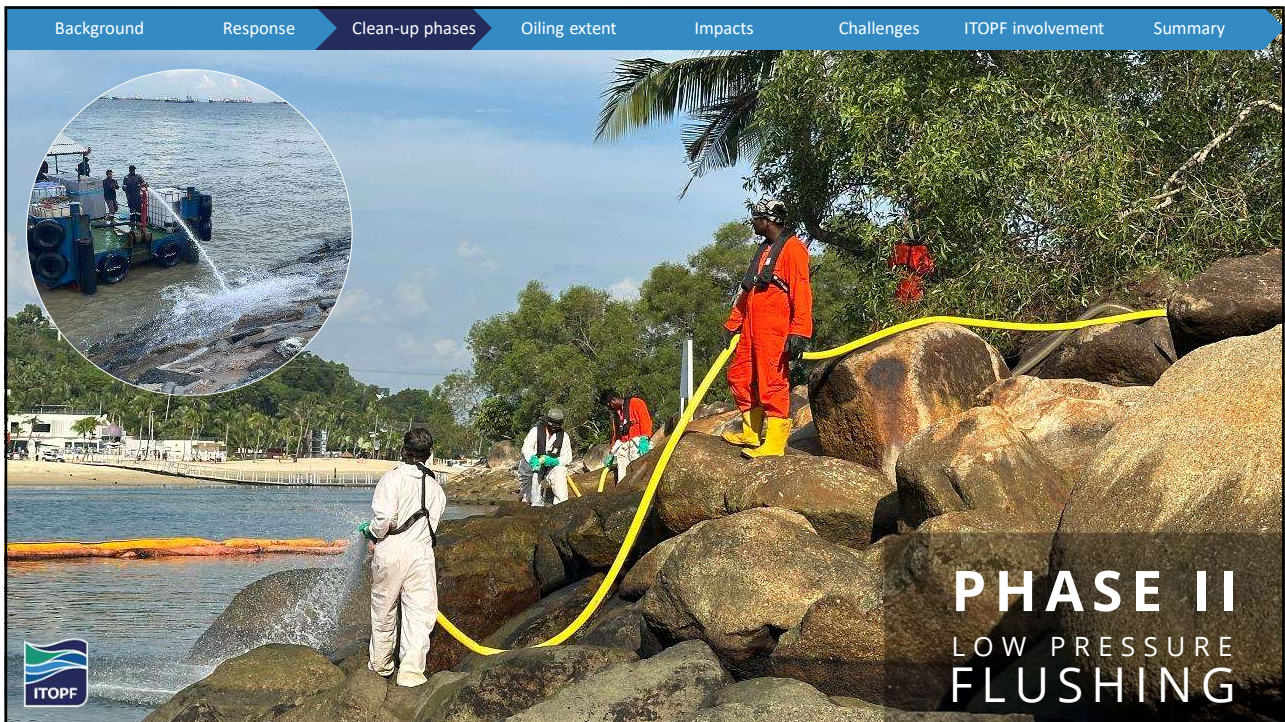
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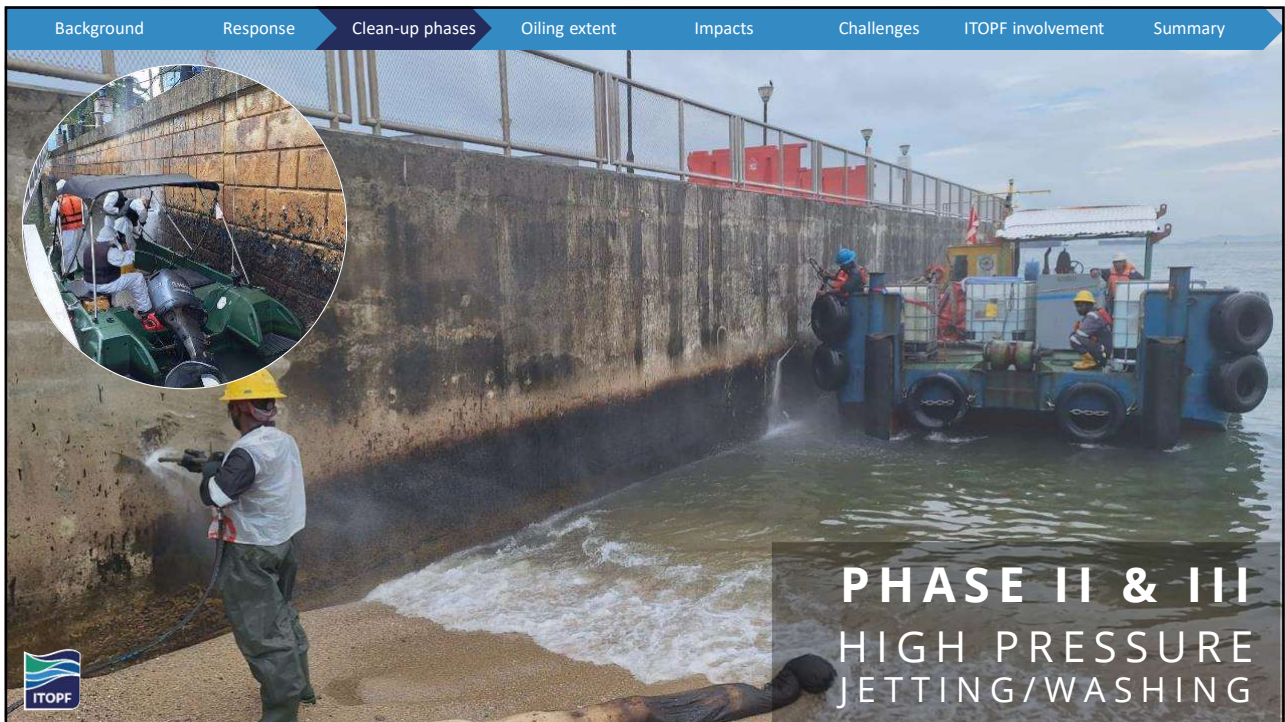
