



**Global Initiative for West, Central and Southern Africa**

# **Report on GI WACAF Sub-Regional Workshop on the Mechanisms of Cooperation and the Effective Implementation of Incident Management System (IMS)**

**Protea Hotel Pelican Bay, Walvis Bay, Namibia  
22-24 October 2012**



Hosted by the Ministry of Works and Transport, Government of Namibia

NOTE

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**IMO/IPIECA. 2012. GI WACAF Sub-Regional Workshop on the Mechanisms of Cooperation and the Effective Implementation of Incident Management System. 30 Pages**

## *Executive summary*

The GI WACAF Sub-Regional Workshop on the Mechanisms of Cooperation and the Effective Implementation of Incident Management System took place in Walvis Bay, Namibia, from the 22 to the 24 October 2012. This sub-regional workshop was organised by the Ministry of Works and Transport, Government of Namibia with the technical and financial support of the International Maritime Organization (IMO) and IPIECA, the global oil and gas industry association for environmental and social issues. Twenty-nine government and industry delegates participated in the workshop (from Angola, Cameroon, Democratic Republic of Congo, Ghana, Namibia, Nigeria, and South Africa). The principal objectives of the Workshop were to:

- explore the possibility to develop the Oil Spill Risk Assessment (OSRA) initiative in collaboration with the main stakeholders of the sub-region;
- facilitate information sharing and lessons learned as a cooperation initiative to increase the level of preparedness to oil spills in the sub-region ; and
- present the IMO guidance on the implementation of an Incident Management System (IMS) and discuss the implementation of IMS in the sub-region.

The main outcomes of the workshop are as follows:

- The delegates acknowledged the need for Oil Spill Risk Assessment (OSRA) in West, Central and Southern Africa as the foundation of spill response strategy and discussed the principle and method for the development of OSRA.
- The delegates shared knowledge and experience about oil spill preparedness, coastal sensitivity mapping, and oil spill response operations, and compared arrangements in place in the different countries.
- The presentations and scenario-based practical raised the awareness of the delegates towards the usefulness of the IMS structure for the national organisations in charge of responding to maritime pollution. Furthermore, the benefits of managing a spill under a commonly recognised simple structure with specific incident functions and against agreed objectives were also highlighted.
- Case studies, presentations and exchanges reminded the delegates about the importance of frequently organising incident management exercises, involving the oil industry and all stakeholders, as this is the only way to effectively test and improve the national response system.
- All delegates were reminded the need to improve the management of international assistance (expression of needs, assessment of assistance proposals, and management of assistance: logistics, immigration process for experts, and customs clearance for equipment).

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## **Introduction**

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The Global Initiative for West, Central and Southern Africa (GI WACAF) is a partnership between the International Maritime Organization (IMO) and IPIECA, the global oil and gas industry association for environmental and social issues to enhance the capacity of countries to prepare for and respond to marine oil spills. A key innovative feature is the promotion of public/private partnership for effective oil spill response making use of existing industry expertise and resources.

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

This program is jointly funded by the International Maritime Organization (IMO) eight oil companies (BP, Chevron, ENI, ExxonMobil, Marathon, PERENCO, Shell and Total) through IPIECA, the global oil and gas industry association for environmental and issues.

The scope is to organise workshops, trainings, seminars and exercises in cooperation with national authorities in charge of oil spill response, in partnership with local business units.

The GI WACAF is based on an effective management system and established six goals of preparedness and key performance indicators to enhance the capacity of countries to prepare for and respond to marine oil spills. These goals cover the requirements of the OPRC 90 convention:

Goal 1: Legislation: Promote the ratification of the relevant international Convention

Goal 2: Contingency plan: Have contingency plan for all the countries of the region

Goal 3: Designation of authority: Get clarity in roles and responsibilities for oil spill response

Goal 4: Regional agreement: promote exchange and mutual assistance for oil spill response

Goal 5: Training: Ensure that training and exercise are developed in each countries on a regular basis

Goal 6: National capabilities: support countries in developing their own national response system

## **Objectives of the workshop**

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The specific objectives of this Conference and Workshop were to:

1. explore the possibility to develop the Oil Spill Risk Assessment (OSRA) initiative in collaboration with the main stakeholders of the sub-region;
2. facilitate information sharing and lessons learned as regards to cooperation initiative to increase the level of preparedness to oil spill in the sub-region and;
3. present IMO Guidance on the implementation of an Incident Management System (IMS) and discuss the implementation of IMS in the sub-region.

## **Programme of the workshop**

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Annex 1 for the complete program.

## **Location, Dates, Roles and Participants**

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The workshop was organised by the Ministry of Works and Transport of Namibia with the technical and financial support of IMO and IPIECA. The experts in charge of the workshop were:

- Romain Chancerel, GI WACAF Project Coordinator ;
- Benjamin Jeanne, GI WACAF Project Consultant ;
- Andy Nicoll, Oil Spill Response Limited Advocacy Manager ; and
- Lindsay Page-Jones, IPIECA Consultant.

The Ministry of Works and Transport of the Republic of Namibia took charge of the overall organisation. The workshop took place in the conference room of the Pelican Bay Protea hotel, Walvis Bay, Namibia from the 22 to 24 October 2012. The total number of participants was 25 including industry representatives and government delegates from 6 English-speaking, 1 French-speaking and 1 Portuguese-speaking countries of the sub-region; i.e. Ghana, Nigeria, Cameroon, Democratic Republic of Congo\*, Angola, Namibia and South Africa. The list of participants is attached in Annex 2.

\*The delegate from the Democratic Republic of Congo (DRC) was invited in order to present the development of a Protocol of Agreement between national authorities and operators.

## Opening Ceremony

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The opening ceremony was introduced by Mr Pinehas N. Auene, Deputy Director of the Marine Pollution Control and SAR (Directorate of Maritime Affairs). Mr Romain Chancerel, coordinator of the GI WACAF Project, reminded the participants the general objectives of the GI WACAF Project, and presented the context and specific objectives of the workshop. Mr Mathew Nangolo, Director of Maritime Affairs, welcomed all participants and Mr Peter Mwatile Permanent Secretary of Works and Transport addressed the welcoming remarks and reminded that Namibia is in the process of reforming its national response system (with particular emphasis on the legal and financial arrangements as well as structures of the various bodies involved in the National Oil Spill Contingency Organisation). Hon. Chief Samuel Ankama Deputy Minister of Works and Transport officially opened the workshop, and reminded the participants about the necessity for the effective enforcement of the Convention OPRC90. Finally, Hon. Chief Samuel Ankama invited IMO and IPIECA to consider putting mechanisms in place in order to provide experts to attend real incidents as observers or even as participants. He finally recommended that key response personnel from the governments within the GI WACAF region are trained to the same standards as personnel of private oil spill response companies’.

Opening allocutions are available in Annexes 3, 4 and 5.

## Summary of presentation

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### Summary of presentations on day 1

#### Presentation of the GI WACAF Project and the workshop

Mr Romain Chancerel, GI WACAF Project Manager

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Mr R. Chancerel presented the history and objectives of the Global Initiative for West, Central and Southern Africa, partners, achieved results, involved participants, and the objectives and program of the conference.

