



South Asia Co-operative Environment Programme (SACEP)  
and  
International Maritime Organization (IMO)  
in partnership with the  
Norwegian Agency for Development Cooperation (Norad)

Project to enhance regional cooperation mechanisms on marine pollution preparedness  
and response in the SACEP region (Bangladesh, India, Maldives, Pakistan and Sri Lanka)

Report on the  
**First meeting of competent national authorities**  
held from  
26-28 February 2014  
in  
Colombo, Sri Lanka



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## 1 Introduction

The prevention and control of pollution from ships represents a major concern and challenge for International Maritime Organization (IMO) Member States and forms the cornerstone of IMO's Marine Environment Programme. It is also an important component of the Organization's Integrated Technical Cooperation Programme (ITCP) that aims to assist Member States in developing capacity for the implementation of IMO instruments at national and regional levels.

One of the main environmental objectives of the ITCP is to promote regional cooperation on marine pollution preparedness and response. In this regard, the Norwegian Agency for Development Cooperation (Norad) agreed to support the IMO's efforts by funding a specific project, under an existing framework cooperation agreement between IMO and Norad, that aims at assisting the South Asian Seas (SAS) region to develop a regional cooperation mechanism for marine pollution preparedness and response. The long-term objective of the project is the effective implementation of the OPRC Convention<sup>1</sup> and the OPRC-HNS Protocol<sup>2</sup> in the SAS region.

In 1999, a Regional Oil and Chemical Pollution Contingency Plan and a draft Memorandum of Understanding (MoU) for Co-operation on the Response to Oil and Chemical Pollution in the South Asia Seas Region were discussed by the SAS countries. The final draft of the Regional Contingency Plan and of the Regional MoU were approved on 6 December 2000 at the "High Level Meeting", prior to their formal acceptance by the Government of Bangladesh, India, Maldives, Pakistan and Sri Lanka. However, the MoU is yet to enter into force, as it is signed by only three of the five countries, namely Bangladesh, Maldives and Pakistan. .

The short-term objective of the project is therefore to enhance regional cooperation on marine pollution preparedness and response in the region. This with a view to entry into force of the Regional Oil and Chemical Pollution Contingency Plan, together with the MoU on regional cooperation in case of emergency.

The purpose of the project is to organize and coordinate activities aimed at a) preparing the countries for the entry into force of the MoU and of the regional contingency plan, thus leading to an early implementation of the MoU and b) revitalizing the regional contingency plan through revisiting and updating the regional plan after conducting a regional exercise; addressing key operational and compensation issues; and identifying the need to strengthen secretarial arrangements.

After completion of this three-year project, the following minimum results/outcomes are expected:

- i. The Regional Contingency Plan, together with the MoU have entered into force;
- ii. A regional exercise conducted to test the communication and the operational procedures of the current Regional Contingency Plan and to identify the gaps, if any;
- iii. The Regional Contingency Plan revisited, completed and updated as necessary;
- iv. The secretarial arrangements for the Regional Contingency Plan reviewed and confirmed; and
- v. Key issues of importance regarding cooperation in case of major pollution incidents, such as the use of dispersants, aerial surveillance and liability and compensation addressed and related agreements reflected in the Regional Contingency Plan.

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<sup>1</sup> International Convention on Oil Pollution Preparedness, Response and Co-operation, 1990

<sup>2</sup> Protocol on Preparedness, Response and Co-operation to pollution Incidents by Hazardous and Noxious Substances, 2000

In order to execute the project, IMO has joined forces with the Secretariat of the South Asia Co-operative Environment Programme (SACEP), which is a regional intergovernmental organization and also the Secretariat of the South Asian Seas Programme (SASP). IMO and SACEP have signed a Memorandum of Understanding to execute the Project and certain responsibilities such as local coordination of activities and procurement of services are delegated to SACEP under this Agreement.

The first activity in the region under this three-year project was the regional meeting of the national competent authorities dealing with oil spill preparedness and response from the five beneficiary countries. The services of two international consultants were procured to assist SACEP and IMO to undertake the preparatory technical work for this meeting and to facilitate the discussions at the meeting.

## **2 Objectives of the Meeting**

The meeting brought together national experts from the key relevant competent national authorities of the project's beneficiary countries (Bangladesh, India, Maldives, Pakistan and Sri Lanka), with the following objectives:

- To take stock of the regional and national situations in terms of oil spill preparedness and response and to raise awareness of the latest technological and other developments in the field.
- To consider activities in preparation for the entry into force of the MOU.
- To consider cooperation between Governments and industry within the context of the regional cooperation mechanisms.
- To approve a programme of activities within the project framework for the three years:
  - o Detailed work plan / road map for the project;
  - o the most appropriate National Project Counterparts and project coordination arrangements;
  - o follow-up activities at National level and preparatory work required;
  - o the regional exercise and the arrangements;
  - o Support from other partners including industry;
  - o Key next steps.

## **3 Meeting Agenda**

The meeting agenda was composed of informative and technical presentations. It also included discussions related to the project's work programme and schedule.

Opportunity was provided for updates on national marine pollution preparedness and response from each country delegation, recognising that national response systems underpin regional cooperation planning.

A technical symposium on day 2 provided the allowed international organizations to share their experiences with key oil spill preparedness, response and cooperation issues, including:

- The international regime for compensation in case oil spill from oil tankers and other shipping;
- The role of the shipowner and ITOPF in oil spill response;
- Cooperation between government and industry in oil spill preparedness; and

- An update on recent technical developments in the field of oil spill preparedness and response.

The sessions took place daily from 09:00h to 1700h. The detailed agenda of the meeting is provided in annex 9.1.

## 4 Location, Dates and Participants

The meeting was held in Colombo, Sri Lanka at the Galadari Hotel from 26-28 February 2014.

Each of five countries involved in the project were represented by a delegation comprising a minimum of three persons. These country delegations included key personnel from those Ministries or governmental agencies involved in oil spill preparedness and response issues i.e. the competent national authorities.

In addition to the SACEP Secretariat, a number of international organizations, including the private sector, were represented at the meeting. This enabled the sharing of experiences from other regions, particularly on day 2 during the technical symposium.

A full list of the meeting's 40 participants is provided in annex 9.2.

## 5 Summary of Presentations

The full presentational material used in each session was distributed to all participants at the close of the meeting on CD and is retained on file by the SACEP Secretariat. Synopses are provided in the following sub-sections. Opening Ceremony speeches are reproduced in Annex 9.3 and other presentations are reproduced in Annex 9.4.

### 5.1 Opening Ceremony

The Opening Ceremony commenced with the respectful playing of the host's national anthem and lighting of a traditional oil lamp to symbolize friendship and bless the event with success. Welcoming speeches were delivered by:

- Mr. S.M.D.P. Anura Jayatilake (Director General of SACEP)
- Captain Dandu Pughiuc (Senior Deputy Director, IMO)
- Dr. B M S Batagoda (Deputy Secretary to the Treasury, Ministry of Finance & Planning, Government of Sri Lanka)
- Mr. T N Wijegoonawardana (Chairman, Marine Environment Protection Authority on behalf of the Ministry of Environment, Government of Sri Lanka)



The speakers emphasised the oil spill risks in the region and the importance of achieving environmental protection jointly through the prevention of marine pollution and the establishment of preparedness capacity in case of incidents. The importance of mutual support between countries and with the private sector was

highlighted as central to preparedness. In this context the importance of both the OPRC Convention and the OPRC-HNS were mentioned, along with their linkage to the Regional MoU. The view was unanimous that progress with the ratification and implementation of the MoU was to be encouraged and welcomed.



## 5.2 The Background to the Regional MOU

Mr S M D P Anura Jayatilake, Director General, SACEP introduced the background to the Regional MoU. His presentation covered the following key items:

### *Regional risk profile for oil and chemical spills*

There is significant potential for crude oil spills from tankers or bunker spills from general shipping. South Asia lies close to main shipping routes and encompasses about 25% of total world movement of crude by sea. There are also various general shipping trade routes. Much of the region's oil demand is met by imported oil, though India is presently undertaking offshore oil exploration, while Sri Lanka is looking at the possibilities. It was highlighted that the region has suffered major incidents in the past, with five oil spills greater than 5,000 tonnes since 1974.

The status of IMO Convention ratification was presented as follows:

	MARPOL 73/78 (Annex I/II)	MARPOL 73/78 (Annex III)	MARPOL 73/78 (Annex IV)	MARPOL 73/78 (Annex V)	MARPOL Protocol 97 (Annex VI)	INTERVENTION Convention 69	INTERVENTION Protocol 73	CLC Convention 69	CLC Protocol 76	CLC Protocol 92	FUND Convention 71	FUND Protocol 76	FUND Protocol 92	FUND Protocol 2003	LLMC Convention 76	LLMC Protocol 96	SUA Convention 88	SALVAGE Convention 89	OPRC Convention 90	HNS Convention 96	OPRC/HNS 2000	BUNKERS CONVENTION 01
<b>Bangladesh</b>	X	X	X	X	X	X											X		X			
<b>India</b>	X	X	X	X	X	X		d	X	X	d	X	X		X	X	X	X	X			
<b>Maldives</b>	X			X				X	X	X	X		X									
<b>Pakistan</b>	X	X	X	X		X	X			X							X		X			
<b>Sri Lanka</b>	X	X	X	X		X		d		X	d		X				X					

### *Historical background to the MoU and the regional contingency plan for cooperation*

Initial moves to develop a regional Marine Pollution Emergency Action Plan were undertaken in 1989 with support from UMEP, UNDP and IMO but this work was not finalized. The adoption of the South Asia Seas Action Plan (SASEP) in 1995 and identification of the need to develop and implement National and Regional Oil and Chemical Spill Contingency Planning gave momentum to the activity. The first Inter-Ministerial Meeting held in 1999 recommended the updating and finalization of the South Asia Seas Oil Spill Contingency Plan - this was done by SACEP with support from IMO and UNEP. Late in 1999 a Meeting of Senior Officials considered the draft Plan and also prepared preliminary draft of the regional MoU. A High Level meeting in late 2000 prepared the draft Plan and MoU for acceptance by Intergovernmental Meeting of

the SASP. After the concerned countries came to an agreement on the text of the two documents, the MoU was opened for signature in 2009.

*An update on the status of signing the MoU*

Three member countries have already signed the MoU (Maldives, 13 October 2009; Pakistan, 22 July 2009 and Bangladesh, 27 September 2010). Sri Lanka has received Cabinet approval to sign the MoU and India is reported to be in an advanced stage of adopting the MoU. The MoU will enter into force 3 months after the Secretariat (SASP) has been notified of adoption by all five countries.

*The role of SACEP as the Secretariat of the MoU and anticipated resources*

The MoU designates SACEP to provide secretariat services within the limits of its resources, including preparing meetings, facilitating exchange of information and other work as may be necessary. SACEP is implementing the current IMO-Norad project on enhancing regional co-operation.

*The cooperation mechanism at the operational level through the regional contingency plan*

The Regional Plan establishes a mechanism for mutual assistance, under which the five countries will co-operate, coordinate and integrate their response to marine pollution incidents surpassing the available response capacity of each of the countries alone.

The Plan has procedures for pollution reporting, communication between designated competent National Authorities and a proposed command structure for the integration of assisting countries' resources under the national response system a receiving country. Potential assistance may be equipment, personnel or logistics support. There is also provision in the Plan to ensure efficient preparedness by regional exchange through meetings and joint training and exercising.

### 5.3 Current State of National Preparedness

Each of the country delegations provided information on the status of their national preparedness with particular focus on the elements of national planning relating to the interface with the draft regional plan of cooperation. Updates were provided primarily concerning the items summarized in the following table:

	<b>Bangladesh</b>	<b>India</b>	<b>Maldives</b>	<b>Pakistan</b>	<b>Sri Lanka</b>
Key authorities	Competent national authority is Director General, Department of Shipping Operational authorities are Chittagong Port Authority and Mongla Port Authority	Indian Coast Guard (ICG) is the Central Coordinating Authority	Lead authority is Ministry of Transport Operational authority is Coast Guard	Competent national authority is the Ministry of Defence Operational authority is PMSA through Disaster Response Centre	Competent national authority is Marine Environment Protection Authority
National Plan	Plan is drafted but not finalized or approved	Plan is approved and maintained by the ICG	Plan is under the drafting process	National Maritime Disaster Contingency Plan is approved	National Plan is approved.
Response policy	All response strategies may be considered and	All response strategies may be considered and	Not yet identified	All response strategies may be considered and	All response strategies may be considered and



	<b>Bangladesh</b>	<b>India</b>	<b>Maldives</b>	<b>Pakistan</b>	<b>Sri Lanka</b>
	guidelines exist	guidelines exist		guidelines exist (excluding in situ burning)	guidelines exist
Communication plans	Draft National Plan contains communications and reporting procedures	National Plan contains communications and reporting procedures	Will be included in the national plan	National Plan contains communications and reporting procedures	National Plan contains communications and reporting procedures
Claims and compensation	CLC and Fund Convention not ratified and no claims procedures in the draft National Plan	Fund Convention is signed and claims procedures are in the National Plan	Fund Convention is signed but no national law to give powers to the Convention	CLC is ratified - procedures implementing at national level are partly developed	Fund Convention is signed and claims procedures are in the National Plan
Oil spill combating resources	Port Authorities have booms, skimmers and dispersants and training records are maintained	Detailed inventory of all stakeholders' equipment exists and is regularly updated; training records are maintained	Basic and limited availability of equipment	Information is maintained on equipment stockpile location and types - training records need improvement	Detailed inventory of all stakeholders' equipment exists and is regularly updated; training records are maintained

## 5.4 Technical Symposium

Day 2 of the meeting was composed of a technical information exchange led by a variety of international organizations' representatives. The topics covered were directly relevant to the development of regional cooperation and the implementation of the regional contingency plan and its annexes. Each presentation incorporated question and answers and thereby facilitated dialogue on the issues raised in the regional context. The presenters and their topics were as follows:



Topics	Presenters	Synopsis
Financial arrangements for claims and compensation	José Maura (Director) and Thomas Liebert (Head, External Relations & Conference) - IOPC Funds	The key IMO Conventions relating to oil spill compensation were introduced and their benefits explained. The importance of implementing national legislation to ratify correctly the Conventions was emphasised.
Ship owners' role in preparedness and response	Richard Johnson (Technical Director) - ITOPF	The responsibilities and liability of the shipowner were introduced. The role of ITOPF in spill response and preparedness was explained.
Government and industry cooperation in oil spill preparedness	Peter Taylor (Consultant) - OSPRI	The value and importance of cooperation between governments and industry were illustrated, with specific reference to the Global Initiative programme between IMO and IPIECA.



Technical developments in the field of oil spill preparedness	Andy Nicoll (Advocacy Manager) - OSRL	Recent developments in the field of oil spill response were summarised, with reference to the IPIECA-OGP Oil Spill Response Joint Industry Project and the technical work relating to OPRC and OPRC-HNS through IMO.
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## 5.5 Project Programme

Jose Matheickal of IMO Marine Environment Division provided a summary of the proposed project activities in order to facilitate dialogue amongst the country delegations on the roadmap for project implementation.

## 6 Identification of the Roadmap for Project Implementation

The project documentation developed by IMO and SACEP identifies six clearly defined project phases:

Phase 1: Inception phase

Phase 2: Adoption of a programme of activities within the Project framework

Phase 3: National level preparatory and capacity building activities for the early implementation of the MOU and Regional Contingency Plan

Phase 4: Testing of Regional Contingency Plan and especially the operational (communication) procedures through a regional exercise

Phase 5: Updating of the Regional Contingency Plan and Its Annexes as necessary

Phase 6: Adoption of the Revised Regional Contingency Plan and its Annexes

The project's work programme comprises a series of activities organized within these six phases. The activities were outlined and discussed during Day 3 of the meeting.

### 6.1 Project Activities

This section outlines the project activities developed by IMO and SACEP presented to the meeting. Phase 1 activities are effectively complete. Completion of Phase 2 was achieved by the close of the meeting.

Each of the phases has an identified key outcome highlighted.

#### Phase 1: Inception phase

During the inception phase, IMO Secretariat worked with on preparation of partnership arrangements for the implementation of the project including:

- i. Identification of implementation mechanism in the region
- ii. Discussions with partners such as SACEP and strategic industry partners
- iii. Development and conclusion of a partnership agreement between SACEP and IMO
- iv. Identifying and finalising financial disbursement mechanisms
- v. Identification of a long-term consultant for the project

<b>Outcome 1:</b> The current regional situation studied and project execution partnerships are in place.
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## **Phase 2: Adoption of a programme of activities within the Project framework**

A key objective of the meeting was to approve a three-year programme of activities, thereby addressing the requirement of Phase 2.

<b>Outcome 2:</b> A programme of activities for preparing for the entry into force of the MoU and for revitalizing the regional cooperation mechanism approved.
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## **Phase 3: National level preparatory and capacity building activities for the implementation of the MOU and Regional Plan**

The meeting agreed that the long-term consultant, in cooperation with SACEP Secretariat and with the help of short-term experts/consultants, shall facilitate and cooperate with the national authorities to organize the first set of national preparatory meetings, which will focus on taking a stock of the level of national preparedness and response, and reviewing the synchronization of the national contingency arrangements with the Regional Contingency Plan.

The first set of national meetings will briefly examine the national contingency plans and discuss the level of harmonization between national plan and regional plan so that a national position can be developed, based on which, inputs to the regional discussion on revision of the Regional Contingency Plan can be identified. This meeting will also discuss the regional exercise and the role of the country in such an exercise that will test the operational procedures of the Regional Contingency Plan. The experts of the relevant authorities involved in preparedness and response to marine pollution, in particular to the Regional Contingency Plan, should participate in the meeting in addition to the other relevant stakeholders. For this undertaking, the national counterpart will benefit from the assistance of a national consultant/expert specially recruited under this project.

<b>Outcome 3:</b> Countries prepared for the implementation of the Regional Contingency Plan through raising awareness and building capacity.
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## **Phase 4: Testing of Regional Contingency Plan and especially the operational (communication) procedures through a regional exercise**

The long-term consultant in close cooperation with the SACEP Secretariat and with the help of technical expert(s) will assist the lead country in the organization and conducting of the regional exercise.

### **i. The regional exercise**

The goal of the regional exercise is to test the operational procedures set in the current Regional Plan and to recognise gaps. This will also identify the needs for training and familiarization of new developments in the area of Oil Spill Preparedness and Response to the national operational authorities of the beneficiary countries. The regional exercise event will incorporate a table-top preparatory activity prior to the exercise being undertaken.