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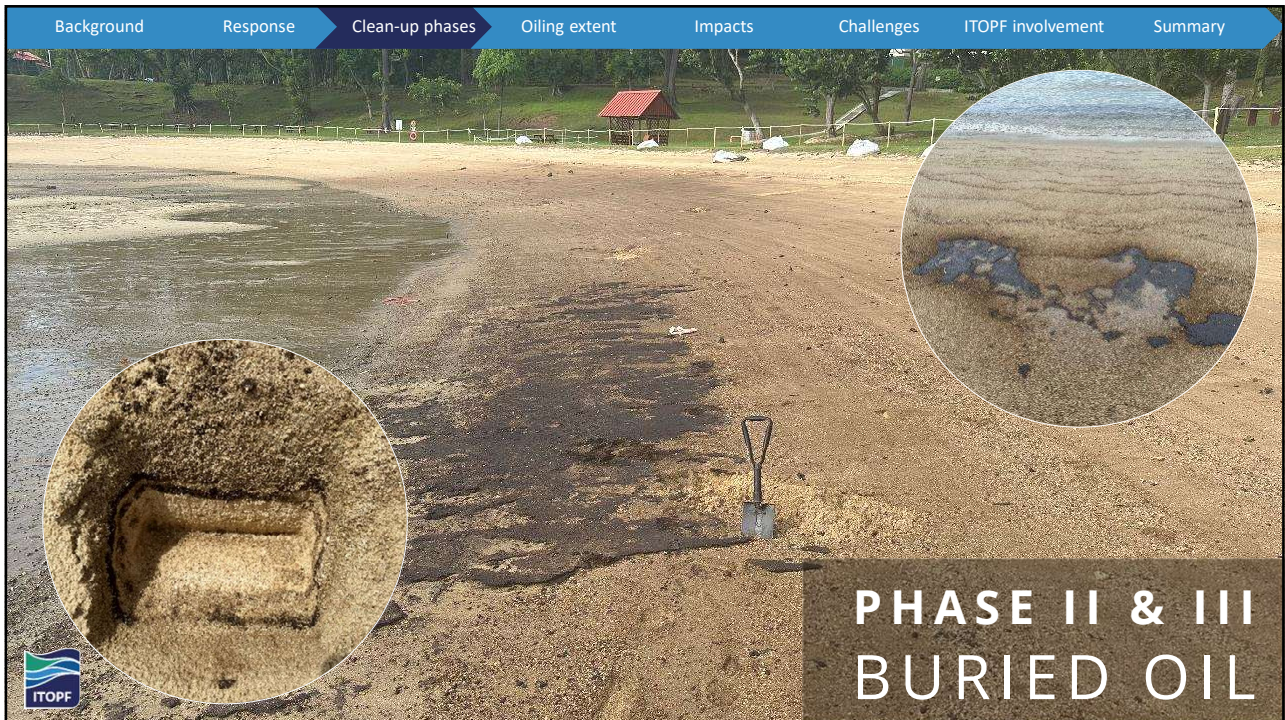
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