



RITAG 2023 Steering Committee Meeting

Shenzhen, China

Host – China Offshore Environmental Services (COES)



Response Cooperation within RITAG

Information sharing on
requirements and procedures
for visa application and
equipment mobilisation



Country Mobilisation Information

Singapore

[Singapore Customs: Temporary Import Scheme](#)

[Immigration & Checkpoint Authority: Visa Requirements](#)

[Immigration & Checkpoints Authority: eServices and Forms](#)

[OSRL Logistics Planning Guide](#)

[OSRL B-727 Mobilisation and Logistics Planning Guide](#)

[OSRL C-130 Hercules Mobilisation and Logistics Planning Guide](#)

[OSRL Global Dispersant Stockpile \(GDS\) Logistics Planning Guide](#)

Malaysia

Indonesia

Thailand

Vietnam

China

Japan

Korea



Response Cooperation within RITAG

Mutual Personnel Assistance
Framework



Mutual Personnel Assistance Framework

Mutual Personnel Assistance Framework is developed to facilitate cooperation between RITAG members during an incident by providing a template agreement which can be amended to suit the needs of the Parties.

By downloading, copying or otherwise using this template FRAMEWORK AGREEMENT FOR MUTUAL Cooperation and PERSONNEL ASSISTANCE ("template Agreement"), you acknowledge, accept and agree that:

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1. Any Party which has chosen to enter into this Agreement with another Party (bilaterally), does so solely on the basis of its own commercial decision, and has made its own decision as to whether to seek appropriate legal advice;
2. The Parties entering into this Agreement should modify the terms and condition contained in this Agreement to suit their specific bilateral needs.
3. OSRL does not receive any benefit or consideration for any administration it may carry out in respect of or in connection with this template Agreement and, therefore, to the fullest extent permitted by Law, OSRL shall have no liability whatsoever (including any liability for negligence or other fault) arising out of or in connection with the administration of this template Agreement, from the holding of this template Agreement or any ancillary documents or information on its EDMS, or in respect of any information or data provided in respect of this Agreement or its Parties.
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Download the Mutual Personnel Assistance Framework [here](#)

Template

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DATE: 20[**]

FRAMEWORK AGREEMENT FOR MUTUAL COOPERATION AND PERSONNEL ASSISTANCE

Between
[]
and
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Template

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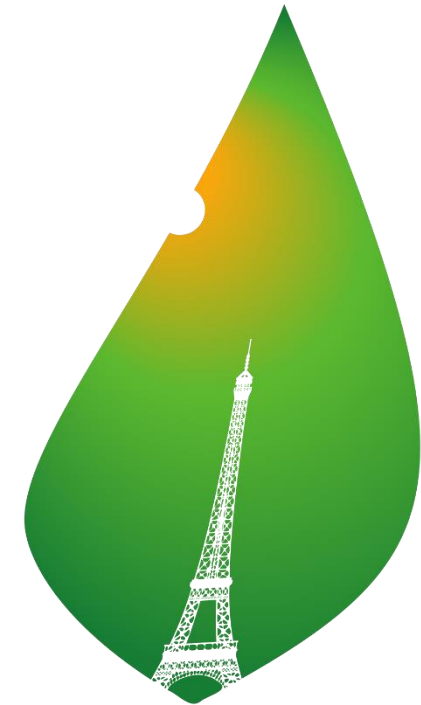
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Technical Discussion on HNS and Alternative Fuels

Background

- Paris Agreement was signed during UN Climate Change Conference (COP21) in Dec 2015
- Legally binding international treaty on climate change
- Goal is to hold the increase in global average temperature to well below 2 deg C above pre-industrial levels and pursue efforts to limit the temperature increase to 1.5 deg C above pre-industrial levels



PARIS2015
UN CLIMATE CHANGE CONFERENCE
COP21·CMP11

IMO's Actions on Climate Change

MEPC 69 (April 2016)

- MEPC welcomed the Paris Agreement under UNFCCC and recognized IMO's role and ongoing efforts of mitigating the impact of GHG emissions from international shipping

MEPC 70 (Oct 2016)

- Roadmap for developing a comprehensive IMO strategy on reduction of GHG from ships

IMO Assembly, 30th session (Dec 2017)

- Strategic direction for climate change approved
- "Respond to climate change" - developing appropriate, ambitious and realistic solutions to minimize shipping's contribution to air pollution and its impact on climate change.