The beneficiary countries shall ensure a full and proper participation to the exercise of their relevant operational authorities (those authorities listed in the Regional Plan). Report of the exercise will identify the gaps, if any, in the RCP so that these gaps can be addressed during revision of the RCP. The report will be presented for follow-up action to the next set of national meetings as well as to the meeting of Regional Experts. .

### **ii. National Meetings to discuss RCP revision based on identified gaps**

A second set of national meetings will be organized in each beneficiary country to discuss the outcomes of the regional exercise and to analyse the gaps identified. It is expected that these meetings will discuss the need for an update of the Regional Contingency Plan based on the gaps identified and a way forward to undertake such a revision. This series of meetings will develop specific inputs to a regional meeting of experts who would meet to discuss and consolidate the national inputs needed to revise and update the regional contingency plan.

**Outcome 4:** The operational procedures of the regional contingency plan tested and gaps identified.

#### **Phase 5: Updating of the Regional Contingency Plan and Its Annexes**

The long-term consultant, in cooperation with SACEP Secretariat and with the help of short-term experts/consultants, shall facilitate and organize a regional meeting of national experts in order to:

- Consolidate the inputs from national expert meetings after the regional exercise;
- Finalize the text of the updated regional contingency plan and its annexes;
- Identify key issues of importance regarding cooperation in case of emergency: environmental sensitivity mapping; the use of dispersants; the aerial surveillance and the liability and compensation;
- Identify the need for future activities (training, exercise, specialist workshop, etc.); and,
- Report and make recommendations to the second meeting of the relevant competent national authorities.

**Outcome 5:** Consolidation of the outcome of the national meetings and identified needs for updating the regional contingency plan. The regional plan updated, the secretarial arrangements revisited and updated, key issues regarding cooperation in case of emergency addressed.

#### **Phase 6: Adoption of the Revised Regional Contingency Plan and Its Annexes**

The long-term consultant in close cooperation with the SACEP Secretariat shall prepare and organize the second regional meeting of the relevant competent national authorities. Based on the report of the beneficiary countries the long-term consultant shall also prepare a report on the status of acceptance of the MoU and progress made towards its entry into force. It is expected that the MoU would have been signed by the remaining countries and entered into force by this time. This will allow the countries to consider the adoption of a revised RCP soon after the MoU is in force.

The second regional meeting of the relevant competent national authorities shall be attended by the key relevant competent national authorities (decision makers from the national counterparts of the beneficiary countries) the purpose of which will be to adopt the updated regional contingency Plan.

**Outcome 6:** The MoU signed and entered into force together with the Regional Contingency Plan. The updated Regional Contingency Plan and its Annexes approved by the countries.

## **7 Meeting Conclusions**

The Meeting agreed on a detailed programme of activities aimed at delivering the project objectives and outputs, as per the project document circulated and discussed during the Meeting and outlined in section 6 of this report.

A National Project Counterpart from each of the participating countries was identified to assist with the project implementation and coordination, as follows:

Bangladesh	Ministry of Environment and Forests, cc Ministry of Shipping
India	Ministry of Earth Sciences, cc Indian Coast Guard
Maldives	Transport Authority, Ministry of Transport and Communications, cc Environment Protection Agency
Pakistan	Climate Change Division, Cabinet Secretariat
Sri Lanka	Marine Environment Protection Authority, Ministry of Environment & Renewable Energy

Specifically, the Meeting agreed the following actions to enable progress into Phase 3:

- 7.1 SACEP Secretariat to write to the identified National Project Counterparts for each State, cc IMO, to nominate a person as the key point of contact for the project. Nominations to be made by 14 March 2014.
- 7.2 The project consultant to draft and circulate a generic agenda for the first series of national-level preparatory meetings - to include a review of the existing text of the regional plan and facilitated 'walk through' of the regional plan's communications (POLREP) and cooperation protocols as appropriate. Deadline of 31 March 2014.
- 7.3 Each State's National Project Counterpart to consider suitable candidate(s) for national consultants to assist with the organization of the first series of national-level preparatory meetings. In addition, the meeting agreed that countries may nominate suitable candidates for the role of the Project's Regional short-term consultant. IMO/SACEP to provide a Terms of Reference for the candidate national consultants. Nominations to be made to the SACEP Secretariat by 31 March 2014.
- 7.4 A tentative schedule for the first series of national-level preparatory meetings to be developed by the project consultant in coordination with National Project Counterparts and the SACEP Secretariat by 31 March 2014.
- 7.5 The National Project Counterparts, in cooperation with the appointed national consultant and with guidance from the project consultant, to organize their national preparatory meeting. The meeting to include representatives from all key organizations involved in their national preparedness and response.
- 7.6 Preparation for the regional exercise by incorporating a desk-top exercise in the national discussions.
- 7.7 Conducting the regional exercise to test the regional contingency plan, especially the operational (communications) procedures. Sri Lanka volunteered to host the regional exercise and this was supported by all other countries. It was agreed that Sri Lanka will host the regional exercise in the period December 2014 to March 2015. The regional exercise event will incorporate a table-top preparation phase followed by the exercise activity.

- 7.8 Representatives of industry and IOPC Funds supported the objectives of the project and indicated that they would endeavour to participate in project activities and implementation where feasible.

## 8 Schedule of Proposed Activities

Agreed short-term meeting action items:

Action	Deadline	
	14 March	31 March
SACEP write to National Project Counterparts asking for key point of contact (7.1)	→	
Project consultant to circulate a generic agenda for national-level preparatory meetings (7.2)	→	→
Suitable candidate(s) for national consultants nominated (7.3)	→	→
Suitable candidates for the role of Regional short-term consultant nominated (7.3)	→	→
A tentative schedule for the first series of national-level preparatory meetings developed (7.4)	→	→

Proposed schedule for key project activities up to the regional exercise:

Activities	2014										2015	
	A	M	J	J	A	S	O	N	D		J	F
First series of national-level preparatory meetings	→	→	→	→	→							
Preparation for the regional exercise					→	→	→	→	→			
Holding the regional exercise (possible window)										→	→	→

Proposed schedule for key project activities after the regional exercise:

Activities	2015										2016						
	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J
Second series of national-level meetings	→	→	→	→	→												
Update the regional plan (including regional meeting of national experts)						→	→	→	→	→							
Preparation for the Second Meeting of the Competent National Authorities											→	→	→	→	→		
Second meeting of relevant competent national authorities															→	→	→

## 9 Annexes

### 9.1 Meeting Agenda

**Wednesday, 26 Feb 2014 (Day 1) - Facilitators, George Franklin and Peter Taylor (Consultants)**

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08:30 - 09:00 Arrival and registration of meeting participants

09:00 - 09:45 **Opening of the meeting**

Opening addresses by:

Representative of SACEP Secretariat

Representative of the International Maritime Organization (IMO)

Representative of Ministry of Environment / Government of Sri Lanka

Chief Guest

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09:45 - 10:30 Group photograph and refreshment break

10:30 - 11:00 **1. Organizing the meeting**

Presentation of the participants

Election of meeting Chairperson and adoption of meeting agenda

11:00 - 11:45 **2. Regional Memorandum of Understanding for Cooperation on the Response Oil and Chemical Pollution in the South Asia Seas Region (MoU), Speaker from SACEP**

Regional risk profile for oil and chemical spills

Historical background to the MoU

Update status of the signing of the MoU

Role of SACEP as secretariat of the MoU and anticipated resources

National level implications of entry into force of MoU

Cooperation mechanism at the operational level through the *Regional Oil and Chemical Pollution Contingency Plan for South Asia* (the Regional Plan)

11:45 - 13:00 **3a. Current status of national preparedness**

National presentations on the current status of their national response systems, oil spill risks, legislation, ratification and implementation of IMO conventions:

- i. Bangladesh
  - ii. India
  - iii. Maldives
  - iv. Pakistan
  - v. Sri Lanka
-



13:00 - 14:30	Lunch break
14:30 - 15:45	<b>3b. Current status of national preparedness <i>continued...</i></b>  Incorporating a question and answer session on national preparedness
15:45 - 16:15	Refreshment break
16:15 - 17:15	<b>4. Project background, <i>Speaker from SACEP, Jose Matheickal (IMO) and Peter Taylor (Consultant)</i></b>  Summary of relevant regional background and past technical cooperation activities Project organization, partners, beneficiaries and supporters Overall project objective, purpose and anticipated results A case study from Caspian Region – on Regional Cooperation
17:15 - 17:30	Summary of discussions and introduction to the Technical Symposium (next day)
<b>Thursday, 27 Feb 2014 (Day 2) - <i>Facilitators, George Franklin and Peter Taylor (Consultants)</i></b>	
09:00 - 10:30	<b>5. Financial arrangements for claims and compensation, <i>José Maura (Director) and Thomas Liebert (Head, External Relations &amp; Conference) - IOPC Funds</i></b>  Part (i) The relevant IMO Conventions for oil tankers (Civil Liability Convention [CLC] and Fund Convention) and the Bunkers Convention(for general shipping) Part (ii) Ratification and implementation for conventions through national legislation
10:30 - 11:00	Refreshment break
11:00 - 12:30	<b>6. Ship owners' role in preparedness and response, <i>Richard Johnson (Technical Director) - ITOPF</i></b>  How ship owners cover their liabilities through insurance ITOPF's technical advisory role during preparedness and response
12:30 - 14:00	Lunch break
14:00 - 15:30	<b>7. Government and industry cooperation in oil spill preparedness, <i>Peter Taylor (Consultant) - OSPRI</i></b>  IMO-industry Global Initiative (GI) - its aims and activities Tiered oil spill preparedness and response framework Examples of existing regional GI successes
15:30 - 16:00	Refreshment break

16:00 - 17:15	<p><b>8. Technical developments in the field of oil spill preparedness, Andy Nicoll (Advocacy Manager) - OSRL</b></p> <p>IMO's OPRC-HNS Technical Group activities and the new arrangements for technical correspondence and exchange within IMO</p> <p>The IPIECA-OGP Oil Spill Response Joint Industry Project (OSR-JIP); status of this major 3-year project covering all aspects of oil spill response, focus on:</p> <ul style="list-style-type: none"> <li>Sensitivity mapping</li> <li>Dispersants</li> <li>Aerial surveillance</li> </ul>
17:15 - 17:30	Summary of discussions and end of day
<b>Friday, 28 Feb 2014 (Day 3) - Facilitators, Jose Matheickal (IMO) and George Franklin (Consultant)</b>	
09:30 - 10:30	<p><b>9a. Proposed programme of activities within Project framework</b></p> <p>Outline of six clearly defined phases of the Project as a roadmap to implementation of sustainable regional co-operation:</p> <p><i>Phase 1: Inception phase</i></p> <p><i>Phase 2: Adoption of a programme of activities within the Project framework (i.e. current Phase)</i></p> <p><i>Phase 3: National level preparatory and capacity building activities for the early implementation of the MOU and Regional Contingency Plan</i></p> <p><i>Phase 4: Testing of Regional Contingency Plan and especially the operational (communication) procedures through a regional exercise</i></p> <p><i>Phase 5: Updating of the Regional Contingency Plan and Its Annexes as necessary</i></p> <p><i>Phase 6: Adoption of the Revised Regional Contingency Plan and Its Annexes</i></p>
10:30 - 11:00	Refreshment break
11:00 - 12:30	<p><b>9b. Proposed programme of activities within Project framework</b></p> <p>Discussion concerning the proposed programme of activities:</p> <ul style="list-style-type: none"> <li>Viewpoints of delegations</li> <li>Requirements for national level preparatory activities (e.g. alignment to MoU and Regional Plan) in Phase 3</li> <li>Regional Exercise – A case study from Black Sea Region</li> </ul>

	Potential for international organizations and oil and shipping industries' cooperation and support
12:30 - 14:00	Lunch break
14:00 - 15:30	<b>10. Agreement on project roadmap</b>  Approval of national level programme of activities for the 3-year project framework  Consideration of regional exercise feasibility and planning:  Type exercise (communication / equipment deployment / incident management)  Tentative dates  Country to lead / host  Tentative schedule of activities
15:30 - 16:00	Adoption of meeting conclusions and summary  Closing remarks

## 9.2 Meeting Participants

### 9.2.1 Country Delegations

Name	Designation	Institution / Organization	Country	Email
Mr. Md. Shafiqul Islam	Principal Officer	Mercantile Marine Dept.	Bangladesh	<a href="mailto:mmdetgbd@gmail.com">mmdetgbd@gmail.com</a>
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Mr. Sheikh Mohammed Tauhidul Islam	Private Secretary to the Senior Assistant Secretary	Ministry of Env. & Forests	Bangladesh	<a href="mailto:tauhidlaw@yahoo.com">tauhidlaw@yahoo.com</a>
Mr. S.K. Verghese	Deputy Inspector General	Indian Coast Guard, Min. of Defence	India	<a href="mailto:sherryverghese@gmail.com">sherryverghese@gmail.com</a>
Capt. Sanat Kumar Shukla	Dy. Nautical Advisor-cum-Sr. DDG (Tech)	Directorate General of Shipping	India	<a href="mailto:shukla-dgs@nic.in">shukla-dgs@nic.in</a>
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Lt. Col. Ibrahim Hilmy	Principal Director of Intl. Defence Cooperation & Policy	National Defence Force	Maldives	<a href="mailto:ibrhilmy1108@gmail.com">ibrhilmy1108@gmail.com</a>
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Mr. Mohamed Musthafa	Director	Environmental Protection Agency	Maldives	<a href="mailto:mohamed.musthafa@epa.gov.mv">mohamed.musthafa@epa.gov.mv</a>
Mr. Mohsin S. Haqqani	Director General	Ports and Shipping	Pakistan	<a href="mailto:dgpspk@gmail.com">dgpspk@gmail.com</a>
Capt. Muzaffar Mahmood	Deputy Chief (Maritime)	Ministry of Defence	Pakistan	<a href="mailto:hafeemahmood@hotmail.com">hafeemahmood@hotmail.com</a>
Mr. Dilshad Ahmad Babar	Joint Secretary	Climate Change Division	Pakistan	<a href="mailto:dilshadbabar@hotmail.com">dilshadbabar@hotmail.com</a>
Mr. T. N. Wijegoonawardana	Chairman	Marine Env. Protection Authority	Sri Lanka	
Mr. Ajith De Silva	Director (Policies & Planning)	Ministry of Env. & Renewable Energy	Sri Lanka	
Dr. T.P. Kumar	University Representative	Dept. Of Oceanography.	Sri Lanka	
Mr. A.J.M. Gunasekara	Operations Manager	Marine Env. Protection Authority	Sri Lanka	
Ms. Thalatha S. Ranasinghe	Assistant Manager	Marine Env. Protection Authority	Sri Lanka	
Cdr. Ladsik Posemarathane	Staff Officer	Sri Lanka Navy	Sri Lanka	
Mr. J. M. Sunil	Examiner (Deck)	Dept. Of Merchant Shipping	Sri Lanka	
Ms. Renuka Ranaweera	Assistant Manager	Marine Env. Protection Authority	Sri Lanka	
Cdr. J.M.B.S.B. Jayaweera	Staff Officer	Coast Guard	Sri Lanka	
Mr. S. Nadarajah		Colombo Port Fire Brigade	Sri Lanka	

## 9.2.2 SACEP Secretariat and Support

Name	Designation	Institution / Organization	Country	Email
Mr. S.M.D.P. Anura Jayatilake	Director General	SACEP	Sri Lanka	<a href="mailto:dg_sacep@eol.lk">dg_sacep@eol.lk</a>
Ms. Nishanthi M.P. Perera	Programme Officer	SACEP	Sri Lanka	<a href="mailto:po_sacep@eol.lk">po_sacep@eol.lk</a>
Mrs. Jacintha S. Tissera	Administrative Officer	SACEP	Sri Lanka	
Ms. Priyankari Alexander	Programme Officer	SACEP	Sri Lanka	
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Ms. W.G.G. Anne M. Brito	Secretary	SACEP	Sri Lanka	
Mr. W.M. Dinendra Thilaka	Database Assistant/Secretary	SACEP	Sri Lanka	
Ms. K. Harshanamali Wijayawardhana	Front Office Mgt./Secretary	SACEP	Sri Lanka	

## 9.2.3 International Organizations

Name	Designation	Institution / Organization	Country	Email
Mr. J. Maura Barandiaran	Director	IOPC Funds	UK	<a href="mailto:Jose_Maura@iopcfund.org">Jose_Maura@iopcfund.org</a>
Mr. R. Johnson	Technical Director	ITOPF	UK	<a href="mailto:RichardJohnson@itopf.com">RichardJohnson@itopf.com</a>
Mr. A. Nicoll	Advocacy and Incident Manager	Oil Spill Response Ltd.	UK	<a href="mailto:andynicoll@oilspillresponse.com">andynicoll@oilspillresponse.com</a>
Mr. T. Liebert	Head, External Relations & Conference	IOPC Funds	UK	<a href="mailto:Thomas_Liebert@IOPCFund.org">Thomas_Liebert@IOPCFund.org</a>
Ms. A. Chopra	Technical Engagement Co-Ordinator	Oil Spill Response Ltd.	Singapore	<a href="mailto:ArtiChopra@oilspillresponse.com">ArtiChopra@oilspillresponse.com</a>
Ms. E. Bonneville	Oil Spill Working Group Manager	IPIECA	UK	<a href="mailto:Elisabeth.Bonneville@ipieca.org">Elisabeth.Bonneville@ipieca.org</a>
Capt. D. Pughiuc	Senior Deputy Director	International Maritime Organization (IMO)	UK	<a href="mailto:dpughiuc@imo.org">dpughiuc@imo.org</a>
Mr. J. Matheickal	Head, Technical Co-Operation Coordination & Major Projects	International Maritime Organization (IMO)	UK	<a href="mailto:JMatheic@imo.org">JMatheic@imo.org</a>
Mr. P Taylor	Principal Consultant	Petronia Consulting Ltd.	UK	<a href="mailto:ptaylor@petronia.co.uk">ptaylor@petronia.co.uk</a>
Mr. G. Franklin	Project Lead Consultant	Franklin Marine Ltd.	UK	<a href="mailto:george.j.franklin@gmail.com">george.j.franklin@gmail.com</a>

## 9.3 Opening Ceremony Speeches

### 9.3.1 Mr Anura Jayatilake, Director General, SACEP

I extend my warm welcome to you all to the First Regional Meeting of the National Authorities Responsible for Oil Spill Preparedness and Response organized jointly by SACEP and the IMO. This meeting is organized as a result of a Memorandum of Understanding concluded between SACEP and IMO for the implementation of a Norad funded project titled “Enhancing regional co-operation mechanisms on marine pollution preparedness and response in the SACEP region”. The long-term objective of this project is the effective implementation of the OPRC Convention and the OPRC-HNS Protocol, while the short-term objective will be to enhance regional cooperation on marine pollution preparedness and response in the SACEP region through an early and effective implementation of the MoU on regional cooperation in case of emergency.

