

8th GI WACAF Regional Conference

Governments and industries working together to enhance oil spill preparedness, response and cooperation

Cape Town, South Africa
28th – 31st October 2019

Global Initiative for Western, Central and Southern Africa

Organised by:

Department of Transport



transport

Department of Transport
REPUBLIC OF SOUTH AFRICA



NOTE

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Executive summary

The eighth Regional Conference of the Global Initiative for West, Central and Southern Africa (GI WACAF), took place in Cape Town, South Africa (28 to 31 October). The Conference was organized by the International Maritime Organization (IMO) and IPIECA, the global oil and gas industry association for advancing environmental and social performance, in close collaboration with the Government of the Republic of South Africa, particularly the Department of Transport and its agency, the South African Maritime Safety Agency (SAMSA). It brought together key industry and government representatives from 21 of the 22 African partner countries of the GI WACAF project: Angola, Benin, Cabo Verde, Cameroon, Congo, Côte d'Ivoire, Gabon, Gambia, Ghana, Guinea, Guinea-Bissau, Equatorial Guinea, Liberia, Mauritania, Namibia, Nigeria, Democratic Republic of the Congo, South Africa, Sao Tome and Principe, Senegal, Sierra Leone and Togo. Around 110 participants attended the Conference. The programme and the list of participants are respectively set out in Annex 1 of this report.

The objectives of the Regional Conference were as follows:

- Address the challenges of oil spill preparedness and response within the region;
- Review the progress achieved since the last regional conference in 2017 in Abidjan, Cote d'Ivoire;
- Facilitate information sharing and lessons learned;
- Strengthen the network of government delegates involved in oil spill preparedness and response in the region;
- Highlight the benefits of the GI WACAF Project; and
- Determine priority actions for the coming 2020-2021 biennium to enhance oil spill preparedness and response in the region.

In order to address these objectives, the participants were guided through four days of presentations, case studies, working group sessions, discussions, field visits and demonstrations of oil spill response equipment.

The GI WACAF project team has compiled a number of recommendations, outlined below, based on the conclusions of the working groups and on the information provided by the countries during these 4 days. These recommendations will serve as basis for developing the Project's strategic action plan for the 2020-2021 biennium and are disclosed below.

Legislation and institutional framework

- *Institutional aspects*

- .1 Foster the creation/development of national forums, which would gather all the relevant stakeholders, to debate and discuss ratification and implementation of IMO Conventions. This would promote good cooperation and a "working together" spirit, and would reduce the risks of conflict or duplication of effort between ministries and agencies;



- .2 Increase the visibility and awareness of IMO Conventions related to oil spill preparedness and response, and liability and compensation, to high level government authorities; and
 - .3 Advocate for a comprehensive national consultation ahead of ratifying a Convention, in order to give full effect to the Convention by having all the relevant stakeholders on board.
- *Legislative assistance*
 - .1 Reinforce the legislative assistance provided by the GI WACAF Project to countries in the transposition, domestication and full implementation of relevant IMO Conventions. This was recognised as an important obstacle faced by numerous States in the region. Francophone countries that attended the GI WACAF sub-regional workshop dedicated to that topic in Abidjan, Cote d'Ivoire in March 2019 highlighted the value of the assistance received at during that activity;
 - .2 Advocate for the ratification and implementation of the International Convention on Civil Liability for Bunker Oil Pollution Damage (Bunkers 2001); and
 - .3 Highlight the importance of monitoring amendments to Conventions and consequently updating relevant national legislation, and explore processes or information systems which could be used to help State Parties perform this task.
 - *Legal capacity building*
 - .1 The conference recognised the lack of expertise for drafting legislation in numerous countries of the region and expressed the need to organize trainings that include the legal profession and legal drafters specifically

Policies and processes

- .1 Continue to provide assistance in the development, update and implementation of National Oil Spill Contingency Plans (NOSCP), which are recognized as the cornerstone of the oil spill preparedness and response system; and
- .2 The conference recognized the importance of having a comprehensive shoreline response strategy in place, which should include a waste management plan. There should be a strong focus on the development and implementation of this key dimension of the oil spill preparedness and response system, particularly where shoreline response and at-sea response fall under the responsibilities of two different entities.

Implementation tools

Amongst the tools discussed during the conference, three were considered as high priority for further development/implementation:

- .1 Sensitivity maps were recognised to be a very useful tool and their continued development was considered as key to effect preparedness and response. In this connection discussions took place between industry members and partner countries on how to collaborate to develop or update sensitivity maps of various sections of shoreline;



- .2 Countries recognized the Readiness Evaluation Tool for Oil Spills (RETOS™) as a useful process to evaluate their preparedness and response capacities; and
- .3 Countries and industry members alike commended the progress of the new GI WACAF website, and recommended it should continue to develop as a platform to share relevant documentation and information related to oil spill preparedness and response in the region.

Multilateral cooperation

- .1 Coordinate more transboundary exercises and assist in the development of bi-lateral and sub-regional oil spill preparedness and response agreements and plans;
- .2 Support the attendance of observers during transboundary exercises, as with the exercise between Angola and Namibia in August 2019; and
- .3 Seek to foster working relationships with sub-regional or regional entities organisations and capacity building projects with similar objectives, for example the Benguela Current Commission (BCC)¹, the Gulf of Guinea Inter-regional Network (GoGIN)² and the Cobia Initiative³.

In addition to these recommendations, the national delegations assessed the level of preparedness by updating their respective Country Profile's as well as by drafting their National Action Plan. GI WACAF operates on a needs' assessment basis, and the National Action Plan is a key document which highlights the areas where the support of GI WACAF is needed. All the data provided by the member countries during the Regional Conference will be processed and analysed by the GI WACAF team and will be serve as a basis to develop the Strategic Action Plan.

The active participation and the expertise of all delegates as well as the support of the Department of Transport of South Africa in organizing the event were greatly appreciated and were key to the success of the Regional Conference.

¹ <https://www.benguelacc.org/>

² <https://www.gogin.eu/en/>

³ <https://cobia-africa.com/en/>



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1. Overview of the GI WACAF Project

Launched in 2006, the Global Initiative for West, Central and Southern Africa (GI WACAF) Project is a collaboration between the International Maritime Organization (IMO) and IPIECA, the global oil and gas industry association for advancing environmental and social performance, to enhance the capacity of partner countries to prepare for and respond to marine oil spills.

The mission is to strengthen the national system for preparedness and response in case of an oil spill in 22 West, Central and Southern African Countries in accordance with the provisions set out in the International Convention on Oil Pollution Preparedness, Response and Cooperation, 1990 (OPRC 90).

To achieve its mission, the GI WACAF Project organizes and delivers workshops, seminars and exercises, that aim to communicate good practice in all aspect of spill preparedness and response, drawing on expertise and experience from within governments, industry and other organizations working in this specialized field. To prepare and implement these activities, the Project relies on the Project's network of dedicated government and industry focal points. Promoting cooperation amongst all relevant government agencies, oil industry business units and stakeholders both nationally, regionally and internationally is a major objective of the Project during these activities.

GI WACAF operates and delivers activities with contributions from both the IMO and seven oil company members of IPIECA, namely BP, Chevron, ExxonMobil, Eni, Shell, Total and Woodside.



More information is available [on the Project's website.](#)



2. Introduction

The GI WACAF Project was launched with the broad aim of developing and improving capability in oil spill preparedness, response and cooperation within the 22 countries of West, Central, and Southern Africa.

The gap analysis undertaken in 2006 by the project showed low levels of national preparedness and response capability across the region. Between 2006 and 2009, the project implemented over 25 workshops across 16 different countries in the region, focusing predominantly on developing foundations for national preparedness and response systems. Since 2010, the work program of the GI WACAF Project has evolved and diversified. It now incorporates more regional and sub-regional activities, supports exercises to test capability, and provides guidance and assistance on an increasingly varied array of technical topics and policies, tailored to support ongoing in-country developments.

Organized every two years at the end of the biennial cycle, the GI WACAF Regional Conference forms an integral part of the management of the GI WACAF Project. The event gathers industry and government focal points from across the region with the objective to exchange experiences, review progress achieved, and prioritize project goals for the next biennium.

3. Context

The eighth Regional Conference of the Global Initiative for West, Central and Southern Africa (GI WACAF), took place in Cape Town, South Africa from 28 to 31 October. The Conference was organized by IMO and IPIECA, in close collaboration with the Government of the Republic of South Africa, particularly the Department of Transport and its agency, the South African Maritime Safety Authority (SAMSA).

4. Objectives of the Conference

The objectives of the Regional Conference were to:

- Address the challenges of oil spill preparedness and response within the region;
- Review the progress achieved since the last regional conference in 2017 in Abidjan, Cote d'Ivoire;
- Facilitate information sharing and lessons learned;
- Strengthen the network of government delegates involved in oil spill preparedness and response in the region;
- Highlight the benefits of the GI WACAF Project; and
- Determine priority actions for the coming biennium 2020-2021 to enhance oil spill preparedness and response in the region.

5. Programme of the Workshop

The Conference was implemented over four days. The complete programme is set out in [Annex 3](#) and is summarised below:



- **Monday, 28 October**
 - Registration
 - Opening ceremony
 - Group picture
 - Presentation of the GI WACAF project
 - 2018-2019 highlights in the region
 - Regional developments

- **Tuesday, 29 October**
 - Technical session
 - Working group sessions on:
 - Legislation,
 - Shoreline response and waste management
 - Transboundary cooperation
 - Latest developments

- **Wednesday, 30 October**
 - Working groups on:
 - Online support tools for preparedness and response
 - Assessing capacity (RETOS)
 - Field visits:
 - Field visit of SANCCOB Seabird Rehabilitation Centre; or
 - Oil spill response demonstration focused on shoreline protection and clean-up by the South African authorities

- **Thursday, 31 October**
 - National reports: Country profiles, National actions plans and future topics
 - Recommendations for the next biennium and next steps for the GI WACAF Project
 - Closing ceremony

6. Location and participants

The workshop was held at the Vineyard Hotel, in Cape Town, South Africa. It brought together key industry and government representatives from 21 of the 22 African partner countries of the GI WACAF project, namely Angola, Benin, Cabo Verde, Congo, Côte d'Ivoire, Gabon, Gambia, Ghana, Guinea, Guinea-Bissau, Equatorial Guinea, Liberia, Mauritania, Namibia, Nigeria, Democratic Republic of the Congo, South Africa, Sao Tome and Principe, Senegal, Sierra Leone and Togo. Around 110 participants attended the Conference. The list of participants is set out in [Annex 1](#).



6.1. International delegations

The list of international delegates is available below:

Country	Name
Angola	Mr Manuel Augusto Xavier junior (GI WACAF Focal Point, Ministry of Resources, Minerals and Petroleum)
	Mr Olivio Jacinto (IMO Focal Point, Maritime and Port Institute of Angola – IMPA)
Benin	Mr Germain Jessugnon Ahissou (GI WACAF Focal Point, Head of Maritime Safety Division, Directorate of Merchant Navy)
	Mr Desire Kouton Moulero (IMO Focal Point, Director of Merchant Navy, Directorate of Merchant Navy)
Cabo Verde	Mr Joao Lopes Rosario (GI WACAF Focal Point, National Focal Point for oil pollution response and cooperation, Maritime and Port Agency)
Cameroon	
Congo	Mr Médard Ngobo (GI WACAF Focal Point, National coordinator of the NOSCP, Ministry of Maritime Transport, Civil aviation and Merchant navy)
	Mr Christian Nkou (Representing the IMO Focal Point, assistant of the Director of Merchant Navy of Congo)
Cote d'Ivoire	Mrs Mireille Amani, Research officer, Ivoirian Centre for Pollution Response (CIAPOL). Representing the GI WACAF Focal Point.
Democratic Republic of the Congo	Mr Bope Bope Lapwong (Representing the GI WACAF Focal Point, Head of marine and maritime environment - National Coordinator of the Center of Control and Surveillance of Marine Pollution)
	Mrs Jeanne Tunda Kasongo (IMO Focal Point, Head of merchant navy and Waterways - Ministry of Transport and Communications)
Equatorial Guinea	Mr Simon Osa Adugu (GI WACAF Focal Point, Director General of Waters and Shorelines, Ministry of Fisheries and Environment)
Gabon	Dr Ange Simplicie Boukinda (GI WACAF Focal Point, Deputy Director General of the Environment Organization, Ministry of Environmental protection and Protection of the Sea and Forests)
	Mrs Emeline Mandzela (Representing IMO Focal Point, Ministry of Transport, Merchant navy)
	Mrs Josiane Tesse (Ministry of petroleum)
Gambia	Mr Sanna A. Dahaba (GI WACAF Focal Point, Executive Director, Office of the President - National Disaster Management Agency)
Ghana	Mr Kojo Agbenor-Efunam (GI WACAF Focal Point, Deputy Director - Oil and Gas, Environmental Protection Agency)
	Mrs Catherine Oppong-Adjei (IMO Focal Point - Director general Ghana Maritime Authority)
	Mr Lawrence Kotoe, Environmental Protection Agency
Guinea	Mr Ibrahima N'gaye Camara (GI WACAF Focal Point, Head of the marine and maritime environment division, Ministry of the Environment, waters and forests)
	Mr Moudjitaba Sow (IMO Focal Point, Head of pollution and dangerous goods division, Ministry of transports - Direction of merchant navy)
Guinea Bissau	Mr Octávio Cabral (GI WACAF Focal Point, Directorate General of Environment)
	Mr Rui Antonio Da Silva (IMO Focal Point, Ministry of Transports – Maritime and Ports Institute)
Liberia	Mr Daniel Tarr (GI WACAF Focal Point, Director, Marine Environment Protection, Liberia Maritime Authority)
	Mr Charles Abel Gono (IMO Focal Point, Deputy Commissioner for Vessels Registration & Safety, Liberia Maritime Authority)
Mauritania	Mr Mohamed Elmoctar Tolba (GI WACAF and IMO Focal Point, Director of Merchant Navy)
	Mr Mohamed Salem Hamza (Representative from the Navy forces)
Namibia	Mr Pinehas Auene (GI WACAF Focal Point, Deputy Director Marine Pollution Control and SAR, Ministry of Works and Transport)
Nigeria	Mr Usman Siraj (Representing GI WACAF Focal Point, NIMASA)
	Mr Oladipo Obanewa (Representing IMO Focal Point, NOSDRA)

Country	Name
Sao Tome and Principe	Manuel Fernandes de Ceita Vaz do Rosario (GI WACAF Focal Point, Ministry of Natural Resources, Energy and Environment - General Directorate for the Environment)
	Mr Horacio Neto do Espirito Santo (IMO Focal Point, Inspector, IMAP-STP Instituto Marítimo e Portuário)
	Mr Guilherme Alves Mota (Inspector, IMAP-STP)
	Mr Hilario Quaresema Vaz Bandeira (Inspector, IMAP-STP)
Senegal	Capitaine de vaisseau Oumar Wade (GI WACAF Focal Point, Secretary General of HASSMAR)
Sierra Leone	Mr Ken Sondai (IMO and GI WACAF Focal Point, Executive Director of Maritime Administration, Ministry of Transport and Aviation)
	Ms Cremalda Vincent (Maritime Administration)
Togo	Mr Abdel-Ganiou Soulemame (GI WACAF Focal Point, Water and Environment Management Engineer, Ministry for Environment)
	Mr Santa N'hoboutoun (Representing IMO Focal Point, Ministry of Infrastructure and Transport)

6.2. Speakers and facilitators

The experts invited to facilitate this 8th GI WACAF Regional Conference were:

- Mr Rupert Bravery, ExxonMobil and Industry Chair of the GI WACAF Project;
- Ms. Patricia Charlebois, Deputy Director, Marine Environment Division, International Maritime Organization (IMO);
- Mr. Clément Chazot, Technical Officer, Marine Environment Division, International Maritime Organization (IMO);
- Mr. Anatole Cramer, Oil spill preparedness and response advisor, Total SA;
- Mr. Franck Laruelle, Technical Team Manager, International Tanker Owners Pollution Federation (ITOPF);
- Ms. Colleen O'Hagan, OPRC/HNS Officer, Marine Environment Division, International Maritime Organization (IMO) and IMO Chair of the GI WACAF Project;
- Mr. Andy Nicoll, Oil Spill Group Manager, IPIECA;
- Ms. Anne Réglain, Director, Ocean Damage Consulting;
- Mr. Brian Sullivan, Executive Director, IPIECA;
- Mr. Peter Taylor, Manager - OSPRI, Oil Spill Preparedness Regional Initiative (Caspian Sea - Black Sea - Central Eurasia); and
- Mr. Christian Triay, Preparedness & Response Manager, Southern African Foundation for the Conservation of Coastal Birds (SANCCOB).

The following national delegates also delivered presentations in plenary or during working group sessions:

- Mr. Manuel Xavier, National Director of Safety, Quality, Emergencies and Environment, Ministry of Mineral Resources and Petroleum – Angola;
- Mr. Ange-Simplice Boukinda, Director of Environment and Nature Protection, Ministry of Water and Forests, Sea and Environment – Gabon;
- Ms. Mireille Amani, Research officer, Ivoirian Centre for Pollution Response (CIAPOL) – Cote d'Ivoire;

- Mr. Pinehas Auene, Deputy Director – Marine Pollution Control & SAR, Ministry of Works and Transport – Namibia;
- Mr. Mohamed Elmoctar Tolba, Director of the Merchant Navy (DMM) and the National Focal Point for IMO programmes, Mauritania;
- Ms. Tsepiso Taoana-Mashiloane, Director responsible for Maritime Industry Development and Economic Regulation - Republic of South Africa; and
- Captain Ravi Naicker, Senior Manager: Navigation, Security & Environment, SAMSA – Republic of South Africa.
- Mr Crispen Camp, Senior Manager: Legal and Policy, SAMSA – Republic of South Africa
- *Ms. Ndeye Anna Sow, Director of Maritime Operations, Agence nationale des affaires maritimes (ANAM) – Senegal⁴;*
- *Mr. Metse Ralephenya, Acting Chief Director: Maritime Safety, Security and Environment Protection National Department of Transport – Republic of South Africa⁵;*

The following presenters from intergovernmental organizations also contributed to the programme of the event:

- Mr. Jacques Abe, Consultant for the COBIA/MAVA Project on Emergency Plans in the event of accidental oil spills at sea, Secretariat of the Convention for Cooperation in the Protection, Management and Development of the Marine and Coastal Environment of the Atlantic Coast of the West, Central and Southern Africa Region (Abidjan Convention); and
- Mr. Xolela Wellem, Compliance Manager, Benguela Current Commission.

The GI WACAF team, Mr Julien Favier, GI WACAF Project Manager and Ms. Emilie Canova, GI WACAF Project Coordinator, also attended the Conference.

The list of experts and their biographies are set out in Annex 3.

⁴ Invited but could not attend.

⁵ Invited but could not attend.

7. Activities and proceedings

7.1. Opening ceremony

The opening ceremony took place on the morning of Monday, 28 October 2019. A press release was prepared and provided to the media representatives attending the ceremony and/or this first day. This press release is available in [Annex 4](#).

Ms. Patricia Charlebois, Deputy Director of International Maritime Organization (IMO) gave a welcoming address. She highlighted the importance of this year's theme for IMO's World Maritime Day "Empowering Women in the Maritime Community" noting the integral contribution made by women in all aspects of shipping. After having presented the risks in terms of oil pollution that western, central and southern African countries have to face, she emphasized the progress made in the region, noting that the success of the GI WACAF Project was in part due to strong cooperation and collaboration between many entities. She also advised on the need to remain focussed and committed to progress further towards addressing the oil spill risks that remain and wished the participants a fruitful conference. The full speech is reproduced in [Annex 5](#).

