



## **Interim Guinea Current Commission**

### **TECHNICAL REPORT SERIES**

**SECOND IGCC/UNIDO/IMO/IPIECA MEETING OF THE TECHNICAL  
ADVISORY GROUP ON DEVELOPMENT OF SUB-REGIONAL  
CONTINGENCY PLANS AND SUB-REGIONAL AGREEMENTS FOR CO-  
OPERATION IN CASES OF MAJOR MARINE POLLUTION INCIDENTS,**

**ACCRA, GHANA, 20-22 AUGUST 2007**

**ORGANIZED BY THE IGCC/ UNIDO IN COLLABORATION WITH IMO AND IPIECA**



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## **INTRODUCTION**

01 The IGCC/UNIDO/IMO/IPIECA Second Meeting of the Technical Advisory Group on the Development of sub-regional contingency plans and sub-regional agreements for co-operation in cases of major marine pollution incidents was held at the Interim Guinea Current Commission, 1, Akosombo Street, Accra, Ghana from 20 to 22 April 2007.

0.2 The main objectives of the Meeting were to finalize the draft sub-regional plan, the draft agreement for co-operation in cases of emergency, the draft terms of reference for the sub-regional center and other related documents.

0.3 All the Guinea Current Large Marine Ecosystem National Project Directors and national maritime Authorities had been invited to nominate participants to the Meeting, taking into consideration the objectives of the Meeting. With a view to facilitating the future participation of all countries covered by the Abidjan Convention, the invitation was also extended to the relevant ministries in the other countries of West and Central Africa, including South Africa. Relevant international organizations had also been invited to take part in the Meeting.

0.4 The Meeting was organized back-to-back with the First Meeting on the revision of the Emergency Protocol to the Abidjan Convention, which was attended by the same participants.

## **PARTICIPANTS**

0.5 The Meeting was attended by participants nominated by the following countries:

|                  |               |
|------------------|---------------|
| Benin            | Ghana         |
| Cameroon         | Guinea Bissau |
| Cape Verde       | Liberia       |
| Congo (Dem. Rep) | Mauritania    |

|                   |                     |
|-------------------|---------------------|
| Congo (Rep.)      | Namibia             |
| Côte d'Ivoire     | Nigeria             |
| Equatorial Guinea | Sao Tome & Principe |
| Gabon             | Senegal             |
| Gambia            | Togo                |

0.6 Representatives of the following UN organizations and programmes also participated in the Meeting:

- International Maritime Organization (IMO)
- United Nations Industrial Development Organisation (UNIDO)
- United Nations Environment Programme (UNEP)

0.7 The Meeting was also attended by representatives of the following Non Gouvernemental Organization:

- International Petroleum Industry Environmental Conservation Association (IPIECA)

0.8 The complete list of participants is given in **Annex I** to this report.

## **1 OPENING OF THE MEETING**

1.1 The Technical Advisory Group Meeting, together with the first meeting on the revision of the Emergency Protocol to the Abidjan Convention also held at the Secretariat of the Interim Guinea Current Commission from 23 to 24 April 2007 were both opened by Hon. Professor Christopher Ameyaw-Akumfi, Minister, Ministry of Harbours and Railways. In his speech, the Hon. Minister noted that the meetings were being held at a time when maritime safety and the protection of the marine environment were receiving renewed attention and active support from all countries. He applauded the collaboration between the IGCC, IMO and IPIECA to address concerns relating to the development of regional cooperation in cases of major marine pollution incidents within the Guinea Current Large Marine Ecosystem (GCLME) region in West and

Central Africa. He wished all participants fruitful deliberations and a happy stay in Ghana. The full text of his address is attached as **Annex II**.

1.2 The Chairperson for the opening ceremony, Capt. A. O. Turkson asked the participants to bring to bear their expertise and knowledge, to fine-tune and consolidate the Sub-regional Contingency Plan, the Sub-regional Agreement for Co-operation in cases of Major Marine Pollution Incidents and the Revised Emergency Protocol to the Abidjan Convention. He urged them to pay particular attention to carrying out regular drills and simulation exercises to facilitate the implementation of the Sub-regional Contingency Plan.

1.3 The Project Manager, UNIDO, Dr. Chika Ukwe, speaking on behalf of the UNIDO Director General, Dr. Kandeh Yumkella welcomed all participants. He assured delegates of the continued support and assistance of UNIDO in the finalization and implementation of the Sub-Regional Plan, as well as the conduct of regular exercises to test and operationalise the Plan. He lauded the level of enthusiasm and support from the countries of the GCLME and the wider Abidjan Convention area to the development and implementation of the Plan, Agreement and the revised Protocol. On behalf of UNIDO, he thanked the IMO, IPIECA and the Private Sector for their support in the organization of the meetings. The full text of his address is attached as **Annex III**.

1.4 Mr. Malamine Thiam, Head Technical Co-operation Coordination and Major Projects, Marine Environment Division of IMO, speaking on behalf of Mr. Efthimios Mitropoulos, Secretary-General of IMO, welcomed the participants to the meeting. In his address, he recalled the major points discussed during the first meeting of the Technical Advisory Group and indicated his confidence that, with the resolve of all concerned, agreement will be reached on the important questions raised regarding the draft plan and agreement during the first meeting. He further recalled that the participants will also undertake a very important and timely exercise in the latter part of the week and which relates to the revision of the Emergency Protocol to the Abidjan Convention. In this respect, he gave an account of the sequence of events, which led to the decision by the Parties to initiate such a revision. The full text of his address is attached as **Annex IV**.

1.5 The Executive Secretary, IGCC / Regional Director, GCLME, Prof. Chidi Ibe, thanked the Honourable Minister for Harbours and Railways for the honour of his presence. He welcomed all delegates to the two important Meetings and thanked them for their continued interest and support for regional activities being implemented from the vantage platform of the IGCC and commended the IMO, IPIECA and UNIDO for their contributions towards key successes so far recorded by the project in the area of maritime safety and protection of the marine environment. He wished the delegates successful deliberations.

## **2 ORGANIZATION OF THE MEETING**

2.1 The participants unanimously confirmed Capt. A. O. Turkson, Principal, Regional Maritime Academy, Accra, Ghana, as Chairman.

## **3 ADOPTION OF THE AGENDA**

3.1 The meeting adopted the Agenda presented in **Annex V** of this Report.

## **4 PRESENTATION ON THE INTERNATIONAL REGIME ON LIABILITY AND COMPENSATION FOR OIL POLLUTION DAMAGE**

4.1 Captain Patrick Joseph, Claims Manager of the IOPC FUNDS, London in a presentation, gave a comprehensive review of the International Regime on Liability and Compensation for Oil Pollution Damage, covering the Civil Liability (CLC) Convention, 1992, the 1992 Fund Convention and the Supplementary Fund Protocol. Captain Joseph's presentation covered the rationale, legal framework, the IOPC Funds, scope of the conventions, as well as the general criteria for the admissibility of claims.

4.2 One marked revelation from Captain Joseph, which is a wake up call to member States from West and Central Africa, is that although most of these countries have ratified the Fund 1992 Convention, they are not regular at the Funds' Assembly meetings to make relevant input to decisions regarding the administration of the Funds. He therefore urged the active participation of these countries at the Assembly meetings to contribute to decisions and also ensure that peculiar needs of developing countries are adequately considered regarding the administration of the Funds. For those countries that have not yet ratified the 1992 CLC and Fund Conventions, the presenter as well as the Chairman for the Meeting urged them to consider ratifying these Conventions to give some guaranteed protection and compensation in the event of oil pollution incident on the coast of the region which could affect any or all of the countries depending on the scale of such an incident.

4.3 Captain Joseph also requested participants to ensure that adequate provision is made in their sub-regional and national contingency plans to identify those who are responsible for keeping a comprehensive record of all costs incurred in the response to an incident. Similarly, he also urged adequate provision to be made in the contingency plans on the comprehensive presentation of claims with appropriate narratives accompanying all invoices. This, according to Captain Joseph, would ensure quicker assessment of claims. Otherwise, when claims are submitted without the appropriate supporting information and satisfactory narratives, considerable time is spent by the Fund to verify the costs and investigate their admissibility before accepting the invoices for payment of compensation.

4.4 In response to questions from delegates, clarification was made to the fact that the IOPC Funds cover only oil pollution emanating from "ships" as defined in the Conventions and not any other facilities such as platforms or pipelines whether they are onshore or offshore. Further clarification was provided by the IMO Consultant that if an oil tanker is accepted into a port of refuge and any damage (whether pollution or any other) occurs as a consequence of the ship entering in that port of refuge, victims of such damage are admissible for compensation, provided the country in question is party to the Fund Convention, as they would be considered as a consequence of "preventive measures".

4.5 Claim assessment and submission through a third party such as an International Audit Firm cannot be accepted for payment of compensation by the Fund. Therefore, even when a country, for operational reasons contracts a firm to assess the levels and costs of compensations to be paid, the Fund would still carry out their own assessments to validate or review what has been submitted before any compensation could be made.

4.6 On a concern raised by a delegate that developing countries lack capacity to be able to meet the Funds' rigid criteria for submitting claims for compensation, and that such countries therefore do not need to ratify the Conventions since they cannot ever access compensation due to their lack of capacity to meet the criteria for claims, Captain Joseph explained that there is provision for, and indeed, this has been tested by practical experience where, in the event that the country or victims are unable to provide the requisite information for claims, for subsistence fishermen, the Fund has assisted claimants by conducting field assessments.

## **5 REVIEW OF THE DRAFT SUB-REGIONAL OIL SPILL CONTINGENCY PLAN**

5.1 Reviewing this document, the following comments and corrections were made:

5.1.1 Section 2.5; Paragraph 1: number of meetings to be held annually. The original statement of "at least twice a year" is replace with "at least once a year". With the option to include that extraordinary meetings could be convened when the need arises.

5.1.2 Section 2.8 – The paragraph is amended to read as follows:

“The Sub regional Coordination Centre as set up by a decision of the Council of Ministers of the Interim Guinea Current Commission will avail as the secretariat of the Plan. More generally, the Centre will implement the roles assigned to it by the Parties to the Plan.”



5.1.3 Section 3.1, paragraph 2 – to include the following sentence:

“the two Parties may agree to transfer the role of Lead Party from the first Party to the second”.

5.1.4 Section 4.5 - Dispersants

A number of delegates felt it was necessary to have uniform types or categories of dispersants acceptable to all Parties. Responding to this, experts felt that it would be difficult to have a uniform category of dispersants due to differing capacities of Parties both in terms of resources and national standards. Therefore, the consensus was that Parties should define individual national policies but only ensure that other parties are adequately informed of national requirements to avoid conflict. Parties could refer to the IMO/UNEP Guidelines on the use of Dispersants or the REMPEC guidelines to inform their own national policies. It was confirmed, as in the draft text, that dispersants should only be used in accordance with the rules of the country in whose waters they would be used.

Given the importance and number of questions raised by the participants, Mr. Andrew Nicoll, Advocacy Manager, OSRL gave a presentation on dispersants which covered the many aspects of the matter, including policy implications, advantages and disadvantages of their use and the approval system for dispersants. A copy of his presentation was distributed to the participants.

5.1.5 New Section 4.7 on communication with the Compensation Regimes to read as follows:

“As soon as a national Authority is aware of a pollution by a ship or an imminent threat thereof, it should make contact without delay with the liability insurers of the ship and with the international system for compensation of pollution damages (IOPC Funds or other). When assistance is requested from another country,

such request should also be notified without delay to the liability insurers and the international system.”

5.1.6 Section 6.2.b. – Role of the Sub regional Coordination Centre

Some delegates expressed the need for explicit mention of the role of the Centre in coordinating spills response operations. Their attention was however drawn to the fact that the specific functions of the Centre are contained in an Annex called Terms of Reference for the Centre. It was also explained that there was the need to leave the detail of functions of the Centre to Parties to decide at their regular annual meetings. This is because, if many functions are detailed for the Centre, it could be limited by resource constraints and would not be able to execute those functions as required. Parties should therefore be given the leverage to assign functions and responsibilities to the Centre on a need by need basis.

5.1.7 Section 6.3 – Delegates were advised to have prior discussions with and obtain the support and cooperation of national Customs, Police and Immigration Authorities to ensure a smooth movement of equipment and personnel across boundaries in the event of a spill. In this respect the attention was drawn to the fact that, as other parts of the Plan, this idea of facilitation is already in the International Conventions (OPRC and Abidjan) and that the Plan was detailing how to fulfill the commitments of the conventions.

5.1.8 The draft sub-regional contingency plan as amended during the Meeting is attached at Annex VI.

**6. REVIEW OF THE DRAFT AGREEMENT ON THE SUB-REGIONAL CONTINGENCY PLAN FOR PREPAREDNESS AND RESPONSE TO MAJOR MARINE POLLUTION INCIDENTS IN THE GUINEA CURRENT LARGE MARINE ECOSYSTEM REGION**

6.1 Participants in the meeting wanted a clarification between the Agreement and MoU. The meeting was reminded that at the last meeting in April 2007, it was agreed to label the document as a Memorandum of Understanding rather than an agreement due to the cumbersome process that would be engaged if we were to give the legally-binding form of an Agreement. While Nigeria preferred MoU, other countries preferred an Agreement. After a lengthy debate without any consensus on the choice of terminology (MoU or Agreement?), it was suggested that the document be called a Resolution. This will facilitate quicker and easier implementation of the Plan without any legal encumbrances as the adoption of the resolution and the attached Plan by the Ministers would allow an early implementation of the Plan. A draft resolution was therefore prepared to replace the previous document and accepted by the meeting. The document is attached as **Annex VII** to this report.

## **7 REVIEW OF THE TERMS OF REFERENCE FOR THE CENTRE AS ADOPTED BY THE FIRST MEETING**

7.1 Section II paragraph 3 – A delegate suggested that it be clarified that the Centre is a specialized and distinct unit managed by the IGCC. It was explained that a national centre in one of the member countries will serve also as the Sub-regional centre and assume international roles/functions.

7.2 Section II, paragraph 1 – It was suggested that in the English version, the “coordination centre for marine pollution emergency” should begin with capital letters. In paragraph 3, the second sentence is deleted since it is a repetition of the first one.

7.3 Section IV –Administration and Finance – Delegates were of the view that mention should be made that if a country wishes to host the centre, she must be vetted to ensure she has the resources, personnel and other relevant capacity and capability to host the Centre.

An extensive debate ensued as to the status of the Director of the Centre. The need for a minimum guaranteed duration of mandate for the Director was expressed. It was felt that this was all the more important because since the Director is to be appointed by the Government of the host country, this could lead to frequent changes of Directors.

7.4 The adopted terms of reference are in **Annex VIII** to this report.

## **8 REVIEW OF THE DRAFT RESOLUTIONS TO BE PROPOSED FOR ADOPTION BY THE MINISTERIAL MEETING**

### Draft ministerial resolution on Global and Regional Conventions

When introducing the draft ministerial resolution on Global and regional Conventions, which was developed by the First Meeting of the Technical Advisory Group, the IMO Representative insisted on the need for those countries that have not yet done so to accede to/ratify the relevant IMO and regional conventions.

Paragraph 1 – the phrase “the last word meeting on .... in...” at the end of the sentence should be deleted.

Paragraph 6 – “have adopted” should be replaced with “adopt”. The word “and” should follow the semi-colon at the end of the sentence.

Paragraph 7 – the word “agreed” should be replaced with “agree. The phrase “Parties to the Abidjan Convention and its Protocol” to be replaced with “of the West and Central Africa region”.

The draft ministerial Resolution as amended by the Second Meeting is attached as **Annex IX**.

## Draft Resolution 2

The phrase “Marine environment” in paragraphs 1 and 2 should include the word “coastal”. This should read as “marine and coastal environment”.

That “Sub regional Contingency Plan” after first reference should be referred to as “Plan” in subsequent paragraphs.

The text of this resolution was incorporated in the resolution on the adoption of the Plan (see paragraph 6.1 above)

## **9 ADOPTION OF THE “POLREP” SYSTEM (INCLUDING THE FORMAT TO REQUEST ASSISTANCE)**

The “POLREP” was attached to the draft Resolution of the first meeting of Authorities under the Sub regional Contingency Plan.

Regarding the heading – the word “Plan” should be qualified by “Sub-regional Contingency”.

Language - Insisting on reporting in English could pose difficulties especially involving Francophone countries; hence the need to specify that where the incident happened, the lingua franca of that country should be used in the report. This could later be translated into the other working languages. A clarification was given that the POLREP system itself has provided codes that are standard in their meanings to facilitate cross-language comprehension. It is only when it comes to other ancillary reports or details that some translation would be required.