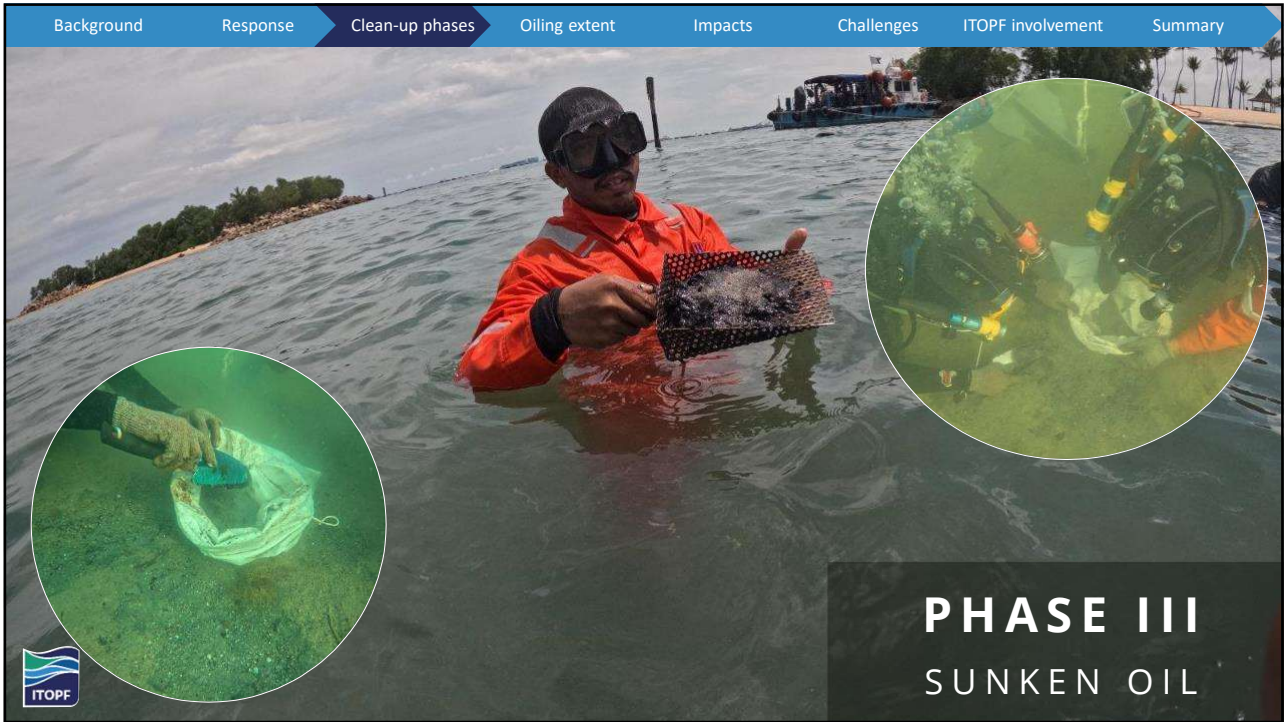
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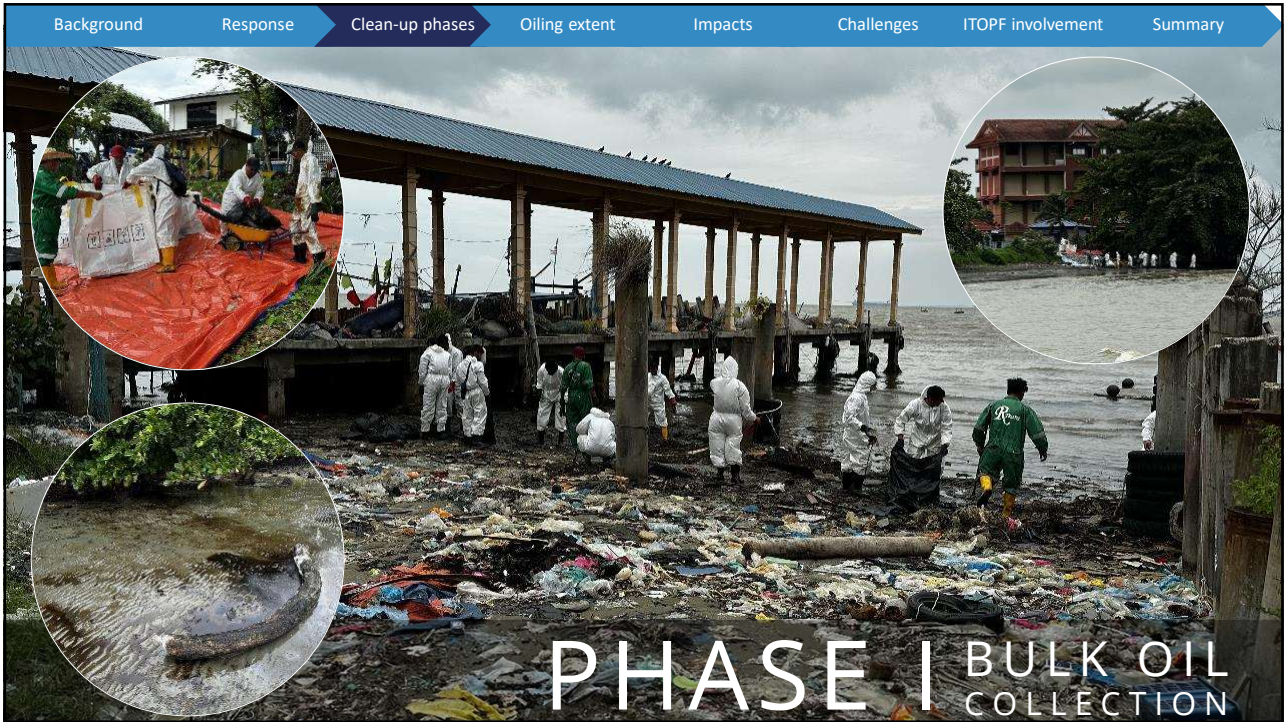
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Background Response Clean-up phases Oiling extent Impacts Challenges ITOPF involvement Summary


