

# National Workshop on Contingency Planning and Liability and Compensation in case of an oil spill

Mindelo, Cabo Verde  
10 - 13 May 2016

Global Initiative for Western, Central and Southern Africa

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Conclusion P.14

Hosted by:

The Maritime and Port Agency of Cabo Verde  
(*Agência Marítima e Portuária*)



**NOTE**

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**IMO/IPIECA. 2016. Report of the National Workshop on Contingency Planning and Liability and Compensation in case of an oil spill in Cabo Verde**

**34 Pages**



## Executive summary

The national workshop on Contingency Planning and Liability and Compensation in case of an oil spill was organised in Mindelo, Cabo Verde at the Maritime and Port Agency (*Agência Marítima e Portuária* - AMP) headquarters, from 10 to 13 May 2016. It gathered delegates from different ministries and agencies as well as representatives from the private sector (shipping and oil and gas companies).

The event was hosted by AMP within the framework of the GI WACAF Project. The workshop was supported by the International Maritime Organization (IMO) and IPIECA, the global oil and gas association for environmental and social issues.

Around 46 participants attended the workshop. A list of participants is attached as Annex 2 of this report.

The general objective of the workshop was to review the National Oil Spill Contingency Plan (NOSCP) of Cabo Verde and to provide guidance on IMO Conventions related to liability and compensation. The specific objectives of the workshop were to:

- provide training of relevant national authorities on contingency planning;
- review the NOSCP of Cabo Verde through working groups; and
- provide training to relevant national authorities on the scope and implementation of IMO Conventions related to liability and compensation in case of an oil spill.

In order to address the objectives of the workshop, participants were guided through four days of presentations, case studies, working group sessions and discussions. The outcomes of this work can be found in the following sections. The main recommendations that came out of the workshop were to:

- Finalise the risk assessment process and the identification of response options for Cabo Verde
- Compile a list of available equipment in Cabo Verde
- Develop provisions on waste management to include in the NOSCP
- Finalise the annexes to the NOSCP
- Ensure that all local and territorial plans are completed and available to AMP and to all other relevant stakeholders
- Organise a table-top exercise to test the NOSCP once it's finalised
- Ratify the International Convention on Civil Liability for Bunker Oil Pollution Damage, 2001

The full list of recommendations is available on page 13 of this report.

The active participation and the expertise of all delegates as well as the organisation of the workshop with the support of the Maritime and Port Agency of Cabo Verde were greatly appreciated and were key to the success of this workshop.



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## 1. Presentation of the GI WACAF Project

Launched in 2006, the Global Initiative for West, Central and Southern Africa (GI WACAF Project) 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 to emphasise the promotion of public/private partnerships for effective oil spill response.

The mission is to strengthen the national oil spill response capability in 22 West, Central and Southern African countries through the establishment of local partnerships between the oil industry and the authorities in charge of oil spill preparedness and response at national level.

The Project is jointly funded by the IMO and 10 Oil Companies members (BP, Chevron, ConocoPhillips, ENI, ExxonMobil, Marathon, PERENCO, Shell, TOTAL and Woodside).



The scope is to organise workshops, training courses, seminars and deployment exercises in collaboration with the national authorities in charge of oil spill response and in partnership with local business units.

The GI WACAF Project is based on an effective management system comprising of six goals of preparedness to prepare for and respond to marine oil spills. These goals cover the requirements of the OPRC 90 Convention:

**Goal 1 - Legislation:** Promote the ratification of the relevant international Conventions

**Goal 2 - Contingency plan:** Develop National Contingency Plans for all the countries of the region

**Goal 3 - Designation of authority:** Obtain clarity on roles and responsibilities of all stakeholders

**Goal 4 - Regional agreements:** Promote the exchange of information and the provision of mutual assistance for oil spill incidents

**Goal 5 - Training:** Ensure that training and exercises are delivered in the participating countries on a regular basis

**Goal 6 - National capabilities:** Support participating countries in developing their own national response system



## **2. Introduction**

Cabo Verde has been an active Member State of the GI WACAF Project since its launch: national workshops were organised in 2007 and 2010 to draft the National Oil Spill Contingency Plan (NOSCP) and develop sensitivity maps. The workshop held in May 2016 was in line with the Project's priority actions defined by countries representatives during the 2015 Regional Conference as it aims to improve and finalise the NOSCP and discuss matters related to liability and compensation.

The first two days focused on contingency planning, training participants and discussing the update and finalisation of the National Contingency Plan. The last two days were dedicated to questions of liability and compensation in case of an oil spill.

The participants, representing government agencies, local authorities, universities and the shipping and oil industry had the right background knowledge and experience to receive maximum benefit of this workshop. A good understanding of oil spill preparedness and response was demonstrated during the activity by many relevant questions asked and the seriousness by which the various issues were considered.

## **3. Objectives of the workshop**

The general objective of the workshop was to review the National Oil Spill Contingency Plan (NOSCP) of Cabo Verde and to provide guidance on IMO Conventions related to liability and compensation. The specific objectives of the workshop were to:

- provide training of relevant national authorities on contingency planning;
- review the NOSCP of Cabo Verde through working groups; and
- provide training to relevant national authorities on the scope and implementation of IMO Conventions related to liability and compensation in case of an oil spill.

## **4. Programme of the Workshop**

The workshop was organised during four days, with two days dedicated to contingency planning and two days focusing on liability and compensation in case of an oil spill. The programme is available in Annex 1.

- Tuesday 10 May 2016
  - Opening ceremony and introduction of the workshop
  - Presentation of the National Oil Spill Contingency Plan of Cabo Verde
  - Introduction to Oil Spill Preparedness and Response
  - Case studies
- Wednesday 11 May 2016
  - Working groups to review the National Oil Spill Contingency Plan
  - Plenary session to share results of the working groups
  - Recommendations and action plan for the finalisation of the National Oil Spill Contingency Plan



- Thursday 12 May 2016
  - Legal framework for liability and compensation issues
  - Impacts of oil spills and response options
  - Claims for clean-up, preventive measures and wrecks removal
- Friday 13 May 2016
  - Claims in the fisheries, mariculture and processing sectors
  - Claims in the tourism sector
  - Claims for environmental damage
  - Implementation of the compensation regime into national law
  - Conclusions and recommendations
  - Closing ceremony

The organisation of the working groups to review the National Oil Spill Contingency Plan on the second day was changed from the programme in Annex 1 according to the specific needs of the participants. The first group discussed the specific risks for Cabo Verde (where it is likely to happen and which type of oil is likely to be spilled) and the location of equipment stockpile and other resources. The second group was tasked to identify the types of shorelines in Cabo Verde, before discussing the best option for each type of shoreline and the type of equipment needed.

## **5. Location, dates, and participants**

The workshop was held at the Maritime and Port Agency headquarters, Mindelo, Cabo Verde, from 10 to 13 May 2016. 46 participants from the different ministries, agencies, local authorities, universities, but also representing the shipping and oil industry attended the event.