Mr Rupert Bravery then addressed the audience for his 3rd consecutive biennial Regional Conference as the industry Chairman of the GI WACAF Project. This speech gave Mr Bravery the opportunity to point out the fundamental principles that gave rise to the project in 2006, as well as the three pillars around which the activities of the GI WACAF have been organised since then, namely: collaboration, continuity and ability to adapt. His speech is set out in [Annex 6](#).

Finally, the audience was addressed by the Honourable Ms. Tsepiso Taoana-Mashiloane, Director of Maritime Industry Development and Economic Regulation, Department of Transports, South Africa; whose speech is reproduced in [Annex 5](#).

A group picture concluded the opening ceremony.



Figure 1. Group picture of the event

7.2. Proceedings of the Regional Conference

a) DAY 1: Monday, 28 October 2019

Session 1: The GI WACAF Project

Mr Julien FAVIER, GI WACAF Project Manager

As an introduction, the Project Manager presented the background of the GI WACAF Project. Mr. Favier reiterated that the projects overall objective is to improve and enhance the capacity of beneficiary countries to prepare for and respond to accidental marine oil spills, in order to better protect their marine environment. It was explained that GI WACAF is part of the Global Initiative, a programme which is implemented worldwide by IMO and IPIECA jointly. He also presented the evolution of the project and steps it followed since its launch in 2006. He then showed data and key indicators submitted by the countries to highlight the significant increase in the overall level of oil spill response capability across the region.

Mr. Favier gave an overview of the activities carried out during the 2018-2019 biennium, based on the objectives set out during the 7th Regional Conference in Abidjan, Cote d'Ivoire:

1. National preparedness and response systems

- Transposing and implementing IMO conventions;
- Promoting a cross-cutting and inclusive approach of contingency planning / Updating and testing NOSCPs; and
- Developing IMS use.

2. Policies, processes and tools

- Supporting the development of dispersant use policies;
Developing shoreline response strategies; and
- Promoting technologies for preparedness and response.

3. Cross-cutting aspects

- Promoting transboundary cooperation and plurilateral agreements;
- Promoting industry-government cooperation;
- Proposing new ad hoc forms of support; and
- Enhancing the cooperation between the Project and other regional initiatives.

With reference to these categories the Project Manager explained that 17 activities were held in 2018/2019: 11 national workshops, 3 exercises, 3 regional/sub-regional workshops with a primary focus on contingency planning and the development and testing of NOSCPs. Specific topics such as transposition of conventions into national law and shoreline response were also addressed.

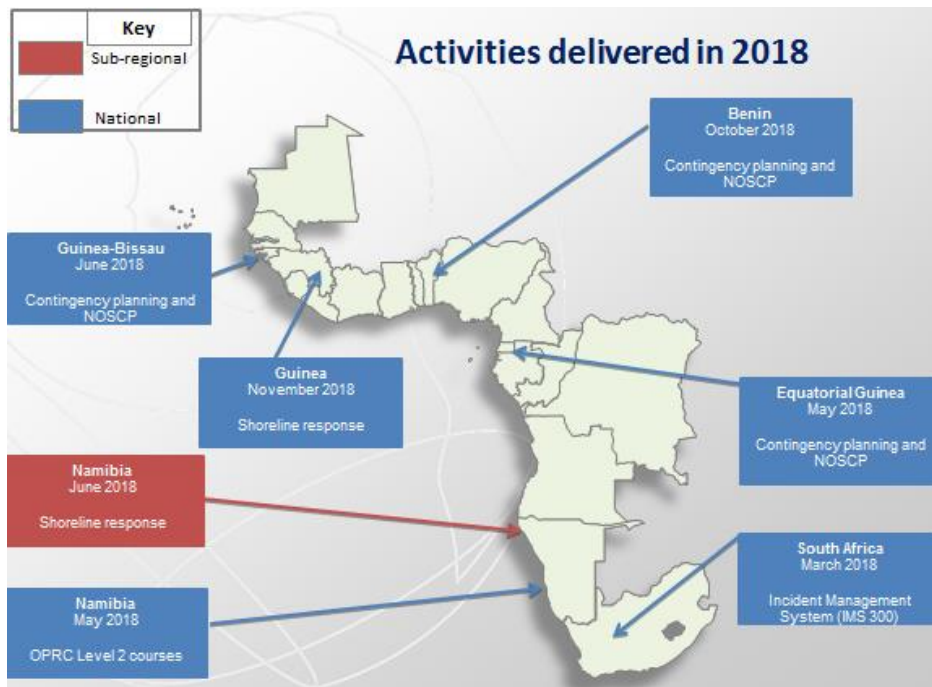


Figure 2. Activities implemented in 2018

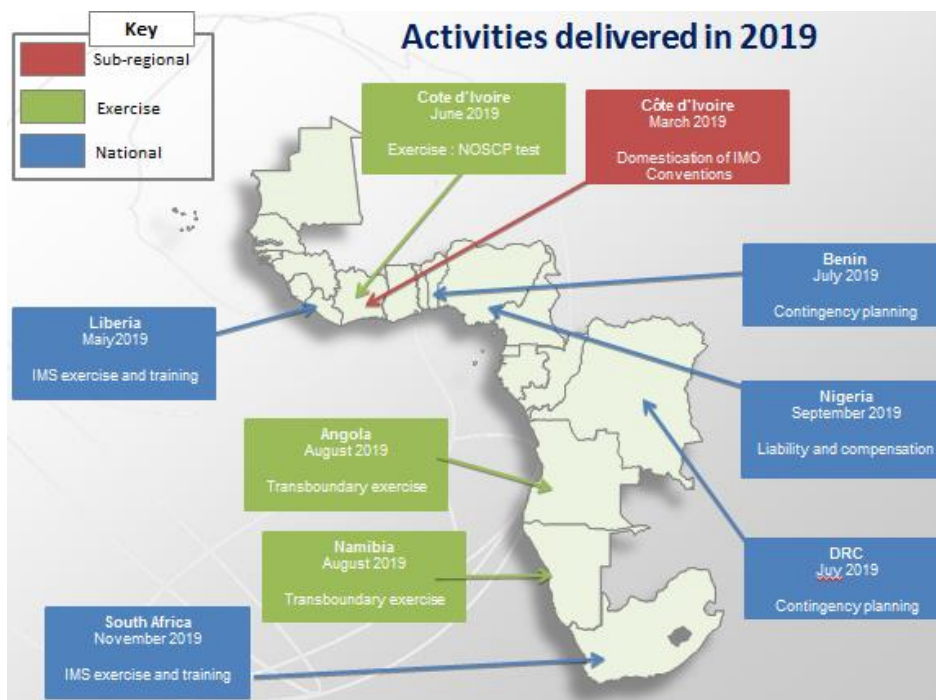


Figure 3. Activities implemented in 2019

To conclude, Mr. Favier stressed that the GI WACAF Project always endeavours to adapt to the countries' needs, regardless of their level of preparedness and response capability. For instance, upon request from Cote d'Ivoire, the Project acted as an observer/evaluator during a deployment exercise organized by CIAPOL.

He concluded by presenting the objectives and the work-programme of the Conference, setting the scene for the subsequent presentations by GI WACAF Focal Points and by the representative of the Abidjan Convention, highlighting what has been achieved within their

respective countries since the last GI WACAF Regional Conference in Abidjan, Cote d'Ivoire, in November 2017.

Session 2: 2018-2019 Highlights

A national perspective on cooperation in oil spill preparedness and response: Operation Phakisa – South Africa – by Ravi Naicker, Department of Transport, South Africa

Mr. Ravi Naicker gave an overview of the significant challenges faced by South Africa when it comes to oil spill preparedness and response. He mentioned the increased maritime traffic and offshore oil and gas exploration activities as possible sources of spills. The National Oil Spill Contingency Plan (NOSCP) that is being drafted is thus considered key to mitigate the impact of all oil spills on the environment, develop a national response capability and promote co-ordination among government and industry. They are also implementing the use of the Incident Management System (IMS), a flexible and standardised emergency management system adopted worldwide by the oil and gas industry, in their preparedness and response activities.

He underlined that this effort was undertaken under Operation Phakisa, a national development plan addressing many different aspects of the country's socio-economic development.

Mr. Naicker concluded by outlining South Africa's expectations on the support the GI WACAF Project could provide during the 2020-2021 biennium, including the organization of a large-scale exercise in 2021.

Session 3: 2018-2019 Highlights

Lessons learned during the transboundary oil spill exercise between Angola and Namibia in August 2019 - Manuel Xavier from the MIREMPET, Angola

Mr. Manuel Xavier presented the transboundary exercise and training organized between Namibia and Angola in August 2019. This exercise involved 30 participants in each country from various administrations and the oil and maritime industries, as well as observers from South Africa and the Benguela Current Commission (BCC). This event was organised with the support of the GI WACAF Project. The exercise was based on a collision scenario between a fully loaded tanker and a containership offshore Namibia, leading to the release of a significant amount of persistent oil at sea.

The objectives of this exercise, as defined by the countries, were to:

- Test the communication channels between Angola and Namibia, and more specifically between two headquarters established in Angola (Luanda) and Namibia (Walvis Bay);
- Test mechanisms for requesting assistance and mobilizing international resources, for example bilateral agreements such as the BCC and/or the IMO Conventions and the International Oil Pollution Compensation Funds (IOPC Funds);
- Test the National Plans of the two countries in the case of a trans-boundary oil spill incident; notably the activation procedures as well as the organizations of their respective IMS structures; and
- To expose the participants to the key issues related to trans-boundary spill incidents.

In conclusion, Mr. Manuel Xavier highlighted the strong participation from the industry in Angola which was considered very positive and underlined the recommendations made to improve the preparedness capability notably:

- To set up this exercise periodically (once a year);
- To advocate for ratification of the International Convention on Civil Liability for Bunker Oil Pollution Damage (Bunkers), which covers spills of oil carried as fuel in ships' bunkers;
- To advocate for ratification of 2003 Protocol establishing an International Oil Pollution Compensation Supplementary Fund (Supplementary Fund);
- To advocate for the ratification of the 1996 Convention on Limitation of Liability for Maritime Claims (LLMC), as amended. As the Bunkers Convention does not specify a shipowner's limit of liability, it is often recommended to ratify the 1996 LLMC simultaneously, as amended;
- To update the NOSCP (Angola); and
- To develop the same scenario with the northern neighbours (Republic of Congo and the Democratic Republic of Congo).

Oil sector representatives highlighted the quality and importance of such exercises and underlined the fact that good preparedness saved time in case of pollution.

Session 4: Regional developments ***Jacques Abe, Abidjan Convention***

Mr. Jacques Abe gave an update on the work of the Abidjan Convention, one of United Nations Environment Programme (UNEP)'s Regional Seas Programme which covers the same 22 African countries as the GI WACAF Project.

Mr Abe first gave a brief overview of the Convention's background and history and explained the links with the GI WACAF Project.

He then provided an update on the last developments, notably on the final draft of the Protocol on Environmental standards for offshore oil and gas exploration and exploitation in West, Central and Southern Africa, also known as the "offshore protocol" or Malabo Protocol, validated by the COP 12 in March 2017. He then mentioned that the offshore protocol was officially validated by a conference of plenipotentiaries in June 2019 and is now ready to be ratified by member States. He also presented the progress made on the operationalization of the Regional Activity Centre for the Action Plan for West, Central and Southern Africa, located in Port Harcourt in Nigeria.

Mr. Abe also mentioned that a sub-regional contingency plan for the Canary Current region was developed by the Abidjan Convention mirroring the Guinea Current Large Marine Ecosystem (GCLME). Based on this plan, national consultations as well as training were organized in the participating countries.

The representative of Abidjan Convention also underlined the results of the COBIA initiative, a project funded by the MAVA Foundation⁶ which aims to improve the management of environmental risks related to the offshore oil and gas industry in West Africa, mainly in four countries: Guinea-Bissau, Mauritania, Senegal and Sierra Leone.

Mr. Abe concluded his speech by presenting planned actions, such as the national consultations to be held in the 22 countries of the Convention to discuss the implementation of the recently adopted four additional protocols to the Abidjan Convention ahead of 13th Meeting of the Contracting Parties to the Abidjan Convention (COP13), scheduled for April 2020.

At the end of this session, several comments were made to clarify the role of the Abidjan Convention's Regional Coordination Response Centre based in Port Harcourt, Nigeria. The willingness of NOSDRA to move forward in the process of making this centre operational was emphasized.

In conclusion, the need for coordination between the Abidjan Convention, the GI WACAF and other projects operating in the region (MAVA, GoGIN, etc.) was underlined several times

Session 5: 2018-2019 Highlights

Outcome of the sub-regional workshop on shoreline response and national developments - Pinehas Auene, Namibia

Mr. Auene began with an overview of the 1500 km-long Namibian coastline, detailing environmentally and ecologically sensitive areas and the associated risks of oil spills. Maritime traffic and oil and gas exploration and production activities are the main risk factors.

The second part of his presentation was dedicated to a case study of a recent oil spill incident in Namibia, and lessons learned from a responder's perspective. He recognized that strong and efficient organisation is key, especially when the objective is to recover stranded oil before it becomes buried under the sand. Manual clean-up was the preferred response technique. The efficiency of the cooperation between the navy, local authorities, Ministries of environment, fisheries etc. within a dedicated task force was also underlined as a key factor in a successful response.

This session ended with the presentation of a GI WACAF workshop on shoreline response organized by Namibia in May 2018, for representatives of nine countries (Angola, Cabo Verde, Ghana, Liberia, Namibia, Nigeria, Gambia, Sierra Leone and Republic of South Africa). This workshop aimed at providing the participants with knowledge pertaining to the implementation of shoreline response at operational, tactical and strategic levels. The importance of coastal sensitivity maps as well as for informed decision making incorporating net environmental benefits analysis (NEBA) or spill impact mitigation assessment (SIMA) to guide the choice of clean-up techniques was highlighted.

To conclude, Mr. Auene also underlined the importance to constantly update inventories of equipment stockpiles that could be used in case of an oil spill. He stressed the fact that it is

⁶ <http://mava-foundation.org/>

key to integrate a specific organizational chart detailing key personnel (specific roles and responsibilities) as well as specific procedures to guide on-site responders during the clean-up operations in the NOSCP.

Session 6: 2018-2019 Highlights

Outcome of the sub-regional workshop on the ratification and effective implementation of IMO conventions relating to oil spill response preparedness and response and to liability and compensation, Mireille Etche Amani, CIAPOL – Côte d'Ivoire

Ms. Mireille Etche Amani presented the outcome of the sub-regional GI WACAF workshop on the domestication of IMO conventions that took place in Abidjan in March 2019, and the actions subsequently taken by Côte d'Ivoire.

First, she explained that the workshop on that particular topic had been requested by several national delegations during the 7th GI WACAF Regional Conference held in 2017. Consequently, a workshop was organized in Abidjan from 18 to 21 March 2019. This workshop had 2 main objectives:

- Assist participating States to fulfil their responsibilities and obligations enshrined in the IMO conventions; and
- Assist participating States to consolidate their national frameworks for oil pollution prevention, preparedness, response and cooperation.

Ms. Amani explained that Cote d'Ivoire had submitted their draft legal texts for the implementation of the international conventions to IMO for analysis ahead of the workshop. The experts consequently provided observations during the workshop on these texts, which allowed Cote d'Ivoire to improve the legal drafting process and the implementation of IMO Conventions into national legislation. Based on observations made by the GI WACAF experts, the draft decrees for the implementation of CLC 92, FUND 92 and Bunkers 2001 were updated and two validation workshops were scheduled with the relevant stakeholders. In addition, the Ivoirian Ministry of Foreign Affairs was requested by the Ministry of Environment to begin the denunciation process of CLC 69.

In conclusion, Ms. Etche Amani highlighted that such a workshop enabled participants to:

- Acquire essential knowledge on the provisions of different IMO conventions in an interactive way;
- Identify the obstacles (actual and potential) to effective implementation of the specified conventions;
- Draft an action plan containing an assessment of the problems and challenges encountered in the priority areas; and
- Draft recommendations proposing actions to be undertaken at the national and regional levels.

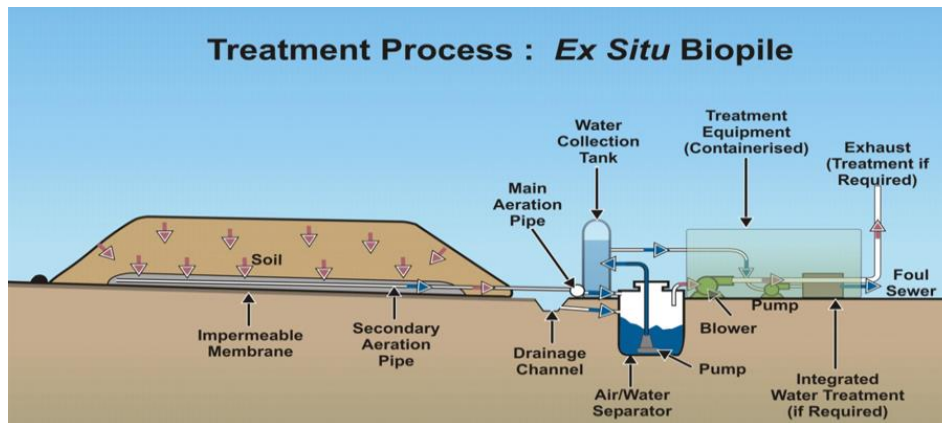
b) DAY 2: Tuesday, 29 October 2019

The second day was divided into three types of activities organized as follows:

- **A technical session** which consisted of 4 technical presentations delivered in plenary. Topics were management of oily waste, legislation, organisation of response and sensitivity mapping;
- **Working groups** (one in French and one in English) which were run in parallel. The objective was to discuss different topics related to legislation, shoreline response and waste management, and transboundary cooperation. Each group appointed one rapporteur to capture and present the outcomes of the discussions during the plenary report session of the afternoon; and
- The third and last session dedicated to the **latest developments**, allowed three speakers to present ways IMO supports its Member States and tools developed to that effect, to present the involvement of IPIECA and industry stakeholders in the GI WACAF Project and to outline a case study of an oiled wildlife response.

Session 7: Management of oily waste: a case study – Rupert Bravery, ExxonMobil

Mr. Bravery presented the Fawley refinery biopile and waste management process. In 2006, this refinery had an accumulation of sludge from a Dissolved Air Flotation (DAF) process, that had to be disposed. Bioremediation was trialled, and involved mixing excavated soils and the sludge with soils amendments. The mix is formed into biopile (around 6m high) within an enclosed setting for treatment that includes a treatment bed, aeration, irrigation, nutrition, leakage collection, moisture, as well as pH, heat and nutrients control.



Mr. Bravery highlighted the fact that before launching such a treatment, analysis and assessment are required, specifically on the sludge to be treated. He then outlined the process in terms of preparedness, initiation, maintenance and monitoring. The results and reduction of contaminants, for this specific case study, were presented and proved to be very efficient and fast (from 3 to 6 months depending on temperature). To conclude his presentation, Mr. Bravery underlined that before implementing such a process, an assessment to determine the biodegradability of the contaminants, and whether such a method could be an effective environmental and safe method for treating the oiled waste must be conducted.

It was underlined that such a process is an oily waste management process, and not a clean-up technique, and should only be conducted with due consideration to any relevant national legislation on waste management.

Session 8: Legislation – Colleen O’Hagan, International Maritime Organization

Ms. Colleen O’Hagan provided a brief overview of the IMO, a specialised agency of the UN responsible for the safety and security of international shipping and protection of the marine environment from the adverse impacts of shipping. Its main missions are as follows:

- To provide a forum and mechanism for Governments to coordinate and decide on regulations applicable to shipping;
- To encourage ratification and implementation of international instruments; and
- To provide technical assistance.