MEPC 72 (April 2018)

- Adopted the initial IMO strategy for reducing GHG emissions from ship

MEPC 80 (Jul 2023)

- Adopted 2023 IMO strategy on reduction of GHG emissions from Ships

IMO remains committed to reducing GHG emissions from international shipping and, as a matter of urgency, aims to phase them out as soon as possible, while promoting, in the context of this Strategy, a just and equitable transition.


2023 IMO GHG Strategy





Level	Ambition	Target	Measure
1	Carbon intensity of ship to decline through further improvement of energy efficiency of ships	To review existing measures with the aim of strengthening energy efficiency design requirements for ships	Short term – Technical Energy Efficiency Design Index (EEDI) Energy Efficiency Existing Ships Index (EEXI)
2	Carbon intensity of international shipping to decline	To reduce CO2 emissions per transport work, by at least 40% by 2030, compared to 2008 levels	Short term - Operational Carbon Intensity Indicator (CII) Enhanced Ship Energy Efficiency Management Plan (SEEMP)
3	Uptake of zero or near zero GHG emissions technologies fuels, energy sources to increase	Uptake to represent 5 – 10% of energy used by international shipping by 2030	Mid term measure - Technical: a goal-based marine fuel standard regulating the phased reduction of the marine fuel's GHG intensity - Economic: Maritime GHG emissions pricing mechanism
4	GHG emission to reach net zero	Achieve GHG reduction goals (as compared to 2008) - By 2030: 20 – 30% - By 2040: 70 – 80%	

Source: IMO – 2023 IMO Strategy on Reduction of GHG Emissions from Ships


EEDI, EEXI and CII






EEDI ENERGY EFFICIENCY DESIGN INDEX IMPROVING THE TECHNICAL PERFORMANCE OF NEW BUILD SHIPS




<p>Ships which are designed and constructed today must be MORE ENERGY EFFICIENT than the baseline, thus reducing their carbon intensity</p>  <p>1</p>	<p>Performance targets are increasingly stringent over time, thus INCENTIVIZING INNOVATION in ship design</p>  <p>2</p>
<p>There are DIFFERENT GOALS FOR DIFFERENT TYPES OF SHIPS, recognizing the specificities of different types of ships</p>  <p>3</p>	<p>For example, THE LARGEST CONTAINER SHIPS (>200,000 DWT) built after 1 April 2022 must be 50% more efficient than the baseline</p>  <p>4</p>





EEXI ENERGY EFFICIENCY EXISTING SHIPS INDEX IMPROVING THE TECHNICAL PERFORMANCE OF EXISTING SHIPS



<p>The requirements for EEXI certification ENTERED INTO FORCE on 1 November 2022</p>  <p>1</p>	<p>All ships are required to calculate their Attained Energy Efficiency EXISTING SHIP INDEX (EEXI)</p>  <p>2</p>	<p>The EEXI is a ONE-TIME CERTIFICATION for existing ships targeting design parameters</p>  <p>3</p>
<p>There are a variety of technical means to IMPROVE THE CARBON INTENSITY of existing ships and achieve the Required EEXI</p>  <p>4</p>	<p>A review clause requires IMO to REVIEW THE EFFECTIVENESS of the implementation of the EEXI requirements, by 1 January 2026 at the latest, and, if necessary, develop and adopt further amendments</p>  <p>5</p>	

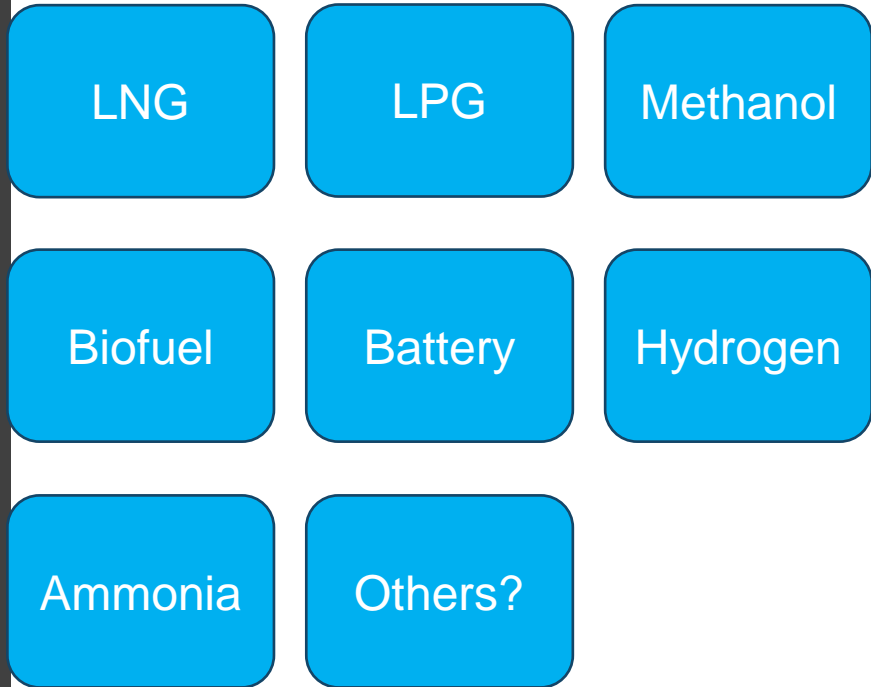
CARBON INTENSITY INDICATOR (CII RATING) IMPROVING THE OPERATIONAL PERFORMANCE OF EXISTING SHIPS