The presence of gathering of experts from national and international community reflects the importance of preparedness in addressing oil and chemical spills. We are extremely fortunate that representatives from the International Oil Pollution Compensation Funds, the Global Oil and Gas Industry association for Environmental and Social issues (IPIECA), The International Tanker Owners Pollution Federation Ltd and the Office of Spill Prevention and Response (OSPR) who despite their busy schedules are here amongst us. Your support to our region is highly appreciated.

This meeting will take stock of the level of oil spill preparedness and responses in each country, the status of national contingency plans in addition to raising awareness of the latest developments in terms of oil spill preparedness and responses around the world and analyzing how to strengthen partnerships with industry.

The coastal region of South Asia is rich in biological wealth and support multitude of economic activities. Yet it can be also known as an area of multiple vulnerabilities, including climate change induced disasters, and anthropogenic activities such as land and sea based pollution.

A total of some 525 million tonnes a year of crude oil pass into or through the Region – about 25 per cent of total world movement of crude oil by sea. Additional maritime oil spill risks arise from non-tanker shipping, carriage of refined products, offshore explorations and production operations. Several major oil pollution incidents have been reported from the region.

Although there is some capacity within the Region to respond to oil spills in a harbour and at sea, with the five countries continuing to develop or increase their capabilities, most of the countries do not possess sufficient knowledge or capacity to respond to a major spill at sea without assistance from one or more neighboring States in the region, or from further afield. Therefore, a Regional Contingency Plan is an important first step towards supplementing individual States' response capabilities and establishing the operational framework for regional cooperation.

Considering these risk factors, and with the adoption of the South Asian Seas Action Plan in 1995 paved the way to address this issue in a more holistic manner. Identification of “Development and Implementation of National and Regional Oil and Chemical Spill Contingency Planning” as one of the four priority areas to be address under the South Asian Seas Programme gave further momentum to the activity. The first Inter-Ministerial Meeting SASP held in Pakistan in 1999 recommended the updating and finalizing of the South Asian Seas Oil Spill Contingency Plan and with the support of UNEP and IMO this activity was taken forward. The Final Plan and the MoU approved at a High Level Meeting” in 2000. It took few more years to come to a final agreement on the wording of the Plan and the MoU.

We are thankful to Governments of Bangladesh, Maldives and Pakistan for signing the MoU and is positive that Governments of India and Sri Lanka will do so soon. I am confident that this workshop will go a long way in developing a strong foundation amongst our countries to fully implement the regional Oil and chemical contingency plan and the MoU. Finally on behalf of SACEP I extend our fullest support and wish all success for a very productive deliberation and a comfortable stay in Sri Lanka.

Thank you all once again.

### **9.3.2 Captain Dandu Pughiuc, Senior Deputy Director, IMO**

Honourable Dr. B M S Batagoda (Deputy Secretary to the Treasury, Ministry of Finance & Planning, Government of Sri Lanka)

Mr. T N Wijegoonawardana (Chairman, Marine Environment Protection Authority on behalf of the Ministry of Environment)

Mr Anura Jayathilaka, Director General SACEP

Distinguished Delegates,

Ladies and Gentlemen,

It is a privilege and an honour for me to deliver this opening address on behalf of the International Maritime Organization (IMO) at the First Regional Meeting of the National Authorities Responsible for Oil Spill Preparedness and response in South Asia.

I know that all the IMO Members in the region and, indeed, the whole maritime community including our industry partners, would gladly join me in offering thanks and appreciation to the Government of Sri for enabling us to bring this important regional event to the beautiful city of Colombo.

Distinguished delegates,

We live today in a global society supported by a global economy in which shipping plays a vital role underpinning international commerce and providing the most cost-effective delivery mechanism for the vast majority of the world trade. IMO has relentlessly sought to ensure that all forms of pollution that may be generated by ships operations are prevented and minimised and the affected parties are duly compensated. The Organization's 21 environmental treaties have significantly contributed to a marked reduction of marine pollution from ships, especially when it comes to major oil spill incidents, which have seen steadily, decrease over the last few decades. IMO has long recognized the importance of comprehensive and well-rehearsed preparedness and response mechanisms that are needed to ensure prompt action to minimize the impact of a maritime oil spill.

Following the Exxon Valdez incident off the Alaskan coast, in 1989, the IMO Member States developed the International Convention on Oil Pollution Preparedness, Response and Co-operation. The OPRC Convention, as it became known, was adopted in 1990 and entered into force in 1995. The OPRC Convention provided for the first time a truly global framework to facilitate international co-operation and mutual assistance in preparing for and responding to major oil pollutions. It encourages States to develop and maintain an adequate preparedness and response capability while simultaneously, recognizing the importance of co-operation with the oil and shipping industries to address such emergencies.

Ladies and Gentlemen,

Since the adoption of the OPRC Convention, the IMO Secretary-General has emphasized on many occasions the importance of its effective and uniform implementation and enforcement throughout the world. Concern



remains that the pace of accession to this instrument is still slow, although we know that the risk from oil spill is not diminishing and such spills may have lasting and disastrous consequences. The implications of slow pace of accession to OPRC Convention are even higher in a region such this, which is home to some of the major ports located in major maritime routes. Still not all the countries in your region have ratified the OPRC Convention and the other IMO instruments relating to oil pollution.

I am, nevertheless, optimistic that more States will follow suit and accede to this important instruments at the earliest opportunity.

Ladies and Gentlemen,

Through its Integrated Technical Cooperation Programme (ITCP), IMO has coordinated and managed a number of activities aimed at promoting and building capacity for the implementation of the OPRC Convention as part of its continued efforts to pursue the UN goals related to environmental sustainability. In addressing the maritime developmental needs of its Members, IMO's achievements with regard to capacity-building needs in oil spill response and preparedness, are evidenced with more than 50 regional and national activities carried out globally during 2012-2013 biennium that included training on development of sensitivity maps, oil spill trajectory modelling, the use of dispersants and the development of oil spill contingency plans.

To complement such technical cooperation interventions the Project to enhance regional cooperation mechanisms on marine pollution preparedness and response in South Asia, jointly funded by IMO and NORAD and implemented through SACEP is holding its inaugural meeting today here in Colombo. We at IMO view this project as an expression of the benefits of working in partnership at the regional level and having a Regional Memorandum of Understanding for Cooperation. Threats to ecosystems and natural resources do not respect political boundaries and there is only so much that an individual State can do alone. The need to cooperate with others is fundamental to the very concept of marine environmental protection. While this is true across all ecosystems, it is even more so in the marine environment, where oil spills can rapidly move from one coastal state to the next.

While tremendous progress has been achieved in combating oil spills, the continuous search for new oil and gas – coupled with the search for shorter routes for their transportation – is taking the shipping industry to places posing unprecedented challenges. Given the vast amount of oil transported daily, the huge distances involved and the increasingly harsh nature of the locations from which it is extracted, the potential for accidents and resulting oil spillages is still a matter of concern. It is in this context I would like to underscore the need for continued and coordinated efforts towards capacity-building to be prepared for and respond to oil spills. Bearing in mind the ever increasing maritime traffic and oil exploration in your region and, at the same time, its dependence on its coastal and marine environment as the main source of sustenance for coastal populations, there is simply no room for complacency when it comes to the OPRC Convention.

During the course of this meeting you will review the progress achieved by the region in the last years and exchange experiences. You will also identify objectives and action plans, both at the national and regional levels, to strengthen oil spill response capability for the coming years. A key factor in maintaining a high level of oil spill response preparedness is, of course, training and IMO will remain committed to assist you and your countries to meet this challenge.

Since shipping is intrinsically connected to offshore oil and gas industry and since OPRC Convention do cover certain aspects related to offshore oil spills, I would like to also touch upon the new environmental realities confronting this industry. No one could imagine five years back an oil spill that would last 87 days and at its peak, would see some 48,000 individuals involved in the response to it. The Deepwater Horizon

incident in 2010 has gone down in history as a defining wake-up call, even though it was not one of a kind, being preceded by the Montara accident in the Timor Sea. These incidents have already generated new information on, and better understanding of new oil spill combating techniques including the use of dispersants, which has always been a controversial topic. I am pleased to see our colleagues from IPIECA and OSRL, who, I am sure will be happy to share the lessons learned with us.

This process of constant learning and improvement extends to matters as liability and compensation regimes and I am sure you will be interested to hear the latest information from our colleagues from the International Oil Pollution Compensation Funds which provide compensation for oil pollution damage resulting from spills of persistent oil from tankers.

With the constant increase in shipping traffic crossing through your region, you will be pleased to hear what kind of advice is available in relation to spills of oil, carried as cargo and as bunkers, to spills of chemicals and to releases of other substances carried as cargo from top class experts representing the International Tanker Owners Pollution Federation (ITOPF) in our meeting.

Ladies and Gentlemen,

The main expected outcome, at the end of this meeting will be to determine the priority actions for the next three years, to strengthen oil spill response capability both at national level and in the region. To reach our objective, we are fortunate to have a group of respected experts with considerable international experience in all aspects of pollution response, practice and policy. I wish to express my sincere gratitude to our industry partners, to the Director of IOPC Funds and to our Consultants, Messrs P. Taylor and G. Franklin for their determination to make this meeting a success. In this common effort, we are even more fortunate to have you, the experts and decision makers on oil pollution matters from South Asian countries attending this meeting. Together we should be able to make good use of the next three days and progress our collective effort towards “cleaner oceans” and sustainable maritime transportation.

May I, once again, thank the Government of Sri Lanka and SACEP for hosting this event and for their warm and generous hospitality. This meeting is beneficial for all involved and I wholeheartedly wish you the best of success during the next three days.

Thank you!

### **9.3.3 Dr. B M S Batagoda, Deputy Secretary to the Treasury, Sri Lankan Ministry of Finance & Planning**

At the very outset let me welcome you all to the First Regional Meeting of the National Authorities Responsible for Oil Spill Preparedness and Response organized by SACEP and the IMO under the patronage of Government of Sri Lanka. It is my pleasure to be here with all of you at this important event.

Ladies and Gentlemen

The International Maritime Organization under its respective Technical Cooperation Programme and South Asian Environment cooperative Programme and Marine Environment Protection Authority are jointly organizing this Regional Workshop to initiate a project to enhance regional cooperation mechanisms on marine pollution preparedness and response in the SACEP region countries including Bangladesh, India, Maldives, Pakistan and Sri Lanka.

I would like to extend my sincere thanks to International Maritime Organization for extending assistance to region to enhance oil and chemical spill combat capabilities.

Ladies and Gentlemen, the South Asian region can be considered as a past developing region. Due to Rapid development in the region the demand for the oil, other consumer products and chemical has been significantly increased. The amount of above goods needed mainly transported via the ocean using ships. Therefore the number of ships movement has rapidly increased. This will eventually increase risk of oil and chemical spill in the region.

This region is home to more than one fourth of the world population and most of the main cities in the regional countries located in coastal areas. The people of the region heavily rely on the ocean resources. If any major oil spill occurs in the region it will heavily affect the socio economic activities as well as marine environment. Therefore the regional countries should be ready with necessary infrastructure and human resources fight against oil and chemical spills.

Ladies and gentlemen, Sri Lanka is now focusing more on our ocean resources. Taken into account the strategic location of Sri Lanka, we are going to develop the island state as maritime hub in the region. In order achieve this target the government of Sri Lanka has initiated mega level port development projects; development of Colombo harbor, new harbors at Hambantota and Oluvil. Also we recently commenced offshore oil exploration project. I believe that there will be good result and there will be oil and gas wells in our waters.

These all factors increase oil and chemical pollution risk in our waters. Therefore I would like to thanks International Maritime organization for their timely action and this project will help five countries in the region to strengthen oil spill combat capabilities. It is very important to have a regional cooperation in this field to combat major oil spill like other regions in the world. The regional mechanism will support each country to take assistance from other countries in the event of major spill.

Ladies and gentlemen, considering importance of Regional Mechanism, the Government of Sri Lanka recently has given the approval to sign MOU for implementation of South Asian Region Oil and Chemical Spill Contingency Plan. Implementing this plan will greatly benefit our countries in responding to major oil and chemical spill disasters.

I hope that successful completion of this project will greatly facilitate addressing the above issue.

I also congratulate SACEP for initiating this activity with IMO.

Ladies and Gentlemen, Sri Lanka is changing rapidly in recent years. I hope you will take this opportunity to see and to know a bit of Colombo, and have a good time during your stay, despite the workshops busy schedule.

I wish the Workshop a great success and everybody a happy and healthy stay in Colombo.

I would like to thank all of you again for your presence here today, and I wish you a successful, productive and enjoyable workshop.

#### **9.3.4 Mr. T N Wijegoonawardana, Chairman, Sri Lankan Marine Environment Protection Authority**

Good Morning Ladies and Gentlemen,

The 1st meeting of the IMO and NORAD in partnership with the South Asia Co-operative Environment Programme (SACEP) Project with a view to enhancing the regional cooperation mechanisms on marine pollution preparedness and response in the SACEP region (Bangladesh, India, Maldives, Pakistan, and Sri Lanka) is to begin its proceedings.

First of all, please let me take this opportunity to welcome the Chief Guest of this meeting Dr. B M S Batagoda, Deputy Secretary, Ministry of Finance and Planning, for finding time from his busy schedule to be with us today and having graciously accepted our invitation to declare open this important meeting and workshop.

I would also like to warmly welcome Mr. Gamini Gamage, Additional Secretary to the Ministry of Environment and Renewable Energy for his participation.

I wish also to extend a warm welcome to the facilitators Dr. Jose Matheickal Head of Technical Cooperation, Coordination and major project, Marine Environment Division of the International Maritime organization and representative of IMO and resource persons of Workshop.

I believe your journey to Sri Lanka is more productive and you are in a state of positive mind and well balanced mood to contribute to the success of this workshop, though you had a hectic life during the last couple of days. I honestly believe that your visit to Sri Lanka will be a unique occasion with fresh memories.

Also I would like express my warm welcome to our other distinguished guests who have graced this occasion. Among them I find Mr. Ajith De Silva/Director Policy Planning Division-Ministry of Environment & Renewable Energy; Mr. Saliya Wickramasooriya- Petroleum Resources Development Secretariat; and Dr. Terney Pradeep Kumara- Head, Oceanography & Marine Geology, University of Ruhuna.

We have with us representatives from our neighboring countries of Bangladesh, India, Maldives and Pakistan. I would cordially welcome all these delegates with folded hands.

Last but not least, I would like express my warm welcome to our distinguished Invitees and all participants from various government departments and statutory bodies and private sector institutions.

Ladies and Gentlemen

The International Maritime Organization under its respective Technical Cooperation Programme and NORAD is to embark on a regional project to strengthen oil and chemical spill combat capabilities in the region. In this regard, special thanks should invariably go to the International Maritime Organization for their support and assistance extended to conduct this international workshop encompassing all the important aspects.

Ladies and Gentlemen, the ultimate objective of this workshop is to facilitate the implementation of the South Asian Regional Oil chemical spill contingency plan with the enhancement of the understanding and the capacity building of the relevant stakeholder associated with the industry.

At the culmination of this workshop, I earnestly believe that we would be in a position to formulate a regional action plan acceptable to all our team players with your coordinated effort.

Once again, I would like to convey my sincere gratitude and thanks to Dr Batagoda for his presence here today and I believe his thought-provocative address would inspire all of us.

With that sentiment, I conclude my welcome speech


Thank you.

## **9.4 Presentations**


Note that slides were removed from some presentations where these were mainly pictorial or caused file size issues. Full presentations are held on file by the SACEP Secretariat.

### 9.4.1 Regional MoU for Cooperation - SACEP

#### Regional MoU for Cooperation on the Response to Oil and Chemical Pollution in the South Asian Seas Region



S. M. D. P. Anura Jayatilake/Director General,  
South Asia Cooperative Environment Programme



#### Presentation Contents

- Regional risk profile for oil and chemical spills
- Historical background to the Contingency Plan and MoU
- Update status of the signing of the MoU
- Role of SACEP as secretariat of the MoU and anticipated resources
- Cooperation mechanism at the operational level through the Regional Oil and Chemical Pollution Contingency Plan for South Asia (the Regional Plan)

#### Regional risk profile for oil and chemical spills

- South Asia lies close to the main shipping route from the Middle East to the Far East – about 25% of total world movement of crude oil by sea pass through this area.
- General shipping traffic to and from the region is dominated by trade routes linking Karachi, Mumbai, and Colombo with East African and South African Ports.
- The region imports much of its oil for consumption and presently India is undertaking oil exploration activities, while Sri Lanka is looking at the possibilities
- Maritime oil spill risks arise from
  - non-tanker shipping
  - carriage of refined products
  - offshore exploration and production operations
  - Transfer of oil cargoes at sea
  - Routine shipping operations at ports – bunkering
  - Ship recycling
  - Illegal discharges from the large volume of shipping within the region
- Response to a major spill at sea would require the co-operation of the other States in the Region

#### Oil and Chemical spills

Major tanker spills of over 1000 tonnes in the South Asian Seas Region since 1974

Vessel Name	Quantity spilled (tonnes)	Type	Country	Year	Cause
TASMAN SPIRIT	30,500	CRUDE	PAKISTAN	2003	GROUNDING
CRETAN STAR	29,500	CRUDE	INDIA	1976	HULL FAILURE
CHERRY VINSTRA	16,500	CRUDE	INDIA	1974	HULL DEFECT
AVILES	11,500	WHITE PRODUCT	INDIA	1979	FIRE/EXPLOSION
TRANSJORD	5,200	CRUDE	INDIA, LACADIVES	1974	GROUNDING

Source: OPRC, 2003

Other spills recorded

IMO V. V. Sankaranarayanan - Sri Lanka - 2006  
The ship was reported to be carrying 144 tonnes of fertilizer and about 200 tons of heavy fuel oil.  
Manning Seema - Sri Lanka 2007 - 125 tons of fuel oil was contained the ship.  
MGT Breaker Chemical tanker Accident - Sri Lanka - 2009 - Carried 5230 mt of sulfuric acid

Marac chitra - India - 2010 - Heavy oil and diesel

#### Status of ratification/accession to the related IMO conventions

	ISPPOL 1978 (Annex II)	ISPPOL 1978 (Annex III)	ISPPOL 1978 (Annex IV)	ISPPOL 1978 (Annex V)	ISPPOL Protocol 1978 (Annex VI)	INTERMEDIATE Convention 01	INTERMEDIATE Protocol 01	ISPPOL Convention 02	ISPPOL Protocol 02	ISPPOL Convention 03	ISPPOL Protocol 03	ISPPOL Convention 04	ISPPOL Protocol 04	ISPPOL Convention 05	ISPPOL Protocol 05	ISPPOL Convention 06	ISPPOL Protocol 06
Bangladesh	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x
India	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x
Maldives	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x
Pakistan	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x
Sri Lanka	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x

Present status of the OPRC Convention and HNS Protocol (as of 10<sup>th</sup> Feb 2014)

	No. of Contracting Parties	% of World Tonnage
OPRC 1990	107	71.46
OPRC-HNS Protocol 2000	33	47.97

Parties to the OPRC Convention are required to establish measures for dealing with pollution incidents, either nationally or in co-operation with other countries (Article 6 and 7).

