

FACT SHEET

INTERNATIONAL INVOLVEMENT

Maritime New Zealand has the responsibility to manage the response to any large marine oil spill in New Zealand.

There may also be other organisations that are involved in the response, either in an active or monitoring role.

These may include:

Australian Maritime Safety Authority (AMSA)

AMSA is responsible for marine oil spill response in Australia and works with State and Federal governments, industry and emergency services.

Maritime NZ has a Memorandum of Understanding with AMSA to assist each other in a major incident and has formed close ties with our Australian counterparts through sharing training and learning experiences.

This could involve the deployment of equipment and/or personnel in a major spill in either country.

www.amsa.gov.au

The Australian Marine Oil Spill Centre (AMOSC)

AMOSC operates Australia's major oil spill response equipment stockpile on 24-hour stand-by for rapid response anywhere around the Australian coast.

The Centre is financed by the nine oil companies and other subscriber companies who carry out the majority of oil and gas production, offshore pipeline, terminal operations and tanker movements around the Australian coast.

AMOSC also runs a training facility at its Geelong base.

AMOSC activities are all fully integrated into 'The National Plan to Combat Pollution of the Sea by Oil and other Hazardous and Noxious Substances', managed by the Australian Maritime Safety Authority

www.aip.com.au/amosc

Classification Societies

Classification societies are organisations that develop and apply technical standards to the design, construction and assessment of ships and other marine facilities.

Flag states (countries whose flag a ship flies) can authorise classification societies for the inspection and statutory certification of their ships.

There are more than 50 organisations worldwide which define their activities as providing marine classification, but only 12 classification societies are presently recognised by the European Union.

Classification societies may be called on to supply technical information on vessels and their construction.

P & I Clubs

Shipowners have to have insurance if their tanker is carrying more than 2000 tonnes of oil in bulk as cargo.

A shipowner's insurance is normally provided by a protection and indemnity association, known as a P&I Club.

Shipowners insure against loss of or damage to their ships with hull underwriters but look to the P&I Clubs for insurance against their liabilities for damage their vessels may cause.

Normally it is the P&I Club that pays any compensation for which the shipowner is liable.

P&I Clubs operate in a mutual/non-profit basis. They receive only enough money from their members to meet costs, expenses and claims.

They are a mixture of insurance company, law firm and loss adjuster meaning they can help the shipowner deal with many different aspects of an incident and will usually work closely with Maritime NZ during a response.

International Maritime Organization (IMO)

Based in London, the IMO is a specialised agency of the United Nations that is responsible for measures to improve the safety of international shipping and to prevent marine pollution from ships.

It also is involved in legal matters, including liability and compensation issues and the management of international maritime traffic.

IMO was established to adopt legislation but governments are responsible for implementing it. When a government accepts an IMO Convention it agrees to make it part of its own national law and to enforce it just like any other law.

www.imo.org

The International Oil Pollution Compensation Funds (IOPC)

The IOPC Funds help compensate those who have suffered financial loss as a result of an oil spill from a tanker.

The maximum payable by the Fund is the equivalent of US\$297 million.

The 1992 Fund pays for what is defined as 'pollution damage'. This covers the cost of clean-up operations and property damage, as well as claims for consequential loss and 'pure economic loss'. For example, fishermen whose nets have become polluted may be entitled to compensation for cleaning or replacing nets, and for loss of income while they are unable to fish.

Compensation is also paid for measures taken to prevent or minimise pollution.

www.iopcfund.org

International Tanker Owners Pollution Federation (ITOPF)

ITOPF is a non-profit making organisation, funded by the majority of the world's shipowners.

They provide a wide range of technical services, the most important of which is responding to oil spills. Their technical advisers have attended on-site at over 500 spills in 88 countries.

www.itopf.com

International Fund for Animal Welfare (IFAW)

IFAW is the world's leading international animal welfare organization.

Funded by some two million contributors worldwide, IFAW has more than 200 experienced campaigners, legal and political experts, and scientists working from offices in 13 countries around the world.

They support and work alongside local groups and community-based wildlife rehabilitators and veterinarians to help rescue and rehabilitate oiled wildlife.

They have a large amount of international experience gained by attending spills like the *Exxon Valdez*, *MV Treasure* and *Erika*.

www.ifaw.org

International Association of Independent Tanker Owners (INTERTANKO)

Membership of INTERTANKO is open to independent tanker owners and operators of oil and chemical tankers, i.e. non-oil companies and non-state controlled tanker owners, who fulfil the membership criteria. Independent owners operate some 80% of the world's tanker fleet and the vast majority are INTERTANKO members.

INTERTANKO tries to ensure that oil is shipped safely, responsibly and competitively and is a valuable source of first-hand information, opinions and advice.

www.intertanko.com

Oil Spill Response Limited (OSRL) / East Asia Response Limited (EARL)

The alliance between OSRL, based in England and EARL, based in Singapore makes them the world's leading private international oil spill response organisation.