She explained maritime conventions relating to oil pollution can be divided in three categories:

- **Preventive legislation** notably the International Convention for the Prevention of Pollution from Ships (MARPOL);
- **Mitigation legislation**, notably under the OPRC 90; and
- **Compensatory legislation** relating to compensation to those affected by pollution incidents, notably under CLC/FUND, Bunkers and LLMC Conventions.

After having recalled this global regulatory regime, she underlined that transposition into national law was a requirement for Parties acceding a particular instrument in order to give it domestic effect. Such a process requires:

- preparing the necessary legislation, ideally before ratification / accession to the Convention;
- involving the interested parties in the legislative process, where appropriate;
- Identifying an appropriate national instrument to use as primary legislation;
- Delegating authority in the primary legislation to the relevant Ministry to make secondary legislation; and
- Ensuring that Courts have competency and authority to deal with compliance and non-compliance.

Ms. O’Hagan underlined the obligations and restrictions of a State when transposing treaty into domestic laws.

The OPRC key articles were then presented, particularly the ones dedicated to emergency plans (Article 3), reporting procedures (Article 4), actions on receiving an oil pollution report (Article 5), national and regional systems for preparedness and response (Article 6) and international cooperation in the field of pollution response (Article 7). The OPRC Convention requires that a State Party to the Convention:

- sets up a national system for responding to oil pollution incidents;
- ensures preparedness and response capacity commensurate with risk; and
- establishes arrangements for international assistance, bilateral, regional and multilateral cooperation.

Ms. O'Hagan then presented the international compensation regime, its rationale, the applicability of liability conventions, the compensation scope and limits as well as the main types of claims covered by each convention. She emphasized the difference of scope between CLC/Fund 1992 covering spills from tankers carrying persistent oil and Bunkers 2001 covering spills of bunker fuel oil from ships. She reminded the audience that the International Convention on Liability and Compensation for Damage in Connection with the Carriage of Hazardous and Noxious Substances by Sea, 1996 (HNS Convention) has not yet entered into force.

The status of ratification of key conventions within the GI WACAF area was presented, highlighting that whilst progress was undeniable, there still remains much work, especially on the ratification of Bunkers 2001 as well as on the transposition into national law.

Conventions	Ratification within the WACAF Region
OPRC '90	17
CLC 1969	2
CLC 1992	17
FUND 1992	16
BUNKER 2001	7
HNS 2010 (not yet in force)	1

Ms. O'Hagan finished her presentation by underlining the support that IMO can provide, notably through the production of manuals and guidance documents, as well as through its ITCP. Such support is provided based on a needs' assessment basis and the requests from countries, for instance through the information provided in the national action plans.

Session 9: Organisation of response– Franck Laruelle, ITOFF

Dr. Laruelle explained that the responsibility to respond to incidents is typically defined by the competent national authority. Several organizational structures exist, for instance a government may lead the response, or alternatively it may require the ship-owner/operator responsible for the spill to lead it. In the latter case, the government will ensure it retains oversight of operations. Organisations involved in a respond will vary depending on the

incident circumstances including its scale. The core functions of the organization will however need to be filled for any incident, namely:

- **Operations;**
- **Planning** of future operations based on knowledge of the current and forecasted situations;
- **Logistical support** to these operations, such as sourcing equipment and ensuring the requirements of the workforce are met; and
- Record keeping, **financial control and other administrative aspects**, for example to facilitate the compilation of claims for the reimbursement of costs.

The organisational structure chosen by governments needs to be described in the relevant contingency plans and should be regularly tested through drills and exercises. The structure should also be scalable based on the incident circumstances. It was also underlined that such an organization implies that tasks are clearly divided in order to provide leadership, manage expectations, organise personnel and equipment, ensure health and safety concerns, record expenditure, liaise with liable party.

Dr. Laruelle highlighted that two different kind of structures could be used by countries to organise a response. It could be a function-based organisational structure, with all tasks under a single command. This is the foundation of the Incident Management System (IMS), where each section is divided into sub-sections addressing specific aspects as response at sea, on land, in air, etc. The other option is a team-based organisational structure with two self-contained activities, sharing some functions. Most commonly, this latter option is split into marine response management and shoreline response management.

Regardless of the structure chosen, the importance of maintaining a clear line of command and limiting the number of decision makers was stressed. He also focused on the necessity to consider feedback from the field as well as clarify the responsibilities of the ship-owner and operators, who should be involved from the onset in the management of the operations. Such roles and interfaces, notably with ship-owner/operator, should be defined in national legislation and the relevant plans. He then discussed spill management tasks, synthesised in the diagram below.

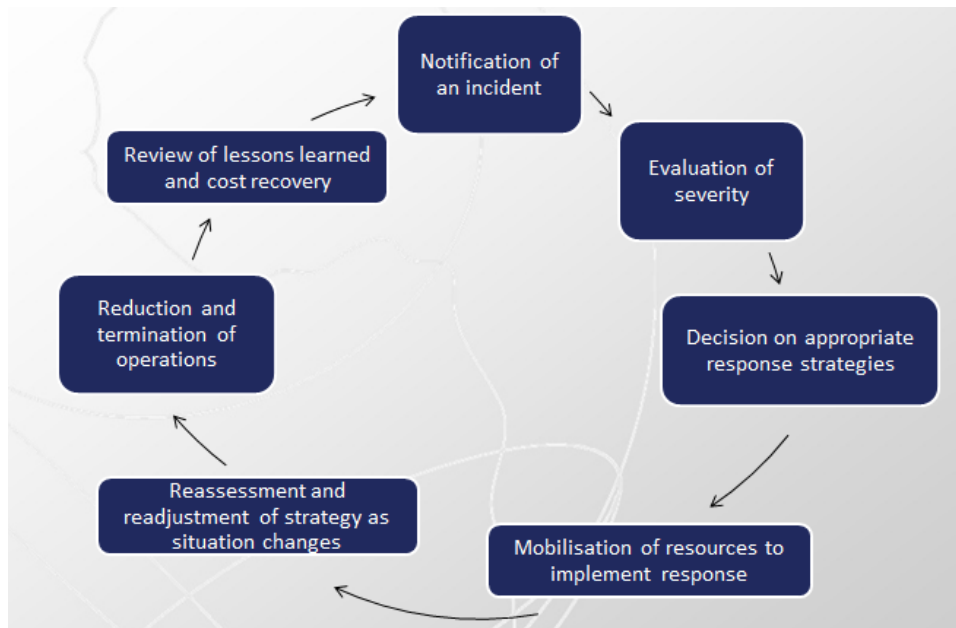


Figure 4. Tasks to be undertaken for spill management

Dr. Laruelle also explained the main principles and objectives of an Incident Action plan, which are to describe the activities and logistical support of the response. It notably formalises the incident objectives, strategies and tactics for a specified period of time (e.g., a determined shift, daily etc.). This “living” document is to be updated for each subsequent operational period based on the latest information.

The conclusion of this presentation brought to light typical challenges in spill response concerning health and safety issues, flexibility of the organisation, transboundary incidents, management of volunteers, wildlife rehabilitation as well as relations with the media.

He reminded the audience that IMO published a guide dedicated to the implementation of an Incident Management System.

Representatives from the industry insisted on recalling how important it was to standardise organisational systems and that IMS was a powerful tool for that purpose, considering that it has been used by the private sector worldwide for years. It was reminded that, whilst recognizing the benefits of the IMS approach, the specificities of each state were the driving factors in determining the most suitable organisational systems when dealing with a pollution.

Session 10: Sensitivity mapping – Anatole Cramer, Total

Mr. Anatole Cramer started his presentation by underlining how decision support tools remain crucial for offshore and onshore responses. Amongst others, maps are essential either during the preparedness phase or the response itself, notably:

- During the **preparedness** phase, maps are useful to:



Figure 1. IMS Manual published by IMO

- Identify sensitive sites, and define means of protecting them in case of spills;
 - Determine possible offshore response strategies;
 - List equipment (nature and quantity) required for protection and clean-up operations, for instance boom types and required length; and
 - Create in advance staging areas for response equipment should no resources be available in the vicinity.
- **During the response phase, maps are a useful to:**
- Prioritize places to be protected should a spill occur;
 - Locate the impacted parts of the coastline;
 - Prepare and manage cleaning operations; and
 - Manage environmental post-spill monitoring and cleaning operations.

Mr. Cramer then presented the guidelines published by IPIECA, together with IMO and the International Association of Oil & Gas Producers (IOGP), as well as the methodology described in it, aiming at standardising sensitivity mapping.

There are four aspects to consider when developing a sensitivity map:

- **Shoreline type** based on the Environmental Sensitivity Index (ESI) index.;
- **Sensitive ecosystems** (habitats, species and important natural sites);
- **Sensitive socio-economic resources** related to non-living resources that may be directly affected by oiling and that may suffer economically, such as subsistence, artisanal and commercial fishing, aquaculture, water intakes, tourism and recreation port, industrial activities, cultural sites, etc.;
- **Logistics and operational resources for spill responses**, including location of incident command posts and their geographical limits, existing stockpiles, pre-approved dispersant areas and their geographic limit(s), access to the shoreline, hazards, etc.

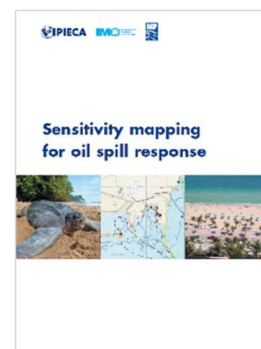


Figure 2. Good practice guide on sensitivity mapping

Data related to above-mentioned aspects, once analysed, will highlight sensitive areas to the authorities and decision makers, highlight priority settings and define protection strategies and possible alternatives. Mr. Cramer ended his speech by presenting two sensitivity mapping projects carried out by TOTAL S.A:

- The Angola coastal sensitivity mapping, a project launched after a workshop organized in 2010 by the GI WACAF Project and the Ministry of Mineral Resources and Petroleum, aiming at starting the development of an atlas of sensitivity maps. It was completed in 2015; and
- The Bulgarian coastal sensitivity mapping, a project conducted prior to exploration drilling offshore Bulgaria by TOTAL S.A, the Bulgarian Oceanography Institute and various NGOs and funded by the French oil company.

These two projects are positive examples of fruitful cooperation between government and industry in terms of preparedness.

Session 11: Working Groups

The selected topic discussed during the morning session was:

- Working Group 1: Legislation

- *Francophone group facilitators: Mr. Clément CHAZOT (IMO) and Ms. Anna Sow (Senegal)⁷*
- *Anglophone group facilitators: Ms. Colleen O'Hagan (IMO) and Mr. Crispen Camp (South Africa)*

The facilitators recalled the earlier presentation on legislation by IMO, and also reiterated that to aid effective implementation, conventions not only have to be ratified but also transposed into national laws.

The rationale behind the international liability and compensation regimes as set out in the above-mentioned conventions (CLC 1969 and 1992, FUND 1992, Bunkers 2001, HNS 2010) is to:

- Provide compensation to victims, and reimburse reasonable costs of response operations and preventive measures for pollution damage caused by spills from ships;
- Apply to damage caused on the territory, territorial sea and EEZ of State Parties;
- Make insurance compulsory and ensure strict (no fault) liability through the polluter pays principle;
- Have uniform application and equal treatment procedures for all claims.

This working group was also the opportunity for Mr. Clément Chazot and Ms Colleen O'Hagan to remind that the CLC 69 should be denounced when acceding to the CLC 92 instrument.

Referring to a recent incident which occurred on the West African coast, the importance of ratification of the Bunkers 2001 Convention was highlighted, as only seven out of 22 countries ratified this convention in the GI WACAF area.

States are responsible for the effective implementation of the conventions and should follow the below core principles:

- become a party to the convention when it is in line with national policy/interest; given that this process requires several steps, notably the deposit of an instrument of ratification / accession with the depositary of the treaty i.e. the Secretary General of the IMO;
- enact related national legislation, ideally before ratification or accession;
- involve key stakeholders in the legislative process;
- determine the appropriate national instrument to be used;
- delegate the transposition to the competent authority; and
- ensure that the courts have jurisdiction to judge compliance and non-compliance with laws once they have been transposed.

⁷ Ms Anna Sow from Senegal was unfortunately unable to attend the conference.

A delegate of South Africa in the English group and a delegate of Senegal in the French one presented their experience in relation to the ratification, transposition and implementation of IMO Conventions, before opening the floor to other participants.

The facilitators concluded by presenting the case study of the *Volgoneft 139*, which illustrated the importance of implementation of an instrument into national law. In this example, the amendments to 1992 CLC instrument increasing the liability threshold to SDR 4.51 million had not been implemented into national legislation, and therefore the compensation granted by the Court to claimants was in line with the lower threshold found in national legislation i.e. SDR 3 million.

The floor was then opened to participants, to express themselves on the challenges faced with ratifying and giving effect to the IMO Conventions concerning oil pollution preparedness, response, liability and compensation. The following recommendations were put forward:

Institutional framework

- Promote the IMO Conventions to political authorities to raise the interest in their effective implementation
- Create a national inter-agencies consultation framework to avoid any overlap or duplication of responsibilities between institutions or inconsistencies between national laws; and
- Organize workshops to create dialogue between administrations.

Effective transposition

- Importance of legal monitoring to update national legislation/regulation as and when required by convention amendments; and
- On the difficulties highlighted regarding the drafting of national transposition texts, the relevance of the recommendations made during the workshop Abidjan sub-regional meeting (March 2019) was highlighted and could be found in the [activity report](#).

Actions to be undertaken

- Ratification of Bunkers 2001; and
- Appointment of IMO Focal Points.

- Working Group 2: Shoreline response and waste management

- *Francophone group facilitators: Ms. Natalie Monvoisin (Cedre) and Mr. Ange-Simplice Boukinda (Gabon)*
- *Anglophone group facilitators: Mr. Franck Laruelle (ITOPF) and Mr. Pinehas Auene (Namibia)*

The two facilitators delivered a presentation on shoreline response and waste management. They explained that the initial focus was usually on at-sea response in order to limit the damage to the environment and the overall costs of the response. However, most spilled oil ends up impacting the shoreline, and it is thus paramount to prepare in that regard.

Ms. Monvoisin and Mr. Laruelle also reminded the audience on key principles of shoreline clean-up, notably that the top priority should always be health and safety of response operators. To that end, the importance of briefing and training was stressed for the responders on site. Whilst there is no miracle solution, basic principles should always be considered, such

as the importance of not contaminating clean areas and not using techniques that could cause more environmental damage than the pollution itself. In any case, techniques have to be tested and adapted throughout the response and implemented with respect for the environment.

The organization of the response, to be defined based on existing procedures, decision support tools such as sensitivity maps as well as international, regional and local considerations, will drive the implementation of shoreline clean-up operations. Effectiveness of mobilizing resources will also influence the clean-up operations.

The facilitators presented the good practice of collecting floating and stranded waste prior to it becoming oiled to reduce the volume of oily waste to recover and consequently the cost of waste treatment.

Consequently, the main steps of shoreline clean-up were presented, as follows:

- Stage 1: Assessment, for instance using the Shoreline Clean-up Assessment Technique (SCAT), to confirm, evaluate, characterize and monitor the pollution;
- Stage 2: Initial bulk cleaning aiming at removing in priority pooled oil ashore and oily shoreline material in order to limit the extent and impacts of pollution;
- Stage 3: Fine clean-up to remove the residual pollutant in order to restore the sites to the previous level and foster return to normal ecological functioning in the long term; and
- Stage 4: Restoration and monitoring.

The importance of assessing spill impacts at ecological, socio-economic or cultural level to choose the most suitable strategies and techniques was highlighted.

The possible sources and types of waste to be managed during an oil pollution incident were presented. Issues related to waste transport, storage and treatment were also discussed. During clean-up operations, the priority is the minimization of the total amount of waste which comprised the need;

- To remove natural waste such as seaweeds;
- To highlight the necessity of waste segregation from the start;
- To use selective clean-up techniques;
- To implement pre-treatment of waste;
- To limit the further spread of the pollution; and
- To recycle (Personal Protective Equipment (PPE), sorbents...).

Representatives from Gabon in the French speaking group and Namibia in the English-speaking Group then presented national case studies in terms of shoreline response and waste management.

- **Working Group 3: Transboundary cooperation**
 - *Francophone group facilitators: Mr. Clément Chazot (IMO) and Mr. Moctar Tolba, Mauritania*
 - *Anglophone group facilitators: Ms. Colleen O'Hagan (IMO) and Mr. Xolela Wellem, Benguela Current Commission*

The facilitators, Mr. Chazot and Ms O'Hagan delivered a presentation on transboundary cooperation. They highlighted the importance of international cooperation in significant incidents and explained that it was not a new concept. Through the case study of TORREY CANYON (1967), a tanker who spilt 117,000 metric tons of crude oils in the English Channel, they highlighted the conclusion of the Bonn agreement which was signed in 1969 to combat pollution from maritime disasters and chronic pollution from ships and offshore installations. It provided the vehicle for the North Sea States and the European Union to work together and set an example for future regional endeavours. The implementation of this agreement relies on:

- Coordinated aerial and satellite surveillance;
- Alerting one another of such threats;
- Adopting common operational approaches;
- Supporting one another in response operations;
- Sharing R&D results; and
- Carrying joint exercises.

In 1990, the OPRC 90 was adopted. This instrument established a framework for the development of national and regional systems as well as the facilitation of the international cooperation and mutual assistance, involving the oil and shipping industries. The OPRC convention also promotes bilateral and multilateral co-operation in preparedness and response. This can take several forms, including:

- Regional multilateral agreements;
- Sub-regional plans;
- Bilateral agreements; and
- Regional centres and equipment bases.

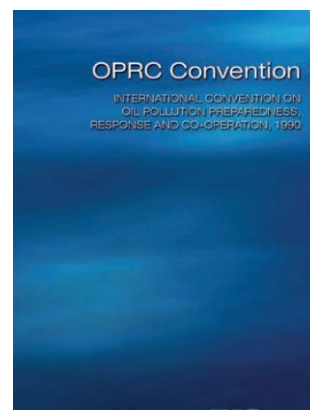


Figure 3. OPRC 90 Convention

In terms of regional cooperation framework, the following instruments are in place in the in the West, Central and Southern Africa region:

- The protocol concerning Cooperation in Combating Pollution in Cases of Emergency (Emergency Protocol) of the Abidjan Convention; and
- The additional protocol to the Abidjan Convention on environmental norms and standards for offshore oil and gas exploration and exploitation activities (Malabo Protocol).

Mr. Chazot and Ms O'Hagan underlined the objectives of such regional cooperation, principally to:

- Put into place mechanism for early warning;
- Establish a forum for exchange of information or the organization of common training and exercises;
- Pool resources/expertise (a cost-effective way for dealing with major accidents).

In any case, it was stressed that whilst regional cooperation enhances national resource capacity, it could not replace national arrangements.

The participants then shared their knowledge and experience in terms of cooperation. In the French group, the GI WACAF focal point from Mauritania, Mr. Moctar Tolba, shared his recent experience regarding the management of the incident of the IVAN GOLUBETS fishing vessel. In the English group, Mr. Xolela Wellem from the Benguela Current Commission (BCC) delivered a presentation on the work undertaken by the BCC to promote sub-regional cooperation and explained that a sub-regional oil spill contingency plan was to be developed between Namibia, Angola and South Africa.

On several occasions during the exchanges, the importance of transboundary cooperation and of carrying out joint exercises and training such as the one organized between Angola and Namibia in August 2019 was reiterated. The mobilisation of observers from other countries during such regional endeavours was also promoted. Such an approach would foster a common approach should a real incident occur. The importance of exercising ways of mobilising tools and resources as well as communicating during an incident in spite of the different languages was highlighted.

