International Response to Pollution Incidents – Current picture and Future Outlook

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International Maritime Organization

• Specialized UN agency with a global mandate for addressing maritime issues

Safe, secure and efficient shipping on cleaner oceans
Need for international regulation

IMO Convention:
• Adopted Geneva 1948
• Entered into force 1958
• First IMO meeting 1959

The need for IMO:
• Shipping – international
• Underpins world trade
• Assets move between jurisdictions
• Universally applicable standards
Global coverage

174 Member States representing:

- All major ship owning nations
- All major coastal states
- IGOs and NGOs
Legal Framework – Oil & HNS Pollution

**PREVENTION**
- MARPOL

**Preparedness & Response**
- OPRC 1990
- OPRC-HNS Protocol 2000

**Compensation & Liability**
- CLC 92 & Funds Conventions
- HNS Convention & HNS Protocol
- Bunkers Convention & LLMC
Pollution Prevention – MARPOL

International Convention for the Prevention of Pollution from Ships, 1973 as modified by the Protocol of 1978

**Composed of six annexes**

- Annex I: Oil
- Annex II: Noxious Liquid Substances in Bulk
- Annex III: Harmful Substances Carried at Sea in Packaged Form
- Annex IV: Sewage from Ships
- Annex V: Garbage from Ships
  - includes Marine Litter
- Annex VI: Air Pollution from Ships
Pollution Preparedness & Response

OPRC 1990 and OPRC-HNS 2000

Objectives

• a framework developing national and regional capacity to prepare for and respond to oil/HNS pollution incidents
• A platform to facilitate international co-operation and mutual assistance
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Obligations

- A national system for responding to oil pollution incidents
- Oil pollution emergency plans
- Reporting of any oil pollution incident to nearest coastal State or State with jurisdiction
- Response capacity – individually or via bilateral/multilateral agreement
OPRC Convention

International convention on oil pollution preparedness, response and co-operation, 1990

- 112 States
- 75% of world tonnage

Protocol on preparedness, response and co-operation to pollution incidents by hazardous and noxious substances, 2000

- 40 States
- 52% of world tonnage
International Compensation Conventions

CIVIL LIABILITY CONVENTION (1992 CLC)

The International Convention on Civil Liability for Oil Pollution Damage, 1992

FUND CONVENTIONS (Fund 92 & Supplementary Fund 03)

Situation today

Thirty years on.....

.......has OPRC been successful?
Number of large oil spills (>700 tonnes) (ITOPF)
Quantities of oil spilt 7 tonnes and over (ITOPF)
Future outlook

What are the present concerns and future outlook?
Offshore exploration

Two major incidents:

• Montara, August 2009

• Macondo, April 2010
Offshore exploration

**Increased exploration in:**

- Deeper waters
- Remote areas with unique challenges (Arctic)
- Areas at potential risk of terrorism

**Some of these are far offshore:**

- Making response challenging
- Presenting unique logistical challenges (people/equipment)
Climate change

Air pollution - MARPOL Annex VI

• 2020 Sulphur cap: max 0.50% sulphur content for marine fuel from Jan 2020
• IMO Strategy on reduction of GHG emissions from ships
LNG-fuelled ships

- Increasing trend towards alternative fuels

500 probably to be reached in 2020

The big wild card: Sulphur Cap 2020

Updated 1 April 2018
Excluding LNG carriers and inland waterway vessels
LNG-fuelled ships

• New Global sulphur limits (2020) will drive alternative fuel technologies
• Potential risks from LNG-fuelled ships:
  • Transported under high pressure
  • Cryogenic liquid
  • Highly flammable – explosion hazard
  • Training requirements for crew
• Safety requirements high reducing risk, however consequences very high
Marine Litter

- Emerging issue for IMO
- Marine litter from ships accounts for less than 2% of plastics in the ocean (MARPOL Annex V)
- Action Plan to address marine plastic litter from ship
  - Focus waste management and port reception facilities
- Collaboration with FAO related to:
  - Abandoned, lost or otherwise discarded fishing gear (ALDFG)
The future – Autonomous/Unmanned Ships

- Hailed to be the next major direction in shipping
- Still in developmental phase
- Considerations: safety, security, legalities, economics and risk
- Some potential and known risks: Collisions, cyber threats, emergency situations, and other unknown risks
Thanks for your attention - Questions

www.imo.org
London Convention / London Protocol


- Implementing relevant measures aimed at conservation and sustainable governance of the ocean.
Other priorities

• BWM Convention, AFS Conventions and the Biofouling Guidelines

• Ratification and effective implementation of the Hong Kong Convention on Ship Recycling.

• Polar Code

• Requirements for Special Areas and PSSAs