#### Historical background to the South Asian Seas Contingency Plan and MoU

- In 1989 a draft South Asian Marine Pollution Emergency Action Plan was prepared by the IMO/UNEP/UNDP. The plan reflected essentially the threats of oil pollution in the South Asian Seas Region based on information and statistics made available during 1989. However, this was not finalized.
- With the adoption of the South Asian Seas Action Plan in 1995 and identification of "Development and Implementation of National and Regional Oil and Chemical Spill Contingency Planning" as one of the four priority areas to be addressed under the SASAP gave momentum to the activity. The first Inter-Ministerial Meeting SASP held in Pakistan in 1999 recommended the updating and finalizing of the South Asian Seas Oil Spill Contingency Plan
- In July 1999 SACEP with funding support from UNEP and IMO, the South Asian Seas Oil Spill Contingency Plan was updated and finalized.
- As a follow up action, with IMO support the current status of preparedness and response in the region was reviewed and to prepare a Draft Regional Oil and Chemical Pollution Contingency Plan for South Asia as well as an overview report on oil spill preparedness in the five countries

### Historical background cont...

- A Meeting of Senior Officials was held in Colombo, Sri Lanka, December 1999 to consider the Draft South Asian Oil Spill Contingency Plan. The meeting prepared the draft Regional Contingency Plan and also prepared a preliminary draft of a Memorandum of Understanding aiming at establishing the basis for regional co-operation on preparedness and response to accidental marine pollution in the South Asian Region. This amended Plan and MoU was circulated for further consideration.
  - A High Level meeting was convened in Dec 2000 to approve the draft Regional Contingency Plan and the draft Memorandum of Understanding for Co-operation on the response to marine oil and chemicals spills in the South Asian Region.
- Its main objective was to finalize the Draft Regional Contingency plan and the Draft Memorandum of Understanding with a view to the South Asian countries representatives approving them at the meeting, prior to their final acceptance and signature by the South Asia Governments at a later date at the Intergovernmental Meeting of the South Asian Seas Programme.
- SACEP mission was undertaken to Pakistan in May 2009 and to India in July 2009 to finalize the Regional Plan and MoU. As all member countries agreed on the Text of the documents the Regional Plan and MoU was sent to the member countries for signature.

### Millstones of the Contingency Plan (Summary)

Year	Event
1987-8	Mission to the region by IMO Consultant – Capt Roy Nichols
Nov-Dec 1989	UNEP / IMO/UNDP Workshop on South Asia Marine Pollution Emergency Action
March 1995	Meeting of the Plenipotentiaries to adopt the South Asian Seas Action Plan
September 1999	Funding from UNEP & IMO for Updating and Finalizing of the Oil Spill Contingency Plan
Oct – Nov 1999	Mission to member states by IMO consultant – Cdr Chris Harris
Dec 1999	1st Meeting Of Senior Officials to Consider the Draft South Asian Regional Oil Spill Contingency Plan
March 2000	Meeting of National Focal Points to Review and Endorse In The Development and Operation of National Oil Spill Contingency Planning 1999-2000
March 2000	Third R & D Forum on High Density Oil Spill Response
April – June 2000	IMO - SAS – UNEP Assessment on Port Reception Facilities in the Region – Cdr T Meyer and Cdr Hiran Soysa
Dec 2000	2nd Meeting of Senior Officials to Consider The Draft South Asian Regional Oil Spill Contingency Plan and the MoU
2009-2010	SACEP mission to Pakistan and India. The text of the two documents agreed upon by all member countries. Bangladesh, Maldives and Pakistan sign the MoU

### Update status of the signing of the MoU

- Three member countries have already signed the MoU.
  - Maldives – 13th October 2009
  - Pakistan – 22nd July 2010
  - Bangladesh – 27th September 2010

- Sri Lanka received Cabinet approval to sign the MoU

- India is in advanced status of adopting the MoU

MOU and the Regional Plan will enter into force 3 months after the Secretariat, i.e. the Secretariat of the South Asian Seas Programme (SASP), has been notified by all five countries of their acceptance of the MoU in accordance with their national legislations

### Role of SACEP as Secretariat of the MoU and anticipated resources

The Parties to the MoU has designate the South Asia Seas Programme (SASP), based in the South Asia Co-operative Environment Programme (SACEP) Secretariat, acting under the guidance of the meeting of the Parties, to provide within the limits of its resources secretariat services, including to:

1. prepare meetings, circulate papers;
2. facilitate the exchange of information; and ..
3. carry out such other work as may be necessary

In August 2013, a MoU was concluded between SACEP and IMO for the implementation of a NORAD funded project titled "Enhancing regional co-operation mechanisms on marine pollution preparedness and response in the SACEP region".

The long-term objective of this project is the effective implementation of the OPRC Convention and the OPRC-HNS Protocol, while the short-term objective will be to enhance regional cooperation on marine pollution preparedness and response in the SACEP region through an early and effective implementation of the MoU on regional cooperation in case of emergency and through the revitalization of the regional contingency plan and its entry into force.

### South Asian Seas Programme



- Action Plan for SASP was formally adopted at a Meeting of Plenipotentiaries of the concerned countries held in New Delhi on March 24<sup>th</sup> 1995.
- The Plan focuses on
  - Integrated Coastal Zone Management (ICZM),
  - oil-spill contingency planning,
  - human resource development and
  - the environmental effects of land-based activities.
- Although there is no regional convention yet, SASAP follows existing global environmental and maritime conventions and considers Law of the Sea as its umbrella convention.



### Cooperation mechanism at the operational level through the Regional Oil and Chemical Pollution Contingency Plan for South Asia (the Regional Plan)

The purpose of this Contingency Plan is to establish a mechanism for mutual assistance, under which the competent national Authorities of Bangladesh, India, Maldives, Pakistan and Sri Lanka will co-operate in order to co-ordinate and integrate their response to marine pollution incidents either affecting or likely to affect the territorial sea, coasts and related interests of one or more of these countries, or to incidents surpassing the available response capacity of each of these countries alone


#### Responsibilities under the Action Plan

- Exchange of information
- Designation of National Authorities and points of contact
- Meetings of National Operational Authorities responsible for the implementation of the Plan
- Joint training and exercises

<p><b>The Command Structure for Joint Response Operations</b></p> <pre> graph TD     OA1[OPERATIONAL AUTHORITY OF ASSISTING COUNTRY] --- OC1[OPERATIONAL CONTROL NO.1 ASSISTING COUNTRY]     OC1 --- TC1[TACTICAL COMMAND TEAM LEADER/COORDINATOR]     OA2[OPERATIONAL AUTHORITY OF THE LEAD COUNTRY - SOHC] --- OC2[OPERATIONAL CONTROL NO.2 LEAD COUNTRY]     OC2 --- TC2[TACTICAL COMMAND TEAM LEADER/COORDINATOR]     OA3[OPERATIONAL AUTHORITY OF ASSISTING COUNTRY] --- OC3[OPERATIONAL CONTROL NO.3 ASSISTING COUNTRY]     OC3 --- TC3[TACTICAL COMMAND TEAM LEADER/COORDINATOR]     OA1 --- OC2     OA2 --- OC1     OA2 --- OC3     OC1 --- OC2     OC2 --- OC3     </pre> <p>The lead role in the implementation of the Plan shall be assumed by the Operational Authority of the Party whose area of responsibility has been affected or is likely to be affected by a pollution incident and who has activated the Plan</p>	<p><b>Assistance from Member countries</b></p> <p>Following the activation of the Plan, the Party who has activated the Plan may request assistance from the other Parties</p> <p>Assistance might be requested in the form of:</p> <ul style="list-style-type: none"> <li>•trained response personnel and, in particular, strike teams;</li> <li>•specialised pollution combating equipment;</li> <li>•pollution treatment products; and</li> <li>•other means, including, in particular, self-contained units such as vessels and aircraft, and/or any combination thereof.</li> </ul>
<p><b>Benefits to Member countries</b></p> <p>Under this MoU, in cases of major marine pollution incidents the Parties will cooperate in taking individually and jointly the necessary response measures according to the principles set out in the Regional Plan. The Parties will use their best endeavours to maintain their ability to respond to pollution incidents threatening the marine environment of the South Asia Seas Area. This would include:</p> <ol style="list-style-type: none"> <li>1. Making a risk assessment regarding the traffic, offshore units, ports and oil handling facilities;</li> <li>2. A minimum level of spill response equipment capable of making a first response proportionate to the risk involved;</li> <li>3. Communication capabilities to notify without delay any pollution incidents; and</li> <li>4. Programmes for training and exercises</li> </ol>	





## 9.4.2 National Preparedness Status - Bangladesh

 <p>IMO and NORAD in partnership with the South Asia Co-operative Environment Programme (SACEP)</p> <p>Project to enhance regional cooperation mechanisms on marine pollution preparedness and response in the SACEP region (Bangladesh, India, Maldives, Pakistan and Sri Lanka)</p> <p><b>National Oil Spill Preparedness Status For BANGLADESH</b></p>	<h3>Key Authorities</h3> <ul style="list-style-type: none"> <li>National competent authority or authorities? <ul style="list-style-type: none"> <li>Director General, Department of Shipping, Dhaka, Bangladesh.</li> </ul> </li> <li>Operational authority (if different) i.e. 24 hour contact for reporting/liaison? <ul style="list-style-type: none"> <li>Chittagong Port Authority and Mongla Port Authority.</li> </ul> </li> </ul>
<h3>National Oil Spill Contingency Plan</h3> <ul style="list-style-type: none"> <li>Is it drafted / finalised / approved? <ul style="list-style-type: none"> <li>✓ Yes, it is drafted. But not yet finalised or approved.</li> </ul> </li> <li>What is the legislative base for the Plan? <ul style="list-style-type: none"> <li>✓ The Port Act' 1908 and Marine Environmental Law (draft).</li> </ul> </li> <li>Is the Plan implemented and tested through a training and exercise programme? <ul style="list-style-type: none"> <li>✓ Locally but not Nationally.</li> </ul> </li> <li>Who is responsible for maintaining the Plan? <ul style="list-style-type: none"> <li>✓ Port Authorities under the supervision of Department of Shipping.</li> </ul> </li> </ul>	<h3>National Oil Spill Contingency Plan</h3> <ul style="list-style-type: none"> <li>Who is responsible for implementing the Plan? <ul style="list-style-type: none"> <li>Chittagong Port Authority and Mongla Port Authority.</li> </ul> </li> <li>Is there a national incident response organization and management system? <ul style="list-style-type: none"> <li>Yes, the organizations are Port Authorities.</li> </ul> </li> <li>Does the Plan embrace tiered preparedness and response? <ul style="list-style-type: none"> <li>Yes, it does.</li> </ul> </li> <li>Does the Plan encompass Net Environmental Benefit for strategy choice? <ul style="list-style-type: none"> <li>Yes, it does.</li> </ul> </li> </ul>
<h3>Response Policy / Strategy</h3> <ul style="list-style-type: none"> <li>Are response strategies identified? <ul style="list-style-type: none"> <li>Monitoring and evaluate</li> <li>Dispersants</li> <li>Containment and recovery</li> <li>In situ burning</li> <li>Shoreline protection / cleanup</li> </ul> </li> <li>Are there guidelines / regulations covering the above in National Plan or other documentation? <ul style="list-style-type: none"> <li>Yes, there are guidelines.</li> </ul> </li> </ul>	<h3>Communications</h3> <ul style="list-style-type: none"> <li>Is there a published communications plan e.g. within the National Plan? <ul style="list-style-type: none"> <li>Yes, there is a communication plan but not yet published.</li> </ul> </li> <li>Are spill reporting procedures identified and published? <ul style="list-style-type: none"> <li>Reporting procedures are identified but not yet published.</li> </ul> </li> <li>Is the integration between government and the private sector (e.g. oil and shipping industries) during oil spill response defined? <ul style="list-style-type: none"> <li>Yes, it is defined.</li> </ul> </li> <li>Is public and media relations addressed in the National Plan? <ul style="list-style-type: none"> <li>Yes.</li> </ul> </li> </ul>

<h3>Claims and Compensation</h3> <ul style="list-style-type: none"> <li>• Are there national regulations ratifying the relevant IMO Conventions? <ul style="list-style-type: none"> <li>★ OPRC is ratified by Bangladesh.</li> </ul> </li> <li>• Are claims procedures identified in the National Plan? <ul style="list-style-type: none"> <li>★ No.</li> </ul> </li> <li>• Is the interface with P&amp;I Clubs and IOPC Fund addressed in plans as appropriate? <ul style="list-style-type: none"> <li>★ No.</li> </ul> </li> </ul>	<h3>Other Aspects</h3> <ul style="list-style-type: none"> <li>• Has waste management strategy been defined? <ul style="list-style-type: none"> <li>★ No.</li> </ul> </li> <li>• Are there any oiled wildlife responses plans / procedures? <ul style="list-style-type: none"> <li>★ No.</li> </ul> </li> </ul>
<h3>Oil Spill Risks</h3> <ul style="list-style-type: none"> <li>• Is there recent information on maritime risks <ul style="list-style-type: none"> <li>• Shipping (tankers and general shipping)</li> <li>• Offshore exploration / production</li> <li>◇ No.</li> </ul> </li> <li>• Has environmental sensitivity mapping been carried out <ul style="list-style-type: none"> <li>◇ No.</li> </ul> </li> <li>• Is there any identification/prioritization of vulnerable areas in the National Plan <ul style="list-style-type: none"> <li>◇ No.</li> </ul> </li> </ul>	<h3>Response Resources</h3> <ul style="list-style-type: none"> <li>• What information is available on equipment? <ul style="list-style-type: none"> <li>• Stockpile locations / ownership / availability</li> <li>• Types e.g. specialized (booms, skimmers, dispersant...) versus non-specialized (vacuum trucks, civil plant, hand tools...)</li> <li>• Supporting logistics / airports / ports <ul style="list-style-type: none"> <li>△ The Port Authorities are equipped with all necessary equipments like booms, skimmers and dispersant, high speed boats for boom laying arrangements, shore purifying facilities, dedicated lorry to carry pollutants, Lab facilities, Environmental Management Unit (EMU).</li> </ul> </li> </ul> </li> <li>• What information is held on personnel? <ul style="list-style-type: none"> <li>• Training records <ul style="list-style-type: none"> <li>△ Trained Personnel are available.</li> </ul> </li> </ul> </li> </ul>


#### 9.4.3 National Preparedness Status - India

<div data-bbox="191 1276 820 1348">  </div> <p>IMO and NORAD in partnership with the South Asia Co-operative Environment Programme (SACEP)</p> <p>Project to enhance regional cooperation mechanisms on marine pollution preparedness and response in the SACEP region (Bangladesh, India, Maldives, Pakistan and Sri Lanka)</p> <h3>National Oil Spill Preparedness Status For India</h3>	<h3>India's EEZ and Coastline-Oil Spill Perspective</h3> <h4>Offshore Water</h4> <ul style="list-style-type: none"> <li>• Major oil routes originate from Persian gulf across the Indian Ocean: <ul style="list-style-type: none"> <li>– One to proceed to western hemisphere</li> <li>– Along the Bay of Bengal to far east and Japan.</li> </ul> </li> <li>• 350 to 400 MMT crude oil through 2500-3000 tankers passes via above two routes</li> </ul> <h4>Coastal Water:</h4> <ul style="list-style-type: none"> <li>• 13 major ports and 215 minor/Interim/Small Ports, ~ 20 SPMs,</li> <li>• Projected Crude oil import by 2025~440 MMT</li> <li>• Considering the large volume of oil transportation at high rate – probability of tanker accident is very high</li> </ul> <div data-bbox="889 1722 1393 1738"> <small>3/2/2014 2</small> </div>
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<p><b>Coastal Zone – Resource Perspective</b></p> <ul style="list-style-type: none"> <li>➤ Endowed with a wide range of coastal ecosystems with high productivity</li> <li>➤ Major stocks of fauna and flora</li> <li>➤ Source of oil and natural gas reserves in India</li> <li>➤ Place for conventional and non-conventional energy sources</li> <li>➤ Place of tourism, cultural and archaeological sites</li> <li>➤ About ten million fishing population in coastal zone</li> </ul>	<p><b>Key Authorities</b></p> <ul style="list-style-type: none"> <li>• National competent authority or authorities? <ul style="list-style-type: none"> <li>– <i>Process of appointing National Competent Authority is under process. However, ICG is the Central Coordinating Authority in India.</i></li> </ul> </li> <li>• Operational authority (if different) i.e. 24 hour contact for reporting/liaison? <ul style="list-style-type: none"> <li>– <i>Indian Coast Guard is designated as the Central Coordinating Agency for Marine Oil Spill Response in Indian Waters</i></li> </ul> </li> </ul>
<p><b>National Oil Spill Contingency Plan</b></p> <ul style="list-style-type: none"> <li>• Is it drafted / finalised / approved? <ul style="list-style-type: none"> <li>– <i>Approved. 04 Nov 1993</i></li> </ul> </li> <li>• What is the legislative base for the Plan? <ul style="list-style-type: none"> <li>– <i>The plan is approved by the CoS, the necessary amendment in Merchant Shipping Act, 1958 under process</i></li> </ul> </li> <li>• Is the Plan implemented and tested through a training and exercise programme? <ul style="list-style-type: none"> <li>– <i>Yes</i></li> </ul> </li> <li>• Who is responsible for maintaining the Plan? <ul style="list-style-type: none"> <li>– <i>ICG</i></li> </ul> </li> </ul>	
<p><b>Response Policy / Strategy</b></p> <ul style="list-style-type: none"> <li>• Are response strategies identified? <ul style="list-style-type: none"> <li>– <i>Monitoring and evaluate - yes</i></li> <li>– <i>Dispersants - yes</i></li> <li>– <i>Containment and recovery - yes</i></li> <li>– <i>In situ burning - yes</i></li> <li>– <i>Shoreline protection / cleanup - yes</i></li> </ul> </li> <li>• Are there guidelines / regulations covering the above in National Plan or other documentation? <ul style="list-style-type: none"> <li>– <i>Yes</i></li> </ul> </li> </ul>	<p><b>Communications</b></p> <ul style="list-style-type: none"> <li>• Is there a published communications plan e.g. within the National Plan? <ul style="list-style-type: none"> <li>– <i>Yes. It is being regularly updated</i></li> </ul> </li> <li>• Are spill reporting procedures identified and published? <ul style="list-style-type: none"> <li>– <i>Yes</i></li> <li><i><a href="http://www.indiancoastguard.nic.in">www.indiancoastguard.nic.in</a></i></li> </ul> </li> </ul>