- Reports from Working Groups

Each rapporteur presented a summary of the main points discussed during the Working Group sessions. The feedback from each rapporteur was captured and incorporated in the recommendations presented on the last day of the conference (see page 41 for the recommendations).

Session 12: Latest developments IMO: support and tool - Clément Chazot, IMO

Mr. Chazot provided a brief overview of the IMO, from its mandate to its structure. He explained that the international regulatory framework for shipping evolved throughout the years on the basis of discussions held at the IMO as well as lessons learnt from major maritime incidents. An illustration of the evolution of the international framework was presented as follows:



Figure 5. Evolution of the international framework (key for the shading: red = significant incidents, blue = safety legislation, purple = IMO establishment and changes, brown = compensation schemes, green = pollution prevention and response)

He then focused on the OPRC Convention, and notably on the article 12 pertaining to institutional arrangements. He described the provisions of this article, notably the role of the organization in relation to the OPRC Convention. To that end, he illustrated with concrete examples the support the Organization provides to its Member States, including capacity building, assistance during spills, research and education as well as the maintenance of an information system. Mr. Chazot explained that any support provided was subject to agreement from the Organization and based on the availability of adequate resources.

Mr. Chazot then presented the information tools developed by the Organization. He started with the public website, which provides information on the work of the Organization and news on the activities it undertakes. He then presented the Web Accounts interface, for which a user needs to register. Once registered, it was explained that users had access to all modules developed by IMO, including the Global Integrated Shipping Information System (GISIS) and IMODOCS.

It was explained that GISIS had been developed to facilitate Member States' reporting requirements under the different IMO instruments, to enable Member States to keep an online record of the information submitted in previous years, and to allow different authorities/officials in Member States to access the information contained in the platform.

The importance of IMODOCS was also highlighted as the official archiving system of IMO meeting documents, circulars, treaties. It notably enables Member States to monitor the preparation, delivery, and reporting of the various meetings, as well as enables them to consult the various decisions made at and communicated by the Organization.

Finally, it was explained that the Member States and IMO alike have responsibilities regarding the OPRC Convention, and that IMO tailors its support and tools to the extent possible in order to accommodate the information provided by Member States.

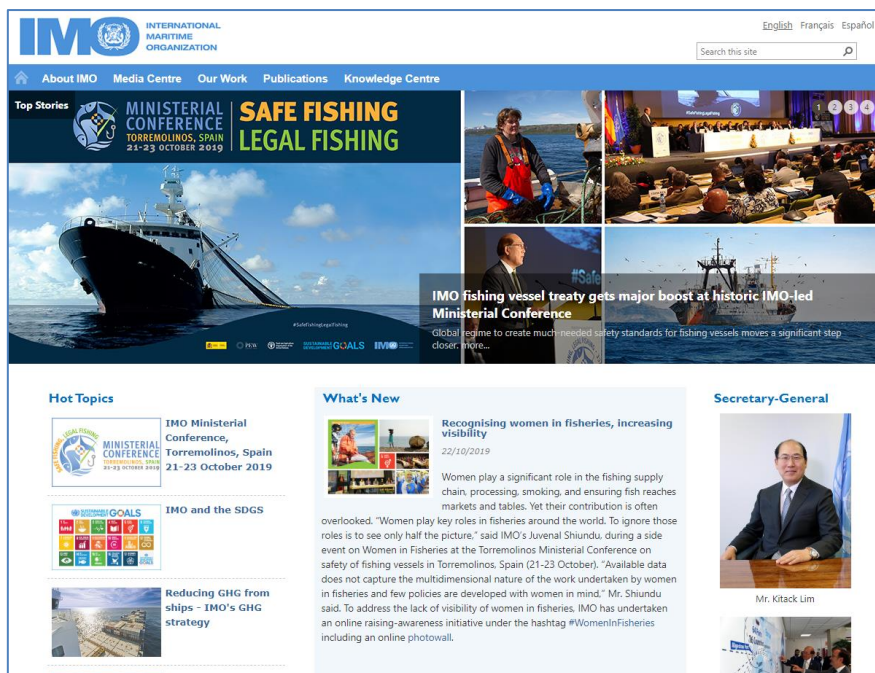


Figure 6. Website of the Organization www.imo.org

Session 13: Latest developments - IPIECA and the GI WACAF - Andy Nicoll, IPIECA

Mr. Andy Nicoll presented IPIECA, the global oil and gas association for advancing environmental and social performance. IPIECA is the only global association that involves both upstream and downstream members. The IPIECA member network represents 1885 oil and gas companies and 1.1 million employees, operating in more than 180 countries.

IPIECA works on four main topics: climate and energy, environment, social responsibility and oil spill preparedness and response. Mr Nicoll then focused his presentation on the aim of IPIECA's Oil Spill Group (OSG), which is to develop and disseminate good practice to enable the industry and stakeholders to improve oil spill preparedness and response globally. He also presented IMO and IPIECA's Global Initiative and its regional programs established since 1996 and underlined the extraordinary success of this initiative aimed at improving oil spill preparedness and response in many regions of the world. Such programs saw the delivery of over 200 workshops for more than 35 years, building capacity in 43 countries. Within the GI WACAF Project's region alone, there have been 121 activities engaging nearly 6,000 participants since its inception in 2006.

The GI WACAF Project helped countries in the region to update significantly their national data (policies and plans). Mr. Nicoll also underlined the good working relationships with governments built up over time. He also reiterated that the GI can assist governments where new exploration is taking place, ensuring a consistent message and building on experience of working with other countries in the region.

Mr. Nicoll also presented the good practice guides that have been published by IPIECA through the key joint industry project (JIP) and that are freely accessible on: <http://www.ipieca.org/resources/>.



Figure 4. Cover of one of the JIP Good Practice Guides

Session 14: Latest developments - Oiled wildlife, a case study – Christian Triay, SANCCOB

Mr. Christian Triay presented the Southern African Foundation for the Conservation of Coastal Birds (SANCCOB), a Non-Governmental Organization (NGO) specialized in the rescue, rehabilitation and release of sick, injured and/or oiled seabirds. SANCCOB is a member of the Global Oiled Wildlife Response System (“GOWRS”) Network, which aims to design an international system for oiled wildlife response expertise that can be mobilized for assistance in complex oiled wildlife scenarios. SANCCOB also works on oiled wildlife contingency planning and has a specialised oiled wildlife response team on stand-by, ready to ensure on-scene technical advice and response support are provided where necessary. SANCCOB’s two rehabilitation centres in South Africa are strategically located in Cape Town and Port Elizabeth.

Mr. Triay presented the case study of a spill which occurred offshore during a ship-to-ship bunkering operation. It occurred in July 2019, where 400 litres of bunker fuel were spilt in Algoa bay, in Eastern cape, close to Port Elisabeth and to St Croix island, which is part of a national park where more than 3,500 reproducing couples of African penguins were breeding. The operations undertaken were presented, notably measures related to the surveillance, capture, transport and stabilisation of the animals. The procedures developed by SANCCOB were presented, including the issuance of medical cards and identification numbers to animals to facilitate the track of their progress through daily logs. The monitoring of the birds included behaviour observation, body condition, hydration, oil exposure, and blood samples.

SANCCOB accommodated a population of 92 adults penguins, 17 abandoned chicks and five African penguin eggs, 13 Cape gannets and three Cape cormorants, with the aim to restore the animals to pre-oiling state. To achieve that, SANCCOB relied on their facility, which includes appropriate housing such as pens and aviaries, as well as pools with controlled conditions. Birds were provided with a nutritional plan, and continuous treatment and medical plan defined with vets.

Mr Triay explained that the birds were release after ensuring the cleanliness and suitability of the environment, and that the weather conditions were clement.



Mr. Favier thanked the participants for their active participation and involvement and presented the programme for the third day, reminding in particular logistics aspects of the visits planned.

c) DAY 3: Wednesday, 30 October 2019

Session 15: Working Groups

The selected topics discussed during the morning session were:

- **Working Group 4: Online support tools for preparedness and response**
 - *Francophone group facilitators: Ms. Emilie Canova (GI WACAF secretariat)*
 - *Anglophone group facilitators: Mr. Julien Favier (GI WACAF secretariat)*

The new communication strategy was presented, notably its aim to enhance the effectiveness of GI WACAF communication on two aspects:

1. reinforce the projects main messages to our core audience:

- *The 22 participating countries*

The aim is to share all the useful information presently gathered on the Project's website to help countries in improving their preparedness and response systems to oil spills. Another goal is to foster regional cooperation by promoting the sharing of information between countries.

- *Industry members and oil spill community*

The aim is to raise awareness about what the Project does, and how useful it is for the industry. The main objective is to advertise relevant upcoming activities and to make it easier for the participating members to access the data gathered by the Project, notably through the country profiles.

2. reach out to new audience targets:

- *International institutions and development agencies*

The aim is to share information to identify potential synergies, avoid duplication of effort and highlight the complementary role of each organisation.

- *General public*

The aim is to provide easy-to-reach information and data to the general public who might have an interest in what the Project is doing.

The Secretariat explained that a communication strategy, a new brochure, a roll out banner as well as the creation of a LinkedIn profile had already been created. It then explained it was currently working on a concept note and a new website.



Figure 7. New brochure

The participants then had the opportunity to visualise the preview of the new website, notably the updated sections, including the country profiles and progress maps. It was also highlighted that the new website would be optimized for mobile phones and tablets.

Participants were then asked to fill in a survey to provide feedback and comments on the new website. Some oral comments were also made by the participants and delegates. They include the importance:

- To give contact details of the focal point;
- To give Focal Points the access and rights to update their national documentation online;
- To gather national documentation ahead of launching the new website;
- To add links towards partners' websites, useful documentation and resources such as the IMO Conventions or good practice guides; and
- To enable a feature to run video conferences on the website.



Figure 5. Preview of the new website

The new version should be launched at the start of the 2020-2021 biennium, on the current project web address: www.giwacaf.net

- **Working Group 5: Assessing capacity (RETOS)**
 - *Francophone group facilitators: Ms. Anne Réglain (ODC)*
 - *Anglophone group facilitators: Mr. Peter Taylor (OSPRI)*

In 2011, the Regional Association of Oil, Gas and Biofuels Sector Companies in Latin America and the Caribbean (ARPEL) developed the Oil Spill Response Planning and Readiness Assessment Manual and its assessment tool, the Readiness Evaluation Tool for Oil Spills (RETOS™) to provide a general guide for industry and governments to assess their level of oil spill response (OSR) planning and readiness management in relation to pre-established criteria. The development of the tool has included input from many notable entities working in the field of spill preparedness and response, and the criteria it employs is commonly accepted as an effective means to measure preparedness and response.

The facilitators of this working group presented the RETOS tool and its 2014 upgrade which further refines the assessment of the different types of OSR program:

- Seven different scopes from two perspectives (government and industry) are now considered, including facilities, companies' business lines, and government national programs;
- For each scope there are three possible assessment levels for which OSR planning and readiness assessment criteria become increasingly more demanding;
- Each level contains criteria in ten different categories (topic areas) and identifies critical criteria deemed necessary for completeness at a basic level; and
- An additional institution-specific criteria.

The facilitators highlighted the fact that the first step is to specify the scope of the evaluation, bearing in mind the RETOS tool currently does not cover HNS preparedness and response.

Participants were then broken down in delegation to undertake a mock national assessment, and the three assessment levels were explained:

- Level A: Preparedness at this level indicates that all components are in place, at least to a minimum level, to ensure a reasonable OSR management capacity, notably that plans are in place and fully implemented;
- Level B: This level applies to those programs that have completed the level A and are looking at implementing the OSR preparedness level to an even higher standard;
- Level C: The top level used in the Manual reflects programs in search of excellence. These are programs that consistently implement feedback in improving sustained readiness through application of Best International Practices in OSR concepts, management, planning, and competency.

The idea of such a tool is not to evaluate a document such as a contingency plan, but the real capacity of response. It was stressed that the tool was a self-assessment, with the aim to make the most objective assessment possible of it a preparedness and response system in order to obtain an overview of the current status and to highlight areas for improvement. The overall approach is illustrated in the figure below.

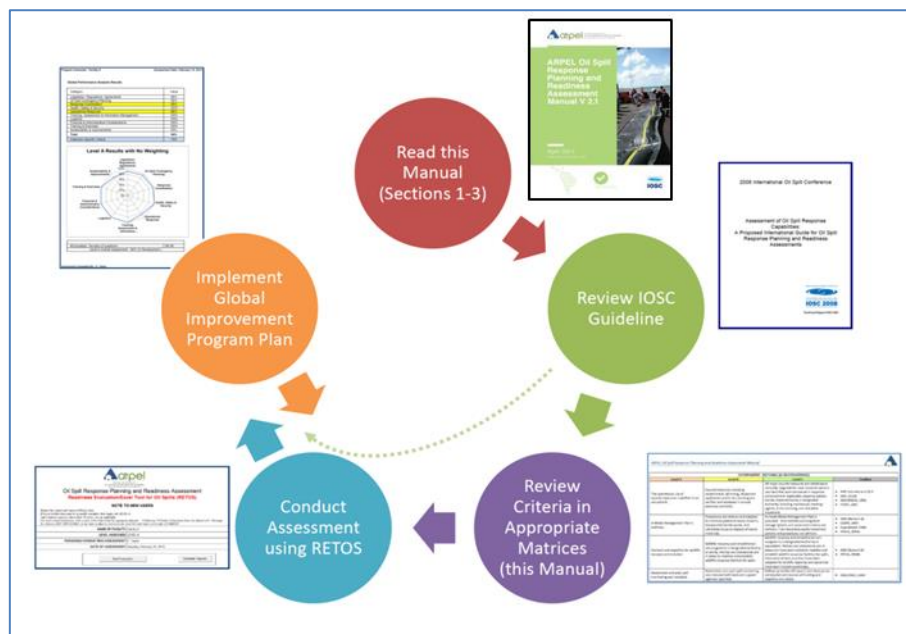


Figure 8. Implementation of the RETOS tool

Afterwards, the participants had the opportunity to test the tool with the help of different experts present in the room and to begin their national self-assessment.

Session 16: Field visits

After lunch, two field visits were organized:

- Field visit of the SANCCOB Seabird Rehabilitation Centre; or

- Oil spill response demonstration focused on shoreline protection and clean-up by the Department of Environment, Forestry and Fisheries (DEFF) of South Africa.

These two visits were really valued by the participants as it brought a practical aspect to numerous presentations of the conference.



Figure 9. Field visit to the SANCCOB Centre



Figure 10. Shoreline deployment organized by DEFF

d) DAY 4: Thursday, 31 October 2019

The last day of the Conference was dedicated to the completion of the national reviews as well as the presentation of the recommendations for the 2020-2021 biennium

Session 17: National reports

In setting the objectives for a new biennium, the GI WACAF Project seeks to address topics and themes which are actual priorities for the participating countries. To identify those priorities, the Project requests countries to fill in a document entitled National Reports at each Regional Conference it organizes.

National Reports were thus provided to the delegates, with electronic copies sent two weeks before the start of the event and hard copies during the event. This document is divided into 2 parts:

- The country profile; and
- The national action plan (a template of the National Report is available in Annex 10.)

Once the input from each country is processed by the Project team, priorities for the next biennium will be defined and integrated in the strategic action plan of the GI WACAF Project. This document, to be validated by the Steering Committee of the Project, will be the strategical framework used by GI WACAF to fulfil its mandate.

Session 18: Industry Strategic Focus session

In parallel to the “National reports” session, industry delegates gathered to discuss a number of topics linked to GI WACAF strategy and activities.

They first had a look to how progress is measured in the region and talked on how to read Key Performance Indicators (KPIs). Proposals on how to improve these progress indicators were put forward, and additional metrics were discussed. The role and responsibilities of industry representatives and focal points in the region were also discussed, as they are key players during GI WACAF activities. The group also looked at how industry communications could be improved. Lessons learned from members of the group were shared with others.

The session was also a good opportunity for industry delegates to do a debrief of the conference, with positives aspects and things that could be improved.

Session 19: Recommendations for the 2020-2021 Biennium and next steps for the GI WACAF Project

Mr. Julien Favier (GI WACAF)

The workshop concluded with a summary of the main recommendations which had been identified by delegates during the Conference. It was explained that the input provided by delegates would be used to develop the work programme for the 2020-2021 biennium and will determine the next steps for the GI WACAF Project.

Engagement and collaboration with other entities, projects and programmes involved in oil spill preparedness was a hallmark of the 2018-2019 biennium, and was deemed as key to ensure a coordinated and consistent approach to capacity building in the region.

Many delegates also expressed their wish to hold more spill response exercises with neighbouring countries to try to better understand and address the challenges likely to arise during an actual incident.

Delegates also agreed on the need to push forward with the effective implementation, in all countries in the region, of relevant IMO conventions relating to oil spill preparedness and response, such as the [OPRC](#) Convention, as well as those relating to liability and compensation from pollution damage, including the treaty covering liability and compensation from fuel oil (Bunkers 2001 Convention).

The comprehensive recommendations [are captured in the Recommendations section of this report in page 41.](#)

7.3. Closing ceremony

On behalf of the IMO, Ms. Charlebois thanked the delegates for the active involvement in this conference and in the Project in general, which has shown great results since 2006. She emphasized that strong cooperation and good relationships between IMO and industry is a pillar of such an initiative. She also thanked the representatives of the industry for their commitment, their presence and strategic inputs that guides and supports the Project from the industry side. She thanked the Department of Transport and SAMSA for the effort and the time invested in bringing participants together and for being excellent hosts. In conclusion Ms. Charlebois reiterated that IMO, together with industry, remains committed to assisting GI WACAF countries and supporting their efforts.

Mr. Brian Sullivan, the executive director of IPIECA, thanked IMO for their enduring partnership and acknowledged the enthusiastic and constructive work of the delegates during the week. He recalled the evolution of the GIs since the first workshop in Cape Town in 1996. Nowadays, nearly 80 maritime states, representing one third of all maritime states globally, fall under a GI Programme or a GI-inspired one. “Working together” has been the key behind the success of IMO/IPIECA cooperation under the GI framework for more than 20 years. He however underlined that collective efforts have to be sustained to enhance oil spill preparedness and response to protect the marine environment amidst a growing list of priorities competing for attention.

Mr. Ravi Naicker, Senior Manager of SAMSA – Republic of South Africa summarised the topics tackled during the week and key issues raised. He insisted on recalling that the increase of activities of oil exploration and production in the GI WACAF region logically raises the risk of incidents and justifies the implementation and follow-up of a project such as the GI WACAF project. He concluded by thanking the GI WACAF Secretariat, IMO and IPIECA for their trust.

Evaluation questionnaires were circulated and filled in by participants to be analysed. The new IPIECA guideline entitled ‘*Oil spill preparedness and response*’ was also distributed to the participants.

8. Recommendations

High level recommendations of the 8th GI WACAF Regional Conference for the 2020-2021 biennium: a systemic approach to oil spill preparedness and response

Delegates were split into 2 working groups to accommodate francophone and anglophone participants. For two days, these two groups worked on five different themes, namely: legislation, shoreline response and waste management, transboundary cooperation, online support tools for preparedness and response, and assessing capacity by using the RETOS tool. For each group, a designated rapporteur recorded the discussions and, together with the GI WACAF Secretariat, extracted from these minutes the main recommendations. The recommendations were then presented to the conference by the GI WACAF Project Manager.

The recommendations have been set out in four distinct categories, as presented below:

Legislation and institutional framework

- *Institutional aspects*
 - .1 Foster the creation/development of national forums gathering all the relevant stakeholders, to discuss ratification and implementation of IMO Conventions. This would foster good cooperation and a “working together” spirit, reducing the risks of conflict or duplication of effort between ministries and agencies;
 - .2 Increase the visibility and awareness of IMO Conventions related to oil spill preparedness and response, and liability and compensation, to high level government authorities; and
 - .3 Advocate for a comprehensive national consultation ahead of ratifying a Convention, in order to give full effect to the Convention by having all the relevant stakeholders on board.