Recommendation was made that some arrangements should be made to prepare the POLREP in juxtaposed versions in English and French to facilitate the filling of the report.

The end of the sentence in (f) should read “as many headings of the POLREP as possible”.

The draft resolution with the document was then accepted by the meeting for submission to the first meeting of Parties to the Plan and is attached as **Annex X** to the report.

## **10 LIST OF COMPETENT AUTHORITIES**

The document raised a number of observations. Some delegations thought that most of the points, for instance customs authorities, were not useful as these would comply with the instructions of the national authority. Taking into account that this list was in line with the Plan as adopted, other delegations thought that the document should be adopted as it is, possibly with the addition of the immigration authorities. After this exchange, the meeting agreed, as proposed by the chair, to keep the original document with a few minor changes. The adopted document is annexed to this report as **Annex XI**.

## **11 ANY OTHER BUSINESS**

11.1 The IMO Representative gave a brief overview on the activities still to be implemented under the IMO/UNIDO MoU within the framework of the GCLME Project.

## **12 ADOPTION OF THE REPORT**

12.1 The Meeting adopted the report together with the annexes, as the “Report of the IG-CC/UNIDO/IMO/IPIECA Second Meeting of the Technical Advisory Group on Development of sub-regional contingency plans and sub-regional agreements for co-operation in cases of major marine pollution incidents”.

### **13 CLOSURE OF THE MEETING**

13.1 The closing ceremony of both meetings was chaired by Capt. A. O. Turkson, Principal of the Regional Maritime Academy. In his address, Capt. Turkson thanked the participants for their dedication and support in achieving the objectives of both meetings. He encouraged them to work diligently, to ensure that the adopted Sub-regional Contingency Plan is implemented at the national level.

13.2 The Project Manager, UNIDO, Dr. Chika Ukwe, reiterated the continued support of UNIDO in implementing the agreements reached during the meeting. He thanked the IMO and IPIECA for providing technical and financial support for the meeting.

13.3 Mr. Malamine Thiam, IMO, thanked all for the fruitful discussions during the meeting and looked forward to further collaboration and cooperation between the IGCC, UNIDO, IMO, IPIECA and the countries in the region. He thanked all who contributed to the successful organization of the meetings.

13.4 Prof. Chidi Ibe commended the delegates for the sacrifices they made to be present at the meetings and for their commitment and willingness to contribute to the common good of the region. He thanked the Consultants and Experts for their contributions towards the crystallization of some of the key concepts embedded in the GCLME Project. Prof. Ibe also thanked the chairman for guiding the meetings to a productive end. Finally, he thanked the press for their veritable reportage through which the laudable objectives and targets of the project are appreciated in the sub region and beyond.

13.5 The chairman then declared the meetings duly closed.

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## ANNEX 1 LIST OF PARTICIPANTS

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**ANNEX 2 KEYNOTE ADDRESS DELIVERED BY PROF. CHRISTOPHER AMEYAW-  
AKUMFI, HON. MINISTER FOR HARBOURS AND RAILWAYS**

MR. CHAIRMAN  
EXECUTIVE SECRETARY, IGCC  
REPRESENTATIVES OF INTERNATIONAL MARITIME ORGANISATION  
REPRESENTATIVE OF UNDP  
REPRESENTATIVES OF INTERNATIONAL PETROLEUM INDUSTRY  
ENVIRONMENTAL CONSERVATION ASSOCIATION (IPIECA)  
PROJECT MANAGER, GCLME, UNIDO/VIENNA  
DISTINGUISHED MEETING PARTICIPANTS  
DISTINGUISHED MEMBERS OF THE PRESS  
DISTINGUISHED LADIES AND GENTLEMEN

I am delighted to be with you this morning to open the second meeting of the joint International Maritime Organization (IMO)/International petroleum Industry Environmental Conservation Association (IPIECA)/Interim Guinea Current Commission (IGCC) and the First meeting on the Revised Emergency Protocol to the Abidjan Convention.

Mr. Chairman, the development of regional cooperation in cases of major marine pollution incidents within the Guinea Current Large Marine Ecosystem (GCLME) region in West and Central Africa forms a major intervention in combating the depletion of living resources and protection of the coastal resources from ship and land-based sources of pollution under the GCLME Project. The importance of this intervention has resulted in the collaboration between the IGCC, IMO and IPIECA to address these concerns.

Mr. Chairman, I am reliably informed that these meetings are a follow up to two previous ones held in April 2007. I understand these meetings were highly successful. I congratulate the organizers and participants of these meetings.

I am also reliably informed that at the end of the last meetings, participants developed gap analysis and action plans for the development of in-country sensitivity maps, developed a regional guideline on oil spill sensitivity mapping and developed a draft sub-regional contingency plan and developed a draft agreement for cooperation in cases of major pollution incidents.

Mr. Chairman, Distinguished Ladies and Gentlemen, this week, the two Regional Meetings will aim at updating the existing Emergency Protocol to the Abidjan Convention and putting in place a viable and effective system of cooperation in the field of preparedness and response amongst participating Nations to intervene jointly in cases of major spills either in territorial waters of a single Nation or in case of transboundary spill affecting more than one Nation. The collaboration between IMO/IPIECA and IGCC is very laudable. It affords all partners to share resources in joint efforts to address incidents of pollution and also provide a synergy that will lead to rapid response.

It is significant to note that these meetings are being held at a time when maritime safety and the protection of the marine environment were receiving renewed attention and active support from all countries.

Mr. Chairman, Ladies and Gentlemen, at the end of these five days participants are expected to come out with:

1. A revised draft sub-regional contingency plan;
2. A revised draft agreement for cooperation in cases of major pollution incidents;
3. A revised Emergency Protocol to the Abidjan Convention.

Mr. Chairman, distinguished Participants, these are no mean tasks to be completed in such a short time of five days. But I am confident that with the caliber of participants and consultants that are present you will live up to expectation.

On this note, it is my humble duty to declare the 2<sup>nd</sup> Regional Meeting of the IMO/IPIECA/IGCC Technical Advisory Group on development of sub-regional contingency plan and sub-regional agreement for cooperation in cases of major marine pollution incidents as well as the first meeting on the Revised Emergency Protocol to the Abidjan Convention duly open.

I wish you fruitful deliberations and a happy stay in Ghana.



**ANNEX 3 ADDRESS BY DR. CHIKA UKWE, PROJECT MANAGER, UNIDO**

Mr. Chairman and Rector Regional Maritime Academy  
His Excellency, Prof. Christopher Ameyaw-Akumfi,  
The Executive Secretary, IGGC/Regional Director, GCLME, Prof. Chidi Ibe,  
The IMO Representative, Mr. Malamine Thiam,  
Regional Coordinate IPIECA, Mr. Philippe de Sous  
Representatives of the 22 countries of the Abidjan Convention,  
Ladies and Gentlemen,

I am very pleased to be here, at the Kenneth Sherman Conference Centre of the IGCC, to extend the best wishes of the UNIDO Director General, H.E. Dr. Kadeh Yumkella to the distinguished participants of this very important meeting, to deliberate on (i) the Development of a Sub-regional Contingency and Emergency Preparedness and Response Plan as well as the Sub-regional Agreement for Cooperation in cases of major Marine Pollution incidents, and (ii) the revised Emergency Protocol to the Abidjan Convention.

UNIDO recognizes the importance of this meeting in the light of the growing oil and gas production in the GCLME region and the attendant increased maritime traffic for transporting the oil and gas resources. Even though the GCLME has been fortunate in a way not to have witnessed major marine pollution incidents in the recent past, we however, recognized that with the increased maritime traffic, there are possibilities for major marine pollution incidents and hence the need to take precautions in developing and implementing a cooperative plan agreement for tackling such incidents should they occur in order to safeguard the GCLME.

We wish to assure you of the continued support and assistance of UNIDO in the finalization and implementation of the sub-regional plan and agreement as well as the conduct of regular exercises to test and operationalise the contingency plan.

We applaud the level of enthusiasm and support from the countries of the GCLME and the wider Abidjan Convention area too the development and implementation of the Plan, Agreement and the revised Protocol. We wish to thank our Partners, IMO, IPIECA and the Private Sector for the continued support in the organization of this meeting that will adopt the key documents on the Contingency Plan and Revised Emergency Protocol.

I wish to further recommit UNIDO to providing all the necessary support and assistance to the countries and the IGCC for implementing the agreed plan and protocol.

I thank you for your attention and wish you a successful deliberation.

**ANNEX 4 DISCOURS DE BENVENUE DE L'OMI PAR MARLAMINE THIAM RESPONSABLE DE LA COORDINATION DE LA COOPERATION TECHNIQUE ET DES GRANDS PROJETS, DIVISION DU MILIEU MARIN DE L'OMI**

Excellence Monsieur/Madame Le Ministre

Cher Frère Et Distingue Secrétaire Exécutif De La Commission Intérimaire Du Courant De Guinée, Professeur Chidi Ibe

Cher Ami Dr. Chika Ukwe Responsable Du Projet Grand Ecosystème Marin du courant de Guinée,

Distingues délégués représentant les états parties a la convention d'Abidjan,

Chers partenaires de l'industrie pétrolière et collègues du système des nations unies,

Mesdames et messieurs

C'est pour moi un privilège et un honneur tout particulier de prendre la parole a l'ouverture de cette importante réunion qui est la deuxième du genre sur le développement d'un plan sous régional d'intervention d'urgence en cas de pollution majeure entre les états de la sous région.

Je voudrais saisir cette occasion pour vous adresser, au nom de M. Efthimios Mitropoulos, Secrétaire Général de l'Organisation Maritime Internationale, nos vœux les plus ardents de succès dans nos travaux ainsi que nos remerciements les plus sincères a tous ceux qui ont aide a la réalisation de cette importante réunion et particulièrement le gouvernement du Ghana, le secrétariat de la CI-CG pour ses efforts dans l'organisation de la réunion, sans oublier les pays de la sous région sans l'engagement desquels cette noble initiative n'aurait pas pu voir le jour. Mention particulière a nos partenaires de l'industrie pétrolière pour leur soutien financier et technique.

Monsieur le ministre, mesdames et messieurs,

La première réunion qui s'est tenue dans cette salle en avril de cette année nous à permis d'initier le processus de développement d'un cadre de coopération en cas de pollution majeure entre les pays de la sous région. La présente réunion a pour but d'avancer au maximum dans cette initiative et je suis confiant que nous arriverons, au cours des trois premiers jours de cette semaine, à nous entendre sur les questions importantes que les deux principaux documents, a savoir le projet de plan et le projet de memorandum, ont soulevées lors de la première réunion. Ces assises nous permettront donc de finaliser tous les documents relatifs au plan sous-régional en vue de leur soumission a l'approbation et a la signature des autorités compétentes de vos pays, y inclus les documents a soumettre a la première réunion des autorités compétentes désignées par le plan.

Je demeure convaincu que la période entre les deux réunions a permis des consultations fructueuses entre structures nationales concernées, comme recommande par la réunion d'avril.

Ceci nous permettra, très certainement, de boucler nos travaux dans les délais en vue de poser un jalon important dans la mise en place d'un système de coopération sous-régionale en matière de lutte contre une pollution majeure en mer, qu'elle provienne d'un navire ou d'une plateforme.

Cette semaine nous permettra aussi de nous lancer dans un exercice qui arrive a point nommé et relatif à la révision du protocole d'urgence à la convention d'Abidjan. Vous vous souviendrez que lors d'une réunion organisée à Accra en mars 2000, les pays de la région avaient convenue de la nécessité d'amender le protocole en vue de tenir compte des développements internationaux survenus depuis son adoption en 1981. La réunion a donc demandé aux parties contractantes à la convention d'Abidjan d'en entamer le processus en convoquant d'abord une réunion d'experts techniques et juridiques pour préparer un avant-projet d'amendements à soumettre à une conférence diplomatique. Cette réunion de deux jours entre donc en droite ligne avec les recommandations de la réunion d'Accra de mars 2000 et devrait permettre la prise en compte dans cette opération de révision du protocole, la dimension « prévention » dans les actions de préservation du milieu marin.

Vous conviendrez avec moi que nous avons un programme très chargé devant nous. Aussi voudrais-je vous souhaiter ici plein succès dans nos travaux et vous remercier de votre aimable attention.

## ANNEX 5 WORKSHOP PROGRAMME

| Time         | Monday  | Tuesday  | Wednesday  | Thursday   | Friday   |
|--------------|---|--|--|--|--|
| 08:30- 10:00 | - Opening Ceremony and introduction to the meeting<br><br>Administrative Arrangements   | Review of the draft memorandum of understanding as adopted by the first meeting        | Adoption of the draft format to request assistance         | Adoption of the “POLREP” system  | Brief description of other documents complementary to the plan |
| 10:00- 10:30 | Coffee/Tea break  | Coffee/Tea break   | Coffee/Tea break   | Coffee/Tea break   | Coffee/Tea break   |
| 10:30- 12:00 | Review of the draft Sub - Regional Contingency Plan for Preparedness and Response to major marine pollution incidents as adopted by the first meeting         | Review of the draft memorandum of understanding as adopted by the first meeting (Cont) | Adoption of the draft format to request assistance (Cont)  | Adoption of the “POLREP” system (Cont.)  | Summary report   |
| 12:00- 13:30 | Lunch   | Lunch  | Lunch  | Lunch  | Lunch  |
| 13:30- 15:30 | Review of the draft Sub - Regional Contingency Plan for Preparedness and Response to major marine pollution incidents as adopted by the first meeting (Cont.) | Review of the terms of reference of the Centre as adopted by the first meeting         | Adoption of the reporting procedures of spill surveillance | Review of the draft resolution to be proposed for adoption by the ministerial meeting        | Summary report   |
| 15:30- 16:00 | Coffee/Tea break  | Coffee/Tea break   | Coffee/Tea break   | Coffee/Tea break   | Coffee/Tea break   |
| 16:00- 17:30 | Review of the draft Sub - Regional Contingency Plan for Preparedness and Response to major marine pollution incidents as adopted by the first meeting (Cont.) | Review of the terms of reference of the Centre as adopted by the first meeting (Cont)  | Adoption of the reporting procedures of spill surveillance | Review of the draft resolution to be proposed for adoption by the ministerial meeting (Cont) | Closing Ceremony   |

## ANNEX 6

### DRAFT SUB-REGIONAL OIL SPILL CONTINGENCY PLAN

for Angola, Benin, Cameroon, Congo, Democratic Republic of Congo , Côte d'Ivoire, Gabon, Ghana, Guinea, Guinea-Bissau, Equatorial Guinea, Liberia, Nigeria, Sao Tome & Principe, Sierra Leone and Togo, being Members of the GCLME

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## **1. INTRODUCTION**

### **1.1 CONTEXT**

In the region covered by this Plan, the risks of an incident likely to cause a massive pollution by oil may have several origins: a ship passing off the coasts; exploration or exploitation of oil offshore (platforms or others); ports and other terminals etc.

Such risks impose on the coastal States of the region the constant need for efforts in organizing and preparing response to accidental marine pollution. These continuous efforts have to be made at national level; they can be supplemented through mutual co-operation between governmental authorities; branches of the oil and shipping industry operating between themselves and with governmental authorities at national, regional or global level.

The Diplomatic Conference on Oil Pollution Preparedness and Response (OPPR Conference) held at IMO, London, in November 1990, adopted the International Convention on Oil Pollution Preparedness, Response and Co-operation (OPRC 1990) and ten Resolutions. OPRC 1990 is the first globally applicable legal instrument addressing the problem of responding to accidental oil pollution of the sea, and in Articles 6 and 10 it specifically mentions the establishment of national and regional systems for preparedness and response and the promotion of bilateral and multilateral co-operation in preparedness and response. Articles 3 and 4 deal with plans for offshore units and ports and oil handling facilities and with reports from such units and facilities.

The “Convention for Cooperation in the Protection and Development of the Marine and Coastal Environment of the West and Central African Region “(Abidjan Convention) and its related Protocol concerning Co-operation in Combating Marine Pollution in Cases of Emergency (Emergency Protocol) provide the legal/institutional framework for actions concerning regional co-operation in combating accidental marine pollution. By ratifying the Convention and its related Protocol, the Contracting Parties legally committed themselves and firmly expressed their political will to initiate, both individually and jointly, the actions required in order to respond effectively to accidental marine pollution.

Under the Emergency Protocol, the Contracting Parties have certain obligations which primarily concern: the development of their national contingency plans and pollution response capabilities; the distribution of information to the other Parties regarding their national organization and their competent national authorities, informing the other Parties of all pollution incidents, their subsequent development and the actions taken; and the provision of assistance to a Party which so requests.