The experts invited to facilitate this workshop were Ms. Nicky Cariglia, Technical Advisor, International Tanker Owners Pollution Federation (ITOPF) and Mr. Thomas Liebert, Head, External Relations & Conference at the International Oil Pollution Compensation Funds (IOPC Funds), with support from the GI WACAF Secretariat.

The majority of participants had a very good level of English and/or French. However, translation services were provided by Mr. Nadir Almeida to make sure that the technical presentations and discussions were fully understood.

## **6. Activities and proceedings**

### **6.1. Opening ceremony**

The opening ceremony took place on Tuesday, 10 May 2016 at 09.00.

Ms Chloé Blais, GI WACAF Project Consultant, delivered the IMO Opening Remarks (attached as Annex 3). She highlighted the progress made in the region regarding oil spill preparedness and response, which should continue in order to mitigate the risks related to shipping as well as oil exploration and production activities.



Mr Thomas Liebert, Head of External Relations & Conference of the International Oil Pollution Compensation Funds (IOPC Funds) also welcomed participants.

Finally, Mr Antonio Cruz Lopes, Chair of the Maritime and Port Agency (AMP), officially opened the workshop. His speech is attached as Annex 4.

## **6.2. Proceedings of the National Workshop**

### **DAY 1 Tuesday, 10 May 2016**

#### **Session 1: Introduction of the workshop and presentation of the GI WACAF Project**

*Ms Chloe Blais, GI WACAF*

The presenter detailed the objectives and the programme of the workshop. A *tour de table* was organised to introduce the participants. After that, Ms. Blais presented the scope and goals of the GI WACAF Project, highlighting the priority actions for 2016 and 2017.

#### **Session 2: Video “Introduction to Oil Spills”**

*Ms Nicky Cariglia, ITOPF*

The video made by ITOPF was shown to the participants to introduce the basic information related to oil spill response and preparedness. The first things to consider during the planning process of a response were presented, in particular how different oils behave in the marine environment, using past case studies as key examples.

#### **Session 3: Presentation of the National Oil Spill Contingency Plan of Cabo Verde**

*Mr Zeferino Calasans Fortes, Agência Marítima e Portuária*

Mr. Calasans Fortes explained that a commission was created to develop the National Oil Spill Contingency Plan (NOSCP), with the support of the Spanish cooperation. Authorities in charge of the response were also designated. He presented the main risks of Cabo Verde islands, with 1000 km of coasts, three tankers crossing the archipelago and two oil companies importing refined products. He listed the maritime and coastal resources at risk: touristic activities, protected areas, species (corals, birds), infrastructures such as desalination plants etc.

Cabo Verde has national regulations on oil spill preparedness and response. The Maritime and Port Agency is coordinating the NOSCP. Coast Guards, the Ministry of Environment, Civil Protection, Ports authorities, oil industries (Vivo and Enacol) and the Maritime School (*Escola da Mar*) are the main stakeholders. Cabo Verde has two territorial plans for the two groups of islands (North and South) and nine local plans for the ports on each island. Finally, Mr. Calasans Fortes presented each section of the current plan. Some annexes need to be finalized such as the contact list of stakeholders involved in the response.

#### **Session 4: Fates and behaviour of spilled oil / Impacts of oil spills**

*Ms Nicky Cariglia, ITOPF*

After a short presentation on the role of ITOPF, Ms Cariglia presented detailed information related to the fates and behaviour of spilled oil.

She also highlighted the environmental impacts of oil spills, in particular on wildlife (physical smothering, chemical toxicity etc.). Including this information in the risk assessment process and the





sensitivity maps is essential. The technical advisor explained that different types of coastlines (rocky shores, sandy beaches, salt marshes etc.) would be affected differently. Finally, she mentioned that oil spills can also have economic and social impacts that need to be taken into account: ports, water intakes (desalination plants), fishing activities etc.

### **Session 5: Oil Spill Response Strategies**

*Ms Nicky Cariglia, ITOFF*

The key message of the presentation was that appropriate and efficient response can mitigate the impacts of an oil spill. The technical advisor explained that the first step of a response is the oil spill assessment: locate the oil, determine the nature and quantity, identify the sensitive areas, decide on response strategies, monitor and direct clean-up and reevaluate strategy if necessary. Most of the information should already be available in the annexes to the Plan. She described the different strategies at-sea and for the shoreline, underlining advantages and drawbacks. Ms Cariglia insisted on the challenges related to at-sea response, especially in an archipelago, and explained that authorities should be ready for shoreline clean-up operations. Response strategies and finish points will depend on the reasons for cleaning-up (economic activities in the port, protected species etc.). The consultant also introduced the concept of NEBA to explain how to select the best response strategy.

### **Session 6: Oil Spill Response Preparedness**

*Ms Nicky Cariglia, ITOFF*

Ms. Cariglia explained that the most important questions should be answered in a contingency plan before an oil spill occurs. The plan should be country specific, with all the necessary information. She presented in details the four important steps in the development of a plan: risk assessment, strategic policy, operational procedures and information directory. She also explained the importance of risk assessment to draft an efficient response specific to Cabo Verde. The consultant presented an assessment of what should be improved in the current version of the NOSCP, based on a copy received before the workshop.

### **Session 7: Leadership – Roles and responsibilities**

*Ms Nicky Cariglia, ITOFF*

The consultant presented the importance of a scaled command system. Regardless of the size or complexity, four key functions should be present: current operations, planning, logistical support and administrative aspects. The different options to structure the command system were described. Finally, typical challenges related to the command system were presented.

### **Session 8: Waste Management**

*Ms Nicky Cariglia, ITOFF*

The consultant explained the importance of waste management during an oil spill, in particular in an archipelago. Because of the quantity of oil and oily waste that needs to be collected and to avoid compromising the response effort, it is essential to have arrangements in place before an incident occurs. Ms. Cariglia presented the definition of waste as well as the different volumes and types of waste that can be generated, depending on different factors, such as the choice of response techniques. Finally, she explained the waste cycle: collection, transport, storage, disposal and restoration of storage and treatment sites.



## **DAY 2 Wednesday, 11 May 2016**

### **Session 9: Video “At-sea response”**

*Ms Nicky Cariglia, ITOPF*

Participants were shown a 25-minute video on at-sea response produced by ITOPF. The video explained that during an oil spill at sea, there is the opportunity to reduce the amount of oil which reaches the shore. However, to be successful in limiting the damage, organisations need to be prepared and act fast. The programme looked at different strategies for response at sea, including containment and recovery, the use of dispersants and in situ burning. Some questions and discussions took place after the video.

### **Session 10: Shoreline clean-up**

*Ms Nicky Cariglia, ITOPF*

The consultant explained the different clean-up techniques, depending on the type of shoreline. She also highlighted benefits and constraints, as well as the resources needed for each of these techniques. Ms. Cariglia provided further information on NEBA. This presentation was an excellent introduction for the working groups that followed.