- *Legislative assistance*
 - .1 Reinforce the legislative assistance provided by the GI WACAF Project to countries in the transposition, domestication and full implementation of relevant IMO Conventions. This was recognised as an important obstacle faced by numerous States in the region. Francophone countries that attended the GI WACAF sub-regional workshop dedicated to that topic in Abidjan, Cote d’Ivoire in March 2019 highlighted the value of the assistance received at during that activity;
 - .2 Advocate for the ratification and implementation of the Bunkers 2001 Convention; and
 - .3 Highlight the importance of monitoring amendments to Conventions, and consequently updating relevant national legislation, and explore processes or information systems which could be used to help Sate Parties perform this task.

- *Legal capacity building*
 - .1 Address the lack of expertise for drafting legislation by organizing trainings that include government lawyers and legal drafters specifically.

Policies and processes

- .1 Continue to provide assistance in the development, update and implementation of National Oil Spill Contingency Plans (NOSCP), which are recognized as the cornerstone of the oil spill preparedness and response system; and
- .2 Support the development of comprehensive shoreline response strategies, including waste management plans. This can often be a challenging aspect of the response system particularly where the shoreline response and at-sea response fall under the responsibilities of two different entities, therefore the project should act to promote cooperation in this area.

Tools

Amongst the tools discussed during the conference, three were considered as high priority for further development/implementation:

- .1 Sensitivity maps. Further development and update of sensitivity maps should be promoted, and where appropriate through a collaborative approach between industry members and governments;
- .2 RETOS in order to self-assess national preparedness and response capacities; and
- .3 The new GI WACAF website, which should work as a platform to share relevant documentation and information related to oil spill preparedness and response in the region.

Multi-lateral cooperation

- .1 Assist the coordination of more transboundary exercises and assist in the development of bi-lateral and sub-regional oil spill preparedness and response agreements and plans;
- .2 Support the attendance of observers during transboundary exercises, as with the exercise between Angola and Namibia in August 2019; and
- .3 Seek to foster working relationships with sub-regional or regional entities, organizations and capacity building projects with similar objectives, for example the Benguela Current Commission (BCC), the Gulf of Guinea Inter-regional Network (GoGIN) or the IDDRI/MAVA Cobia Initiative.

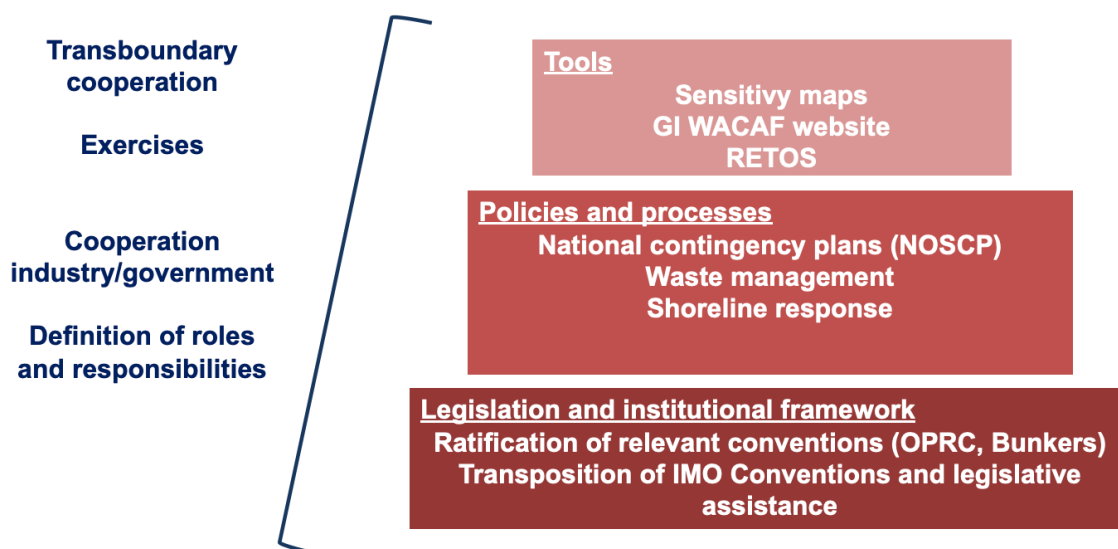


Figure 11. Schematic representation of the recommendations from the 8th GI WACAF Regional Conference

9. Conclusion

The objectives of the GI WACAF Regional Conference 2019 were successfully met, and the expected outcomes were delivered. This Regional Conference presented once again a great opportunity to reflect on the past achievements and propose improvements for the future. The event also proved to be an excellent platform for the exchange and dissemination of knowledge with the aim of strengthening oil spill response capability in West, Central and Southern Africa. Whilst the participants acknowledged and celebrated the milestones achieved, they remained conscious of the work ahead. The fruitful discussions and exchange helped confirm the Project was evolving in the right direction and continued to successfully progress towards fulfilling its mandate.

This successful approach will only be possible with the continuous support of all the stakeholders, most notably that from the Government and Industry Focal Points.

Some of the main outcomes from the Conference include:

1. The updated Country Profiles that will be made available on the GI WACAF website: www.giwacaf.org;
2. The national action plans were updated, providing lists of priority actions per country, with an indication of dates, nature of the activity, and organisations responsible;
3. The update of the matrixes of preparedness which will reflect the objectives and priorities for the 2020-2021 biennium, and will also enable to assess the progress achieved in the region since 2006.

This positive feedback is also reflected in the evaluation questionnaires. 98% of the delegates considered that the objectives of the Conference were achieved and 96% said they were likely to use the information in the future.

Annex 1 Programme

8th GI WACAF Regional Conference
28th – 31st October 2019, Cape Town, South Africa



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8th GI WACAF Regional Conference

Governments and industries working together to enhance oil spill preparedness, response and cooperation

Cape Town, South Africa
28th – 31st October 2019

Global Initiative for Western, Central and Southern Africa

Organised by:

Department of Transport



transport

Department of Transport
REPUBLIC OF SOUTH AFRICA



The Global Initiative for West, Central and Southern Africa

Launched in 2006, the Global Initiative for West, Central and Southern Africa (GI WACAF) Project is a collaboration between the International Maritime Organization (IMO) and IPIECA, the global oil and gas industry association for environmental and social issues, to enhance the capacity of partner countries to prepare for and respond to marine oil spills.

The mission is to strengthen the national system for preparedness and response in case of an oil spill in 22 West, Central and Southern African Countries in accordance with the provisions set out in the International Convention on Oil Pollution Preparedness, Response and Cooperation, 1990 (OPRC 90).

To achieve its mission, the GI WACAF Project organizes and delivers workshops, seminars and exercises, that aim to communicate good practice in all aspect of spill preparedness and response, drawing on expertise and experience from within governments, industry and other organizations working in this specialized field. To prepare and implement these activities, the Project relies on the Project's network of dedicated government and industry focal points. Promoting cooperation amongst all relevant government agencies, oil industry business units and stakeholders both nationally, regionally and internationally is a major objective of the Project during these activities.

GI WACAF operates and delivers activities with contributions from both the IMO and seven oil company members of IPIECA, namely BP, Chevron, ExxonMobil, Eni, Shell, Total and Woodside.



More information is available [on the Project's website.](#)

Date and venue

The GI WACAF Regional Conference will take place from 28 to 31 October in Cape Town, South Africa. The venue of the Conference is the Vineyard Hotel.



Address: 54 Colington Road, Newlands, 7700, Cape Town, South Africa

Contact: email: hotel@vineyard.co.za / tel: +27 (0)21 657 45 00

Map



Objectives

The main objectives of this Conference will be to:

- Address the challenges of oil spill preparedness and response within the region;
- Review the progress achieved since the last regional conference;
- Facilitate information sharing and lessons learned;
- Highlight the benefits of the GI WACAF Project; and
- Determine priority actions for the coming biennium 2020-2021 to enhance oil spill preparedness and response in the Region.

Contacts



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Metse Ralephenya, South Africa's Focal Point, Department of Transport

Tel: +27 12 309 3032 / Mobile: +27 82 805 9566

E-mail: ralephem@dot.gov.za

Day 1 – Monday 28 October 2019

09:00	Registration
10:00	Opening Ceremony <ul style="list-style-type: none">• Welcoming address – <i>Patricia Charlebois, Deputy Director, International Maritime Organization</i>• Keynote remarks – <i>Rupert Bravery, Industry Chair of the GI WACAF Project</i>• Opening speech – <i>Tsepiso Taoana-Mashiloane, Director: Maritime Industry Development and Economic Regulation, Department of Transport, South Africa</i>
11:15	Group picture and coffee break
11:45	The GI WACAF Project – <i>Julien Favier, GI WACAF Project Manager</i>
12:30	Lunch
14:00	2018 – 2019 Highlights <ul style="list-style-type: none">• A national perspective on cooperation in oil spill preparedness and response: Operation Phakisa – South Africa – <i>Ravi Naicker</i>• Lessons learned during the transboundary oil spill exercise between Angola and Namibia in August 2019 – Angola – <i>Manuel Xavier</i>
15:00	Regional developments – <i>Jacques Abe, Abidjan Convention</i>
15:30	Coffee break
16:00	2018 – 2019 Highlights <ul style="list-style-type: none">• Outcome of the sub-regional workshop on shoreline response and national developments – Namibia - <i>Pinehas Auene</i>• Outcome of the sub-regional workshop on the domestication of IMO conventions – March 2019 – Côte d’Ivoire – <i>Etche Amani</i>
17:00	Conclusion of day 1 – Introduction to day 2
18:00	Reception

Day 2 – Tuesday 29 October 2019

9:00	Technical Session	
	<ul style="list-style-type: none"> • Management of oily waste: a case study – <i>Rupert Bravery, ExxonMobil</i> • Legislation – <i>Colleen O’Hagan, International Maritime Organization</i> • Organisation of response– <i>Franck Laruelle, ITOPF</i> • Sensitivity mapping – <i>Anatole Cramer, Total</i> 	
10:30	Coffee break	
11:00	Introduction	
11:15	Working Group A (French) Legislation <i>Ndye Anna Sow, Senegal / Clément Chazot, IMO</i>	Working Group B (English) Legislation <i>South Africa / Colleen O’Hagan, IMO</i>
12:15	Lunch	
13:15	Working Group A Shoreline response and waste management <i>Ange-Simplice Boukinda, Gabon / Natalie Monvoisin, Cedre</i>	Working Group B Shoreline response and waste management <i>Pinehas Auene, Namibia /Franck Laruelle, ITOPF</i>
14:15	Transboundary cooperation <i>Moctar Tolba, Mauritania / Clément Chazot, IMO</i>	Transboundary cooperation <i>Xolela Wellem, BCC / Colleen O’Hagan, IMO</i>
15:15	Coffee break	
15:45	Reports from Working Groups 15 minutes per Group	
16:15	Latest Developments	
	<ul style="list-style-type: none"> • IMO: support and tool – <i>Clément Chazot, IMO</i> • IPIECA and the GI WACAF – <i>Andy Nicoll, IPIECA</i> • Oiled wildlife, a case study – <i>Christian Triay, SANCCOB</i> 	
17:30	End of day 2 and introduction to day 3	

Day 3 – Wednesday 30 October 2019

09:00	Introduction	
9:15	Working Group A (French) Online support tools for preparedness and response <i>GI WACAF Secretariat</i>	Working Group B (English) Online support tools for preparedness and response <i>GI WACAF Secretariat</i>
10:15	Coffee break	
10:45	Working Group A Assessing capacity (RETOS) <i>Anne Réglain, ODC</i>	Working Group B Assessing capacity (RETOS) <i>Peter Taylor, OSPRI</i>
12:00	Lunch	
13:00	Field visits <i>Field visit of SANCCOB Seabird Rehabilitation Centre</i> <i>Or</i> <i>Oil spill response demonstration focused on shoreline protection and clean-up by the South African authorities</i>	
18:00	Return to the hotel	

Day 4 – Thursday 31 October 2019

9:00

National reports (Government)

Country profiles

Industry Representatives welcome

10:30

Coffee break

11:00

National reports (continued)

National Action Plans

Future topics

Industry Representatives welcome

12:00

Lunch

14:00

**Recommendations 2020-2021 biennium and next steps for the
GI WACAF Project**

Julien FAVIER, GI WACAF Project Manager

14:30

Closing Ceremony

- Closing address – *Brian Sullivan, Executive Director, IPIECA*
- Closing remarks – *Patricia Charlebois, Deputy Director, International Maritime Organization*
- Closing speech – *Ravi Naicker, Senior Manager : Navigation, Security & Environment, South African Maritime Safety Authority (SAMSA), South Africa*

15:30

End of Conference

Annex 2 List of participants

Attendance register: international delegates



ATTENDANCE REGISTER: REGIONAL DELEGATES (68 participants)

**8TH Regional conference for global initiative for west, central and southern Africa (GI WACAF project)
Cape Town, the Vineyard hotel**

NAME	SURNAME	COUNTRY /ORGANISATION
Manuel Augusto	XAVIER JUNIOR	Angola
Olivio	JACINTO	Angola
Claudio	GRAVID	Angola BP
Germain	AHISSOU	Benin
Désiré	KOUTON	Benin
Joao Rosario	LOPES	Cabo Verde
Medard	NGOBO	Congo
Christian	NKOU	Congo
Mireille	AMANI	Cote d'Ivoire
Jean-Marie	BOPE LAPWONG	DRC
Jeanne	TUNDA KASONGO	DRC
Jean Pierre	NGAMPUTU	DRC - DMVN
Simon Osa	ADUGU	Equatorial Guinea
Dr Ange Simplicie	BOUKINDA	Gabon
Emeline	MANDZELA	Gabon
Josiane	TESSE	Gabon
Sanna	DAHABA	Gambia
Kojo Agbenor-	EFUNAM	Ghana
Catherine	OPPONG-ADJEI	Ghana

NAME	SURNAME	COUNTRY /ORGANISATION
Lawrence	KOTOE	Ghana
Moudjitaba	SOW	Guinea
Ibrahima	CAMARA	Guinea
Octávio	CABRAL	Guinea Bissau
Rui Antonio	DA SILVA	Guinea Bissau
Purity	THIRIMU	Kenya
Daniel	TARR	Liberia
Cllr Charles A.	GONO JR.	Liberia
Mohamed Salem	HAMZA	Mauritania
Moctar	TOLBA	Mauritania
Mr Pinehas N.	AUENE	Namibia
Usman	SIRAJ	Nigeria
Oladipo	OBANEWA	Nigeria
Chiedozie	OKOLO	Nigeria Chevron
Abatam	NWOSU	Nigeria Shell
Chris	ONWUNDINJO	Nigeria Shell
Usman	ANIBASA	Nigeria Shell
Manuel	ROSARIO	Sao Tome and Principe
Horacio Neto do Espirito	SANTO	Sao Tome and Principe
Guilherme Alves	MOTA	Sao Tome and Principe
Hilario Quaresema	VAZ BANDEIRA	Sao Tome and Principe
Capitaine de vaisseau Oumar	WADE	Senegal
Ken	SONDAI	Sierra Leone
Cremalda	VINCENT	Sierra Leone
Abdel-Ganiou	SOULEMANE	Togo
Santa	N'HOBOUTOUN	Togo
Sedjro	EDEM	Togo, Lome Port

NAME	SURNAME	COUNTRY /ORGANISATION
Jacques	ABE	Abidjan Convention
Ross	ZACCARINI	BP
Natalie	MONVOISIN	Cedre
Rupert	BRAVERY	Exxon Mobil
Tamia	AUGUSTO	Exxon Mobil
Emilie	CANOVA	GI WACAF
Julien	FAVIER	GI WACAF
Clément	CHAZOT	IMO
Colleen	O'HAGAN	IMO
Patricia	CHARLEBOIS	IMO
Andy	NICOLL	IPIECA
Franck	LARUELLE	ITOPF
Joel	CONWELL	Noble Energy
Anne	RÉGLAIN	ODC
Peter	TAYLOR	OSPRI
Medard	NSIMBA	SETP SA
Andy	KEANE	Shell
Tania	BATALHA	Total
Anatole	CRAMER	Total
Sara	CHITAMBO	Videographer
Nawaal	DEANE	videographer

Attendance register: South African delegates

ATTENDANCE REGISTER: SOUTH AFRICAN DELEGATES (40 participants)

8TH REGIONAL CONFERENCE FOR GLOBAL INITIATIVE FOR WEST, CENTRAL AND SOUTHERN AFRICA (GI WACAF PROJECT), CAPE TOWN, THE VINEYARD HOTEL

NAME	SURNAME	COUNTRY /ORGANISATION
Werner	Kwak	SAN: SA Navy
Fatima	Shaik	SAPIA
Eileen	Douse	PetroSA
Dian	Naicker	PetroSA
Vernon	Keller	SAMSA
Gustav	Louw	SAMSA
Hopewell Gqwetha	Mkhize	SAMSA
Ravi	Naicker	SAMSA
Mike	Viljoen	SAMSA
Feroza	Albertus	DEFF
Lona	Nondaka	DEFF
Teboho	Ntje	DEFF
Ulric	Van Bloemestein	DEFF
Ntsiki	Mbono	DEFF
Kutala	Zwabu	DEFF
Lloyd	Merriman	Smit Salvage
Richard	Robertson	Smit Salvage
Tsepiso	Taoana-Mashiloane	DoT
Amina	Sulaiman	WC Government
Kagisho	Shabangu	DoT
Sicelo	Fayo	SAMSA
Dave	Murray	AMSOL
N. Heynderidex	Nathalie	Interpreter
Luca	Cassina	ENI
Nicole	Lom	ENI

NAME	SURNAME	COUNTRY /ORGANISATION
Xolela	Wellem	BCC
Pinehas	Aeune	MNT
Christian	Triay	SANCCOB
Karabo	Maela	DoT
shoeshoe	Moshoeshoe	DoT
Tears	Sethole	DoT
Charity	Nkosi	DoT
Wendy	Malope	DoT
Nozipho	Nhlapo	DoT
Terrence	Mabuela	DoT
Seremi	Maleka	DoT
Marius	Pieterse	AMSOL
Crispen	Camp	SAMSA
Deene	Collopy	OSRL
Terry	Spleeth	AMSOL

Annex 3 List of speakers and facilitators



Mohamed Elmoctar TOLBA

Director of the Merchant Navy (DMM) and the National Focal Point for IMO programmes



Mohamed Elmoctar TOLBA is a former student of the Merchant Navy School of Sousse (Tunisia), specialising in "navigation technology" and obtained in 2011a Master 2 in International Affairs and Economic Engineering (option: Port and Maritime Management). He is a specialist in maritime affairs, particularly maritime planning, security and maritime safety. In 2017, he was in charge of the Coordination of the Operational Unit for Maritime Safety attached to the Minister of Fisheries and Maritime Economy of Mauritania, whose tasks include preparing the file on the audit of Mauritania as part of the International Maritime Organization's (IMO) maritime administrations audit programme.

Before joining the merchant navy in 2016, he was a Consultant in several private firms in charge of maritime expertise for Mauritanian ports. He is currently Director of the Merchant Navy (DMM) and the National Focal Point for IMO programmes. Mohamed Elmoctar TOLBA speaks Arabic and French.