All Parties to the Emergency Protocol faced with an accidental pollution shall undertake every practicable pollution response measure. The relevant means shall include, in particular, equipment, ships, aircraft and manpower prepared for operations in cases of emergency. Finally, Parties to the Protocol shall use their best endeavours to render assistance to any Party which so requests.

In order to comply with their obligations under the Emergency Protocol, the States must be prepared for the intervention of their public authorities both at the national level, as well as for international co-operation and mutual assistance. National arrangements for preparedness and response are therefore indispensable for quick and efficient action. These arrangements include good administrative organization where the responsibilities of the various authorities for taking actions and co-ordinating the follow-up of such actions are clearly defined. They would most probably include a committee grouping all national authorities having a role in this which would meet regularly, and each time there is a threat of pollution. This committee could also include representatives of the industry and other stakeholders.

Also essential is the existence of pollution response equipment, which allows the threatened Party to initiate response operations and to protect the most sensitive sites during the crucial first hours and days after the incident, without having to wait for the arrival of possible assistance from another Party. Ultimately, it is widely recognized that the main prerequisite for any regional co-operation and mutual assistance is the existence of good response capabilities at the national level whether from public or private origin.

Together with these national arrangements, there should be emergency plans for the port and oil handling facilities on the one hand and for offshore units on the other. Such plans should be co-ordinated with the national system and approved by the authority responsible for the national contingency plan, or national co-ordinator, if relevant.

Pooling of resources and expertise provides a cost-effective and efficient way of combating a major spill, which cannot immediately be dealt with by the existing resources of a single Party. It is widely accepted that co-operation in cases of major oil spills would involve mainly those States close enough to render mutual assistance. Organizing such co-operation requires detailed planning by these neighbouring States, and this can be achieved through operational arrangements adopted within the framework of a Regional Agreement such as the Emergency Protocol. The development of contingency plans at the sub-regional level then permits a more detailed consideration of specific local factors.

Regional planning should include consideration of the three main sources of pollution as referred to above (ships off the coastline, port and terminal operation, offshore units). The use of private means should be taken into consideration whether provided by sources within the countries, regionally or globally.

In the framework of a Regional Agreement (Emergency Protocol), operational arrangements between neighbouring coastal States undoubtedly represent the best method of pre-determining the conditions of co-operation and establishing the responsibilities at the appropriate level. These arrangements are intended to facilitate the development of response operations, and to co-ordinate the use of the available means in a defined geographical area. They also outline in advance the financial conditions and administrative clauses of the actions, thus permitting rapid intervention in case of emergency, whilst removing the need for lengthy negotiations during the course of the event.

The Governments of ... agreed to adopt, within the framework of the Emergency Protocol to the Abidjan Convention, a Sub-regional Contingency Plan for responding promptly and



effectively to major marine pollution incidents by oil, affecting or likely to affect the territorial sea, coasts and related interests of any of the Parties concerned.

The increasing interest in protecting the marine environment in general added to the recognized importance of international co-operation and mutual assistance in cases of emergency led to the adoption of this Sub-regional Contingency Plan.

## **1.2 PURPOSE AND OBJECTIVES**

The purpose of this Contingency Plan is to establish, within the framework of the Emergency Protocol to the Abidjan Convention and according to the obligations of the Contracting Parties under this Protocol, a mechanism for mutual assistance, under which the competent national Authorities of the countries concerned will co-operate in order to co-ordinate and integrate their response to marine pollution incidents either affecting or likely to affect the territorial sea, coasts and related interests of one or more of these countries, or to incidents surpassing the available response capacity of each of these countries alone.

The general objective of the Plan is to organize a prompt and effective response to oil spills<sup>1</sup> affecting or likely to affect the area of responsibility and/or the area of interest of one or more of the countries concerned and to facilitate the co-operation in the field of oil pollution preparedness and response.

For this purpose the following items are to be taken into account

### 1.2.1 role of the national authorities

- a) to determine the extent of co-operation for the implementation of the Plan between the responsible authorities, at the operational level;
- b) to define the areas of responsibility of the Parties to the Plan;
- c) to divide the responsibilities and to anticipate the transfer of responsibility from one State to another;
- d) to establish the principles of command and liaison, and to define the corresponding structures;
- e) to provide arrangements concerning the operation of ships and aircraft of one of the Parties, within the area of responsibility of the other Parties;
- f) to specify the type of assistance which might be provided and the conditions under which it will be provided;

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<sup>1</sup> This agreement deals with pollution from oil. In the case where a pollution would result from the spilling of substances other than oil, the provisions of this agreement would be applied as far as they are applicable, in particular the various procedures described here

- g) to determine in advance the financial conditions and administrative modalities related to co-operative actions in case of emergency.

#### 1.2.2 role of the operators of ports, oil terminals, offshore units

- a) to determine how they should operate in conjunction with the national plan in the various countries;
- b) to determine how they could request or provide assistance from industry organisations at national, regional or global level.

#### 1.2.3 actions intended to be taken through the implementation of the Plan:

- developing appropriate preparedness measures and effective systems for detecting and reporting pollution incidents affecting or likely to affect the area of responsibility of the Parties, whether from ships, oil terminals or offshore units;
- promoting and implementing sub-regional co-operation in oil pollution contingency planning, prevention, control and clean-up operations, taking into account the means of the industry at national, regional or global levels;
- establishing the necessary measures to restrict spreading and to minimize the hazard posed by oil spills;
- developing and implementing a programme of training courses and practical exercises for different levels of personnel involved in oil pollution prevention and combating.
- developing procedures to increase regional co-operation.

Nevertheless, the Parties agree that response operations in case of a marine pollution incident, which occurs within the area of responsibility of one of the Parties, will be conducted in accordance with provisions of the National Contingency Plan of the Party concerned.

### **1.3 SCOPE AND GEOGRAPHIC COVERAGE**

The Plan is applicable whenever a marine incident causes or is likely to cause pollution, which can possibly affect one or more Parties, and of such magnitude that calling on the other Parties for assistance is justified. The incident might be a spill, which occurs in the area of responsibility of one Party and threatens the area of responsibility of another Party, or a spill that does not threaten other countries, but requires countermeasures that are beyond the capacity of the resources available within the affected Party.

The geographic coverage of this Plan comprises the areas of responsibility of the Parties which are defined in paragraph 1.4.

## 1.4 ABBREVIATIONS AND DEFINITIONS

The following are the main **Abbreviations** used in this document (with, when it is different, the French equivalent in brackets):

|                    |  |
|--------------------|--|
| ERC (CCL)          | Emergency Response Centre  |
| IMO (OMI)          | International Maritime Organization  |
| IOPC FUNDS (FIPOL) | International Oil Pollution Compensation Funds   |
| JERC (CCCL)        | Joint Emergency Response Centre  |
| LA                 | List of authorities  |
| MRCC               | Marine rescue Co-ordination Centre   |
| NCP (PNU)          | National Oil Spill Contingency Plan  |
| NOSC (CZN)         | National On-Scene Commander  |
| OPRC               | International Convention on Oil Pollution Preparedness, Response and Co-operation 1990 |
| POLREP             | Pollution Report   |
| SOSC (CZS)         | Supreme On-Scene Commander   |
| SRCP (PUSR)        | Sub-regional Oil Spill Contingency Plan  |
| UTC (TUC)          | Universal Time Coordinated   |
| VHF                | Very High Frequency  |

For the purpose of this Plan:

*Oil* means petroleum in any form including crude oil, fuel oil, sludge, oil refuse and refined products.

*Maritime Casualty* means

- (i) a collision of ships, stranding or incident of navigation, or other occurrence on board a ship or external to it resulting in material damage or imminent threat of material damage to a ship or cargo.
- (ii) an incident in a port or at an oil terminal representing a threat of pollution
- (iii) an incident on an offshore unit resulting in a spill or threat thereof

*Pollution incident* means an occurrence or series of occurrences having the same origin, which results or may result in a discharge of oil and which poses or may pose a threat to the marine environment or to the related interests of one or more States, and which requires emergency action or other immediate response.

*Related interests* means the interests of a coastal State directly affected or threatened, and concerning among others:

- (i) maritime activities in coastal areas, in ports or estuaries, including fishing activities;
- (ii) the historical and tourist appeal of the area in question, including water sports and recreation;
- (iii) the health of the coastal population;
- (iv) the cultural, aesthetic, scientific and educational value of the area;
- (v) the conservation of biological diversity and the sustainable use of marine and coastal biological resources;

*Emergency Protocol* means the Protocol Concerning Co-operation in Combating Marine Pollution in Cases of Emergency in the Western and Central African region, to the Convention for the Protection, Management and Development of the Marine and Coastal Environment of the Western and Central African region (Abidjan Convention), done at Abidjan on 23 March 1981.

*The Plan* means the present Sub-regional Oil Spill Contingency Plan

*Parties* means the Governments of the following countries: Angola, Benin, Cameroon, Congo, Côte d'Ivoire, Democratic Republic of Congo, Equatorial Guinea, Gabon, Ghana, Guinea, Guinea Bissau, Liberia, Nigeria, Sao Tome & Principe, Sierra Leone and Togo.....

*Area of responsibility* means for each Party its coastal area, internal waters, territorial sea and exclusive economic zones as defined by the Party. The division in areas of responsibility in respect of this sub-regional plan shall not be considered as creating a precedent in any dispute of sovereignty or jurisdiction nor will it be construed as an acceptance by a State of definitions adopted by another State. In cases where two Parties include in their respective areas of responsibility a same part and where one of these Parties takes the role of Lead State in that part, it would not be construed as evidence of a claim of sovereignty or jurisdiction nor would it mean that the assisting Party or any other Party recognizes such a claim of sovereignty or jurisdiction by the Party taking the Lead Role.

*The Centre* means the sub-regional Centre of Co-ordination set up by a decision of the Council of Ministers of the Interim Guinea Current Commission.

*Lead State* means the Party in whose area of responsibility a pollution incident has occurred and who has activated the Plan or requested assistance within the framework of the Plan.

*Governmental Authority* means the designated competent Department having the governmental responsibility for dealing with marine pollution incidents.

*Operational Authority* means the designated competent Department or agency having the operational responsibility for dealing with marine pollution incidents.

*Lead Authority* means the Operational Authority of the Lead State.

*Operational Command* means overall co-ordination and control of Joint Response Operations, including national resources and strike teams, equipment and other resources (aircraft, vessels) rendered as assistance by other Parties. It is exerted by the Operational Authority of the Lead State, through the Supreme On-Scene Commander (SOSC).

*Operational Control* means direct control over personnel, means and units taking part in the Joint Response Operations, including giving instructions and supplying information necessary for execution of response operations. It is exerted by National On-Scene Commanders (NOSCs) of the Parties taking part in the operations, or by officers designated by them.

*Tactical Command* means directing and supervising the execution of specific tasks by teams and/or units on the scene of operations. It is exerted by the leaders of such teams and/or commanders of units.

*Supreme On-Scene Commander (SOSC)* means a designated officer of the Lead State, having the overall operational command of all Joint Response Operations undertaken within the framework of the Plan.

*National On-Scene Commander (NOSC)* means an officer designated by the Operational Authority, having operational control of all national pollution response resources, which might, if so requested, participate in Joint Response Operations. (Note: NOSC is preferably, but not necessarily, the same officer who performs the duty of On-Scene Commander under the National Contingency Plan).

*Liaison Officer* means an officer from the Party participating in the Joint Response Operations, who is integrated in the staff of the SOSC, with a view to providing necessary information on national resources rendered as assistance to the Lead State and facilitating communications with his/her respective NOSC.

*Public Relations Officer* means an officer in charge of informing the media on the course of events and advising the SOSC on public reaction.

*Emergency Response Centre* means an office, manned 24 hours a day and equipped with appropriate communications equipment, which has been set up, for the purpose of the Plan, by each Party and which serves as the Operations Room of NOSC or SOSC respectively, whenever the Plan is activated.

*Joint Emergency Response Centre (JERC)* means the Emergency Response Centre of the Lead State.

*Strike team* means a group of personnel, sent as assistance from one Party to another in order to take part as an independent unit in response operations. It may include personnel on board vessels, aircraft or other self-contained units or personnel assisting in shore clean-up operations. It may include personnel from the industry.

*Operations at sea* means any measures, including intervention on the source of pollution, aerial surveillance, containment of the pollutant, recovery of the pollutant, application of treatment agents from vessels and aircraft, or any other action taken at open sea (off shore) in order to respond to a pollution incident, to restrict spreading and facilitate removal of the pollutant, and to mitigate the consequences of the incident.

*Operations on shore* means any action taken on shore or in the sea immediately adjacent to it, in order to recover, remove or destroy the pollutant and reduce its impact or effects.

*Pollution Report (POLREP)* means the incident report by which one Party warns the other Parties of a spill and through which it notifies the other Parties of the activation of the Plan.

*List of authorities (LA)* means a document adopted at the first meeting of contracting Parties and regularly up-dated which designates the various authorities as described in this plan with the relevant information concerning these authorities.

## **2. POLICY AND RESPONSIBILITIES**

### **2.1 JOINT POLICY**

#### 2.1.1 National contingency plan

Each Party will establish a national contingency plan as described in article 6 Paragraph 1 of the OPRC Convention. In particular this plan will include the name of the authority which takes the lead and will correspond with its counterpart in the other countries in accordance with this Plan.

With a view to organizing co-operation in responding to accidental marine pollution and to effectively assisting each other in case of emergency, the Parties will, within the framework of this Plan:

- designate competent national Authorities responsible for marine pollution preparedness and response, at governmental and operational level respectively, who will co-operate in order to respond promptly and effectively to a pollution incident;
- maintain in a permanently operational state an appropriate communications network for the exchange of information relevant to the Plan;
- report to each other pollution incidents occurring in their area of responsibility or pollution incidents occurring in the area of interest which may affect another Party.

- set up and maintain in good working order, stockpiles of pollution response equipment and products.
- endeavour to have available strike teams composed of persons properly trained and experienced in accidental marine pollution response operations. These resources shall be made available to a Party who so requests within the framework of this Plan for use in Joint Response Operations, taking always into consideration that the assisting Party/ies should not deplete its/their national resources beyond a reasonable level of preparedness;
- define and apply in case of activation of the Plan, a common policy regarding pollution response methods and techniques, including elimination of the source of pollution, containment and recovery of floating oil at sea, use of dispersants, protection of sensitive areas, and shore clean-up;
- define a mechanism for financing mutual assistance operations undertaken within the framework of the Plan;
- follow a common policy as regards delivering, receiving, using and returning to the Party of origin, any equipment and other resources requested and/or rendered as assistance within the framework of the Plan;
- identify places of refuge and determine their characteristics.

#### 2.1.2 Plans of ports, oil terminals, offshore units

Each Party will mandate the operators of ports, oil terminals, and offshore units to have emergency plans coordinated with the national plan. As a minimum, these plans will:

- include the various elements of the response;
- specify how the authority designated in the national contingency plan is informed as soon as a pollution or threat thereof is originated from the installation;
- define how actions within the installation emergency plan can be initiated in liaison with the national authority;
- define how approval by the authority designated in the national contingency plan is required when the operator or the person designated in the emergency plan of the installation requests the assistance of personnel, equipment, products provided by the industry (in particular means made available by regional or global stockpiles run by the industry)

## 2.2 RESPONSIBILITIES OF COMPETENT NATIONAL AUTHORITIES<sup>2</sup>

The Parties recognize two levels of responsibility with respect to the implementation of the present Plan, namely governmental and operational levels respectively.

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<sup>2</sup> In many countries the « competent national authority » as provided for in this section 2.2 and the « national operational authority » as provided for in 2.3 will be the same.

At the governmental level, responsibility for the implementation of the Plan rests with the following competent national Authorities, officially designated by their respective Governments as they appear in the list of authorities (LA) adopted at the first meeting of Contracting Parties

Within the framework of the Plan, the responsibilities of these Authorities include:

- supervising the implementation of the Plan;
- revising and amending the Plan;
- supervising the preparation and implementation of the National Contingency Plan and ensuring compatibility between National Contingency Plans and the Sub-regional Contingency Plan;

### **2.3 DESIGNATION OF NATIONAL OPERATIONAL AUTHORITIES RESPONSIBLE FOR THE IMPLEMENTATION OF THE PLAN AND CONTACT POINTS**

#### **a) Operational Authorities**

The responsibility for the implementation of the operational provisions of the Plan and for Joint Response Operations rests with the national Operational Authorities listed in LA.