- Extent of contamination
- Trapped oil, buried, submerged
- Pollution response experience
- Safety issues – 1 fatality, 4 injuries
- Political pressure – complete Phase I imminently complete all within 3 months




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Background Response Clean-up phases Oiling extent Impacts Challenges ITOPF involvement Summary

CLAIM SUPPORT



- ITOPF: advisors for all stakeholders
- IOPC Fund and British Marine (QBE) strategy
- Coordination claims process
- Expectations on process timings



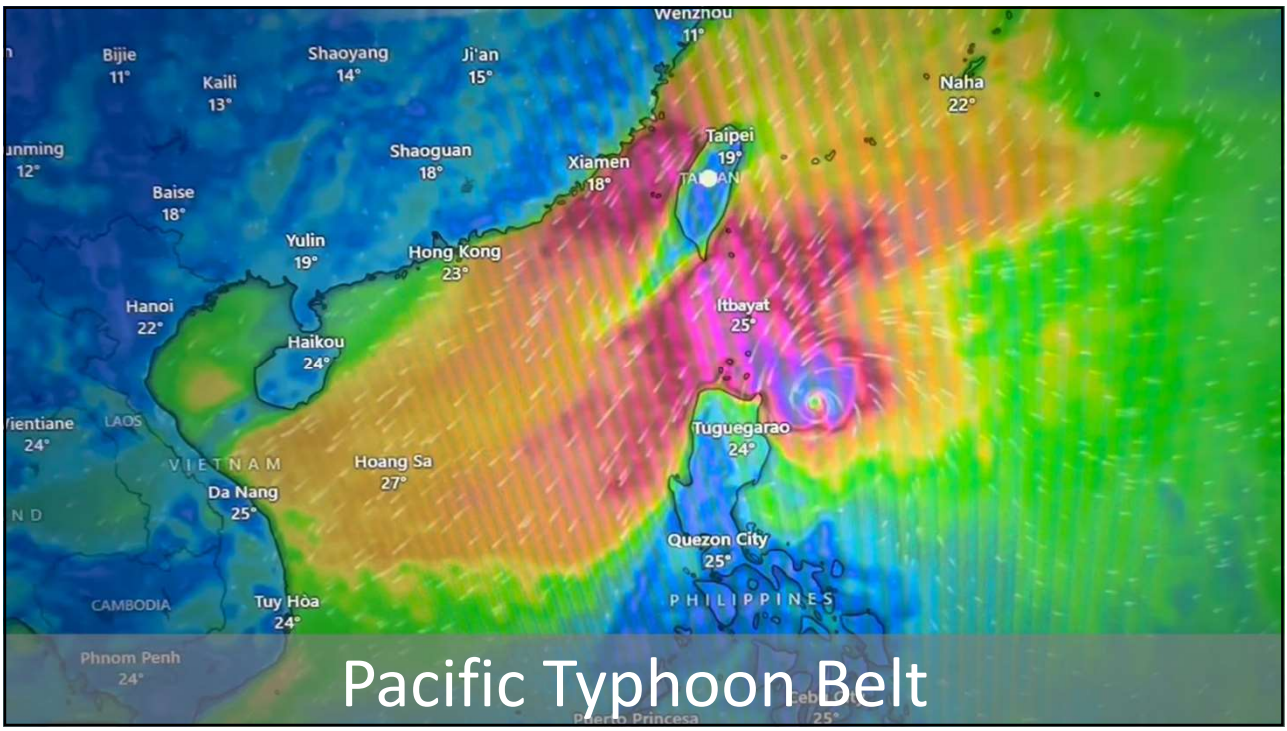
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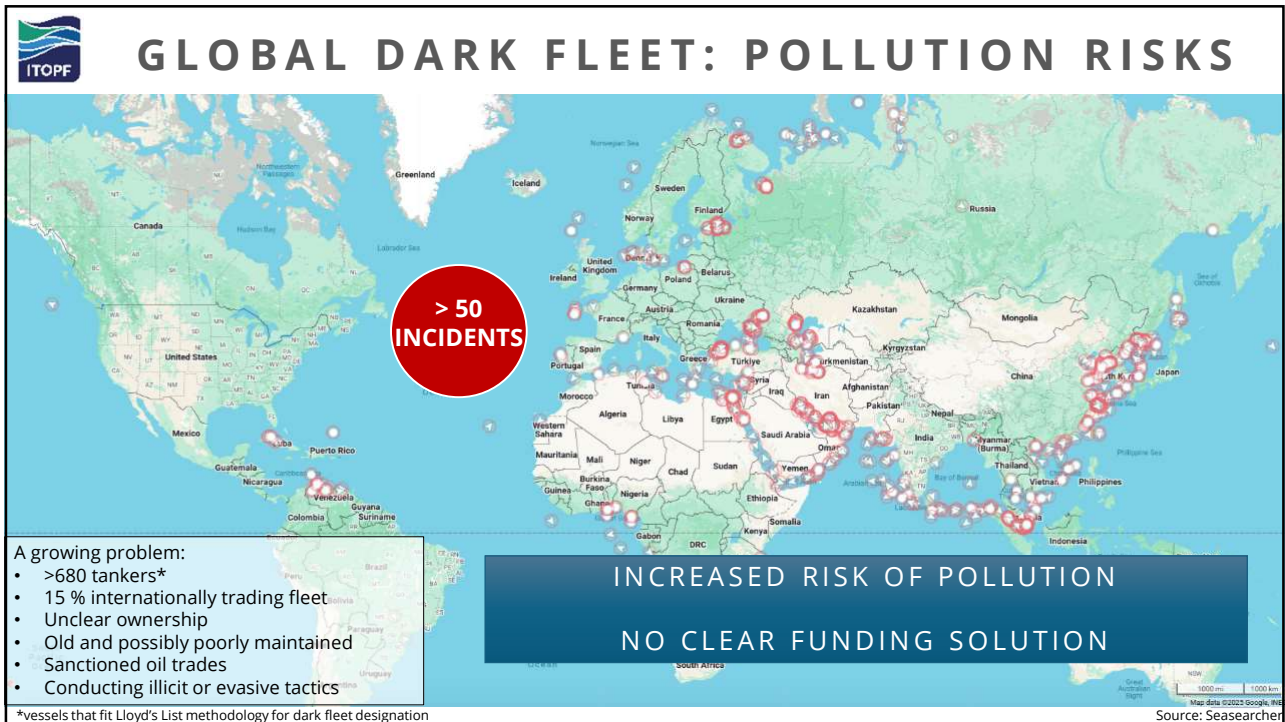
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64