<h3 style="text-align: center;">Communications</h3> <ul style="list-style-type: none"> <li>Is the integration between government and the private sector (e.g. oil and shipping industries) during oil spill response defined? <ul style="list-style-type: none"> <li><b>– Yes. Regular exercise being conducted for required integration</b></li> </ul> </li> <li>Is public and media relations addressed in the National Plan? <ul style="list-style-type: none"> <li><b>– Yes</b></li> </ul> </li> </ul>	<h3 style="text-align: center;">Claims and Compensation</h3> <ul style="list-style-type: none"> <li>Are there national regulations ratifying the relevant IMO Conventions? <ul style="list-style-type: none"> <li><b>– Yes</b></li> </ul> </li> <li>Are claims procedures identified in the National Plan? <ul style="list-style-type: none"> <li><b>– Yes</b></li> </ul> </li> <li>Is the interface with P&amp;I Clubs and IOPC Fund addressed in plans as appropriate? <ul style="list-style-type: none"> <li><b>– ICG facilitate the required interface</b></li> </ul> </li> </ul>
<h3 style="text-align: center;">Other Aspects</h3> <ul style="list-style-type: none"> <li>Has waste management strategy been defined? <ul style="list-style-type: none"> <li><b>– Yes</b></li> </ul> </li> <li>Are there any oiled wildlife responses plans / procedures <ul style="list-style-type: none"> <li><b>– Yes and the same is also under preparation for all potential areas</b></li> </ul> </li> </ul>	<h3 style="text-align: center;">Oil Spill Risks</h3> <ul style="list-style-type: none"> <li>Is there recent information on maritime risks <ul style="list-style-type: none"> <li><b>– Shipping (tankers and general shipping)</b></li> <li><b>– Offshore exploration / production</b></li> </ul> </li> <li>Has environmental sensitivity mapping been carried out <ul style="list-style-type: none"> <li><b>– Sensitivity mapping is in progress and efforts are in hand to undertake mapping of potential threat areas</b></li> </ul> </li> <li>Is there any identification/prioritization of vulnerable areas in the National Plan <ul style="list-style-type: none"> <li><b>– Yes</b></li> </ul> </li> </ul>
<h3 style="text-align: center;">National Plan Oil Spill Trajectory Model</h3>	<h3 style="text-align: center;">A generic wind based Oil Spill Trajectory model for coastal waters</h3>



<h3 style="text-align: center;">Response Resources</h3> <ul style="list-style-type: none"> <li>• What information is available on equipment? <ul style="list-style-type: none"> <li>– <i>Detailed inventory list of all stakeholders is being maintained and regularly updated</i></li> </ul> </li> <li>• What information is held on personnel? <ul style="list-style-type: none"> <li>– <i>Training records</i></li> </ul> </li> </ul>	
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#### 9.4.4 National Preparedness Status - Maldives

<div style="display: flex; justify-content: space-around; align-items: center;">      </div> <p style="text-align: center;">IMO and NORAD in partnership with the South Asia Co-operative Environment Programme (SACEP)</p> <p style="text-align: center;">Project to enhance regional cooperation mechanisms on marine pollution preparedness and response in the SACEP region (Bangladesh, India, Maldives, Pakistan and Sri Lanka)</p> <h3 style="text-align: center;">National Oil Spill Preparedness Status For REP OF MALDIVES</h3>	<h3 style="text-align: center;">INTRO</h3> <div style="display: flex; justify-content: space-between;"> <div style="width: 45%;"> <p>Located in the center of IOR, with 1190 Islands</p> <p>Dense maritime traffic pass through SLOCs each day</p>  <ul style="list-style-type: none"> <li>8 Deg ISI</li> <li>Keshidu Channel</li> <li>Huvadhu Channel</li> <li>Equatorial Channel</li> </ul> </div> <div style="width: 45%; text-align: center;">  </div> </div>
<h3 style="text-align: center;">Oil Spill Risks</h3> <ul style="list-style-type: none"> <li>• Fragile marine environment (Natural protective layers)</li> <li>• Highly dependent on tourism fisheries</li> <li>• Internal transportation of oil within Maldives waters</li> <li>• Environmentally sensitive sites have been identified and listed. Detailed surveyed mapping is to be done.</li> </ul>	<h3 style="text-align: center;">Key Authorities</h3> <ul style="list-style-type: none"> <li>• Ministry of Environment and Energy</li> <li>• Environmental Protection Agency of Maldives</li> <li>• Ministry of Defence and National Security</li> <li>• MNDF Coast Guard</li> <li>• Ministry of Transport and Communication</li> <li>• Transport Authority of Maldives</li> <li>• Maldives Police Services (Marine Police)</li> <li>• <u>Operational authority</u>: MRCC, MNDF Coast Guard (24 hour contact for reporting/liaison)</li> </ul>

<h3>Legislation/Powers</h3> <ul style="list-style-type: none"> <li>Maldives is a member nation of IMO since 31 May 1967 and Maldives is a party to the following conventions <ul style="list-style-type: none"> <li>UNCLOS 82</li> <li>SOLAS 1974</li> <li>MARPOL 73</li> <li>International Convention on Civil Liability for Oil Pollution Damage 1969</li> <li>International Convention on the Establishment of an International Fund for Compensation for Oil Pollution Damage</li> <li>International Convention for the Control and Management of Ships Ballast water and Sediments</li> <li>COLREG</li> <li>Ballast Water Management convention 2004</li> </ul> </li> <li>National Laws and Regulations <ul style="list-style-type: none"> <li>-Environment Act 4/93</li> <li>- EIA regulation 2012</li> <li>- Environmental damage liability regulation 2011</li> <li>-Waste management regulation 2013</li> </ul> </li> </ul>	<h3>National Oil Spill Contingency Plan</h3> <div> <div>Coast Guard</div> <ul style="list-style-type: none"> <li>Coast Guard Marine Oil Response Contingency Plan is formulated</li> <li>Assisting the Lead Authority in drafting a National Plan</li> </ul> </div> <div> <div>MoT</div> <ul style="list-style-type: none"> <li>Min. of Transport is lead authority in drafting National Plan</li> <li>Meetings are held to formulate a National Plan</li> </ul> </div> <div> <div>National Plan</div> <ul style="list-style-type: none"> <li>Plan will be focused on a tiered preparedness and response</li> </ul> </div>
<h3>Claims and Compensation</h3>  <ul style="list-style-type: none"> <li>Party to the International Convention on the Establishment of an International Fund for Compensation for Oil Pollution Damage</li> <li>No national law giving power to this convention</li> <li>Various law on protection of marine environment and marine ecological system being implemented</li> </ul>	<h3>Response Resources</h3> <div> <div>Equipment</div> <ul style="list-style-type: none"> <li>At a very basic level</li> <li>2 heli skimmers</li> <li>Booms of 500 metre in length</li> </ul> </div> <div> <div>Training</div> <ul style="list-style-type: none"> <li>Mostly sent abroad</li> <li>In-house training and OIT conducted locally</li> <li>Interim exercise "Oost" between Maldives, India and Sri Lanka</li> </ul> </div> 

#### 9.4.5 National Preparedness Status - Pakistan

 <p>South Asia Co-operative Environment Programme (SACEP)</p> <p>National Oil Spill Preparedness Status For Islamic Republic of Pakistan</p>	<h3>Key Authorities</h3>  <ul style="list-style-type: none"> <li><b>National Competent authority</b> <ul style="list-style-type: none"> <li>Ministry of Defence through NHQ and PMSA Maritime Disaster Management Board and Pakistan Maritime Disaster Response Committee</li> </ul> </li> <li><b>Operational authority</b> <ul style="list-style-type: none"> <li>PMSA maintains Disaster Response Centre (DRC):</li> <li>Other agencies include: <ul style="list-style-type: none"> <li>DG Ports &amp; Shipping</li> <li>Hydrographer Pak Navy</li> <li>Ports (Control Towers)</li> </ul> </li> </ul> </li> </ul>
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 <h3>National Oil Spill Contingency Plan</h3>  <ul style="list-style-type: none"> <li>• National Maritime Disaster Contingency Plan <ul style="list-style-type: none"> <li>- Approved in 2007.</li> </ul> </li> <li>• Legislative base for the Plan <ul style="list-style-type: none"> <li>- International Convention on Oil Pollution Preparedness, Response and Cooperation and Noxious Substance Protocol.</li> </ul> </li> <li>• Plan Implemented and tested through a regular training and exercise programme</li> <li>• Responsibility for maintaining the Plan rests with Pakistan Maritime Security Agency</li> <li>• Responsibility for implementing the Plan is with PMSA under Ministry of Defence, Pakistan Maritime Disaster Management Board</li> </ul>	 <h3>Response Policy / Strategy</h3>  <ul style="list-style-type: none"> <li>• Response strategies identified <ul style="list-style-type: none"> <li>- Monitoring and evaluate</li> <li>- Dispersants</li> <li>- Containment and recovery</li> <li>- In situ burning (No)</li> <li>- Shoreline protection / cleanup</li> </ul> </li> <li>• Guidelines / regulations covering the above are given in National Plan</li> </ul>
 <h3>Communications</h3>  <ul style="list-style-type: none"> <li>• Published communications plan</li> <li>• Spill reporting procedures identified and published</li> <li>• Integration exists between government and the private sector as well as volunteer NGOs</li> <li>• Public and media relations have been addressed in NMDCP</li> </ul>	 <h3>Claim and Compensation</h3>  <ul style="list-style-type: none"> <li>• National regulations ratifying the relevant IMO Conventions are partly covered and rest are under process</li> <li>• Claims procedures and interface with P&amp;I Clubs and IOPC Fund not yet addressed in NMDCP</li> </ul>
 <h3>Other Aspects</h3>  <ul style="list-style-type: none"> <li>• Waste management strategy and oiled wildlife responses plans / procedures are given</li> </ul>	 <h3>Oil Spill Risks</h3>  <ul style="list-style-type: none"> <li>• Recent information on maritime risks is available covering <ul style="list-style-type: none"> <li>- Shipping (tankers and general shipping)</li> <li>- Offshore exploration / production</li> </ul> </li> <li>• Environmental sensitivity mapping has been carried out by NIO</li> <li>• Vulnerable areas identified/ prioritized in the National Plan</li> </ul>



<div data-bbox="186 210 259 283" data-label="Image"></div> <div data-bbox="341 231 670 277" data-label="Section-Header"> <h2>Response Resources</h2> </div> <div data-bbox="747 210 820 283" data-label="Image"></div> <ul style="list-style-type: none"> <li>Information is available on equipment like <ul style="list-style-type: none"> <li>Stockpile locations / ownership / availability</li> <li>Types e.g. specialized (booms, skimmers, dispersant...) versus non-specialized (vacuum trucks, civil plant, hand tools...)</li> <li>Supporting logistics / airports / ports</li> </ul> </li> <li>Training records need improvement</li> </ul>	
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### 9.4.6 National Preparedness Status - Sri Lanka

<div data-bbox="186 777 820 850" data-label="Image"></div> <p>IMO and NORAD in partnership with the South Asia Co-operative Environment Programme (SACEP)</p> <p>Project to enhance regional cooperation mechanisms on marine pollution preparedness and response in the SACEP region (Bangladesh, India, Maldives, Pakistan and Sri Lanka)</p> <p><b>National Oil Spill Preparedness Status</b> For Sri Lanka</p>	<p><b>Marine Pollution Prevention Act</b> <b>No. 35 of 2008</b></p> <p><b>Mandate</b></p> <p>FOR prevention, reduction and control of pollution in Sri Lankan waters</p> <p><b>Function of the Authority - Section 6(g)</b></p> <p>To formulate and implement the <b>NATIONAL OIL POLLUTION CONTINGENCY PLAN</b></p>
<p><b>Levels of Oil Spills</b></p> <ul style="list-style-type: none"> <li>Tier I - Small spill- less than 50 Mt <ul style="list-style-type: none"> <li>- Own Contingency Plan</li> </ul> </li> <li>Tier II - Medium (50-100 Mt)</li> <li>Tier III - Large (more than 100 Mt)</li> </ul> <pre> graph TD     A([Oil spill]) -- small --&gt; B[Activate tier 1 plan by polluter]     A -- "Medium or large" --&gt; C[Activate NOSCOP]     B -- "If can not handle" --&gt; C     </pre>	<pre> graph TD     Start([Spiller/ Agency (Activate Tier 1)]) --&gt; Inform[Inform MEPA of the Activation of Local Contingency Plan]     Inform --&gt; Decision{If spill extent beyond Tier 1}     Decision -- Yes --&gt; Refer[REFER NOSCOP (TIER 2,3)]     Decision -- No --&gt; Cleanup[Clean- up operation]     Cleanup --&gt; Report([Submit report to MEPA])     MEPA[Monitoring Coordination by MEPA] -.-&gt; Inform     MEPA -.-&gt; Cleanup     Note[If the spill is within Their boundaries] -.-&gt; Start     </pre>

## Marine Pollution Prevention Act No. 15 of 2009

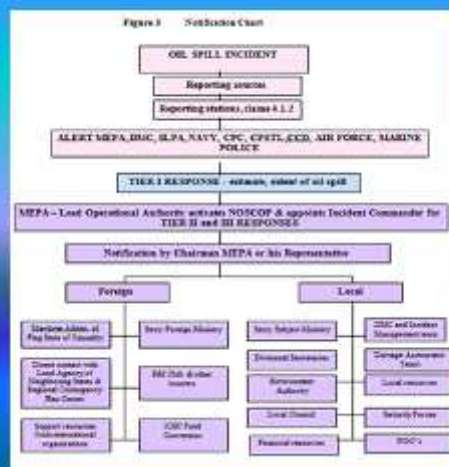
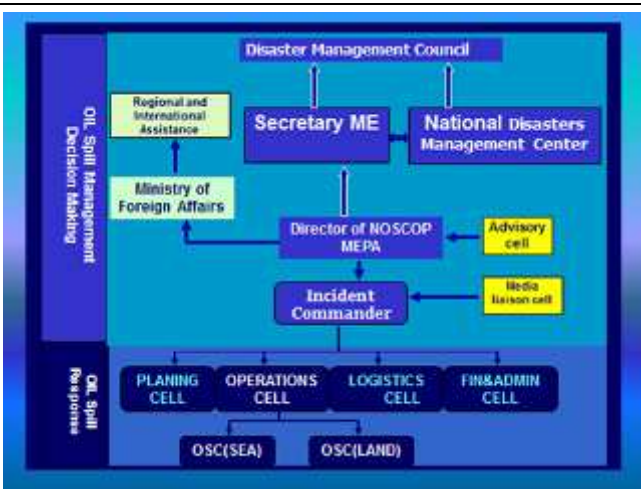
### Section 39 (1),

The Authority shall have the power to direct, all persons in charge of  
Ports,  
Harbour terminals,  
Repair yards of ships,  
Dry docks,  
Off shore installations,  
Pipe lines or  
any other apparatus used for transferring oil to or from a ship  
To submit an Oil spill Contingency Plan

when an oil spill is reported to any of the notifying authorities. Information receiving agencies should immediately notify MEPA .

## Key Authorities

- National competent authority or authorities?  
Marine Environment Protection Authority
- Operational authority (if different) i.e. 24 hour contact for reporting/liaison?  
operational authorities  
Sri Lanka Navy  
SLPA  
MEPA  
CPC  
Sri Lanka Coast guard



Annex 4  
OFF SHORE OPERATIONS

Annex: 5  
On Shore Operations.