Within the framework of the Plan the responsibilities of the Operational Authorities include:

#### **i) responsibilities related to the maintenance of the Plan:**

- ensuring that the appropriate level of preparedness, including trained personnel, equipment and other means as stipulated by the Plan, is maintained at the national level;
- setting up and maintaining the communication network needed for the implementation of the Plan;
- supervising and coordinating, at the national level, all other activities indicated in the Plan;

#### **ii) responsibilities related to the implementation of the Plan in case of emergency:**

- activation of the Plan in cases defined in Article 2.4 and notification of other Parties;
- pollution reporting in accordance with the standard POLREP system;
- co-ordination, at the level of each Party concerned, of response operations in case of activation of the National Contingency Plan and Joint Response Operations in case of subsequent activation of the present Plan;
- co-ordination, at the national level, of the participation of other national Authorities and/or services in cases of Joint Response Operations;
- taking decisions concerning requesting and rendering assistance;
- co-ordination of sending, receiving, using and returning, as appropriate, of personnel, equipment and other resources rendered as assistance within the framework of the Plan.



- iii) responsibilities of the link with operators of ports, oil terminals, offshore units as described in 2.1.2 above

The Operational Authorities shall be the same Authorities that have the overall operational command of marine pollution response measures taken within the framework of their respective National Contingency Plans.

b) Contact Points

National Contact Points, responsible for receiving reports on pollution incidents, whether from a ship, an offshore unit or a port or oil terminal, and for transmitting this information to their respective Operational Authorities and other interested parties within the Party, appear in the LA, which provides relevant information concerning these Contact Points.

## **2.4 MECHANISM FOR ACTIVATING THE PLAN**

The Plan shall be activated by the Operational Authority of one of the Parties in the following cases:

- occurrence, within the area of responsibility of the Party who activates the Plan, of an incident which threatens to affect or has already affected the area of responsibility of another Party, whatever the origin (ship, terminal, offshore unit ...);
- occurrence, within the area of responsibility of the Party who activates the Plan, of an incident whose severity surpasses the response capabilities of the Party concerned alone.

In the cases of emergency listed above, the Plan shall be activated after consultations with the other Parties concerned. However, when the situation does not permit such consultations, the Plan may be activated by the affected Party without prior consultations.

The operational Authority of the Party who has activated the Plan shall immediately inform the Operational Authorities of the other Parties that the Plan has been activated. Notification, formulated in accordance with the provisions of Section 5.2, shall be transmitted to the Operational Authorities of the other Parties through the designated national Contact Points defined in Section 2.3 and designated in the LA.

The procedure to be followed in case of activation of the Plan is described in Section 4.1.

## **2.5 MEETINGS OF NATIONAL OPERATIONAL AUTHORITIES RESPONSIBLE FOR THE IMPLEMENTATION OF THE PLAN**

The Operational Authorities, defined in Section 2.3, shall meet at least once a year in order to discuss questions related to the implementation of the Plan, the organization of training courses and/or exercises, and other relevant matters, as well as the relationship with the industry at national, regional or global levels.

The first Meeting of national Operational Authorities shall adopt its own rules of procedure.

Regular Meetings shall be hosted by the Centre or by a Party chosen by consensus. The Centre shall prepare the agenda and issue a final report of such annual Meetings. The Centre, or if relevant the host country, will provide secretarial services and other necessary logistic support for the smooth running of such Meetings.

## **2.6 EXCHANGE OF INFORMATION**

The Parties undertake to keep each other correctly informed at all times on:

- a) competent national Authorities, responsible at the governmental level for the implementation of the Plan, and on the responsible officers within these Authorities;
- b) national operational Authorities, responsible at the operational level for the implementation of the Plan and for exercising Operational Command in cases of Joint Response Operations, and on the responsible officers within these Authorities;
- c) national Contact Points responsible for receiving reports of pollution incidents;
- d) designated national Emergency Response Centres;
- e) designated National On-Scene Commanders (NOSC);
- f) designated competent Customs and Immigration Offices;
- g) those parts of their respective National Contingency Plans which might be relevant in case of conducting Joint Response Operations (see Section 3.7);
- h) inventories of pollution response equipment and products, as well as other means (e.g. vessels and aircraft) available in each Party for use in Joint Response Operations;
- i) directories of experts, trained personnel and strike teams designated by each Party to take part in Joint Response Operation;
- j) links with the industry at national level.

The information listed above shall be included in a document adopted by the Parties, and on a website as soon as possible..

Parties shall inform each other on any changes in the information in these Appendixes as soon as these occur, using the routine communication channels.

Each Operational Authority is responsible for the accuracy of all information pertinent to its Party.

Each Operational Authority shall acknowledge receipt of any changes and/or modifications regarding the above information, and is responsible for updating its respective copy/copies of the Plan accordingly.

## **2.7 JOINT TRAINING AND EXERCISES**

2.7.1 The Parties shall periodically conduct joint training courses and/or joint exercises.

The main objectives of these training courses and exercises shall be:

- to improve the level of co-operation and co-ordination among operational personnel and, in particular, strike teams of different Parties;
- to test the command structure of the Plan;
- to achieve a satisfactory level of communication among personnel and, in particular, strike teams designated to take part in Joint Response Operations;
- to acquire experience in handling equipment, products and other means which might be used in Joint Response Operations;
- to enable the personnel from different Parties to gain experience in working together.

The Parties shall alternately host such training courses and exercises. The host Party shall organize the training course or exercise, and shall provide the necessary logistic support; however, the expenses for the participants and the means deployed in joint exercises shall be borne by their respective Parties. Calendars, programmes, duration and other relevant details concerning such training and exercises shall be decided at regular annual meetings of the Parties.

The Parties may also agree to combine their joint training and exercises in a single programme.

Such exercises and training courses may be organised either for all Parties to the Plan or for some of them.

2.7.2 Such exercises may be regularly common with exercises by the industry and include the way national authorities and the industry would co-operate in case of an incident involving either an offshore unit or oil terminal operated by the industry or a ship passing off the shoreline of one of the Parties. In such case, the exercise would include testing the procedure for having personnel, equipment or products provided by the industry taking part in the response.

2.7.3 Parties to the Plan may ask the Centre to assist them for training and exercises.

## **2.8 SUB –REGIONAL CO-ORDINATION CENTRE**

The Sub-regional Co-ordination Centre as set up by a decision of the Council of Ministers of the Interim Guinea Current Commission will avail as the secretariat of the Plan. More generally the Centre will implement the roles assigned to it by the Parties to the Plan.

## **3. RESPONSE ELEMENTS AND PLANNING**

### **3.1 ASSUMPTION OF LEAD ROLE**

The lead role in the implementation of the Plan will be assumed by the Operational Authority of the Party whose area of responsibility has been affected or is likely to be affected by a pollution incident and who has activated the Plan or requested assistance.

When the major part of the pollutant has moved from the area of responsibility of the Party who had initially requested assistance, to the area of responsibility of another Party who is requesting assistance, the two Parties may agree to transfer the lead role from the first Party to the other.

The Lead State will be responsible for:

- . surveillance of the pollution
- . assessment of the situation
- . spill movement forecasting
- . reporting
- . exercising Operational Command over Joint Response Operations

### **3.2 NATIONAL ON-SCENE COMMANDER (NOSC) / SUPREME ON-SCENE COMMANDER (SOSC)**

For the purpose of the Plan, the Operational Authority of each Party will nominate an officer who will exercise operational control over all response activities of that Party, including control over personnel (strike teams), equipment and self-contained units (vessels, aircraft), whether provided by the national authorities or by industry. These officers will be called National On-Scene Commanders (NOSC).

After the activation of the Plan and commencement of the Joint Response Operations, the NOSC of the Lead State will assume the role of the Supreme On-Scene Commander (SOSC). The SOSC will have the overall responsibility for all decisions and actions taken in order to combat the pollution and to mitigate its consequences and for co-ordination of Joint Response Operations. The SOSC, working in liaison with his/her Lead Authority, exerts Operational Command over Joint Response Operations.

The NOSC's of the assisting Parties will operate under the overall Operational Command of the SOSC, but will nevertheless retain operational control over personnel, equipment and self-contained units of their respective Parties.

In order to relieve the SOSC of a part of his/her duties concerning operational control of national resources, the Lead Authority may, at the time of the activation of the Plan, designate another officer who will have direct operational control of the national resources taking part in the Joint Response Operations and who will act as the NOSC of the lead Party.

In exercising his/her functions, the SOSC will be assisted by a Support Team (see Section 3.4).

Relevant information concerning NOSC's is given in **LA**. It is the responsibility of the Operational Authority of each Party to keep this information up-to-date at all times.

### **3.3 EMERGENCY RESPONSE CENTRES/JOINT EMERGENCY RESPONSE CENTRE**

For the purpose of this Plan, each Party will set up an emergency response centre (ERC) which will be manned 24 hours a day and which will be equipped with an appropriate communications system and have the necessary facilities to be used as the operations room of the Operational Command during Joint Response Operations.

If deemed necessary, each Party may decide to establish more than one ERC.

In cases of activation of the Plan, the ERC of the Lead State will assume the role of the Joint Emergency Response Centre (JERC). The JERC will serve as the base of the Supreme On-Scene Commander (SOSC) and as the main communications centre for all communications related to the implementation of the Plan.

Alternate sites for JERC, closer to the scene of the incident, may be specified in lieu of the preselected sites at the discretion of the Lead State.

When the lead role is transferred from one Party to another, the ERC of the Party assuming the lead role will automatically become JERC.

Relevant information concerning ERC(s) of each Party is given in the **LA**. It is the responsibility of the Operational Authority of each Party to keep this information up-to-date at all times.

### **3.4 SUPPORT TEAMS**

With a view to assisting NOSC and/or SOSC, each Party will set up its national Support Team, composed of the representatives of various relevant public authorities, national services and industry, including, in particular, the oil and shipping industries.

In case of the activation of the Plan, Support Teams will operate from their respective national Emergency Response Centres.

The role of the Support Teams is advisory, and their functions include:

- a) providing assistance to NOSC / SOSC in case of the activation of the Plan;
- b) providing advice to NOSC / SOSC concerning, in particular, methods and techniques for combating oil pollution, safety of navigation and salvage, marine biology and fisheries, (radio) communications, public information and compensation for oil pollution damage;
- c) providing support and coordinating the activities of national public authorities, services and industry which might take part in Joint Response Operations, concerning in particular the provision of personnel, equipment and other resources, logistic support, immigration and customs formalities;
- d) monitoring incoming reports and assessing the situation;
- e) coordinating all reporting on the status of the pollution incident to their respective national Authorities.

After the termination of response operations, the Support Team will, together with their respective NOSC:

- review post-incident reports from the NOSC / SOSC on the handling of the pollution incident for the purpose of analyzing and introducing recommendations and improvements needed in the Plan and in their respective National Contingency Plans;
- forward to their respective national Authorities relevant reports and recommendations, including NOSC / SOSC post-incident reports, Support Team debriefing reports and recommendations concerning amendments to the Plan or its Appendixes.

### **3.5 COMMAND STRUCTURE**

The Command Structure for Joint Response Operations is shown in **Diagram 1**.

The Plan distinguishes between:

- a) Operational Command which consists of taking decisions concerning response strategy, defining the tasks of various groups of teams and units and having overall command and co-ordination over all resources taking part in the Joint Response Operations. Following the activation of the Plan, Operational Command over Joint Response Operations is exercised by the Operational Authority of the Lead State (Lead Authority) through its NOSC who, once the Plan has been activated, assumes the role of SOSC.

- b) Operational Control which consists of giving orders to specific groups of teams and units, in accordance with the strategy and the tasks defined by the Operational Command. Operational Control over national resources is exercised by the NOSCs of the respective Parties. Operational Control over the resources of the Lead State is exercised by an officer designated to act as NOSC in lieu of the officer who has assumed the role of SOSC.
- c) Tactical Command which consists of directing and supervising the actions of each team or unit. Tactical Command is exercised by the Leader of each team or the Commander of each unit taking part in the response operations.

Liaison between the Lead Authority and the assisting Parties will be maintained, according to the circumstances and to the type and importance of the assistance rendered, in one of the following ways:

- a) by direct e-mail, telex, telefax, telephone and/or radio contacts between the Lead Authority (SOSC) and Operational Authorities (NOSCs) of the assisting Parties;
- b) by a Liaison Officer, sent to the Lead State by the Operational Authority of the assisting Party with a view to be integrated in the staff of the SOSC. His/her duties will be to provide the necessary information on the resources rendered as assistance and to facilitate communication with his/her respective NOSC, ERC and/or strike teams and self-contained units taking part in the operations;
- c) by the NOSC of the assisting Party who personally attends at the spill site and participates in the Joint Response Operations.

Liaison with the means provided by the industry will be ensured by the Lead Authority

### **3.6 COMMUNICATIONS ARRANGEMENTS**

The communications network established by the Parties in accordance with the provisions of Article 2.1 will be used for all exchanges of information pertinent to the implementation of the Plan.

- a) Telex, telefax or e-mails will be used for all communications between the Operational Authorities, SOSC, NOSCs and their respective Support Teams, particularly in case of emergency.

Telephone and radio communications could also be used; however, all decisions, information relevant to the situation at the site of operations and, in particular, requests for assistance and replies to such requests will be confirmed in writing by either telex, telefax or e-mail.

- b) Operational communications between JERC, SOSC, NOSCs, team and unit Leaders and other participants in the response operations will be made by using the preselected radiofrequencies, portable telephones and other appropriate means.

Lines of communication to be used in case of Joint Response Operations are shown in **Diagram 2**.

### **3.7 RESPONSE PLANNING**

The response to a pollution incident within the area of responsibility and/or area of interest of each Party will be conducted in accordance with the **provisions of the national contingency plan of the Lead State**, under the overall Operational Command of the Lead Authority exercised through the SOSC.

In order to help the Joint Response Operations to proceed smoothly, the Parties will inform each other on the relevant parts of their NCPs and, in particular, those sections describing:

- national response organization;
- likely sources of oil spills, vulnerable resources and priorities for protection;
- resources for responding to accidental pollution available at the national level;
- rules concerning the use of dispersants;
- logistic support available within the Party.

Whenever possible, copies of these sections of the NCPs or, preferably, the complete NCPs, will be provided by each Party to the other Parties.

Maps showing possible sources of pollution, environmentally sensitive areas, priorities for protection and areas where the use of dispersants is allowed, restricted or forbidden, within the area of responsibility of each Party, should be part of each NCP.

Deciding upon the response strategy to be applied in each particular pollution incident and the planning of specific operations will be the responsibility of SOSC. In taking such decisions, the SOSC will follow the outline given in Article 3.8.

### **3.8 RESPONSE STRATEGY**

The main outline of the strategy, which will be applied by the Operational Authorities of the Parties, in responding to marine pollution incidents within the framework of the Plan, will be as follows:

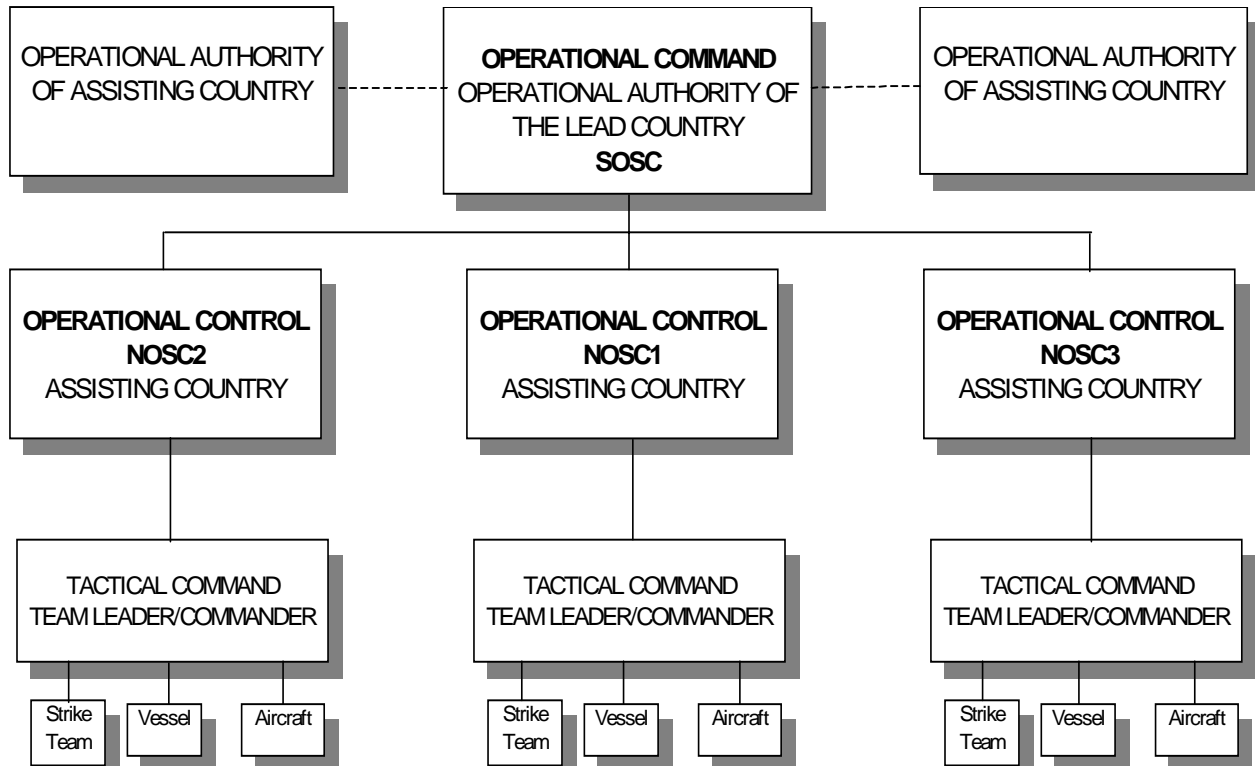
- assessment of the severity of the incident, taking into consideration the following minimum criteria:
  - . position at which the incident occurred
  - . origin of the threat (ship, offshore unit, oil terminal)
  - . type of oil
  - . amount of oil which has been released and/or is likely to be released
  - . movement of oil slick
  - . degree of risk for human life and/or potential health hazard
  - . fire/explosion hazard



- . potential to damage natural resources, in particular living ones
- . potential to damage valuable property and/or to have serious economic consequences
- activation of the National Contingency Plan and notification of the other Parties;
- selection of appropriate response methods;
- evaluation of available and required response resources, whether from national means or with the assistance of the industry;
- activation of the Plan and request for assistance;
- implementation of selected response methods, making use of national resources and resources from assisting Parties;
- re-assessment of the situation and modification, when necessary, of response actions;
- termination of response operations;
- de-activation of the Plan;
- the return to the Party of origin of personnel, equipment and other means rendered as assistance by the other Parties.