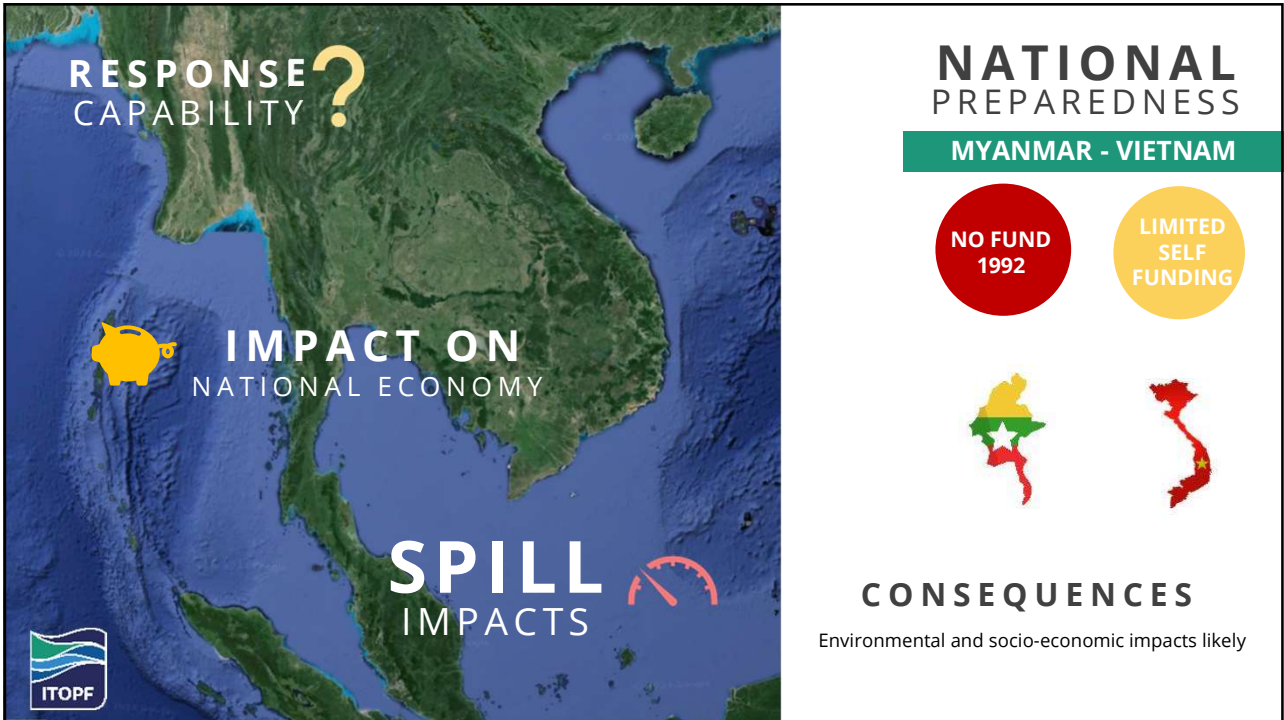
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RESPONSE CAPABILITY ✓