Annex-6  
GUIDELINE FOR DISPOSAL OF OILY WASTE AND DEBRIS

ANNEX 7  
COMMUNICATION SYSTEM

ANNEX 7  
COMMUNICATION SYSTEM

Annex 8

Guidelines for Reporting Oil Spills  
(Aerial Monitoring)

ANNEX- 9  
Emergency / Situation Report Forms

ANNEX 11

Resources Available from other Countries, and their Contact Points

ANNEX 10

Standard Format for Requesting Assistance

## ANNEX-12

## Guide for Filing Claims

*(The International Oil Pollution Compensation Fund's Claims Manual for the 1992 Fund should be referred to if a claim is being made on the Fund.)*

## Response Resources

- Response resources
- SLPA

[illegible]

Equipment	Type	Description/Specifications	Location	Number/Quantity	Comments
Spine beams	Welded Steel	4.5 M Long	Wings Either side	100 Nos.	Forged on board
Support	Weldable		Ship Tanks	800 Nos.	Spares Supply
Fire hoses	Weldable		Ship Tanks	10000 Ltrs.	Service Use
Fire monitors	Folding mount	19 Mtrs.	On Deck	4 Nos.	Regeat. Ready
Fire hoses	19 Mtrs.		Ship Tanks	10000 Ltrs.	Regeat. Supply
Fire hoses	11.5 Mtrs.		On Deck	4 Nos.	Regeat. Ready

## CPSTL

[illegible]

**Maintenance Emergency Response Vessel**  
Tug "Maharaja" On Charter to Ceylon Petroleum Corporation

Equipment	Type	Description/Capacity	Location	Number/ Quantity	Comments
Dredger	Hydrogradable		Ship's tanks	1000 Ltr	Serves spray boats
Fire foam	Hydrogradable		Ship's tanks	1000ltr	Arrives for bioactive
Fire Monitor	Flow foam	4000 litres	Moat	9/1 Nov.	Repaired on arrival
Spray boat	Sprinkler	4 m	Ship's suite	02 Nov.	Blind on board
Work boat	Zodiac	5000 gpm	On dock 5/01	03 Nov.	23 ltr ODF each

#### 9.4.7 The International Regime - IOPC Funds

## The International Regime

### *Liability and Compensation for Pollution Damage*



SACEP Regional Meeting of the National Authorities  
Colombo, Sri Lanka  
26-28 February 2014

**Jose Maura**  
Director  
International Oil Pollution Compensation Funds

## Presentation outline

1. Overview of the international compensation regime and legal framework
2. Role of the IOPC Funds
3. Other Ship-source compensation regimes






### The international regime:

*Why do we need it?*

- Compensation to victims of pollution damage caused by **spills of persistent oil from tankers**
- Compensation through **amicable settlement**
- **Uniform and consistent** application of compensation regime
- **Equal treatment** of all claimants



### Legal framework


*The international compensation regimes:*

Previous regime	Current regime	2003 Supplementary Fund Protocol
<ul style="list-style-type: none"> <li>• 1969 Civil Liability Convention</li> <li>• 1971 Fund Convention (ceased to be in force in 2002)</li> </ul>	<ul style="list-style-type: none"> <li>• 1992 Civil Liability Convention</li> <li>• 1992 Fund Convention</li> </ul>	<ul style="list-style-type: none"> <li>• Supplementary Fund</li> </ul>

### 1992 Compensation Regime

*When does it apply?*

- Pollution damage
- Spills of persistent oil from tankers
- Territory, territorial waters and Exclusive Economic Zone or equivalent
- Preventive measures
- Bunker spills from unladen tankers
- 'Mystery spills'




### Definitions

*Pollution damage*

**1992 Civil Liability Convention Article 1.6**

a) Loss or damage caused outside the ship by contamination resulting from the escape or discharge of oil from the ship, wherever such escape or discharge may occur.....

b) The costs of preventive measures and further loss or damage caused by preventive measures




### Definitions

*'Preventive measures' and 'incident'*

**1992 Civil Liability Convention**

- **Article 1.7**
  - 'Any reasonable measure taken by any person after an incident has occurred to prevent or minimize pollution damage'
- **Article 1.8**
  - 'Any occurrence or series of occurrences having the same origin, which causes pollution damage or creates a grave and imminent threat of causing such damage'



### The compensation regime

*How does it work?*

Compensation regime	Source of money	Paying organism	Claimants
Third tier: Supplementary Fund	Levies on oil receivers in Supplementary Fund Member States	Supplementary Fund	
Second tier: 1992 Fund Convention	Levies on oil receivers in 1992 Fund Member States	1992 Fund	
First tier: 1992 Civil Liability Convention	Ship owner (strict liability)	Insurance (P&I Clubs)	







### How does the IOPC Funds work?

*General organogram*

**IOPC Funds Governing Bodies**

- 1971 Fund Administrative Council
- 1992 Fund Assembly
- 1992 Fund Executive Committee
- Supplementary Fund Assembly

**Director Secretariat**

- Fund Lawyers
- Technical Experts
- Local Claims Handling Office
- Investment Advisory Body
- Audit Body

### The Member States

*January 2014*

1992 Fund Convention (111 Member States)  
1992 Civil Liability Convention (132 States)  
1999 Civil Liability Convention (36 States)  
Supplementary Fund (29 States)

### Conventions for other ship-source pollutions

*Not covered under IOPC Funds regime*

### Conventions for other ship-source pollutions

*Bunkers Convention, 2001*

- **Entry into force in November 2008**
  - State Parties: 74
- **Justification:**
  - Environmental damage – bunker quantities & types
  - Incidents involving bunker spills
  - CLC as a model
    - strict liability & limitation
    - compulsory insurance & certification
    - direct action & no policy defences (except wilful misconduct)
    - But
      - No second layer
      - No dedicated limitation fund

### Bunkers Convention 2001

*Main features*

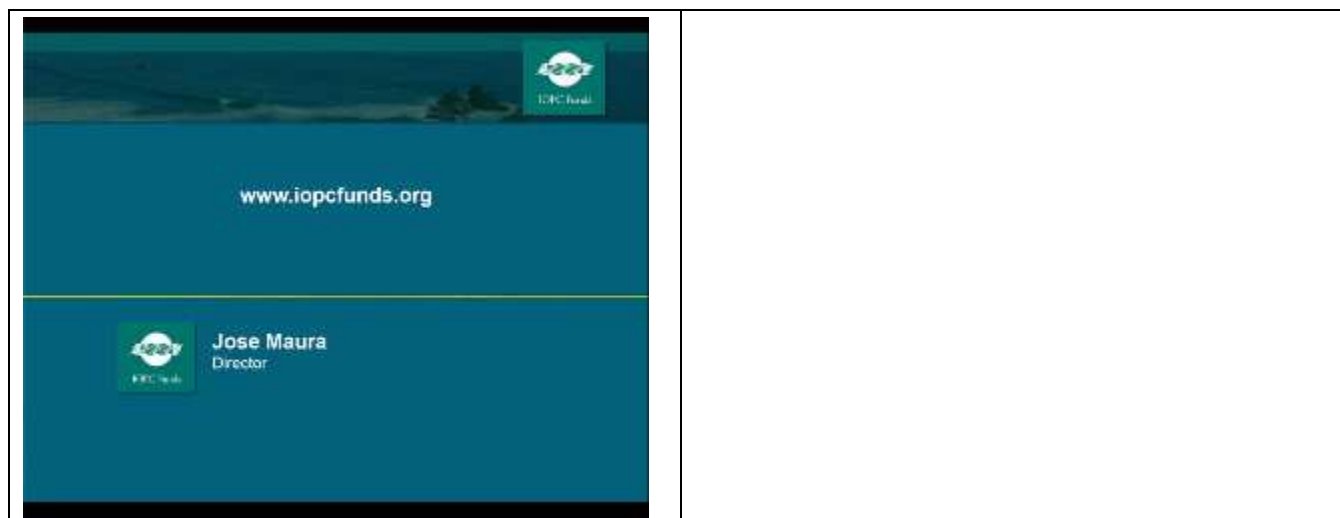
- **Type of ship**
  - "Any seagoing vessel and seaborne craft, of any type whatsoever" (Art 1.1)
  - Except oil tankers (art 4.1)
- **Liable parties**
  - Ship owner, including the registered owner, bareboat charterer, manager and operator of the ship
- **Compulsory Insurance**
  - Registered owner
  - Insurance & Certification unless ship 1000 grt or less
- **Limitation amounts**
  - Based on the LLMC Convention 1976/1996
  - Ship owner entitled to limit liability
  - Amount dependent on gross tonnage

### Limitation of Liability for Maritime Claims

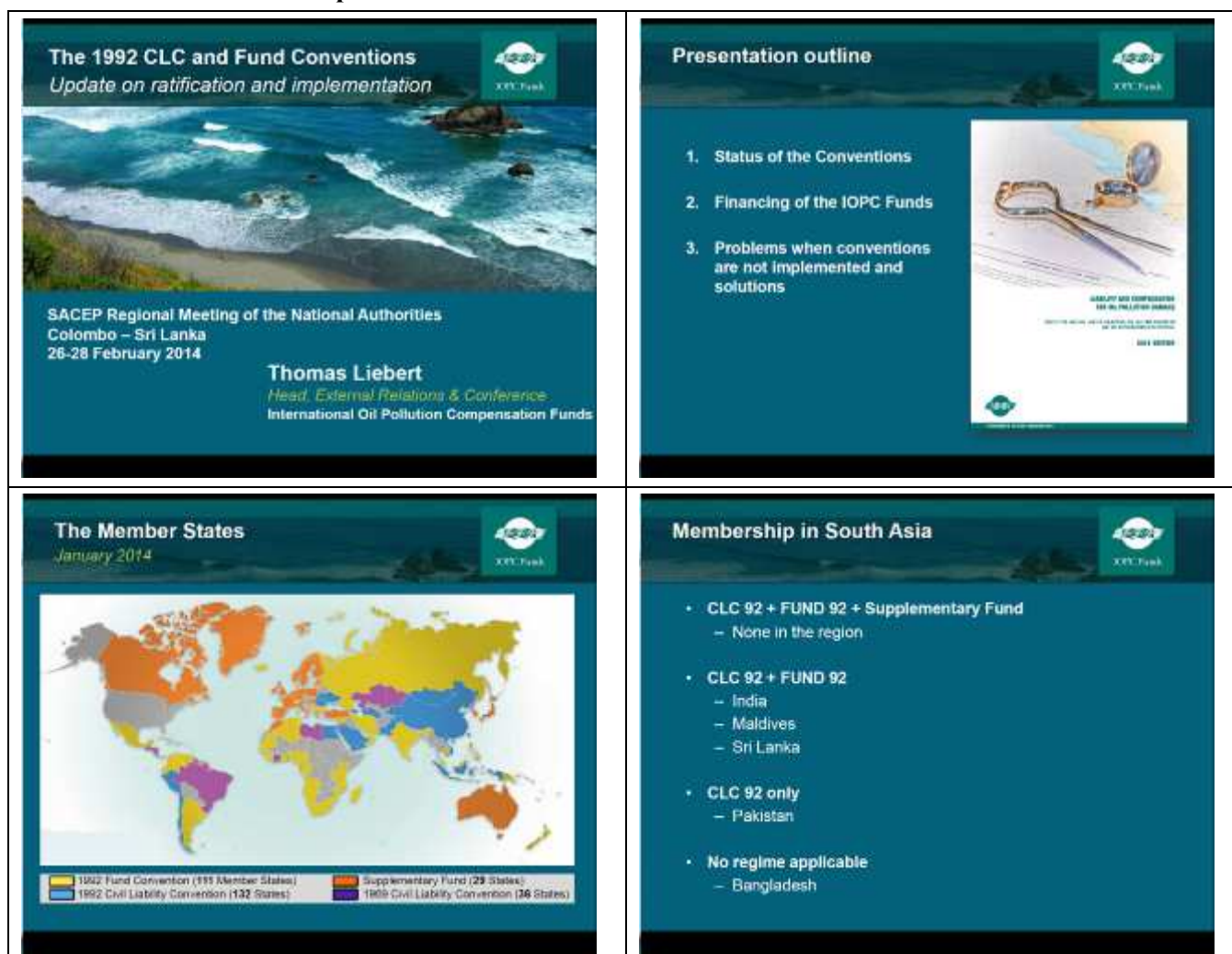
*LLMC Convention*

LLMC 1976	LLMC 1996
<ul style="list-style-type: none"> <li>• In force since 1986                             <ul style="list-style-type: none"> <li>– 54 States parties</li> </ul> </li> <li>• Separate limits for personal injury, other claims and passengers                             <ul style="list-style-type: none"> <li>– "X" SDR based on ship GT</li> </ul> </li> <li>• Example for 100,000 GT vessel                             <ul style="list-style-type: none"> <li>– US\$40 m. (personal injury)</li> <li>– US\$18.5 m. (other claims)</li> <li>– US\$72,000 per passenger                                     <ul style="list-style-type: none"> <li>– Max. US\$38 m.</li> </ul> </li> </ul> </li> <li>• Tonnage based limitation system</li> </ul>	<ul style="list-style-type: none"> <li>• In force since 2004                             <ul style="list-style-type: none"> <li>– 47 States parties</li> </ul> </li> <li>• Separate limits and personal injury, other claims and passengers                             <ul style="list-style-type: none"> <li>– "X" SDR based on ship GT</li> <li>– Higher amounts</li> </ul> </li> <li>• Example for 100,000 GT vessel                             <ul style="list-style-type: none"> <li>– US\$93 m. (personal injury)</li> <li>– US\$47 m. (other claims)</li> <li>– US\$270,000 per passenger                                     <ul style="list-style-type: none"> <li>– No maximum</li> </ul> </li> </ul> </li> <li>• Limits reviewed by IMO in 2012                             <ul style="list-style-type: none"> <li>– Increased limits from April 2015                                     <ul style="list-style-type: none"> <li>– +2.7% increase per year</li> <li>– Total increase of 51%</li> </ul> </li> </ul> </li> </ul>





#### 9.4.8 Ratification and Implementation of 1992 CLC and Fund Conventions - IOPC Funds





<h3>Who contributes to the Funds?</h3> <p><i>The oil industry</i></p> <ul style="list-style-type: none"> <li>Oil receivers: 'persons' who receive more than 150,000 tonnes of contributing oil (crude oil and heavy fuel oil) per year after sea transport</li> <li>The Fund Assembly decides the amount of contributions to be levied each year, based on amounts required to meet claims</li> <li>The levy per tonne is based on the total of the oil reports for the relevant year</li> <li>Oil receivers (not governments) pay</li> </ul> 	<h3>Oil reports</h3> <p><i>States obligations</i></p> <ul style="list-style-type: none"> <li>Member States must submit each year the quantity of contributing oil received in the previous calendar year by each of the companies liable to pay contributions in that State</li> <li>Oil reports enable equitable treatment of all Member States; non-submission can result in denial of compensation</li> </ul> 																										
<h3>Contributions</h3> <p><i>From Member States' oil industry</i></p> <p>Contributions to the 1992 Fund (2013)</p>  <table border="1"> <thead> <tr> <th>Country</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>Japan</td> <td>16%</td> </tr> <tr> <td>India</td> <td>13%</td> </tr> <tr> <td>Republic of Korea</td> <td>9%</td> </tr> <tr> <td>Italy</td> <td>8%</td> </tr> <tr> <td>Netherlands</td> <td>7%</td> </tr> <tr> <td>Singapore</td> <td>7%</td> </tr> <tr> <td>Korea</td> <td>9%</td> </tr> <tr> <td>France</td> <td>5%</td> </tr> <tr> <td>Spain</td> <td>5%</td> </tr> <tr> <td>United Kingdom</td> <td>4%</td> </tr> <tr> <td>Canada</td> <td>4%</td> </tr> <tr> <td>Others</td> <td>22%</td> </tr> </tbody> </table>	Country	Percentage	Japan	16%	India	13%	Republic of Korea	9%	Italy	8%	Netherlands	7%	Singapore	7%	Korea	9%	France	5%	Spain	5%	United Kingdom	4%	Canada	4%	Others	22%	<h3>Information Services</h3> <p><a href="http://www.kopcfunds.org">www.kopcfunds.org</a></p> <ul style="list-style-type: none"> <li>Website re-launched in 2012</li> <li>Available in all 3 working languages of the Funds: English, French &amp; Spanish</li> <li>Interactive features allows users to easily find the latest information on             <ul style="list-style-type: none"> <li>Incidents (both open and closed)</li> <li>Member and non-Member States</li> <li>Claims and compensation</li> </ul> </li> <li>Meeting documents (past and present) available to search and download from Document Services portal</li> </ul> 
Country	Percentage																										
Japan	16%																										
India	13%																										
Republic of Korea	9%																										
Italy	8%																										
Netherlands	7%																										
Singapore	7%																										
Korea	9%																										
France	5%																										
Spain	5%																										
United Kingdom	4%																										
Canada	4%																										
Others	22%																										
<h3>Implementation into national law</h3> <p><i>General considerations</i></p> <ul style="list-style-type: none"> <li>Must always be made with due consideration for the national legal system and legislative tradition</li> <li>In some States, when an international treaty is ratified, it automatically becomes part of national law (self-executing)</li> <li>As for States where treaties are not self-executed, all substantive provisions of treaties must be implemented by means of national statute</li> </ul>	<h3>1992 Fund Convention</h3> <p><i>Specific issues</i></p> <ul style="list-style-type: none"> <li>Articles 1-15, transitional provisions and final clauses need to be fully implemented into national law             <ul style="list-style-type: none"> <li>General provisions (definitions, etc.)</li> <li>Compensation (limitation of liability, court jurisdiction)</li> <li>Contributions (oil reporting and contributions)</li> <li>Treaty matters</li> </ul> </li> <li>Articles 16-34 relate to the functioning of the 1992 Fund             <ul style="list-style-type: none"> <li>Organisation and administration of the Secretariat</li> <li>Finances and voting</li> </ul> </li> </ul>																										