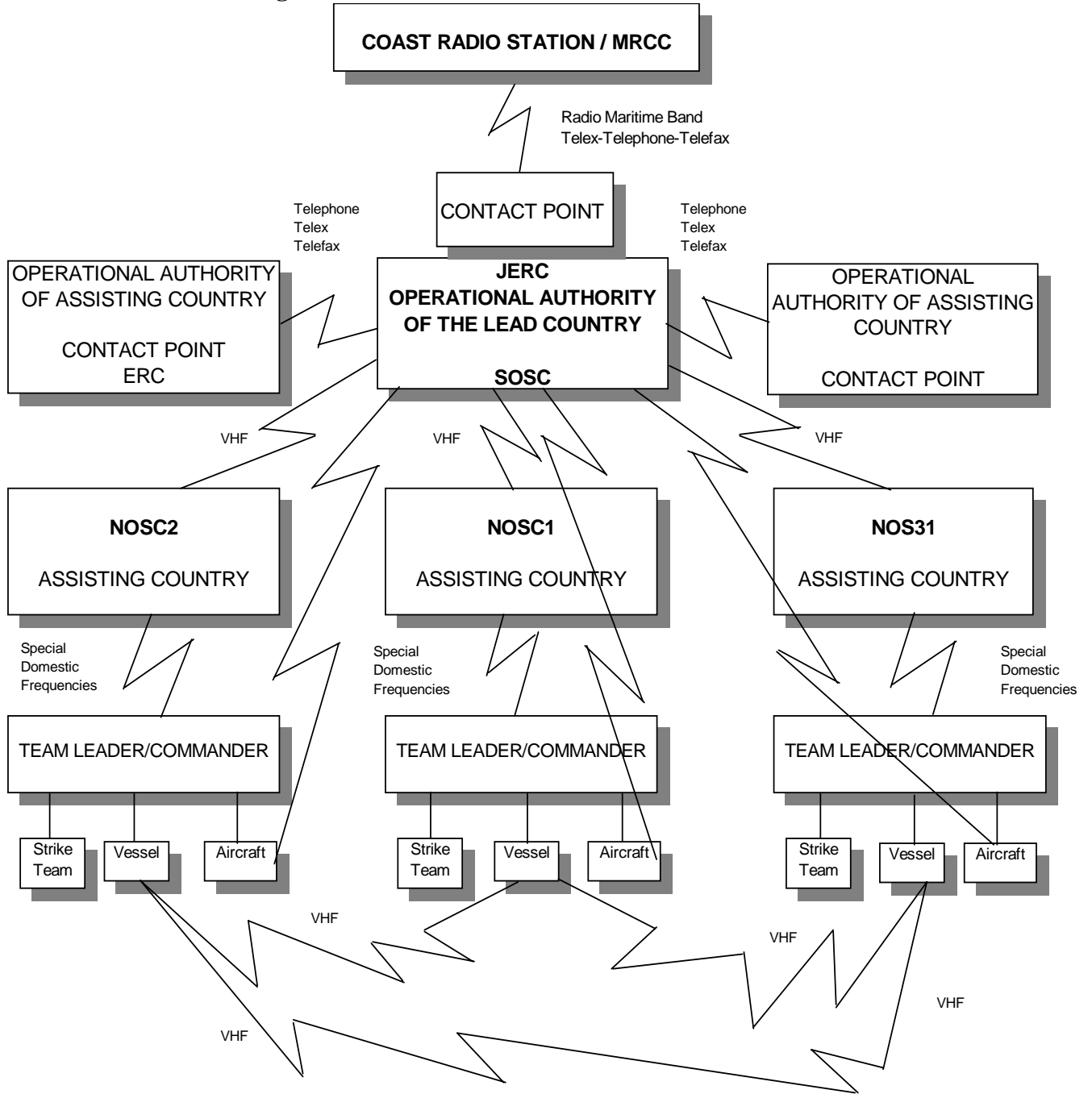
## SUBREGIONAL CONTINGENCY PLAN

**Diagram 1: COMMAND STRUCTURE**



### SUBREGIONAL CONTINGENCY PLAN

Diagram 2: LINES OF COMMUNICATION



## **4. RESPONSE OPERATIONS**

### **4.1 RESPONSE PHASES**

For the purpose of the Plan, pollution response operations have been divided as follows:

#### **- Pre-activation of the Plan**

- Phase I - Evaluation
- Phase II - Notification and consultation

#### **- Activation of the Plan**

- Phase III - Notification of activation
- Phase IV - Request for assistance
- Phase V - Joint response operations at sea
- Phase VI - Joint response operations on shore

It is understood that, according to circumstances, entire phases or parts thereof may take place concurrently.

#### **Pre-activation of the Plan**

##### Phase I (Evaluation)

Notification and verification of **the initial** information concerning pollution incidents will be done at the national level, in accordance with the provisions of the NCP.

The operational Authority of the Party affected by an incident, or the Party likely to be affected first, will assess and determine, taking into consideration the severity of the incident including its place of occurrence, the nature and quantity of the pollutant and other relevant elements, the level of response required and whether or not to activate the Plan.

Before activating the Plan, the Operational Authority of the Party concerned will activate its NCP.

##### Phase II (Notification and consultations)

Regardless of the need for the activation of the Plan, the Operational Authority of the Party in whose area of responsibility or interest the pollution incident has occurred will, after receiving and verifying the initial incident report, immediately inform the Operational Authorities of the other Parties (see Article 2.1 and 5.2) through their national Contact Points.

If the operational Authority of the Party concerned considers that it might be necessary to activate the Plan (see Section 2.4), it will immediately consult the Operational Authorities of the other Parties, clearly indicating the extent of the planned response measures and of the assistance, which might be required.

Prior to activating the Plan, the Operational Authority will alert the other relevant Authorities in its own Party, including the NOSC, in accordance with the provisions of its NCP. This authority will also alert the Centre.

### **Activation of the Plan**

#### **Phase III (Notification of activation)**

The decision to activate the Plan will be taken by the Operational Authority of the Party concerned, following consultations with the Operational Authorities of the other Parties.

After taking the decision to activate the Plan, the Operational Authority of the Party concerned, will assume the role of Lead Authority and will:

- a) notify the Operational Authorities of the other Parties, through their designated national Contact Points and in accordance with the procedure described in Section 5.2, that the Plan has been activated;
- b) activate its own ERC which will assume the role of JERC;
- c) activate its own Support Team;
- d) appoint the SOSC who will, in liaison with the Lead Authority and his/her Support Team, formulate the strategy for dealing with the incident and evaluate the need for assistance from other Parties. The SOSC will initiate phases IV, V and VI of the response respectively;

#### **Phase IV (Request for assistance)**

The request for assistance, on the basis of the SOSC's requirements and advice, will be sent following the activation of the Plan, by the Lead Authority to the Operational Authorities of the other Parties in accordance with the procedure outlined in **the standard format adopted by the contracting Parties at their first meeting** and taking into consideration the previous consultations with the Operational Authorities of the other Parties.

#### **Phase V (Joint Response Operations at sea)**

The main objectives of Joint Response Operations at sea are to stop the spillage of the pollutant from the source, to restrict its spreading and movement and to remove as much pollutant as possible from the sea surface before it reaches the shores of one of the Parties.

Joint Response Operations at sea will be conducted in accordance with the procedures described in the NCP of the Lead State. Operational Command over the Joint Response Operations will be exercised by the Lead Authority through the SOSC. The use will be made of the national resources of the Party concerned, which will be supplemented as necessary by the personnel and means rendered as assistance by the other Parties upon the request of the Lead Authority. The

personnel and means of the assisting Parties will work under direct Operational Control and Tactical Command of their respective NOSC and unit commanders or team leaders. **The personnel and means provided by the industry will also work under such Control and Command.**

During the Joint Response Operations, the ERC of the Lead State, which has assumed the role of JERC, will serve as the main communication centre and headquarters of the SOSC.

#### Phase VI (Joint Response Operations on shore)

The main objectives of Joint Response Operations on shore are to protect environmentally sensitive coastal areas and other vulnerable resources from the impact of the pollutant and to remove the pollutant, which has reached the shore in order to prevent recontamination of other coastal areas.

This phase also includes the treatment and final disposal of any collected pollutant and/or contaminated beach material.

The principles of command outlined under Phase V will also apply for the entire duration of Phase VI.

In order to increase the effectiveness of Joint Response Operations on shore, JERC may be transferred, at the discretion of the Lead Authority, to adequate alternative premises closer to the site of operations (see Section 3.3). In such cases, the Lead Authority will duly inform the Operational Authorities of the assisting Parties of the move.

## **4.2 SPILL SURVEILLANCE**

For the surveillance of spill movement and behaviour, priority will be given to aerial surveillance, although any other suitable means (ships, vessels) might also be used if aircraft are not immediately available.

The surveillance of the spill and its movement, and the transmission of relevant reports to the other Parties, prior to the activation of the Plan, is the responsibility of the Party in whose area of responsibility the pollution incident has occurred, whether the surveillance means belong to a Party or to the industry. Following the activation of the Plan, this responsibility rests with the SOSC, who will take all necessary measures to ensure regular surveillance of the spill and its movement and behaviour, in order to properly assess the situation and to decide on adequate response measures. For this purpose, the SOSC may request assistance from the other Parties.

Information concerning aircraft suitable for spill surveillance (including technical characteristics and specialized equipment), to which each Party has access should be exchanged by Parties during their meetings. This is valid both for aircrafts belonging to the Parties or for those belonging to the industry.

Reporting procedures, which will be followed for the purpose of the Plan by the observers/pilots/crews of surveillance aircraft, are adopted by the Parties and/or from the industry.

### **4.3 REQUESTS FOR ASSISTANCE WITHIN THE FRAMEWORK OF THE PLAN**

Following the activation of the Plan, the Lead Authority may request assistance from the other Parties, in any of the cases described in Section 2.4.

Assistance might be requested in the form of:

- a) trained response personnel and, in particular, strike teams;
- b) specialized pollution combating equipment;
- c) pollution treatment products;
- d) other means, including, in particular, self-contained units such as vessels and aircraft,

and/or any combination thereof.

The request for assistance will be formulated in a clear and precise manner, using the standard form adopted by the Parties. It will contain a detailed description of the kind of assistance required and the purpose for which personnel, equipment, products and/or other means will be used.

The Party receiving a request for assistance will immediately acknowledge receipt.

A Party receiving a request for assistance will endeavour to offer it to the requesting Party with the shortest possible delay, taking into consideration that it should not deplete its own national resources beyond a reasonable level of preparedness.

In order to facilitate a prompt response to requests for assistance, Parties will have part of their national response equipment, products and other means ready for transportation, at short notice, to the other Parties.

Any response personnel and/or means rendered as assistance within the framework of the Plan will act under the overall Operational Command of the SOSC and the Lead Authority; however their respective NOSC's will retain operational control over them.

Following a decision to render assistance, liaison between the Lead State and the assisting Parties will be maintained, according to the circumstances and to the type and importance of such assistance, in one of the ways described in Section 3.5.

### **4.4 JOINT RESPONSE OPERATIONS**

For the purpose of the Plan, Joint Response Operations signify all pollution response operations in which personnel, equipment, products and/or other means, of at least two Parties are involved.

Joint Response Operations can be carried out at sea and on shore, and include specific operations described in Section 1.4 (see also Section 4.1).

The Lead State will be in full charge of Joint Response Operations. The command structure of the Joint Response Operations is described in Section 3.5.

Personnel, equipment and other means rendered as assistance by the other Parties within the framework of the Plan will execute their tasks and duties following the decisions of the SOSC, under the direct operational control of their NOSCs and the tactical command of their respective team Leaders and unit Commanders (see Section 3.5). If strike teams or self-contained units are put at the disposal of the Lead State, the assisting Party will issue instructions to their respective team Leaders and unit Commanders, who will then exercise tactical command over the details of the operations.

During Joint Response Operations, the SOSC will, in addition to assuming overall Operational Command, be specifically responsible for coordinating the actions taken by national means (strike teams, vessels, aircraft) of the Lead State with those taken by the means of the assisting Parties.

The liaison between the assisting Party and the Lead State during the Joint Response Operations will be maintained, according to circumstances, either through direct contacts, through the Liaison Officer of the assisting Party integrated in the staff of the SOSC or through NOSCs if these are personally taking part in the operations (see Section 3.5).

The Lead Authority will appoint an officer responsible for receiving the personnel, equipment, products and/or other means from the assisting Parties and for facilitating their participation in the Joint Response Operations from the moment of their arrival in the country to their departure. This officer will closely co-operate with the liaison officer of the assisting Party.

#### **4.5 USE OF DISPERSANTS**

Each Party will define its policy regarding the use of dispersants in combating oil pollution and will describe this policy in its NCP. This policy will be applicable whatever the source of the pollution (ship, oil terminal, offshore unit)

Each Party will inform the other Parties (see Section 3.7) on its policy regarding the use of dispersants. The information will include a list of the dispersants approved for use in the territorial waters of the Party together with an indication of the zones where the use of dispersants is allowed, restricted or prohibited, as well as any other information deemed relevant.

In case of Joint Response Operations, the Parties will observe the principle of prior authorization for the use of dispersants. This authorization can only be given by the SOSC or by a person designated by him/her.

In the area of responsibility of each particular Party dispersants will always be used in accordance with the provisions of the NCP of the Party concerned.

If a Party has prohibited the use of dispersants in its territorial waters, the other Parties participating in Joint Response Operations will observe this decision.



Contracting Parties will endeavour to have consultation as regards their policies on the use of dispersants and to develop guidelines to that effect.

#### **4.6 TERMINATION OF JOINT RESPONSE OPERATIONS AND DEACTIVATION OF THE PLAN**

The SOSC will terminate the Joint Response Operations when, according to his/her own judgment:

- a) pollution response measures have been finalized and the pollutant no longer threatens the interests of any of the Parties; or when
- b) the situation has reached a point where the response capabilities and resources of the Lead State are sufficient for successfully finalizing the response activities.

After taking the decision to terminate the Joint Response Operations, the SOSC will immediately inform the NOSCs of the other Parties and their respective Operational Authorities of this decision and of the deactivation of the Plan.

Following the deactivation of the Plan, all personnel, equipment, unused products and other means, which were involved in the Joint Response Operations, will return or be returned to their respective countries of origin.

The Party who requested assistance will take the necessary measures for the prompt repatriation of the personnel of the assisting Parties, although the co-ordination and preparation of the necessary arrangements for their repatriation remains the responsibility of their respective Operational Authorities.

The Party who requested assistance will be responsible for returning to the Party of origin, unless otherwise agreed, all equipment rendered as assistance and all unused treatment products. All equipment and other means will be returned clean and in the best possible working order.

The Operational Authorities of the Parties concerned may decide, in direct contacts between them that unused treatment products should remain in the Party that requested the assistance.