### **Session 11: Review of the National Oil Spill Contingency Plan of Cabo Verde**

*All participants*

Participants were split into two working groups. The first group discussed the specific risks for Cabo Verde (where an oil spill is likely to happen and which type of oil is likely to be spilled) and the location of equipment stockpile as well as other resources. The second group was tasked to identify the types of shorelines in Cabo Verde, before discussing the best option for each type of shoreline and the type of equipment needed.

### **Session 11: Working groups presentations**

*All participants*

The two working groups designated rapporteurs who presented a summary of the discussions. The group working on risk assessment and location of stockpile develop 6 scenarios and identified 2 that were most likely to happen. Based on that, they identified the best locations for equipment stockpile. The second group focused on operational aspects and discussed at-sea and shoreline clean-up techniques as well as waste management. They develop one scenario to describe the preferred response options.

### **Session 12: Recommendations and action plan for the finalization of the National Oil Spill Contingency Plan**

*All participants*

Based on the results of the working group session, a matrix was developed to identify risks for Cabo Verde. The working document is attached as Annex 5. Recommendations to finalise the Contingency plan were also discussed. The final list of recommendations is available on page 13.

**DAY 3 Thursday, 12 May 2016**

**Session 13: The international compensation regime for tanker spills**

*Mr Thomas Liebert, IOPC Funds*

Mr. Liebert presented the legal framework and recent developments regarding the compensation regime for tanker spills. He detailed the background history of the system and introduced the IOPC Funds. He also presented the key principles of the regime: strict but limited liability of the ship owner, compulsory insurance, two-tier system to ensure compensation in virtually all cases, with few exceptions. Mr. Liebert also explained when the regime applies and provided important definitions like “environmental damage”, “preventive measures” and “incident”. The three-tier system and the liability limits were also presented. Mr. Liebert described the main types of claims and the general criteria for admissibility of claims. He also drew attention on the time bar. To conclude, he described the full process, from the incident to the claim settlement.

**Session 14: Role of stakeholders**

*Mr Thomas Liebert, IOPC Funds and Ms Nicky Cariglia, ITOPF*

Mr. Liebert described the role of the P&I clubs. He then presented the role of the IOPC Funds in details: number of incidents, organization chart, current claims process, major past incidents and compensations. He highlighted the other roles of IOPC Funds such as providing training courses and engaging with member states. Mr. Liebert presented the financing system of the Funds. Finally, Ms. Cariglia introduced the critical role of experts during an oil spill and during the claims assessment.

**Session 15: Legal Framework for other ship-source pollutions: General Maritime Claims: LLMC, 1976/1996 / Bunker oil spills: Bunkers Convention, 2001 / Hazardous and Noxious Substances: HNS Convention, 2010**

*Mr Thomas Liebert, IOPC Funds*

Mr. Liebert introduced the regime applicable to other ship-source pollutions, with the LLMC, Bunkers and Wreck removal Conventions. He also presented the limitation of liability for maritime claims for LLMC 1976 and LLMC 1996 as well as the main features of the Bunker 2001 Convention and the HNS 1996 Convention.

**Session 16: Exercise 1: Legal Framework**

*All participants*

Participants answered questions on the legal framework of liability and compensation such as “A coastal tanker stranded and spilled 5,000 tons of diesel oil. Do the Conventions apply?”. This session helped participants to assess their understanding of the previous presentations and ask additional questions.

**Session 17: Claims for clean-up, preventive measures and wrecks removal: claims admissibility Criteria, common problems, salvage & preventive measures, evidence gathering, presentation of Claims**

*Mr Thomas Liebert, IOPC Funds*

Mr. Liebert introduced the admissibility criteria for claims and more specifically the concept of reasonable measures. He highlighted common issues related to claims assessment, such as the coordination of operations, waste management or record keeping. He then detailed challenges and

key issues for each response technique: monitoring, dispersion, at-sea recovery, shoreline clean-up. Finally, Mr. Liebert went through the methodology to present and assess claims.

**Session 18: Exercise 2: Claims for clean-up and preventive measures**

*All participants*

After the presentation, participants answered questions on claims for clean-up and preventive measures. One example of question was: “Various authorities in three neighboring Funds states incurred costs for aerial surveillance during an incident off the coast and are claiming for airtime, fuel and airport fees”. This helped to clarify some elements of the presentations.

**DAY 4 Friday, 13 May 2016**

**Session 19: Claims in the fisheries, mariculture and processing sectors: types of damage, claims admissibility criteria, common problems, presentation of claims, assessment of claims**

*Ms Nicky Cariglia, ITOFF*

Ms. Cariglia gave some information on fisheries in Cabo Verde to identify resources at risk, before presenting the potential direct and indirect impacts of an oil spill and its response on the fisheries sector. The consultant also explained how to assess the impact and gave examples of mitigation measures. Finally, she introduced how to present a claim and the different stages of the claims assessment process.

**Session 20: Claims in the tourism sector: types of damage, claims admissibility criteria, common problems, presentation of claims, assessment of claims**

*Mr Thomas Liebert, IOPC Funds*

Claims in the tourism sector can be related to property damage and consequential or pure economic loss. The main problems related to claims in the tourism sector are the lack of information and the difficulty to assess claims based on documents alone. Other issues include the need to wait for the end of the tourist season to determine the loss, the media damage and factors unrelated to the spill that can have an impact on tourism (epidemics, economic crises etc.). Mr. Liebert illustrated the assessment of claims with the example of 4 star hotel located near the coastline affected by an oil spill.

**Session 21: Claims for environmental damage: types of damage, claims admissibility criteria, common problems, presentation of claims, assessment of claims**

*Ms Nicky Cariglia, ITOFF*

Ms. Cariglia looked at the definition of environmental damage, the types of environmental impacts for different habitats, measures to reduce potential environmental damage and admissibility criteria illustrated with examples.

**Session 22: Implementation of the compensation regime into national law**

*Mr Thomas Liebert, IOPC Funds*

Mr. Liebert insisted on the obligations of Member States to correctly implement Conventions into national law. If not, some problems regarding the implementation or the interpretation of the Conventions might arise, such as financial loss to IOPC Funds and its contributors or the lack of equal treatment between Member States. Some case studies were provided to illustrate these problems.

## Session 23 Conclusions and recommendations

### All participants

Based on the discussions and the suggestions provided during the four days, a list of recommendations was drafted and presented to participants for approval. Consequently, the participants approved the recommendations (section 7), and concluded that the timeline to implement these recommendations needs to be finalised by the Maritime and Port Agency, in collaboration with the main stakeholders working on the NOSCP, after the workshop.

### 6.3. Closing ceremony

Ms Blais thank the participants for their active participation during the 4 days. She highlighted the high level of the discussions and hoped that the workshop and the recommendations approved would help finalising the National Oil Spill Contingency Plan. She also thanked the 2 experts for their hard work to make this workshop as useful as possible. She highlighted the role of the AMP, in particular Mr Antonio Cruz Lopes and other members of the Board as well as Mr Joao Rosario Lopes, GI WACAF Focal Point, in the preparation and delivery of the workshop. Finally, she thanked Mr Nadir Almeida for the excellent quality of his translation services.

Mr Antonio Cruz Lopes, Chair of the AMP, reminded participants of the objectives of the workshop and highlighted the importance of capacity-building and technical cooperation for the institutions in Cabo Verde. Before officially closing the workshop, he insisted on the implementation of IMO Conventions in the context of the upcoming IMO audit. His speech is attached as Annex 6.

## 7. Recommendations

In order to finalise the National Contingency Plan, the participants recommended the following:

Recommendations	Agreed timeline
1. Finalise the risk assessment process and identification of response options, using the matrix provided during the workshop.	TBC
2. AMP to allocate personnel to compile a list of equipment currently available throughout Cabo Verde, including the current location of this equipment. This includes industry, ports, municipalities and public authorities equipment. List to be included as an annex to the Plan.	TBC
3. Conduct a cost benefit analysis of the outputs of recommendation 1. Are the measures proposed proportionate to the level of risk?	TBC
4. Finalise the annexes to the National plan (in particular an information directory and operational procedures) and prepare provisions for regular updates of the annexes.	TBC
5. Develop provisions on waste management to include in the National plan.	TBC
6. Ensure that all local and territorial plans are completed and available to AMP and all other relevant stakeholders. AMP to ensure that these plans are kept up-to-date.	TBC
7. Make sure all stakeholders are involved in the process of finalising the plan – university could analyse case studies and relevant information.	TBC
8. Organise a table-top exercise to test the National plan once it's finalised.	TBC
9. Ratify the International Convention on Civil Liability for Bunker Oil Pollution Damage, 2001.	TBC

## **8. Conclusion**

The workshop reached its objectives. Participants were trained on contingency planning and liability and compensation in case of an oil spill. The National Oil Spill Contingency Plan was reviewed and recommendations were made by participants to improve it. The Maritime and Port Agency will need to define a timeline to implement the different recommendations, in collaboration with the other relevant stakeholders.

There were a lot of discussions and questions during the different sessions, showing the level of interest on the different issues.

## Annex 1 – Programme



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# National Workshop on Contingency Planning and Liability and Compensation in case of an oil spill

Mindelo, Cabo Verde  
10 - 13 May 2016

Global Initiative for Western, Central and Southern Africa

Organised by:

The Maritime and Port  
Agency of Cabo Verde  
(*Agência Marítima e  
Portuária*)



## 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 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 to emphasise the promotion of public/private partnerships for effective oil spill response.

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The Project is jointly funded by the IMO and 10 Oil Companies members (BP, Chevron, ConocoPhillips, ENI, ExxonMobil, Marathon, PERENCO, Shell, TOTAL and Woodside).



The scope is to organise workshops, training courses, seminars and deployment exercises in collaboration with the national authorities in charge of oil spill response and in partnership with local business units.

The GI WACAF Project is based on an effective management system comprising of six goals of preparedness to prepare for and respond to marine oil spills. These goals cover the requirements of the OPRC 90 Convention:

**Goal 1 - Legislation:** Promote the ratification of the relevant international Conventions

**Goal 2 - Contingency plan:** Develop National Contingency Plans for all the countries of the region

**Goal 3 - Designation of authority:** Obtain clarity on roles and responsibilities of all stakeholders

**Goal 4 - Regional agreements:** Promote the exchange of information and the provision of mutual assistance for oil spill incidents

**Goal 5 - Training:** Ensure that training and exercises are delivered in the participating countries on a regular basis

**Goal 6 - National capabilities:** Support participating countries in developing their own national response system



### **Dates and location**

This event will take place at the *Agência Marítima e Portuária*, Mindelo, Cabo Verde, between 10 and 13 May 2016.

### **Workshop Objectives**

The general objective of the workshop is to review the National Oil Spill Contingency Plan of Cabo Verde and to provide guidance on IMO Conventions related to liability and compensation. The specific objectives of the workshop are to:

- provide training of relevant national authorities on contingency planning;
- review the National Oil Spill Contingency Plan of Cabo Verde through working groups; and
- provide training to relevant national authorities on the scope and implementation of IMO Conventions related to liability and compensation in case of an oil spill.

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<b>Day 1. Tuesday 10 May 2016</b>	
<b>08h30</b>	<b>Arrival and Registration of the participants</b>
	<b>Opening Ceremony</b>
09h00	<b>Opening Ceremony:</b> <ul style="list-style-type: none"> <li>- Opening Remarks: Ms Chloé Blais, IMO / IPIECA – GI WACAF Project Consultant</li> <li>- Welcome Address: Mr. Antonio Cruz Lopes, President of the Maritime and Ports Agency of Cabo Verde</li> </ul>
	<b>Introduction</b>
09h45	<b>Introduction of workshop objectives</b> <i>Chloé Blais, IMO / IPIECA – GI WACAF Project Consultant</i> <ul style="list-style-type: none"> <li>- Introduction of the facilitators and participants</li> <li>- Objectives of workshop and programme</li> </ul>
10h00	<b>Presentation of the GI WACAF Project</b> <i>Chloé Blais, IMO / IPIECA – GI WACAF Project Consultant</i>
10h15	<b>Group photograph and coffee break</b>
	<b>National Oil Spill Contingency Plan</b>
10h45	<b>Video: Introduction to Oil Spills</b> <i>Nicky Cariglia, ITOPF</i>
11h15	<b>Presentation of the National Oil Spill Contingency Plan</b> <i>Zeferino Calasans Fortes, Agência Marítima e Portuária</i>
12h00	<b>Lunch Break</b>
	<b>Oil Spill preparedness</b>
13h00	<b>Fate and behaviour of spilled oil / Impacts of oil spills / Oil Spill Response Strategies</b> <i>Nicky Cariglia, ITOPF</i>
14h15	<b>Oil Spill Response Preparedness</b> <i>Nicky Cariglia, ITOPF</i>
15h00	<b>Coffee break</b>
15h30	<b>Leadership - Roles and responsibilities</b> <i>Nicky Cariglia, ITOPF</i>
16h00	<b>Waste Management</b> <i>Nicky Cariglia, ITOPF</i>
16h30	<b>Case studies</b> <i>Nicky Cariglia, ITOPF</i>
17h00	<b>Summary of Day 1 and Planning for Day 2</b> <i>Chloé Blais, IMO / IPIECA – GI WACAF Project Consultant</i>

<b>Day 2. Wednesday, 11 May 2016</b>	
<b>Welcome</b>	
08h45	<b>Welcome: Recap of Day 1 and review of Day 2 timetable</b> <i>Nicky Cariglia, ITOPF</i>
<b>Review of the National Oil Spill Contingency Plan</b>	
09h00	<b>Working groups to review the National Oil Spill Contingency Plan</b> <i>All participants</i> -Group 1: Organisational framework <ul style="list-style-type: none"> <li>• Incident Management System</li> <li>• National legislation</li> <li>• Location of equipment stockpile</li> <li>• Risk assessment</li> <li>• Definition of territories</li> </ul> -Group 2: Operations and logistics <ul style="list-style-type: none"> <li>• Notifications</li> <li>• Response techniques <ul style="list-style-type: none"> <li>○ At-sea</li> <li>○ Shoreline</li> </ul> </li> <li>• Waste</li> </ul>
12h30	<b>Lunch Break</b>
13h30	<b>Working Groups presentations</b> <i>All participants</i>
14h30	<b>Discussions on Resources</b> <i>All participants</i> <ul style="list-style-type: none"> <li>• Equipment</li> <li>• Sensitivities</li> <li>• NEBA</li> <li>• Contact lists (national stakeholders, international experts etc.)</li> <li>• Annexes</li> </ul>
15h15	<b>Coffee Break</b>
15h45	<b>Recommendations and action plan for the finalisation of the National Oil Spill Contingency Plan</b> <i>All participants</i>
16h30	<b>Summary of Day 2 and Planning for Day 3</b> <i>Chloé Blais, IMO / IPIECA – GI WACAF Project Consultant</i>

<b>Day 3. Thursday, 12 May 2016</b>	
	<b>Welcome</b>
08h45	<b>Welcome: Review of Day 3 timetable</b> <i>Thomas Liebert, IOPC Funds</i>
	<b>Legal Framework</b>
09h00	<b>The international compensation regime for tanker spills</b> <i>Thomas Liebert, IOPC Funds</i> <ul style="list-style-type: none"> <li>• The 1992 Civil Liability Convention</li> <li>• The 1992 Fund Convention and the 2003 Supplementary Fund Protocol</li> </ul>
10h15	<b>Coffee break</b>
10h45	<b>Role of stakeholders: P&amp;I Clubs, IOPC Funds and Experts</b> <i>Nicky Cariglia, ITOPF and Thomas Liebert, IOPC Funds</i>
	<b>Legal Framework for other ship-source pollutions</b>
11h45	<b>General Maritime Claims: LLMC, 1976/1996</b> <b>Bunker oil spills: Bunkers Convention, 2001</b> <b>Hazardous and Noxious Substances: HNS Convention, 2010</b> <i>Thomas Liebert, IOPC Funds</i>
12h30	<b>Exercise 1: Legal Framework</b> <i>All participants</i>
13h00	<b>Lunch Break</b>
	<b>Impacts of oil spills and response options</b>
14h00	<b>Review of the causes of oil pollution</b> <b>Impacts of oil on marine and coastal resources</b> <ul style="list-style-type: none"> <li>• Oil behaviour at sea</li> <li>• Impacts on resources and claims for compensation resulting from oil spills</li> </ul> <b>Response options and limitations</b> <i>Nicky Cariglia, ITOPF</i>
15h00	<b>Coffee break</b>
	<b>Claims for clean-up, preventive measures and wrecks removal</b>
15h30	<b>Claims admissibility criteria, common problems, salvage &amp; preventive measures, evidence gathering, presentation of Claims</b> <i>Thomas Liebert, IOPC Funds</i>
16h30	<b>Exercise 2: Claims for clean-up and preventive measures</b> <i>All participants</i>
17h00	<b>Wrap-up and conclusion for Day 3</b> <i>Thomas Liebert, IOPC Funds</i>

<b>Day 4. Friday, 13 May 2016</b>	
	<b>Welcome</b>
08h45	<b>Welcome: Recap of Day 3 and review of Day 4 timetable</b> <i>Thomas Liebert, IOPC Funds</i>
	<b>Claims in the fisheries, mariculture and processing sectors</b>
09h00	<b>Types of damage, claims admissibility criteria, common problems, presentation of claims, assessment of claims</b> <i>Nicky Cariglia, ITOPF</i>
10h00	<b>Exercise 3: Claims in the fisheries, mariculture and processing sectors</b> <i>All participants</i>
10h30	Coffee break
	<b>Claims in the tourism sector</b>
11h00	<b>Types of damage, claims admissibility criteria, common problems, presentation of claims, assessment of claims</b> <i>Thomas Liebert, IOPC Funds</i>
12h00	<b>Exercise 4: claims in the tourism sector</b> <i>All participants</i>
12h30	Lunch Break
	<b>Claims for environmental damage</b>
13h30	<b>Types of damage, claims admissibility criteria, common problems, presentation of claims, assessment of claims</b> <i>Nicky Cariglia, ITOPF</i>
14h30	<b>Exercise 5: claims for environmental damage</b> <i>All participants</i>
15h00	Coffee break
15h30	<b>Implementation of the compensation regime into national law</b> <i>Thomas Liebert, IOPC Funds</i>
16h00	<b>Conclusions and recommendations</b> <i>All participants</i>
	<b>Closing ceremony</b>
16h30	<b>Closing Ceremony</b> - Senior government representative - Workshop evaluation and presentation of certificates
17h00	End of Day 4 and Workshop

## Annex 2 – List of participants

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## **Annex 3 – Opening remarks from the IMO/IPIECA representative**

Mr Antonio Cruz Lopes, Chair of the Maritime and Port Agency,  
Mr Joao Rosario Lopes, Focal Point for the GI WACAF Project,  
Distinguished delegates,  
Ladies and Gentlemen,

It is an honour for me to deliver this opening speech as representative of the International Maritime Organization (IMO) and IPIECA, the global oil and gas association for environmental and social issues. I would like to welcome all of you to this National workshop on Contingency Planning and Liability and Compensation in case of an oil spill, organised under the framework of the Global Initiative for West, Central and Southern Africa (GI WACAF).

The foundation of the GI WACAF project is entrenched in the various elements of the International Convention on Oil Pollution Preparedness, Response and Co-operation or OPRC Convention. This Convention provides a global framework to facilitate international co-operation and mutual assistance in preparing for and responding to major oil pollutions. Its effective implementation is the major focus area for the project, concentrating on six core goals that include assisting with the ratification and implementation of the various IMO Conventions related to all aspects of spill preparedness and response, not only OPRC, but the various oil pollution compensation conventions as well. Since its launch in 2006, GI WACAF has implemented over 90 workshops, training courses and conferences in the 22 countries of the Project.

Whilst strong progress in preparedness has been made, the risk of oil spills remains present in the region. The picture today is one of substantially expanding oil and gas activity across West Africa. The growing levels of oil and gas activity have coincided with, and contributed to, a large increase in the level of shipping activity in the region. This means that the level of risks of an oil spill are higher for a country like Cabo Verde.

That is why the key objective of this workshop is to strengthen oil spill response and preparedness in Cabo Verde by reviewing the National Oil Spill Contingency Plan and providing guidance on IMO Conventions related to liability and compensation.

To assist with this goal, we have invited two international experts, Ms Nicky Cariglia, Technical advisor at ITOPF, the International Tanker Owners Pollution Federation Limited and Mr Thomas Liebert, Head of External Relations & Conference at the International Oil Pollution Compensation Funds, who are here to share their knowledge and answer any questions that this group might have. I have no doubt that the following four days will prove successful in providing each of you with the opportunity to gain an increased understanding of these important topics.

In concluding, I have the pleasure in conveying to all of you the very best wishes of the IMO Secretary-General, Mr. Kitack Lim, and Mr Brian Sullivan, Executive Director of IPIECA. I would also like to express sincerest thanks to the Maritime and Port Agency for the organisation and hosting of this special event. Thank you for your attention.



## Annex 4 – Opening speech from the Chair of the Maritime and Port Agency of Cabo Verde

### **Discurso de Abertura do Seminário Nacional para a revisão e implementação do Plano de Contingência de Preparação e Combate à Poluição por Hidrocarbonetos**

#### **Organizado pela AMP em parceria com a OMI no âmbito da Iniciativa GI-WACAF**

Sr. Presidente da Câmara Municipal de São Vicente, Excelência

Sra. Representante da GI WACAF da OMI, Dra. Chloe Blais;

Sr. Representante do Fundo Internacional de compensação por poluição marítima derivado de Hidrocarbonetos, Eng<sup>o</sup> Thomas Liebert;

Srs. Membros do CA da AMP

Sr. Capitão dos Portos de Barlavento

Sr. Capitão dos Portos de Sotavento

Srs. Directores, Assessores e funcionários da Agência Marítima e Portuária,

Senhoras e Senhores Dirigentes das Instituições Públicas e Privadas;

Órgãos da Comunicação Social aqui presentes,

Minhas Senhoras e Meus Senhores

A característica mais importante da globalização é, sem dúvida, o facto da economia mundial assentar no livre tráfego e comércio, sendo a via marítima o responsável por cerca de 90% do mercado mundial, sendo o transporte marítimo, indubitavelmente, uma das maiores indústrias do mundo e também a mais vulnerável, pois envolve a movimentação de grandes quantidades de cargas entre portos de um mesmo país ou entre países distintos, ganhando assim o mar uma relevância acrescida que não pode ser esquecida, nem tão pouco descurada.

A OMI desde muito cedo reconheceu a necessidade e a importância de um extenso programa bem elaborado para dar resposta ao sistema de prevenção, necessário para assegurar uma acção atempada na minimização do impacto de uma descarga petrolífera no mar. Desde de 1968, um ano após o desastre do navio “Torrey Canyon”, a OMI adoptou três importantes resoluções interligados, estabelecendo procedimentos para lidar com descargas de hidrocarbonetos. Vinte anos mais tarde, o efeito em cascata do encalhe do navio “Exxon Valdez”, próximo da costa de Alaska em 1989, foi o ponto de partida para o desenvolvimento da Convenção Internacional sobre a



poluição por hidrocarbonetos, resposta e cooperação na luta contra a poluição marinha.

#### (OPRC)

A Convenção Internacional sobre o Preparo, Resposta e Cooperação em Casos de Poluição por Hidrocarbonetos, (OPRC - **International Convention on Oil Pollution Preparedness, Response and Co-operation**) foi adoptada em 1990 e mais tarde, em 2000 à mesa foi aditado o Protocolo sobre Substâncias Nocivas e Potencialmente Perigosas – (HNS Protocol on Hazardous and Noxious Substances), para cobrir substâncias perigosas e nocivas.

Nessa época, pela primeira vez, a Convenção OPRC foi, dotada de uma verdadeira estrutura global para facilitar a cooperação internacional e a assistência mútua entre Estados na preparação e resposta aos incidentes de poluição de grande escala. Esta Convenção encoraja os Estados a desenvolverem e a manterem um plano adequado com capacidade de resposta dos mesmos, enquanto que, simultaneamente se reconhece a importância da cooperação com as indústrias do *shipping* e do petróleo, para lidar com grandes acidentes de poluição por hidrocarbonetos. Na verdade, é ponto crítico e importante que os Governos, Local e Nacional, trabalhem juntos com peritos das indústrias para construir a capacidade de resposta a todos os níveis.

Em 1996, por iniciativa da OMI e da Associação para a Conservação Ambiental da Indústria Internacional do Petróleo - *International Petroleum Industry Environmental Conservation Association (IPIECA)*, foi lançado o projecto da Iniciativa Global (GI) para promover o desenvolvimento de mecanismos de cooperação entre os Governos e a Indústria do *shipping*, visando uma efectiva resposta ao combate à poluição marinha.

No âmbito do Projecto de Iniciativa Global para os países da África Ocidental e Central (WACAF GLOBAL INICIATIVE) para a cooperação em matéria de preparação e luta contra os maiores incidentes de poluição, a OMI e a GI-WACAF em cooperação com a Agência Marítima e Portuária, realiza de hoje 10, a 13 de Maio de 2016, o **Seminário Nacional para a revisão e implementação do Plano de Contingência de Preparação e Combate à Poluição por Hidrocarbonetos..**

Este Seminário tem por objectivo actualizar o Plano Nacional de Contingência Contra a Poluição Marinha por Hidrocarbonetos e Outras Substâncias Nocivas e fornecer directrizes aos participantes e às respectivas entidades, sobre a implementação das convenções da IMO relacionadas com a responsabilidade e a compensação em casos de derrame de hidrocarbonetos.

Por todo o exposto, a questão da implementação do Plano Nacional de Contingência contra a poluição marinha reveste-se de importância vital, no contexto do desenvolvimento sustentável e da confiança que os intervenientes do sistema marítimo e portuário usufruem, num momento em que o país dá passos largos para a afirmação do negócio do *bunkering* portuário e off-shore.

Com efeito, enquanto país arquipelágico e de forte vocação marítima, o desenvolvimento de Cabo Verde depende em grande escala do crescimento e da sustentabilidade de um conjunto de actividades económicas relacionadas com o **MAR**, sendo o *bunkering* uma das actividades económicas muito promissora, e de capital importância para o desenvolvimento económico e social de Cabo Verde, da ilha de São Vicente e do Porto Grande, em particular.

Com esse propósito, e reconhecendo a importância do sector marítimo na sua actividade, e o impacto na economia do país de uma forma geral, o Governo, através do Ministério da Economia e Emprego e a AMP, em parceria com a OMI e com a GI-WACAF, em resposta a solicitação de assistência técnica, conforme consta da nota desta Organização realizam esse seminário com o objectivo, entre outros, de se proceder ao GAP Analysis do Plano Nacional de Contingência e apoiar na sua implementação efectiva, bem como da respectiva legislação marítima, em Cabo Verde, visando a capacitação institucional e reforço de medidas operacionais, para que o país cumpra com os padrões globais estabelecidos pela OMI, que garantam a elevação da performance de todos os envolvidos no sistema de segurança marítima, em matéria de prevenção e combate na luta contra a poluição marinha.

Este seminário visa igualmente a capacitação da Administração Marítima Nacional, preparando o país e, em particular, a AMP para *IMO Member State Audit Scheme IMSAS* – Esquema de Auditorias Obrigatórias da OMI, , que

entrou em vigor no ano 2016, estando programada para Maio de 2017 a auditoria obrigatória do estado de ratificação e de implementação das Convenções em Cabo Verde. É de destacar que o nosso país posiciona-se no 37º lugar dos países a receber a Auditoria Obrigatória da OMI.

Na verificação de não conformidades durante a Auditoria Obrigatória, o Esquema funcionará como uma inspecção pedagógica à Administração Marítima e às demais instituições ligadas às actividades do sector marítimo e portuário, e a sua correcção ou superação representará um grande desafio para o benefício do próprio país.

Cabo Verde, enquanto estado-parte Membro da OMI é um dos países da sub-região Africana a ser beneficiado com esse programa de parceria estabelecida entre a OMI/ACP/EU Secretariado, conjuntamente com outros países da região.

Minhas Sras. e Meus Srs.

Em conformidade com a lei da sua criação, compete a Agência Marítima e Portuária no âmbito da segurança marítima e portuária, de entre outras, a responsabilidade de adoptar as medidas necessárias para garantir que a operação do *Bunkering* em Cabo Verde decorra nas melhores condições de segurança da navegação, da operação de abastecimentos em combustíveis aos navios em águas nacionais, em conformidade com as normas internas e internacionais aplicáveis e de garantir o funcionamento seguro e eficiente dos portos,

Neste quadro, com a recente publicação do Regulamento do Bunkering resta-nos trabalhar na delimitação e estabelecimento de quadros para alocação dos diferentes tipos de navios, de formação e de certificação de técnicos para operação, fiscalização e monitorização do Bunkering e da promoção e implementação das zonas de separação do tráfego marítimo nos portos e costa das ilhas de Cabo Verde.

Caros Convidados,

Minhas Senhoras e Meus Senhores,

Das 53 convenções da OMI, Cabo Verde tem neste momento mais de duas dezenas de convenções ratificadas incluindo a Convenção MLC que entra em vigor no próximo mês de Outubro de 2016, bem como as Emendas da Manila a Convenção do STCW, já inseridas na ordem interna, e por ratificar o anexo VI da Convenção MARPOL e os Protocolos da Convenção SOLAS e a Convenção de Intervenção.

Permitem-me agora destacar a forte parceria entre a OMI e Estado de Cabo Verde, que tudo tem feito para nos manter ao corrente das acções de formação e de capacitação dos nossos quadros.

Assim, no decurso dos anos transactos e do corrente ano, incluindo este Seminário, quadros da AMP tiveram a oportunidade de participar em diversas acções de formação promovidas pela OMI quer na região Africana quer na América do Sul.

, De entre as acções de formação levadas a cabo, destacam-se os Seminários, realizados em 2015, sobre os seguintes temas:

- **“Vigilância, Monitoramento e Comunicação para a Segurança Marítima”,** realizada no passado mês de Fevereiro no Brazil;
- **“Table Top Exercise”** em finais de Março princípio de Abril no Mindelo, aqui nesta sala,
- O **“Workshop de Facilitação da implementação do WCA do Código de Conduta através do ICC”**, realizado em Luanda Angola e no mês de Maio;
- **“Seminário sobre o FSI”** em Accra Ghana

Por tudo esse esforço, queremos endereçar os mais vivos cumprimentos a Delegação da OMI aqui presente, chefiada pela Dra. Chloe Blais, extensivo ao Eng<sup>o</sup>. Thomas Liebert, Representante do Fundo Internacional de compensação por poluição marítima derivado de Hidrocarbonetos, e demais membros da Delegação que os acompanham bem como colegas do trabalho e em especial ao Secretário Geral da OMI.

Finalmente, agradecemos a simpática companhia dos que vieram das outras ilhas e de instituições públicas e privadas que nos honraram com a sua prestigiada presença na abertura deste Seminário, testemunhando assim a importância das questões da segurança e protecção ambiental para o para o sector da marinha e portos, desejando a todos um bom trabalho e que os participantes tirem o maior proveito dos conhecimentos e ensinamentos dos peritos aqui presentes.

Declaro aberto este Seminário.

Muito Obrigado a todos.

## Annex 5 – Example of risk assessment matrix

Scenario	Type of risks	Location	Oil Type	Priorities	Preferred strategy	Resources	Equipment location
TANKER OPERATIONS AT PIPE LINE /QUADRO DE AMARRAÇÃO	SHORE – PORT / SEA INTERNAL RISK	Sal, Sao Vicente	FUEL	Protection of economic activities	1. Containment and recovery 2. Shoreline clean-up	1. Aerial surveillance: coast guard aircraft 2. Containment and recovery: coast guard vessel + one vessel of opportunity, boom and skimmer set, inflatable storage 3. Shoreline protection and clean-up: shoreline package (shoreline boom, skimmer, storage), mechanical recovery (trucks, bulldozers) manpower from civil protection for manual clean-up, clean-up equipment and PPE	1. Aircraft: Praia 2. Set for containment and recovery in 3 ports (Praia, Sal, Sao Vicente) 3. TBD
BUNKERING PORTUARIO (SHIP TO SHIP OPERATIONS)	SEA-INTERNAL						
TANKER OPERATIONS + OTHERS CARGO AND PASSAGER SHIPS AT PORT	SEA/LAND-INTERNAL						
INSTALAÇÕES PETROLIFERAS E PORTUARIAS (OIL INDUSTRY AND PORTS OPERATIONS)	LAND/INTERNAL						
PASSING SHIP (TANQUER&BU LK CARRIERS) + WASHING TANKS	SEA EXTERNAL						
EXPLORAÇÃO OFFSHORE COSTA OCIDENTAL AFRICANA	SEA-EXTERNAL						

## **Annex 6 – Closing speech from the Chair of the Maritime and Port Agency of Cabo Verde**

Este Seminário tem por objectivo actualizar o Plano Nacional de Contingência Contra a Poluição Marinha por Hidrocarbonetos e Outras Substâncias Nocivas e fornecer directrizes aos participantes e às respectivas entidades, sobre a implementação das convenções da IMO relacionadas com a responsabilidade e a compensação em casos de derrame de hidrocarbonetos.

Por todo o exposto, a questão da implementação do Plano Nacional de Contingência contra a poluição marinha reveste-se de importância vital, no contexto do desenvolvimento sustentável e da confiança que os intervenientes do sistema marítimo e portuário usufruem, num momento em que o país dá passos largos para a afirmação do negócio do bunkering portuário e off-shore.

Com efeito, enquanto país arquipelágico e de forte vocação marítima, o desenvolvimento de Cabo Verde depende em grande escala do crescimento e da sustentabilidade de um conjunto de actividades económicas relacionadas com o MAR, sendo o bunkering uma das actividades económicas muito promissora, e de capital importância para o desenvolvimento económico e social de Cabo Verde, da ilha de São Vicente e do Porto Grande, em particular.

Com esse propósito, e reconhecendo a importância do sector marítimo na sua actividade, e o impacto na economia do país de uma forma geral, o Governo, através do Ministério da Economia e Emprego e a AMP, em parceria com a OMI e com a GI-WACAF, em resposta a solicitação de assistência técnica, conforme consta da nota desta Organização realizam esse seminário com o objectivo, entre outros, de se proceder ao GAP Analysis do Plano Nacional de Contingência e apoiar na sua implementação efectiva, bem como da respectiva legislação marítima, em Cabo Verde, visando a capacitação institucional e reforço de medidas operacionais, para que o país cumpra com os padrões globais estabelecidos pela OMI, que garantam a elevação da performance de todos os envolvidos no sistema de segurança marítima, em matéria de prevenção e combate na luta contra a poluição marinha.

Este seminário visa igualmente a capacitação da Administração Marítima Nacional, preparando o país e, em particular, a AMP para IMO Member State

Audit Scheme IMSAS – Esquema de Auditorias Obrigatórias da OMI, , que entrou em vigor no ano 2016, estando programada para Maio de 2017 a auditoria obrigatória do estado de ratificação e de implementação das Convenções em Cabo Verde. É de destacar que o nosso país posiciona-se no 37º lugar dos países a receber a Auditoria Obrigatória da OMI.

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Cabo Verde, enquanto estado-parte Membro da OMI é um dos países da sub-região Africana a ser beneficiado com esse programa de parceria estabelecida entre a OMI/ACP/EU Secretariado, conjuntamente com outros países da região.

Minhas Sras. e Meus Srs.

Em conformidade com a lei da sua criação, compete a Agência Marítima e Portuária no âmbito da segurança marítima e portuária, de entre outras, a responsabilidade de adoptar as medidas necessárias



para garantir que a operação do Bunkering em Cabo Verde decorra nas melhores condições de segurança da navegação, da operação de abastecimentos em combustíveis aos navios em águas nacionais, em conformidade com as normas internas e internacionais aplicáveis e de garantir o funcionamento seguro e eficiente dos portos,

Neste quadro, com a recente publicação do Regulamento do Bunkering resta-nos trabalhar na delimitação e estabelecimento de quadros para alocação dos diferentes tipos de navios, de formação e de certificação de técnicos para operação, fiscalização e monitorização do Bunkering e da promoção e implementação das zonas de separação do tráfego marítimo nos portos e costa das ilhas de Cabo Verde.

Caros Convidados,

Minhas Senhoras e Meus Senhores,

Das 53 convenções da OMI, Cabo Verde tem neste momento mais de duas dezenas de convenções ratificadas incluindo a Convenção MLC que entra em vigor no próximo mês de Outubro de 2016, bem como as Emendas da Manila a Convenção do STCW, já inseridas na ordem interna, e por ratificar o anexo VI da Convenção MARPOL e os Protocolos da Convenção SOLAS e a Convenção de Intervenção.

Permitem-me agora destacar a forte parceria entre a OMI e Estado de Cabo Verde, que tudo tem feito para nos manter ao corrente das acções de formação e de capacitação dos nossos quadros.

Assim, no decurso dos anos transactos e do corrente ano, incluindo este Seminário, , quadros da AMP tiveram a oportunidade de participar em diversas acções de formação promovidas pela OMI quer na região Africana quer na América do Sul.

De entre as acções de formação levadas a cabo, destacam-se os Seminários, realizados em 2015, sobre os seguintes temas:

- “Vigilância, Monitoramento e Comunicação para a Segurança Marítima”, realizado no passado mês de Fevereiro no Brazil;
- “Table Top Exercise” em finais de Março princípio de Abril no Mindelo, aqui nesta sala,
- O “Workshop de Facilitação da implementação do WCA do Código de Conduta através do ICC”, realizado em Luanda Angola e no mês de Maio;
- “Seminário sobre o FSI” em Accra Ghana

Por tudo esse esforço, queremos endereçar os mais vivos cumprimentos a Delegação da OMI aqui presente, chefiada pela Dra. Chloe Blais, extensivo ao Eng<sup>o</sup>. Thomas Liebert, Representante do Fundo Internacional de compensação por poluição marítima derivado de Hidrocarbonetos, e demais membros da Delegação que os acompanham bem como colegas do trabalho e em especial ao Secretário Geral da OMI.

Finalmente, agradecemos a simpática companhia dos que vieram das outras ilhas e de instituições públicas e privadas que nos honraram com a sua prestigiada presença na abertura deste Seminário, testemunhando assim a importâncias das questões da segurança e protecção ambiental para o sector da marinha e portos, desejando a todos um bom trabalho e que os participantes tirem o maior proveito dos conhecimentos e ensinamentos dos peritos aqui presentes.

Declaro aberto este Seminário.

Muito Obrigado a todos.



## Annex 7 – Evaluation questionnaire

### EVALUATION QUESTIONNAIRE

National Workshop on Contingency Planning and Liability and Compensation in case of an oil spill  
Mindelo, Cabo Verde – 10 -13 May 2016

#### Arrangements prior to the activity

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

#### During the activity

- |   |   |   |  |                          |                          |
|---|---|---|--|--------------------------|--------------------------|
| 6 | To cover the topics fully, was the event ( <i>please check the appropriate box</i> )                |   |  |                          |                          |
|   | (1) too long <input type="checkbox"/>   | (2) just right <input type="checkbox"/> | (3) too short <input type="checkbox"/> |                          |                          |
| 7 | How do you rate the event with regard to the following? ( <i>tick one box in each case</i> )        |   |  |                          |                          |
|   |   | 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? ( <i>tick one box in each case</i> )        |   |  |                          |                          |
|   |   | 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? ( <i>tick one box in each case</i> ) |   |  |                          |                          |
|   |   | 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 <input type="checkbox"/>
Field trips	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	N/A <input type="checkbox"/>

**At the end of the activity**

12 What topics were of most interest and relevance to you?  
 \_\_\_\_\_  
 \_\_\_\_\_

13 Are there any topics which should be added? Yes  No   
 If yes, please list them:  
 \_\_\_\_\_  
 \_\_\_\_\_

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

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

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

Comments:  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

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



## Annex 8 – Photos

