RECENT DEVELOPMENTS & EMERGING TRENDS IN SHIPPING INCIDENTS
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EAS Congress, Da Nang, Vietnam – 18th November 2015

ITOPF STATISTICS: OIL TANKER SPILLS (>700 MT)
INCIDENTS ATTENDED BY ITOPF (NOV 2014 – NOV 2015)

24 Cases in 12 Months
- Bunker Spills 54%
- Fuel Oil Cargo 8%
- Crude Oil 12.5%

KIANI SATU – SOUTH AFRICA, AUG 2013
CAPTAIN VANGELIS L – S. KOREA, FEB 2014
NESA R3 – OMAN, JUN 2013
INCIDENT ‘HOT SPOTS’

- Spills attended by ITOPF 2004-2014 = 211
  1. China  11.2 %
  2. South Korea  6.0 %
  3. Japan  4.8 %

- 22% of attendances (remainder in 64 different countries)

SPILL RESPONSE DEVELOPMENTS

- Preparedness & response capabilities continue to improve
- Legal framework for preparedness continues to develop
- Some successful international cooperation agreements
- Response strategies to spills at sea largely unchanged
- Incremental benefits of R&D – linked to major incidents

AMOCO CADIZ - 1978
HÉBEI SPIRIT - 2007 © ITOPF
CHEMICAL TANKER INCIDENTS

- Growth in container shipping: 69M – 178M TEU in 15 yrs
  - Increased risk? HNS issues? Lengthy salvage/responses?
- Development of shipping in Arctic waters – esp. NSR
  - Increased risk of spills in challenging remote locations?
- Rapid growth of shipping traffic to China and India
  - Increased risk of oil/HNS spills? Preparedness issues?
- Bunker fuel replacement by LNG
  - Decreased risk of bunker spills from shipping in general?

FUTURE OF SHIP-SOURCED SPILLS?
ITOPF TECHNICAL INFORMATION

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