Self-contained units (vessels, aircraft) will return to their country of origin using their own power. The Party who requested assistance is responsible for facilitating the formalities related to leaving its territory / territorial waters / airspace, for all units rendered as assistance.

#### **4.7 CONTACTS WITH COMPENSATION REGIMES**

As soon as a national authority is aware of a pollution by a ship or an imminent threat thereof, it should make contact without delay with the liability insurers of the ship and with the international regime for compensation of pollution damages (IOPC Funds or other). When assistance is requested from another country such request should also be notified without delay to the liability insurers and international system.

## **5. COMMUNICATIONS AND REPORTING**

### **5.1 COMMUNICATION SYSTEM**

The Parties will establish and maintain an efficient communication system, operational 24 hours a day, which will serve for:

- a) receiving reports on pollution incidents and transmitting these reports to the Operational Authorities and to other interested parties within the country;
- b) activation of the Plan, requesting assistance and the exchange of operational messages during Joint Response Operations;

The system will comprise national ERCs together with the national Contact Points for receiving reports on pollution incidents if these are different from the ERCs.

Elements of this communication system, including telephone, telefax and telex numbers and electronic address and the allocated radio frequencies and channels of each Party, will be developed by the Parties.

### **5.2 INITIAL WARNING SYSTEM**

Any polluting incident presenting a potential threat to another Party will be reported to that Party without delay, as far as possible by telephoning, radio telephoning or any other means, the appropriate emergency centre as referred in LA. The initial notification will be followed up as soon as possible with a POLREP.

### **5.3 POLLUTION-REPORTING SYSTEM**

For the exchange of information concerning pollution incidents, the Parties will use pollution-reporting system (POLREP), which has been agreed for use and adopted by the Parties.

The Lead Authority will endeavour to transmit a POLREP at least once a day.

Before dissemination, each report will be verified by the SOSC.

If pollution-combating operations continue at the national level after the deactivation of the Plan, the Party affected by the incident will continue to inform other Parties on the situation until the final termination of all pollution response operations.

It is the responsibility of the Operational Authority of each Party to ensure that the situation reports are transmitted to all interested parties within its respective country.

#### **5.4 POST-INCIDENT REPORTS**

Following the termination of pollution response operations taken at both national level and within the framework of the Plan, the NOSC and/or SOSC respectively will prepare the final report, which will include:

- a) a description of the pollution incident and of the development of the situation;
- b) a description of the response measures taken;
- c) a description of the assistance rendered by the other Parties;
- d) an assessment of the complete response operation;
- e) an assessment of the assistance rendered by the other Parties;
- f) a first estimate of the environmental and economic damage caused by the incident;
- g) a description and analysis of the problems encountered in responding to the pollution incident;
- h) recommendations regarding the possible improvement of existing arrangements and, in particular, of the provisions of the Plan.

In addition, a long term assessment will be carried out. In this respect there should be consultation between interested countries.

Copies of the post-incident reports will be sent to all Parties.

The reports will be analysed at the national level by the members of each Support Team and their respective NOSCs, who will prepare recommendations concerning amendments and improvements of the Plan, and if necessary, of their NCPs (see Section 3.4).

Questions of common interest might be proposed for discussion during the regular annual Meetings of the Parties (see Section 2.5).

#### **5.5 RELATIONS WITH THE CENTRE**

Copies of all the reports are sent by the Lead State to the Centre which shall use them to inform other Parties to the Protocol and international organizations and specialised institutions with which it is in contact.

## **6. LOGISTICS, FUNDING AND ADMINISTRATION**

### **6.1 LOGISTICS**

The Lead Authority is responsible for providing all the logistic support necessary for conducting Joint Response Operations.

The Lead Authority will, in particular:

- a) make the necessary arrangements for accommodation, transportation and safety, within the country, of all assisting personnel, whether provided by another Party or by the industry;
- b) take the necessary measures to provide the following facilities for equipment and other means received from the assisting Parties:
  - safe storage space or parking places, as appropriate, including cranes, fork-lifts and other handling equipment, as necessary;
  - fuel, lubricants and basic repair and maintenance facilities.

As regards the stay in the territory of the Lead State, of vessels and aircraft rendered as assistance by other Parties or the industry, the Lead Authority will take the necessary measures to ensure assistance to the crews at airports and in ports, as appropriate, and to provide security services for ships, aircraft and related equipment, while these are in ports or at airports of the Lead State.

### **6.2 FINANCIAL PROCEDURES**

#### 6.2.1

In requesting and rendering assistance, the Parties will implement the provisions of the OPRC Convention:

1. Unless an agreement concerning the financial arrangements governing actions of Parties to deal with marine pollution incidents has been concluded on a bilateral or multilateral basis prior to the pollution incident, Parties will bear the costs of their respective action in dealing with marine pollution in accordance with paragraph 2.
2. (a) If the action was taken by one Party at the express request of another Party, the requesting Party will reimburse to the assisting Party the costs of its action. If the request is cancelled, the requesting Party will bear the costs already incurred or committed by the assisting Party;  
  
(b) if the action was taken by a Party on its own initiative, that Party will bear the cost of its action;

(c) the principles laid down above in subparagraphs (a) and (b) will apply unless the Parties concerned otherwise agree in any individual case.

3. Unless otherwise agreed, the costs of the action taken by a Party at the request of another Party will be fairly calculated according to the law and current practice of the assisting Party concerning the reimbursement of such costs.

4. The Party requesting assistance and the assisting Party will, where appropriate, co-operate in concluding any action in response to a compensation claim. To that end, they will give due consideration to existing legal regimes. Where the action thus concluded does not permit full compensation for expenses incurred in the assistance operation, the Party requesting assistance may ask the assisting Party to waive reimbursement of the expenses exceeding the sums compensated or to reduce the costs which have been calculated in accordance with paragraph 3. It may also request a postponement of the reimbursement of such costs.

5. The provisions of this section will not be interpreted as in any way prejudicing the rights of Parties to recover from third parties the costs of actions taken to deal with marine pollution incidents under other applicable provisions and rules of international law and national regulations”.

#### 6.2.2

For the implementation of these provisions, the Parties will act as follows:

The Parties will inform each other in advance on the wages of personnel, the rental rates for equipment and other means and the cost of treatment products, which might be rendered as assistance. The Parties will agree upon the rates, including the terms of payment, and will discuss all relevant questions during the regular annual meetings of the Operational Authorities (see Section 2.5)

The Parties will resolve all questions related to financial matters after the termination of joint operations.

In case of Joint Response Operations, the Party who requested assistance will directly cover the following expenses related to the stay in its territory of personnel, equipment and means (including vessels and aircraft) of the assisting Party:

- a) board and lodging and/or daily subsistence allowance, as appropriate, of all response personnel other than the crews of ships and vessels;
- b) any port dues for vessels and ships rendered as assistance;
- c) any airport dues for aircraft rendered as assistance;
- d) necessary fuel for all equipment and means including, in particular, vessels and aircraft, engaged in Joint Response Operations;

- e) medical services provided to injured and ill personnel of the assisting Party;
- f) costs related to repatriation of any personnel who died or who were injured or taken ill during Joint Response Operations;
- g) maintenance costs for any piece of equipment, vessel and aircraft engaged in Joint Response Operations;
- h) repair costs for any piece of equipment, vessel or aircraft damaged in its territory during and due to the Joint Response Operations, if such repair needs to be made prior to returning to the Party of origin of such equipment and means;
- i) costs of communications related to the Joint Response Operations that have been incurred by the personnel of the assisting Party in the territory of the Lead State.

The assisting Party will directly cover the following expenses related to the sending to the Party who requested the assistance of its personnel, equipment, products or other means including, in particular, vessels and aircraft:

- a) mobilization of personnel, equipment, products or other means;
- b) costs of transport, of personnel, equipment and products, to and from the Party where Joint Response Operations are taking place;
- c) fuel for self-contained units (vessels, aircraft) which will travel to the site of Joint Response Operations using its own power;
- d) costs of communications related to Joint Response Operations that are originating from the territory of the assisting Party;
- e) insurance of the personnel of the strike team;
- f) medical services rendered, following their return to their country of origin, to response personnel who were injured or taken ill during Joint Response Operations;
- g) maintenance and repair costs for equipment and means engaged in Joint Response Operations which were incurred after the return of such equipment and means to the country of origin.

Following the termination of the Joint Response Operations and the return of all personnel, equipment and other means which were engaged in the Joint Response Operations, each assisting Party will prepare a detailed invoice including the costs of assistance rendered to the Lead State and other expenses related to this assistance. The following items will be included in the invoice:

- a) wages of personnel engaged in the Joint Response Operations, and the daily work logs approved by the SOSC or another responsible officer of the Lead State;

- b) costs of rental of equipment and means and the daily work logs approved by the SOSC or another responsible officer of the Lead State;
- c) cost of treatment products used during the Joint Response Operations and the daily work logs approved by the SOSC or another responsible officer of the Lead State;
- d) all expenses incurred by the assisting Party as listed above;
- e) costs for replacement of equipment damaged beyond repair during the Joint Response Operations.

Upon receipt of such an invoice, the Party who had requested will directly reimburse the expenses incurred by the assisting Parties in relation to the pollution response measures undertaken by these Parties following the activation of the Plan. It will subsequently include such invoices in its own claim for reimbursement of pollution response related costs, submitted to the party liable for the pollution incident, its insurers or an international system for compensation of pollution damages, as appropriate.

Alternatively, the Parties may agree that the claims for reimbursement of such expenses will be submitted directly to the party liable for pollution incident, its insurers or an international system for compensation of pollution damages, by each Party separately.

Regardless of the party to whom such claims are submitted, they will be prepared in accordance with the guidelines provided by the IOPC Funds "Claims Manual".

### **6.3 TRANSBOUNDARY MOVEMENT OF RESPONSE PERSONNEL, EQUIPMENT, PRODUCTS AND SELF-CONTAINED UNITS**

#### 6.3.1 Personnel, equipment, products and self-contained units provided by an assisting Party

In order to facilitate the movement of response personnel and equipment the requesting Party will:

- make arrangements for the rapid entry (and exit) of equipment, products and personnel prior to their arrival and ensure that customs formalities are facilitated to the maximum extent. Equipment should be admitted on a temporary basis and products should be admitted free of excise and duties.
- ensure that, should ships and aircraft be provided, ships are granted all necessary authorizations and aircraft cleared to fly in the national air space. A flight plan or a flight notification will be filed and accepted as an authorization for aircraft to take off, land ashore or at sea outside regular customs airfields.

#### Immigration and customs formalities

Each Party will endeavour to make, at the national level, special arrangements applicable in emergency situations, concerning provisions for the rapid granting of entry visas and work permits for personnel, as well as permits necessary for the transit or temporary importation of the requested equipment and material. Details of such arrangements will be included in the National Contingency

Plan of each Party. This refers, in particular, to information which the assisting Party should provide to the appropriate national Authorities of the requesting Party in order to facilitate the implementation of these special arrangements.

The Parties will designate competent Customs Authorities, responsible for the prompt clearing of customs formalities related to the transboundary movement of response personnel and means in cases of activation of the Plan. The Parties will keep each other permanently informed on such Customs Authorities, and this information, also comprising addresses and telephone, telex and telefax numbers, will be included in the **LA**.

Prior to sending assistance to a Party who so requests, the competent Customs Authority of the assisting Party will establish direct contact with the competent Customs Authority of the requesting Party, in order to obtain the necessary clearance for the entry of equipment, products and other means into the Party.

#### Over flight procedures

Within the framework of the Plan and upon a specific request of the Lead State, aircraft of the other Parties might be allowed to enter and operate in the airspace of the Lead State for one of the following purposes:

- search and rescue;
- surveillance flights;
- transportation of response personnel, equipment and products;
- spraying of dispersants or other treatment products;

Each Party will make, in advance, the necessary arrangements concerning the rapid granting of permits and clearances for civil aircraft (fixed wing or helicopters) of the other Parties who might be requested to take part in response operations within its airspace. Similar arrangements will be made for the use of airport facilities by civilian fixed wing aircraft and helicopters engaged in Joint Response Operations.

Over flight for the above mentioned purposes, of the national territory or territorial waters of one of the Parties by military aircraft of the other Parties will be decided on a case-by-case basis by the Parties concerned.

#### Navigation procedures

Within the framework of the Plan and upon the request of the Lead State, vessels of the other Parties might enter and operate in the territorial waters of the Lead State for one of the following purposes:

- search and rescue;
- salvage operations;
- pollution response operations, including containment and recovery of spilled products, spraying of dispersants or other treatment products, storage and transportation of recovered pollutant;



- transportation of response personnel, equipment and products;
- any other voyage related to pollution response operations.

Each Party will make, in advance, the necessary arrangements concerning the rapid granting of permits and clearances for the navigation of civil vessels (ships, boats, specialized anti-pollution vessels) of the other Parties who might be requested to take part in response operations within its internal and territorial waters. Similar arrangements will be made for the use of port facilities by civilian vessels engaged in Joint Response Operations.

Navigation, for the above mentioned purposes, in the internal or territorial waters of one of the Parties by naval vessels of the other Parties will be decided on a case-by-case basis by the Parties concerned.

In all cases, the provisions of the International Convention on Facilitation of International Maritime Traffic, as amended, will be taken into account by the Parties concerned.

#### 6.3.2 Personnel, equipment, products and self-contained units provided by the industry

Any personnel, equipment, products and self-contained units provided by the industry or any other entity to respond to a pollution on the territory (including the territorial sea) or in the Exclusive Economic Zone of a Party will be approved by the authority designated for that purpose in the national contingency plan of that Party. Once such provision has been approved, the Party will facilitate their movements in accordance with 6.3.1 above.

### **6.4 MEDICAL INSURANCE AND MEDICAL ASSISTANCE**

Each Party will take the necessary measures to insure against death, illness and injury, its personnel who might participate in Joint Response Operations, Joint Exercises and Joint Training Courses.

The Lead State will endeavour to offer as far as possible the best possible initial medical care and services to any person from another Party who is injured or taken ill during his/her participation in Joint Response Operations.

The Lead State will facilitate the repatriation of assisting personnel who are injured or taken ill during Joint Response Operations.

The costs of hospitalization and medical assistance rendered within the Lead State to injured or ill personnel of the assisting Party will be borne by the Lead State. The Lead State might decide to include such costs in the claims presented in accordance with 6.2 above.

### **6.5 RESPONSIBILITY FOR INJURY AND DAMAGE**

If the strike teams called upon to assist in the response operations cause, at the site of operations including the route for approaching and leaving the site of operations, any damages to third parties, and these damages are related to the response operations, such damages will be the

responsibility of the Party who had requested assistance, except in cases of ill intent, grave fault or gross negligence.

## **6.6 DOCUMENTATION OF RESPONSE OPERATIONS AND RELATED COSTS**

The SOSC will take the necessary measures to ensure that detailed records of all actions taken in order to respond to a pollution incident, within the framework of the Plan, are accurately kept. For this purpose, the SOSC might include a record keeping officer / financial controller in his/her Support Team.

As a minimum, the following records will be regularly kept:

- a) Description of the situation, decisions taken and response measures implemented;
- b) Daily work log, giving details of:
  - operations in progress (place, time, purpose);
  - equipment and other means in use (place, time, purpose);
  - personnel employed (number, time);
  - response products and any other material consumed (type, quantity, purpose).
- c) Records of all expenditure made in relation to the pollution response operations.

Following the termination of the response operations, these records will be made available to the national Authority responsible for the submission of claims for compensation.

## **7. PUBLIC INFORMATION**

### **7.1 PUBLIC RELATIONS OFFICER (PRO)**

After the activation of the Plan, the Lead Authority will designate a Public Relations Officer who will be seconded to the SOSC's Support Team.

The PRO will be responsible for:

- a) maintaining contacts with the media;
- b) preparing press releases on behalf of the SOSC and the Lead Authority;
- c) following the information released by the media and clarifying any possible misunderstandings.

### **7.2 PRESS RELEASES**

During the entire period between the activation and the deactivation of the Plan, press releases will be prepared and distributed to the press by the PRO on the basis of confirmed information cleared by the SOSC. These press releases will contain information concerning:

- the pollution incident and the development of the situation;
- injuries of personnel and damage to vessels, equipment, etc.
- technical data on the source of the pollution (vessels involved, oil terminals, offshore units ...) type of characteristics of the pollutant, etc.
- the measures taken and planned to combat pollution;
- the progress of the response measures.

The following guidelines will be observed when preparing press releases:

- prepare titles / headlines;
- give priority to the most recent and important information;
- use simple sentences and give only one idea per sentence;
- avoid quoting estimates, conjectures and suppositions;
- avoid giving opinions on environmental or other unquantifiable damages;
- draft final wordings very carefully.