<p>Each year, ships of 5,000 gross tonnage and above collect and report fuel consumption data. On the basis of this data, A CARBON INTENSITY RATING IS ASSIGNED TO THE SHIP, FROM A TO E</p>  <p>1</p>	<p>There are a variety of operational means to IMPROVE THE CARBON INTENSITY OF EXISTING SHIPS and achieve the Required CII, e.g.:</p> <ul style="list-style-type: none"> • Ship speed optimization • Weather routing • Just-in-time arrival • Trim, draft, and ballast optimization  <p>2</p>
<p>Poorly rated ships have to implement A PLAN OF CORRECTIVE ACTIONS, and the company is regularly audited incentives may be provided to best rated (A/B) ships</p>  <p>3</p>	<p>The requirements for CII rating ENTERED INTO EFFECT on 1 January 2023</p>  <p>4</p>

Source IMO – EEDI, EEXI and CII - ship carbon intensity and rating system

Alternative Fuels



“The Study demonstrates that whilst further improvement of the carbon intensity of shipping can be achieved, it will be difficult to achieve IMO’s 2050 GHG reduction ambition only through energy-saving technologies and speed reduction of ships. Therefore, under all projected scenarios, in 2050, a large share of the total amount of CO2 reduction will have to come from the use of low-carbon alternative fuels.”

Executive Summary from Fourth IMO Greenhouse Gas Study

Source: Green Voyage 2050: Alternative Fuels and Energy Carriers for Shipping Training Package

Changing Spill Risk Profile

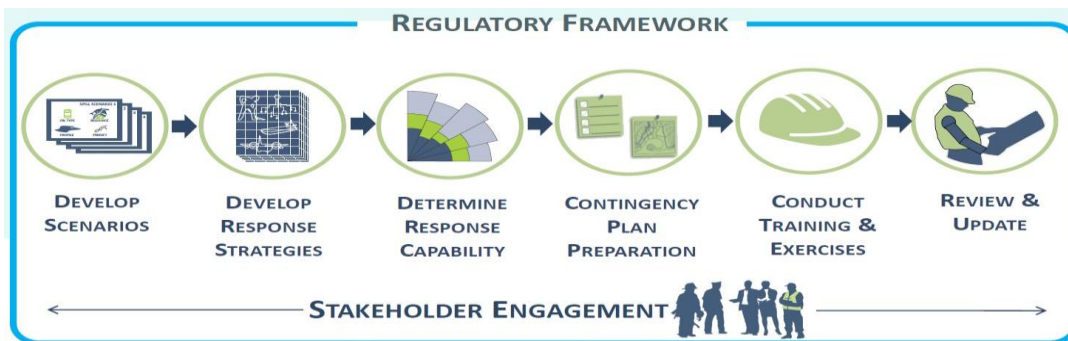
- Risk = Probability x Consequences
- Increasing volumes of alternative fuels handled across supply chains and more diverse shipping routes
- Keeping up the use of alternative fuels e.g.,
 - Regulatory landscape e.g., Ammonia, when transported as a cargo is regulated through the IGC code, but IGF code is not yet applicable for use as a marine fuel.
 - Personnel training to raise crew / operator competence and confidence in handling new fuels
- Potential consequences of an incident from a spill of alternative fuel vs. conventional fuel?

Emerging Challenges in Spill Preparedness & Response

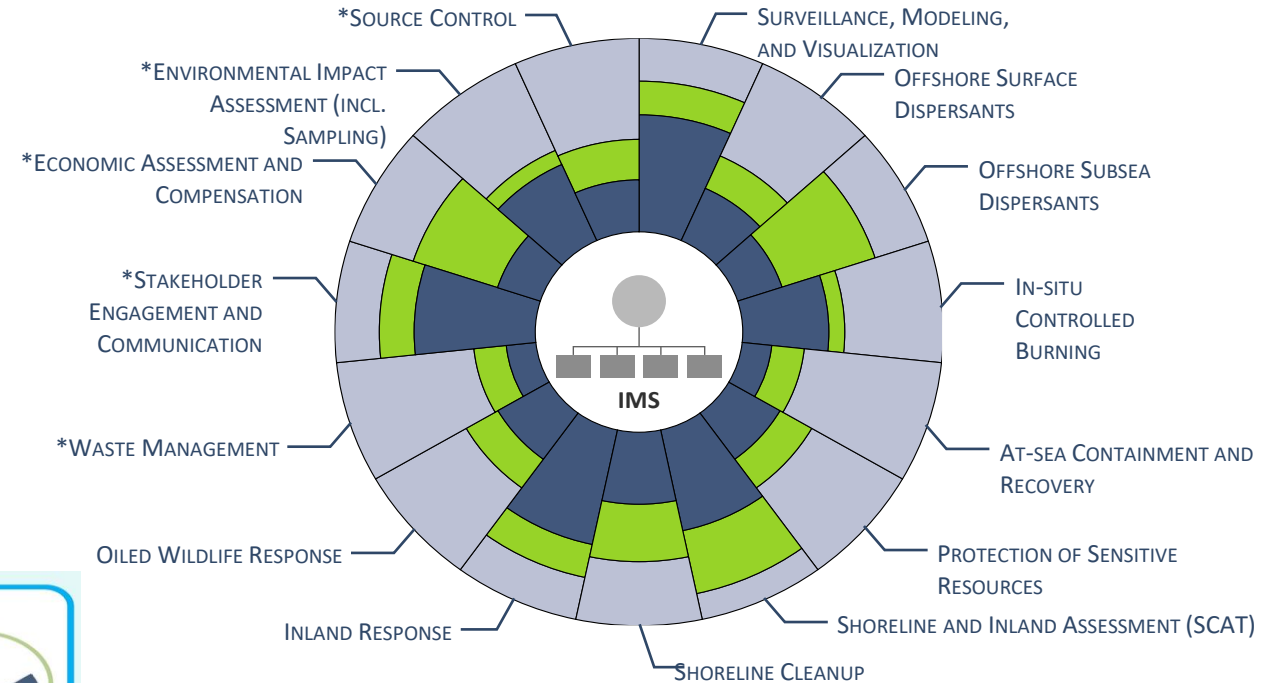
- Preparing for and responding to oil spill incidents are generally well-understood and resourced over the years.
- Preparing for a response.... but for which one?
- Shifting perspectives on Incident Management
- Availability and access to suitable response capabilities on a timely basis

Working Together

- Collaboration between key stakeholders
- Leveraging on existing resources for spill preparedness and response e.g., OSR-JIP and TPR philosophy



Good Practice Guide for Contingency Planning for oil spills on water (IPIECA/IOPG, 2015)



Tiered Preparedness and Response Wheel (IPEICA/IOPG, 2016)

AOB

- Proposal #1 (PVDO): Suggestion to shift RITAG meeting from Nov period to Jun – Oct period
- Proposal #2 (OSRL): Suggestion to relook at RITAG's collaborative mechanism to ensure that we continue to fulfil the common goals
- Others?

Proposal #2

- **Set up in 2010, after Gulf of Mexico incident, to:**
 - Share technical knowledge, oil spill response experience and best practices
 - Promote the industry's "Tiered Preparedness and Response Concept"
 - Facilitate co-operation between its members.
- **Challenges faced in collaboration as a group:**
 - Achieving a group consensus on equipment or personnel collaboration as a group is challenging, especially on contractual terms and conditions.
 - Easier at a bilateral level → Mutual Personnel Assistance Framework
- **New evolving risk – HNS / Alternative Fuels etc.**
- **Alternative proposal:**
 - Open, inclusive platform for technical engagement with broader stakeholders e.g., scientific community, government stakeholders etc.
 - Broader reach to raise awareness on Oil Spill Preparedness and Response
 - Creating more engagement & collaboration opportunities

Thank You

For more information, contact:



James Tan



jamestan@oilspillresponse.com