#### Presentation of the international framework

Mr Lindsay Page-Jones, Consultant IPIECA and Mr Andy Nicoll, Advocacy Manager, Oil Spill Response Limited

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Mr Lindsay Page-Jones reminded delegates about the:

- International Convention on Oil Preparedness, Response and Cooperation 1990 (OPRC 1990), its main articles related to the obligations of the countries and the oil industry;
- role and capabilities of the oil industry main response cooperatives;
- Abidjan Convention and the Protocol Concerning Co-operation in Combating Pollution in Cases of Emergency in the Western and Central African Region;
- Draft guidelines for the “Request for Assistance” recently proposed by the U.S. delegation to the OPRC-HNS Technical Group (IMO) for consideration

### **Benguela Current Commission Biodiversity Mapping Project**

Benguela Current Commission

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The representative of the Benguela Current Commission presented the current status of the Benguela Current Commission, the main provisions of the Convention, the structure of the organisation, the key objectives and current programs and the Regional cooperation between the Governments of Angola, Namibia and South Africa.

### **Oil spill risks associated with maritime and offshore activities in Namibia**

Mr Pinehas Auene, Ministry of Works and Transport, Republic of Namibia

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Mr Pinehas Auene presented the risks associated with maritime and offshore exploration activities in Namibia: port activities, maritime traffic, sea born fuel import, offshore oil and gas exploration (initiated in 2013). He detailed the study of spill scenario for Namibia: types of incident (general studies and past incidents), types of product, likelihood, magnitude of incidents, potential consequences (coastal oil spill vulnerability, resources at risk). Finally, he reminded delegates of the importance of prevention (traffic and port control, enforcement of regulations) and on the need to carry out a full risk assessment due to the change of risk profile with the developing oil and gas offshore exploration and potential production.

### **Principles of Oil Spill Risk Assessments (OSRA)**

Mr Lindsay Page-Jones, Consultant IPIECA

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Mr Lindsay Page-Jones reminded the delegates about the general concept of risk: product of likelihood and consequence(s) and on the necessity to include (as one of the first steps) an oil spill risk assessment in the contingency planning process to ensure prevention measures are in place to diminish the consequences and that preparedness and adequate and well dimensioned response strategies are implemented to diminish the consequences. He presented a general oil spill risk methodology and example of geographical-based oil spill risk assessment. The project of an oil spill risk assessment project in the sub-region was discussed by the delegates.

### **Presentation of IPIECA guidelines for sensitivity mapping**

Mr Lindsay Page-Jones, IPIECA Consultant

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Mr Lindsay Page-Jones presented the general sensitivity mapping principles and the use of sensitivity maps for preparedness (in relation to oil spill risk assessment) and response (at strategic, tactical/ operational and on-site levels). He reminded the status of sensitivity maps West, Central and Southern Africa and presented the IPIECA guidelines on oil spill sensitivity mapping as well as challenges and recommendations in order to produce simple and operational sensitivity maps, integrated as a decision support tool within the national oil spill contingency plan.

### **Presentation of coastal sensitivity mapping Project in Angola**

Manuel Xavier, Director of Environment and Safety Cabinet, Ministry of Petroleum, Angola

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Mr Manuel Xavier presented the current coastal sensitivity mapping Project in Angola, implemented by the oil operators, coordinated by the Ministry of Petroleum of Angola and initiated during the September 2010 National Workshop in Luanda (organized by the GI WACAF and the Ministry of Petroleum of Angola). He then introduced the mapping results (for Luanda to Cabinda region) and presented the general national oil spill response capabilities in Angola.



## **Summary of presentations on day 2**

### **The Basic Principle of Industry/ Government cooperation**

Mr Andy Nicoll, Advocacy Manager, Oil Spill Response Limited

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Mr Andy Nicoll reminded delegates about the Tiered Preparedness & Response, and the key issues for effective Tier 1, 2 and 3 responses in the industry and in the countries. He presented the key attributes of Tier 3 Response Services (funded by the oil industry) and the necessity for cooperation between industry and governments, i.e. the required support from the countries for effective deployment of international assistance.

### **Coastal sensitivity mapping and oil spill response preparedness in Democratic Republic of Congo**

Jean-Paul Mwamba Nyembo, Oil spill response and preparedness National Coordinator, Ministry of Environment, Democratic Republic of Congo

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Mr Jean-Paul Mwamba Nyembo reminded delegates about the potential sources of oil spills (onshore and offshore) in the Democratic Republic of Congo, past incidents, and the on-going coastal and riverine oil spill sensitivity mapping project. He presented the actions of the government to improve preparedness in the country, the on-going discussion between the industry and national authorities in order to develop a Protocol of Agreement for the effective implementation of the provisions of the National Contingency Plan (currently being finalised).

### **Organisation and Strategy - the example of Total E & P Angola**

Mr Thomas Merzi, Environmental Engineer, Total E&P Angola

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Mr Thomas Merzi presented the overall organisation implemented by Total E&P Angola for emergency response management as well as oil spill response strategies and resources, including monitoring (aerial surveillance, ARGOS drifting buoys, RADAR imagery, modelling), the use of dispersants, containment and recovery at sea, protection of sensitive coastal sites and shoreline clean-up.

### **An example of industry cooperation: ANG-212 Mutual Assistance agreement in Angola**

Mr Tavares Rodrigues, HSE Supervisor, Emergency Response and Environmental and Regulatory Matters, Chevron, Angola

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Mr Tavares Rodrigues presented the Mutual Assistance Agreement in place between Chevron, BP, Total, Esso, ENI and Sonangol P&P in Angola to respond to oil spills at sea. He presented the specific response capabilities of Chevron in Angola, and the current Tier II Response Centre Project for Angola and ongoing discussions with Ministry of Petroleum to improve the customs clearance procedure in case of an incident.

### **Roles and responsibilities during an oil spill**

Mr Lindsay Page-Jones, IPIECA consultant

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Mr Lindsay Page-Jones presented the roles and responsibilities of port authorities, provincial and national authorities and oil industry during an oil spill and the shift of overall responsibilities during an escalation from a Tier 1 to 2 to 3 incident. He reminded delegates about the importance to ensure that the national oil spill contingency plan considers all potential types, magnitudes and locations of incident, with clearly designated entities in charge of the management for each.

## **Introduction to Incident Management System (IMS)**

Mr Lindsay Page-Jones, IPIECA consultant

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Mr Lindsay Page-Jones introduced Incident Management System (IMS) based on the “Guidance document on the implementation of an Incident Management System (IMS)” published this year by IMO. He reminded the delegates about the main functions of an IMS: Incident Commander, Planning, Operations, Logistics and Finance and proposed an example of a national Tier 3 organisation.

*Note: Although not introduced in the guidance document, the importance of a Provincial Incident Management level within the national organisation was reminded, as well as the need to have dedicated functions for the management of external assistance in the Logistics Unit, and the key role of the On-Scene-Commander for the coordination of on-site operations and safety.*

## **Discussion on the implementation of Incident Management System in the sub-region**

Mr Lindsay Page-Jones, IPIECA consultant

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Mr Lindsay Page-Jones presented the structures of the national organisations in charge of oil spill response in Ghana, Nigeria, Cameroun, Congo, Democratic Republic of Congo, Angola, Namibia and discussed the key issues to consider when implementing a national emergency organisation: National Competent Authority designated, overall structure including a high level inter-ministerial commission, provincial level, sectorial level (e.g. port and oil industry), a national Incident Command Team with clear functions complementing provincial and sectorial organisations, escalating mobilization procedure based on the Tier levels. He also reminded delegates about the need to regularly review and test the national organisations.

## **Efficient exercising of the incident management structure**

Mr Andy Nicoll, Advocacy Manager, OSRL

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Mr Andy Nicoll reminded delegates about the basis for and obligations of regular training and exercises (as per OPRC90 Art. 6.2). He presented the main types of exercises (from the tabletop to the full scale exercise) and the benefits of joint Government / Industry exercises particularly to progress on common issues i.e. immigration, flight authorisation, customs, on-site security, communication. He finally reminded the delegates about the exercise planning process: defining the objectives and designing the exercise accordingly, developing the exercise, conducting the exercise and updating the preparedness actions in light of the lessons learnt.

## **Case studies: example of IMS implementation during exercise in Republic of Congo**

Mr Lindsay Page-Jones, IPIECA consultant

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Mr Lindsay Page-Jones presented a Tier 3 joint industry/ government exercise in the Republic of Congo and the resulting benefits: training of national delegates, improvement of industry/ government cooperation, update of the NOSCP, set-up of a National Incident Command centre.

## **Lessons learnt on effective exercising**

Mr Romain Chancerel, GI WACAF Project Manager

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Mr Romain Chancerel presented the usual pitfalls and main lessons learnt during the oil spill response exercises: lack of awareness of guidance documentation, insufficient resources for the preparation and development of exercises, insufficient commitment of senior managers, skewed focus on equipment deployment, perception that an exercise must focus on deficiencies, lack of integration of stakeholders (public/private cooperation), insufficient / inadequate exercise evaluation.

## Summary of tabletop practical

To practice the implementation of an IMS (based on the IMO guidance document), a tabletop practical was proposed to the participants during the morning of day 3, based on a scenario in a fictitious country: "Mauchelles". In order to exercise the technical presentations of the workshop, the participants were split into different functional groups as defined in the IMS structure. The following groups were set-up in the conference room:

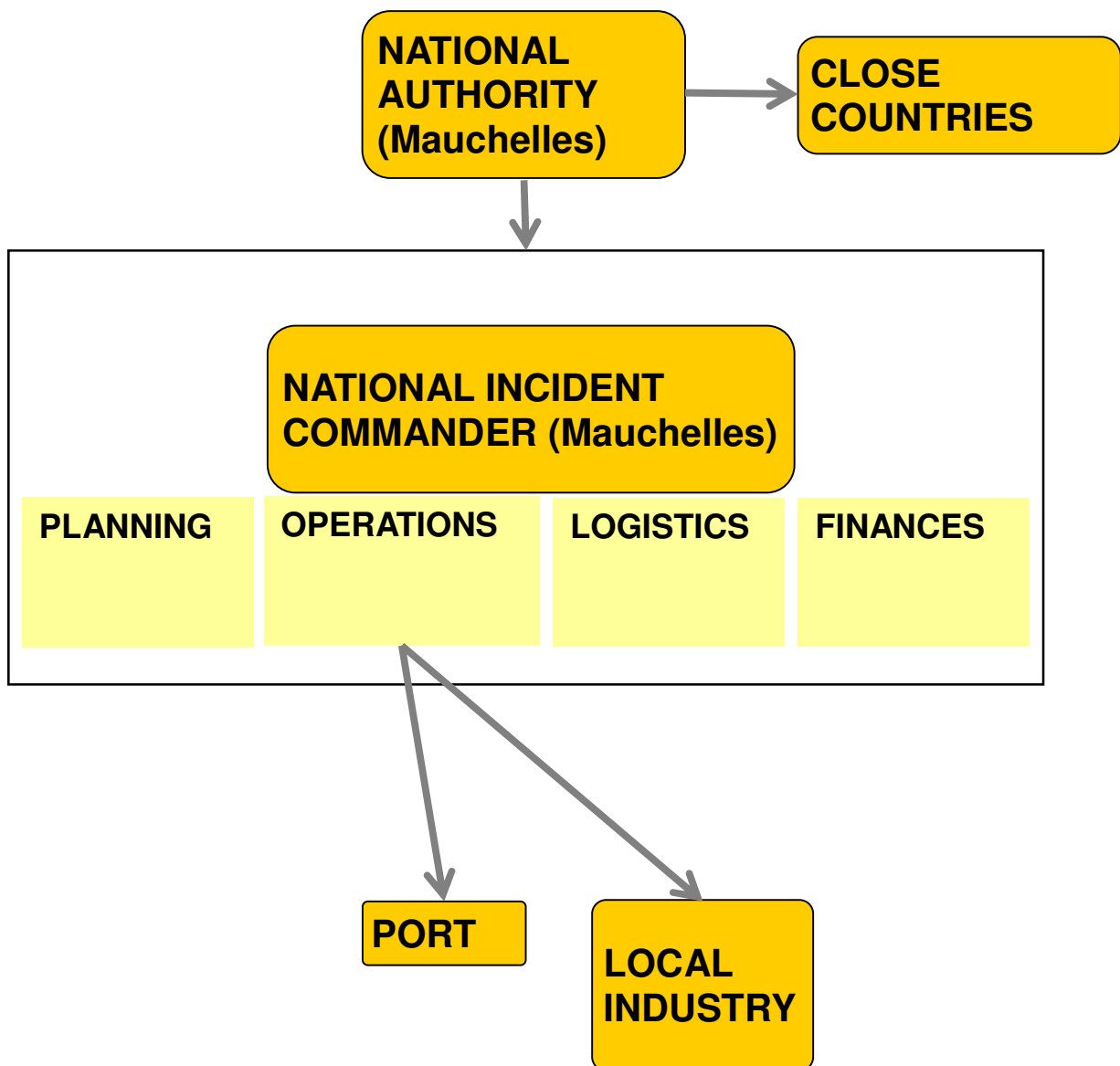


Figure 1. Diagram representing the organisation of the participants for the practical

A sensitivity map (below), including sensitive areas, vulnerable species and major facilities of the region impacted was provided to each group, as well as fictitious lists of response equipment and logistical support.

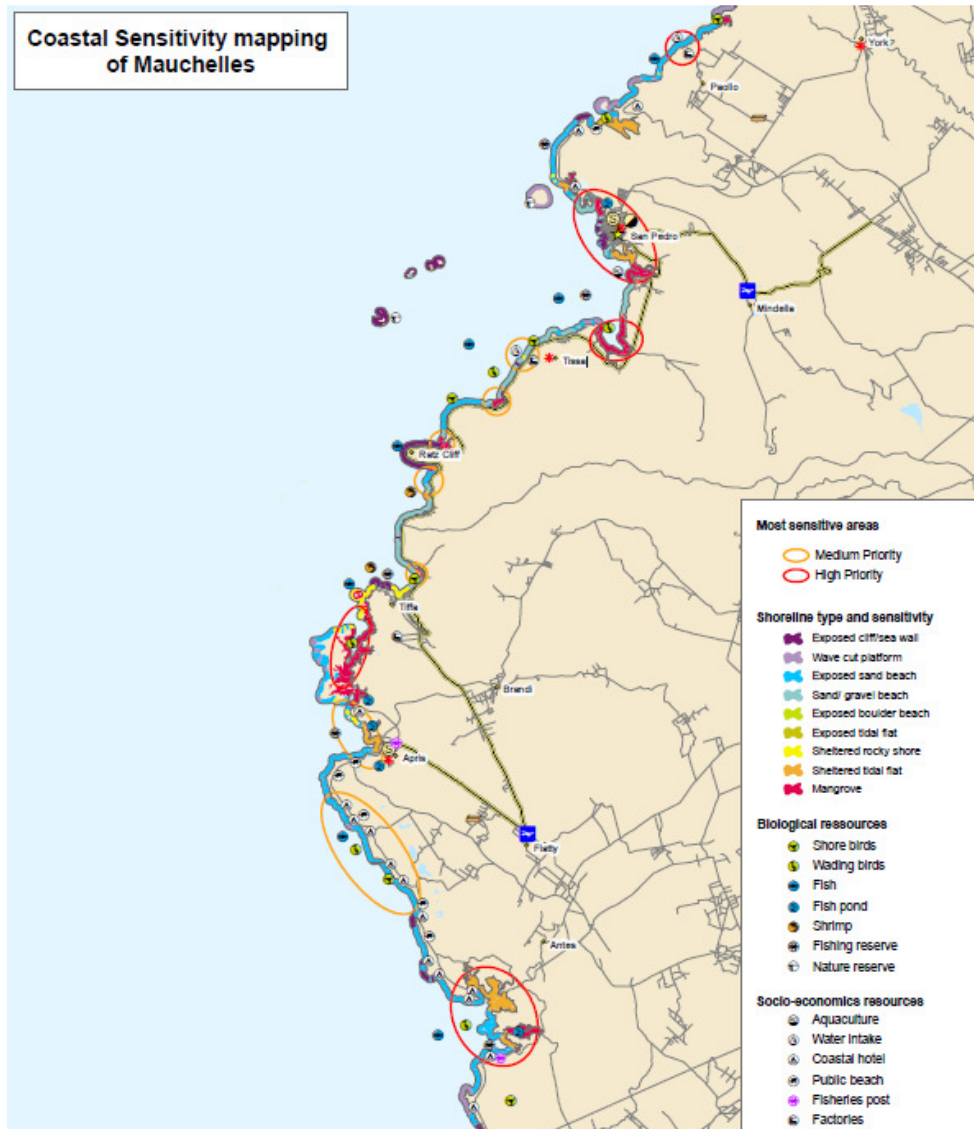


Figure 2. Coastal sensitivity map given to the participants for the purpose of the practical

The scenario involved the collision of a tanker (loaded with Arabian Medium Crude) and a chemical carrier (loaded with methylethylketone, styrene and Isopropyl alcohol) 45 nautical miles west off the coast. Practical was initiated by the following message received by the Port Authorities:

**Source: captain of tanker BACK FIGHTER**

**Message:**

« Collision with commercial ship at 08h30 on 24/10/2012 Probably a chemical. No casualties.

Cargo: Arabian Medium Crude

100% of tanks full.

Loss of propulsion.

Breach on Cargo Tank n°6 Port Side (capacity 13 000 m3).

Strong smell of oil, large slick around the tanker.

Position: 45 nautical miles West of San Pedro. »

Additional messages were provided all along by the facilitators to the practical to the various groups (from the tanker, the chemical carrier, local communities, ITOPF, IMO, media, etc.) to simulate the escalation of the incident.

The practical ended with a debriefing of each group. Overall, the exercise was appreciated by the participants as the proposed scenario allowed everybody to practice the principles of Incident Management System, to consider the importance of information management and sharing (within the national organisation and between the different stakeholders) and to maintain a common operating picture of pollution and operations. Following the practical, the participants acknowledged the need to:

- ensure all issues are considered for the strategy, including “Places of Refugee” and to define achievable and measurable objectives for the response;
- delimitate the areas and limits of competency of each stakeholders (e.g. port authorities, oil industry, provincial authorities, national authority);
- ensure an undisputed chain of command is established;
- have procedures in place for emergency operations (visas, customs, expenditure, etc.);
- have agreements in place between countries for the mobilization of external assistance;
- maintain a precise timeline of the events; and
- ensure a continuous feedback from the field (On Scene Commanders).

## Summary of the closing ceremony

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Mr Pinehas N. Auene, Deputy Director of the Marine Pollution Control and SAR (Directorate of Maritime Affairs) chaired the closing ceremony. He thanked all participants and IMO/IPIECA for the fruitful cooperation with regards to the preparation and delivery of the workshop, and proceeded to the delivery of the certificates and USB keys containing all conference presentations as well as relevant documentations. Finally, Mr Mathew Nangolo, Director of Maritime Affairs gave the closing remarks and officially closed the meeting.

## Recommendations of the Workshop

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### Regarding oil spill risk assessment

- It is reminded that the ultimate purpose of oil spill risk assessment is to:
  - gain a better understanding of the risk of oil spill in the sub-region in order to improve national preparedness and response capabilities, and to
  - provide baseline information for the development of a sub-regional agreement or contingency plan for combating marine pollution.
- The oil spill coastal sensitivity maps should be finalised in all the countries. They serve as a major decision support tool for oil spill response, and can also be used as base material for the subsequent evaluation in the Oil Spill Risk Assessment project.

- The organisation of a sub-regional workshop on Oil Spill Risk Assessment should be proposed to discuss:
  - the level of implementation (national or sub-regional) of the project and the management unit of the project;
  - the scope of the oil spill risk assessment: geographic coverage, type of incidents, product considered etc.;
  - the outline of the methodology to be adopted: simple geographic approach for coastal and onshore risk assessment, integration of drift and behaviour for offshore oil industry and maritime traffic; and
  - the availability of data, the need of additional data and the sharing of this data and results of the study amongst countries.

#### **Regarding the implementation of Incident Management System (IMS)**

- It is reminded that the Incident Management System guidelines published by the International Maritime Organization are for guidance and are not designed to be implemented “as is” in the countries.
- The national authorities should consider how the Incident Management System guidelines can be used to improve the structure of national organisations in charge of oil spill response by implementing specific functions and by managing the response by commonly shared objectives.
- The national authorities should ensure that their national response system covers the management of all types/ all magnitudes/ all locations of incident and functionally includes local/ provincial contingency plans and sectorial plans.

#### **Regarding the organisation and running of exercises**

- It is reminded that organising regular incident management exercises is the only method to ensure that an adequate and robust national response system is set-up.
- When organising exercises, the stakeholders should ensure that:
  - the exercises are aimed at realistically testing the oil spill national response system and resources (and not simply demonstrating the availability of equipment in the country); and
  - the exercise will allow realistic response planning and decision-making.
- When organising exercises, the national stakeholders should consider the involvement of the industry at all stages, i.e. from the preparation to the evaluation of the exercise and subsequent updating of the national contingency plan if required.

#### **Regarding assistance and cooperation**

- It is reminded that international assistance is one of the key issues to be managed by the National Incident Command Team for Tier III incidents.
- The technical cooperation between the countries for preparedness can be improved by organising trans-boundary exercises.
- The national authorities should identify:
  - the relevant expertise (in the country or abroad) for the definition of the needs of assistance (type and quantity of equipment and/or responders) and for the technical and

- financial evaluation of the offers (the names and contacts should be included in the national contingency plan with their function within the Incident Command Team); and
  - the national mechanisms and channels of communication for managing international offers of assistance, including liaison officers between the Foreign / External Affairs and the national Incident Command Team.
- The national authorities should implement practical arrangements allowing the effective management of international assistance in the country, including specific procedures for the provision of visa, customs clearance, flight authorisation, and the reception, transport, handling, storing, maintenance and demobilisation of equipment.
  - The national authorities should consider arrangements and/ or pre-agreements at the (sub-)regional level for the effective management of international assistance. These arrangements should be included in all relevant sub-regional agreements and/or all relevant oil spill contingency plans.

## Conclusions

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High level delegates from various countries, as well as representatives of the oil industry, actively participated to this sub-regional workshop. The highly engaged participants provided for fruitful exchanges throughout this workshop which used a new approach at sub-regional level combining presentations, case studies, feedback from delegates, presentation of support documents from IMO and a scenario-based practical into a three-day event.

The delegates acknowledged the need for developing the Oil Spill Risk Assessment (OSRA) initiative in West, Central and Southern Africa to serve as the foundation of the spill response strategy and discuss the principle and method for the development of OSRA.

The delegates shared knowledge and experience about oil spill preparedness, coastal sensitivity mapping, and oil spill response operations, and compared response arrangements in different countries.

The presentations and practical helped to raise the awareness of the delegates about the usefulness of the Incident Management System for the national organisations in charge of maritime pollution, the possibility to improve the structure of the national organisations by adopting the key principles therein.

Case studies, presentations and exchanges reminded the delegates about the importance of organising regular exercises, involving the oil industry and all stakeholders, as this is the only way to test the effectiveness of the national response system.

All delegates were reminded the need to improve the mechanisms for the request and mobilisation of international assistance (expression of needs, assessment of assistance proposals, mobilization of assistance: logistics, immigration process for experts, customs clearance for equipment...).



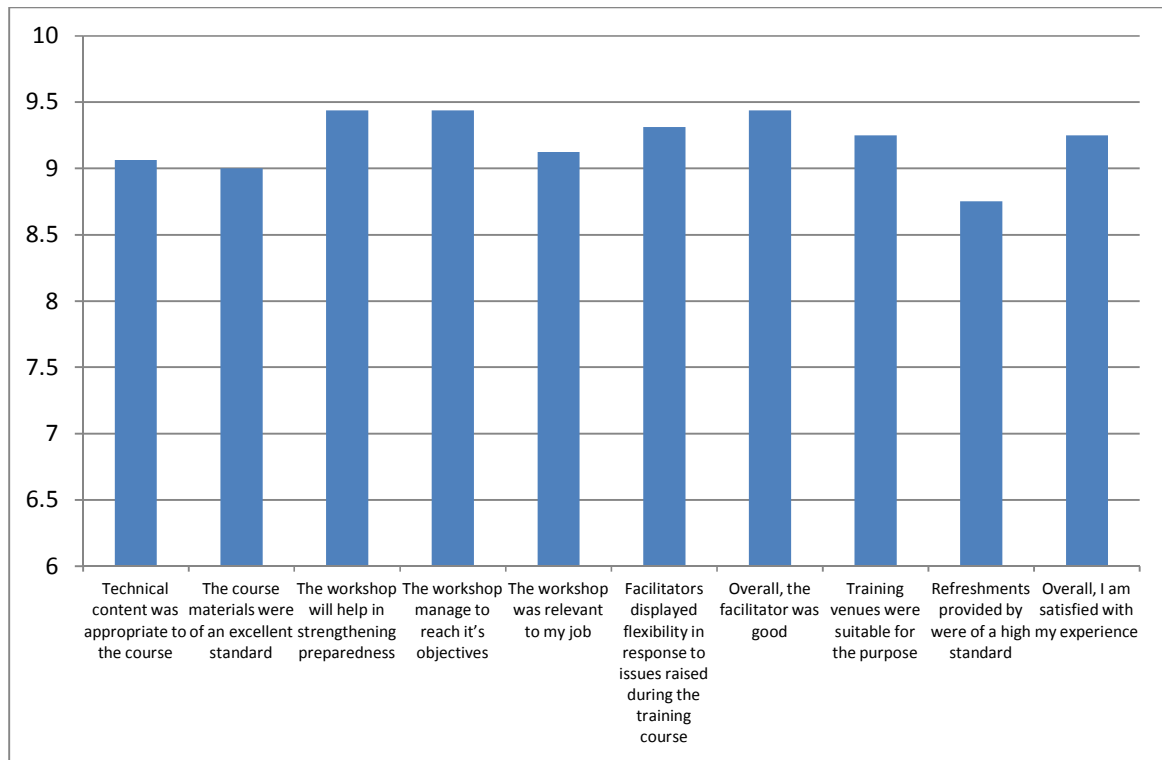


Figure 3. Results of 16 evaluation forms (See assessment form, Annex 7Error! Reference source not found.)

As demonstrated in figure 3, the delegates were satisfied with the workshop. Regarding IMS, the combined presentations, examples of various countries and the practical were of particular interest to the participants. The case studies for sensitivity mapping, IMS and exercises provided useful insight to delegates on on-going projects in various countries. Discussion and questions were facilitated and encouraged following these presentations. Some delegates expressed the wish to have similar workshops organized in the countries.

In view of:

- the high level and involvement of the delegates,
- the quality of the discussions, and
- the overall positive evaluation of the workshop by participants,

the IPIECA consultant considers that the GI WACAF Sub-Regional Workshop on the Mechanisms of Cooperation and the Effective Implementation of Incident Management System reached its objectives.

## Annex 1. Programme

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See next page.

## Monday October 22<sup>nd</sup>, 2012

### Opening ceremony

08h30	Registration
09h30	<b>Opening Ceremony :</b> <ul style="list-style-type: none"> <li>- Welcoming address by Permanent Secretary - Ministry of Works and Transport - Mr. Peter MAWATILE</li> <li>- Key note address and opening remarks by Minister of Works and Transport - Hon. Erkki NGHIMTINA</li> <li>- Group picture and press conference – All</li> </ul>
10h30	Coffee break

### Introduction

11h00	<b>Presentation of the GI WACAF Project and the workshop</b> Mr Romain CHANCEREL, GI WACAF Project Manager
11h30	<b>Presentation of the international framework</b> Mr Lindsay PAGE-JONES, Consultant IPIECA
12h00	<b>Benguela Current Commission Biodiversity Mapping Project</b> Benguela Current Commission (BCC)
12h30	Lunch Break

### Oil Spill Risk Assessment in the sub-region

Conference Room, Chair: Mr MM NANGOLO MWT, Namibia

14h00	<b>Oil spill risks associated with maritime and offshore activities in Namibia</b> Mr Pinehas AUENE, Ministry of Works and Transport, Republic of Namibia
14h30	<b>Principles of Oil Spill Risk Assessments (OSRA)</b> Mr Lindsay PAGE-JONES, Consultant IPIECA
15h00	Coffee break
15h30	<b>Presentation of IPIECA guidelines for sensitivity mapping</b> Mr Lindsay PAGE-JONES, Consultant IPIECA
16h00	<b>Presentation of coastal sensitivity mapping Project in Angola</b> Manuel XAVIER, Director of Environment and Safety Cabinet, Ministry of Petroleum, Angola
16h30	<b>Discussion on Oil Spill Risk Assessment</b> All
17h00	End of the day



**Tuesday October 23<sup>rd</sup>, 2012**

## Cooperation for oil spill preparedness and response

	Conference Room, Chair: Industry
09h00	<b>Summary of day 1 &amp; Introduction to day 2</b> Chairman
09h30	<b>The Basic Principle of Industry/ Government cooperation</b> Mr Andy NICOLL, advocacy Manager, Oil Spill Response Limited
10h00	<b>Roles and responsibilities during an oil spill</b> Mr Lindsay PAGE-JONES, Consultant IPIECA
10h30	Coffee break
11h00	<b>Organisation and Strategy - the example of Total E &amp; P Angola</b> Mr Thomas MERZI, Environmental Engineer, Total E&P Angola
11h30	<b>An example of industry cooperation: ANG-212 Mutual Assistance agreement in Angola</b> Mr Tavares RODRIGUES, HSE Supervisor, Emergency Response and Environmental and Regulatory Matters, CHEVRON, Angola
12h00	<b>Introduction to Incident Management System</b> Mr Lindsay PAGE-JONES, Consultant IPIECA
12h30	<b>Discussion on the implementation of Incident Management System in the sub-region</b> Mr Lindsay PAGE-JONES, Consultant IPIECA
13h00	Lunch Break
14h00	<b>Case studies: example of IMS implementation during exercise in Republic of Congo</b> Mr Lindsay PAGE-JONES, Consultant IPIECA
14h30	<b>Efficient exercising of the incident management structure</b> Mr Andy NICOLL, advocacy Manager, OSRL
15h00	<b>Lessons learnt on effective exercising</b> Mr Romain CHANCEREL, GI WACAF Project Manager
15h30	Coffee break
15h45	<b>IMS Practical briefing</b> Mr Lindsay PAGE-JONES, Consultant IPIECA
16h30	End of the day
18h30	<b>Gala dinner</b>



## Wednesday October 24<sup>th</sup>, 2012

### Incident Management System - Practical

Conference Room, Chair: Mr. G TSHATUMBU or P. SILISHEBO MWT, Namibia

09h00 **IMS Practical**  
All participants

11h15 Coffee Break

11h30 **Debriefing of IMS Practical by participants**  
All participants

13h00 Lunch Break

### Recommendations and Closing ceremony

14h00 **Lecture and adoption of the recommendations of the workshop**  
Mr Romain CHANCEREL, GI WACAF Project Manager

14h30 **Closing ceremony**  
- Closing speech by the Director of Maritime Affairs - M M NANGOLO  
- Presentation of certificates - Mr Romain CHANCEREL, GI WACAF Project Manager

15h00 Coffee Break

15h30 **Sightseeing trip**  
All



## Annex 2. List of participants

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## **Annex 3. Opening speech OMI/IPIECA**

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**IMO/IPIECA Opening Speech, Regional Dispersant Workshop, Accra, Ghana, 22-24 June 2011**

**Mr. Romain Chancerel, GI WACAF Project Manager – IMO/IPIECA representative**

Honourable Deputy Minister of Works and Transport, Dr. Chief Ankama,

Mr the Director Maritime Affairs, Mr. Matheus Nangolo

Mr. the GI WACAF Focal Point for the Republic of Namibia, Mr Pinehas Auuene

Distinguished Delegates,

Ladies and Gentlemen,

It is an honor for me to deliver this opening address on behalf of the International Maritime Organization (IMO) and IPIECA, the global oil and gas industry association for environmental and social issues, at this Regional workshop for the development of Mechanisms of Cooperation and the effective implementation of Incident Management Systems in West, Central and Southern Africa.

I would like to briefly remind the roles of these organisations. IPIECA is the global oil and gas industry association for environmental and social issues. It was formed in 1974 following the launch of the United Nations Environment Programme (UNEP). IPIECA is involved in both the upstream and downstream oil and gas industry on environmental and social issues and its membership covers over half of the world's oil production.

The International Maritime Organization (IMO) is a specialized agency of the United Nations with a global mandate. The mission of IMO is to promote safe, secure, efficient, environmentally sound and sustainable shipping. This is pursued by adopting the highest practicable standards of maritime safety and security, and of prevention and control of pollution from ships.

Following the Exxon Valdez incident off the Alaskan coast, in 1989, the IMO member states developed the International Convention on Oil Pollution Preparedness, Response and Co-operation. The OPRC Convention, as it became known, was adopted in 1990 and entered into force in 1995. The OPRC Convention provided a global framework to facilitate international co-operation and mutual assistance in preparing for and responding to major oil pollution. It encourages States to develop and maintain an adequate preparedness and response capability simultaneously recognizing the importance of co-operation with the oil and shipping industries to deal with such emergencies. Coupled to this is the provision for the reimbursement of costs sustained by victims impacted by oil pollution damage.

To support the implementation of these international conventions, IMO and IPIECA launched in 1996 the Global Initiative (GI) with the objective to support countries in strengthening their oil spill response capability and ensure the



full implementation of these above mentioned international convention. The GI is active at various degrees in four regions of the world: Caspian and Black sea, the Mediterranean Sea, the Caribbean and West, Central and Southern Africa.

The Global Initiative for West, Central and Southern Africa, known as GI WACAF, was launched in April 2006. It is considered as a flagship programme among the various GI regional initiatives put in place by IMO and IPIECA. The project is jointly funded by IMO and eight oil company members through IPIECA. Today, it covers 22 countries in West, Central and Southern Africa. Since its creation significant progress in improving oil spill response capability has been achieved. For instance, from 2006 to 2011 more than 3,000 persons were trained through the delivery of some 55 workshops. From a results-based perspective the overall preparedness indicator has increased by 30% since 2006 and all six key performance indicators of preparedness have progressed. We celebrate this year the 15<sup>th</sup> Anniversary of the GI and the successful partnership between IMO and IPIECA.

When considering the response to large oil spills, especially from a maritime shipping accident or a loss of well control such as we witnessed in the Gulf of Mexico in 2010, then it is essential that an effective and efficient incident management system be developed so that an entity can rapidly organize a focused response to a significant oil spill incident. **The need for a predictable, consistent management structure is critical, with an initial requirement to transform the confusion that may accompany the early periods of an emergency event into a manageable state of order.**

In order to satisfy this requirement, the organisation necessitates that plan stakeholders utilize an agreed framework, with a common set of tools; including terminology, roles and responsibilities, procedures, communications, and resources within the framework of national and regional contingency plans and policies. This week we have an opportunity to consider the implementation of effective Incident Management Systems at all levels of spill management.

IPIECA and their technical partners, including Oil Spill Response will offer their experiences, objective views, advice and support to this process and I look forward to the forthcoming discussions over the coming three days.

Finally, the focus will be to fill the gaps in our collective knowledge recognising that oil spills don't respect national boundaries and consider the opportunities which now exist to establish a comprehensive and consistent approach to incident management.

We are fortunate indeed to have respected experts in our midst, with considerable individual, and an enormous collective wealth of international experience in all aspects of pollution response, practice and policy. I encourage you to make good use of them during our time together.

Finally, I wish us all well for a productive, informative and, I am sure enjoyable discussion which lie ahead.

Thank you for your consideration

## Annex 4. Welcoming remarks by Peter Mwatile, Permanent Secretary of Works and Transport

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Deputy Minister of Works and Transport – Comrade Chief Samuel Ankama

Director of Maritime Affairs – Comrade Mathew Nangolo

Representatives of the International Maritime Organization (IMO)

Representatives of the International Petroleum Industry Environmental Conservation Association (IPIECA)

Representatives of participating countries

Representatives of Government Ministries and State-Owned Entities

Representatives of Oil companies

Management and Staff of the Directorate of Maritime Affairs

Members of the media

Distinguished ladies and Gentlemen

It gives me great pleasure to extend to you all a very warm welcome on behalf of the Ministry of Works and Transport and to say how grateful we are to have been given the opportunity to host this important conference here in Walvis Bay.

I realize that you are fully dedicated to the sessions that will follow but I do hope you will also take time to enjoy fascinating Walvis Bay with its dessert setting, friendly people and good seafood.

It is gratifying to note that the agenda of the conference covers a wide range of very interesting items relating to oil spill preparedness and response.

Equally, I am happy to see that participation in this important event is not limited to Government representatives but industry representatives are present as well. That, I am informed, is the spirit of the Global Initiative for Waste, Central and Southern Africa (GIWACAF).

I recognize that these GIWACAF gathering are principally designed to enhance oil spill preparedness and response capability in the GIWACAF member states. These gatherings enable the building of a productive dialogue between GIWACAF member countries and the oil industry. They also provide an invaluable opportunity for networking and fruitful contacts between countries.

As a proud member of GIWACAF, Namibia has an excellent association with GIWACAF and has over the years benefitted immensely from the GIWACAF project.

This is the first time that a GIWACAF conference is being held in Namibia; therefore we are delighted to be given the opportunity to host this conference.

We are pleased that as many as 20 delegates from the sub region are in attendance - being from Ghana, Nigeria, Cameroon, South Africa and Angola. We are also pleased to welcome our distinguished resource persons from the International Maritime Organization (IMO) and the International Petroleum Industry Environmental Conservation Association (IPIECA), who are present to impart their expertise to the conference.

Namibia is giving strong emphasis on improving its oil spill preparedness and response system in order to mitigate the growing risk of oil spills that may result from a buoyant offshore oil and gas exploration sector as well as increasing maritime traffic.

We are in the process of reforming the whole system, with particular emphasis on the legal and financial arrangements as well as structures of the various bodies of the National Oil Spill Contingency Organisation (NOSCO). These reforms are aimed at ensuring that the NOSCP is operational and that Namibia achieves all the elements of preparedness as enshrined in the International Convention on Oil Pollution Preparedness, Response and Cooperation (OPRC). In addition we need to undertake oil spill risk assessment as well as coastal sensitivity mapping. We hope that GIWACAF will help Namibia to undertake these important projects.

Ladies and Gentlemen

I am pleased to note that theme is "Towards efficient cooperation for oil spill preparedness and response". Recent oil spill incidents have taught us that oil pollution knows no boundaries; hence the importance of regional and sub regional arrangements for cooperation in line with OPRC.

During the Erica incident off France in 1999, it was demonstrated that without regional cooperation agreements in place, assistance by other European states would have been more difficult and the outcome of the response actions less impressive. The Erica and other incidents of note highlight the need for regional and international cooperation in oil spill response.

However, regional and international cooperation cannot be effective until national oil spill response systems have reached an acceptable level of development.

This conference will therefore be invaluable in contributing to the improvement of national systems and the development of bi-lateral, regional or international cooperation agreements.

In closing, I wish you every success in your deliberations and a very pleasant stay in Namibia.

Thank you.

## Annex 5. Welcoming remarks by Hon. Chief Samuel Ankama, Deputy Minister of Works and Transport

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Director of Maritime Affairs – Comrade Mathew Nangolo

Representatives of the International Maritime Organization (IMO)

Representatives of the International Petroleum Industry Environmental Conservation Association (IPIECA)

Representatives of participating countries

Representatives of Government Ministries and State-Owned Entities

Representatives of Oil companies

Management and Staff of the Directorate of Maritime Affairs

Members of the media

Distinguished ladies and Gentlemen

It is a great honour and privilege for me to have this opportunity to deliver the opening address for the Global Initiative for West, Central and Southern Africa (GIWACAF) Sub-Regional Conference on the Mechanisms of Cooperation and Effective Implementation of Incident Management System (IMS).

This important event is jointly organised by the International Maritime Organisation (IMO) and the International Petroleum Industry Environmental Conservation Association (IPIECA) in cooperation with my Ministry, the Ministry of Works and Transport.

I welcome you all to Namibia and especially those who may be visiting for the first time.

I wish to thank IMO, in particular the Head of Technical Cooperation and Major Projects, for arranging to convene this important conference in Namibia and for inviting me to offer brief opening remarks.

As proud member of GIWACAF, Namibia is pleased to have collaborated with the IMO and IPIECA in staging this event.

I am advised that this is the first time that such a conference is held in Namibia. This follows on similar conferences, albeit of larger scope, held in Cameroon and Nigeria.

We welcome this timely initiative which will focus on risk assessment and cooperation for oil spill preparedness and response as well as Incident Management System, which I am informed provides for a safe, effective and efficient management and deployment of resources, both human and material, for all types of emergency incidents.

I am saying the conference is timely because, as you heard in the welcoming remarks of Permanent Secretary Mwatile, Namibia's is currently reforming its national oil spill response system to address the shortcomings that have been identified during national review and testing sessions as well as lessons learned in the recent Chamarel incident. This conference is therefore expected to add value to, and will further inform, the reform exercise.

The Chamarel is a cable lying vessel which caught fire on 8 August this year and subsequently went aground in the surf zone about 30 KM north of Hentiesbay where she is still laying. Fortunately, all the crew (56) evacuated the vessel safely and about 160,000 litres of oil have been removed successfully.

The 2nd phase, that is wreck removal, is expected to commence later this month.

I have noticed that you will be having a sightseeing trip on the last day; please visit the Chamarel if time allows. Our Deputy Director of Marine Pollution and SAR and the GIWACAF Focal Person for Namibia has been heavily involved in the salvage operation and should be able to share some of his experiences with you.