BILATERAL AGREEMENTS ✓

IMPACT ON NATIONAL ECONOMY

SPILL EXPERIENCE ✓

NATIONAL PREPAREDNESS

JAPAN - REPUBLIC OF KOREA

FUND 1992

LIMITED SELF FUNDING

CONSEQUENCES

Mitigation of impacts through preparedness

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ITOPF

DARK FLEET EXAMPLE: TANKER LI BAI

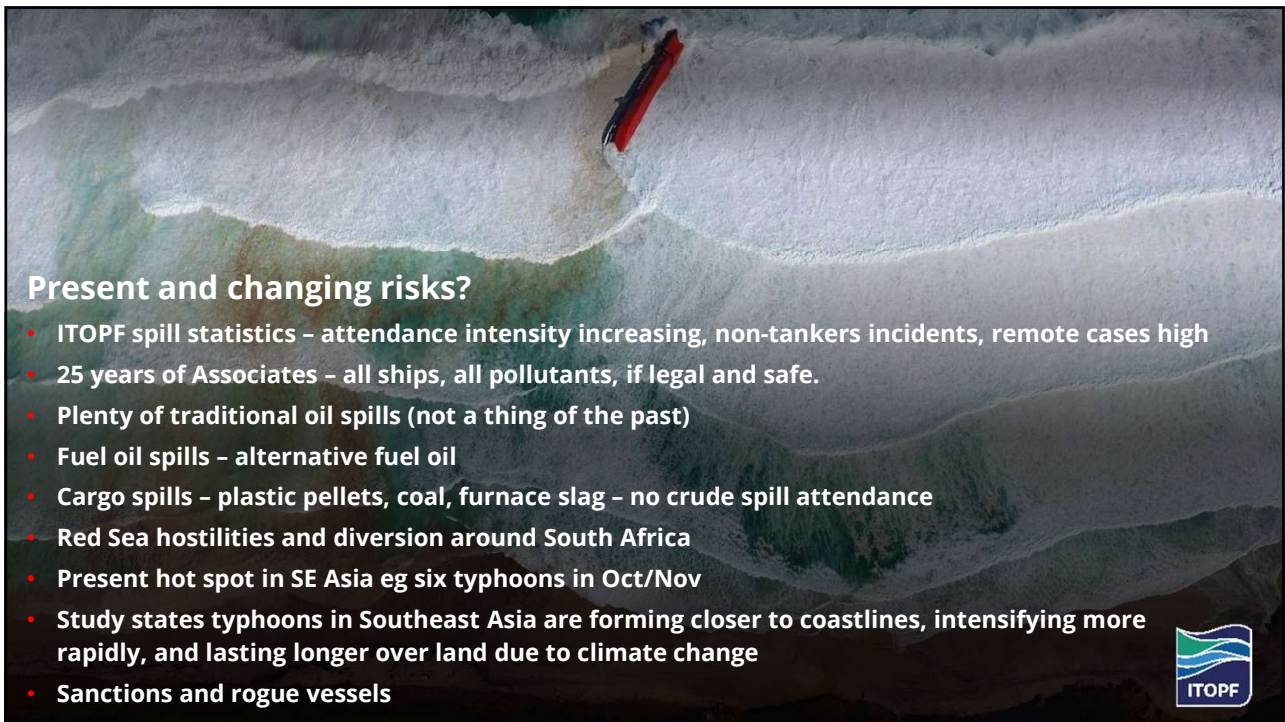
Tanker: LI BAI
Flag: Panama (left registry in Jan 25)
GT: 81,384
Year Built: 2011

Lloyd's Compliance Risks:

- AIS gaps
- Loitering
- Flag
- AIS manipulation
- AIS spoofing
- Movement risks
- STS transfer
- Ownership origin


AIS Tracking: 14th Jan - 14th Feb

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Present and changing risks?

- ITOPF spill statistics - attendance intensity increasing, non-tankers incidents, remote cases high
- 25 years of Associates - all ships, all pollutants, if legal and safe.
- Plenty of traditional oil spills (not a thing of the past)
- Fuel oil spills - alternative fuel oil
- Cargo spills - plastic pellets, coal, furnace slag - no crude spill attendance
- Red Sea hostilities and diversion around South Africa
- Present hot spot in SE Asia eg six typhoons in Oct/Nov
- Study states typhoons in Southeast Asia are forming closer to coastlines, intensifying more rapidly, and lasting longer over land due to climate change
- Sanctions and rogue vessels



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Why:
Protecting the marine environment and all those connected with it

What:
“Promote effective response to ship source spills”

How:
Emergency response and preparedness
Not-for-profit
No day-rate fees for members/associates

Richard H. Johnson - Technical Director



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