Anne Réglain

Consultant
ODC

Ms Réglain is an environmental engineer specializing in the field of marine casualty and pollution response. She has a strong international background and has responded to a variety of ship-source spills and vessel groundings in Europe, South America and Asia. She has demonstrated strength in coordinating and managing large organizations, monitoring the costs and the progress of operations as well as investigating impacts to the environment and economic resources following an incident. She has a deep understanding and knowledge of international conventions and protocols relevant to ship source pollution and is well versed in liability and compensation matters. Having worked to strengthen capabilities and cooperation within governments as a secondee to IMO's Regional Centre in Curacao (REMPEITC), she is particularly familiar with providing assistance to governments. Anne is also a praised speaker and trainer to high-level seminars and workshops. Prior to being an independent consultant, she worked for four years at ITOFP as a Technical Adviser.



Metse Ralephenya

Acting Chief Director: Maritime Safety, Security and Environment Protection
National Department of Transport – Republic of South Africa



transport

Department:
Transport
REPUBLIC OF SOUTH AFRICA

Mr Metse Ralephenya is currently the Acting head of Maritime Safety, Security and Environment Protection at the National Department of Transport in South Africa. His responsibilities include monitoring compliance with National legal instruments relating to Oil Spills. In addition to environment protection, Mr Ralephenya oversees the implementation of Maritime Safety and Security legal provisions by agents of the State. He ensures that state agencies responsible for Oil Spill Response are properly capacitated in terms of personnel, equipment and budget. Mr Ralephenya has a BA degree majoring in Law. He completed his Post Graduate studies in Public Policy and Development Administration at the University of the Witwatersrand. Currently he is in the process of completing his Masters in Maritime Studies at the University of Kwazulu Natal.



Rupert Bravery

Emergency Preparedness and Response Advisor, ExxonMobil and Industry

Chairman of the GI WACAF Project



Rupert Bravery is currently Emergency Preparedness and Response Advisor for ExxonMobil covering Europe, Africa and Middle East. Responsibilities cover all Petroleum and Chemicals businesses as well as Corporate functions. In addition to oil spill response, he also has experience in crisis handling in natural disasters, civil unrest and cyber and other security issues using IMS and Crisis Management processes. Rupert undertakes training in both tactical and strategic crisis response including organising and evaluating major emergency response exercises. He has been with ExxonMobil since 1981.

He is the Chair of two Global Initiative organisations, GI WACAF and OSPRI, which covers the Black Sea, Caspian and Central Eurasia. He sits on the Committee of IPIECA's Oil Spill Working Group.

Rupert has a BA with Honours in Economics and is a Fellow of the University of Sussex. He is also professionally qualified in Road Haulage operations.

Outside of the industry, Rupert is Chairman and Trustee of a UK Charity, the Johnson Beharry VC Foundation, whose aim is to get youths out of street gangs into sustainable long-term employment.



Ndeye Anna Sow

Director of Maritime Operations

Agence nationale des affaires maritimes (ANAM)



After having graduated from Cheikh Anta Diop University in Dakar, with a Master's degree in Public Law in 2001, Ms. SOW began her specialization in Maritime Affairs with a Master's degree in Maritime Activity Management from the Corporae management institute of Perpignan, France (*Institut d'Administration des Entreprises*) in 2003. She also holds a Master's degree in Public Maritime Law, obtained in 2004 from the same university and a Master's degree in Maritime Law and Policy obtained in 2011 from the World Maritime University of Malmö, Sweden.

Since 2005, Ms. Sow has worked at the National Maritime Affairs Agency (*Agence nationale des affaires maritimes*) of Senegal, where she has successively held the positions of Deputy Director of Maritime Transport, Head of the Studies, Planning and Strategy Department and Deputy Head of the Legal Affairs and Cooperation Department.

Director of Maritime Operations, her main missions remain the navigation and marine pollution police.

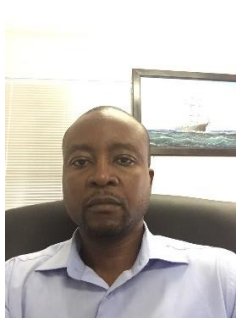


Franck Laruelle

Technical Team Manager
International Tanker Owners Pollution
Federation (ITOPF)



Dr. Franck Laruelle holds a PhD in marine biology from Brest University in France and previously worked with the environment and response / emergency response services of the French oil spill research organization CEDRE for 6 years. During that time, he has acted as a technical adviser on behalf of the French government on a number of spills, including ERIKA (1999) and PRESTIGE (2002). Franck joined ITOPF in 2006 and has since acted as a technical adviser on maritime incidents worldwide. Franck has attended a number of incidents involving tankers, including the main IOPC Fund cases of these last 15 years such as SOLAR 1 in the Philippines (2006), HEBEI SPIRIT in South Korea (2007) and AGIA ZONI II in Greece (2017) as well as incidents involving bunker spills from other types of ships. Franck was promoted to Technical Team Manager in January 2010.



Pinehas Auene

Deputy Director – Marine Pollution Control & SAR
Ministry of Works and Transport
Namibia



Mr. Auene's maritime career spans 23 years in the ship management and regulatory spheres. In his current position as head of Marine Pollution Control and SAR in the Ministry of Works and Transport, his main outcomes are minimizing the risk of marine pollution in Namibian waters and maximizing the number of persons saved from maritime and aviation incidents at sea. He serves on several high-level committees in Namibia and the region.

As regards professional membership, he is a member of the Nautical Institute (NI) and the Institute of Chartered Shipbrokers (ICS). Mr. Auene holds a Master's degree in Maritime Affairs from the World Maritime University (Sweden) as well as other qualifications in ship management, shipping and international trade.

Patricia Charlebois

Senior Deputy Director
Marine Environment Division,
International Maritime Organization (IMO)





Patricia Charlebois has been with the International Maritime Organization (IMO) for more than 15 years and is currently Deputy Director within the Marine Environment Division. In this role, she has oversight of technical cooperation implementation related to IMO's environmental conventions, as well as all matters related to preparedness and response to marine pollution incidents from both oil and chemicals. In addition, she is the UN Women's focal point for IMO. Prior to her time at IMO, Patricia spent five years as Technical Officer with the United Nations Environment Programme, deployed to the United National Office for the Coordination of Humanitarian affairs in Geneva, Switzerland, where she was responsible for mobilizing assistance and participating in international response missions to major environmental emergencies and natural disasters around the world. She has also has considerable national-level experience, having occupied emergency management positions within the Government of Canada with both the Department of Transport and the Department of Environment. She holds a BSc in Chemistry from the University of Ottawa, Canada, and an MSc in Environmental Management and Business from Royal Roads University in Victoria, BC, Canada. She is currently the UN Women's focal point for IMO.



Ange-Simplice Boukinda

Director of Environment and Nature Protection
Ministry of Water and Forests, Sea and
Environment of Gabon



Dr. Ange Simplicite BOUKINDA is the Director of Environment and Nature Protection. In its administrative tasks, he is responsible for: coordinating and monitoring the activities of the various units; executing plans and programmes according to a fixed timetable; carrying out all studies relating to the projects to be implemented; centralising all the data required to define resources and evaluate results; and applying the laws in force relating to the environment and nature protection.

As the focal point for GI WACAF and the Abidjan Convention, his role is to apply, in partnership with public administrations and the oil industry, the regulations governing accidental oil spills at sea. Researcher in the History of International Relations at the University of Paris 1 Panthéon Sorbonne and at the Humanities Research Institute of Libreville (Institut de Recherche en Sciences Humaines de Libreville), and specialist in International Organizations and diplomacy, he also teaches at the Omar Bongo University in Libreville.

Colleen O'Hagan

OPRC/HNS Officer
Marine Environment Division
International Maritime Organization (IMO)





Colleen O'Hagan is the Technical Officer responsible for facilitating and guiding the implementation of the OPRC Convention and the OPRC-HNS Protocol and for all practical matters related to preparedness and response to marine pollution incidents, at the International Maritime Organization (IMO). She is also responsible for the implementation of IMO's Technical Co-operation activities related to pollution preparedness and response, in addition to coordinating IMO's partnership with the oil and gas industry, known as the Global Initiative program, which acts to promote cooperation between government and industry in order to enhance oil spill preparedness and response capacity for marine spills in a growing number of regions worldwide.

She holds a BSc in Geophysics and an MSc in Remote Sensing technologies. Prior to commencing her role at IMO, she gained ten years of experience in pollution response and emergency management with ITOPF. As senior technical adviser with ITOPF her main responsibility was to attend on site at oil and HNS spills, where her role was to provide technical advice on clean-up strategies to minimise environmental and economic impacts, to promote effective spill response measures and to facilitate payment of compensation for clean-up and damages. During this time, she responded to numerous marine incidents, including SOLAR 1 (Philippines), HEBEI SPIRIT (South Korea), MSC CHITRA (India), SHEN NENG 1 (Australia) and RENA (New Zealand) amongst others.



Clément Chazot

Technical Officer
Marine Environment Division
International Maritime Organization (IMO)



Clément is a Technical Officer within the Subdivision for Implementation of the Marine Environment Division (MED) at the International Maritime Organization (IMO). His duties include assisting the OPRC-HNS Technical Officer, Ms Colleen O'Hagan, with tasks related to the implementation of the OPRC Convention and the OPRC-HNS Protocol, as well as provide *ad-hoc* support to the work of other Sub-Divisions within MED. Clément is also involved in the implementation of IMO's Technical Cooperation activities. Prior to joining IMO, Clément was the GI WACAF Project Manager from 2016 to 2018.

Clément holds a Master's degree from ISARA-Lyon, an engineering school in agricultural, food and environmental science.



Manuel Xavier

National Director of Safety, Quality, Emergencies
and Environment
Ministry of Mineral Resources and Petroleum,
Angola



Manuel Xavier is currently the National Director for Safety, Emergencies and Environment of the Ministry of Mineral Resources and Environment of Angola. He was graduated in Geology by Agostinho Neto University in Luanda (1991) and a Master's degree in Energy and Environment by the Superior Technical Institute *Enrico Mattei* in Italy (1996/97).

Before this position, he was the Head of the environmental Department of the former Ministry of Petroleum and attended several training programmes on HSE in oil & gas in Norway (PETRAD), Sweden (ISO 14000), Brazil (OSCP), Portugal (Safety in Refineries and Petrol Stations) and Dubai (Risk Management).

He has more than 25 years of experience in the oil sector in Angola.



Natalie Monvoisin

Studies and Training Department Manager,
Emergency Response Team Duty Engineer -
Cedre



As an industrial environmental engineer by training, Natalie Monvoisin took part in studies in the field of water and soil management and pollution before joining Cedre in 2002. Joining Cedre's response team in 2003, she was heavily involved in on-land response to the oil spill caused by the tanker Prestige and assisted technical advisor to the authorities and municipalities.

After 9 months working abroad, in Hungary, as part of a European project named PHARE, aimed at conducting a feasibility study and drafting a development plan for a national spill response training centre, she joined the Contingency Planning Department in 2005 and then the Studies and Training department, she was appointed Head of in 2016. In this role, she is in charge of Cedre's engineering projects (training, contingency planning, audits), designs, organises and conducts various training courses and develops contingency plans for French or foreign administrations, oil industry, national or international private shipping or oil companies worldwide.

She has gained hands-on experience in crisis management and response techniques through her involvement in response operations in the wake of oil spills in inland and marine waters in France (i.e and abroad (Africa)). She has also been a member of Cedre's Emergency Response Team between 2009-2018, as a Duty Engineer.



Jacques Abe

Consultant for the COBIA/MAVA
Project on Emergency Plans in the
event of accidental oil spills at sea
Abidjan Convention



Jacques Abe is a Doctor in Oceanology and Director of Research in this field. He has a total career of 34 years in the service of Scientific Research. After 20 years in this field, he was seconded to UNIDO in 2005 in Accra, Ghana. He led the Environmental component of the Guinea Current Large Marine Ecosystem Project (GCLME). Upon his return to Côte d'Ivoire in 2013, he devoted himself to supervising Master's and PhD students at Felix Houphouët Boigny University on marine and coastal environmental management.

In particular, he was in charge of preparing the synthesis document on land-based sources of pollution (LBSA) for UNEP/Abidjan Convention and carrying out a consultation on behalf of USAID/WABiCC on the integrated management of the Fresco coastal zone in Côte d'Ivoire. Since August 2019, he has been in charge of leading strategy 3 of the COBIA/MAVA Project on Emergency Plans in the event of accidental oil spills at sea, on behalf of the Abidjan Convention.

Dr. Abe is author and co-author of numerous books, scientific publications and other popular documents.



Anatole Cramer

Oil spill preparedness and response
advisor
Total SA



He graduated from a master's degree in geography (Université Paris Sorbonne) and a master's degree in natural risk management (Université Paul Valéry), Anatole started his early career working for Total as an environmental engineer in Indonesia. He developed a thorough knowledge and understanding of the environmental challenges associated with the extractive industry, which he reinforced during a two-year experience as a project environmental engineer working as a project environmental engineer for the Shtokman gas project in the Russian Federation. He rejoined Total in 2010 and since then worked on environmental topics first and was then promoted to the role of Oil Spill Preparedness and Response Advisor. During that time, he worked a lot in Africa, particularly in Uganda, Nigeria and in South Africa. He is now sitting as a member of the GI WACAF Steering Committee, representing Total.



Mireille Amani

Research officer
Ivoirian Centre for Pollution Response (CIAPOL)



Mireille is from Côte d'Ivoire, she is a teacher-researcher at the Unité de Formation et de Recherche des Sciences de la Terre et des Ressources Minières (UFR STRM) in Félix Houphouët-Boigny University in Côte d'Ivoire, where she delivers courses in paleontology, geography and marine pollution.

She is also a research officer at the Ivoirian Centre for Pollution Response (CIAPOL), working for the subdivision that fights pollution at sea and in the numerous lagoons of Côte d'Ivoire. The CIAPOL is a specialized agency of the Ministry for Environment and Sustainable Development of Côte d'Ivoire. She received an in-depth training on pollution preparedness and response at CEDRE, in France, which provided her with the necessary skills to work on the NOSCP of Côte d'Ivoire (POLLUMAR plan).

She also participated the development of the sensitivity maps of the Ivorian coastline and since 2017 is taking an active part in the set up and delivery of national oil spill exercises.



Peter Taylor

Manager - OSPRI, Oil Spill Preparedness
Regional Initiative (Caspian Sea - Black Sea -
Central Eurasia)



Peter Taylor graduated from University with a degree in biological sciences. He spent six years in environmental consultancy prior to specializing in oil spill preparedness and response activities for the last 20 years. He has been involved in over 400 oil spill related projects in 40+ countries. These projects have included oil spill contingency planning, training and the development of exercises, alongside providing guidance during the response to major oil spills. Mr. Taylor has been supporting IPIECA's inputs to the Global Initiative since 1998, helping promote effective contingency planning around the world. He has managed their Oil Spill Preparedness Regional Initiative (Caspian Sea – Black Sea – Central Eurasia), known as OSPRI, since its inception in 2003 to the present.



Xolela Wellem
Compliance Manager
Benguela Current Commission



Xolela Wellem, a South African national joined the Benguela Current Convention (BCC) in January 2018 as a Compliance Manager. Xolela has coordinated and facilitated, *inter alia*, regional initiatives towards prevention, abatement, mitigation and preparedness for oil spills, as well as Ballast Water Management.

Prior to joining the BCC, Xolela worked for the government of South Africa for a period of 8 years, as a Control Fisheries Officer and later a Control Environmental Officer in the Ministries of Fisheries and Environment respectively. During this time, he ensured protection and promotion of sustainable use of marine resources, prevention of pollution and environmental degradation at sea.

Academically, Xolela, holds a Master's Degree of Science in International Fisheries Management from the University of Tromsø, Norway and an Honors' Degree in Biological Sciences from the University of Fort Hare, South Africa.



Christian Triay
Preparedness & Response Manager
Southern African Foundation for the Conservation of
Coastal Birds (SANCCOB)



Christian is from the Gibraltar where he developed a strong passion for the ocean and the ecosystems that it supports. After growing up in Spain, Christian completed his Bachelor of Laws LL.B (Hons) at the University of Southampton in the United Kingdom before completing his Masters in Maritime Law LL.M at the University of Cape Town in South Africa. Christian subsequently went on to work at the international law firm Clyde & Co at their London and Johannesburg offices specializing in both maritime and insurance law before deciding to use his legal skills at SANCCOB as their Preparedness and Response Manager.



Tsepiso Taoana-Mashiloane
Director responsible for Maritime
Industry Development and Economic
Regulation



Ms Tsepiso Taoana-Mashiloane is a graduate of the World Maritime University (WMU) class of 2014. She holds a Master of Science – Maritime Affairs and area of specialization is Maritime Safety and Environmental Administration (MSEA), has a Msc in Botany from the University of the Free State and holds several capacity building certificates to enhance her managerial skills because knowledge is power.

Ms Taoana-Mashiloane started her career as an Environmental Consultant in 2000, a seasoned Government Administrator, Strategic Planner, Oversight (Monitoring and Evaluation) and Coordinator who first joined Government as an Administrator in 2002 and moved up the ranks in various Government roles and joined the maritime sector in 2013. She is now a professional maritime administrator in South Africa with just over six (6) years in the maritime industry.

She is currently working at the Department of Transport, South Africa as the Director responsible for Maritime Industry Development and Economic Regulation, a Project Manager for the 2020 World Maritime Day Parallel Event – and on that note takes advantage to extend an invite to all delegates herein to grace our shores as the host country in 2020.



Andy Nicoll

Oil Spill Preparedness and Response Group
Manager
IPIECA



Andy Nicoll is the Oil Spill Preparedness and Response Group Manager for IPIECA. He is currently seconded from Oil Spill Response Limited (OSRL) where he has performed a variety of operational, technical and managerial roles since first joining the company in 1989.

Originally trained as a deck officer in the UK merchant navy, his career in oil pollution preparedness and response has spanned 30 years, including managing a Tier 1 pollution response base for BP and a Counter Pollution and Salvage Officer for the UK Maritime and Coastguard Agency. During two periods with OSRL he has most recently performed as Industry Outreach Manager prior to his current assignment.

He has tactical and managerial experience gained from response to over 30 spills worldwide and in 2010 performed as Technical Advisor to the SCAT Program Manager during the Macondo (Deepwater Horizon) incident in the Gulf of Mexico.



Captain Ravi Naicker

Senior Manager : Navigation, Security & Environment
South African Maritime Safety Authority (SAMSA)



Captain Naicker is a qualified mariner with thirty-one years sea and shore experience in the maritime industry.

Twenty-two of these years were with Port Authority with the highlight being appointed as Harbourmaster of three of SA ports over a ten-year period.

He currently has nine years' experience with SAMSA as a senior manager and participates in many national and international forums for matters relating to safety of navigation, maritime security and environment protection.



Brian Sullivan

Executive Director
IPIECA



Brian joined IPIECA as the Executive Director in 2011 following a 23-year career in BP. He graduated in Metallurgy and Materials Science from Imperial College, London, UK and was recruited into BP's Refining and Marketing international graduate programme in 1986.

Over the course of 23 years, his career included assignments in London, Copenhagen, Budapest, Athens and Johannesburg, and business experience in over 60 countries. During his time with BP he has had a varied career of technical, commercial, financial and leadership roles across the downstream value chain including crude and products trading, marine fuels, lubricants and alternative energy.



Emilie Canova

GI WACAF Project Coordinator



Since October 2018, Emilie Canova is the GI WACAF Project coordinator. She is based at the International Maritime Organization (IMO) and her main task is to facilitate coordination between the different actors involved in the Project. In support of the Project Manager, her responsibilities also include, among others, the preparation and participation in the activities of the biennial action plan, liaison with the government focal points of the project as well as the management of the IM WACAF communication (website, reports, brochures).

Before, she worked one year at the French Ministry of Foreign Affairs where she was first desk officer in charge of European Union's external relations with the Eastern Partnership and then in charge of Nordic countries and the Arctic. As such she was focusing on the regional cooperation on environmental and hydrocarbons related subjects. She contributed, among other, to the drafting of the French Arctic Road Map and to COP 21.

Emilie graduated from the Ecole Normale Supérieure (ENS) in Geography and completed a 6-month research visit to Oxford University. She holds a Master's degree in Geopolitics and a master's degree in Public Affairs from Paris Panthéon Sorbonne University. She is also the head of the Nordic and Arctic research programme of the Groupe d'études géopolitiques (GEG) based at the ENS Paris.



Julien Favier

GI WACAF Project Manager



Julien Favier is the GI WACAF project manager since November 2018. He is responsible of the definition and implementation of the GI WACAF action plan, and ensures the Project reaches its strategic objectives. He carries out and oversees the delivery of technical cooperation activities implemented under the framework of relevant IMO Conventions. He also contributes to increasing the visibility of the project and seeks to strengthen the links with stakeholders in region. He liaises and reports directly to the Steering Committee of the GI WACAF. Julien is supported by Emilie Canova, GI WACAF Project Coordinator.

Previously, Julien worked for two years as project coordinator for the GI WACAF. He was based in the International Maritime Organization and was primarily responsible for implementing the activities outlined in the GI WACAF action plan and managing the communication aspects of the GI WACAF Project. During his time as project coordinator, he took part in the set-up and in the implementation of 11 in-region activities.

Before that, he has been involved in analysis and project management in various organizations such as the investment bank Mirova (Natixis AM) or the City of Lyon. He gained a good knowledge of the Southern African region by spending a year in Botswana at the French Embassy and at the Gaborone Declaration for Sustainability in Africa, working on environmental and energy issues.

He holds a master's in International Affairs from Sciences Po Lyon and a master's in governance of environmental risks at the Ecole Centrale de Lyon.

Annex 4 Press release

Cape Town to host the eighth Regional Conference of the Global Initiative for West, Central and Southern Africa (GI WACAF) 28-31 October



Oil spill response in Africa: GI WACAF project, 13 years of success

From 28 to 31 October, Cape Town (South Africa) will host the eighth Regional Conference of the Global Initiative for West, Central and Southern Africa ([GI WACAF](#)).

The main objectives of the conference are to address the challenges of oil spill preparedness and response in the region, to review the progress achieved since the last Regional Conference, and to highlight the benefits of the GI WACAF Project. The event will also be used to agree on a two-year action plan (2020-2021) to strengthen oil spill preparedness and response in the region.

The Conference is organized by the International Maritime Organization (IMO) and [IPIECA](#), the global oil and gas industry association for advancing environmental and social performance, in close collaboration with the Government of the Republic of South Africa, particularly the Department of Transport and its agency, the South African Maritime Safety Agency (SAMSA).

In view of the risks that these pollution events represent for the marine environment, it is paramount to foster cooperation between the countries of the region so that they can respond to oil spills in an effective manner. Cooperation with the local oil industry, a key aspect of the project, is also strongly encouraged.

The success of the Project relies heavily on the involvement of the countries themselves. Thus, as part of the Regional Conference, participants will be invited to discuss progress made and activities carried out since the launch of the Project, on the one hand, and share their experiences and good practices with their regional counterparts, on the other hand. Countries will also need to highlight their priorities to build the GI WACAF work program for the next two years. A panel of international experts will be present to facilitate the technical discussions.

In addition, it is essential to draw lessons through, amongst others, exercises in order to strengthen the States' preparedness and response capacities. In this regard, South Africa, as a precursor country, is organizing its 3rd Joint Industry-Government national exercise next week (6-7 November 2019). The GI WACAF Project was able to demonstrate its adaptability to accommodate the government's request by delivering a 2-day course on Incident Management System (IMS) 300 and to facilitate the exercise (4-5 November). For 13 years, the Project has been supporting its partner countries by continually strengthening its portfolio of skills to support their development.

The conference will bring together key government and industry representatives from the 22[1] African partner countries of the GI WACAF project.

[1] Angola, Benin, Cameroon, Cabo Verde, Congo, Côte d'Ivoire, Gabon, Gambia, Ghana, Guinea, Guinea-Bissau, Equatorial Guinea, Liberia, Mauritania, Namibia, Nigeria, Democratic Republic of the Congo, South Africa, Sao Tome and Principe, Senegal, Sierra Leone and Togo.

Annex 5 Welcoming address from the IMO representative, Mrs. Patricia Charlebois

**8th GI WACAF Regional Conference
28 October, Cape Town, South Africa**

IMO Opening address

Patricia Charlebois

Deputy Director, Marine Environment Division

International Maritime Organization

Honourable Minister(s), Excellencies, distinguished representatives of the Governments of the West and Central and South African littoral States, colleagues, mesdames et messieurs --
Bonjour!

It is a privilege and an honour for me to welcome you here today on behalf the International Maritime Organization (IMO) to this 8th Biennial GI WACAF Regional Conference. I share with you our Secretary-General, Mr Kitack Lim's, warm regards and best wishes for a productive and successful outcome to the very important dialogue you will be engaging in over the coming days.

IMO's World Maritime theme for this 2019 is "Empowering Women in the Maritime Community". Several factors underlie this; not only the important objective of promoting gender equality for its own sake, but also the practical reality that shipping must draw on talent from every corner of the globe and every sector of the population to secure its own sustainability. To this end, I am pleased to note that there are a number of women present here today representing their nations, and we hope to see these numbers increase.

As we all know, the number of large oil spills has been on the decline for many years, from their peak in the 1970s to where we find ourselves today, with major ships spills occurring infrequently. Notwithstanding, maritime transportation patterns continue to shift with, with increased ship traffic in this region and the expansion of offshore exploration in many of the nations represented here today. As such, there is an ongoing need to ensure that your Administrations are ready and able to respond in the event of a spill.

Collectively, the OPRC Convention and its HNS Protocol, as well as the Funds Conventions covering liability and compensation, together with the Intervention Convention and Salvage Convention, provide a comprehensive regulatory framework under which countries can prevent, mitigate and receive compensation for losses due to marine spills. These measures can be thought of as a “safeguard”; they exist as a back up to the prevention and safety chain. They are there for those rare but inevitable occasions when things do go wrong.

Globally, IMO has a continuous programme of working with countries and other partners worldwide to improve overall capacity to deal with major incidents that may result in pollution damage. The GI WACAF is one of the flagship programmes within the broader work of IMO’s Integrated Technical Cooperation Programme (or ITCP as it is known) and under the umbrella of the Global Initiative launched in 1996 between the International Maritime Organization (IMO) and ipeca-the global oil and gas industry association for advancing environmental and social performance.

It is within this context that IMO, as a UN body, and ipeca, representing the oil industry, have for many decades worked together to support countries in improving their capacity for oil spill preparedness and response, not just relating to ships, but also offshore units, oil handling facilities and other potential sources, demonstrating, again, that strong cooperation by governments and industry can be an incredibly effective approach.

I cannot stress enough how important these efforts are, and how grateful we are to all those who, over many years, have collaborated with us to develop, deliver and also participate in our technical cooperation efforts in this crucial subject area.

Whilst much progress has been made over the life of the GI WACAF project, there is a need to remain focussed and committed in order to continue with the progress you have made individually as nations and collectively through sub-regional and regional approaches, noting that oil spills do not respect national borders and that transboundary incidents are one of the most complex to deal with, relying heavily on cooperation and clearly defined procedures, tried and tested before any spill occurs.

Next year marks the 10th anniversary of the Macondo spill that occurred in the Gulf of Mexico in 2010, providing an important reminder that major spills can occur anywhere at any time – and not only from ships. More recently, IMO was called up by the Government of Mauritania to provide technical assistance related to a spill from the fishing vessel *Ivan Golubets*, the details of which I am certain will be shared with you by our colleagues from Mauritania during the week, reminding us all that even small spills can stretch the capacities of a nation to respond in a timely effective manner, thus underscoring again the need for cooperative arrangements between nations.

The goal of our discussions will be to hear your views, experiences and progress over the past biennium and most importantly the challenges and the most pressing needs and priorities for the further development and expansion of existing capacity both at the national, sub-regional and regional levels. This will allow us to shape the programme to meet the identified needs, both in the next biennium and beyond.

As per our usual practice, we have brought together a multi-national team of technical experts with varying backgrounds, specialities and experience to support and assist us in our work. I believe we are quite fortunate to have such an array of talent and practical experience to draw on that will undoubtedly result in a productive and valuable dialogue and outcome.

I must also extend our sincere thanks and appreciation to the Government of South Africa -- and in particular SAMSA -- for graciously agreeing to host us here in Cape Town in such a beautiful setting, working diligently alongside our team in preparing for and ensuring the smooth running of this event.

We have many important topics on our agenda for the next several days, reviewing progress, sharing experiences, and setting the stage for the work of the project for the next biennium. As is always the case with our dynamic GIWACAF Focal points, I am confident that with your contribution, supported by our technical experts, and in the spirit of cooperation, we will be able to identify the priority areas for the project and ensure successful outcome to the Conference.

Ladies and gentlemen/Mesdames et Messieurs, let me thank you once again for your attendance. I have no doubt that this 8th Conference will be every bit as informative and productive as those that have gone before.

Annex 6 Keynote remarks from the Industry Chair, Mr. Rupert Bravery

GI WACAF Regional Conference 2019

Cape Town, South Africa

28 October 2019

Keynote remarks by

Rupert Bravery,

GI WACAF Industry Chair

- Mrs. Tsepiso Taoana-Mashiloane, Director responsible for Maritime Industry Development and Economic Regulation,
- Mrs. Patricia Charlebois, Senior Deputy Director, International Maritime Organization
- Distinguished Delegates,

Good morning

It is an absolute pleasure for me to deliver this opening address as the Industry Chair of GI WACAF at the occasion of this important conference, organised under the auspices of the GI WACAF Project. Those of you who attended the last two Regional Conferences, in Accra in 2015 and in Abidjan in 2017, will recall me making the opening address on those occasions too. So it is an immense honour to stand once again amongst all of you to take part in building plans for the next biennial.

I would like to start by offering my thanks to the Government of South Africa, in particular the Department of Transport for hosting this important international event. Distinguished Delegates.

As the late Maya Angelou observed: *“I have a great respect for the past. If you don’t know where you’ve come from, you don’t know where you are going”*. I believe this wise insight summarizes why we are all gathered here today for this 8th GI WACAF Regional Conference. Of course, we all know the origins of GI WACAF. The initiative was born of two parents, the International Maritime Organization and the oil industry (in the form of IPIECA), who had a shared desire to strengthen the level of preparedness for and response to oil spills in the 22 countries occupying the Atlantic coast of Africa. The Project is now 13 years old and since its inception it has implemented over 120 technical cooperation activities with a total participation of nearly 6000 delegates. All that effort has had a positive result and the status of oil spill preparedness and response in the region immeasurably improved in those 13 years.

After spending 4 years (and 1 month!) as a Chair of this project, I have come to realize that the success of GI WACAF is based on three deeply rooted pillars: **Collaboration, Continuity and Adaptation.**



So to take **Collaboration** first. Embedded in the spirit of the International Convention of Oil Pollution Preparedness, Response and Cooperation, collaboration manifests itself at a number of levels in the Project. It can be internationally, through the interactions between IMO and IPIECA, or it can be nationally, where government and industry in country share information and undertake common actions for mutual benefit. Indeed, I cannot stress enough the importance of the Government and Industry Focal Points of the Project, who drive the agenda and support the implementation of activities. This multi-level collaboration ensures the GI WACAF Project remains relevant by making available and supporting good practice within the region, whilst tailoring its approach to the needs and requirements of the participating countries.

From this deeply rooted principle of collaboration, stems a key aspect of the Project: its longevity. Whereas most international technical cooperation projects last for less than 5 years, GI WACAF has been working effectively since 2006. Over the past 13 years we have all been working hand-in-hand towards a better protection of the marine environment of West Africa. We should all be proud of that. In GI WACAF's case, that longevity has been fully reliant on **continuity**. GI WACAF has been a fellow passenger on many a country's journey in the building their national capacities - from the initial elements of oil spill preparedness to the more advanced response techniques. Year on year, the GI WACAF team has been in constant liaison with Government and Industry Focal Points, seeking to address their requests and moving together step by step towards a common goal.

However, collaboration and continuity themselves would not be sufficient without the third pillar of success for GI WACAF: its **ability to adapt**. Adaptation is key, and the project has developed the necessary flexibility to respond to the changing needs of the participating countries and of industry. It was acknowledged, during the Regional Conference in Accra in 2015 that the rate of preparedness and response development varied significantly between individual countries. This was driven in the most part by the maturity of their respective hydrocarbon economies. For some, oil has been around for decades, for others, exploration activities have just started. I am convinced that the common efforts undertaken since 2006 are benefiting these newcomers, and I'm thinking particularly of countries located in West and Southern Africa. The strength of the GI WACAF Project is that it can accommodate these differences and tailor its programmes accordingly.

Numerous examples of this ability to adapt can be found in the activities implemented during the present biennium, which comes to a close this December. All these activities were in line with the Strategic Action Plan of the Project, developed to put into practice the 3 main recommendations endorsed by delegates in Abidjan in 2017:

- To reinforce the established legislative and institutional framework as a solid foundation for effective national preparedness and response systems
- To develop policies, processes and tools to fully implement the required legislative and institutional framework. Without that, Conventions and other instruments would remain toothless lions
- To emphasize the cross-functional aspects of preparedness and response as an integral part of a successful systemic approach. The delegates encouraged GI WACAF to further promote transboundary cooperation, and to maintain efforts in strengthening government and industry collaboration as well as collaboration with other stakeholders in the region.

We are gathered in Cape Town for the next four days to identify what can and should be achieved over the next two years. The recommendations that you will provide are crucial and will dictate the content of the programme throughout 2020 and 2021.

To achieve this, the present Conference will focus on a number of key areas, including:

- **Legislation** – to build on past achievements and sustain the implementation of the key OPRC elements, including National Oil Spill Contingency Plans, and develop a better understanding and implementation of the liability and compensation regime;
- **Trans-boundary Cooperation** both at the sub-regional and bilateral levels to enable prompt and effective mutual support;
- **Specific Technical Developments** - building on the core foundation of robust capability; identifying the future specific technical missions and activities that will take us forwards.
- To ensure these sessions are properly facilitated, we have gathered an impressive panel of in-region and international experts, with considerable individual expertise and an enormous collective wealth of international experience in all aspects of preparedness and response. In line with the Project's philosophy, they come from a variety of backgrounds, ranging from international organisations to private entities. I invite us all to participate and engage with them to the fullest extent.

From a personal perspective, in my role as Emergency Preparedness and Response Advisor for ExxonMobil covering a multitude of regions of the world, I stand in the firing line of crisis management and emergency response events - including oil spills. The various incidents I have attended and the experience accumulated over the years have helped me put things in perspective and appreciate the enormous significance of GI WACAF. This collaboration is recognized internationally as a model of success in terms of what it has achieved and continues to achieve. The numerous external solicitations received during the current biennium illustrate this fact. I take pride in my position as the GI WACAF Industry Chairman and great pleasure in offering my commitment in support of the programme. However, my commitment would be in vain if it was not for the continued support that you all give to this initiative, engaging fully in cooperative efforts, having a clear understanding on what tangible success looks like and in deciding where we want to be in two years' time and beyond.

In closing, I would like to extend thanks to all those involved in the preparation and delivery of this Conference: **with particular thanks to the GI WACAF team** from IMO, to IPIECA and once again to the Government of South Africa and to the Department of Transport for hosting of this important conference.

Thank you

Annex 7 Welcoming address by Ms. Tsepiso Taoana-Mashiloane, Director General of Department of Transport, South Africa

GI WACAF Regional Conference 2019

Cape Town, South Africa

28 October 2019

Welcoming address by

Ms. Tsepiso Taoana-Mashiloane

Director General of Department of Transport

Let me start by warmly thanking the International Maritime Organization (IMO) for making it possible for South Africa to host the 8th GI WACAF Regional Conference.

On behalf of the Minister of Transport, Mr Fikile Mbalula (MP), it is a great pleasure for Department of Transport to welcome you to this Regional Conference in the Republic of South Africa. A special thank you to all the stakeholders for making yourselves available to attend the 8th Regional Conference for Global Initiative for West, Central and Southern Africa – GI WACAF.

GI WACAF was launched in 1996 in South Africa and endorsed by the 37th session of the Marine Environment Protection Committee (MEPC) to enhance the capacity of countries to prepare for and respond to marine oil spills.

As we know, the Global Initiative for West, Central and Southern Africa (GI WACAF) is a partnership between the International Maritime Organization (IMO) and IPIECA, the Global Oil and Gas Industry Association for Environmental and Social Issues to enhance the capacity of countries to prepare for and respond to marine oil spills. A key innovative feature is the promotion of public/private partnership for effective oil spill response making use of existing industry expertise and resources.

Globally there is a growing concern in industries, government and environmental bodies of the potential threat of oil spills. The major spillage incident in the Gulf of Mexico where the devastating environmental impact from a well blow out caused billions of US Dollars of damage to the environment and infrastructure, raise concerns around the potential impact an oil spill would have a devastating consequences to the marine environment and to developing economies such as our Country.

In February 2016, the Minister of Transport on behalf of the Republic of South Africa endorsed the participation of the Department to the GI WACAF project and has since been in close correspondence with the relevant authorities regarding further collaborations and training.



The membership of South Africa coincides with a major Government initiative, Operation Phakisa, to unlock the economic potential of Southern Africa. Of the various tasks under the initiative, offshore oil and gas exploration and exploitation is identified as critical. Several Government Task Forces have been established to address possible risks associated with oil and gas development, and a key role for GI WACAF is to support these groups in their efforts to strengthen national oil spill response capability.

To respond to the threat of an oil spill at sea, various governmental, non-governmental organizations (NGO), and industry bodies have invested resources to prepare for such emergencies. Recently with the experience gained through the GI WACAF training and exercises South Africa has managed to avoid what could have been a major Oil Spill Incident occurred during a bunkering operations off the Port of Ngqura (PE) on the 6th July 2019.

Operation Phakisa Ocean Economy Ministerial Committee endorsed the establishment of the Incident Management Organisation (IM Org) on the 25 October 2016 to maintain and continuously assess the national system for preparedness and response to marine pollution, to assess the level of preparedness and response to marine pollution, to advise, co-operate and take action which may be appropriate in order to respond appropriately to marine pollution in the South African waters resulting from ships and the offshore oil & gas industries.

Through the Incident Management Organisation (IM Org) South Africa has managed to review the National Oil Spill Contingency Plans (NOSCP) developed in 2007. The status of the International Convention on Oil Pollution Preparedness, Response and Co-operation (OPRC) Bill in South Africa is at final approval to Cabinet and this Bill gives effect to the OPRC Convention

Let me thank the GI WACAF for choosing South Africa to host this prestigious discussion to share the recent experience of member countries on their oil spill preparedness, response and cooperation as well as to engage each country's priority actions to further develop their national and regional oil spill preparedness systems. South Africa would also like to show gratitude to the GI WACAF project for the continuous cooperation since South Africa became a full participating member to the project and we are looking forward to the future engagements and the provision of International experts. I call on Member States to ensure that we all have data collation and management platforms for a sustainable programme, for without data, we are not fully prepared.

Let me close this welcome by highlighting that the global growing concern in the industries of the potential threat of oil spills can be managed if industries, government and environmental bodies are working together in a sustainable manner, to enhance oil spill preparedness, response and cooperation....Working Together we can do more!

I thank you for your time and Welcome to South Africa - Cape Town and wish you to have four days of fruitful and outcomes based discussions. Enjoy the hospitality of the Mother City.