Distinguished Ladies and Gentlemen

I am encouraged by the progress made by the GIWACAF project since its inception in 2006 in enhancing oil spill preparedness and response capability in the 22 West, Central and Southern African countries, especially in regard to developing of national oil spill contingency plans, sensitivity mapping and exercises.

While exercises are an important element in testing and keeping current the preparedness and response system, they cannot compare with the experience of an actual incident. Therefore, Namibia proposes that IMO and IPIECA put mechanisms in place for response teams in the region to attend real incidents in the region and beyond as observers or even as participants.

Further, Namibia would like to see a core team of government response personnel within the GIWACAF region trained to the standards that personnel of private oil spill response companies, such as Oil Spill Response Limited, are trained. I invite IMO and IPIECA to consider these suggestions.

As we move towards the seventh anniversary of the launch of the GIWACAF project in April 2006, it is important that the work of the GIWACAF is given increased global and regional prominence, as its work continues to be the core component of IMO's work in ensuring that the region gives effect to the requirements of International Convention on Oil Pollution Preparedness, Response and Cooperation (OPRC), the Abidjan Convention as well other relevant treaties.

In this context, this conference should foster and reinforce interest and understanding of the work of the GIWACAF project. I am sure it will also underscore the continued relevance of OPRC in providing the basis for arrangements to protect the marine environment from oil spills as well as mutual assistance and international cooperation.

Distinguished Ladies and Gentlemen

The rich exchange of knowledge, information and ideas which should result from this conference will only redound to the benefit of all countries in the GIWACAF Region.

We look forward to one of the main outcomes of this meeting being the increased collaboration among countries of the GIWACAF Region on oil pollution issues including scientific research and capacity building. We need to build on the natural linkages among the GIWACAF States and this seminar affords us the opportunity to do so.

I thank IMO and IPIECA once again for electing to host this event in Namibia and convey my best wishes for a fruitful and productive event.

After your deliberations for the next three days, I am confident that the foundation for enhanced engagement among countries in the region in matters related to oil spill preparedness and response will be strengthened further.

I now declare the Sub-Regional Conference on the Mechanisms of Cooperation and the Effective Implementation of Incident Management System (IMS) open.

Thank you.

## Annex 6. Closing Remarks by Mathew Nangolo, Director of Maritime Affairs

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Distinguished guests, participants, ladies and gentleman.

On behalf of the Ministry of Works and Transport, I would like to sincerely thank each one of you for your active participation and significant contribution to this Sub-Regional Conference on the Mechanisms of Cooperation and the Effective Implementation of the Incident Management System (IMS).

It has been indeed a great honour and privilege that Namibia has been able to serve as a good host of this important event and contribute to the furtherance of our own objectives as well as the objectives of GIWACAF in regard to oil spill preparedness and response. The pleasure is therefore threefold.

Firstly, we have happily taken advantage of this occasion as an excellent opportunity through which to share with participants Namibia's perception of oil spill risks in its coastal zone, highlight our challenges and point towards how GIWACAF and other partners such as BCC could assist us in addressing those challenges. I hope that our inputs have been of considerable use to the discussions during the last three days.

Secondly, this meeting served as refresher and a learning platform to all participants in the key aspects of Oil Spill Risk Assessment, Cooperation in oil spill response and the effective implementation of the Incident Management System (IMS).

Thirdly, we have been able to establish relationships and share information, ideas and experiences with all the participants in many ways. We consider this extremely significant because relationships are of great importance when we are in emergency situations. We will need to count on each other at such times for acquiring information, providing and receiving assistance, etc.

All the presentations and discussions made during the workshop were very informative and enlightening.

While the importance and relevance of strengthening sub-regional capability is acknowledged, the greater challenge lies in each of our countries to translate, in a practical manner, the key outcomes of these type of conferences into our respective oil spill preparedness and response systems.

In this regard, we would like to encourage you to transform IMS into your contingency plans as it suits the context and needs of your organisation. Moreover, we, encourage you, as the "key agents", to fully convey and discuss the findings and recommendations of this workshop with your key partners, or the "champions", in your countries and organisations.



Furthermore, the workshop discussions had cited certain recommendations especially after the IMS practical. Let us implement those recommendations.

We are convinced that GIWACAF shall continue to assist our governments in the region and facilitate among them the exchange of oil spill experiences, information and best practices more effectively and efficiently.

We would like to remind participants that this sub-regional conference is but a small part of a broader programme towards strengthening oil spill preparedness and response capability in the sub-region. Other efforts must be sustained and we count on you.

I believe that we have achieved all the objectives of the conference. In addition to that, friendship and solidarity in the sub-region have been fostered through this event.

Lastly, I would, once again, like to thank and congratulate you, the participants, the local organizers, the GIWACAF Project, our resource persons, all of whom did so much to make sure that this conference took place and achieved success; and the IMO and IPIECA for providing the critical support necessary to make the conference possible.

Thank you all once again for your active participation and I wish you safe trips back home.

## Annex 7. Assessment form

To measure the effectiveness of this workshop we are interested in your feedback

Workshop name:

Name:

Date:

How would you rate the following? Where 0 = Strongly Disagree and 10 = Strongly Agree. To help us make the appropriate improvements in the future, please can you be as specific as possible.

<b>Course Design</b>	0	1	2	3	4	5	6	7	8	9	10
<i>a. Technical content was appropriate to the course</i>											
<i>b. The workshop materials were of an excellent standard</i>											
<i>Any specific comments about the workshop design</i>											
<b>Relevance to objective</b>	0	1	2	3	4	5	6	7	8	9	10
<i>a. The workshop will help in strengthening the level of preparedness to oil spill in the country</i>											
<i>b. The workshop manage to reach it's objectives</i>											
<i>c. The workshop was relevant to my job</i>											
<i>Any specific comments about relevance to objectives</i>											
<b>Facilitators Overall</b>	0	1	2	3	4	5	6	7	8	9	10
<i>a. Facilitators displayed flexibility in response to issues raised during the training course</i>											
<i>b. Overall, the facilitator was good</i>											
<i>Any specific comments about facilitators;</i>											

<b>Facilities and Organisation</b>	0	1	2	3	4	5	6	7	8	9	10
<i>a. Training venues were suitable for the purpose</i>											
<i>b. Refreshments provided by were of a high standard</i>											
<i>Any specific comments about facilities</i>											
<b>Overall Evaluation</b>	0	1	2	3	4	5	6	7	8	9	10
<i>a. Overall, I am satisfied with my experience</i>											

Thinking about the course overall, were there any modules you found **particularly useful** for oil spill preparedness in the country;

Thinking about the course overall, were there any modules you found that **would not be particularly useful** for oil spill preparedness in the country;

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**General Comments and Suggestions;**

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## Annex 8. Pictures



Group photo (after the opening ceremony)



Opening ceremony



Practical exercise: National Planning unit



National Operation unit



Practical exercise: National Logistics unit



National Finance unit



Practical exercise: Port and Oil industry group

Close countries group



Practical : National Incident commander and head of units



Presentation of response strategy