

KPI Information Update IU-21-2013

{International Tanker Owners Pollution Federation Limited (ITOPF) Annual Statistical report}

Accidental oil spills from tankers now constitute a negligible proportion of oil finding its way into the marine environment, as demonstrated by ITOPF's annual statistics released on January 29, 2013.

While no accident involving an oil spill should be ignored as both government and industry strive towards 'zero tolerance', to

Quantities of oil spilt >7 tonnes (rounded to the nearest thousand), 1970-2012

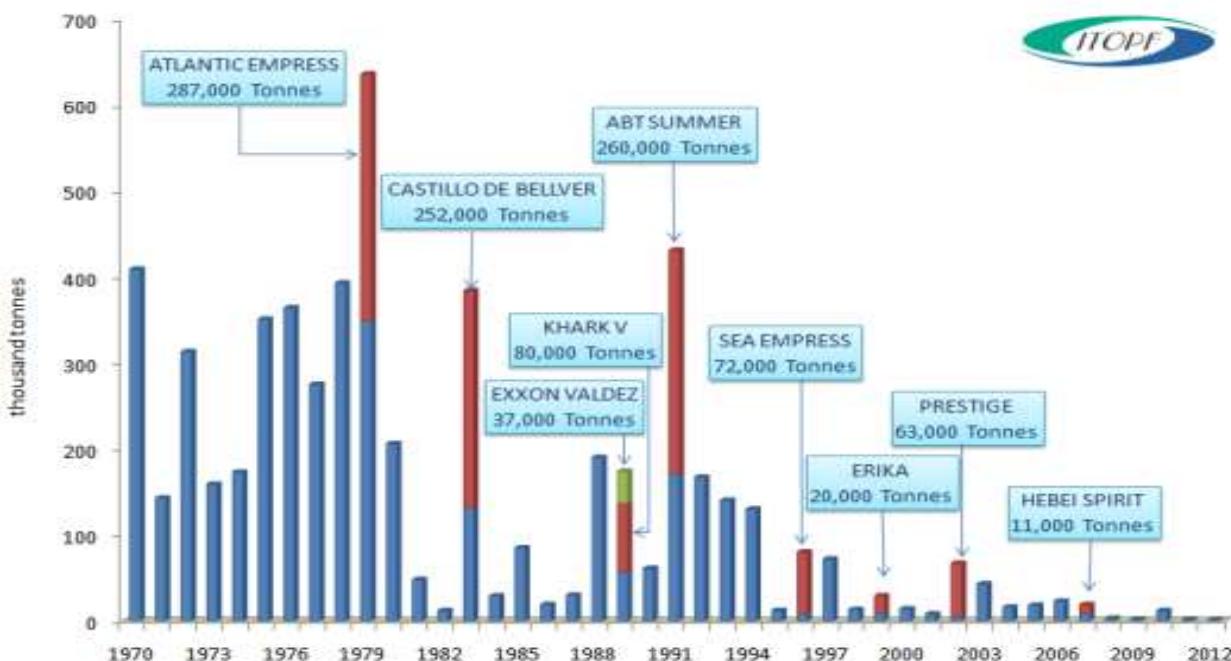
In terms of the number of incidents, there were no large spills (>700 tonnes) recorded for 2012 and, although 7 medium sized spills (7-700 tonnes) were recorded, up from 2010 and 2011, they resulted in less oil being spilt overall.

put the figures into perspective, the volume of oil spilt during 2012 represents less than one millionth of the quantity of oil transported by sea.

As ITOPF's figures have historically been rounded to the nearest 1,000 tonnes, the volumes spilt recently are now so low that they can be said to be around baseline levels.

These figures are good news for tanker operators and governments alike as they work to continually improve both safety and environmental performance.

Further details on the number and quantity of spills from tanker accidents since 1970, together with figures and tables, are available on the [statistics](#) page of ITOPF's website and in ITOPF's annual [statistics package](#).



Explanatory note concerning "What is ITOPF":

If there is oil spilt in the sea in any great quantity, the chances are that the International Tanker Owners Oil Pollution Federation Ltd. will be in some way involved in its clean up or dispersal. A non-profit making organization founded in 1968, soon after the loss of the Torrey Canyon had ushered in the age of the "super-spill", ITOPF provides a whole range of technical services in the clear-up and mitigation of oil pollution. It provides this expertise, which is globally recognized and substantial, to ship owners, their protection and indemnity associations, and the various compensation funds that are in place to provide compensation to the victims of spilt oil.

ITOPF began its operations by providing these services to tanker operators, who would pay a fee to gain this protective service of specialist expertise, and which they could call upon in the event that one of their ships spilt oil in the sea. Then, over the past ten years or so, it became obvious that much of the oil that was spilt was from non tankers in the shape of fuel that was spilt in the event that a non-tanker collided or grounded. Some 25% of all spills have been of this nature. Eventually it was agreed that non-tanker owners could be associate members of ITOPF and benefit from its protection.

One of the interesting services undertaken by ITOPF is the gathering of data and statistics about oil pollution. The organization has become highly regarded for its impartial and accurate assessment of this often controversial subject. It has over the years recorded huge progress, with the average amount of oil accidentally spilt in the 2000s less than half that spilt in the

1990s, and more significantly, less than one eighth of the quantity spilt in the 1970s. This improvement has also taken place at a time when vastly more oil was being transported.

It is the expertise and objectivity of ITOPF that has become well-known throughout the world, with the organization called in to advise on the best way to deal with spills, and to provide fair and balanced assessment of claims for pollution compensation. Over more than 40 years an enormous database of spills and how best to approach them has been built up, and the organization's experts rarely see anything that has not been seen before.

Useful guides have been published on the various types of oil pollution, and what approach ought to be taken to deal with it, both at sea and in various types of coastal habitat, so as to cause the least amount of additional environmental harm in the cleanup. The organization can be employed as a consultancy where ships are not involved in a spill, and is frequently used by government agencies to help them deal with unfamiliar problems if oil is spilt.