Annex 8 Closing speech

**8th GI WACAF Regional Conference
31 October, Cape Town, South Africa**

Closing Remarks

Patricia Charlebois

Deputy Director, Marine Environment Division

International Maritime Organization

Ladies and gentlemen, Mesdames et Messieurs,

The fundamental pillars of the OPRC Convention rests in the heavy emphasis on cooperation and mutual aid between countries, and between government and industry and I think this is exactly what we have achieved this week. We have seen unprecedented industry presence at this GI WACAF biennial conference, which has certainly been appreciated and which we hope to see continue to see such presence at future conferences.

A lot has been discussed this week, ranging from presentations and discussions on transposing the IMO Conventions into your national legislation, a preview of the new GI WACAF web site, a review of the issues related to transboundary spills and cooperation, and an introduction to RETOS as a useful tool to assess response capacity, all of which generated good discussion which will be of great assistance in defining the priorities for this project for the next biennium.

Of course, our collective success is the result of many months and hours of preparation and work from the dedicated GI WACAF team and our longstanding partner in this project, Ipieca. To this end I would like to extend my special thanks to Julien, Emilie, who undertook the bulk of the organization, supported by Clement and Colleen. Thanks to both Andy and Rupert for the continued strategic input that guides and supports the project from the industry side. Thanks also to Brian Sullivan for making the long trip from London to join us here today for the outcome and closing.

Notwithstanding all the preparations made in London, I really must also extend our heartfelt thanks and appreciation to the Department of Transport and SAMSA for the incredible effort and time they have invested in bringing us together in this beautiful setting and for being such excellent hosts. Also thanks to all the experts who attended and helped us to deliver these sessions.

If there is one message that I can leave you with, as we all prepare to head back to our own countries, is that no matter how big our small your countries and economies are, and notwithstanding how stretched resources are and how much demand there is on your time when you return home, progress in preparing for oil spills is incremental and you can be the agents of that can drive progress and change within your governments, which has been demonstrated time and time again when we come together and you are able to share your respective experiences and progress made. We, of course, as IMO together with industry, remain committed to assisting you and supporting these efforts.

With that, I will stop here, but not before thanking you all for your participation and contributions this week, and to wish you a safe journey home. I will not say goodbye, but rather Au Revoir, as we hope to see you all again in two years' time.



Annex 9 Evaluation questionnaire

EVALUATION QUESTIONNAIRE 8th GI WACAF Regional Conference Cape Town, South Africa, 28-31 October 2019

Arrangements prior to the activity

- 1 Was the invitation received in good time? Yes No
- 2 Did you receive the information listed below about the event before your participation?
- on its objective and scope Yes No
 - subject areas and programme Yes No
- 3 Were the instructions on the following clear and easy to understand?
- profile required of participant Yes No
 - completion and submission of the nomination form Yes No
4. Did you receive logistical information on:
- venue Yes No
 - travel arrangements Yes No N/A
 - DSA payments Yes No N/A
 - accommodation Yes No N/A
- 5 If you were given any pre-event assignment, was it useful? Yes No N/A

During the activity

- 6 To cover the topics fully, was the event (*please check the appropriate box*)
- (1) too long (2) just right (3) too short
- 7 How do you rate the event with regard to the following? (*tick one box in each case*)
- | | excellent | good | satisfactory | poor |
|------------|--------------------------|--------------------------|--------------------------|--------------------------|
| Venue | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Facilities | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Equipment | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
- 8 How do you rate the following aspects of the materials? (*tick one box in each case*)
- | | excellent | good | satisfactory | poor |
|-------------------|--------------------------|--------------------------|--------------------------|--------------------------|
| Presentation | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Clarity | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Technical content | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Comprehensiveness | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Quantity | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

9 How would you rate the following aspects of the presentations? (*tick one box in each case*)

	excellent	good	satisfactory	poor
Design and structure	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Clarity	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Technical contents	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Comprehensiveness	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

10 How would you rate the use of the following? (*tick one box in each case*)

	excellent	good	satisfactory	poor
Course materials	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
IMO reference materials	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other resource materials	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Group and practical activities	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

N/A

Field trips	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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N/A

At the end of the activity

11 What topics were of most interest and relevance to you?

12 Are there any topics which should be added? Yes No

 If yes, please list them:

13 Do you consider that the objective of the event was met? Yes No

14 Are you likely to use the information you gained on the course when you return to work? Yes No

15 Will you have the opportunity to transfer the knowledge gained to your colleagues at work? Yes No

Comments:

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We greatly appreciate your time in completing this evaluation questionnaire. It contains important information that will assist GI WACAF in determining the success and impact of the activity. Thank you.

Annex 10 Template of the National review form

Country Profile and National Action Plan

Objectives

The objectives of this document are to:

- Update the information in the Country Profile, which will be used by the Project and published on its website in order to enhance information sharing; and
- Develop a National Action Plan for the 2020-2021 biennium. This information will be used by the GI WACAF Project Secretariat to create the 2020-2021 work programme.

Document contents

First part. General information

This first section contains general information about the country as well as the focal points and country representatives involved in the development and updating of this document.

Second part. Update of the Country Profile and identification of preparedness level and priority actions

- ⇒ **Green tables = country profile** -> country representatives are requested to verify and update their country's profile. The information provided in these tables will be published on the GI WACAF website.
- ⇒ **Blue tables = matrix to identify necessary actions in order of priority and based on the country's needs** -> evaluation by country representatives of the preparedness level of their country, based on the information provided in the green tables « country profile », using the matrix provided (already done, low-, medium- or high-priority) and identifying the priority actions by theme.

Third part. Summary and National Action Plan for 2020– 2021

Country representatives are requested to identify their priorities for 2020-2021 based on the data provided in the « country profile sections » (green tables) as well as the priorities identified in the « priority actions » sections (blue tables). Once the priorities have been identified, an Action Plan can be developed to strengthen capacity for oil spill preparedness and response through identification of 5 priority actions that would benefit from the support of the GI WACAF Project.

Nota bene: the information provided in the green tables will be used to create the « Country Profile » pages on the new GI WACAF website. The information provided in the blue tables are solely for internal use by the GI WACAF team in order to create the 2020-2021 work programme.



Part 1. General information

1. Country information

<i>Map</i>	Full name of the country	
	Capital	
	Official language(s)	
	Main ports	
	Coastline (km)	

2. Contacts

GI WACAF Focal point

Name	
Ministry/ Department / Agency	
Job title	
Address	
Telephone	
Mobile	
Email	

IMO Focal point

Name	
Ministry/ Department / Agency	
Job title	
Address	
Telephone	
Mobile	
Email	

National representatives completing this document

Name	Job title	Organisation	Country	Email	Telephone

3. Industry

Industry presence in the country	
Which industry partners from the <i>Oil & Gas</i> sector are present and operating in your country?	
Cooperation with the industry	
Is there working group/platform that brings together government and industry to address issues related to oil spill preparedness and response? If yes, please provide the name.	
Is there sharing of human resources and equipment between industry and government during exercises and/or training?	
Please list any other aspects relevant to cooperation between industry and government.	

Part 2. Updating the Country Profile, identification of level of preparedness and priority actions

I. Institutional and legal context

1. Designation of responsible authority(ies)

Competent national authorities responsible for oil spill preparedness and response	
<i>Response at sea</i>	
Ministry/Department/Agency	
Contact person responsible for oil spills at sea	
Address	
Telephone	
Mobile	
Email	
<i>Shoreline response</i>	
Ministry/Department/Agency	
Contact person responsible for shoreline oil spills	
Address	
Telephone	
Mobile	

Email	
<i>Authority(ies) responsible for implementation of IMO conventions</i>	
Ministry/Department/Agency	
Contact person	
Address	
Telephone	
Mobile	
Email	

Other comments on the institutional context:

Actions to be taken if required:

Designation of authority	Already done	Low priority	Medium priority	High priority
Competent national authority with official responsibility for oil spill preparedness and response				
Division of responsibility between response at sea and shoreline response				
Actions:				

2. Ratification of international conventions and national legislation

Ratification of international IMO conventions (related to oil spill prevention, preparedness and response, and to civil liability and compensation) and their transposition into national legislation				
	Status of ratification	National legislation that incorporates the Convention	Status of implementation	Observations/specific actions needed
Prevention				
MARPOL 73-78				
Preparedness and response				
OPRC 90				
OPRC-HNS Protocol				

Liability and compensation				
CLC 69				
CLC 92				
Fund 92				
Fund Prot. (2003)				
Bunker Oil (Bunkers 2001)				
LLMC 76				
LLMC 96				
HNS 2010				

National legislation			
Maritime policies and regulatory framework	Do maritime policies or strategies exist? What is the responsible entity?		
Ratification of IMO conventions	What are the main challenges/obstacles to ratification?	Lack of coordination	
		Lack of priority	
		Lack of legal expertise	
		Lack of technical expertise	
Incorporation of IMO conventions	What is the procedure for incorporating IMO Conventions related to safety, marine pollution, and liability and compensation, into national legislation?	Lack of financial resources	

Incorporation of: <ul style="list-style-type: none"> • 1992 Fund Convention • Supplementary Fund Protocol 	Does the related law identify the national authority responsible for the submission of oil reports?	
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Actions to be taken if required:

Ratification of international conventions and national legislation	Already done	Low priority	Medium priority	High priority
Ratifications of missing conventions				
Effective incorporation and implementation of ratified conventions				
Improvement of national legislative framework				
Actions: 				

II. National Oil Spill Contingency Plan

1. Development of a National Oil Spill Contingency Plan (NOSCP)

Document	
Name of NOSCP	
Status of NOSCP	
Administrative act of initial approval – Number and date	
Date of last approved update	
Committee/working group responsible	
Has the NOSCP been tested? Date and main comments	
What is the procedure for updating the NOSCP? Does the updated NOSCP have to be formalised through an administrative act (e.g. decree, law ...) for it to be applicable?	

Actions to be taken if required:

National Oil Spill Contingency Plan	Already done	Low priority	Medium priority	High priority
Creation of a national working group for the development of the National Oil Spill Contingency Plan including all relevant stakeholders				
Creation of a National Oil Spill Contingency Plan				
Testing the National Oil Spill Contingency Plan				
Regular updating of the National Oil Spill Contingency Plan				
Actions:				

2. Coordination, notification policies and organisation of response

Organisation of response	
Does the NOSCP utilise concepts from the <i>Incident Management System (IMS)</i>?	
Is each defined role assigned to a person/function?	
Are the contact details of the responsible persons contained in an annex?	
Does the NOSCP incorporate the different preparedness levels (Tiers 1, 2, 3)?	
Organisation chart: 	

Notification and reporting procedures	
Are the emergency, notification and follow-up procedures (reports, etc.) well defined? Do they include a template as well as an updated contact list?	
Can the NOSCP be activated in case of an oil spill caused by a non-ship source (e.g. offshore platform, pipeline, etc.)?	
Coordination with local plans and the industry	
Are the local plans (port, terminal, etc.) referenced and integrated in the NOSCP?	
Are the contingency plans of oil and gas industry facilities referenced and integrated in the NOSCP?	
Involving the local communities	
Is the involvement of local communities in case of oil spills and during exercises planned?	
Follow-up and archive; compensation	
Is there a follow-up plan and archiving system that allows evidence to be stored?	
Are compensation and the procedures for requesting compensation defined and integrated?	

Actions to be taken if required:

Organisation and coordination	Already done	Low priority	Medium priority	High priority
Organisation of response according to IMS principles				
Level of preparedness (Tiers 1, 2, 3)				
Clear alert and notification procedures				
Integration of local/regional contingency plans (ports, terminals)				
Integration of oil and gas industry contingency plans				
Defined and integrated procedures for compensation and request for compensation				
Actions:				

3. Components of the National Oil Spill Contingency Plan

Policy on use of dispersants		
Status of the policy on the use of dispersants		
The use of dispersants is considered as (first/second/last option/not an option).		
State the name of the administrative act which details the policy on use of dispersants.		
Is there a list of approved dispersants? If yes, is it public?		
Is there an approval procedure? If yes, which authority is responsible for this?		
Is the same authority responsible for authorising the use of dispersants in emergency situations?		
Is the policy on the use of dispersants included in the NOSCP?		
What are the geographic and bathymetric limits for use of dispersants?		
Is there a stock of dispersants?		
Location of the storage sites		
Name	Owner	Quantity
Sensitivity mapping and risk evaluation		
<i>Sensitivity maps</i>		
Status of sensitivity maps		
Responsible working group/committee		
Are sensitivity maps included in the NOSCP?		
Date of validation and last update		

Does the map cover the whole shoreline?	
Are the sensitivity maps public?	
In what format are the sensitivity maps available? Print or digital?	
<i>Risk evaluation</i>	
Does the plan include drift patterns?	
Does the NOSCP consider air surveillance in case of an incident (radar, satellite, aircraft, helicopter, etc.)?	
Does the plan include a risk register and spill scenarios?	
Is the Net Environmental Benefit Analysis (NEBA) included in the NOSCP?	
Shoreline evaluation and response plan	
Status of the shoreline response plan	
Which authority is responsible for shoreline response?	
Date of validation and last update	
Is the shoreline response plan part of the NOSCP?	
Does the shoreline response plan incorporate the Shoreline Cleanup and Assessment Technique (SCAT)?	
Can volunteers participate in shoreline response? If yes, is there a volunteer management plan in case of oil spills?	
Oiled waste management plan	
Status of the waste management plan	
Responsible working group/committee	
Date of validation and last update	

Is the waste management plan part of the NOSCP?	
Does the waste management plan include transport, temporary storage and final disposal of waste?	
Does the national legislation consider oiled waste as hazardous waste?	
What legislative framework regulates waste management at the national level?	
Contingency plan for the safety of oiled wildlife	
Status of the contingency plan for the protection of oiled wildlife	
Responsible working group/committee	
Date of validation and last update	
Is the contingency plan for the protection of oiled wildlife part of the NOSCP?	
Are there national bodies responsible for this? If yes, which ones?	
Are there cooperation agreements with international specialised organisations?	
<i>In-situ</i> burning policy	
Status of the <i>in-situ</i> burning policy	
Responsible working group/committee	
Date of validation and last update	
Does the <i>in-situ</i> burning policy form part of the NOSCP?	
What is the authorization procedure in case of an incident?	
Other technical elements	
Does the NOSCP cover preparedness and response in the case of spills of	

hazardous and noxious substances (HNS)?	
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Actions to be taken if required:

NOSCP components	Already done	Low priority	Medium priority	High Priority
National policies on the use of dispersants (list of approved dispersants; pre-approved areas for use; conditions of use)				
Sensitivity map of the coast and identification of those areas most sensitive to oil pollution				
Drift patterns				
Risk evaluation (probability/consequence)				
Oil spill risks and scenarios				
Shoreline clean-up policies				
National policies for waste management				
Policies for management of oiled wildlife				
<i>In-situ</i> burning policies				
Actions:				

III. Response equipment, training/exercises and international cooperation

1. Transboundary cooperation and international assistance

Regional agreements	
What bilateral and/or regional cooperation response mechanisms are included in the NOSCP?	
Are transboundary exercises organised regularly? If yes, how often?	
Date of the last transboundary exercise	
Transboundary transfer of expertise and equipment	
Are there specific customs and immigration procedures in place to facilitate the import of equipment and/or expertise?	
If yes, what are the procedures?	
Assistance mechanisms	
Does your country participate in cooperation with projects/institutions aimed at improving preparedness and response? If yes, which ones?	
Is there mutual support between government and industry for the exchange of response equipment?	
Are mechanisms for mobilisation and access to public and private international assistance in place?	

Actions to be taken if required:

Transboundary agreements and international assistance	Already done	Low priority	Medium priority	High priority
Subregional agreements				
Bilateral agreements				
Mutual support between government and industry and exchange of response equipment				
Mechanisms for mobilisation and access to public and private international assistance				
Actions:				

2. Training and exercises

Training	
<i>Courses</i>	
Does the country organise internal training for staff at all levels (based on the needs of the country and in accordance with international standards)?	
<i>Exercises</i>	
Does the country organise national exercises (involving local and private sectors) at least once a year?	
Education	
Does cooperation with universities to train future experts in environmental management and the management of industrial and environmental risks exist or is it planned?	

Actions to be taken if required:

Training and exercises developed by the country	Already done	Low priority	Medium priority	High priority
National training policy: annual training plan for staff at all levels (based on the needs of the country and in accordance to international standards) in place				
National exercise plan involving local and private sectors				
Cooperation with universities in order to train future experts in environmental management and the management of industrial and environmental risks				
Actions:				

3. Equipment and national resources

Response equipment	
Government:	Private sector:
Centre for storage and maintenance of response equipment	
Planned acquisition of response equipment by the government	
Inventories of public and private response equipment (annexed to the NOSCP)	
Procedure for the temporary loan of response equipment from the industry, in case of an incident	
Crisis control centre (rooms for meetings and communication)	
Centre for resources, training and documentation for oil spill preparedness and for response management	

Capacity for intervention	
In case of TIER 1 ⁸ oil spills, is there sufficient national oil spill response capacity to enact intervention measures?	
In case of TIER 2 oil spills, is there sufficient national oil spill response capacity to enact intervention measures?	
In case of TIER 3 oil spills, is there sufficient national oil spill response capacity to enact intervention measures?	

Actions to be taken if required:

Tools	Already done	Low priority	Medium priority	High priority
Centre for storage and maintenance of response equipment				
Planned acquisition of response equipment by the government				
Inventories of public and private response equipment				
Procedure for the temporary loan of response equipment from the industry, in case of an incident				
Crisis control management centre (rooms for meetings and communication)				
Centre for resources, training and documentation for oil spill preparedness and for response management				
Actions:				

⁸ The definition of tiers 1, 2, 3 varies by country



4. Communication

Communication with the media and the public	
Are standard procedures in place for communication with the media during exercises and actual incidents?	
Is there a practical and strategic training programme on communicating with the media, for decision-makers and other response stakeholders?	

Actions to be taken if required:

Tools	Already done	Low priority	Medium priority	High priority
Standard procedures in place for communication with the media during exercises and actual incidents				
Train decision-makers and other response stakeholders on communicating with the media, both practically and strategically				
Actions:				



Part 3. Summary and action plan

Summary

Have you benefitted from GI WACAF training in the last 5 years?	
If yes, on what subject(s)?	
What were the results?	
Suggestions for improvement	

Defining an action plan

Objective

Based on the data provided in the « country profile sections » (green tables) as well as the priorities identified in the « priority actions » sections (blue tables), develop an Action Plan (to enhance oil spill response capacity) by identifying 5 priority actions that would benefit from the support of the GI WACAF Project.

These priority actions will be considered by the Project when selecting activities for the 2020-2021 programme.

How to complete this table?

Fill in the table below with the top 5 priority actions identified. The actions should be listed in decreasing order of importance, with action 1 being the top priority and action 5 the lowest priority. For each action, identify the national organisation responsible and propose a deadline for implementation of this action.

N°	Actions	Type of activity to best address it (table-top exercise, practical exercise, seminar...)	Organisation in charge of coordination	Deadline
1				
2				
3				
4				
5				

Annex 11 Reference material

1. IPIECA/IOGP Joint Industry Project technical documentation

All Good Practice Guides have now been fully absorbed into IPIECA and IOGP. Please visit their sites for more information:

<https://www.iogp.org/bookstore/>

<http://www.ipieca.org/resources/>

2. ITOPF's Technical Information Papers (TIPs):

All TIPs can be found on the following page:

<http://www.itopf.com/knowledge-resources/documents-guides/technical-information-papers/>

3. IOPC Funds documentation

All IOPC Funds documentation can be found online on the following link:

<http://www.iopcfunds.org/publications/iopc-funds-publications/>

4. Cedre's operational guidelines

All Cedre's documentation can be found online on the following link (both in French and English):

<http://wwz.cedre.fr/en/Resources/Publications>