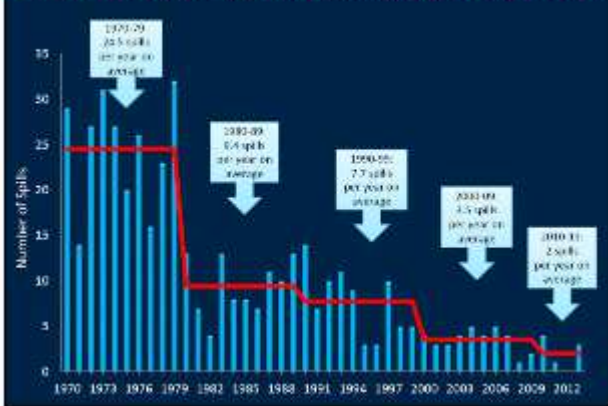
<h3>SLOPS</h3> <p><i>Greece, 2000</i></p>  <ul style="list-style-type: none"> <li>The floating waste reception facilities Slops exploded in the port of Piraeus, Greece, spilling substantial quantity of fuel oil</li> <li>IOPC Funds decided the Slops should not be considered a 'ship'; therefore, the Conventions do not apply</li> <li>Greek Supreme Court decided the Slops was a 'ship' as defined by the 1992 Conventions</li> <li>Need to promote uniformity in the interpretation of the international regime</li> </ul> 	<h3>Volgoneft 139</h3> <p><i>Russian Federation, 2007</i></p>  <ul style="list-style-type: none"> <li>Russian tanker broke apart in a storm between Russia and Ukraine (Kerch Strait) <ul style="list-style-type: none"> <li>1,200 - 2,000 T of fuel oil spill</li> </ul> </li> <li>The owner declared bankruptcy</li> <li>The vessel insured by Ingosstrakh (Russian Federation) for 3 million SDR</li> <li>Russian Federation had not fully implemented the 1992 Convention at the time of the incident <ul style="list-style-type: none"> <li>Older limits published (prior to 2003)</li> <li>consequently, the insurance does not cover the full liability sum</li> </ul> </li> <li>Maximum limit under the 1992 CLC is 4,510,000 SDR. There is insurance gap of some 1.5 million SDR</li> </ul>  
<h3>Other implementation issues</h3> <p><i>Oil reporting and contributions</i></p>  <ul style="list-style-type: none"> <li><b>Obligation to provide oil reports and pay contributions</b> <ul style="list-style-type: none"> <li>Art. 10 to 15 define respective obligations of Member States and contributors</li> </ul> </li> <li><b>Recent cases where States have not implemented the 1992 Fund Convention into national law</b> <ul style="list-style-type: none"> <li>No specific domestic legislation clarifying rights and obligations of contributors</li> <li>Contributors decline to report received oil quantities</li> <li>Contributors refuse to pay outstanding contributions if they previously reported</li> </ul> </li> <li><b>Consequences</b> <ul style="list-style-type: none"> <li>Risk to the financial integrity of the organisation if outstanding amounts become significant</li> <li>Unfair treatment of contributors between Member States</li> </ul> </li> </ul>	<h3>Consequences of non-compliance</h3> <p><i>Existing measures</i></p>  <ul style="list-style-type: none"> <li><b>1992 Fund policy on outstanding oil reports</b> <ul style="list-style-type: none"> <li>Circular issued in January 2009</li> <li>Compensation deferred until outstanding reports are submitted</li> </ul> </li> <li><b>Insufficient implementation of the CLC and Fund conventions</b> <ul style="list-style-type: none"> <li>Discussed on a case by case basis to pursue uniform application</li> </ul> </li> <li><b>Importance of correct implementation</b> <ul style="list-style-type: none"> <li>Lack of implementation can result in a financial loss to the 1992 Fund, in particular: <ul style="list-style-type: none"> <li>In cases on non-reporting of oil reports</li> <li>Non payment of contributions</li> <li>Failure by State to ensure that shipowners maintain right type of insurance cover</li> </ul> </li> </ul> </li> </ul>
<h3>Implementation</h3> <p><i>Considerations by Assembly in October 2013</i></p>  <ul style="list-style-type: none"> <li>By ratifying an international Convention a State has a legal obligation to comply with the terms of the Convention</li> <li>Implementation of the CLC and Fund Convention must be carried out to ensure that the Fund is prevented from suffering a loss</li> <li>Director to develop a new policy building on the one for oil reporting to address failure by Members States to implement the Conventions</li> <li>Priority to engage in dialogue with State concerned to resolve implementation problems</li> <li>Provide opportunity for the State to report to the Assembly on the way the convention has been implemented or what is being done to rectify the situation</li> <li>If results not satisfactory, Assembly may decide to take legal action against the Member State to recover a loss</li> </ul>	 <p><a href="http://www.iopcfunds.org">www.iopcfunds.org</a></p>  <p><b>Thomas Liebert</b> Head, External Relations &amp; Conference</p>



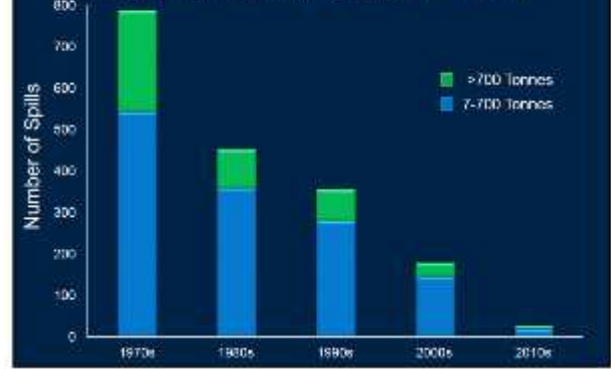
#### 9.4.9 Shipowners' Role in Spill Preparedness and Response - ITOPF

 <p><b>Shipowners' Role in Spill Preparedness and Response</b></p> <p>Richard H. Johnson Technical Director SACEP Regional meeting, Colombo, 26-28 Feb. 2014</p>  	 <p><b>Funded by Global Shipping Industry</b></p>  <p><b>To Promote Effective Response to Ship-Source Spills</b></p>
 <p><b>ITOPF Membership</b></p>  <ul style="list-style-type: none"> <li>• 6,300 tanker owner <b>Members</b></li> <li>• 10,900 tankers of 338 million GT</li> <li>• Other ship owner <b>Associates</b> (since 1999)</li> <li>• 660 million GT of non-tanker tonnage</li> <li>• P&amp;I Clubs arrange ITOFF entries &amp; pay dues</li> <li>• ITOFF 'Not for Profit' Company</li> </ul>	<p><b>ITOPF Resources</b></p>  <ul style="list-style-type: none"> <li>• 31 staff with 14 technical advisers on call 24 hrs a day</li> <li>• Technical Advisers from different countries &amp; backgrounds</li> <li>• Attendance at almost 700 incidents in 97 countries</li> <li>• Worldwide network of contacts</li> <li>• Databases on oil &amp; chemical spills</li> </ul> 
<p><b>Attended all the major tanker spills</b></p> <ul style="list-style-type: none"> <li>• EXXON VALDEZ</li> <li>• HAVEN</li> <li>• BRAER</li> <li>• SEA EMPRESS</li> <li>• EVOIKOS</li> <li>• NAKHODKA</li> <li>• NATUNA SEA</li> <li>• ERIKA</li> <li>• PRESTIGE</li> <li>• TASMAN SPIRIT</li> <li>• HEBEL SPIRIT</li> </ul>  <p>© ITOFF</p>	 <p>© ITOFF</p> <ul style="list-style-type: none"> <li>• Risk of Shipping Pollution Events (global/regional)</li> <li>• Shipowners' Role – Insurance Cover</li> <li>• Shipowners' Role – Technical Advice</li> </ul>

### Oil Tanker Spills >700 tonnes: a 40 Year Trend



### Tanker Spills (1970 – 2013) Medium (7-700 t) and Large (> 700 t)



### Global Trends: Seaborne Oil Trade & Tanker Spills 1970-2012



### Plan According to Risk

Risk = frequency x consequence

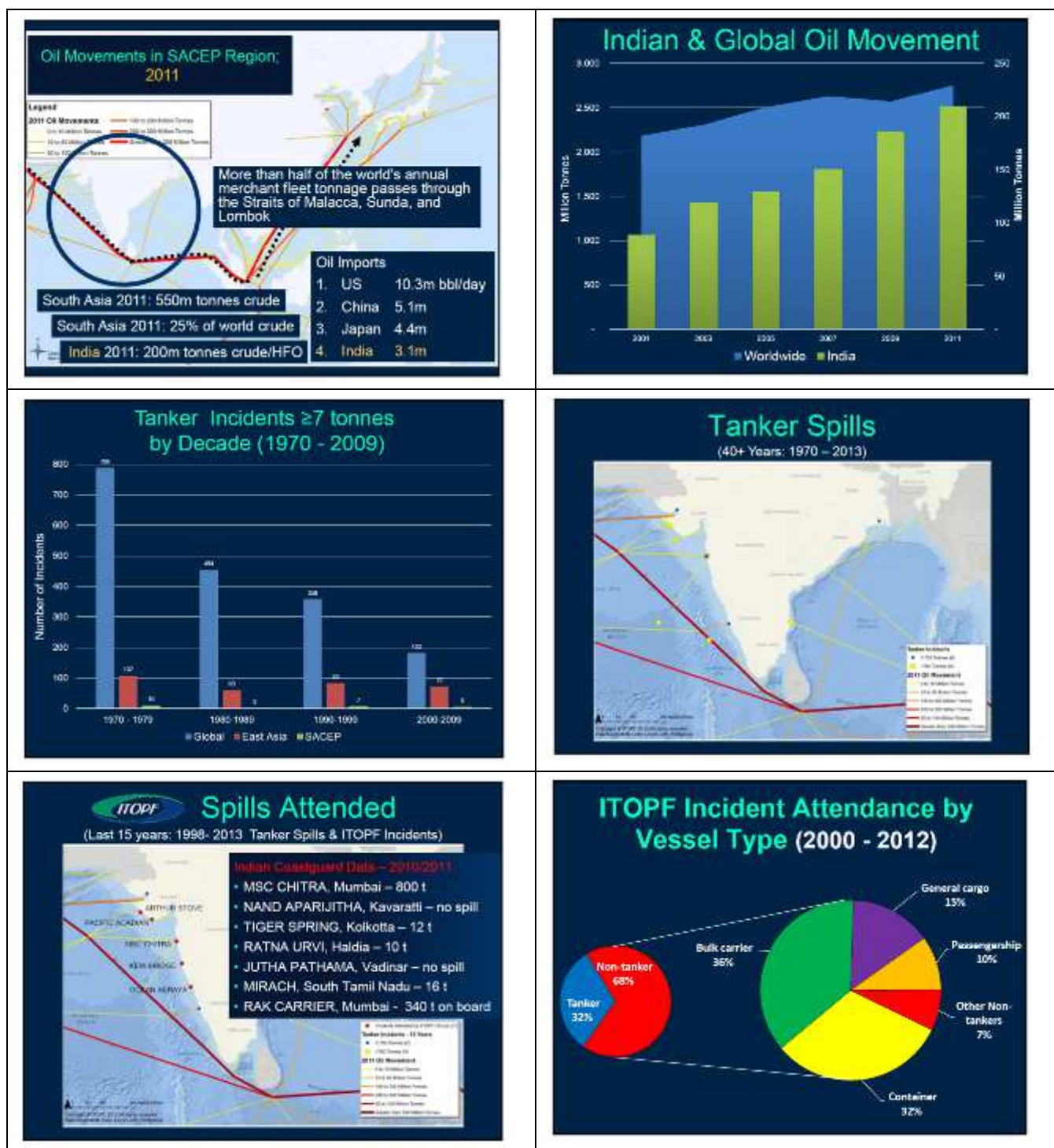
### Spill consequence determinants

- Amount of oil and rate of spillage
- Type of oil
- Characteristics of spill location
- Sensitive resources
- Weather and sea conditions
  - trajectory
- Efficiency of response / clean up

### Global Tanker Traffic 2011

















<p><b>INCIDENT RESPONSE: MOBILISATION</b></p>  <ul style="list-style-type: none"> <li>Confirm Incident details</li> <li>Utilise in-house information</li> <li>Predict fate &amp; resources at risk</li> <li>Assess response preparedness</li> </ul>	<p><b>INCIDENT RESPONSE: MOBILISATION</b></p>  <ul style="list-style-type: none"> <li>Discuss severity with PSI Club/IOPC Fund</li> <li>Technical adviser(s) mobilised on request</li> <li>Support provided from London office</li> </ul>
<p><b>INCIDENT RESPONSE: ARRIVAL</b></p>  <ul style="list-style-type: none"> <li>Briefing from correspondent and/or surveyor</li> <li>Meet with lead authority and/or spill responders</li> <li>Conduct initial survey of affected area (ideally jointly)</li> <li>Aerial surveillance</li> </ul>	<p><b>TECHNICAL ADVICE: IDENTIFYING INEFFECTIVE ACTIONS</b></p> 
<p><b>INFORMATION SHARING</b></p> 	<p><b>SHORELINE SURVEYS</b></p> 





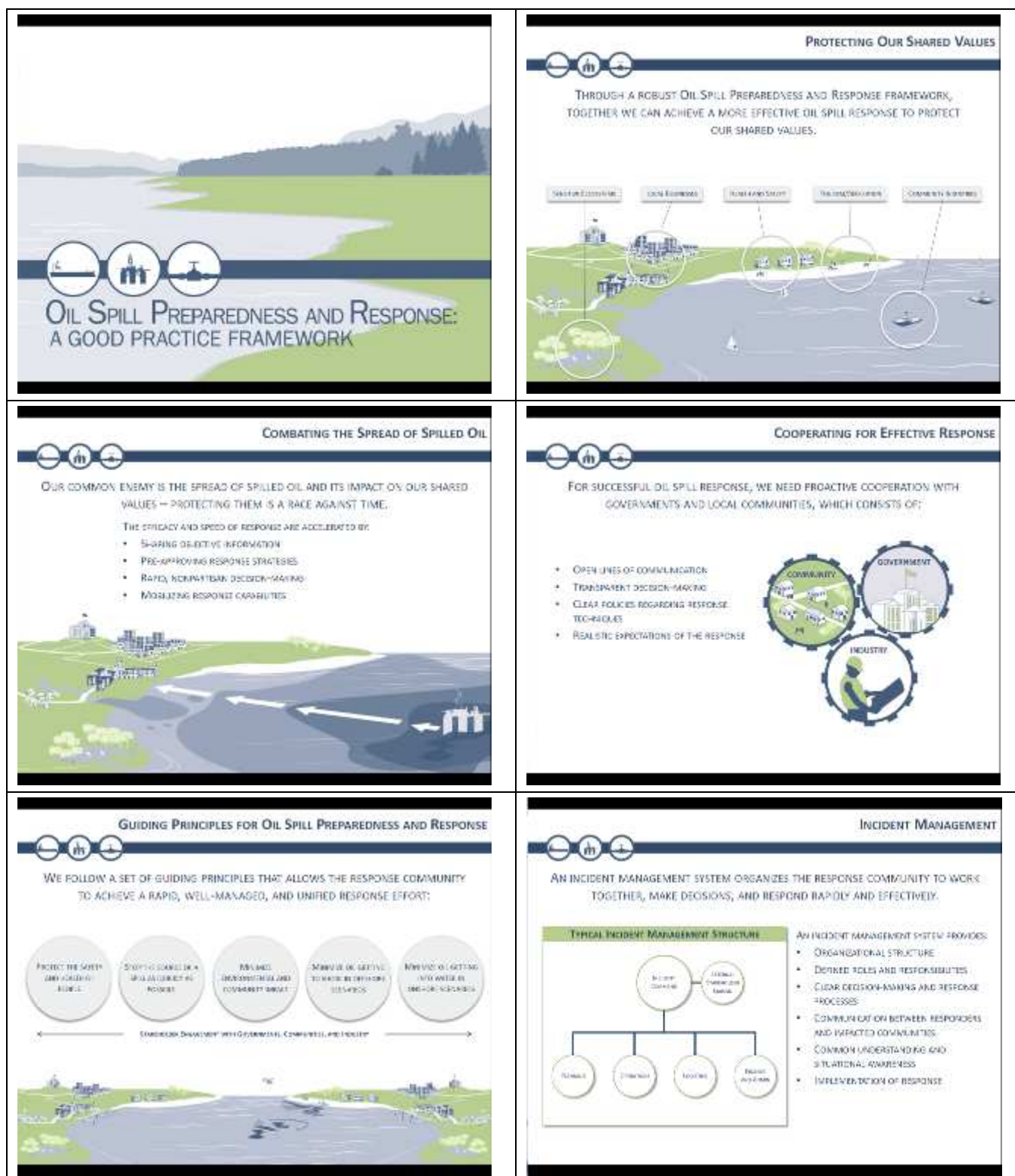
<h3>TOURISM IMPACT ASSESSMENTS</h3>  <ul style="list-style-type: none"> <li>Conducted by ITOPF and tourism experts</li> <li>Investigate scale of impact on local businesses</li> <li>Meet claimants &amp; suggest mitigation measures</li> </ul>	<h3>POST-SPILL: IMPACT ASSESSMENTS</h3>  <ul style="list-style-type: none"> <li>Recommend tried &amp; tested protocols or arrange sampling and/or analysis</li> <li>Mobilise international specialists to assist with planning and execution</li> <li>Provide objective comments to all parties on proposals &amp; reports</li> </ul>
<h3>2. CLAIMS ASSESSMENTS</h3>  <ul style="list-style-type: none"> <li>Advice provided to all parties regarding 'reasonableness' while on site</li> <li>Provide technical assessments of claims for P&amp;I Clubs &amp; IOPC Funds</li> <li>Utilise information gathered while on-site and CLC/FUND principles</li> <li>IOPC Fund Claims Manual criteria always applied for consistency</li> <li>Work closely with local correspondents &amp; surveyors for guidance</li> </ul>	<h3>3. CONTINGENCY PLANNING &amp; ADVISORY</h3>  <ul style="list-style-type: none"> <li>Often requested to advise on contingency plans for government &amp; industry</li> <li>ITOPF also helps to test existing plans during oil spill exercises &amp; response drills</li> <li>Important lesson: exercises must be realistic &amp; involve actual roles/responsibilities</li> </ul>
<h3>4. TRAINING &amp; EDUCATION</h3>  <ul style="list-style-type: none"> <li>Main aim of ITOPF: to promote effective response to marine oil &amp; HNS spills</li> <li>Organise &amp; participate in training courses, seminars, workshops &amp; conferences</li> <li>Key partners include the IOPC Funds, IMD &amp; IMO-UNEP Regional Seas Centres</li> </ul>	<h3>5. INFORMATION SERVICES</h3>  <ul style="list-style-type: none"> <li>Website &amp; WebGIS - <a href="http://www.itopf.com">www.itopf.com</a></li> <li>ITOPF publications (e.g. TIPS Series)</li> <li>Databases with spill statistics</li> <li>Comprehensive technical library</li> </ul>

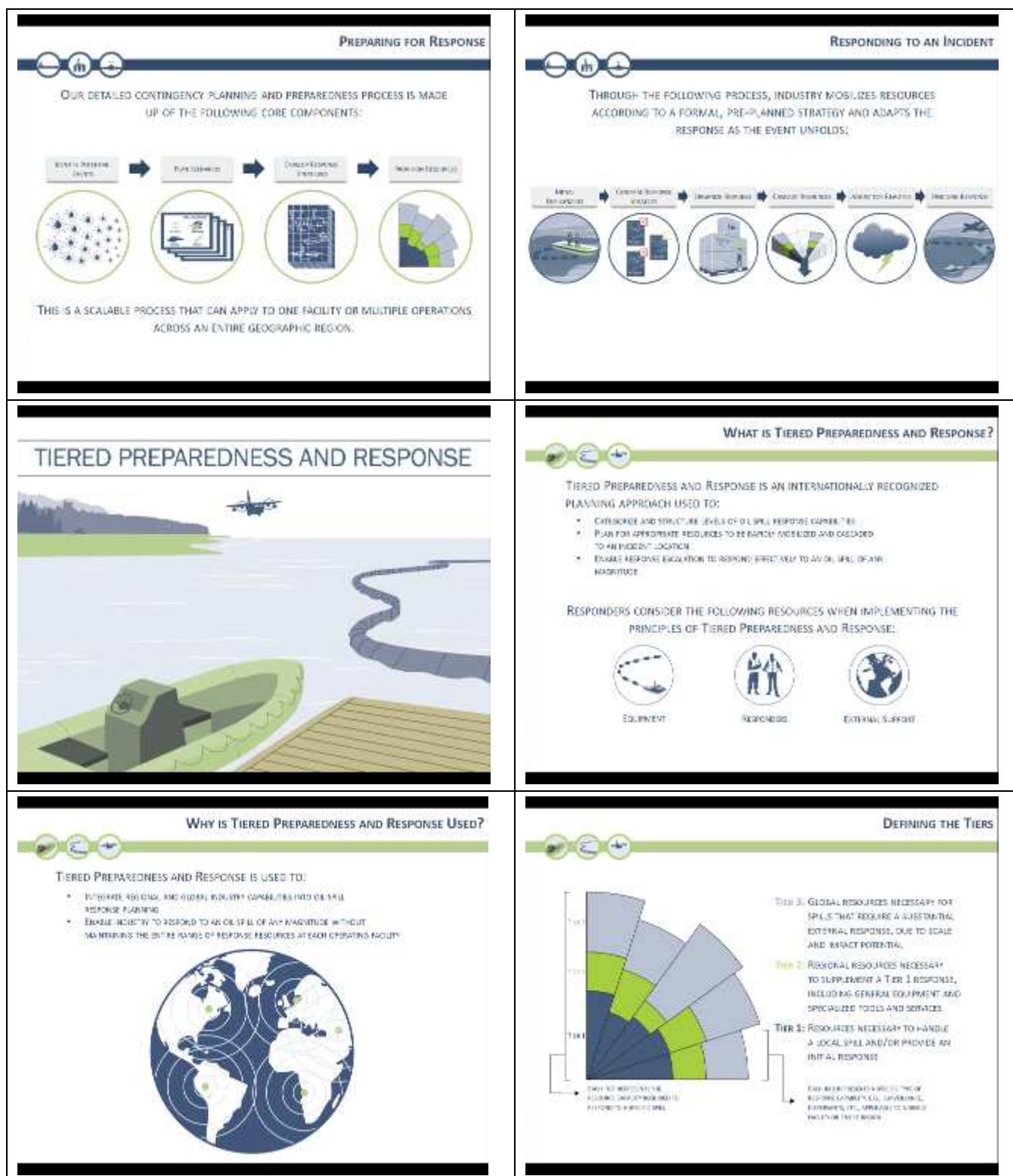
<p><b>SUMMARY</b></p>  <ul style="list-style-type: none"> <li>• Risk of Spills</li> <li>• Role of Shipowner / P&amp;I Clubs</li> <li>• Role of ITOFF - technical advice - usually requested by P&amp;I Club and IOPC Funds</li> <li>• Provide on-site advice on effective response to oil and chemical spills</li> <li>• Also carry out objective technical reviews of claims for compensation</li> <li>• Advises governments and industry on contingency planning during 'peace-time'</li> </ul>	<p><b>Preparedness</b> <b>Effective response</b></p> <ul style="list-style-type: none"> <li>• Legal frameworks in place</li> <li>• Defined roles &amp; responsibilities</li> <li>• Comprehensive, realistic contingency plans</li> <li>• Risk assessment (most likely / worst scenarios)</li> <li>• Appropriate equipment (maintained)</li> <li>• Tiered response</li> <li>• Regional agreements</li> <li>• Government &amp; Industry partnerships</li> <li>• Trained &amp; exercised</li> <li>• Lessons learned</li> </ul>
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#### 9.4.10 Government and Industry Cooperation - OSPRI

<p><b>Government and Industry Cooperation</b></p> <p>Peter Taylor, OSPRI Manager</p>	<p><b>The Global Initiative</b></p>  <p>Specialized agency of the UN for maritime safety, environment and security <a href="http://www.imo.org">www.imo.org</a></p> <p>The global oil and gas industry association for environmental and social issues <a href="http://www.iecea.org">www.iecea.org</a></p>
<p><b>The Global Initiative</b></p> <ul style="list-style-type: none"> <li>• Governments, through the IMO, and the oil industry, through IPIECA, work together to assist countries develop oil spill preparedness</li> <li>• Progress since 1996 has included: <ul style="list-style-type: none"> <li>• Ratification and implementation of IMO conventions</li> <li>• Identification of responsible government agencies</li> <li>• Approval of national oil spill contingency plans and regional plans</li> <li>• Regular training and exercises</li> <li>• Improved communications between government and industry at national and regional levels</li> </ul> </li> </ul>	<p><b>Regional Seas</b></p>  <p>Various GI activities beyond the formalized regional groups...</p>







**SUMMARY**

THE PRINCIPLES OF TIERED PREPAREDNESS AND RESPONSE INCORPORATE GLOBAL RESOURCES FOR RESPONSE ESCALATION IN ORDER TO RAPIDLY RESPOND TO A SPILL OF ANY MAGNITUDE AND PROTECT OUR SHARED VALUES.

**Key Issues**

- ✓ Cooperation is mutually beneficial
- ✓ Integration of supporting resources requires a functional national plan
  - ✓ Unified command system
  - ✓ Clear roles and responsibilities
- ✓ Contingency planning must encompass:
  - ✓ Incident management system for effective coordination
  - ✓ Equipment availability for operations
  - ✓ Logistics support

#### 9.4.11 Technical Developments - OSRL

**Oil Spill Response**

Technical Developments in the Field of Oil Spill Preparedness

Andrew Nicoll, Advocacy Manager, OSRL

**Overview**

- OSRL Overview
- Industry Technical Developments
  - Joint Industry Project (JIP)
  - IMO Technical Developments
  - OPRC/ HNS Technical Group
- Technical Discussion Points
  - Sensitivity Mapping
  - Spill Assessment tools / techniques

**Post Macondo: 3 Overriding Themes**

**Prevention**

- Wells Expert Committee
- BO industry experts
- Database of Incidents
- BOP technology
- Human Factors
- International standards

**Intervention**

- Capping systems
- JMWPP (BoW)
- MIVOC (GoM)
- COSPARAQ (JIP)
- Sub-sea dispersant injection

**Oil Spill Response**





- Joint Industry Project (JIP)
- 19 SIG "Issues"
- Good Practice Guides
- Collaboration with other programs
- API
- Arctic JIP

Governments, Regulators, National Oil Industry / Associations, OSRLs

**JIP Dispersant Projects (1~4)**


- 1) Dispersant Advocacy
- 2) Dispersant sub-sea injection
- 3) Dispersant Supply Logistics
- 4) Dispersant Operational Monitoring



<h3>The Joint Industry Project for Oil Spill Response</h3> <ul style="list-style-type: none"> <li>5) In-situ Burning</li> <li>6) Upstream Risk Assessment</li> <li>7) Effective Exercises</li> <li>8,10,11,16) Common Operating Picture</li> <li>9) Tiered Response Assessment</li> <li>13) Responder Indemnification</li> <li>14) Aviation platforms</li> <li>15) Responder Management</li> <li>17) Decanting procedures</li> <li>18) Responder Health &amp; Safety</li> <li>19) Oil type Characterisation</li> <li>20?) Global Wildlife Response?</li> <li>21?) Incident Management System?</li> </ul>  <p>© Copyright 2013. Oil Spill Response Ltd. 8</p>	<p><a href="http://oilspillresponseproject.org">http://oilspillresponseproject.org</a></p>  <p>© Copyright 2013. Oil Spill Response Ltd. 9</p>
<h3>IMO - OPRC HNS Technical Group</h3> <ul style="list-style-type: none"> <li>► Reports to Marine Environmental Protection Committee (MEPC)</li> <li>► Remit to develop training and guidance documents to aid implementation of the OPRC Convention (&amp; OPRC-HNS Protocol)</li> <li>► OPRC Working Group established early 1990's</li> <li>► OPRC-HNS Technical Group convened 2004</li> <li>► IMO Member states and NGO observer / contributors</li> <li>► Restructured in 2014 within Pollution Preparedness and Response (PPR) sub committee of MEPC</li> </ul> <p>© Copyright 2013. Oil Spill Response Ltd. 17</p>	<h3>Work in progress...</h3> <ul style="list-style-type: none"> <li>► <b>2014 deliverables</b> <ul style="list-style-type: none"> <li>– Dispersant Guidelines (France) – 2014</li> <li>– International Offers of Assistance (USA) – 2014</li> </ul> </li> <li>► <b>Ongoing work items:</b> <ul style="list-style-type: none"> <li>– Response in Ice &amp; Snow Conditions</li> <li>– Safe Operation of Response Equipment</li> <li>– Revision of part 2 Manual on Oil Pollution - Planning</li> <li>– Manual on Chemical Pollution – legal / administrative</li> <li>– Update of Model Training Courses</li> </ul> </li> </ul> <p>© Copyright 2013. Oil Spill Response Ltd. 18</p>
 <h2>Technical Discussion</h2> <p>© Copyright 2013. Oil Spill Response Ltd. 19</p>	<h3>Oil Spill Sensitivity Mapping</h3>  <ul style="list-style-type: none"> <li>► Support to Contingency Planning             <ul style="list-style-type: none"> <li>► Strategic mapping</li> <li>► Tactical mapping</li> <li>► Operational mapping</li> </ul> </li> <li>► Coastal resources:             <ul style="list-style-type: none"> <li>► Environmental</li> <li>► Cultural</li> <li>► Economic</li> </ul> </li> <li>► Environmental Sensitivity Index</li> </ul> <p>© Copyright 2013. Oil Spill Response Ltd. 14</p>

### Spill Assessment


- Confirm location
- Clarification of initial reports
  - Elimination of 'false alarms'
- Origin
- Movement
- Weathering



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### Remote Sensing

- Radar
  - Side looking airborne
  - Satellite
- Ultra Violet (UV)
- Thermal Infra Red (TIR)
- Microwave sensor
- Visual Observation



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### Bringing it all together



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### Summary

- OSRL Overview
- Industry Technical Developments
  - Joint Industry Project (JIP)
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  - OPRC/ HNS Technical Group
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  - Sensitivity Mapping
  - Spill Assessment tools / techniques



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#### 9.4.12 The Project Programme - IMO

### IMO-NORAD-SACEP Partnerships Project on "Enhancing Regional Cooperation Mechanism on Marine Pollution Preparedness and Response in SACEP Region"



IMO INTERNATIONAL MARITIME ORGANIZATION

Norad

SACEP

### Project Preparatory Work So far




- IMO – Norad Specific Agreement
- IMO – SACEP MoU
- SACEP – Inter Ministerial Meeting Approval of Project and SACEP's role
- 1<sup>st</sup> Regional Meeting of Competent Authorities to Agree on the Work Plan

IMO INTERNATIONAL MARITIME ORGANIZATION




Norad

SACEP



<p><b>Objectives of the 1<sup>st</sup> Regional Meeting of Competent Authorities</b></p> <ul style="list-style-type: none"> <li>• A rapid assessment of National Status and progress in the context of Oil Spill Preparedness and Response, OPRC Convention and Regional MoU accession</li> <li>• Discuss the latest technological and policy developments</li> <li>• Discuss the 3 year IMO-Norad-SACEP Project and Agree on: <ul style="list-style-type: none"> <li>• Detailed work plan / road map for the project</li> <li>• the most appropriate National Focal Points for the Project and project coordination arrangements</li> <li>• follow-up activities at National level and preparatory work required</li> <li>• the regional exercise and the arrangements</li> <li>• Support from other partners including industry</li> <li>• key next steps</li> </ul> </li> </ul> <p>IMO INTERNATIONAL MARITIME ORGANIZATION Norad SACEP</p>	<p><b>Beneficiaries, Partners and Supporters</b></p> <p> South Asian Seas Programme Member Countries: Bangladesh, India, Maldives, Pakistan and Sri Lanka</p> <p> SACEP, NORAD, IMO</p> <p> Industry and NGO Partners : IPIECA, ITOPF, IOPCF, OSRL, National Industry Partners and Associations</p> <p>IMO INTERNATIONAL MARITIME ORGANIZATION Norad SACEP</p>
<p><b>Objectives of Project</b></p> <p><b>Long-term objective:</b> the effective implementation of the OPRC Convention and the OPRC-HNS Protocol.</p> <p><b>Short-term objective :</b> enhance regional cooperation on marine pollution preparedness and response in the SACEP region through:</p> <ul style="list-style-type: none"> <li>• revitalization of the regional contingency plan and its entry into force.</li> <li>• <b>Accelerate the MoU</b> on regional cooperation</li> </ul> <p>IMO INTERNATIONAL MARITIME ORGANIZATION Norad SACEP</p>	<p><b>Expected outcomes of Project</b></p> <ol style="list-style-type: none"> <li>1. The Regional Contingency Plan, together with the MOU already adopted are signed and have entered into force;</li> <li>2. A regional exercise planned and executed to test the communication and the operational procedures of the Regional Contingency Plan;</li> <li>3. The Regional Contingency Plan revisited and updated as necessary; <ul style="list-style-type: none"> <li>• Key issues of importance regarding cooperation in case of major pollution incidents, such as the use of dispersants, aerial surveillance and liability and compensation addressed and related agreements reflected in the Regional Contingency Plan; and</li> <li>• The secretarial arrangements for the Regional Contingency Plan reviewed and confirmed</li> </ul> </li> </ol> <p>Page - 7</p>
<p><b>Key Target Groups</b></p> <ul style="list-style-type: none"> <li>• The National Focal Point for the South Asian Seas Programme;</li> <li>• The competent national authority or authorities responsible at Governmental level for pollution preparedness and response;</li> <li>• The competent national authorities, responsible at Governmental level, for the implementation of the Regional Contingency Plan and the responsible officers within these authorities;</li> <li>• The competent authorities entitled to act on behalf of the State concerning measures of mutual assistance and co-operation between Parties; and</li> <li>• The national operational authorities, responsible at the operational level, for the implementation of the Regional Plan and for exercising operational command in case of joint response operations, and the responsible officers within these authorities.</li> </ul> <p>Page - 8</p>	<p><b>Project Phases</b></p> <p>Phase 1: Inception phase</p> <p>Phase 2: Adoption of a programme of activities within the Project framework</p> <p>Phase 3: National level preparatory activities to support the updating of the Regional Contingency Plan and the early implementation of the MOU</p> <p>Phase 4: Testing of Existing Regional Contingency Plan and especially the operational (communication) procedures through a regional exercise, to identify the gaps if any</p> <p>Phase 5: Updating of the Regional Contingency Plan and its Annexes as necessary</p> <p>Phase 6: Adoption of the Revised Regional Contingency Plan and its Annexes, subject to the MoU entering into force</p> <p>Page - 9</p>



<p><b>Project Activities and Outcomes</b></p>  <table border="1"> <tr> <td>1<sup>st</sup> Regional Meeting of the National Competent Authorities</td> <td>Adopt project work plan</td> </tr> <tr> <td>National Meetings (5) to Discuss RCP and to facilitate national consultations on RCP revision</td> <td>National position /inputs to RCP</td> </tr> <tr> <td>Joint Regional Exercise to test Existing RCP and Identify Gaps</td> <td>Identify gaps in existing RCP</td> </tr> <tr> <td>Regional meeting of country experts to develop draft text of revised RCP</td> <td>First draft of updated RCP</td> </tr> <tr> <td>National Meetings (5) to discuss first draft of the revised RCP</td> <td>Review of First draft of RCP</td> </tr> <tr> <td>Regional Meeting of Experts to finalize text of draft RCP</td> <td>Draft RCP</td> </tr> <tr> <td>2<sup>nd</sup> Regional Meeting of the National Competent Authorities to adopt Updated RCP</td> <td>Adoption of RCP</td> </tr> </table>	1 <sup>st</sup> Regional Meeting of the National Competent Authorities	Adopt project work plan	National Meetings (5) to Discuss RCP and to facilitate national consultations on RCP revision	National position /inputs to RCP	Joint Regional Exercise to test Existing RCP and Identify Gaps	Identify gaps in existing RCP	Regional meeting of country experts to develop draft text of revised RCP	First draft of updated RCP	National Meetings (5) to discuss first draft of the revised RCP	Review of First draft of RCP	Regional Meeting of Experts to finalize text of draft RCP	Draft RCP	2 <sup>nd</sup> Regional Meeting of the National Competent Authorities to adopt Updated RCP	Adoption of RCP	<p><b>Project Inputs</b></p>  <p>Norad Financial Support for:</p> <ul style="list-style-type: none"> <li>All regional and national activities identified in the Project</li> <li>Hiring services of one International Expert</li> <li>Hiring services of one Regional Expert</li> <li>Hiring services of five national experts (to be identified by the National Project Counterparts) to assist the National Project Counterpart</li> </ul> <p>In-kind Inputs Expected:</p> <ul style="list-style-type: none"> <li>Time in-kind from National Project Counterpart</li> <li>Provision of meeting venues and local logistics for national meetings</li> <li>Hosting of a regional exercise</li> <li>IMO and SACEP Staff time for Project Coordination and Technical Inputs</li> </ul> <p>Page - Time in-kind from supporting industry organizations</p>
1 <sup>st</sup> Regional Meeting of the National Competent Authorities	Adopt project work plan														
National Meetings (5) to Discuss RCP and to facilitate national consultations on RCP revision	National position /inputs to RCP														
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2 <sup>nd</sup> Regional Meeting of the National Competent Authorities to adopt Updated RCP	Adoption of RCP														
<p><b>Expected outcomes of Project by 2016</b></p>  <ol style="list-style-type: none"> <li>The Regional Contingency Plan, together with the MOU already adopted are signed and have entered into force;</li> <li>A regional exercise executed to test the communication and the operational procedures of the Regional Contingency Plan;</li> <li>The Regional Contingency Plan revisited and updated as necessary;             <ul style="list-style-type: none"> <li>Key issues of importance regarding cooperation in case of major pollution incidents, such as the use of dispersants, aerial surveillance and liability and compensation addressed and related agreements reflected in the Regional Contingency Plan</li> <li>The secretarial arrangements for the Regional Contingency Plan reviewed and confirmed</li> </ul> </li> </ol> <p>Page - 15</p>															