Maps showing the area of the incident, the evolution of the spill and the sites of the response operations should accompany press releases whenever possible.

The Centre receives all information disseminated to the media.

### **7.3 PRESS CONFERENCES**

After the activation of the Plan, the Lead Authority may decide, in consultation with the SOSC, to organize one or more press conferences for briefing the media.

The following persons may take part in such press conferences:

- SOSC
- specially designated expert members of the Support Team
- PRO
- representative(s) of the Lead Authority
- representatives of the other Parties (e.g. Liaison Officers or NOSCs)
- representatives of the operators of the facility at the origin of the pollution (ship and cargo owners and/or their insurers, terminal or offshore units operators ...)

Written information on the main facts concerning the pollution incident and the Joint Response Operations, maps and photographs may be prepared in advance by the PRO and approved by the SOSC for use during the press conference.

Guidelines concerning the preparation of press releases (see Section 7.2) will also be observed by participants in press conferences.

**ANNEX 7 RESOLUTION ON THE ADOPTION OF THE SUB-REGIONAL OIL SPILL CONTINGENCY PLAN**

THE MINISTERS from Angola, Benin, Cameroon, Congo, Democratic Republic of Congo , Côte d'Ivoire, Gabon, Ghana, Guinea, Guinea-Bissau, Equatorial Guinea, Liberia, Nigeria, Sao Tome & Principe, Sierra Leone and Togo, being Members of the GCLME,

**RECOGNIZING** that the Guinea Current Large Marine Ecosystem is a major maritime route for transporting oil as well as a very active area in the field of oil exploration and production and that there is a permanent risk of oil pollution, which imposes on the coastal States the constant need for efforts to protect their rich marine environment and consequently in organizing and preparing response to marine pollution incidents, and that such permanent efforts have to be made at national, sub-regional and regional levels;

**DESIRING** to facilitate the implementation of the commitments taken in the framework of the Abidjan Convention and its Emergency Protocol and in particular to allow fast and efficient response to pollution incidents at sub-regional level;

**CONSIDERING** that a sub-regional Plan specifying in advance operational arrangements, administrative modalities and financial conditions related to co-operation in cases of emergency would make it possible to facilitate such implementation;

**NOTING** that promoting national capabilities for responding to marine pollution incidents, including the existence of pollution response equipment and trained personnel, is a prerequisite without which regional co-operation and mutual assistance have little substance;

**ADOPT** the SUB-REGIONAL OIL SPILL CONTINGENCY PLAN and decide to start its implementation rapidly;

**ADOPT** also the TERMS OF REFERENCE OF THE CENTRE

**AGREE** that the other countries of the West and Central African Region and South Africa, may become Parties to the Plan, subject to their unanimous consent.

**INVITE** the Governments of the Region to rapidly finalize their national contingency plans including the designation of the authority (ies) which would ensure relationship between the national plan and the Plan,

**INVITE FURTHER** the Governments to mandate persons having charge of port, handling facilities and offshore units to adopt contingency plans coordinated with the national plans, and in particular to report without delay any event involving a discharge or probable discharge of oil to the national competent response authority,

**URGE** States to co-operate among themselves in exchanging oil pollution combating information and in facilitating prompt assistance in the event of a major oil pollution incident,

**REQUEST** the first meeting of the Parties to the Plan to adopt the documents necessary for the Plan to operate, *inter-alia* the list of authorities, the POLREP system,

**SUGGEST** Governments to ensure that they have adequate national provisions dealing with liability of offshore units,

**RECOMMENDS** Parties to the Plan to apply the provisions of the Plan to the extent feasible and where appropriate to hazardous and noxious substances.

## **ANNEX 8 DRAFT TERMS OF REFERENCE AND FUNCTIONS OF THE FUTURE SUB-REGIONAL COORDINATION CENTRE FOR THE GUINEA CURRENT LARGE MARINE ECOSYSTEM**

### **I. PREAMBLE**

The sub-regional oil spill contingency Plan for the countries of the Guinea Current Large Marine Ecosystem Region provides that a centre be established for the co-ordination of the activities under the said Plan.

### **II. ESTABLISHMENT AND MANAGEMENT OF THE CENTRE**

Pursuant to the offer of the Government of ..... and to the decisions of the Council of Ministers of the Interim Guinea Current Commission and later Guinea Current Commission, a Sub-regional Coordination Centre for Marine Pollution Emergency in the GCLME region (hereinafter referred to as the Centre) is established in ..... under the laws and regulations of [..... ] to undertake regional activities in accordance with the functions and terms of reference defined hereinafter:

The Centre shall have a regional role within the GCLME region in conformity with the provisions of the sub-regional Plan and in accordance with relevant decisions of the Parties to the Plan.

The Centre will operate under the management of the Interim Guinea Current Commission (IGCC). The Commission will manage the operation of the Centre in providing technical guidance and support (with the assistance of IMO, UNIDO and other partners ).

The Parties to the Plan and representatives from the Commission and from IMO and UNIDO, as well as representatives from the relevant oil and shipping industry groups will give policy guidance to the activities of the Centre and the necessary support during their annual meeting..

### **III. OBJECTIVES AND FUNCTIONS**

The Centre shall have the following objectives and functions:

#### **Objectives**

- a) To develop co-operation in the region in the field of preparedness and response to pollution incidents which require emergency actions or other immediate response;
- b) To assist the countries of the region, which so request, in the development of their own national capabilities for response to pollution incidents and to facilitate information exchange, technical co-operation and training; and

- c) To promote dialogue aimed at conducting co-ordinated actions at national and regional levels for the implementation of the sub-regional contingency plans, as well as assisting in the development and/or up-dating of new multilateral inter-country plans in the GCLME Region.

## **Functions**

- a) To collect and disseminate relevant information.
- b) To initiate, design and assist in the running of national and regional training courses and exercises.
- c) To assist the countries in ensuring the sustainability and revision of their national plans and of the sub-regional/ contingency plan.
- d) To facilitate and co-ordinate international assistance in case of emergency.
- e) To have a role of secretariat as regards the sub-regional agreement and the regional contingency plan, including the organizing of regular meetings.

## **IV. ADMINISTRATION AND FINANCE**

The Government of ..... undertakes to provide adequate office space, staffing, material and equipment and to cover the initial and recurring operational costs needed for the work of the Centre.

National staffing for the Centre will be recruited by the Government of ... and managed by the Centre.

Legal and financial obligations of the Government of ..... , regarding the Centre shall be specified in an MOU signed by the Government of ..... and the Commission.

Additional resources for the Centre from sources other than the Government of ..... should come from voluntary contributions. They should come from countries, the industry and organisations in and outside the GCLME Region, which will support or co-sponsor the Centre by financing its programme activities or by seconding additional staff or experts. The voluntary contributions should cover also part of the operating costs of the Centre. [The Host government] ....., the Commission and the Centre, individually or jointly, shall seek such additional support.

The International Maritime Organisation will entrust the Centre with the delivery in the sub-region of projects from its technical co-operation programme relevant to the objectives and functions of the Centre.

The Centre will have its own budget and an account in the name of the Centre established in .... In accordance with UN accounting practices, the Centre will produce an annual financial report and submit to all donors a detailed final expenditure statement in line with the programme budget.

The Parties to the Plan will oversee the overall budget and programme of the Centre. The Centre will prepare, review and approve [biennially] its work programme and budget in conformity with the policy direction of the Parties to the Plan. The meeting of the Parties to the Plan will review and approve the work programme and budget of the Centre and review and approve the yearly annual progress report and annual financial report.

The financing of the Centre will be reviewed at the meeting of the Parties to the Plan.

## **V. PERSONNEL**

The Government of ..... shall make available, to the extent possible, to the Centre, personnel who are essential for the exercise of its functions.

The Centre shall have a director appointed by the Government of ..... after consultation with the Commission. The Director, under the guidance of the Commission and the supervision of the meeting of the Parties to the Plan, will have the overall responsibility for the operation and administration of the Centre and he will represent the Centre.

Consultants and other experts may be seconded to the Commission for the Centre by supporting countries, industry or organisations, in accordance with [the rules and regulations of the UN] and with the laws of the supporting country and of [the Host country] ..... .

The review of performance by consultants or experts will be in accordance with the appropriate secondment agreement of the respective countries and the Commission.

The Government of ..... shall be responsible for the formalities related to the entry visas, residence permits and work permits of its personnel seconded to the Commission for the Centre.

## **VI. REPORTING**

The Centre will submit to the meeting of the Parties to the Plan for its review and approval an annual progress report, including a financial report and proposed future work programme and budget for the Centre.

## **VII. WORKING LANGUAGES**

The Centre should operate as much as possible in English and French.

## **VIII. ENTRY INTO FORCE**

The terms of reference for the Centre shall become effective upon signature of an MOU by the Government of ..... and, on behalf of the Parties to the Plan, the Commission.



## **ANNEX 9 RESOLUTION ON INTERNATIONAL AND REGIONAL CONVENTIONS**

THE MINISTERS from Angola, Benin, Cameroon, Congo, Democratic Republic of Congo , Côte d'Ivoire, Gabon, Ghana, Guinea, Guinea-Bissau, Equatorial Guinea, Liberia, Nigeria, Sao Tome & Principe, Sierra Leone and Togo, members of GCLME,

BEING AWARE of the need to preserve the marine and coastal environment of the Guinea Current Large Marine Ecosystem Region,

RECOGNIZING the serious threat posed to the marine and coastal environment by oil pollution incidents involving ships, offshore units, sea ports and oil handling facilities,

MINDFUL of the importance of precautionary measures and prevention aimed at avoiding oil pollution in the first instance, and the need for strict application of existing international instruments dealing with maritime safety and marine pollution prevention,

MINDFUL ALSO that, in the event of an oil pollution incident, prompt and effective action is essential in order to minimize the damage, which may result from such an incident,

EMPHASIZING the importance of effective preparation for combating oil pollution incidents,

RECOGNIZING FURTHER the importance of mutual assistance and international co-operation in the field of marine pollution preparedness and response,

TAKING INTO ACCOUNT the importance of international instruments on civil liability and compensation for oil pollution damage, including the 1992 International Convention on Civil Liability for Oil Pollution Damage ( 1992 CLC); and the 1992 International Convention on the Establishment of an International Fund for Compensation for Oil Pollution Damage (1992 FUND) and its Protocol of 2003 (Supplementary Fund); and the compelling need for all the countries of the region to be Parties to these and other relevant marine environment protection – related Conventions,

BEING AWARE IN THIS RESPECT of the fact that the 1971 Fund Convention ceased to be in force on 24 May 2002 and therefore does not apply to incidents occurring after that date,

TAKING ACCOUNT FURTHER the importance of bilateral and multilateral agreements and arrangements including regional conventions and agreements,

BEING AWARE of the need to promote international co-operation and to enhance existing national, regional and global capabilities concerning oil pollution preparedness and response,

ACKNOWLEDGING the efforts by the United Nations Industrial Development Organization (UNIDO), the International Maritime Organization (IMO), the United Nations Environment Programme (UNEP) the International Petroleum Industry

Environmental Conservation Association (IPIECA) and other partners to assist countries in the sub-region to develop their preparedness to respond to oil pollution incidents,

EMPHASIZING the importance that all States of the sub-region be Parties to the Abidjan Convention and its emergency Protocol,

EMPHASIZING ALSO the importance for the States of the sub-region to be Parties to the relevant IMO Conventions,

CONVINCED of the need to increase awareness in many countries of the importance of adequate preparedness to face oil pollution incidents,

HAVING ADOPTED the Sub-regional Oil Spill Contingency Plan,

INVITE the Governments of the region to accelerate ratification of the relevant global and regional conventions, Abidjan Convention and the relevant IMO Conventions, in particular the 1992 Convention on Civil Liability and the 1992 FUND Convention, and for that purpose to request IMO, UNIDO, UNEP and other partners to assist them in such ratification and in the implementation of the said Conventions;

URGE UNEP, in co-operation with UNIDO and IMO and other Partners, to promote an adequate implementation of the Abidjan Convention and its Emergency Protocol and to accelerate the revision of this Protocol in conformity with the conclusions arrived at during the ministerial meeting of the Parties to the Abidjan Convention held in Accra, Ghana, March 2000;

URGE Governments to provide their full support to the operation of the Abidjan Convention and its Emergency Protocol;

**ANNEX 10 DRAFT RESOLUTION ON THE POLREP SYSTEM BY THE FIRST MEETING OF NATIONAL OPERATIONAL AUTHORITIES UNDER THE SUB-REGIONAL OIL SPILL CONTINGENCY PLAN**

The Meeting of National Operational Authorities under the sub-regional oil spill contingency Plan (hereafter referred to as “Plan”),

NOTING sections 2.5, 2.6, 4.1, 4.4, 5.2, 5.3 of the Plan

RECOMMENDS that:

- a) the Parties to the Plan should use this system for transmission of warnings, information and matters related to assistance;
- b) the Pollution Reporting System - annexed to this recommendation - should contain all relevant information on the nature and extent of the casualty or pollution likely to constitute a threat to the coast or related interests of any other Contracting Party, or which could be perceived by the public as representing a serious threat;
- c) the POLREP should be transmitted without delay through the national contact point of the Contracting Party informed of the casualty or pollution;
- d) the first POLREP on a pollution incident should be sent out not later than the first official press release concerning that incident;
- e) a POLREP should, to the extent possible, be addressed to all Parties to the Plan having an interest in the incident, whether directly threatened or not, and to the regional Centre; **and**
- f) where for any reason it is not practicable to send a POLREP, a plain-text message may be sent instead to other Parties to the Plan, but such a plain-text message should cover as many headings. of the POLREP as possible.

## ANNEX

### POLLUTION REPORTING SYSTEM (POLREP)

1 The Pollution Reporting System is for use between combating authorities to exchange information when pollution of the sea has occurred or when a threat of such is present.

2 The POLREP is divided into 3 parts:

|                                      |                                   |  |
|--------------------------------------|-----------------------------------|--|
| Part I or POLWARN<br>(numbers 1 - 5) | <u>POLL</u> ution <u>WARN</u> ing | gives information or warning of pollution or threat of pollution |
|--------------------------------------|-----------------------------------|--|

|  |                                       |  |
|--|---------------------------------------|--|
| Part II or POLINF<br>(numbers 40 - 60) | <u>POLL</u> ution <u>IN</u> formation | gives detailed supplementary information |
|--|---------------------------------------|--|

|   |                                      |  |
|---|--------------------------------------|--|
| Part III or POLFAC<br>(numbers 80 - 99) | <u>POLL</u> ution <u>FAC</u> ilities | deals with matters related to assistance |
|---|--------------------------------------|--|

The division into three parts is for identification purposes only. For this reason, consecutive numbers are not used. This enables the addressee or addressees to know merely by looking at the numbers whether they are dealing with Part I (1 - 5), Part II (40 - 60) or Part III (80 - 99). This method or division should in no way exclude the use of all numbers in a full report or the separate use of single numbers from each part or the use of single numbers from different parts mixed in one report.

3 When Part I is used as a warning, the use of the priority transmission code "URGENT" is optional. Such a message should always be followed up by a supplementary POLREP or be cancelled.

4 Part II is used to give detailed information about the incident.

5 Part III is used for matters related to assistance and operational matters exclusively.

6 Each single report should be identifiable. The receiving combating authority should be in a position to check if all reports of the incident in question have been received. This is done by using a serial number preceded by a national identification, e.g. "DK 1/1".

7 The national identifiers are the following:<sup>3</sup>

The number before the stroke indicates the pollution to which the report refers and is used because a Contracting Party may have to deal with several slicks or pollution incidents simultaneously. The number following the stroke indicates the actual number of reports which have been originated on the pollution in question.

---

<sup>3</sup> The identifiers should be adopted by the meeting of Parties to the Plan. They should consist of two block letters identifying each country

"DK 1/1" thus indicates the first report of the pollution in question. "DK 1/2" will in accordance with the described system then indicate the second report of the same pollution.

8 The last and final POLREP will show as follows: "DK 1/5 FINAL", which means that this is the fifth and final report concerning the first pollution.

9 If the pollution caused by the incident splits up in clearly separate patches - in this example two - the wording, "DK 1/2 now splitting in DK 2 and 3" should be indicated in the last report from the incident identified by the number 1 preceding the stroke.

10 The first reports from the two patches originating from the incident first reported will then be numbered DK 2/1 and DK 3/1, and consecutive numbering could then be used after the stroke.

11 In order to keep the receivers of POLREP informed of all the transmitted reports, the combating authority sending the POLREP must after the serial number include information on the recipients of the earlier transmitted POLREPs, e.g.:

DK 2/5 - DK2/1 for DE and SE  
DK 2/2 for DE  
DK 2/3 for SE  
DK 2/4 for DE and SE

12 Concerning the numbers 5, 60 and 99, it is emphasized that "ACKNOWLEDGE" made by the addressed combating authority should be with reference to the serial number in question, e.g. "your DK 2/1".

13 By answering a POLREP, the serial number used by the transmitting combating authority is to be used as reference in the answer (see above). However, it is not necessary for countries to adhere to the POLREP system in responding to POLREPs.

14 If the POLREP is used in exercises, the text is to be introduced with the word "EXERCISE" and finished with the same word repeated three times. The same procedure should also be used for the following reports which deal with the exercise.

15 A summarized list of POLREP numbers is given in chapter 2.

16 Detailed explanations of the different numbers in Parts I, II and III of the POLREP as well as examples of POLREP are given in chapters 5.3 and 5.4.

## APPENDIX 1

### CONTENTS

DTG (day time group)

POLREP

### REMARKS

Day and time of drafting the message (DTG). Always 6 figures. Can be followed by month indication. The DTG can be used as a reference.

This is the identification of the report. "POL..." indicates that the report might deal with all aspects of pollution (oil as well as other harmful substances). "...REP" indicates that this is a report on a pollution incident. It can contain up to 3 main parts:

Part I (POLWARN) is an initial notice (a first information or a warning of a casualty or the presence of oil slicks or harmful substances. This part of the report is numbered from 1 to 5.

Part II (POLINF) is a detailed supplementary report to Part I. This part of the report is numbered from 40 to 60.

Part III (POLFAC) is for requests for assistance from other Contracting Parties, as well as for operational matters in the assistance situation. This part of the report is numbered from 80 to 99.

Parts I, II and III can be transmitted in one single report or separately. Furthermore, single figures from each part can be transmitted separately or combined with figures from the two other parts.

Items for which there is no text should not appear in the POLREP.

When Part I is used as a warning of a serious threat, the message should be headed with the transmission priority word "URGENT".

All POLREPs containing ACKNOWLEDGE numbers (5, 60 or 99) should be acknowledged as soon as possible by the competent national authority.

POLREPs should always be terminated by a message from the reporting State indicating that no more operational communication on that particular incident can be expected.

## CONTENTS

DK 1/1

## REMARKS

It should be possible to identify every single report and the receiving agency should be in a position to check whether all reports of the incident in question have been received. This is done by using a nation-identifier followed by a stroke system, where the number before the stroke indicates the pollution to which the report refers and the number following the stroke indicates the actual number of reports which have been originated on the pollution in question.

POLREP 1/1 thus indicates the first report from Denmark of the pollution in question POLREP DK 1/2 will, in accordance with the described system, then indicate the second report from the same pollution.

If the pollution caused by the incident splits up into clearly defined patches - in this example two - the wording POLREP 1 now splitting into 2 and, should be indicated in the last report in the incident identified by number 1 preceding the stroke.

The first reports on the two patches originating from the incident first reported will then be numbered POLREP DK 2/1 and POLREP DK 3/1, and consecutive numbers after the stroke could then be used.

1 DATE AND TIME

The day of the month as well as the time of the day when the incident took place or, if the cause of the pollution is not known, the time of the observation should be stated using 6 digits. Time should be stated as GMT, for example 091900z (i.e. the 9th of the relevant month at 1900 GMT).

2 POSITION

Indicates the main position of the incident in latitude and longitude in degrees and minutes, and may in addition give the bearing of and the distance from a location known by the receiver.

4 OUTFLOW

The polluting substance, such as CRUDE OIL, CHLORINE, DINITROL, PHENOL as well as the total quantity in tonnes of the outflow and/or the flow rate, and the risk of further outflow should be mentioned. If there is no pollution, but a threat of pollution, the words NOT YET followed by the substance (for example NOT YET FUEL OIL) should be stated.

5 ACKNOWLEDGE

When this number is used, the message (email or telefax) should be acknowledged as soon as possible by the competent

| <b>CONTENTS</b>   | <b>REMARKS</b>   |
|---|--|
|   | national authority.  |
| 40 DATE AND TIME  | No. 40 relates to the situation described in numbers 41 to 60 if it varies from number 1.  |
| 41 POSITION AND/OR<br>EXTENT OF POLLUTION<br>ON/ABOVE/ IN THE SEA | Indicates the main position of the pollution in degrees and minutes of latitude and longitude, and may in addition give the distance and bearing of some prominent landmark known to the receiver if other than indicated in number 2. Estimated amount of pollution (e.g. size of polluted areas, number of tonnes of oil spilled if other than indicated in number 4, or number of containers, drums lost).<br><br>Indicates length and width of slick given in nautical miles if not indicated in number 2. |
| 42 CHARACTERISTICS OF<br>POLLUTION                                | Gives type of pollution, e.g. type of oil with viscosity and pour point, packaged or bulk chemical, sewage. For chemicals, the proper name or United Nations number, if known, should be given. Appearance, e.g. liquid, floating solid, liquid oil, semi-liquid sludge, tarry lumps, weathered oil, discolouration of sea, visible vapour should also be given as well as any markings on drums, containers.  |
| 43 SOURCE AND CAUSE OF<br>POLLUTION                               | Indicates the source of pollution e.g. from vessel or other undertaking. If from vessel, it should be notified whether the pollution is a result of a deliberate discharge or casualty. If the latter, a brief description should be given. Where possible the name, type, size, call sign, nationality and port of registration of polluting vessel should be mentioned. If the vessel is proceeding on its way, course, speed and destination should be indicated.   |
| 44 WIND DIRECTION AND<br>SPEED                                    | Indicates wind direction and speed in degrees and in m/sec. The direction always indicates from where the wind is blowing.   |
| 45 CURRENT DIRECTION<br>AND SPEED AND/OR<br>TIDE                  | Indicates current direction and speed in degrees and knots and tenths of knots. The direction always indicates the direction in which the current is flowing.  |
| 46 SEA STATE AND<br>VISIBILITY                                    | Sea state indicates the wave height in metres. Visibility should be indicated in nautical miles.   |
| 47 DRIFT OF POLLUTION   | Indicates drift course and speed of pollution in degrees and   |



| <b>CONTENTS</b>  | <b>REMARKS</b>  |
|--|---|
| 48 FORECAST OF LIKELY EFFECT OF POLLUTION AND ZONES AFFECTED | knots or tenths of knots. In cases of air pollution (gas cloud), drift speed should be indicated in m/sec.<br>Results of mathematical models could indicate e.g. arrival on beach with estimated timing.          |
| 49 IDENTITY OF OBSERVER/ REPORTER                            | Identifies who has reported the incident. If it is a ship, the name, home port, flag and call sign must be given.   |
| IDENTITY OF SHIPS ON SCENE                                   | Ships on-scene could also be indicated under this item by name, home port, flag and call sign, especially if the polluter cannot be identified and the spill is considered to be of recent origin.                |
| 50 ACTION TAKEN  | Mentions action taken for the disposal of the pollution.  |
| 51 PHOTOGRAPHS OR SAMPLES                                    | Indicates if photographs or samples from the pollution have been taken. Contact numbers (including telephone, email address, telefax and telex numbers as appropriate) of the sampling authority should be given. |
| 52 NAMES OF OTHER STATES AND ORGANISATIONS INFORMED          |   |
| 53 - 59  | SPARE FOR ANY OTHER RELEVANT INFORMATION: e.g. results of sample or photographic analysis, results of inspections or surveyors, statements of ship's personnel.   |
| 60 ACKNOWLEDGE   | When this number is used, the telex/telefax/email should be acknowledged as soon as possible by the competent national authority.   |
| 80 DATE AND TIME   | No. 80 is related to the situation described below, if it varies from numbers 1 and/or 40.  |
| 81 REQUEST FOR ASSISTANCE                                    | Type and amount of assistance required in form of:<br>- specified equipment<br>- specified equipment with trained personnel<br>- complete strike teams<br>- personnel with special expertise                      |
|  | with indication of country requested  |
| 82 COST  | Information on cost of delivered assistance to be notified to requesting country.   |

| <b>CONTENTS</b>                                    | <b>REMARKS</b>  |
|--|---|
| 83 PRE-ARRANGEMENTS FOR THE DELIVERY OF ASSISTANCE | Information concerning customs clearance, access to territorial waters in the requesting country.   |
| 84 TO WHERE ASSISTANCE SHOULD BE RENDERED AND HOW  | Information concerning the delivery of the assistance, e.g. rendezvous at sea with information on frequencies to be used, call sign and name of Supreme On-Scene Commander of the requesting country or land-based authorities with contact numbers (including telephone, email address, telefax and telex numbers as appropriate) and contact persons. |
| 85 NAMES OF OTHER STATES AND ORGANISATIONS         | Only to be filled in if not covered by number 81, e.g. if further assistance is later needed by other States.   |
| 86 CHANGE OF COMMAND                               | When a substantial part of an oil pollution or serious threat of oil pollution moves or has moved into the zone of another Contracting Party, the country which has exercised the supreme command or the operation may request the other party to take over the supreme command.  |
| 87 EXCHANGE OF INFORMATION                         | When a mutual agreement has been reached between two parties on a change of supreme command, the country transferring the supreme command should give a report on all relevant information pertaining to the operation to the country taking over the command.  |
| 88 - 98  | SPARE FOR ANY OTHER RELEVANT REQUIREMENTS OR INSTRUCTIONS   |
| 99 ACKNOWLEDGE                                     | When this number is used, the message (email or telefax) should be acknowledged as soon as possible by the competent national authority.  |

**APPENDIX 2**

**Summarized list of POLREP numbers**

| Address        | From ..... | To .....                                |
|----------------|------------|---|
| Date Time      | Group      |   |
| Identification |            |   |
| Serial Number  |            |   |
| .....          |            |   |
|                | 1          | Date and Time                           |
|                | 2          | Position                                |
| Part I         | 3          | Incident                                |
| (POLWARN)      | 4          | Outflow                                 |
|                | 5          | Acknowledge                             |
| .....          |            |   |
|                | 40         | Date and Time                           |
|                | 41         | Position                                |
|                | 42         | Characteristics of pollution            |
|                | 43         | Source and cause of pollution           |
|                | 44         | Wind direction and speed                |
|                | 45         | Current or tide                         |
|                | 46         | Sea state and visibility                |
|                | 47         | Drift of pollution                      |
| Part II        | 48         | Forecast                                |
| (POLINF)       | 49         | Identity of observer and ships on scene |
|                | 50         | Action taken                            |
|                | 51         | Photographs or samples                  |
|                | 52         | Names of other states informed          |
|                | 53 - 59    | Spare                                   |
|                | 60         | Acknowledge                             |

.....

|          |         |                                   |
|----------|---------|-----------------------------------|
|          | 80      | Date and Time                     |
|          | 81      | Request for assistance            |
|          | 82      | Cost                              |
|          | 83      | Pre-arrangements for the delivery |
|          | 84      | Assistance to where and how       |
| Part III | 85      | Other states requested            |
| (POLFAC) | 86      | Change of command                 |
|          | 87      | Exchange of information           |
|          | 88 - 98 | Spare                             |
|          | 99      | Acknowledge                       |

### APPENDIX 3

#### EXAMPLES OF POLREP REPORTS

##### POLREP EXAMPLE NO. 1

|  |  |
|--|--|
| Address  | From DK  |
|  | To DE and NL   |
| Date time group  | 181100z June   |
| Identification   | POLREP   |
| Serial number  | DK 1/2 (DK 1/1 for DE)   |
| =  | =  |
| 1 Date and time  | 1 181000z  |
| 2 Position   | 2 55°33' N - 07°00' E  |
| 3 Incident   | 3 Tanker collision   |
| 4 Outflow  | 4 Crude oil, estimated 3,000 tonnes  |
| 41 Position and/or extent of pollution on/above/in the sea | 41 The oil is forming a slick 0.5 nautical miles to the South East. Width up to 0.3 nautical miles   |
| 42 Characteristics of pollution                            | 42 Venezuela crude. Viscosity 3.780 Cs at 37.8°C. Rather viscous   |
| 43 Source and cause of pollution                           | 43 Danish tanker ESSO BALTICA of Copenhagen 22,000 GRT call sign xxxx, in collision with Norwegian bulk carrier AGNEDAL of Stavanger, 30,000 GRT, call sign yyy<br><br>Two tanks damaged in ESSO BALTICA. No damage to the AGNEDAL |
| 44 Wind direction and speed                                | 44 270 - 10m/sec   |
| 45 Current direction and speed and/or tide                 | 45 180 - 0.3 knots   |
| 46 Sea state and   | 46 Wave height 2m. 10 nautical miles   |

visibility

|    |   |    |   |
|----|---|----|---|
| 47 | Drift of pollution  | 47 | 135 - 0.4 knots   |
| 48 | Forecast of likely effect of pollution and zones affected | 48 | Could reach the island of Sylt , DE or further south, NL on the 23rd of this month  |
| 49 | Identity of observer/reporter. Identity of ships on scene | 49 | Agnedal, number 43 refers   |
| 50 | Action taken  | 50 | 2 Danish strike-teams with high mechanical capacity on route to the area  |
| 51 | Photographs or samples                                    | 51 | Oil samples have been taken. Telex 64471 SOK DK   |
| 52 | Names of other states and organisations informed          | 52 | DE  |
| 53 | Spare   |    |   |
| 81 | Request for assistance                                    | 81 | DE is requested for 2 strike teams with high mechanical pick-up capacity  |
| 82 | Cost  | 82 | DE is requested for an approximate cost rate per day of assistance rendered   |
| 83 | Pre-arrangements for the delivery of assistance           | 83 | DE units will be allowed to enter Danish territorial waters for combating purposes or Danish harbours for logistics informing SOSC beforehand |
| 84 | To where assistance should be rendered and how            | 84 | Rendezvous 57°30' N - 07°00' E. Report on VHF channels 16 and 67. SOSC, Lieutenant Commander Hansen in GUNNAR SEIDENFADEN, call sign OWAJ     |
| 99 | ACKNOWLEDGE   | 99 | ACKNOWLEDGE   |
|    | =   |    | =   |

**APPENDIX 4**

POLREP EXAMPLE No. 2

|   |  |  |
|---|--|--|
| Address   | From DE  |  |
|   | To DK  |  |
| Date time group                                   | 182230z June                                     |  |
| Identification                                    | POLREP   |  |
| Serial number                                     | Your DK 1/2 refers                               |  |
| =   | =  |  |
| 80 Date and time                                  | 80 182020z                                       |  |
| 82 Cost   | 82 Total cost per day will be approx .....       |  |
| 84 To where assistance should be rendered and how | 84 ETA DE units at POLREP DK 1/2 will be 182100z |  |
| =   | =  |  |

**APPENDIX 5**

POLREP EXAMPLE No. 3

|                 |                              |     |
|-----------------|------------------------------|-----|
| Address         | From                         | DK  |
|                 | To NO                        |     |
| Date time group | 21 0940z June                |     |
| Identification  | URGENT<br>EXERCISE<br>POLREP |     |
| Serial number   | DK                           | 1/1 |
| =               | =                            |     |
| 1 Date and time | 1 210830                     |     |

|   |             |   |   |
|---|-------------|---|---|
| 2 | Position    | 2 | 57°50' N - 10°00' E                       |
| 3 | Incident    | 3 | Tanker collision                          |
| 4 | Outflow     | 4 | Not yet                                   |
| 5 | Acknowledge | 5 | Acknowledge<br>EXERCISE EXERCISE EXERCISE |
| = |             | = |   |



**ANNEX 11 LIST OF COMPETENT AUTHORITIES**

**LA**

*To be filled by each country*

**COMPETENT NATIONAL AUTHORITY**

NAME:

TITLE:

ADDRESS:

PHONE NUMBER(S):

TELEX:

E-MAIL:

WORKING HOURS:

**COMPETENT OPERATIONAL AUTHORITY**

NAME:

TITLE:

ADDRESS:

PHONE NUMBER(S):

TELEX:

E-MAIL:

WORKING HOURS:

**NATIONAL CONTACT POINT (operational 24hrs per day) RESPONSIBLE TO  
RECEIVE REPORTS ON POLLUTION INCIDENTS**

NAME:

TITLE:

ADDRESS:

PHONE NUMBER(S):

TELEX:

FAX:

E-MAIL:

**EMERGENCY RESPONSE CENTRE**

NAME:

TITLE:

ADDRESS:

PHONE NUMBER(S):

TELEX:

E-MAIL:

**ON SCENE COMMANDER**

NAME:

TITLE:

ADDRESS:

PHONE NUMBER(S):

TELEX:

E-MAIL:

**COMPETENT CUSTOMS AUTHORITY**

NAME:

TITLE:

ADDRESS:

PHONE NUMBER(S):

TELEX:

E-MAIL: